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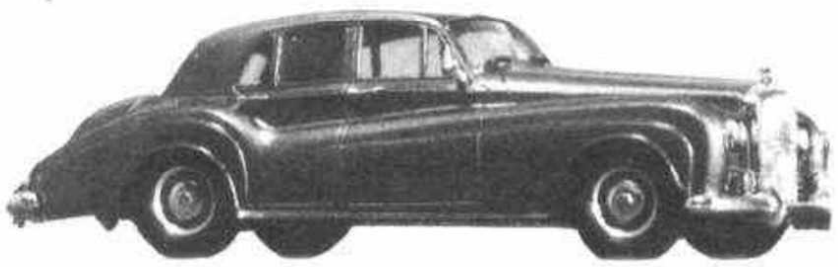
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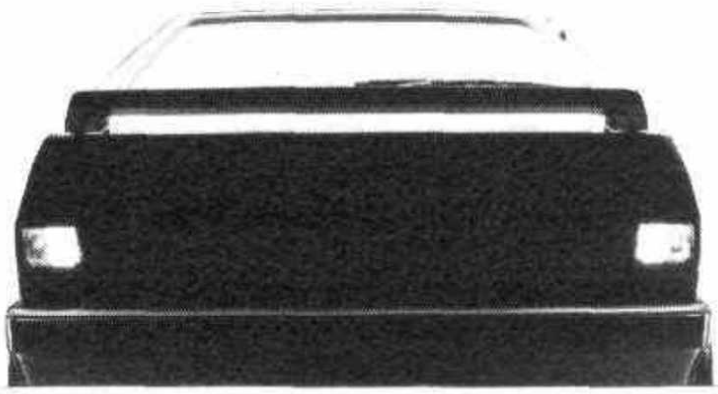


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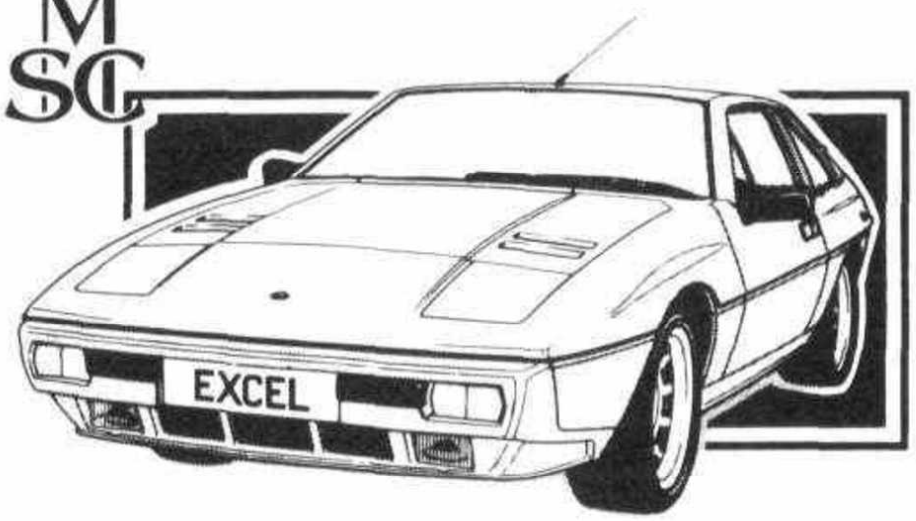


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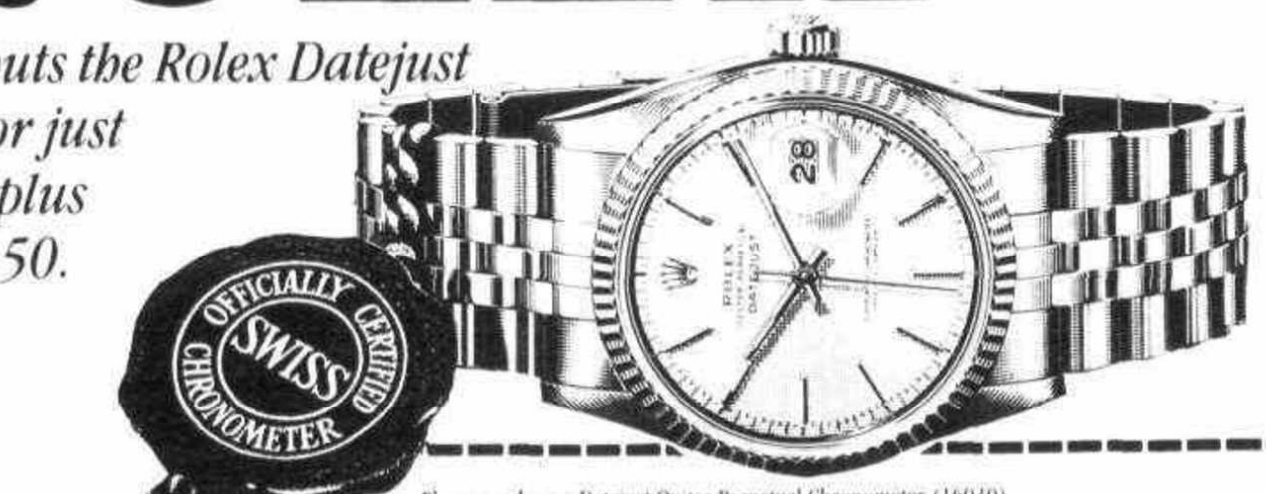
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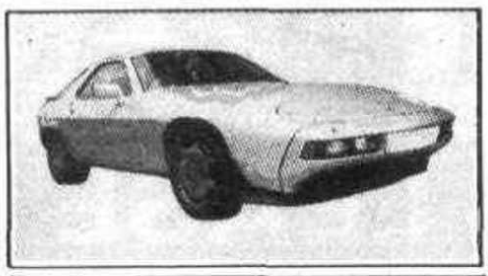
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Ferrari GTS QV 1983. 27,000 miles, red, black interior/cloth inserts, DFS, rear-aerofoil **£25,750**
Ferrari 308 GTSi 1981. 30,000 miles, red, black interior, FSH, a/c, alarm, cherished number plate available if required **£21,850**
Ferrari Mondial QV 1982. 43,000 miles, red with tan interior, a/c **£18,950**
Ferrari 308 GT4 1979. 34,000 miles, dark met. blue, parchment/blue inserts, a/c, w/w **£11,750**
Porsche 944 1985 (C). 5,000 miles, red, black interior, manual **£19,650**
BMW 635 CSi 1983. 53,000 miles, black, black leather interior, in board computer, ABS, electric sunroof (car phone available) **£12,250**

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1984 A EXCEL SII, Silver, hide, pas, Eagles, r.cass, 16000m **£12,950**
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1986 C Reg. Carrera Sport Cabriolet Turbo bodied, in white, red, full red leather can can int, with piping and electrically operated powered hood, very special car **POA**
1984 911 Carrera Sport Cabriolet, black, black leather int, 15,000 miles **£25,950**
1983 911 Sport Cabriolet, red, beige leather int, 21,000 miles, 2 owners, full history **£22,950**

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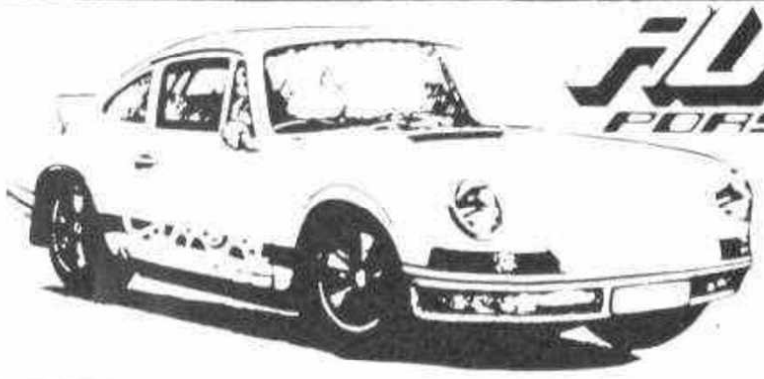
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80 (V) Triumph TR7 FH. Brown, 2 owners **£2,750**
73 (K) Triumph TR6. 2 owners **£1,995**

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TIP OF THE MONTH

Etrani Knobs. The Summer months mean enthusiastic motoring, and with that comes the annual crop of loose 911/930 gear lever knobs, especially among the racers.

1968 on they screwed on originally the knob is driven on, with a spring retaining sleeve between knob and lever creating an interference fit.

To fit, always use a new retaining sleeve. £0.77.

Fit the sleeve in position inside the knob.

Place the knob and sleeve on the lever, mark how far it must go down the lever (length of sleeve).

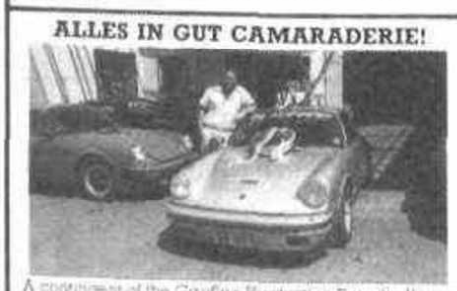
Drive it on using soft hammer, or ideally a drift shaped to the knob curvature. It's quite hard to get it properly home, especially without marking the knob!

Semmie racers fit them with Araldite. There is, after all, no reason why they shouldn't stay in place for years.

If necessary new knobs depending on year and model, are approximately £3.50 to £7.00.

The temptation for risque terminology has been enormous.

ALLES IN GUT CAMARADERIE!



A contingent of the Giroflex Production Porsche Racers went to Hockenheim, at the invitation of the German Porsche Club, to a round of their very similar Championship.

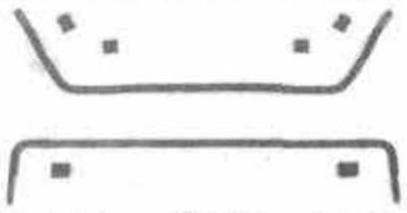
Friend and arch rival Nick Faure took our 3.2 Carrera (and with our consent) Starting with an outright lion in the 2 lap timed sprint, he went on to win his race as well against a field consisting solely of some 30 3.2 Carreras.

And in the *next* race John Morrison took Bobbie Gordon's 1972 911S (our 1985 car) to another win against a field of 944 Turbos, 911SC, etc.

Wonder if they'll invite us next year?

SUSPENSION UPDATE

For all 911SC, 3.3 Turbo pre '85, 3.2 Carrera pre '86



The levels of adhesion offered by current generation low profile tyres show continued significant improvements.

To keep abreast of this Porsche increased anti-roll bar sizes for the 1985 model 930 and 1986 model 3.2 Carrera, to improve chassis control.

Anti-roll bar diameters

	Front	Rear
'85 3.3 Turbo	Increased from 20 to 22mm	Increased from 18 to 20mm
'86 3.2 Carrera	Increased from 20 to 22mm	Increased from 18 to 21mm

Application

The new anti-roll bars with bushes will retrofit as a simple bolt on modification the following models:

	Front	Rear
930 Turbo	All '79 on 3.3	All '78 on 3.3
911	All '74 on 911	All '78 on 911

N.B. Most of these cars will fit earlier models than the above without significant modifications.

Costs

Front kit	911 and 930	£57.50
Rear kit	911	£51.75
	930	£51.75
Fitting, pair front and rear		£23.00

(Prices exclusive of V.A.T.)

CLASSIC PORSCHE

L.H.D. 1973/4 Carrera RS/RSR. Chassis No. 911 900357. Originally Grand Prix White with Blue Carrera RS 2.7 lightweight. Fully rebuilt by the Factory circa 1985 for German Group 3 Championship, to full Carrera RS 3.0 specification with RSR slide injection. Dual ignition engine. Subsequently competed in World Endurance Championship. Now 3.2 litre with simplified bodywork, original panels available. Ideal for Club Competition or restoration. **P.O.A.**



1973 Carrera RS 2.7 Touring. Chassis No. 911 900496. In its original light Yellow. E.S.R. 91,000 miles. Excellent. **P.O.A.**

L.H.D. 1974 Carrera RS 2.7 Touring. Original White with red. 1 Owner. E.S.R. High miles but impeccable history. Available in August. **P.O.A.**



1971 2.2 911S. Olive with black interior. E.S.R. Electric windows, rear wipe, radio/stereo. Recaros, etc. We've just done top end overhaul, gearbox rebuilt. 79,000 miles and very original! **£8,500**

1977 Model Carrera 3.0 Silver, black Sook. Black trim with red tartan inserts. All usual extras plus air cond., P.D.M., cruise control. All new exhaust, pressure tensioners, etc. Only 34,692 miles with F.S.H. Quite exceptional **£12,750**

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'74 Carrera RS 3.0 Lightweight Replica. Built by us 4/83 from '74 911. Grand Prix White with blue coachwork and interior as original RS. Ltwt. Galvanised bodywork. Original set of 3.0 RS suspension. 9" (brakes 8 and 9) + 15" wheels. 3.0 engine to RS Rally spec with race injection, big bore exhaust plus dual ignition, etc. Totally practical, ultra high performance road car. **£22,000**

'74 Carrera RS 3.0 Replica. Coachwork as above. Barn metal respray in Guards Red in 1985. Full Carrera RS 2.7 mechanics. Uprated engine, 2.8 litre circa 240 bhp. Uprated brakes. Engine gearbox 7,000 miles since full rebuild. Interior to lightweight pattern but with E.S.R., elec. windows, full soundproofing, etc. Superb practical high performance. Available mid August. **£16,000**

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1983 July 3.0 911 SC Sport Coupe. Guards red, black interior, grey herbert cloth. F.S.H. 49,000 miles **£18,500**
1982 May 3.0 911 SC Sport Coupe. Minerva blue metallic, beige interior. F.S.H. 46,000 miles **£17,750**
1980 Model (Nov '79) 3.0 911 SC Coupe. Metallic black, tan leather interior. 16" sports wheels. F.S.H. 80,000 miles **£11,750**



1979 Model (Nov '78) 4.5 928 Manual. Dark brown tan interior, chequer board cloth, new clutch and shock absorbers. 46,000 **£10,750**
1981 August 924 Lux Manual. Indiana red metallic, beige and brown interior, chequer board cloth. P.D.M. Sunroof. F.S.H. 44,000 miles **£6,950**



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1984 (B) SEPT	**308 GTS QV.** Metallic black with red hide piped in black, red carpets. Deep spoiler, rear aerofoil, TRX tyres, Blaupunkt radio/cassette, air conditioning, 9,500 miles	£33,995
1984 (B) AUG	**308 GTS QV.** Metallic Chiaro Blue with navy blue hide. Air conditioned, deep spoiler, Blaupunkt radio/cassette, P7's, 12,000 miles	£32,995
1983 (A) AUG	**308 GTS QV.** Red with tan hide, red carpets, air conditioned, TRX wheels & tyres, radio/cassette, 24,000 miles	£29,995
1982 (Y) NOV	**308 GTS QV.** Red, tan hide, beige carpets, deep front spoiler, air conditioned, radio/cassette, 32,500 miles	£25,995
1985 (B) JAN	**MONDIAL QV.** Red with magnolia hide, red carpet, electric sunroof. 11,900 miles	£29,995
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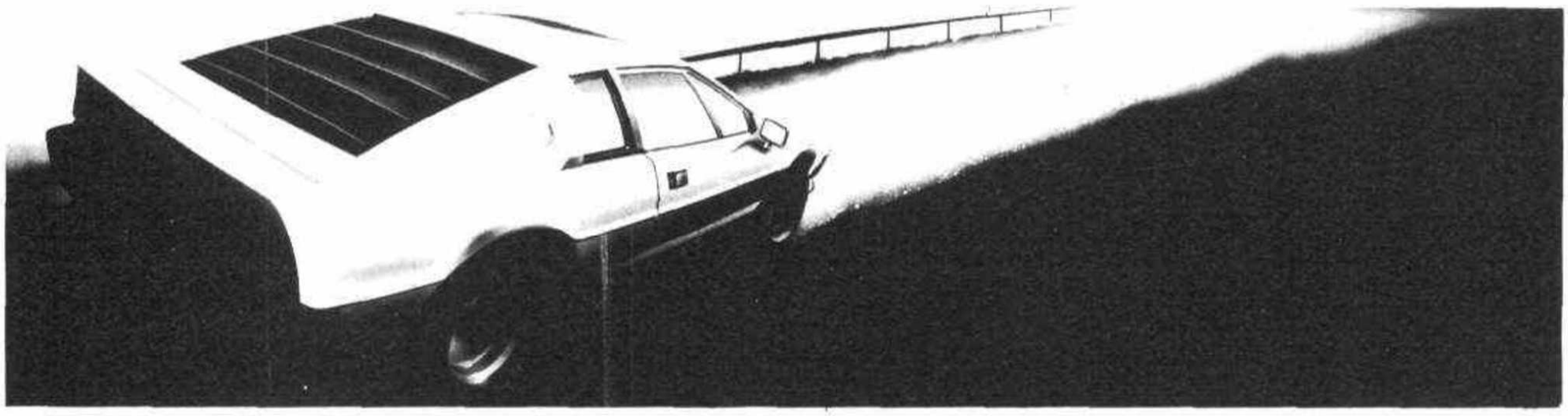
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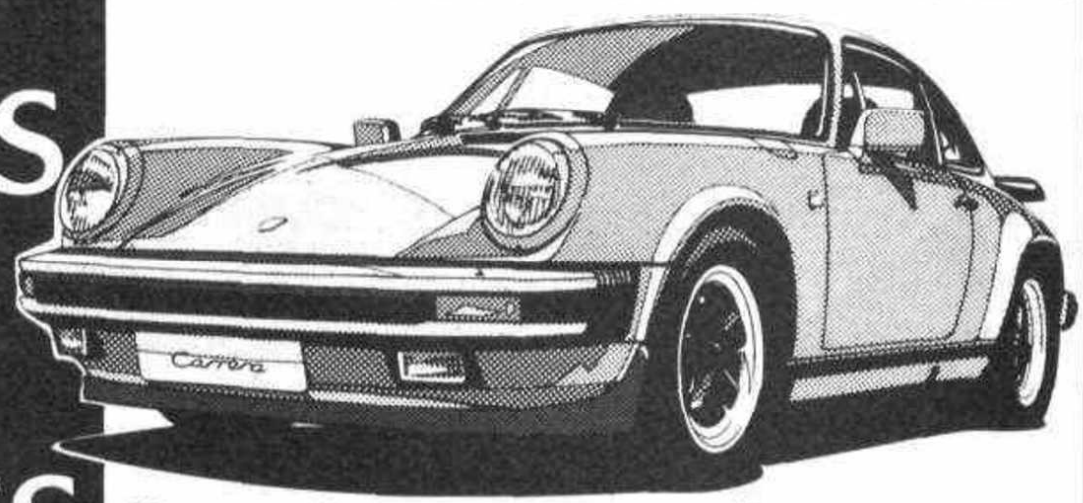
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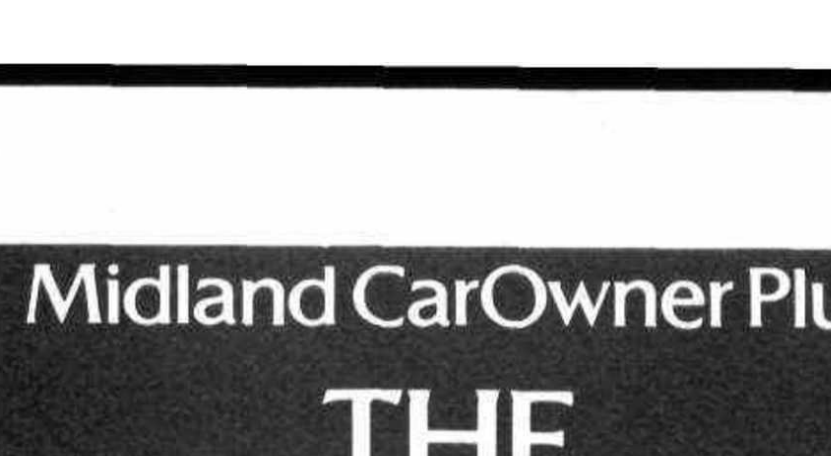
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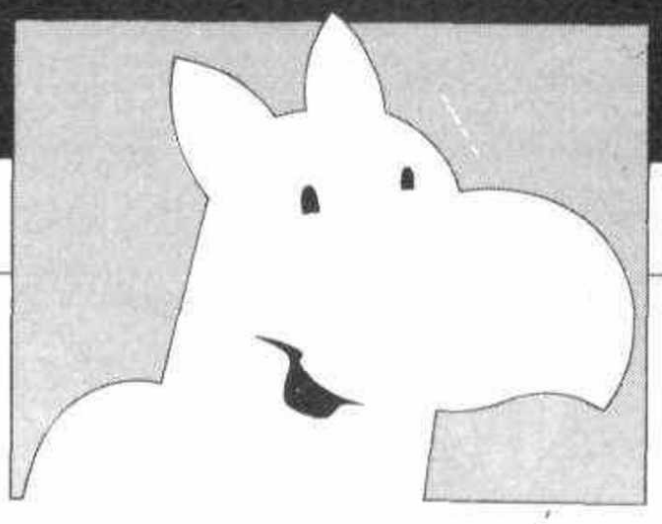
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MOTOR SPORT

Vol. LXII No. 8 AUGUST 1986

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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EDITOR: William Boddy

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FRONT COVER PICTURE: NIGEL MANSELL scored a magnificent win in front of his home crowd at Brands Hatch, beating his team mate Nelson Piquet fair and square. It was his fourth win of the season, and his sixth since he broke his duck at Brands Hatch last year, and it moves him to the head of the World Championship table.

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Matters of Moment

■ Remarkable MG Records

Although MG cars were notable for some very significant record-breaking runs before the war, it is quite another thing to set up new figures using cars the youngest of which left the Abingdon factory 53 years ago. But that was successfully accomplished by members of the MGCC's Triple-M Register last June. What is also remarkable is that they were permitted by the RAC to make their multiple attempts together, at MIRA's banked track. The records aimed at were long-distance Class-H and Class-G British National ones, using a 1931 C-type Montlhery MG Midget for the former, a 1933 K3 MG Magnette for the latter. In addition, it was to attack Class-I (351 to 500 cc) records up to 24-hours that a J2 MG Midget with a new crankshaft to reduce its capacity to 487 cc was prepared. Shell sponsored these courageous aims.

To cut a long story short, and regretting the necessity for this, the K3 took five Class-G records, from 1,000 kilometres to 24 hours, at from 115.32 kph to 70.27 mph for the 24-hours. These were previously unattempted records with the exceptions of the 12-hours, which the MG took from Hall's Jowett at 72.3 mph, an improvement of 18.22 mph. The C-type MG set records for 2,000 kilometres, 1,000 miles and 24-hours, at from 95.38 kph to 58.95 mph, wresting the last two from the A7 that ran at Goodwood, also in pursuit of bettering pre-war figures, in 1977. Thus was pre-war rivalry between the Longbridge and Abingdon makes resumed! In spite of a virtually untested new engine, and a broken rocker having to be changed after the A7's 1,000 mile record had been broken by 8.51 mph, losing 45 minutes, and a later 40-minute stop to replace a broken oil-pipe, the 24-hour A7 record was bettered by 4.45 mph.

The re-stroked J2 was after records which Kaye Don in the Avon-JAP had not gone on to attack when he took Class-I records of up to three hours at Brooklands in 1928. It managed nine of these, from 200 kilometres to 24 hours, the last-named at 40.31 mph. Had a blower been fitted the Avon-JAP's records would have been attempted. Finally, an 877 cc J2 MG was used to try for more Class-G (1,100 cc) records but although 200 miles were covered at over 78 mph, this was short of the 83.34 mph Riley record the car was chasing. But what a magnificent performance - we hope credit will be given to the drivers, sponsors and pit-crew, perhaps in next year's Triple-M Register magazine - W.B.

■ Save our Tyres

Tyres, like souls, are worth saving. We are again at the height of the tar-spraying season, which may do much good to the souls of Council Engineers and Spraying Contractors but not for tyres. In the old days car-owners used to go carefully over each tyre on a car with an open penknife, digging out the grit that had been caught up in the treads, before this penetrated further, eventually to ruin an inner-tube. Was this all a fad, or a useful piece of maintenance? Does the grit over which we are still asked to drive at surface-dressing time have a detrimental effect on our tyres?

It may be that rubber is tougher now, or treads and carcasses thicker? Or do these loose stones hasten the wear on tyres and blast off the underseal intended to protect a car's bodywork from rusting when salt lies on winter roads? Has the Transport and Road Research Laboratory done any research into this? It is not only side roads that are turned into beaches every summer. Just at present some parts of the A44 lie thick in stones that can so easily shatter windscreens, and some years ago when this happened near Tewkesbury we lost the BMW's licence along with the glass, and calling at the Police Station in case the licence disc was found and handed in, we were told the contractors had used stone of too large a calibre and that several Police cars were without screens as a result - so it wasn't a case, presumably, of ignoring the "Go Slow" signs; in any case, a stone will shatter a screen if it has a mind so to do even when you are driving at walking pace, as once happened to our VW Beetle.

Continued overleaf

Motor Sport Fixture List for August

★ 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
July 27th	**Automobile Club von Deutschland**	**Hockenheim, Germany**	**German Grand Prix (INT)**	—
July 27th	BARC	Snetterton Circuit	Race Meeting (R)	—
July 27th	BARC	Gurston Down Hill climb, Nr. Broadchalke, Salisbury	Hill Climb Championship round (R)	—
August 2nd/3rd	**RACS**	**Spa Francorchamps, Belgium**	**24 Heures de Spa (Touring Car Championship) (INT)**	—
August 2nd/3rd	BOC/VSCC	Prescott Hill, nr. Cheltenham, Glos	Hill Climb (C)	—
August 3rd	BRSCC	Mallory Park Circuit, Leics.	Race Meeting (R)	—
August 3rd	**Circuito de Jerez**	**Jerez Circuit, Spain**	**World Sports Car Championship round (INT)**	—
August 1st-3rd	**Clube Sports da Madeira**	**Madeira, Portugal**	**Rally Vino de Madeira (European Rally round) (INT)**	—
August 2nd-3rd	**BARC**	**Brands Hatch Circuit**	**(Formula 3 Super Prix) (INT)**	—
August 3rd	BRSCC	Cadwell Park Circuit	Race Meeting (R)	—
August 3rd	DRC/HSCC	Donington Park Circuit	Historic Championship Races (R)	—
August 3rd	BRSCC	Snetterton Circuit	Race Meeting (N)	—
August 5th-10th	**Automovil Club Argentino**	**Buenos Aires, Argentina**	**Argentina Rally (WRC INT)**	—
August 8th-9th	**Northern Ireland MC**	**Belfast**	**Ulster Rally (Open Championship round) (INT)**	—
August 9th	BARC	Oulton Park Circuit, Nr. Tarporley, Cheshire	Race Meeting (R)	—
August 9th/10th	MAC	Shelsley Walsh Hill Climb, Nr. Worcester	Hill Climb Championship round (N)	—
August 9th/10th	BARC	Snetterton Circuit	Race Meeting (British F3 Championship round) (N)	—
August 10th	**Magyar Autoklub**	**Budapest, Hungary**	**Hungarian Grand Prix (INT)**	—
August 10th	BHRC	Brands Hatch Circuit	Race Meeting (N)	—
August 10th	BMRMC	Donington Park Circuit, Nr. Derby	Race Meeting (R)	—
August 15th-17th	**STMSC-Sektion Knittelfeld des STAMK**	**Osterreichring, Austria**	**Austrian Grand Prix and F3000 Championship round (INT)**	—
August 16th	BRSCC	Oulton Park Circuit	Race Meeting (N)	—
August 17th	750 MC	Lydden Hill Circuit	Race Meeting (R)	—
August 17th	SMRC	Ingliston Circuit, nr. Edinburgh	Race Meeting (R)	—
August 16th-17th	**Automobilclub von Deutschland**	**Nurburgring, Germany**	**Historic Race Meeting (INT)**	—
August 23rd	500 MRCI J.	Kirkistown Circuit, Belfast	Race Meeting (R)	—
August 23rd	Bentley Drivers Club	Silverstone Circuit	Race Meeting (R)	—
August 23rd-25th	**BRSCC**	**Brands Hatch Circuit**	**Race Meeting (British Saloon Car Championship round) (INT)**	—
August 24th	BARC	Snetterton Circuit	Race Meeting (R)	—
August 24th	**ADAC Zentrale**	**Nurburgring, Germany**	**World Sports Cars Championship round (INT)**	—
August 24th	VSCC	Cadwell Park Circuit, Nr Louth, Lincs	Race Meeting (C)	—
August 24th-25th	**BRSCC**	**Birmingham**	**Birmingham Street Racing Festival (F3000 round) (INT)**	—
August 25th	BARC	Thruxton Circuit, Nr. Andover, Hants	Race Meeting (R)	—
August 25th	BRSCC	Castle Combe Circuit, Chippenham, Wilts	Race Meeting (R)	—
August 25th	BRDC	Silverstone Circuit, Nr. Towcester, Northants.	(British F3 Championship round) (N)	—
August 30th-31st	JDC	Donington Park Circuit, nr. Derby	Race Meeting (R)	—
August 31st	BARC	Lydden Hill Circuit, Nr. Dover, Kent	Race Meeting (R)	—
August 31st	BARC	Brands Hatch Circuit, Fawkham, Nr. Dartford, Kent	Race Meeting (N)	—
August 31st	SSCC	Knockhill, Dunfermline, Fife	Race Meeting (R)	—
August 31st	HDLCC	Loton Park Speed Hill Climb Alberbury	Hill Climb Championship round (N)	12.00
September 3rd-7th	**Rally of the Thousand Lakes**	**Finland**	**1000 Lakes Rally (WRC) (INT)**	—
September 6th	BARC	Oulton Park Circuit, Nr. Tarporley, Cheshire	Race Meeting (R)	—
September 6th-7th	**BRDC**	**Silverstone circuit**	**RAC Tourist Trophy (INT)**	—
September 7th	**AC Milano**	**Monza, Italy**	**Italian Grand Prix (INT)**	—
September 7th	**BRDC**	**Silverstone Circuit**	**Touring Car Championship round (INT)**	—

MATTERS OF MOMENT
Continued from previous page

The only decent way to replace surface-dressings would seem to be to repair one side of a road at a time *and to use a roller to roll the stones into the tar*, instead of leaving this rolling process to other vehicles' tyres. The delay would surely be preferable to the considerable risk of a broken screen and / or blemished bodywork - and we still want to know how much tyres suffer. Has the AA or the RAC any views? What do our readers think? How many of you suffer, as we do, when driving over newly laid tar-pocked "beaches" that were formerly smooth main roads? - W.B.

Ford's 1987 rally plans

Ford has confirmed that it is to continue in International rallying despite recent rule changes which effectively spell the end of the RS200. Next year it will use both the Sierra XR4x4 and the Sierra RS Cosworth.

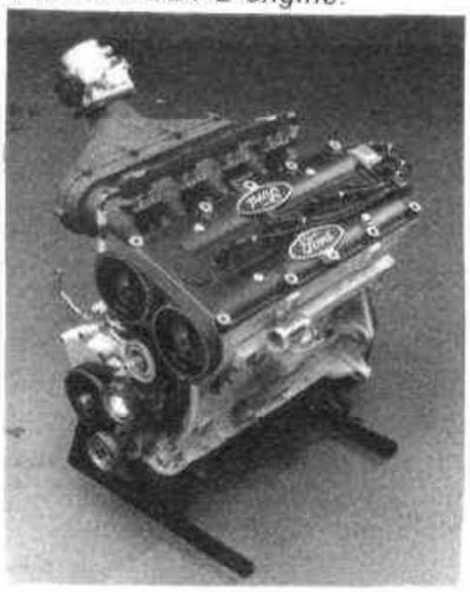
Shown at the press conference announcing the decision was the engine Brian Hart developed for the 'evolution' RS200s. Designated the Ford BDT-E, it is claimed to produce 580 bhp and though it no longer has a future in rallying, this 2.1 litre turbocharged unit may well find its way into Group C2 cars.

Across Australia by sun beams

BP has announced that it is to sponsor a trans-continental challenge in November 1987. Competitors will be required to drive the 2,000 miles from Darwin to Adelaide in vehicles powered by solar energy. The event coincides with the 80th anniversary of the first attempted trans-Australian crossing between the two towns which was under-taken by H.H. Dutton and Murray Aunger in a 20 HP Talbot.

That attempt failed but the two men were successful the following year in another Talbot. Modern roads have cut the 3,500 mile journey of the pioneers down to the present 2,000 miles.

THE Ford BDT-E engine.



Details and entry forms from Energy Promotions, 1697 Pittwater Road, Mona Vale, New South Wales 2103, Australia. Telephone: 61 02 997-8011.

Club News

DESPITE its name, the **North East Porsche Drivers Club** caters for owners and enthusiasts alike in the North, with a wide range of activities. There is only one form of membership, which is a flat fee one. Secretary of the club is C. Barratt, 15 Sherwood Close, Glebe Village, Washington, Tyne and Wear.

A **One Day Seminar** for the officers of specialist and one-make car clubs is being planned, with a wide agenda covering management, publicity, recruitment, and finances. Interested parties are invited to apply for details and to suggest their own items for discussion. The intended date is Sunday November 23rd; information from **Motor Club Management,** Unit 2, Borrow Hall, Dumpling Green, Dereham, Norfolk.

9th of August is the date of the **Coronation Rally,** which gives more or less historic rally cars the opportunity to indulge in some competitive motoring, and for the evening before, the **Historic Rally Car Register** has booked the function room at the Wellington Hotel, Brecon, for the use of competing members. The Register organises a number of demonstration runs, and entered a team in the Stanley Cup as mentioned elsewhere in this issue. The Secretary is Margaret Pither, Droy's Court, Witcombe, Gloucester GL3 4TN.

Another register recently formed is the **Mini Cooper Register,** with some 60 members so far. Membership Secretary is Mrs Carol Evans, 2 Berwicks Lane, Chelmsley Wood, Birmingham.

Alfa Romeo F1 return

Alfa Romeo has announced that it is to return to F1 by supplying engines to Ligier for a three year period. These are to be straight four, all-alloy, turbocharged units of 1499cc bearing the designation 415/85/T.

Alfa Romeo is at pains to stress that it is entering a full technical collaboration with Ligier and from 1987, the team will be called 'Ligier-Alfa Romeo'.

Alfa Romeo engines are currently used by Osella but without official works collaboration.

Brooklands Race Day

The BARC's traditional Brooklands Race Day was wont to feature modern races in recent years, a round of the British F3 Championship being included until last year. Now it is exclusively Historic with most of the races being rounds of HSCC Championships. This year's event was sponsored by John Foulston's Atlantic Computers concern amid rumours that Foulston is attempting to buy the lease on the circuit to add to the three tracks he has recently acquired.

The programme kicked off with a combined race for the HSCC Pre '60 Historic Sports Car Championship and the HSCC Pre '65 Grand Prix Car Championship. Entries for both were fairly thin with only three 'Grand Prix' cars. John Brindley took immediate charge with his Brabham BT 10 and went off into the wide blue yonder followed at an ever-increasing distance by Allan Miles' spiritedly-driven Cooper T41-Climax F2 car with Dennis Welch's Austin Healey 100/6 in third. Frank Lockhart completed lap one in fifth place in his venerable Rover Special but soon overhauled Michael Schryver's Elite which had to pit to rectify a fuel pick-up problem. Lockhart then set off after Brian Ashby (Lola Mk 1) and this became a battle for third as Miles' Cooper started to misfire and drop down the field.

Driving with brio belying his 67 years, Lockhart forced his way past Ashby and set out after Welch, failing by three seconds at the flag. Andrew Usher (A-H 100/6) and Terry Sanger (Healey Silverstone) had a fine dice, with Usher winning, and so too did Mel Clarke (Porsche 356B) and Tim Burrett (Lancia Aurelia B20), with Clarke heading Burrett by 0.7 seconds at the flag.

The HSCC Seldon Pre '71 Single Seater Championship ten lapper brought out a healthy field, many of which wore original colours (e.g. David McLaughlin's black and gold Lotus 72). It should have been a John Foulston/James Wallis battle, for the McLaren M19s of the two men occupied the front row a full eight seconds clear of the next man, but Wallis' gear linkage broke on the warm up lap and Foulston had an easy drive to the flag.

Roger Ealand's ex-Roy Lane F5000 McLaren M10B held a lonely second throughout while McLaughlin was pestered by Andrew Fellowes' Brabham BT30 and, for the first four laps, by Martin Steele (March 702). Fellowes finished only 0.6 seconds in arrears while Mary Foulston (Lotus 72) just pipped Championship sponsor Alex Sheldon (Lola T300) for sixth.

The highlight of the two-day Brands Hatch meeting was the Chevron tussle between Simon Hadfield (B6-Lotus) and Frank Sytner (B8-BMW) and for the first couple of laps of the HSCC Atlantic Computers 2 Litre GT Championship race, it looked as though we were to be treated to a repeat performance as the two men pulled away from the field with Sytner in front. Then came the news that both were to be penalised ten seconds for jumping the start) and attention became focused on the progress of the Team Lazerlink Chevron B8s of Richard Dodkins and Tim Goss.

For the first three laps, Hadfield and Sytner swopped the 'lead' until Hadfield managed to keep it at the Chicane and thereafter was able to pull away. Goss slowed on the following lap and so Dodkins had a clear lead on time, if not on the road. Both Hadfield and Sytner then fought against the clock. Hadfield emerged with a six second (16 seconds on the road) win while Sytner failed by two seconds to take second place from Dodkins.

With cars like the Lancia Fulvia, Triumph GT6 and Sunbeam Alpine eligible for the HSCC John Lelliool Post Historic Road Sports Championship, the HSCC can hardly be accused of being exclusively a rich man's club. Paul Weldon took his TVR Tuscan to a relaxed win from Cyril Baxter's Marcos-Volvo while the Lotuses of Don Hands (Elan-Twin Cam) and Simon Ford (Europa-Renault) provided the excitement during a race-long dice for third which Hands took by 0.7 seconds after Ford, who lapped faster, survived a quick spin at Campbell.

Feature race of the day was for the HSCC Atlantic Computers Historic GT Championship and it was no surprise to see the McLarens of Foulston (M8D), Brindley (M8C) and Wallis (M8E) power into the lead, Foulston taking the flag by eight seconds. Mike



HIGHLIGHT of the meeting was undoubtedly the furious dice between the F3 Lotus 59 of John Skinner and John Harper's FJ Lotus 22. The result was in doubt until the very end but Skinner finally took the flag by less than a car's length.

Wheatley (BRM P154) finished lap one in fourth place but took Wallis next time around and by lap nine (of 15) was visibly closing on Brindley whose engine was running hot. Wheatley got close to taking second but Brindley had just enough in hand to hold the place. Wallis, who had a slow puncture in a front tyre, came home fourth ahead of Richard Eyre's Chevron B19 which cantered home a clear winner in class C.

These days anything with a Lotus badge attracts large bags of yen and Lotus 23s are fast becoming an endangered species in Britain. Taking their place as the likely car in the HSCC Classic Sportscar Championship is the Elva 7 and Mike Harrison's BMW-powered 7S had little opposition. This race was run concurrently with a round of the Park Place Thoroughbred Sports Car Championship.

On the second lap Anthony Griffin's Elan flipped at Kimpton, fortunately without serious injury to the driver. This brought the red flags out and the race was re-started. Harrison had had only five practice laps in his Elva so was glad of the extra mileage and was able to quickly depose of Tony Thompson whose Elan had led the first 'race'. Roger Ealand (Marcos-Volvo) was third and John Corfield's Diva, fourth. Andrew Usher and Terry Sanger had another fine dice in the Thoroughbred race (won by Reg Woodcock's TR3 from David Heynes' Aston Martin DB4) and with Usher spinning at the Chicane on the last lap, Sanger took third overall and first in class.

The great scrap of the day came in the last race, again a combined event, for the Lenham Storage Historic Formula Junior Championship and the Historic Formula Three Championship. John Skinner's F3 Lotus 59 (very smart in GLTL colours) led John Harper's FJ Lotus 22 away and for all of the ten laps these two drove very hard indeed never more than a few feet apart. On lap eight, Harper just managed to stay ahead at the Chicane and slithered through ahead of Skinner. Skinner was all over Harper and then, on the last lap, entered the Chicane wide and fast and came out ahead to win by less than a length. Both men won their respective classes while Mike Harrison brought his Mallock U2 home first in the front-engined FJ class.

So ended a very pleasant day's racing but a day which for many spectators would have been enhanced if there was some clearer way of identifying cars from different classes. In most races there was neither rhyme nor reason in numbering. A solution might be to insist on different coloured backgrounds for numbers according to class and also to number sequentially within each class. - M.L.

Road Impressions

Two 2 Litre MG Saloons

The original title of this piece was to have been '*Three* 2 Litre MG Saloons', for the month of June saw the 50th anniversary of the announcement of the MG SA. 'Three MG Saloons' was one of those bright ideas which does not stand a great deal of examination for MG is now merely the name given to the quickest Austins and no amount of stretching could really include the distinctive SA in the same article as the Montego and Maestro.

MG enthusiasts tend to agree that the marque is not what it was but never agree on the point at which it ceased to be what it was, if indeed, it ever was. Owners of chrome-bumpered MGBs flash their headlights at each other but tend to cut rubber-bumpered cars. Still, cars are yet sold with MG badges while other marques such as Riley and Triumph have disappeared as our national motor industry goes through a constant process of rationalisation and name changing. ARG's Group B rally specials cary the MG badge and so too does the stunning MGE-XE concept car so perhaps there may be 'real' MGs once more in the future.

When I first drove the MG Montego Turbo I found there was a lot to like about it. It offered an excellent equipment package, something which ARG has clearly learned from the Japanese. It was smooth and comfortable and the turbo installation had been well put together unlike the peaky little engine in the Metro Turbo. The great problem was when it came to putting its power through the driving wheels. When 150 bhp and up to 169 lb ft of torque (at 3,500 rpm) was fed through the front wheels the result was torque steer on a massive scale. The car never felt comfortable, the steering was always unduly nervous and the car had a tendency to change direction when power was suddenly applied or dropped.

Since last November ARG has introduced a package of modifications in five stages designed to eliminate the steering and general stability problems. 'My' car had apparently not had all of the modifications but even so was greatly improved. Having to modify a car once it's in production in order to make it acceptable is not a satisfactory state of affairs and it recalls the bad old days of BL where early customers were too often guinea pigs. The trouble is, though, that ARG is not a large company and in completely re-vamping its model range in what is, in current motor industry terms a very short time, has meant that the engineering staff has been greatly over-stretched. One gets the impression that there are conflicts within the company where those who design, those who sell and those who produce and ensure quality control are forced to make compromises which really suit no one party.

If the car I drove was much improved compared to the one I drove a year ago, it was still slightly twitchy during acceleration and breaking, and in even moderate crosswinds when driven quickly. It soon became apparent, though, that there was no underlying visciousness, the steering might feel nervous but the car never tried to turn round and bite. In damp conditions, contrary to expectations, it was fine for the tyres were clearly slipping just enough to ensure a straightforward take-off. It is my understanding that one of the five points of improvement involved consultation with Michelin over the footprint of the 190/65 tyres fitted, while most of the others were minor geometry alterations.

Given the degree of improvement, I'm happy to accept assurances that cars now reaching the showrooms have had all their vices eliminated but can only write about the actual example which was offered for test.



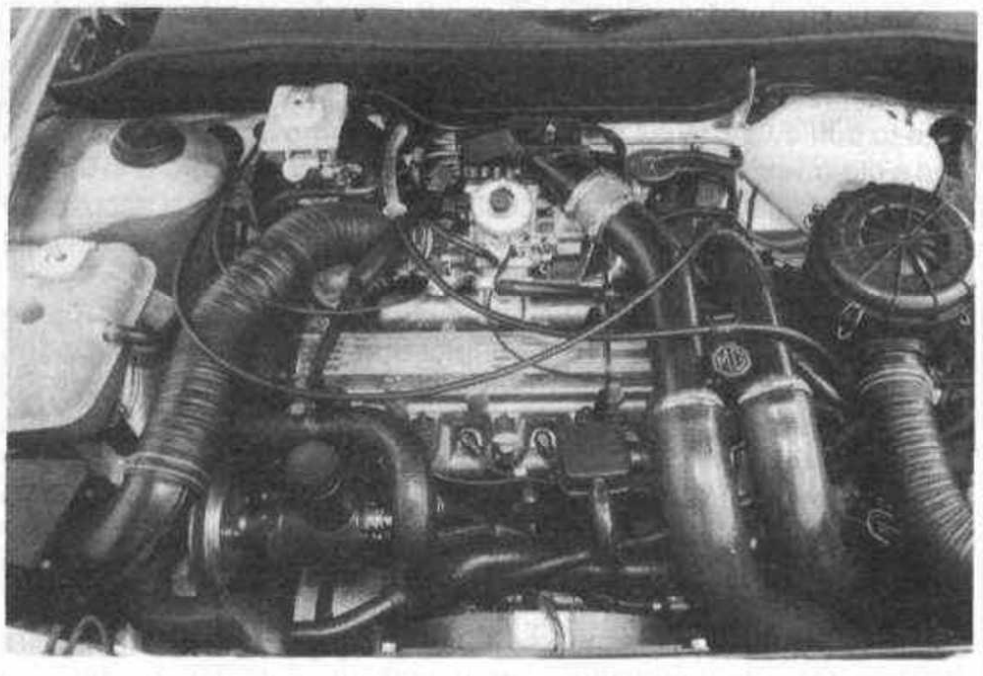
NOW A FAMILIAR sight on the road, the MG Montego Turbo has undergone detailed revision to its steering and front suspension geometry. Externally, the loud 'Turbo' stickers have become very discreet.

In every model range there are cars which have outstanding integrity. For my money, the best Montego is the 1.6 Estate and quite a number of senior ARG men agree with that assessment. There are other high-points in the range too, and I have to say that overall, I'm quite a fan of Montego, but I reckon that by turbocharging the 'O' series engine, ARG has gone too far. The package is unbalanced.

It has excellent performance, 0-60 mph in 7.3 seconds and 126 mph maximum speed. There is little turbo lag, the engine is smooth from about 1,800 rpm with a second wind at about 3,000 rpm. The progressive power assisted steering is both light and precise and the ride is extremely comfortable.

There's all the equipment you'd expect at £10,980, pile carpets, central locking, electric windows, special seats with 'turbo' writ upon them, headlight washers, sun roof, courtesy light delay etc, and, mercifully, the 'Turbo' stickers on the side have shrunk since the original, loud, proclamation of a year ago. Discretion is the better part of brisk motoring. The trouble remains, though, that the Montego is not naturally an £11,000, 126 mph car and nothing will make it one.

It happened that driving a familiar country route I found myself in company with a chap in a 2 litre Montego HL who clearly knew the



MONTEGO TURBO'S engine bay showing the Garrett AiResearch turbocharger fitted to the 2 litre 'O' Series engine.

road and who enjoyed his motoring. I pulled over to let him by and then followed him for 25 miles. In keeping up with him over twisty sections I was having to drive a little less hard, but then I never felt that I wanted to drive 'my' car really hard. My extra power meant I might take 100 yards from him over a 1,000 yard straight and could close up on hills, but over that 25 mile route I might really have gained only half a minute.

I doubt if I was having more enjoyment than he, my car was certainly much more expensive to buy and run (I returned an average of 28 mpg over more than 1,000 miles) and I don't think that there was a great deal more status value in driving a car which is claimed to be the 'fastest accelerating 4-door 2-litre production saloon of its kind in The Montego Turbo remains, though, a pleasant machine in which to cover long distances on good roads at speed. It is, perhaps, a rising executive's express but is not really a sporting car.

The Montego was replaced by an MG Maestro 2.0 EFi which was mine for more than a fortnight. When I first drove one on its launch 18 months earlier, I'd liked the car very much. Those initial favourable impressions did not prepare me, though, for the realisation which struck me about halfway through the test which is that, all factors considered, the MG Maestro 2.0 EFi is probably the best performance hatchback on the market.

It doesn't have the sheer driver appeal of the Puegoet 205 GTi, it doesn't have the performance of the Renault 5 Turbo or the Honda CRX-16, the status of the Golf GTi, or the sharp lines of the new Escort XR3i. In fact, it's not a clear leader in any one area except the more mundane one of interior space. As a package, though, it's superb and again I was interested to learn from senior BL executives that it is widely regarded in the company as the outstanding car in the Maestro range.

At a basic price of £8,049, it offers space and comfort, quietness, five door practicality, 0-60 mph in 8.5 seconds, 115 mph maximum and an engine which gives 115 bhp and 135 lb ft torque at 2,800 rpm. Like the Montego, it has Honda's first rate five speed gearbox. Inside and out, the Maestro has a high standard of finish and equipment. With tinted glass, central locking, electric windows and alloy wheels as standard, and with power assisted steering costing just £200 over basic, 'my' example had a list price of £8,249 which, I suggest, is a very keenly priced motor car.

On the road it feels 'of a piece' with a very good ride, crisp handling and good brakes (ventilated discs at the front). The torquey engine is smooth and relaxing and feels at least as good as that in the Golf GTi.



AFTER A WEEK with the MG Maestro 2.0 EFi, the Deputy Editor came to the conclusion that, taking all factors into account, this car is probably the best hot hatchback on the market.

ARG has learned not only the abililty to package a car well but to provide it with good ergonomics. The interior is similar to Montego which is to say that everything falls easily to hand apart from a couple of switches which are obscured by the leather-trimmed 'sports' steering wheel. The days of the all singing, all dancing, digital read-out and voice synthisiser seem to have been quietly forgotten. ARG originally introduced them to make the point that it could be a leader in technology and was a firm to once more be taken seriously.

This car does not need gimmicks to draw attention to its worth, it's a vehicle of immense integrity. It's a practical and economical (33 mph overall) hatchback with more space for family and luggage than any of its rivals and it is also a car which offers a great deal of driver satisfaction. It's nimble across country and its flexible engine is relaxing on long motorway trips.

Past acquaintanceship, albeit brief, meant that I expected to like this car. I did not expect to be quite as sorry as I was to hand it back.

— M.L.

Ford Ghia Sierra 4x4 Estate

When Ford recently launched the Sierra Ghia 4x4 Estate one detected a certain amount of reticence in the way it was shown to journalists. it was a Ford Sierra Estate, and we all knew about the load-carrying capacity of that sturdy workhorse. It was to be sold only with the Ghia level of trim which, we all knew, is a level of competent refinement with all those extras like central locking, electric windows, tinted glass sun roof (slide and tilt), cloth upholstery and height adjustment for the driver's seat, and so on which are the feature of most maker's up market models.

This car had the three differential, viscous coupling 4WD system, created by FF Developments, which so many of us have liked on the Sierra XR 4x4i and the Scorpio 4x4i. It was, in fact, an amalgamation of a number of Ford elements, all of them admirable, but which hardly constituted an exciting new model.

In the event, I felt disinclined to write about the car for, try as I might, I could not think of a great deal to say about it. Ford's own message was that with a car which can easily cost more then £15,000, as the test car did, it was moving into the green wellie and Barbour market.

One of MOTOR SPORT's sister magazines is "Out Of Town", a nicely written and presented monthly devoted to country and leisure pursuits. It was for "Out Of Town" that I agreed to book the Sierra Ghia 4x4 Estate for test but having lived with it for a week and well over a thousand miles, I want to share the good news.



I expected little more than an average week's motoring from this car. I expected to like Ford's 4WD system with its 34/66 torque split, for I always have. I expected to be impressed by the electronic ABS system, but then everybody is. I expected to be grateful for the decent, if not special, air conditioning unit for I was driving the car in summer. I expected to quite like, but not enthuse over, the five speed gearbox (not one of Ford's better jobs, but not actually bad) and to quite enjoy the 2.8 litre V6 engine which all the literature tells us gives 150 bhp. Some Animal Rights organisation should look into this for even subtracting muscle for the three differentials and the

air conditioning, those alledged 150 horses must be all skin and bone.

What I did not expect was to end my week with this estate car so completely bowled over by it. The combination of the familiar elements translate into a car which is unusually competent and versitile.

It does not quite have the tautness of the Sierra XR4x4i, the body squeaks over rough roads give that much away, even before you try to corner hard. It remains, though, an extremely sure-footed vehicle which can be flung around, where conditions permit, in a most satisfying way. Not many cars will match it across country.

When makers quote luggage capacity in terms of cubic feet, they lose me for I can never visualise what they mean in real terms and, besides, such figures do not take into account items like wheel arches. What I do understand is how easy it was to accomodate a 16 cu ft cabinet deep freezer and a couple of tea chests in the back without having to lower the smaller of the 60/40 split rear seats. There is no boot lip and the rear suspension is self-levelling so even with a fairly heavy load in the back, the effect on handling was minimal.

The Caravan Club voted the Sierra XR 4x4i its 'Tow Car of 1986' and the Estate inherits that accolade. It is, in fact, the ideal sportsman's shooting brake, just the thing to tow a horse box or dinghy, or to load up with fishing rods and to set off after Scotch salmon.

Long journeys can be undertaken at speed and in comfort. The air conditioning unit kept the occupants cool during a very hot spell. Ford's claimed maximum of 124 mph was proven under favourable conditions but I reserve judgement about a genuine two way average. Although 0-60 mph is not especially rapid, at a claimed 9.2 seconds, the engine is flexible and real acceleration (i.e. overtaking) is impressive under all conditions.

Some may baulk at a Ford Sierra with a £15,000 + list price on the grounds that such an outlay should buy a car with more prestige. But taking into account the levels of interior and exterior finish, which are very high, the equipment and the advanced technology lurking under the shell, allowing too for this car's versatility and the sheer fun of driving it, it seems remarkably good value. Certainly it would be a strong candidate to be one half of my 'Ideal Pair'. M.L.

Peugeot 309 GR

Introduced earlier this year, Peugeot's 309 series has already proved a successful British car. It's strange to refer to a Peugeot as 'British' but since the 309 is assembled at Ryton and has 65% local content it qualifies as 'British' in much the same way that multi-national products from Ford and Vauxhall qualify as British. The difference is that this 'French' car is more 'British' in terms of local imput than many Fords and Vauxhalls.

It all goes back to a series of take-overs, amalgamations and name changes which have seen the disappearance of the names of Hillman, Sunbeam, Chrysler, Simca and Talbot and the emergence of Peugeot as the name to represent this particular multi-national. The name 'Talbot' still forms part of the parent company's title but do not expect to see a car again marketed under the Talbot banner for some time to come, if ever.

Fleet operators, which have traditionally bought the home product, have come to regard the 309 as 'British' and so Peugeot has overcome a major hurdle. The company is producing 1,250 cars a week at Ryton, which is its maximum single-shift capacity and is looking forward to double-shift working. From September it will be exporting 350 lhd 309s a week to Belgium, Holland and West Germany.

Austin-Rover's recovery from poor build quality and disastrous industrial relations has been frequently documented but, in parallel, the British arm of Peugeot-Talbot has been going through the same painful process and has emerged honourably. When West Germany specifies Ryton-built Peugeots in preference to those built in France, then it's time to pat a few backs.

The GR is not quite the top of the range 309 but the extras on the test car (metallic paint, electric front windows and central locking on all four doors and the tailgate) brought it close to top spec. As tested, the car cost £7,663 but the base price of £7,155 sets it firmly against the five door Ford Escort 1.6 GL (£7,112) the Austin Maestro 1.6 HL (£7,031) and the five door Vauxhall Astra 1.6 GL (£7,162). In the current climate, these list prices are for amusement only, your local dealers should slice a lot off.

At present 80 bhp from the sohc alloy-block 1580cc (83 × 73) engine represents as much power as the model range has to offer. A three door version is on its way and so is a diesel-powerer variant, but no decision has apparently been taken about fitting the 115 bhp GTi engine, though the chassis could easily accommodate the extra grunt.

That 80 bhp comes in at 5,600rpm but the more interesting figure is 97.7 ft lb torque at 2,800 rpm. This transversely-mounted engine sounds coarse at low revs but is flexible in operation and its torque across a wide range gives the car a lot more useable performance than the relatively modest horse power figure would suggest.



Peugeot claims a 0-62 mph time of 12.5 seconds and a top speed of 107 mph, which puts 309 on a par with Escort and Maestro but a little slower than Astra.

Suspension is independent all round with McPherson struts, coil springs, telescopic dampers and an anti-roll bar at the front and coil springs, transverse torsion bars and an anti-roll bar at the rear. Servo-assisted 91/2in disc brakes are fitted at the front and 71/5in drums are fitted at the rear, these brakes have exemplary feel and are very effective.

The rack and pinion steering feels heavy at first with a fairly strong castor action but is very responsive in action - you can tell that 309 is 205's big brother. Overall the car's road manners are extremely good, there's no torque steer, the ride is comfortable, there's little roll and the level of road holding is high. Without modification the chassis would accommodate more power.

While Peugeot has the overall concept right, it still has some way to go in detail work. The cloth upholstery and trim looks a little cheap. The heater/ventilator system is very good indeed but the layout of switches is awkward. The radio is a poor installation, being constantly affected by interference and it is located so low down in the centre console that operating it (i.e. constantly re-tuning it) requires the driver to take his eyes off the road for too long at a time. The door mirrors which are adjustable from inside do not spring back if knocked so invariably need readjustment after the car has been left in a crowded car park. The tailgate wiper does not clear a very large area of glass and will not operate without the washer though, driving exclusively in dry weather, I did not have an opportunity to see how well the tailgate copes with rain.

Apart from a degree of low-range coarseness from the engine, particularly when cold (there is a manual choke), noise levels are good.

All in all, it's a competent, if not particularly exciting car, which is well-made and finished if a little lacking in some detail areas. It has already made a strong impression on the market and should help Peugeot-Talbot towards its aim of securing 5% of UK car sales.

— M.L.

Rover 800



Of all the models launched during Austin Rover's long and painful haul back from the brink of oblivion, none is more important than the new Rover 800 which was launched on July 10th. In order to ensure future growth and development a medium-sized make like ARG needs a car like the 800 both as a flagship for the entire range and because a luxury car generates more profit than a small car.

Though it is fashionable in some quarters to denigrate the fact that ARG has had to go into partnership with Honda to develop the new model, it is hard to see what alternative the company had. The harsh economic realities of creating new cars in the Eighties means that companies are increasingly having to pool research and development in order to spread costs. If one was looking for a partner, then Honda with its proven track record of engine development must seem attractive and, besides, Honda needs ARG as much as the British firm needs Honda.

From this association has already come the Triumph Acclaim and the Rover 200 series of cars, but these are really British assembled kits by comparison. The partnership has now matured into a true collaboration which has seen two allied but subtlely distinctint ranges, the Rover 800 and the Honda Legend which was first shown at the Tokyo motor show last year. Each company will make the other's models alongside its own, giving each a foothold in the other's market. We have become so used to hearing Japanese cars praised for their build quality at the expense of the home product that this statement of faith by Honda in ARG's ability to build to Japanese standards is a heartening one. It remains to be seen whether the world market will perceive one version to be superior to the other.

Rover cars have not enjoyed the best reputation for reliability in recent years, particularly in America where they have not been sold for some time. Part of the function of the 800 is to penetrate the US market once again, but under the name of 'Sterling' which, in Britain, will be the top of the range model.

Some models of the existing Rover SD1 range will continue to be marketed for the time being and further variations on the 800 theme are promised in the future, a hatchback being likely within the year. A 'concept' coupé has already been shown at the Turin Show where it attracted a great deal of favourable comment indeed, some went to far as to call it the 'Star of the Show'. Following so closely on the stunning MG E-XE 'concept' car (the first in the log history of all the companies which have variously formed BMC, BMH, BL and now just 'Rover Group') it does seem that, at long last, the home industry is becoming adventurous and is able to prove that it can create exciting designs with the best.

It is a long time since ARG has introduced so completely new a design, for apart from an entirely new shell, there are two new transversely-mounted four valve per cylinder engines, a 2.5 litre V6, which is Honda's and a 2.0 litre four from Rover. This latter engine has been on the stocks for some time (it was originally drawn for the TR7) but far from showing age, it is a current 'state of the art' motor.

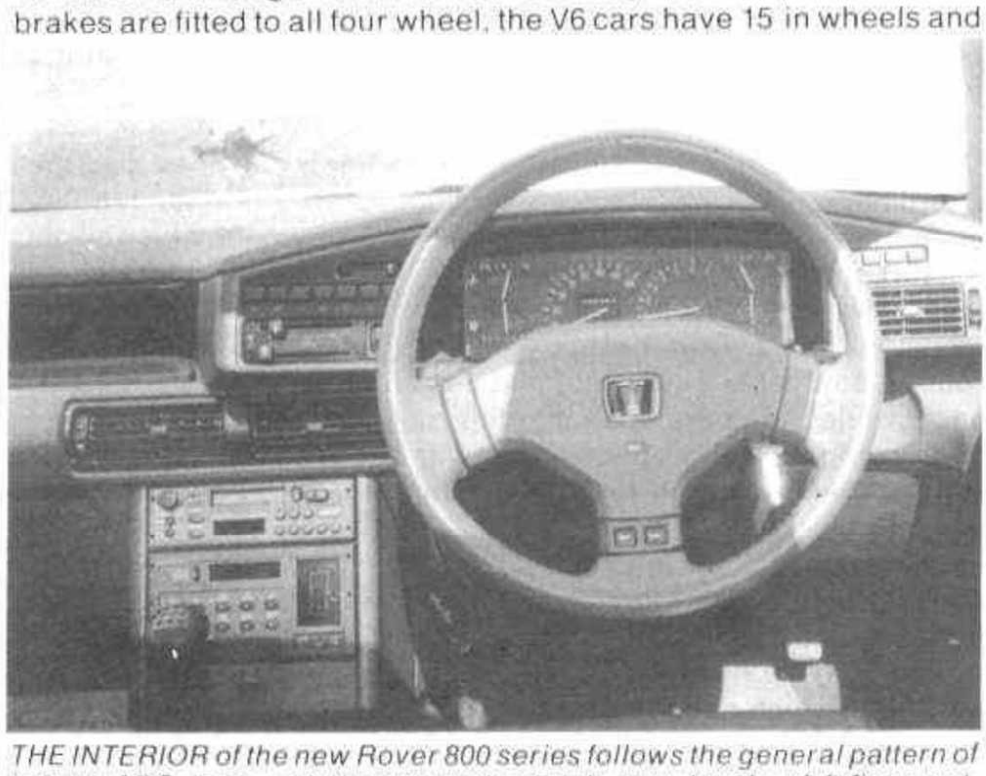
Honda's C25A engine is an over-square (84 × 75) aluminium alloy sohc unit of 2,494cc with Honda PGM-FI multi-point fuel injection, which develops 170 bhp at 6,000 rpm and 160 lb ft torque at 5,000 rpm when allied to the (Honda) five speed manual gearbox. With the Honda four speed automatic transmission, the figures are 165 bhp at 6,000 rpm and 163 lb ft torque at 4,000 rpm.

The different characteristics of the engine when tuned for the automatic change are marked in driving for it feels so much more flexible. You need to keep the revs up when driving the manual version for not a lot seems to happen at below 4,000 rpm.

Rover's engine, which is basically a dohc, aluminium alloy headed, version of the familiar 'O' series iron block unit, comes in two states of tune, the M16E with single point fuel injection and the M16i with a Luca multi-point system. Both are slightly long stroke motors (84.5 × 89) of 1,994cc and are both 'lean burn' engines designed to run on unleaded petrol.

The M16E unit gives 118 bhp at 5,600 rpm and 119 lb ft torque at 3,500 rpm, while the M16i delivers 138 bhp at 6,000 rpm and 131 lb ft torque at 4,500 rpm. Both engines use the Honda five speed manual gearbox with a ZF 4HP14 automatic transmission as an option.

Front suspension on all models is by coil springs and unequal length double wishbones, telescopic dampers and an anti-roll bar. Rear suspension is independent by struts, transverse and trailing links, with coil springs, telescopic dampers and an anti-roll bar. The V6 cars have Boge Nivomat self-levelling rear suspension. Disc brakes are fitted to all four wheel, the V6 cars have 15 in wheels and



THE INTERIOR of the new Rover 800 series follows the general pattern of recent ARG cars, yet managers to reach new levels of refinement. Instrument layout is, like the rest of ARG's range, exemplary.

10.3 in front discs, while 10.24 in discs are fitted to the rear of all models. Bosch ABS is standard on the Sterling model and an option on other V6 cars.

Power-assisted steering is standard on all cars, the V6 models use Honda's spreed proportional system, the 2 litre cars use one made by Cam Gears.

When ARG presented the cars, the most common word used was 'refinement' and it was not used idly. All models come with a high level of equipment and on the top of range cars it's hard to see what else could be added. Even the base Rover 820E comes with central locking, electric mirrors and front windows, and a driver's seat which has height and lumbar support adjustment. The Rover 820i has the same level of trim but the more powerful engine.

The 820 SE has the M16E engine and more 'goodies', such as a more complicated radio/cassette player, electric rear windows, up-rated trim and slide/tilt glass sunroof. The 820Si is the same but with the M16i engine.

The 825i is the well-equipped 'basic' V6 car while the Sterling comes with Connolly hide upholstery, shag pile carpets, electrically adjusting seats with a four-person memory, air conditioning, *powered sun roof and cruise control*.

Rover's models differ from the Honda Legend by a more rounded bonnet and different interior.

Since the car was shown to British journalists in Switzerland and the prescribed route was a dull affair encompassing a lot of main roads where the Swiss police are empowered to hand out hefty 'on the spot' fines for speeding, it's hard to give much in the way of driving impressions. The cars are extremely comfortable and quiet and they felt unusually well-balanced. The M16i units felt more willing down the rev range than did the V6 cars with manuel gearboxes but the V6 with automatic transmission was a pleasant proposition. A colleague and I left the suggested route and took to the hills in one and found it a thoroughly competent car.

Rover's performance claims are 0-60 mph in 8.8 seconds for the M16i engine, and a 126 mph top speed. The V6 models with manual transmission are claimed to cover 0-60 mph in 7.8 seconds (9.0 seconds for the automatic) and reach a top speed of 133 mph (131 mph when fitted with automatic transmission). Figures for the M16E-powered cars were not available as we went to press.

Prices start at £11,820.47 and go up to £18,794.65.



The cars we drove on the launch were not free of faults and problems but then they were all pre-production models. Rover's collaboration with Honda extends beyond joint design for the company has learned from its Japanese partner a thing or two about involving its work force in quality control. Instead of a continuous production line, these cars will be built in 'islands' and, as an example of concern with quality control, the doors will be taken off the shell for detail assembly, allowing the production workers easier access to the main body of the car.

It's hardly over-stating the case to suggest that the future of Rover rides on this new range. If the company really has learned how to screw them together properly, then its future should be assured for they are attractive, well-equipped and finished cars of some refinement which also boast good performance.

Rover is taking on the likes of BMW, Volvo, Saab, Audi and Mercedes-Benz and is also preparing to re-launch in the American market. It has a tough time ahead, for the opposition is good, very good, and all one can do is wish Rover every success in its venture. An awful lot depends on Rover getting it right. M.L.

Renault 21

SOME NOVEL mechanical features distinguish Renault's new mid-range fwd family car, the 21, which replaces the 18. The earlier car was rather cramped, with its short front doors giving poor access, and barely adequate rear legroom, plus a bulky rear suspension system which gave the estate a very oddly-shaped load platform. Perhaps this is why the *Regie* has put interior space at the top of its list of criteria for the new car, and the result is an obvious success.

From the roomy front footwells back, the new car does give an extrordinary sensation of space, despite its very normal 14ft 9in length. This is due partly to the "monotrace" front seats, which sit on a single central support so that rear passengers can spread their feet either side, and partly simply to clever packaging with the aid of computer design. The new bodyshell weighs 100 lbs less than its predecessor, yet is more rigid and uses up less of the passenger space, while the doors open into the roofline to ease access.

New compact rear suspension, similar to that on the Renault 5GT Turbo, makes for a very low floor to the large boot, which can be stretched by split folding seat-backs.

But unusually, the range not only includes two engines, but two different front suspension layouts (both MacPherson strut) with different wheelbases to suit. The four lower models use a package derived from the Renault 9/11, a 1721cc transverse four of 76 or 95 bhp. The two high-spec versions, though, have a longitudinal 2-litre unit with a different subframe, struts, steering system, and a 2.4 in shorter wheelbase. Renault say this makes good use of existing components and manufacturing facilities and admit frankly that it



saved the £90m it would have cost to develop a transverse gearbox for the 2-litre unit. Two types of wing and wheelarch panel are assembled by the same robots, and there is no difference in interior space.

Performance with the carburettor 1700 in 90 bhp form (5-speed like all the versions) is good enough (10.7 sec 0-60 mph) and the injected 2-litre feels very willing, taking a second of that time. Both versions are quiet even at motorway speeds, and display impressive ride quality more in line with a luxury car, while handling is crisp and predictable. Interior styling is a pleasantly restrained blend of smart design and practicality; slim door-panels add to the elbow room.

Marketing a car in the highly competitive upper-middle saloon bracket must be the ad-man's greatest trial, but Renault have a visible extra to sell in the 21 — its obvious roominess.

1.7-litre prices run from £6845 to £8395, and the 2-litre models start at £8885 up to £10,170. — G.C.

Toyota Supra

Toyota has been building cars called 'Supra' since 1978, but until now these have been derivatives of Celica and, indeed, have been properly known as 'Celica Supra'. The third model series to carry the 'Supra' name is now a range in its own right and so, almost imperceptably, Toyota has emerged as a major sports car manufacturer.

It's been a long time since a volume producer has had three distinct sports cars (MR-2, Celica GT and Supra) in its model line-up alongside more bread and butter saloons. In fact, we have to go back to the Triumph of the early Seventies (Stag, TR6/7, Spitfire/GT6) to find a parallel. British appetite for sports cars remains undiminished despite the decline of the home-based volume producers and the UK is one of Toyota's most important markets for its sports cars. We took 20% of all MR-2 production last year (Japan accounted for 50%, the USA for 20%, and West Germany for 8%). The sales of Supra have shown a steady increase since its introduction here in August, 1982, and reached 1,442 last year. This year's target is more modest: 200 of the old 'Celica Supra' and 800 of the new model, split 50/50 between cars fitted with manual gearboxes (at £15,298.83) and those with automatic transmission (at £15,998.98). The one option on the UK market is hide upholstry at £747.50. Supra is a close-coupled 2 + 2 built around the 7M-GE engine which is a straight six, with belt-driven dohc, four valves per cylinder, long stroke (83x91mm) injected unit of 2,954cc. This gives 201 bhp at 6,000 rpm with 187.4 lb ft torque at 4,800 rpm which propels the five speed manual gear-boxed car from 0-60 mph in a claimed eight seconds and on to a claimed top speed of 138 mph. Figures are not available for models fitted with the three-speed (plus manual over-drive) automatic transmission but the example I drove felt significantly less accelerative though, given a long run, the top speed should be about the same.

The electronically-controlled automatic transmission has two modes, each engaged by a switch. One can have 'economy' or 'power', the difference being the number of revs at which the gear shifts occur.

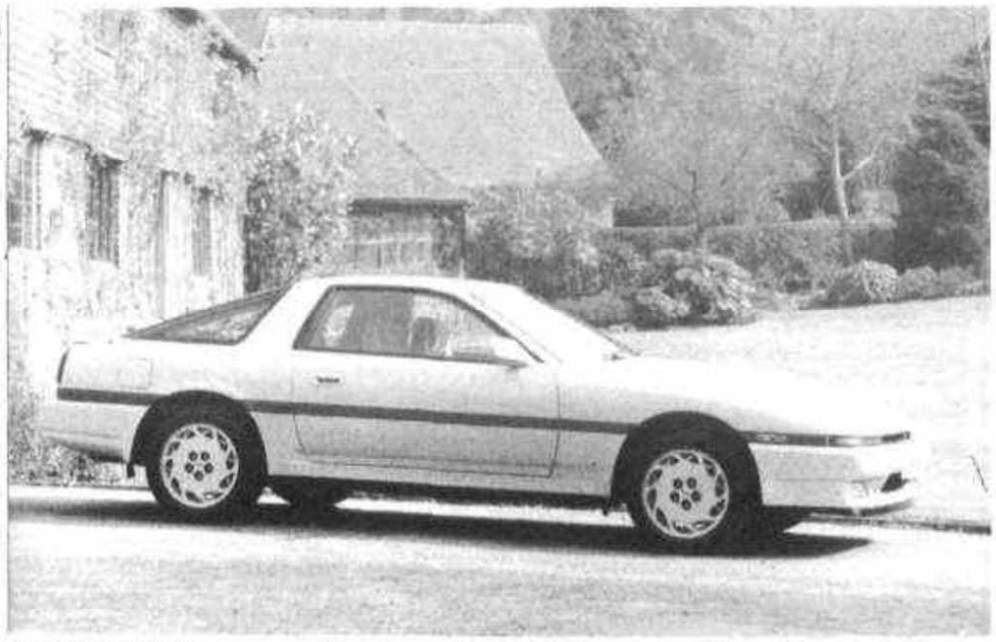
Suspension is independent all round by coil springs/telescopic dampers, double wishbones and anti-roll bars. Ventilated disc brakes (11.9 in, front, 11.5, rear) are fitted all round and have Toyota's version of Bosch's electronic ABS system fitted as standard. Power-assisted steering is also standard and tyres are Goodyear 225/50 VR 16s.

Equipment levels are extremely high, with electric windows and mirrors, central locking, electric adjustment for seat width and lumbar support, cruise control, and fore and aft steering column tilt adjustment. If it moves, move it by electricity The split rear seats fold forward to increase the luggage carrying area which is generous for a car of its sort but into which the damper units intrude.

Most welcome of all the gadgets, though, was air conditioning. More than any other 'extra', air conditioning can keep a driver in good shape over a long route. It's astonishing that it is not more widely available, especially when one considers the amount of money which sunroofs, electric windows, etc can cost. When one holds Supra on a steady throttle and switches on the air conditioning, the engine diverts sufficient power to operate the pump to lose perhaps five mph, but in real terms that's an easy trade.

On the road it reveals itself as a refined sports-tourer. With the automatic transmission fitted, forget the 'sports' for the engine is not particularly well mated to the transmission. One would certainly like a fourth gear in the box (there is a fourth, but it's a manually operated overdrive) for the engine response is too slow when cornering hard. Perhaps, too, the engine would benefit by being tuned to deliver its power lower down, even at the expense of top-end power.

With automatic transmission, Supra is definitely for boulevards and motorways. This impression is compounded by the p.a.s. which does not have a great deal of feel to it.



FROM BEING a six cylinder variant of Toyota Celica, Supra has now emerged as a distinct model in its own right. Toyota is now the only manufacturer to offer three sports cars alongside a full range of saloons.

With the five speed manual gearbox, a different personality emerges. On balance is still makes the Supra a 'sporting' rather than a 'sports' car. The difference is hard to define but really comes down to how well the car communicates with the driver. In theSupra, the driver is too well insulated from the road for the car to be a true sports car. The steering, heavy at low speeds, has little feel. The limits of the suspension have to be pressed before it communicates while uneven surfaces cause the car the twitch and skitter.

On the other hand, Supra's ride is first class, being supple rather than soft. The car puts its power down well and one has to try very hard to spin the rear wheels when taking off. Noise of any description is at a low level and this, together with the car's stability, makes for smooth high speed motoring.

Toyota launched the car in France and since one leg of our drive ended at Reims, the romantic among us took the opportunity to explore the mouldering grandstands and pits of the old Reims circuit. Magic! Naturally we put in a few laps, not in Supras but in shark-nosed Ferraris, Jaguar D Types and what have you. Exceeding 130 mph just past the pits was entirely undramatic. One did not have to raise one's voice to communicate, one relaxed in air conditioned comfort and swished by.

Supra occupies its own niche in the market. It's priced against Porsche 924S (Supra is much more car for the money, but is shorter on prestige) and Nissan 300ZX (no contest, the Nissan's not in the same class) but really Supra is a more sophisticated first cousin of Ford Capri. In the UK market, at least, it has the cache of comparative rarity.—M.L.



SUPRA is basically a 2+2, though the rear seats offer proper accommodation and are not designed only for the legendary 'legless midgets'. With the rear seats folded forwards, luggage capacity, which is already good for a car of this type, is greatly increased.



Renault GTA V6 Turbo

SPORTS CARS bearing the name Alpine Renault have in the past been sold only in Europe; something of a pity as the line has increased in desireability. Now a Renault-designed and developed Alpine model is to go on sale through British dealers-but without the Alpine name. This may be a disappointment to those who remember the raucous A110 rally cars tearing through the forests, but is partly to avoid any confusion with other manufacturers' past products, and partly to ensure that the new car is seen as a Renault pure and simple.

This gives the company its first production sportscar and a prestige one at that. For the GTA, as it will be known, is aimed directly at Porsche, Lotus, the ever-improving Japanese coupés, and even exotics like the Ferrari 328 and Lamborghini. Unlikely as this may sound, Renault are very confident, and having driven an early RHD car, I can see why. The GTA is terrific to look at, wonderful fun to drive, and very, very fast.

No doubt there will be some resistance to features of the car — it uses a polyester laminate body on a composite steel and plastic sub-structure, and, like its predecessor the A310, mounts the engine in the tail with the 5-speed transaxle ahead of the rear wheels. But the result is a car with excellent road manners, and one which looks like a mid-engined exotic but has two back seats. True, they are not spacious, but they would be roomier than those in a Porsche 944 if it were not for the rail which touches the back of the heads of the rear passengers.

Seeing the cars being assembled illustrated how clever the layout is: the spare tyre lives alongside the engine, while the gearbox protrudes into the cabin between the rear seats, using otherwise wasted space. A long wheelbase makes for generous cabin room, while the broad front track and compact suspension mean well-placed pedals, often a weak point on rear- or mid-engined cars. Neatest of all is the very flat position of the radiator under the nose, which exhausts under the car, leaving space above for the fuel tank, over the R25-derived front double-wishbone suspension, and above that again, a luggage compartment. The size of this is restricted by an upward extension of the moulded fuel tank on the left side which carries the filler cap. Although this means that the front lid has to be raised to refuel, clever rubber seals prevent any spillage.

Two versions will be available, both V6: a 2.85-litre normally-aspirated unit (160 bhp, 146 mph) and the one we drove, which packs the 200 bhp 2.5 V6 turbo from the R25. Virtually instant response and abundant torque endow this one with impressive acceleration, and we registered over 150 mph on a Continental motorway with more to come. Even at these speeds the GTA is very stable, although it is naturally more affected by cross-winds than a front-engined vehicle, and its four ventilated disc brakes dig it squarely into the tarmac when the toll-booths arrive.

Handling gives no clues at all as to the engine's position; it feels very neutral, with lots of grip and very little roll, and switches direction very promptly as soon as the nicely-weighted unassisted wheel is turned. Traction is not surprisingly superb, the low car squatting a little as it hurls itself at the next bend, and the short stiff gear-linkage gives an excellent change. Floor-mounted pedals are unusual today, but are quite comfortable, allowing convenient heel-and-toe, and the seats are of Renault's admirable "*petale*" type, which support the small of the back with adjustable side-panels, but leave the shoulders unobstructed.

The well-equipped dash is of simple layout, and the elaborate Phillips hi-fi from other prestige Renault models is standard, together with much else, including the wonderful "Plip" remote door-locking device. Ventilation would be good if the nozzles would stay in adjustment, but the heat build-up from the internal coolant pipes was uncomfortable. British buyers will have to wait some time before a RHD air-conditioning installation is sorted out — a pity, as the car needs it.

Much work has gone into making the GTA as smooth as possible, with flush glass, sloping nose, and carefully arranged air inlets and outlets, and there no door handles as such — when the button is pushed, the door electrically springs open an inch to afford a grip. Rear passengers have their own mechanical door release.

Aerodynamic unloading of the front axle is only 5% at 125 mph, which accounts for the good stability, and the Cd is a very good 0.28, hence our mpg figure, measured on the inbuilt trip computer, of over 25 mpg. Visibility is fine, driving position ideal, finish excellent externally — though some of the mass-produced switches and components look out of place on a car which will sell at £19,040 unblown and £23,635 with the turbo unit.

These prices compare well with Porsche, not quite so well with Lotus; but the GTA is a much more exciting looking vehicle than either. I thought it was terrific, and I can't wait to do a full road-test.

— G.C.

VSCC Silverstone Hawthorn meeting

BRILLIANT SUNSHINE, a packed grid, and the promise of the biggest field of Bugattis ever assembled for one race brought a huge crowd to Silverstone at the end of June for the annual tribute to Mike Hawthorn. This year the regular trophies were supplemented by some of the trophies won by Hawthorn himself, and these made an impressive display in the Press office beforehand.

A 6-lap scratch race which included the Bill Phillips Trophy started things off, and after a brief challenge from R.J. Burrell in the Bentley Royce V12, A. Sparrowhawk surged into an ever-increasing lead with his 4.3-litre Alvis, relaxing a little to keep a couple of seconds in hand over Burrell at the finish. In the absence of Roger Pilkington and Chris Drake, whose Talbot Lago and Maserati did not start, the Phillips Trophy went to A.W. Barker's Lagonda V12, being the first standard bodied PVT car home.

After a 5-lap handicap, won in forceful style by John Sutton in the supercharged 2-litre 1924 Targa Florio-winning Mercedes, it was on to the Boulogne Trophy over 10 laps. With Bob Roberts' Sunbeam Tiger non-starting, it was the Bentley Napier of Peter Morley and Jonty Williamson's 10.5-litre LSR Delage which made up the big guns, with Harper's rapid Morgan 3-wheeler at the other end of the scale also in contention. Nick Mason shared the front row with Morley, was out-dragged at the start by the 24-litre Napier engine, and could not reel Morley in until disaster struck the aero-engined car when an oil line gave way and smoke and oil covered the track. Behind, after Harper and Threlfall in succession had retired from third place, Williamson nearly followed as the Delage hit the oil, but he coped well to take over second, albeit finishing a full minute behind Mason. Only Howell's Sunbeam was in touch with Williamson at the end.

After Roger Collings had scooped up the Napier Trophy in the next Handicap, with Neil Corner's son Nigel (TT Sunbeam) making fastest Edwardian lap, there rolled out a truly magnificent field of Bugattis for the 10-lap event sponsored by Trebor. It looked as if the Schlumf collection was being given an airing as 32 cars assembled in front of packed grandstands more reminiscent of Grand Prix day; sadly two reserves had to be denied their chance, to leave what was indeed, and by a large margin, the biggest all-Bugatti grid ever. Not surprisingly, the line-up and the race were headed by Neil Corner's beautiful Type 59, followed by the 51s of Venables-Llewelyn and Geoffrey St. John. Nick Mason's was the fastest of the 35Bs, and after Venables-Llewelyn retired Lord Raglan's car, and Martin Morris also disappeared, he moved up to a final third, some way behind St. John and the flying Corner.

It was Venables-Llewelyn's turn to streak into the lead in the next race, the Pre-War All-comers, this time in his 2-litre E.R.A. R4A, only

ROGER SWEET's very rapid MG KN/K3 enjoyed a fine dice with Venables — Llewelyn for fourth in the Pre-War All-Comers event.





OVERSEAS VISITOR: Don Oresco brought his 1958 Scarab, a handsome 5-litre Chevrolet-engined sportscar which was one of four built in America in the late fifties. He was rewarded with a fine win. The car also appeared on the Mille Miglia event in May.

to spin on lap two. This put Bruce Spollon's E.R.A. ahead, but by lap four Rodney Felton had pushed his Alfa Romeo through to the front, and Spollon was being pursued by Bill Morris in E.R.A. R12B. This battle became very intense, while all the time Venables-Llewelyn was making up ground with some very dramatic sideways motoring, until Morris finally got through at Copse on lap seven. There was no chance of catching Felton with his 3.2-litre engine, but Morris's peformance was all the more impressive for being in a 1500cc car. Venables-Llewelyn's bravura got him into fourth place behind Spollon for several laps but at the flag Roger Sweet reclaimed that spot in the MG KN/K3.

One of the most admired cars in an admirable paddock, the lovely 5-litre Chevrolet-engined Scarab of American visitor Don Oresco made mincemeat of everyone in the Pre-61 Sports Car event, thundering into an unassailable lead from flag to flag. In the other race half a minute behind him, David Morris (Jaguar D) fended off Nick Mason, this time in his Maserati Type 60.

Last of the big races, before the meeting closed with another handicap which went to Fletcher-Jones' Lagonda, starred that regular pair of protagonists, Chris Mann and Anthony Mayman in their Lotus 16s. Corner's Dino Ferrari scrapped its clutch on the first lap, so that the order was Mann, Rothschild (BRM P25), Mason (Maserati 250F), and Green (246 Dino). Mayman was back in seventh, but soon began to carve a way through the traffic, finally disposing of Rothschild on lap four and getting down to the chase. It took three laps to get in touch with Mann, and the scrap lasted several more until Mann had to give best to his rival. The fast and impressive BRM held on to third ahead of Green's Ferrari, while another exciting argument over fifth saw Mason getting more and more sideways trying to stay ahead of Oresco's twin-nostril 250F. Finally this Maserati feud was settled in favour of the American. Bill Morris in E.R.A. R12C was first amongst the pre-war cars, and was chosen Driver of the Day. - G.C.

Results

Bill Phillips Trophy: 1st, A. Sparrowhawk, 4.31 Alvis (74.34 mph); 2nd, R. J. Burrell, Bentley Royce V12; 3rd, G. Burrows, Alvis Speed 25.
Boulogne Trophy: 1st, N. Mason, Bugatti 35B (76.48 mph); 2nd, J. T. Williamson, LSR Delage; 3rd, J. Howell, Sunbeam.
Trebor Bugatti Race: 1st, N. Corner, Type 59 (72.70 mph); 2nd, G. S. St. John, Type 51; 3rd, N. Mason, Type 35B.
Hawthorn Spanish GP Trophy: 1st, R. Felton, Alfa Romeo (75.57 mph); 2nd, W. R. G. Morris, ERA R12B; 3rd, B. Spolton, ERA R8C.
Hawthorn Silverstone International Trophy: 1st, D. Oresco, Scarab (79.25 mph); 2nd, M. Morris, Jaguar D; 3rd, N. Mason, Maserati.
Hawthorn Memorial Trophy: 1st, A. J. Mayman, Lotus 16 (91.30 mph); 2nd, C. A. Mann, Lotus 16; 3rd, A. Rothschild, BRM P25.
1st 5-lap Handicap: 1st, J. Sutton, Mercedes (64.41 mph); 2nd, J. Seber, Wolesley; 3rd, R. Fry, Railton.
2nd 5-lap Handicap: 1st, R. A. Collings, Mercedes (52.63 mph); 2nd, S. Llewelyn, Bentley; 3rd, I. Hurwood, Austin Ulster Rep.
3rd 5-lap Handicap: 1st, D. Fletcher-Jones, Lagonda Rapier (68.96 mph); 2nd, R. Campbell, Austin-Fiat 7; 3rd, E. T. Dunn, Riley.

Musings....

Last month we contemplated the likelihood of further high performance developments reaching the public from the abruptly curtailed careers of the Group B rally "supercars." The most important development strand has been that of all-wheel-drive. Now J.W. looks at some popular commercially available systems and a few lessons taught by their competition counterparts.

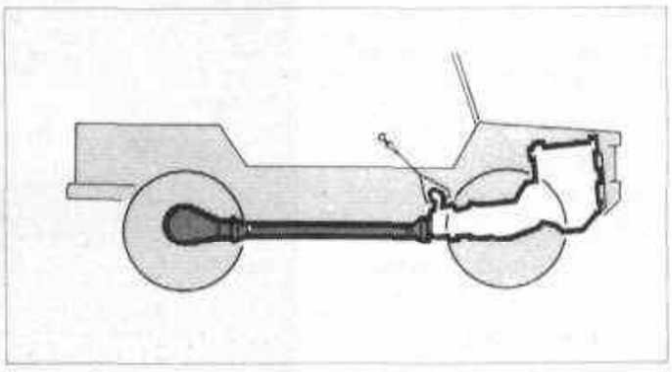
THE BRITISH PUBLIC is now offered a 20 car choice in 4WD, excluding the off-road machinery of the Land Rover/Nissan Patrol school. The arrival of Ford with 4x4 versions of Sierra and Granada-Scorpio increased British sales of all 4WD cars from 2723 in the first four months of 1985 to 4967 this year, a profitable 82% sales boost to gladden the hearts of the Essex multinational's "bean counters."

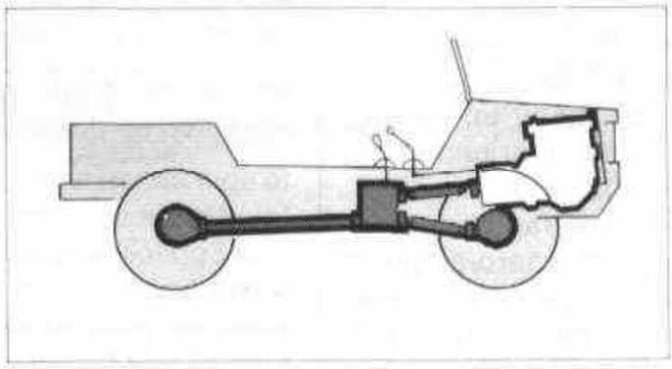
The 4WD car market begins with the £4,872 Fiat Panda and culminates in unlisted Audi Sport Quattro (£58,000 for eight UK imports) and Porsche 959 (£100,000) machines capable of 155 and 186 mph, with many more homologation runs of the required 200-off now available on the Continent. Ford's presence has undoubtedly increased the public's awareness of all 4WD cars. For example, Audi has practically doubled its UK sales in 1986, climbing from 541 to 976 assorted quattro sales.

Audi led us back into the 4WD performance car and finds a substantially different percentage of quattro customers in each different model line: under 5% of Audi 80/90 customers take 4WD, whereas 25% of 200 saloon buyers opt for the £24,000 quattro 200.

Understanding Audi 4WD throughout its commercial range is made easier by the fact that all models have a North-South front engine layout (four or five cylinders) ahead of the front axle line. All the *Ingolstadter* quattros for public sale feature the unique and expensively machined hollow shaft arrangement within their five speed gearboxes, allowing power to be fed forward from the central differential without a bulky external transfer case.

Hopefully our illustration will make the Audi's unique system clear. It is worth emphasising that only Audi parent VW has ever tried using the Audi system (the Passat syncro estate, not sold in UK). It was not a particularly successful transplant and VW now has its own 4WD solution, one made necessary by the use of a transverse engine for the now universally accepted front drive formula.





THE OUTLINE of the Iltis military vehicle shows how Audi's thinking progressed.

Whilst the Audi system is compact and light (an average weight gain of under 70 lbs) it has been criticised since its 1980 debut on two main counts. Firstly, a fixed power split underlines the nose-heavy Audi's understeer in quattro trim. Also, it has been attacked because the differential locks (centre and rear) must be manually engaged when the going gets rough.

Audi has yet to offer the public anything but a 50-50 power split in the quattro, but from August 1985 the factory competed their S1 Sport derivatives with an uneven power split facility. This was major step. Audi had always used three differentials (front, middle and rear) for the quattros on sale, but had competed with only front and rear differentials previously, using a solid interconnecting shaft.

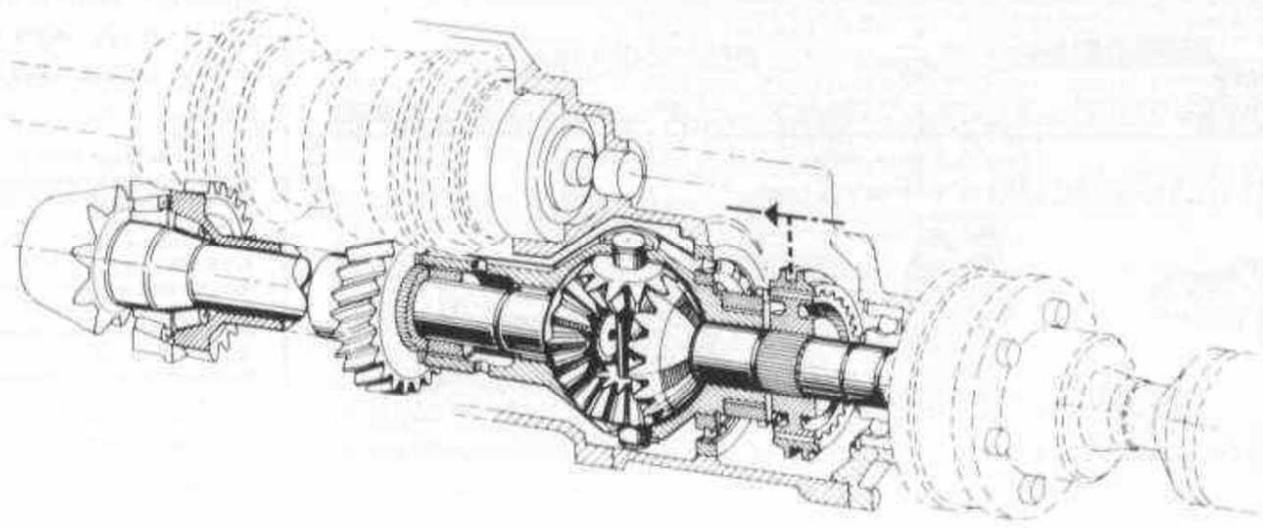
Naturally, Audi Sport's enormously powerful competition quattros were pretty hard to handle on tight tarmac curves, minus a central differential to equalise front and rear axle speed disparities. Yet Audi Sport's initial solution was to cut 12.6 inches from the wheelbase (Sport quattro) and add the 20 valve engine to catch a more sophisticated opposition than they had initially faced.

August 1985's 1000 Lakes Rally showed us that Audi had decided they would have to have a central differential for competition, after all, with an uneven power split biased to the rear. However, they didn't just come up with a central differential and the American Torsen Gleason limited slip control and leave it at that. For a subsequent winning appearance in Sanremo they used both two and three differential transmission layouts according to the surfaces and average speeds faced!

For the 1985 RAC Rally one works Audi appeared with the two differential layout and the PDK (Porsche Double (K) clutch) five speed. The PDK has also been seen in Group C use, but Audi used its own Volkswagen at Kassel-manufactured six speed gearbox for rallying more often in the months up to Audi Sport's retirement from rallying in June of this year.

Confirming Austin Rover Motorsport's view that transmission technology was critical to gaining further special stage speed, Audi also used Ferguson Viscous Couplings in association with its power splitting experiments, Lancia and Peugeot experimenting in Group B with Viscous, Torsen or ZF plate types of differential controls as they tackled rallying's wide variety of climates and surfaces.

As the engineers experimented with competition layouts to beat the opposition, one could find a multi plate limited slip



AUDI'S inter-axle differential with hollow shaft integrated in manual gearbox.

differential installed on a "soft" torque setting at the steering end of a competition car, with a Torsen Gleason aft and a Ferguson Viscous Coupling for apportionment of inter-axle slippage.

Ford was one of the few to stick with the use of all three differentials of the VC type in competition (Group B RS200) and the same company championed their use as showroom technology dazzlers within XR4x4 Sierra (two, one middle, one rear) besides single installations for front drive (Escort RS Turbo) and rear drive (Sierra RS Cosworth).

Thus, although Audi gained a commercial and competitive advantage by its 1980 quattro system it is totally untrue to say that everyone else in the now flourishing 4WD market (or in competition) has slavishly imitated the quattro.

In competition terms Peugeot swiftly outmoded the front engine quattros, the French adopting a transverse mid-engine, uneven power splits via Ferguson-patented components including a central Viscous Coupling and both front and rear limited slip action by ZF, at least initially. Power bias changes were achieved by three primary choices in epicyclic gear sets to alter power splits at service halts between 25-75% front-rear, the most common 33-67% all round choice and a near replica of Audi's natural bias, actually 45-55% at Peugeot.

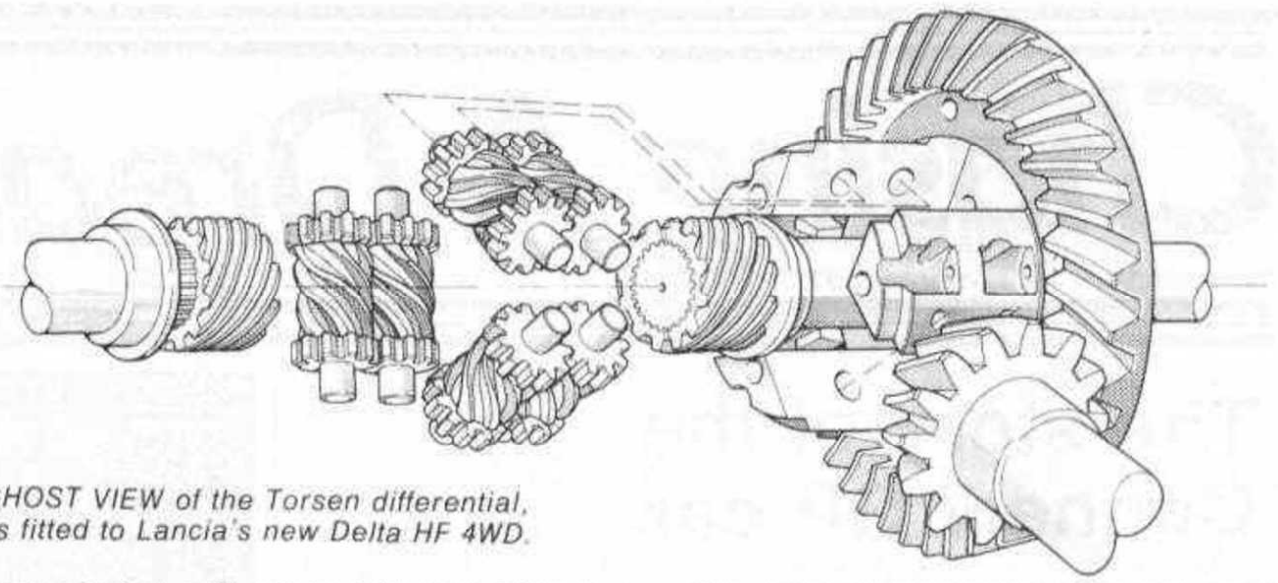
Why? Because the consensus of competition 4WD engineering opinion is that only minimal power need be fed to the front wheels on dry tarmac, but that ice demands the equal power delivery for traction.

Translating this into a 4WD system that will flexibly suit the enormous variety of public road surfaces has seen the World's finest engineers come up with anything but the Audi quattro system's permanent 50-50 power split and vacuum-operated differential locks.

The simplest and sometimes least satisfactory 4WD systems come mostly from Italy, France and Japan. They are basically front driven cars of the current transverse engine school that carry an additional rear differential to provide rear drive too. They lack the refinement of a central differential and are normally operated as part time 4WD. Disengagement may be by an over-run freewheel or dog clutches, usually activated by a lever alongside the main gearchange.

Typical of this 4WD class with front and rear differentials only are Fiat's Panda 4x4, Citroën's Mille Pistes version of the Visa, or the Japanese Subaru, Toyota Tercel or Honda Shuttle 4WD. Normally an owner will be discouraged in the owner's manual from running 4WD permanently (Citroën is the exception with disengagement only necessary to park).

If you leave the 4WD engaged and try to park most of the examples quoted, the cries of distress from wheels and creaking



GHOST VIEW of the Torsen differential, as fitted to Lancia's new Delta HF 4WD.

transmission will soon tell you why a central differential is desirable to civilise 4WD from Japan and Italy. Toyota and Subaru have both exhibited superior 4WD systems based on triple differentials, and Lancia has displayed stunning transmission capability around its new Delta HF 4WD, of which more anon.

As we have seen, Audi is in a class of its own, so next we have the makers of front engined, rear drive saloons who have gone into 4WD. Good examples are Ford Sierra/Scorpio, BMW 3-series and Mercedes 4Matic on its newest model line, 200-300.

Basically their problem is to add front drive with as little clutter as possible, but all of them have needed some sort of central transfer box, from which emerges a front propshaft to feed an extra forward differential and halfshafts. Added weight is way up on Audi, typically in the 110 lb range, and the trio quoted have the inelegant but necessary solution of feeding one driveshaft through the wet sump area of their various six cylinder motors.

The advantages that Ford, BMW and Mercedes share are that they have used those central differential cases to also house planetary gear sets and provide an unequal power split (typically one third (34%) front and two thirds (66%) rear). This means this trio can be driven on slippery surfaces with a restrained rendition of rear drive's oversteer. This avoids many of the adapted front drive 4x4's depressing understeer characteristics, a trait many drivers find harder to contain in slippery circumstances.

Mercedes add complex microprocessor-managed electronics to supervise sophisticated central and rear differential multi-plate locking devices, preferring to run the car in two (rear) wheel drive until slipperiness is sensed and the electronics engage front drive and the locking of differentials in split second stages.

Finally there is a new breed of front drive adaptations that seem to set new standards. First is the simple Golf twin differential layout on syncro. It depends upon a propshaft tail-mounted Viscous Coupling (further developed over a Ferguson base) to effectively act as a power apportioning device.

The Golf will normally run with front drive characteristics and a nominal 5% power idly turning the back differential. When it hits ice and the front wheels lack grip, the VC senses the difference in axle speeds and feeds power rapidly to the rear wheels. When the VC senses the front wheels are gripping again, fwd *status quo* is swiftly restored.

The Golf is a fairly simple 90 horsepower carburettor model that will be coming to Britain this Autumn, hopefully costing less than £10,000. A new breed of hatchback 4WD from Mazda (323 Turbo, 16-valve) will also make its mark from August, and Lancia look certain to bring in its Delta HF 4WD by January 1987.

I don't know enough about the Mazda to offer any constructive technical comments on the transmission, but the Lancia is extremely sophisticated. Built on the transverse 2-litre powerpack of the Thema Turbo and crammed into the five door Delta, Lancia's 4WD features a trio of differentials that are unusually laid out and controlled. Lancia's "centre" differential is within the gearbox and the front drive layout has been straddled on one side by a Viscous Coupling (D/S) and on the other by an epicyclic gear set. The epicyclic is designed to preserve front drive characteristics with a 56% front and 44% rear power split.

At the back a Torsen ("Torque Sensing") differential apportions power transversely according to grip. The wheel and tyre with most traction gets most power. All applied via the interaction of worm gears for each inner wheel shaft and planetary gears, the latter with helical patterns pivoting on the outer casing and in mesh with two crown wheels. In cornering action the planetary gears are activated, accelerating one crown wheel and slowing the other in response to differing wheel to halfshaft input speeds.

It is a remarkable package, part of an astonishing small car. Next month I hope to convey some impressions of how the Lancia and the differing commercial and competition 4WD systems perform in a wide range of circumstances, group by group, hopefully assisting those who ask "Which 4WD is the best for me?"

—J.W.

Chasing A Dream

The story of the Connew GP car

When some people talk about their attitude to motor racing, they say they were 'bitten by the bug'. Some talk of it as a religion. Others say it's like a drug and there are times they'd be grateful for a cure. However it's described, motor racing does breed obsessions.

The most extreme example of motor racing obsession I've ever come across struck Peter Connew one February morning in 1970. Peter had not, and has not, any particular interest in racing though he's keen on motor cars. He'd been working as a draughtsman with a company making record players when a friend suggested he might like to join him on a trip to Monza to see the 1969 Grand Prix.

It sounded like a pleasant holiday but his company refused him leave. Not being too committed to record players he went anyway and got the sack. That was the race when Stewart, Rindt, Beltoise and McLaren battled to the line and just nineteen hundredths of a second separated them at the finish. It was the sort of finish which enthusiasts dream about but Peter, not being an enthusiast, was left cold. He does allow though that he was stirred by the sound of the Ferrari, Matra and BRM V12 engines.

Back home and jobless, a friend who was working for Team Surtees told him of a vacancy in the drawing office. He got the job and was set to work redesigning the inboard pick-up for the top rear wishbone of the Surtees TSA F5000 car. Quietly asking around, he even found out what an inboard pick-up for a top rear wisbone was! So far as Peter was concerned it was just another draughtsman's job, like making drawings for a company making record players. What he learned about racing cars, he learned on the job with the help of those around him.

John Surtees had been making F5000 cars while driving for other teams but had decided to build a Surtees F1 car for himself. It was not to be ready until the British Grand Prix so, in the interim, he bought the ex-Bruce McLaren M7C, and this he had painted red with a broad white arrow on the nose.

It was a crisp, bright, day in February when the car was wheeled out ready to be taken to South Africa and the Team Surtees workforce stopped what they were doing to watch the car go. At thet moment, Peter Connew's life changed, "I looked at this car gleaming in the clear sunlight and thought I'd never seen anything so beautiful in my life. I decided then and there that I had to build something like it."

Most of us have these flashes of inspiration over a few pints in a pub and somehow never get round to doing anything about them. Connew's decision was anyway ridiculous. He was twenty four years old and had no money apart from the £27 a week which his job brought in. He had no experience of motor racing, he'd only ever seen one race in his life, and he had no experience of original design.

It was silly to give the matter a second thought. Yet Peter Connew did build his F1 car and it raced in a World Championship Grand Prix. "In motor racing terms," he says, "it was not a success. But in my terms, it was 100% successful. I set out to build a Grand Prix car and I built a Grand Prix car."

Now most of us, if we became serious about wanting to build a racing car, might start off with something like a Formula Ford car. Starting off by designing and building an F1 car is like deciding to enter boxing by becoming a sparring partner for a ranked

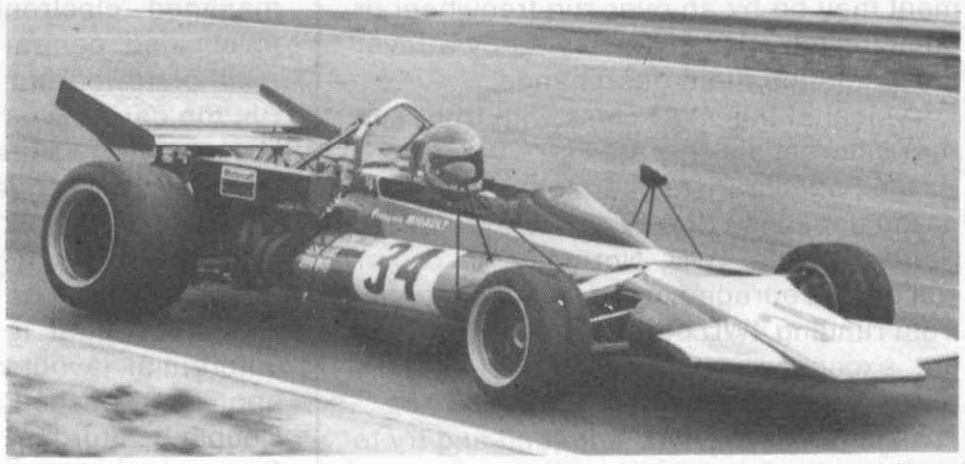


PETER CONNEW stands besides his creation during the 1972 'Show Boat' Racing Car Show. The inboard rear suspension, which gave such trouble, is clearly seen along with rather crude fabricated cradle.

heavyweight contender. It's not sensible, folk will advise against it, your own common sense will sound warning bells, and it is likely to involve pain, deep pain. Peter's problem was he had no option but F1 or, just possibly F5000, because the only experience of motor racing he had was through Team Surtees and those were the categories Surtees was involved in. Perverse it may be, but Peter Connew would have found it harder to have designed an FF1600 car than an F1 car.

Having made his decision, Peter set down to draw his car. It was a basic British F1 Kit Car of the time, an aluminium monococque, inboard front springs in conjunction with rocker arms carried on a sub-frame, a Cosworth DFV engine and a Hewland gearbox. There were two distinctive features (there tended to be a couple of distinctive features on most British F1 Kit Cars) one was the water radiator mounted in the chisel nose at just five degrees from the horizontal and the other was the rear suspension which was by wide double wishbones but which initially did not have radius arms.

The radiator location worked, the chisel nose was not only attractive and distinctive, but the engine never had heating problems. The rear suspension, though, proved to be the Achilles' heel of the design. It's hard to prove positively at this distance, but the layout itself was probably not a very good idea but, worse, the structure itself was fragile. In order to produce a car from earned income, Peter had to keep costs down and so parts were fabricated rather than cast.



DEBUT RACE was the British Grand Prix but a multitude of problems side-lined Francois Migault after the first day's practice.



FRANCOIS MIGAULT, who is still racing, found the sponsorship to enable the car to be completed.

Some men have special personalities so when they have an idea or a dream, even one as impossible as Peter's, others are inspired by the idea and want to help. With every such offer of help the impossible moves closer towards the possible until, as with the Connew, it becomes fact. People often call motor racing 'glamorous' or 'exciting' but only a perceptive few use the word 'romantic'. Motor racing is the most romantic of sports, it may be super-competitive and hard-nosed but there's also a soft side — brassy but with a broad sentimental streak.

Peter began without even a workshop but talking to a friend about his idea, before he even set pencil to paper, he found his first supporter. His friend gave Peter the use of his garage behind his house in Hornchurch and most of the early work, including the first monococque was completed there, though later the project moved to a lock-up in Chapel Heath. As Peter says, "If he hadn't made his offer, the idea might never have got off the ground for I certainly didn't have any space." Throughout the history of the project there were to be dozens of such examples of help. Some of them, like that first one, making the difference between continuation and cessation.

Design of the car had begun just after Peter's vision, in March 1970, and it was ready to begin constructing that September. There were individual enthusiasts who had been caught up by the dream of building an F1 car and there were companies as well. Avdel of Watford, supplied special rivets, Maurice Gomm rolled the outer skins of the monococques and 'forgot' to invoice, Girling provided brakes, Armstrong gave shock absorbers, TDC a set of exhaust pipes while Firestone pitched in with free tyres.

Of the many individuals who helped along the way, two stand out. One is Roger Doran, a specialist joiner who threw himself wholeheartedly into the project, and who became chief mechanic, the other is Barry Boor, Peter's cousin, who was a woodwork teacher.

There were many others, too, dozens of people who made a contribution. There was the chap who had some aluminium welding done and who was never seen again. There were a couple of lads from the Elephant and Castle, nick-named 'Pinky' and 'Perky', who'd turn up to several evenings a week to polish wheels and do other odd jobs, like so many others the just wanted to be involved in the dream. And there was Roger's father, Ron Doran, who did the welding but who did not go to the races. Ron also started a supporters' club which attracted a couple of hundred members who received a news sheet.

The three at the centre of the project had skills related to the job in hand but not necessarily the actual skills required. Like many craft teachers, Barry is adaptable and was able to learn how to work in fibreglass. He made the bodywork and this one area alone illustrates the problems the team faced. The group had become a team.

Before he could begin, Barry first had to learn how to do the job. This took time as, inevitably, he made mistakes. Then, he hadn't the experience to know the short cuts and what he could legitimately get away with. The result was fibreglass work which took a long time to create, which was beautifully finished (actually better finished than the job, at the time, required) but which was thicker and heavier than it need have been. The second or third shell he might have attempted would probably have been right, but the chance never came. Similarly, Peter had things done the way Team Surtees did them, while lacking the man-power and equipment.

Peter, Roger, Ron and Barry laboured in the evenings, after they had finished their day jobs, and all through the weekends. Wednesday evening, however, was a rest period. The initial aim was to be at Kyalami in March 1971, but that objective was soon put back a couple of months, to Monaco, and so on. As it happens, it was no bad thing that everything took much longer than the little group had expected in their first flush of optimism, that way the developement kept pace with cash coming in. One set-back was a change in the regulations relating to materials used in construction. The monococque of Connew PC1 was discarded after completion, for it had been made from 18 gauge L72 aluminium; PC2 was constructed from 16 gauge NS4 aluminium.

Barry Boor remembers, "We would build from component to component. It was a big deal when we got the wheels, when we got the gearbox and so on."

Barry left his teaching job and got a temporary job as a clerk with the Co-op funeral service. The official hours were slightly longer but there was no commitment, and, besides, there was constant access to a telephone. Peter left Surtees to work full-time in the project and then came up against the problem of fine machining of components. The team had a second hand lathe in its lock-up garage but it was not up to serious work. Peter solved the problem by taking a job with an engineering firm and so was in daily contact with people who'd do favours, 'homework' or 'foreigners'.

Word was getting around about the project. 'Autosport' ran a small item on the project and, anyway, motor racing people gossip like no other people. Visitors dropped by, among them Howden Ganley and Gerry Birrell. A groundswell grew of support and good will. Heads said that the task was hopeless but hearts wanted a different result. An F1 car built in a lock-up garage is unlikely but if, just if, it worked and if it worked well enough to score a win or even a place, well, that would be Boys Own Paper time. Motor racing is essentially a romantic sport.

Peter's own image underwent something of a change. He certainly wasn't "ex-record player draughtsman" any more, he was



THE TEAM barged its way into the Nuburgring for the German GP hoping to persuade the organisers to allow the car to start. Permission was refused and here Peter Connew (foreground) and Barry Boor push the car away with Roger Doran at the wheel.



IN THE PITS at the Austrian Grand Prix. The car qualified last and disgraced itself by shedding oil in practice but it at least made the race.

"ex-Surtees designer". There was some suspicion that perhaps the car would turn out to be a Surtees copy and/or to have some illicitly gained ex-Surtees components. In the event, nothing of the sort occured. The front suspension was along Surtees lines but the rear followed Ralph Bellamy's thinking on the McLaren M14 with a degree of rising rate springing.

The public's first opportunity to see the car came in January 1972 when PC1 appeared on 'The Show Boat' (the racing car show held on a Townsend Thoreson ferry). It was fitted with a dummy engine and gearbox and borrowed wheels and was still not 100% finished in detail but it attracted a great deal of favourable comment. Motoring News said it was one project which must not be allowed to rot in its workshop.

Brian Kreisky, now the Video Vision man, was running a management company at the time and he arranged a deal whereby Francois Migault would pay £10,000 for five races starting with the Monaco GP. Connew returned from a meeting in Paris with £2,000 in francs. There were currency restrictions at the time so the team spent a busy time changing 300 franc bundles at all the neighbourhood banks.

McLaren had a second hand DFV for sale at £3,250. Peter arrived with £1,000 to secure it and Phil Kerr, who was well aware of the project, immediately knocked £500 from the asking price and told him to take it away, he'd trust Peter to pay the rest when he could. Everybody was rooting for the little outfit.

By taking the front passenger seat out of his car, Peter got the engine home, and Roger and Barry left their jobs to concentrate on the project full-time. It was not ready in time for Monaco but the French race seemed possible. A week beforehand, Francois Migault drove over from France with a Ford D300 truck which was hastily converted into a transporter while work continued on the car itself.

On the Saturday of the week before the race, Barry got married. After the reception, Peter and Roger went back to work and the happy couple set off on their honeymoon. Barry held out until lunch time the next day and decided he could not leave them any longer. Leaving his bride of less than 24 hours, he returned to the lock-up garage. The marriage did not endure.

By working around the clock the team completed PC2 by 1 a.m. on the Tuesday morning, then snatched some sleep before heading to Southampton en route to Clemont-Ferrand. In the middle of France the truck's engine gave up the ghost. Connew persuaded Migault not to make alternative arrangements but to give the race a miss and head the sixty miles south to the Frenchman's home town of Le Mans where it was possible to shake the car down on the Bugatti circuit. It had not, after all, even turned a wheel under its own power and it was asking rather a lot to expect it to qualify for the race.

As the car set off on its first lap a fault was immediately apparent. The buffeting of the drive across France had caused a rear wishbone to bend. It was a case of more all-nighters to ready it for Brands Hatch.

It's easy to write a brief sentence like that, but it represents gut-wrenching disappointment and day in, day out, of hard work, snatched meals, snatched sleep, snatched social and family life.

The team managed to get in some testing at Goodwood and Snetterton but the engine refused to run for very long. Later, in Austria a friendly mechanic from a rival team pointed out that the fuel lines had not been plumbed in correctly. It was a wonder the car ever ran at all.

The first practice session for the British Grand Prix saw Migault put in just a few laps. He was the slowest man on the circuit, three seconds adrift from Pescarolo's Williams, but within eight seconds of Fittipaldi's Lotus which took pole. The lack of test miles soon revealed more faults, the Connew-designed magnesium rear wheels began to shear from their hubs and the car began to sag on its rear springs.

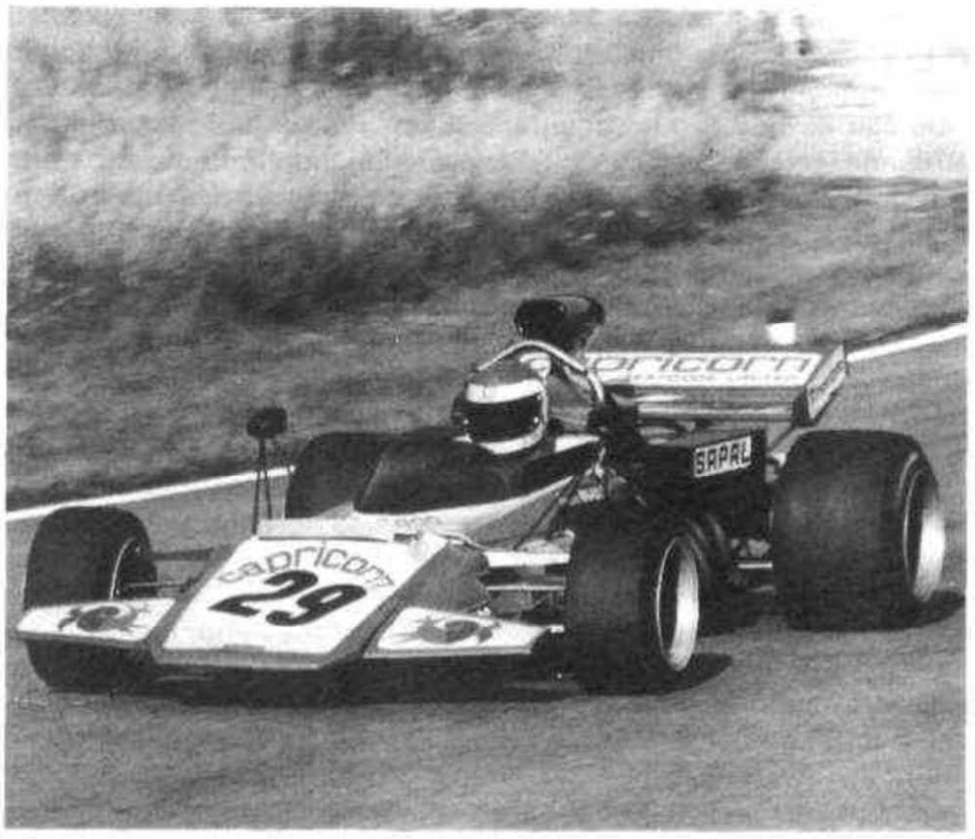
It was back to the workshop for another all-nighter. A police escort was arranged to get them to the circuit in time for final practice but as they pushed the car out to the truck, Roger noticed that a rear upright had cracked.

"When something like that happens," says Roger, "the feeling is indescribable, soul destroying. But then there is always the next race and the belief that everything will be alright then. All I can say is that I wouldn't have missed any of it for the world. As an enthusiast, it gave me a chance to get close to Grand Prix racing in a unique way."

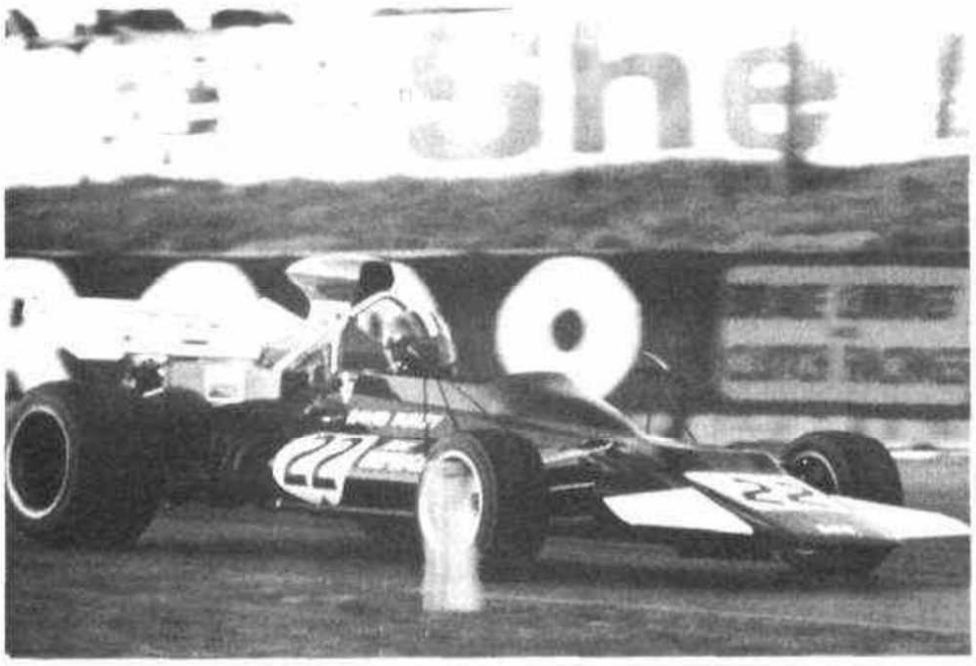
Migault had no entry for the German GP but was confident he could talk his way in. The truck duly arrived at the Nurburbring and was refused admission. The members of the team had not a pass among them but their Frinch truck driver was a resourceful fellow who barged his way in. The other teams were happy to allow the Connew to practice (quite a number of 1986 F1 people were there in 1972) but the organisers were adamant that Migault had insufficient experience.

The team made it to the start of the Austrian Grand Prix though the car blotted its copy book in practice when the oil tank leaked oil. Not having the facilities to fabricate a tank from aluminium, Barry had made it from fibreglass and he had made the skin too thin.

Still, Barry remembers the joy of standing by the car in the pits and having people like Colin Chapman come up to give it the once-over. They were there in the big time, rubbing shoulders with legends of the sport!



MOMENT OF GLORY! Connew set out to build a Grand Prix car, he achieved that aim and here, in Austria, it ran in a World Championship race.



F1 SWAN SONG came in the Brands Hatch 'Tribute to Fittipaldi' race with David Purley at the wheel. The engine died on the warm-up lap and the car did not start.

Migault set himself a 9,000 rpm limit in order to conserve the engine but despite this self-imposed handicap, still made the grid. He was last on the line-up, three seconds adrift from Beuttler's March but within six seconds of Fittipaldi's pole-winning time. The Connew was not exactly taking the world by storm but at least it was on the grid.

During the race it circulated at the rear but retirements promoted it to 17th place. On lap 22 a rear suspension pick-up point broke but fortunately it was on the start/finish straight and though it weaved crazily, Migault brought it to a halt, undamaged.

Although it had not been an auspicious debut and clearly the car was destined never to do well, Barry Boor's enthusiasm remains un-dimmed. He calculates that had the car kept going, even without overtaking anything else, it would have finished tenth and that would have been good enough to attract more sponsorship which would have enabled a desperately needed test programme. With a bit of money, a bit of testing, a bit of luck.... Barry still holds to the dream.

Next on the calender was the Rothmans 50,000 Formula Libre event which had a total purse of $50,000. It was perhaps the team's best chance of establishing its credibility and earning some money. During the first practice session, Migault circulated slowly, on the wrong side of the cut for the main race. This time the car had electrical problems. During the second practice session, a cylinder liner cracked and the car was out. Migault called it a day.

Brands Hatch ran a 'Tribute to Fittipaldi' combined F1/F5000 event at the end of the season and David Purley hired the Connew by paying for an engine re-build. For once things seemed to be going well, though Purley was not amused to find a screw driver lodged between his pedals. For once, the Connew was not quite last on the grid, the F5000 cars of Lunger and Williamson were behind, but Purley's best time was a full 10 seconds slower than Fittipaldi's pole-winning time. Fittipaldi was two seconds quicker than he had been in practice for the British GP but Purley was half a second slower then Migault had been. The team was not making progress.

John Webb had promised a bonus of a thousand pounds if the Connew put on a good show. Despite all the disappointments, everyone still wanted the Connew to succeed.

Purley had insisted on an ignition 'kill' switch being fitted to the steering wheel. On his warm-up lap one of the wires came loose and the engine died. It would have been the work of a moment to rectify but the problem took too long to locate and the car was scratched. When Purley was asked about the car many years later, he refused to be critical, though he clearly did not have the happiest memories of his race. Like everyone else, he was full of admiration for what the team set out to do.

So far as F1 was concerned, that was the final straw. The team was flat broke and even had to write a cheque for the 12½p toll through the Dartford Tunnel.

Barry Boor took his wife off to Wales. Roger Doran went back to joinery and later drove Superkarts as a hobby.

John Webb generously sent a cheque for £600 which kept Peter afloat. The engine was sold to Tom Wheatcroft and when Peter went back to McLaren to pay off the outstanding debt, Phil Kerr knocked a further hundred pounds off, 'for cash'.

The Connew appeared a couple of times in 1973, converted to F5000 with a Chevrolet engine provided by Pierre Soukry, a Swiss amateur. It did not shine but then the only testing it ever got was during practice for races. Tony Trimmer was at the wheel when, at Brands Hatch, a rear damper gave way and the monococque was dented in the ensuing shunt. Not even Trimmer had made the car go well and, with the crash, Connew knew the end of the road had come and so finally he foresook his dream.

The car has since lay in pieces in Peter Connew's garden, together with the discarded tub for PC1. Both Barry Boor and Roger Doran remember their involvement as one of the high points of their lives, for Barry it is the *high* point. Peter accepts it was a failure in strict motor racing terms, but says his dream was to build a Grand Prix car and he fulfilled that dream. He still keeps in touch with many of the people who joined him in the dream and will occasionally turnup for practice at the British Grand Prix.

One day, perhaps, he'll fit all the parts together again. If he does so, the car will be painted the same shade of red as John Surtees' McLaren M7C as it was wheeled out of the workshop one crisp, clear, day in February, 1970, when it caught the sunlight and one man's imagination. M.L.



END OF THE DREAM. The Connew GP car as it is today in Peter Connew's back yard. Despite appearances, all the parts except for engine and gearbox remain.

Letter from France

From D.S.J. to the Deputy Editor

Dear M.L.,

Can you imagine it being *too* hot? 1986 summer came while the Formula One "circus" was in Detroit and it was long overdue. The race in Montreal was reasonable enough and with five days to cover 600 miles I took the opportunity to make a deviation south into Indiana. Now the state of Indiana has a lot of interesting things in it, but the real hub is the town of Indianapolis and the suburb of Speedway, where the famous track lies. I have never been to the Indianapolis 500 Mile race, nor to the build-up to it, and I am not sure I want to, for various reasons. However, it was a nice opportunity to drift around the Speedway and its surroundings and soak up a little of the atmosphere that makes the Indy 500 so famous. It is like motoring across France and coming across the Le Mans 24 Hour circuit. Everything may be quiet and still and the world around is going about its daily business, but you can't help being aware that you are somewhere special. The Indy 500 and Le Mans only happen once a year and one of the great things they have in common is that they are still run to the format with which they began. Cars, people, conditions, facilities and so on may change, but Le Mans still and the world around is going about its daily business, but you can't help being aware that you are somewhere special. The Indy 500 and Le Mans only happen once a year and one of the great things they have in common is that they are still run to the format with which they began. Cars, people, conditions, facilities and so on may change, but Le Mans still runs for 24 Hours and the Indianapolis race still runs for 500 Miles, and for me that is something special. The only other venue that has this same effect on me is our own little Shelsley Walsh hillclimb. It was started in 1905 by the Midland Automobile Club up the 1000 yard farm track near Worcester and today is just the same hill, run by the same club. Not many racing venues can claim that distinction.

With nothing moving at the Speedway it was possible to stand and drink in the atmosphere and the enormity of the place and to try and visualise the speeds. 225 mph down the straights and qualifying laps of 217 mph. It was impressive just to look at the place. In the middle of the track is a superb museum in which the history of the Indy 500 is covered by actual winning cars, photographs and trophies and to anyone interested in the development of the racing car and the racing engine, it is all there and you can see for yourself how the lap speeds went up from 100 mph to 120 mph, on to 130, 140, then on up into the 170 mph mark, on and on, never stopping. 180 mph, 190 mph, 200 mph, 210 mph and 220 mph is in sight, and always on the same basic 2½ mile track with its four gently banked corners. If you like speed then this place would satiate you very quickly, except that it never stops.

My mentor and guide for the three days I spent in Indiana was Donald Davidson, the archivist and historian for the United States Auto Club (USAC) and while having a beer together he just happened to mention that there was a USAC Midget race on the one-fifth of a mile tarmac oval on the edge of town. It was due on Thursday evening, so I promptly postponed my return to Formula One, in order to watch some super cut-and-thrust racing with forty Midget cars in the final, after some really exciting heats. The amount of things I saw and learnt during my brief stay at the town of Speedway would fill these letters for the rest of the year, but to add to the joy a real Indiana summer came to town while I was there and headed me up north to Detroit, which is where we came in.

Back home in England a weekend off from Formula One saw me having a splendid vintage-car weekend, in real summer weather at last. Borrowing a friend's 4½ litre Lagonda I had a sweltering run up to Silverstone for the VSCC testing afternoon on the Friday before their race day as they are totally relaxed, there is no organisation, no schedule to keep to, no gates are marshalled or locked, all you have to do is behave sensibly and drive round the circuit with intelligence, if you happen to be testing your old racing car. 95% of the cars there are pure racing machinery, some very old, like John Walker's 1908 Panhard, much of it vintage, like Bugattis, some PVT like ERAs and some post-war like Connaughts. There really is something for everyone and you don't have to worry about who is winning or why some-one has stopped, its just a relaxed day of testing with all manner of cars making all manner of noises. Not all the cars were truly old, for the Vintage Sports Car Club members are great ones for making "brand new old cars" but even Tony Merrick's ERA that he has made from new parts and some old spares, and Rodney Felton's Alfa Romeo that he has built from scratch making 90% of the parts himself, make "vintage like" noises that sound like the real thing, even though the cars are pure "facsimiles". At one end of the paddock Neil Corner had a collection of cars that was almost embarrassing to stand amongst, they were all so real. He had his 1914 Sunbeam, which his son Nigel was about to learn to race, his 250F Maserati which Charlie Lucas was going to have a go in, his V12 Dino Ferrari which Uncle Enzo himself built for Pat Hoare way back in the dark ages, his Type 59 Bugatti that was originally bought by Earl Howe, and his Type 57S sports Bugatti which he recently acquired from Ronnie Symondson. Any one of these cars would be described by an 'old car' auctioneer as a 'collectors item' to be bought as an investment and kept shiny and polished in a heated garage and gloated over until the value increased. Corner certainly keeps all his cars shiny and polished, the Type 59 looked a picture, and I believe he keeps them in a heated garage, but he really uses them and is not afraid to let his family and friends use them as well.

Just as enthusiastic and just as much part of the VSCC scene were the chaps at the other end of the paddock with the Riley Special they had just finished building. Everything is relative and all things are equal in the real world of 'old car fun' and fortunately the Vintage Sports Car Club encourage this attitude and anyone seen to be taking themselves too seriously soon has the 'mickey' taken by all and sundry, which makes for a splendid leveller. Most important of all the VSCC does not get carried away with meaningless Championships. You try and win the race for which you are entered, and that is it, each race is taken on its own merit so nobody becomes neurotic as they see THE CHAMPIONSHIP slipping from their grasp. After the racing you will hear someone who has finished 21st saying "By golly, I really enjoyed that".

The day after saw a visit to the Brooklands Industrial Estate on the site of the old Weybridge track, and an appreciative look at the progress being made with the Brooklands Museum in and around the old Clubhouse, by the Elmbridge Council. I met many old friends at the Brooklands Society re-union held in the vicinity of the Byfleet Banking. Sadly, the Brooklands Society seems to have fallen out with the local council and appear to be trying to "go it alone" holding their gathering in a tent on what is nothing more than the end of a disused airfield. The hub of Brooklands was and still is, the clubhouse, the paddock, the Members Hill, the Test Hill and the tuning sheds, and they are all within the designated historical area that is being preserved so well by the Council, backed by Gallahers and British Aerospace.

Ater these three days of glorious summer weather and shirt-sleeve motoring in an old car, it was bag-packing time and off to the south of France for the Grand Prix at the Paul Ricard Circuit. Now, there it *was* hot. As I said at the beginning, *too* hot, though it all suddenly disappeared on race day, but returned on the Monday. I only wish I could find a way of storing up some of this heat, to tide me over the winter months.

On the way to the Paul Ricard Circuit I saw numerous big signs outside mobil petrol stations reading "En avant les Williams" with a big painting of Nigel Mansell in an FW11 Williams powered by Honda. Mobil brew up the regulation fuel for the Honda engines and the team obviously paid heed, for Nigel Mansell really was "En avant" on race day. On leaving the circuit after the race I needed some petrol in my hired "little whizzer" so guess which petrol station I stopped at? Dead right, a Mobil station. I am very easily psyched!

Yours

D.S.J.

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On 31st May the British Jaguars returned to Le Mans for the first time since their famous triumphs in the fifties, thousands of Jaguar fans assembled to savour the coming battle.

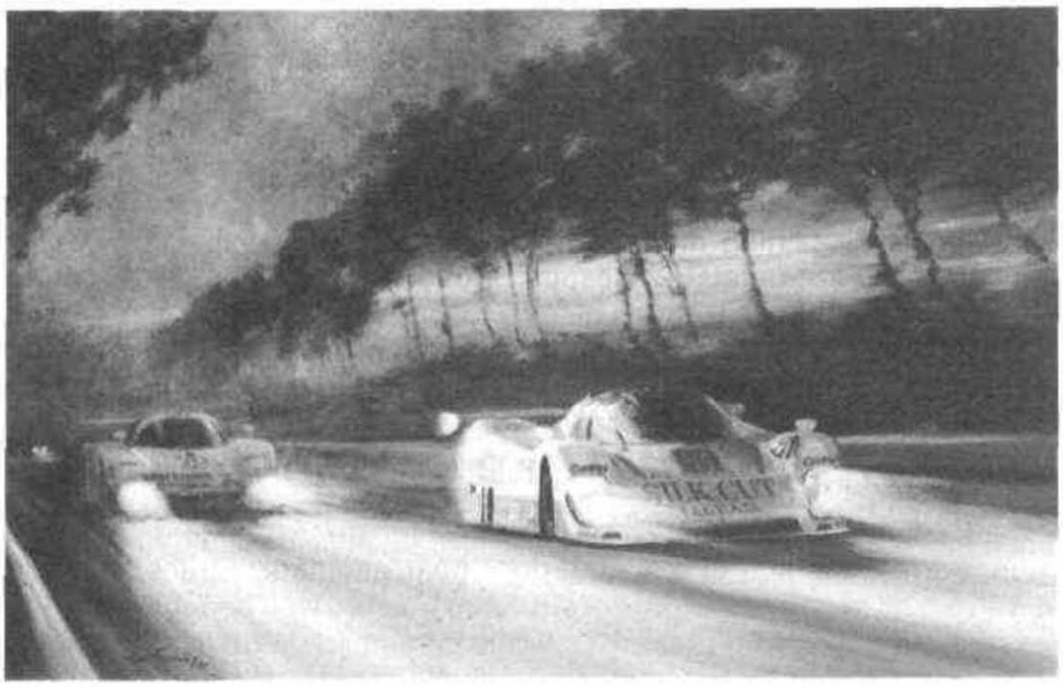
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Looking back on Mike Spence

REMEMBER that terrible summer of 1968? In April the Grand Prix world was stunned beyond belief when Jim Clark crashed to his death in an insignificant Formula 2 race at Hockenheim and disasters seemed to continue with a terrible regularity, disasters which threw into sharp relief concern about many aspects of motor racing safety which started a concerted push to develop security systems and safety techniques which today's drivers still benefit from. During that long hot summer it was as if motor racing had been shaken into questioning its traditional values, its whole raison-d'etre.

For Team Lotus in particular, it was a trying period. Colin Chapman had actually pondered giving up the whole motor racing game, such was his grief at Clark's loss, but he surmounted his personal grief and pressed on with his programme. These were exciting times for Lotus. Not only had Chapman and Keith Duckworth re-written the parameters of GP car design and performance with the superb Cosworth DFV-engined Lotus 49, but Lotus's onslaught on that bastion of North American conservatism, the Indy 500, was in full cry. Ever since Clark had won the American classic in 1965, Chapman had been committed to tapping this lucrative source of dollars. In 1968 he was scheduled to return with the striking, wedge-profile turbine cars, the type 56.

Clark was killed before he could test the turbine at the "Brickyard", so into the team in his place was brought BRM F1 driver Mike Spence, a man whose early career had been nurtured by Chapman some years before. Spence entered into the task of testing the Indy turbine car with great relish and commitment, but seasoned observers noted that he maintained a high line through the tricky Indianapolis turn one on almost every lap. He had turned a lap at just under 170 mph in his own car before transferring to another and continuing the test.

Just a month after Clark's fatal accident, Spence crashed heavily at Indianapolis, sustaining multiple head injuries from which he succumbed a few hours later in hospital. Not only was it another tragedy for Chapman to face, but it also devastated the BRM team. Spence was their front-line English driver partnering Pedro Rodriguez in the Bourne line-up and his showings in the Race of Champions and the International Trophy at Silverstone with the new V12-engined P126 suggested he was on the verge of proving his quality as an F1 contender.

Michael Henderson Spence was born on December 30, 1936 in Croydon, Surrey, the son of a sliding door gear engineer. Struck down with a bout of polio at the age of six, he recovered well enough to play cricket superbly and later rise to the command of a British army tank crew during his national service in Germany in the early 1950s. Educated at Oxford, Mike's passion for cars and motoring was fostered in part by his father who owned a Turner 950 at the time Mike was learning to drive. Spence Jnr did some rallying in the Turner and made his racing debut at Goodwood in 1958 at the wheel of a second-hand Bristol-engined AC Ace which his family acquired. For the next couple of seasons he raced only spasmodically, but in 1960 he decided to throw all his efforts behind trying to become a professional racing driver.

Spence's father's sliding door business, Coburn Engineering, was doing sufficiently well for them to arrange the purchase of a Cooper-Austin F/Junior car. From the outset of his career Mike showed more than a passing degree of talent in the ferociously competitive F/Junior world where dare-devil commitment was only good enough to get you so far. The real stars of this closely-contested category showed a relaxed flair, witness Jim Clark, Pater Arundell and Trevor Taylor. To be honest, Mike Spence was not far behind in terms of promise. And, by a supremely ironic sequence of coincidences, he was scheduled to follow the paths of those three aforementioned luminaries into the Team Lotus F1 line-up.

During the 1960 season Mike scored good wins with the Cooper-Austin at Snetterton and Silverstone before venturing



ON THE GRID at Silverstone: FJ Cooper-Austin, 1960.

abroad to win his heat at the prestigious Monza Lottery meeting, although he suffered an engine failure during the final. Ambitiously, he decided to have a crack in F1 with an Emeryson-Climax in 1961, a season during which non-Championship F1 races proliferated on the European calendar in much the same way as Formula Ford events do in the 1980s. It was not an unqualified success by any manner or means, but he finished second to Tony Marsh at Brands Hatch and was running seventh at Solitude when he retired.

For 1962 Spence became inolved with long-time enthusiastic entrant Ian Walker, himself closely connected with Lotus, and together they fielded Mike's F/Junior Lotus 22 in Walker's distinctive yellow and green livery. He showed a lot of style and judgement and although his only race win came at Reims, his meticulous touch through the streets of Monaco caught the eye of Colin Chapman, the shrewd Lotus boss taking time out to watch the frantic F/Junior race on this most famous of Grand Prix circuits. Peter Arundell won that



UNLOADING the F1 Emeryson at Solitude. Paul Emery just behind Spence.

particular race, but Spence's unflustered technique made a firm impression in Chapman's mind. He decided that he would keep an eye on Spence's future performance.

For 1963 the Team Lotus F/Junior effort was fielded by film producer / entrepreneur Ron Harris and Spence's fine Monaco showing earned him a place in the team with Arundell and John Fenning. The Lotus 27 chassis took a long time being worked into competitive shape, but Chapman's interest in Spence was sustained. At the end of the season he was offered a run in one of the Team Lotus 25s in the Italian Grand Prix at Monza, the race at which Jim Clark clinched his first World Championship. In his well-practised, but unobtrusively effective style, climbing to he climbed to seventh place before his Climax V8 engine failed just over 13 laps from the chequered flag.

The role of number two to Jim Clark at Team Lotus during the early 1960s was very difficult, of that there is no question. There is a very firm parallel with the situation at Lotus in 1986 where all the team's resources are thrown behind the brilliant Ayrton Senna and the second car is only there to make up the numbers. By the end of 1963 Chapman had decided to replace the genial, but accident-prone, Trevor Taylor at the wheel of the second car. The man nominated to fill the position was Spence's sometime F/Junior team-mate Peter Arundell.

As Arundell got on with his maiden season as an F1 full-timer, Spence signed again to drive for Ron Harris and found that the new Lotus 32 was a considerable improvement over the 27. Mike started his season on a promising note by winning the F2 class of the Aintree 200 Formula 1 thrash at the famous Liverpool circuit and eventually won the British F2 title, sponsored at that time by Autocar magazine. However, mid-way through the season Arundell's misfortune was to provide Spence with his big break.

During the flat-out F2 thrash at Reims, Arundell got involved in a multi-car pile-up from which he was lucky to escape with his life. His Lotus 32 somersaulted into a field and he lingered near death for many weeks in hospital. His place in the Lotus F1 line-up was immediately - and logically - taken by Mike Spence.

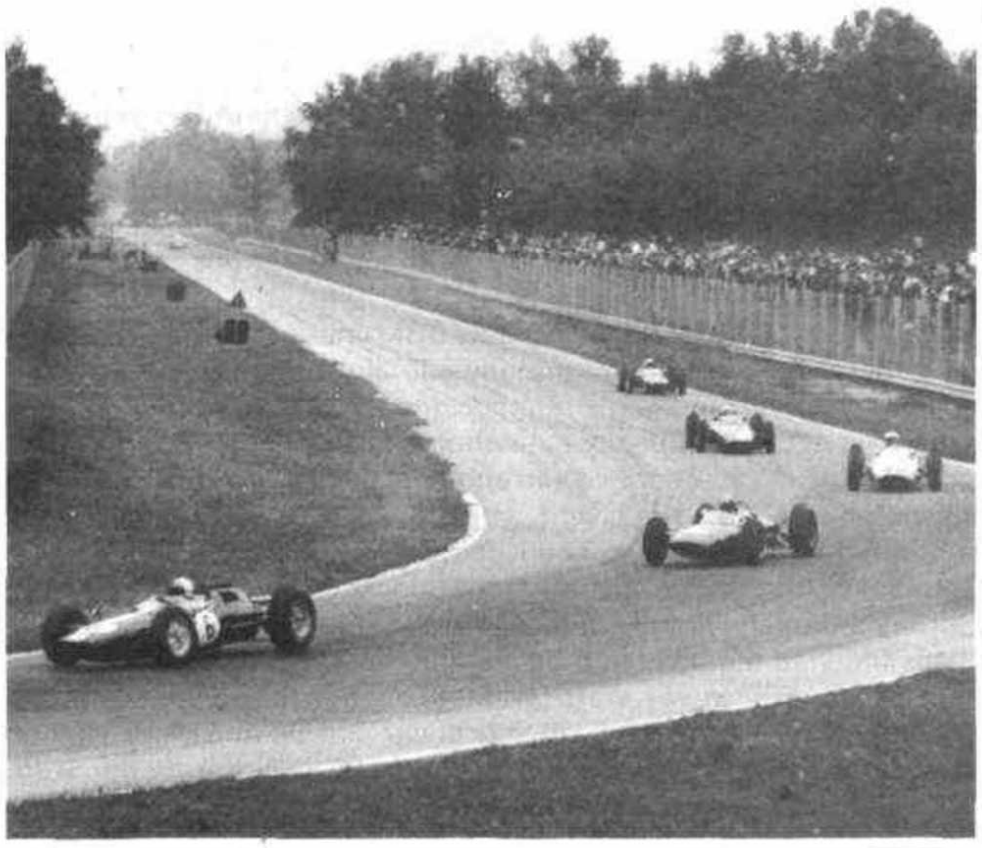
He had his first outing as Jim Clark's full-time partner in the first British Grand Prix to be staged at Brands Hatch. He finished ninth. His best placing of the year was fourth at Mexico City in the last race of the year, where he later admitted the thought crossed his mind of trying to push (literally!) his team-mate's crippled car round the last lap in a vain attempt to salvage Clark's World Championship hopes!

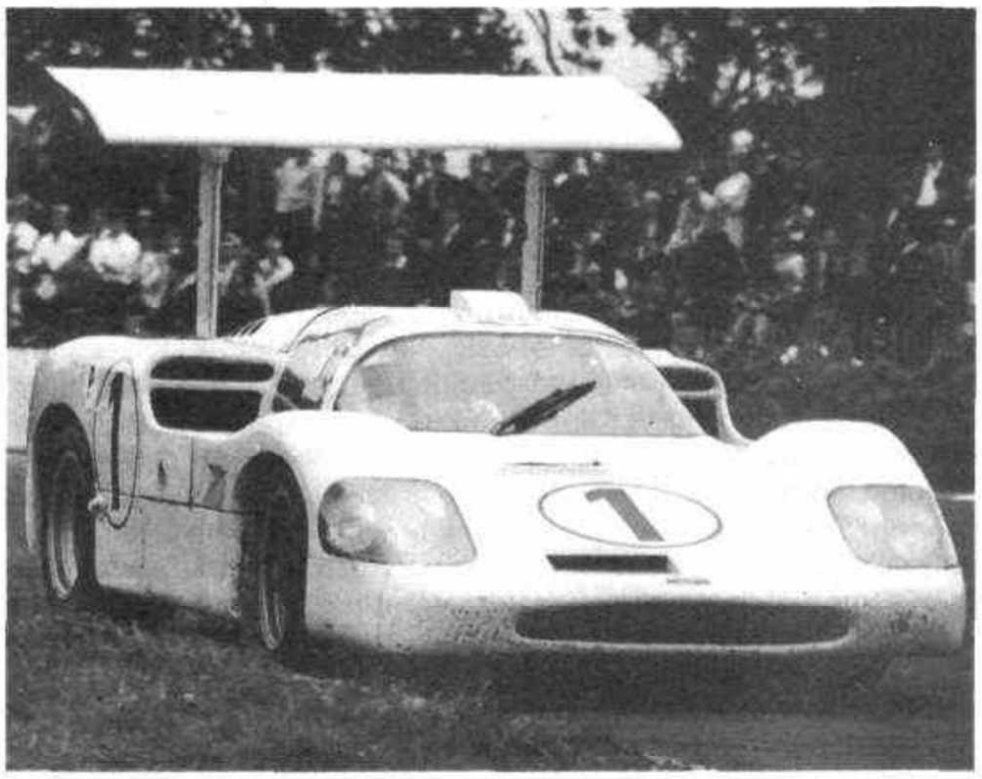
At the start of 1965 Mike Spence really looked as though he was coming of age. For the first time since Clark's ascendancy it seemed as though Team Lotus was, after all, capable of producing two competitive Grand Prix cars. In the first race of the year, the South African GP at East London, Jim and Mike sprinted into the lead at the start and ran in 1-2 formation for many laps. Only a couple of spins spoiled the symmetry of a crushingly dominant result and Mike wound up a disappointing fourth.

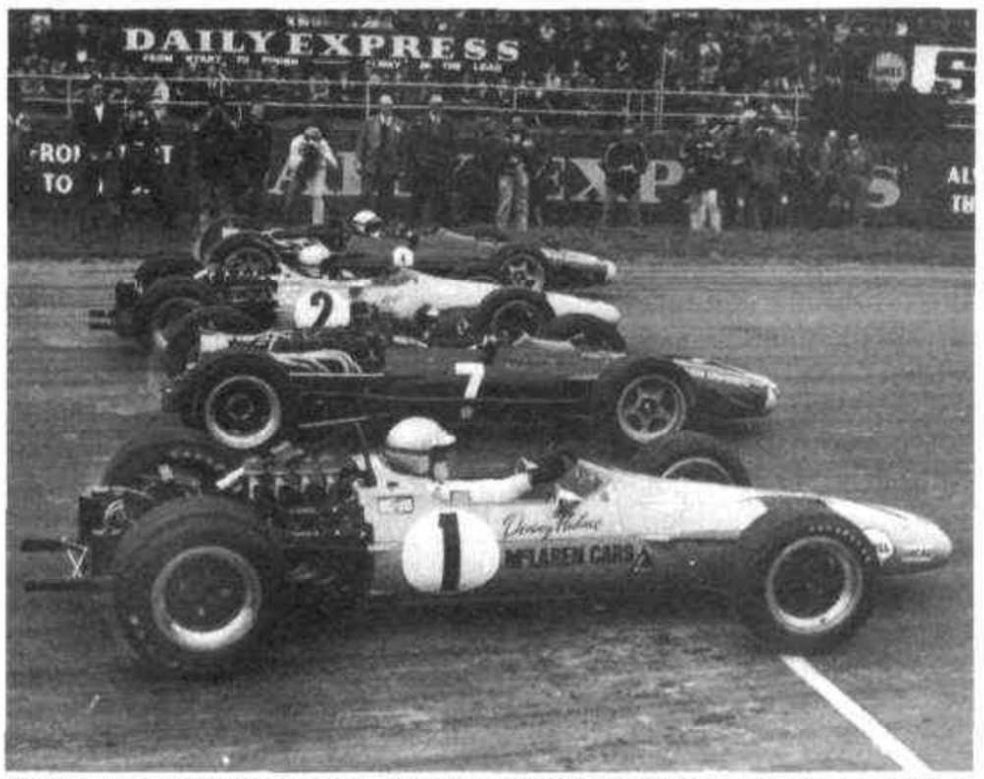
Spence finally put his name on the Formula 1 map when he saved the day for Team Lotus at the 1965 Brands Hatch Race of Champions. After Jim Clark had been harried into an uncharacteristic error on Bottom Straight and crashed heavily whilst under pressure from Dan Gurney's Brabham, Spence went on to win the two-heat event on aggregate ahead of Jackie Stewart's BRM. But that represented the peak of Mike's F1 achievement that season, his best placing in a Championship GP being third at Mexico City right at the end of the season.

Chapman had been impressed with Spence's conscientious and meticulous approach and privately admitted that he would have been more than happy to keep him on team strength in 1966. However, he had a long-standing obligation to Peter Arundell, by now grinding a painful path back to fitness following that Reims shunt some 18 months before. He had promised Peter that his place in the F1 team would remain open and he stuck to that commitment. Arundell rejoined the team for 1966, but failed to recapture the spark of promise which had been the hallmark of his early '64 outings. He did not continue with the team in 1967.

The Formula 1 scene was rather chaotic in 1966, the new technical







SPENCE leads Siffert and Hall on his GP debut at Monza '63 (top); centre, sweeping through Clearways at Brands Hatch with the Chaparral 2J; bottom, (in car No.7) with Hulme (1), McLaren (2) and Rodriguez (8) on the grid for the 1968 Silverstone International Trophy race.

regulations obliging the smaller teams to use whatever updated or redundant machinery they could lay their hands on in an effort to sustain an F1 challenge. Mike signed to drive for privateer Tim Parnell, using a Lotus 33 into which was slotted a 2-litre Tasman BRM engine. It was a makeshift machine which could hardly be expected to contest leading places in the major Championship rounds. Mike nonetheless netted a fifth at Zandvoort during the Dutch GP, the car painted an outlandish white with a central green stripe, taking the fictitious identity of Peter Aron's Yamura for the purposes of filming the MGM epic 'Grand Prix'!

With Graham Hill leaving the works BRM line-up at the start of 1967 for a lucrative Lotus contract alongside Jim Clark, Jackie Stewart became the Bourne team's number one as they wrestled to make sense out of the technically overwhelming BRM H-16. Spence was signed on as his number two and although he never displayed any of the unfettered brilliance with which Stewart was imbued, Mike supported him admirably. Their best result together was the 1967 Belgian GP at Spa-Francorchamps. Jackie was second to Dan Gurney's Eagle with Mike fifth. It was the only time both the works H-16s finished together in the Championship points.

British fans, however, were fortunate enough to see Spence at his best in the 1967 BOAC 500 km sports car classic at Brands Hatch. Sharing the distinctive, winged Chaparral-Chevy sports car with 1961 World Champion Phil Hill, he beat the Jackie Stewart / Chris Amon Ferrari 330P4 into second place after an epic encounter. Although his F1 exploits were only destined to hit the headlines late in his career, this well-judged performance was probably a better indication of Spence's latent talent than his rides in the unreliable H-16.

By the start of 1968 BRM had decided to reassess its technical approach, abandoning the H-16 in favour of a less complex V12. Suddenly it seemed as though Spence had come of age. He held second place for many laps in the Race of Champions behind Bruce McLaren's debutant McLaren M7 and then contested the lead expertly in the International Trophy, holding the BRM P126 in the leading bunch with a new-found assurance and speed. Great things were being predicted for the "Maidenhead Motorist" when he embarked on that fateful trip to Indianapolis from which he never returned.

In private life Mike had a gregarious charm and a grin which lit up the whole of his face. Although developing into a series professional, totally committed to his career, he never ceased to gain the same sort of pleasure from his motor racing that he had derived in those early, less intense days in Formula Junior.

At the start of 1966 he had married his girlfriend Lynne and they settled in Maidenhead where he opened a prestige car showroom under the name of Mike Spence Ltd which continues its trade in that pleasant English town. To many of today's enthusiasts it is simply another performance car dealer. To those of us with longer memories, it stirs flickering, yet happy, pictures of a 32-year old who was on the brink of making the F1 big time just over eighteen years ago. - A.H.

New cars:

Peugeot 205 CTI

Since its introduction to Britain two years ago, the Peugeot 205 GTI has taken on the mantle of a 'cult' car. Other hot hatches may out-perform it, and may offer more equipment, space and practicality but the 205's sheer driver appeal has won it a special place in the affection of sporting drivers. It's a car which informs the driver what is going on, it's taut and delivers a great deal of 'feel' in many important areas such as steering and brakes. Moreover Peugeot's rally successes with a car which bears a close resemblence makes 205 GTI one of those rare classless cars like the Mini-Cooper.

Peugeot has not been slow to recognise that it has an extraordinary car on its hands and the price of 205 GTI has risen more than can be easily explained by either inflation or the franc against sterling. Since Peugeot can sell all it makes, its pricing has not been over-ambitious.

Last year Peugeot began marketing a performance conversion which offered 20 bhp over the GTI's standard 105, but this spoiled the engine's wide power range (it gave nothing below 3,000 rpm) and, consequently, the overall balance of the car. At nearly £1,200 it was greatly over-priced. Why pay that money to spoil a nice car?

Now the GTI has a 115 bhp engine and a number of other detail modifications which make Peugeot personel refer to it as the 'Mk 2'. Apart from the engine, the ride has been softened further but this carries the penalty of much heavier steering. I would settle for the harder ride and lighter steering. The car has had detail improvements to its interior, too, the most notable being the stalk controls from the 309 replacing the rather confusing push-and-twist controls originally specified.

Peugeot claims a top speed of 121 mph for GTI with the 115 bhp engine (118 mph for CTI) and, conservatively, 9.1 seconds for 0-60 mph (9.6 seconds for CTI).

Of all the hot hatches on the market, Peugeot 205 is the one which has cried out for a cabriolet conversion. Quite apart from the fact that the car's driver appeal is such that it calls for the added pleasure of open air motoring, the car's basic styling has more potential for a satisfactory conversion than anything else in its class.

In creating the 205 Cabriolet, Peugeot has turned to Pininfarina, its collaborator in so many projects since 1955. Bare shells are shipped to Italy for a conversion which adds around 200lb to the overall weight which, in turn, makes the Cabriolet a little less quick off the line than the GTI. The extra weight comes from stiffening, the only visible evidence of which is the 'T' rollover bar.

The hood itself is a very neat affair and when down barely intrudes into the 205's tight luggage space. One person can erect it in under ninety seconds without a great deal of practice. Once in place, the hood endows the car with all the characteristics of a saloon - there is good visibility and no flapping or drumming. The CTI comes, too, with electric windows and central locking.

Unlike some cabriolet versions of popular hatchbacks, scuttle shake is discernable only when the car is driven very hard indeed. Wind noise is about average for a cabriolet.

My co-driver on a 206 mile run from Cardiff to Chester was a smoker and he discovered that, with the hood down, the car's aerodynamics would suck out the contents of the ashtray and deposit them around the interior.

For the rest, the CTI has overwhelming virtues of the 205 and its few blemishes (e.g. poor heater/ventilator and cheap-looking interior trim). Of the 6,700 Cabriolets Peugeot plans to build this year, 4,000 will stay on the home market and we will receive around 600. The company feels it will have little difficulty in selling them at £9,494. Looking around at the opposition, it's an opinion with a logic that's hard to fault. - M.L.

PEUGEOT'S new 205 CTI Cabriolet not only has a handsome soft top engineered by Pininfarina but also benefits by nearly 10% more power.



Formula One- Canadian Grand Prix 15th June

RACE

1 Prost (McLaren): 3rd on lap 1: ran a smooth and controlled economy race: led briefly on lap 30 amid tyre stops: inherited 2nd place on lap 59 when Piquet stopped for rear tyres.
2 Rosberg (McLaren): 5th on lap 1: charged through into lead on lap 17: 2nd on lap 22: tyre stop on lap 29: back to 2nd place: dropped to 4th near end with fuel consumption problem: finished 4th.
3 Brundle (Tyrrell): 15th on lap 1: moved up to 11th: lapped by leader on lap 28: moved up to 9th: tyre stop lap 35: finished 9th two laps behind winner.
4 Streiff (Tyrrell): In old Tyrrell 014: 17th on lap 1: ran among tail-enders: lapped by leader on lap 20: finished 11th: 4 laps behind leader.
5 Mansell (Williams): Stormed off into lead from pole position: let Rosberg past on lap 17 to conserve fuel: retook lead on lap 22: tyre stop on lap 30: nicely judged race to win by 20 seconds.
6 Piquet (Williams): 4th on lap 1: held position comfortably compatable with fuel consumption: tyre stop lap 35: climbed up to 2nd: unscheduled stop for rear tyres on lap 59: finished 3rd: New lap record.
7 Patrese (Brabham): Held 8th place from start: spun on lap 8 and dropped to 11th: ran mid-field until retirement on lap 45: **Retired** on lap 45: engine failure.
8 Warwick (Brabham): First F1 race for 1986: replaced Elio de Angelis: 11th on lap 1: **Retired** on lap 21: engine failure.
11 Dumfries (Lotus): Ran 16th behind Brundle: lapped by leader lap 24: tyre stop lap 28: hit by Johansson's Ferrari after leaving pits: **Retired** driver unhurt, car bent.
12 Senna (Lotus): Outclassed on fuel consumption: could only hope to finish: ran in company with Arnoux: tyre stop lap 33: lapped by Mansell lap 59: finished a poor 5th.
14 Palmer (Zakspeed): Started on lap 2 from pit lane. Engine management system problem. **Retired** on lap 25 with engine failure.
15 Jones (Lola): 12th on lap 1: delayed by unscheduled stops for tyres: gear change problems. Ford engine ran perfectly: finished 10th. First race finish for new engine.
16 Tambay (Lola): Crashed on race morning in 'warm-up' session. Non-starter. Slight injuries. Car badly damaged.
17 Surer (Arrows): Entry withdrawn before meeting. Driver injured in rally accident.
18 Boutsen (Arrows): 13th on lap 1: unscheduled pit stop lap 10: **Retired** lap 39: electrical trouble.
19 Fabi (Benetton): 19th on lap 1: **Retired** lap 14: electrical trouble.
20 Berger (Benetton): 7th on lap 1: ran in mid-field: **Retired** on lap 35: turbocharger failure.
21 Ghinzani (Osella): 21st on lap 1: ran near back of field until **Retired** on lap 44: gearbox failure.
22 Danner (Osella): Started from pit lane on lap 1: **Retired** on lap 7, turbocharger failure.
23 de Cesaris (Minardi): 18th on lap 1: moved up to 16th: unscheduled pit stop lap 11: ran at back of field: **Retired** on lap 41: transmission.
24 Nannini (Minardi): 20th on lap 1: moved up to 17th: **Retired** on lap 18 with turbo charger failure.
25 Arnoux (Ligier): 6th on lap 1: 5th on lap 5: ran non-stop in close company with Senna: out-fumbled by Senna when leader lapped them: finished in strong 6th place.
26 Laffite (Ligier): 10th on lap 1: ran hard and fast to maintain position: tyre stop on lap 39: lapped by leader at this point: finished 7th.
27 Alboreto (Ferrari): 9th on lap 1: passed by Johansson on lap 9: kept ahead of Laffite until lap 30: tyre stop: lapped by leader lap 44: finished 8th.
28 Johansson (Ferrari): 14th on lap 1: climbed rapidly to 7th on lap 9: hit Dumfries' Lotus in rear shortly after it had left the pits: **Retired** driver unhurt, car wrecked.
29 Rothengatter (Zakspeed): 22nd on lap 1: ran at back of field: hampered by lack of gears in last few laps.

QUALIFYING TIMES

No	Driver	Car	Friday	Saturday	Grid pos
1	Prost	McLaren	1.29.541	1.25.192	4
2	Rosberg	McLaren	1.29.348	1.25.533	6
3	Brundle	Tyrrell	1.34.233	1.29.111	19
4	Streiff	Tyrrell	1.32.307	1.28.639	18
5	Mansell	Williams	1.28.889	**1.24.118**	Pole
6	Piquet	Williams	1.28.588	1.13.284	3
7	Patrese	Brabham	1.32.692	1.26.483	9
8	Warwick	Brabham	1.33.231	1.27.413	10
11	Dumfries	Lotus	1.32.144	1.28.521	16
12	Senna	Lotus	**1.27.422**	1.24.188	2
14	Palmer	Zakspeed	1.31.856(T)	1.30.005	22
15	Jones	Lola	1.33.291(T)	1.28.058	13
16	Tambay	Lola	1.31.487	1.28.095	14
17	Surer			entry withdrawn	
18	Boutsen	Arrows	1.35.843	1.27.614	12
19	Fabi	Benetton	1.51.056	1.28.102(T)	7
20	Berger	Benetton	1.29.471	1.26.439	23
21	Ghinzani	Osella	1.36.575	1.31.479	23
22	Danner	Osella	1.41.436	no time	25
23	de Cesaris	Minardi	1.32.619	1.29.854	21
24	Nannini	Minardi	1.35.789	1.29.653	20
25	Arnoux	Ligier	1.30.200	1.25.224	5
26	Laffite	Ligier	1.30.171	1.26.447	8
27	Alboreto	Ferrari	1.42.740	1.27.495	11
28	Johansson	Ferrari	1.28.881(T)	1.29.078	18
29	Rothengatter	Zakspeed	1.46.280	1.32.113	24

Canadian GP - Montreal (F1)

Circuit Gilles Villeneuve

69 laps of 4.410 km Circuit

304.290 kilometres

(189.067 miles)

Very warm - Good crowd

24 starters - 12 finishers

Fastest lap:
N. Piquet
1 min 25.443 secs on lap 63:
av. 185.808 kph (New Record)

Old Record:
Senna 1 min 27.445 secs (1985)

All cars 1500cc turbo-charged

STARTING GRID

12
A. Senna
(Lotus-Renault V6)
1 min 24.188 sec

5
N. Mansell
(Williams-Honda V6)
1 min 24.118 sec

1
A. Prost
(McLaren-Porsche V6)
1 min 25.192 sec

6
N. Piquet
(Williams-Honda V6)
1 min 24.384 sec

2
K. Rosberg
(McLaren-Porsche V6)
1 min 25.533 sec

25
R. Arnoux
(Ligier-Renault V6)
1 min 25.224 sec

26
J. Laffite
(Ligier-Renault V6)
1 min 26.447 sec

20
G. Berger
(Benetton-BMW 4-cyl)
1 min 26.439 sec

8
D. Warwick
(Brabham-BMW 4-cyl)
1 min 27.413 sec

7
R. Patrese
(Brabham-BMW 4-cyl)
1 min 26.483 sec

18
T. Boutsen
(Arrows-BMW 4-cyl)
1 min 27.614 sec

27
M. Alboreto
(Ferrari V6)
1 min 27.495 sec

16
NON STARTER

15
A. Jones
(Lola-Ford V6)
1 min 28.058 secs

19
T. Fabi
(Benetton-BMW 4-cyl)
1 min 28.102 sec

11
J. Dumfries
(Lotus-Renault V6)
1 min 28.521 sec

4
P. Streiff
(Tyrrell-Renault V6)
1 min 28.796 sec

28
S. Johansson
(Ferrari V6)
1 min 28.881 sec

3
M. Brundle
(Tyrrell-Renault V6)
1 min 29.111 sec

24
A. Nannini
(Minardi-Moderni V6)
1 min 29.653 sec

23
A. de Cesaris
(Minardi-Moderni V6)
1 min 29.854 sec

14
Pit Lane Start

21
P. Ghinzani
(Osella-Alfa Romeo V8)
1 min 31.479 sec

29
H. Rothengatter
(Zakspeed 4-cyl)*
1 min 49.680 sec

22
Pit Lane Start

16 P. Tambay Lola-Ford V6 1 min 28.095 secs - crashed in warm-up. N/S
14 J. Palmer Zakspeed 4 cyl 1 min 30.005 sec - started on lap 2 from pit lane
22 C. Danner Osella-Alfa Romeo V8 1 min 41.436 sec - started on lap 1 from pit lane

RESULTS

Pos	driver	car/engine	time	best Lap	On Lap
1st	Nigel Mansell	Williams FW11-Honda V6	1 hr 42 min 26.415 sec	1.26.552	33
2nd	Alain Prost	Mclaren MP4/2C-Porsche V6	1 hr 42 min 47.074 sec	1.26.859	63
3rd	Nelson Piquet	Williams FW11-Honda V6	1 hr 43 min 02.677 sec	1.25.443	63
4th	Keijo Rosberg	Mclaren MP4/2C-Porsche V6	1 hr 44 min 02.088 sec	1.27.479	19
5th	Ayrton Senna	Lotus 98T-Renault V6	1 lap behind	1.27.503	63
6th	Rene Arnoux	Ligier JS27-Renault V6	1 lap behind	1.27.981	63
7th	Jacques Laffite	Ligier JS27-Renault V6	2 laps behind	1.27.742	60
8th	Michele Alboreto	Ferrari F186-Ferrari V6	1 lap behind	1.28.408	37
9th	Martin Brundle	Tyrrell 015-Renault V6	2 laps behind	1.29.553	47
10th	Alan Jones	Lola THL2/86-Ford V6	3 laps behind	1.29.366	58
11th	Philippe Streiff	Tyrrell 014-Renault V6	4 laps behind	1.32.209	55
12th	Huub Rothengatter	Zakspeed ZAK 861-Zakspeed 4 cyl	6 laps behind	1.33.568	8
13th	Riccardo Patrese	Brabham BT55-BMW 4 cyl	retired on lap 45	1.30.731	15
14th	Piercarlo Ghinzani	Osella FA1G/85-Alfa Romeo V8	retired on lap 44	1.33.598	19
15th	Andrea de Cesaris	Minardi M185-Moderni V6	retired on lap 41	1.30.514	37
16th	Thierry Boutsen	Arrows A8-BMW 4 cyl	retired on lap 39	1.30.975	27
17th	Gerhard Berger	Benetton B186-BMW 4 cyl	retired on lap 35	1.30.361	34
18th	Stefan Johansson	Ferrari F186-Ferrari V6	retired on lap 30	1.28.853	27
19th	Johnny Dumfries	Lotus 98T-Renault V6	retired on lap 29	1.31.623	6
20th	Jonathan Palmer	Zakspeed ZAK 861-Zakspeed 4 cyl	retired on lap 25	1.33.764	7
21st	Derek Warwick	Brabham BT55-BMW 4 cyl	retired on lap 21	1.31.139	18
22nd	Alessandro Nannini	Minardi M185B-Moderni V6	retired on lap 18	1.33.173	5
23rd	Teo Fabi	Benetton B186-BMW 4 cyl	retired on lap 14	1.32.317	11
24th	Christian Danner	Osella FA1H/86 Alfa Romeo V8	retired on lap 7	1.37.444	4

On the other side

One thing that little Mr. Ecclestone and his Formula One Constructors Association has brought into the world of Grand Prix racing is collective organisation and we recently witnessed a prime example. For some years now we have had Grand Prix races in Canada and the United States and they have been arranged to take place on consecutive weekends, sometimes the United States being first, sometimes the Canadian event being first. If you are going to arrange to transport the whole Grand Prix circus, comprising some forty cars, at least twenty spare engines, many tons of tools, equipment and parts, as well as something like six hundred people, across the Atlantic by air, then you might as well make good use of them, so we all went to Montreal for the race on the *Ile Ste. Helene* on June 15th, and then moved west for the race round the streets of Downtown Detroit on June 22nd, a very weary and battled scarred group returning to Europe the following week. Though scarred, some returned with laurels (and valuable points to prove their prowess, they tell me), while others returned sadder but wiser, and some were just pleased to return.

The drivers and engineers were pleased to get these two races done with, as neither circuit permits any pre-race testing, so the first day of official practice is one of guesswork. With Monte Carlo and Spa-Francorchamps taking place before leaving for the other side of the Atlantic, it meant four "blind" circuits on the trot, and one-and-a-half hours on Friday morning is precious little time in which to get a car fully adjusted, having tested all the variables, in time for a serious bout of qualifying in the afternoon. For entirely different reasons the mechanics are relieved to get these two races over, as both of them are a pain in the neck from the point of view of working at the circuit, and believe you me, the mechanics really do work at the circuit. In Canada the paddock comprises a warehouse store area, with the teams sharing warehouse accomodation which is not very well lit and pretty short on facilities. The big pain is that the pits are about half a mile away and consist of little more than a ledge on which to put things; there are no work facilities and everything is exposed to skies. This time they were lucky as the sun shone on race day, but the first practice morning was very wet. Everything, from spare wheels, tools, jacks, fuel and oil to clipboards and brief cases, has to be carried the half mile from paddock to pits and back again. Every form of transport imaginable is pressed into service to run up and down the road joining the two nerve centres, the only saving grace being that the road is on the outside of the circuit so is open at all times, and full marks to the race organisers who do their best to segregate pedestrian traffic from wheeled traffic.

This problem of keeping on foot away from those on wheels is something that some circuits just do not bother about, which brings everything down to the speed of the slowest spectator wandering along with all the time in the world to stand and stare. The two worst in this respect are Zandvoort and Monza and nothing is ever done about it. The Austrians soon woke up to the problem at the *Osterreichring* and made the necessary simple changes to keep the two streams of humanity apart, and the Canadians do a proper job on the access bridge across the St. Lawrence river to the island, and along the road leading to the paddock. Detroit does not have this problem as everybody walks everywhere, and nothing is very far from anywhere.

The mechanics' problem in Detroit is bad, for the only access between paddock and pits it by using the circuit itself, so once the circuit is closed (or "hot" as the Americans say) there is no access between the two. The Detroit paddock is inside a circular sports liesure-centre and the pits are an open-air space alongside the Detroit river. If you forget anything once activity has begun then you have had it, which is why Stefan Johansson had to borrow another driver's helmet for the Sunday morning pre-race warm-up, having left his own in the paddock. He borrowed one from Nigel Mansell, which confused a lot of people when they saw a Ferrari go by apparently being driven by the Williams team driver! Invariably the racing cars were towed to and fro, using anything from a five ton lorry to a golfing trolley and many teams tied their three cars together and set off with a "road train", team personel grabbing a lift as best they could. A huge fleet of lorries were laid on by the Ryder Hire firm, and after the race I saw one of these being skillfully reversed up to the Osella pit. I thought the driver looked familiar; it was Enzo Osella himself.

With the sunny weather we enjoyed on race-day in Canada and Detroit there was a bonus for the spectators, (if FOCA had realised it they would have charged them more!) and this was that those who paid to join in the "pits walk about" before the race, were really able to see something. With open-air pits there were no garage doors to be slammed shut, nothing much in the way of dark windowed motor-homes for the drivers to hide in, and no plastic look-alike exhibition cars pretending to be Alain Prost's McLaren. Everything was real and alive, and there



DEREK WARWICK became Brabham's first British driver since John Watson as he made his debut for the team in Montreal. Here he leads Johansson and Jones early in the race but he was out on lap 21 with engine failure.

were some visitors from the UK who really enjoyed the scene, having suffered in "walk-abouts" at Silverstone and Brands Hatch. Mind you, on the other side of the coin the teams were not too happy for it meant that mechanics had to be put on guard to watch out for the "light fingered brigade" who have been known to steal everything from a pit board number to a complete tool box, while everyone knows that in Italy you could lose a complete car if you did not have everything under lock and key. This aspect is one that people on the outside do not often appreciate, but it is an unfortunate fact of the world we live in where other people's property is no longer sacrosanct. When you let 1000 people into a paddock how can you possibly tell which are decent enthusiasts and which are thieves and robbers. Fortunately 99% are decent enthusiasts, but the 1% are spoiling it for them. The simple answer for the teams is to bolt and bar the door, but the real remedy lies with the 99% of enthusiasts. All I can say is that you must realise that the chap next to you might be the one with the "light fingers" and he is the one that is spoiling it for you. Don't blame Bernie Ecclestone and the teams, even though it may look as though it is their fault.

But enough of the asides, what of the two races. The Canadian circuit is quite fast, but full of changes of direction, wiggling this way and that and for the most part boringly flat, while the Detroit circuit is what you would expect in a city in the USA, all stop-and-start and full of right-anle corners. They are both circuits made up from normal everyday roads rather than specially prepared racing tracks, and this was brought home to me in Canada when I saw a small van standing on the circuit before qualifying began and a workman was doing something with arc-welding equipment. I enquired of Derek Ongaro, the FISA circuit-inspector, as to what was going on, and he showed me how a circular man-hole cover lid was being tack-welded to stop it revolving if a car ran across the edge of it. This particualr man-hole to the sewers was in the middle of the track on the approach to a 160 mph corner! There are a lot of them around the circuit and even in the pit lane, and prior to the event they were all tack-welded, but the one I was looking at had been missed, and the Canadians were quickly rectifying their omission. It was an interesting thought that when the race was over someone had to go round and grind off all the bits of welding. It is not a simple matter organising a race on a temporary circuit, as the Birmingham people will soon be finding out when they get ready to run thier F3000 race round the streets of their city on August 25th. The fact that the Formula One world are prepared to race on circuits with man-hole covers on the main straight, and many other places, always amuses me, for when I suggest putting a man-hole cover in the middle of Stowe Corner at Silverstone, just to give it a touch of reality, people look at me and think I have lost my marbles!



CANADIAN Alan Berg replaced Christian Danner in the Osella team at Detroit, Danner transferring to Arrows to take over the place of Marc Surer who was injured in a rallying accident. Berg's F1 debut ended on lap 23 with electrical problems.

Taking the two races together there were two "men of the moment" Nigel Mansell and Ayrton Senna, the former winning the Canadian GP for Williams-Honda and the latter winning the United States GP for Lotus-Renault. In Canada Senna finished 5th and in Detroit Mansell finished 5th, Mansell was on pole-position in Canada and Senna was on pole position in Detroit, so the score would appear to be "even Stevens" but it was not really as simple as that. As an aside, Nelson Piquet made fastest lap in both races, just in case anyone thought he was not there. Mansell achieved his results by sheer hard work and application of the job in hand, looking hot, sweaty, a bit breathless and a bit dazed but very happy after his victory. Senna on the other hand looked pretty cool, very serious, almost embarrasingly confident and unprepared to accept any deficiency in his own performance, or that of his car or his team. In Canada you could almost hear Mansell thinking, "That was great. I beat him." while in Detroit you could read Senna's thoughts, "I won that one, I should have won the last one, and if it is up to me I will win the next one, and the one after that one". It is all a question of temperament.

The Canadian race was not really a race, it was more of an economy run for the Gilles Villeneuve Circuit is very heavy on fuel, so the whole thing boils down to which engine manufacturer can make the best use of the 195 litres that the cars are allowed to carry, and this comes down to the best engine management system, which involves a lot of electronics, intelligent input, deep engine knowledge and good programming. In other words, an engineers race, though most engineers would rather be allowed unlimitied fuel and let the drivers get on with it. The Canadian event gave every impression that the Honda designers and engineers have got the upper hand at the moment, and Mansell is their man to make the most of it. That is not to say that Piquet is out of the running, far from it, and had he not had to make an extra stop for rear tyres near the end of the race he would have been second to Mansell.

In Detroit the conditions were very different, for the circuit was not extravagent on fuel so that everyone could race without having to keep one eye on the fuel consumption read-out. This was a good thing for round the narrow street circuit there are plenty o other things that need both eyes kept upon such as slower cars, unfriendly concrete walls, small escape roads and damaging kerbs. The walls were Piquet's undoing, for after leading for eight laps during the middle of the race, he stopped for new tyres, rejoined and promptly set up a new lap record and then misjudged a corner, clipped the wall and bounced across the road into retirement with the right side of the car torn off on another wall. It was not a good weekend for Piquet, for during the Saturday morning test session he made a nonsense of the *chicane* before the pits on the river front. Rather than succumb to a monumental head-on crash, he dissipated the kinetic energy of the Williams-Honda by virtually destroying it as it bounced off the barriers on its way through the corners. Most impressive was the fact that Patrick Head's carbon-fibre composite *monocoque* was undamaged and the car was rebuilt in time for the race. Piquet's crash in the race was much more violent and spelt the end of the road for that particular car, apart from possible test purposes. I think one can safely say at this moment, that Nelson Piquet's mino is not fully on the job of being a front-line racing driver. It is not money, nor is it his racing future, but his mind is certainly on other things at times. Hopefully it will sort itself out in the near future.

Over the two weekends there were quite a few crashes, some explainable, some unnecessary, some a bit stupid and some

inexplicable. The impressive part of it all was the minimal amount of personal damage that the drives received, especially when you looked at some of the wreckage afterwards. During the first qualifying hour in Canada the road was still damp, though the rain had stopped, and the cars were passing the pits at 150 mph at least. There is a slight bend leading onto the pits straight and the surface is very wavy so that the cars "squirrel about" a bit. It all looked alright until Fabi lost control of his Benetton-BMW and went into a violent but long spin, during which time he hit the barriers on the left and then went across the track and hit the barriers on the right, the left side barrier is where all the team personal stand to give pit signals and about 200 people fell over backwards, with boards, signals, and timing equipment flying in all directions. Remarkably there was only one injury inflicted by the tumbling hordes, no-one actually being injured by the car. A Brabham mechanic had been holding out a pit board and so quick was the accident that the board was smashed to pieces by the passing Benetton before he could withdraw it. Gordon Murray was heard to remark to Peter Collins, the Benetton team manager, "We'll invoice you for that damage, and it will cost a lot of money, for our pit signal boards are made of carbon-fibre". What ever happened to children's plywood black-boards and the piece of chalk?

On race morning warm-up Patrick Tambay was going well in one of the Lola-Fords when it turned sharp left past the pits and went almost head-on into the barriers, destroying itself pretty comprehensively. Tambay was unfortunate and suffered damaged feet, which prevented him from taking part in the race in the spare car, and later was to prevent him from taking part in Detroit, though he was walking about the pit lane, albeit rather gingerly. During the Montreal race there was an unfortunate misunderstanding between Johnny Dumfries who was leaving the pits after a routine tyre stop, and Stefan Johansson who was on full song going by, followed by his team-mate Michele Alboreto. The result was that Johansson hit the Lotus-Renault up the backside and both cars were eliminated on the spot, with no damage to either driver. However, Alboreto was the one who suffered for he was right behind the accident and he had a monumental avoidance which involved him spinning between the two wrecked cars without touching anything, gathering it all up and carrying on racing to finish 8th. Later on he was to discover that he had banged his legs badly on the bits in the cockpit during his gyration and in Detroit he was driving very much below par as he was in a lot of pain when he pressed hard on the brakes.

The final accident of note was to Alan Prost. Yes, the immaculate and precise Mr. Prost "cocked it up" in the silly *chicane* on the river front in Detroit during the qualifying hour on Saturday afternoon. Both of the North American circuits do little for Prost; he just does not enjoy them, and Detroit least of all, so that he never showed any real World Champion class throughout the whole trip and the McLaren-Porsches were never looking like potential front-runners. The best car in the world will be slow if the driver is not trying hard, but the converse is not true, for the best driver can make a bad car look quite good, and it often happens. Prost suffered no damage and the McLaren was not destroyed, but the accident destroyed Mansell's bid for pole position.

Mansell was holding fastest time for the Detroit circuit until Senna appeared half-way through the qualifying hour on Saturday. He had been sitting in the shade of the Lotus motorhome with his engineer, Steve Hallam. They walked across to the pits in a very leisurely fashion, the Lotus-Renault ready and waiting. Mansell had recorded 1.38.839 and was waiting. He did not have long to wait; Senna left the pit lane, went round on a warming-up lap, recorded 1.38.301 on his flying lap and returned to the pits, just like that; it was almost arrogant. One thing about Nigel Mansell is that he won't give up easily, to him every moment is "Hero Time". Out he went, really hard on it, blood and guts, he was going to get pole-position back. He was half-way round on what we all call a "real screamer" when Mr. Prost spread himself and his car all over the *chicane* and the red flag was out to stop practice. Now the Williams team is one of those with a very efficient pits-to-car radio system, so instantly Patrick Head was able to scream into Nigel's ears "Back off, red flag". The point of this is that you are only allowed two sets of tyres for qualifying and quite often one lap is all a set of tyres will do. Mansell was on his second set and it was hoped that he hadn't taken too much out of them on the searing half lap he had done. When qualifying resumed he was wound up as tight as ever, but could not improve on his first time, so ruefully had to settle for second place on the grid. While all this was going on Senna went out again, "just in case" and put in a lap at 1.39.049 which was third fastest time of the day, but as he already had pole-position with 1.38.301 it did not count.

There are a lot of people who either don't see what is happening or don't understand, for they moan about qualifying, high boost engines, sticky tyres, tweaky aerodynamics, dodgy weight recordings and many other things. When Mansell and Senna have a spirited afternoon like the one in Detroit, these people say "Why do they do it, it's not the race". My answer to these "dismal jimmies" is simple. "These chaps are racing drivers. If you can't appreciate that, you shouldn't be here".

While "Hero Time" is easily seen up at the front of the field there are many occasions among the lower echelons for "hero time" (with lower-case h and t). In Detroit one of these was Eddie Cheever, who like Derek Warwick got sort of left out of Formula One this year. With Patrick Tambay on the walking-wounded list the Carl Haas team phoned Eddie and told him to get to Detroit from his home in Italy a.s.a.p. He sat in a Lola-Ford V6 for the first time on Friday morning just before official practice began and by the end of Saturday afternoon he was in 10th place on the starting grid. The car was not absolutely right, it was just that the genial Cheever simply got stuck into the job. He knew there was no time to fiddle about trying to adjust all the variables to his every whim in an effort to make the car seem perfect. It was average good - so he went out in the final qualifying and really gave it some stick. I must say it was impressive to watch, with smoke pouring off the tyres under braking and the car using all the road and leaping about over the bumps. Talking to one of the Ford people later on he admitted he had shut his eyes, he just couldn't bear to see one of their cars destroyed in front of him. He was worrying unduly for Eddie didn't hit anything at all and a Lola-Ford V6 was well up on the grid among the hot-runners. Steady old Alan Jones was in 21st position on the grid. In the race Cheever was enjoying himself and holding 9th place when the Lola part of the combine fell apart again. This time it was trouble with the rear wheel driving pins, and/or rear suspension and Jones had similar trouble. As Keith Duckworth said later "Maybe it's a good thing the Lola part keeps letting us down, otherwise it would be our engine that would let us down". At the moment the Cosworth-designed and built Ford engine, with real Ford co-operation, especially on the engine electronic management system, is looking very good and a lot of people have stopped looking sideways at it and are now looking down at it fairly and squarely and beginning to reach out, but Ford is saying "hands off" - for the moment at least.

For these two races on the other side of the Atlantic there were a number of driver changes, some temporary and others permanent. I have already mentioned Cheever's temporary replacement of Patrick Tambay. The Brabham team co-opted Derek Warwick to replace their loss of Elio de Angelis in their testing accident at the Paul Ricard circuit. Warwick did not turn out to be the 'instant tonic' that it seems that the Brabham team need, dropping out of the Canadian race with engine maladies and starting the Detroit race on the wrong choice of tyres. However, Riccardo Patrese raised flagging spirits in Detroit by soldiering on to sixth place in a non-stop run. The Arrows team could only run one car in Canada as Marc Surer had a big accident in a German rally in which he was driving for fun, and leg injuries look like putting him out for some time. By Detroit negotiations had been made for Christian Danner to transfer from the Osella team to the Arrows team and naturally this left a vacancy in Mr. Osella's team, which was filled by the young Canadian driver Alan Berg.

In a previous report I made mention of the fact that the Zakspeed team was at last making a bit of progress, even though its path is still fraught. In Canada their number one driver Jonathan Palmer missed the start

for a reason that can only be put down to Dr. Sodt. They have a fuel injection system, energised by a pick-up on the end of a camshaft. If the engine stops in the wrong place, which is a million to one chance, then the pick-up does not send a signal to the injection system so that when they come to restart the engine the "brain" refuses to co-operate, saying in effect "nobody has told me you want to start the engine" - it is very similar to a steam engine stopping exactly on Top Dead Centre so that it will not start either forwards or backwards, and you have to rock the flywheel. By the time the Zakspeed boys had tumbled to this Jonathan had lost two laps.

In Detroit it was Rothengatter's turn for Dr. Sodt's attention. The alternator output is marginal for the engine's needs electrically, so that once started you really need to keep the engine buzzing and on the parade-lap the genial Dutchman let the engine revs drop on the tight corners and the thing just died on him. It's called learning the hard way. However, there was some consolation for the number one car went exceptionally well and Palmer was actually able to get on with some racing. He had a good dice with Philippe Streiff in the second Tyrrell for quite a long way and finished 8th, ahead of the Frenchman and on the same lap as Dumfries who was just ahead of him. You don't often see a Zakspeed pulling into the Parc Ferme at the end of the race, and this time the driver looked hot and sweaty and very happy. Progress is being made.

A team that was really impressive in North America which was no surprise to anyone who has been paying close attention, was the Ligier-Renault team. Since Guy Ligier took the two Renault men Gerald Larrousse and Michel Tetu onto his pay roll, the Gitanes-backed all-French team has been making steady progress. With René Arnoux joining them this year and showing he had lost none of his fire during his year's sabbatical in 1985, the team has been going from strength to strength. On a number of occasions, such as the Spanish GP, the hot-shoe front-runners have had a blue car hanging onto their tails, and dear old Jack Lafferty has not been far behind. In both North American races "les bleus" were in there with the best of them, and they finished 6th and 7th in Montreal. In Detroit they were on great form and as the top runners stubled and fumbled, the two boys in blue steamed by into the 1st and 2nd place. Craftily, Larrousse had set them off with slightly different tyre choices, and as Arnoux's rear tyres wore down Laffite was able to go by into the lead. He lead the race from lap 18 to 30, when he made his scheduled pit stop. When things settled again Arnoux was in a strong second place and Laffite was fourth, but there was no way they were going to catch the flying Senna. When Piquet threw himself out of the race, leaving his derelict Williams beside the barriers it took rather a long time for the huge crane to reach over and pluck the car off the track. Meanwhile Arnoux thought it had been



EDDIE CHEEVER was the last-minute replacement for Patrick Tambay in the Haas Lola-Ford. He qualified tenth, ran a strong ninth, and generally impressed until a drive peg broke on his 38th lap.

moved and sailed round the blind corner to find the Williams still there. He bounced off the wall, hit one of the rear tyres of the stationary car and cannoned into the Arrows of Thierry Bousten that was passing by. The Ligier and the Arrows were eliminated from the race on the spot. Meanwhile Laffite was making up ground after his pit stop and actually had the reigning World Champion in his sights! With a big grin happy Jack Laffite sailed past the McLaren-Porsche into second place, which nobody begrudged him. No doubt there were serious and complicated reasons why Prost could not challenge the blue car, but McLaren International are one of those tight-lipped teams who never tell you *anything*, and when you do take the trouble to prise some information out of them it is usually pretty boring.

Most of the teams are very forthcoming with information, and many of them employ men and women to dispense the stuff to those who want to know. This sort of information sheets out to give to everyone. Mobil and Honda look after the Williams team, Data General looks after the Tyrrell team, John Player looks after the Lotus team, West cigarettes looks after the Zakspeed team, Gitanes looks after the Ligier team, Carl Haas looks after Ford's interest, backed by Ford itself, and Pirelli looks after its teams which include Brabham, Benetton, Osella and Minardi. If you were not paying attention you would not know that McLaren International and the Scuderia Ferrari were there. It does not worry me unduly, for my real interest is the machinery, not the sob-stories, and you cannot go to the pit lane or the paddock without being conscious of Ferrari and McLaren. They don't really need a PR firm to look after them, but just occasionally it would be nice to see an official statement about something, rather than having to rely on your own judgement and information dragged out through tight lips!

Speaking personally I thoroughly enjoyed my trip to the other side for the pair of unusual races, but then I would be a bit of a moron if I didn't enjoy such an opportunity. This particular trip was made all the more enjoyable by leaving the Formula One scene for three days and going to Indianapolis, the home of the "roundy round boys" to see how the USAC racers live. Unfortunately there was no racing activity going on at the Speedway, but I did take in some Midget racing, and had plenty of time to soak up the atmosphere of "racers" who spend most of their time at over 200 mph, not just for a fleeting moment at the end of a long straight. I was able to take in so much that it will have to wait for another day before it can be put down on paper.

—D.S.J.

Formula One- United States Grand Prix 22nd June

RACE

1 Prost (McLaren): 6th on lap 1: dropped to 8th on lap 4: climbed back to 4th on lap 14: tyre stop lap 30: 3rd on lap 32: unable to match Ligiers: inherited 2nd: passed by Laffite.
2 Rosberg (McLaren): 10th on lap 1: passed Cheever lap 3: passed by Berger lap 7: pit stop lap 9: **Retired** on lap 13: broken transmission.
3 Brundle (Tyrrell): 14th on lap 1: ran steadily to plan in mid-field: moved up to 12th on lap 9: running nicely to plan when engine management system overheated. **Retired**.
4 Streiff (Tyrrell): 19th on lap 1: ran at back of field: inherited a few places: long dice with Palmer: tyre stop lap 27: finished 2 laps behind winner.
5 Mansell (Williams): 2nd on lap 1: took lead lap 2: in trouble with rear brakes, dropped back to 4th by lap 12: problem got worse by half distance: finished 5th one lap down.
6 Piquet (Williams): 4th on lap 1: passed by Laffite on lap 10: passed by Prost lap 13: moved into lead during tyre stops: own tyre stop lap 39: lap record on 41: crashed lap 42.
7 Patrese (Brabham): 12th on lap 1: ran strongly in mid-field throughout race: lapped by leader on lap 46: finished 6th after non-stop run. (Pirelli tyres).
8 Warwick (Brabham): 16th on lap 1: started on wrong tyre choice: pit stop lap 3 for another tyre choice: ran at back of field hampered by inoperative clutch and no bottom gear: 10th.
11 Dumfries (Lotus): 17th on lap 1: ran consistently, keeping out of trouble: tyre stop lap 35: finished 7th two laps behind winner.
12 Senna (Lotus): Led from pole: muffed gearchange lap 2, Mansell passed: retook lead lap 8: pit stop lap 14 puncture R.R: restarted 8th: back in lead lap 39: tyres lap 40: lead to finish: 1st.
14 Palmer (Zakspeed): 22nd on lap 1: ran consistently, picking up places: long dice with Streiff: lapped by leader on lap 21: ran much of way with clutch inoperative: finished 8th.
15 Jones (Lola): 15th on lap 1 from 21st on grid: climbed to 12th: lapped by leader on lap 31: **Retired** on lap 34: rear wheel drive pins broke.
16 Cheever (Lola): 9th on lap 1: ran strongly in mid-field until lap 36: **Retired** on lap 38 with rear wheel drive pins broken.
17 Danner (Arrows): Next to last on lap 1: ran at back of field: pit stop lap 31: another stop lap 49: **Retired** on lap 52: engine trouble: first race for Arrows team.
18 Boutsen (Arrows): 13th on lap 1: held consistent position until tyre stop on lap 37: lapped by leader: run into by Arnoux on lap 45: **Retired** accident damage.
19 Fabi (Benetton): 20th on lap 1: a subdued performance: lapped by leader on lap 27: **Retired** on lap 39 with gearbox trouble.
20 *Berger (Benetton): 11th on lap 1: kept on the pace until lap 9:* **Retired** *with engine electrical problems.*
21 Ghinzani (Osella): Ran near back of field until boost pressure disappeared: **Retired** on lap 15.
22 Berg (Osella): Last on lap 1: ran at back of field: lapped by leader on lap 12: **Retired** on lap 29 with electrical trouble: first Formula One race.
23 de Cesaris (Minardi): 18th on lap 1: pit stop on lap 7 put him to back of field: **Retired** on lap 44.
24 Nannini (Minardi): 23rd on lap 1: **Retired** on lap 4 with turbocharger failure.
25 Arnoux (Ligier): 3rd on lap 1: a fighting race: 2nd on lap 9: 1st on lap 14: passed by Laffite lap 18: tyre stop lap 27: back to 2nd place by lap 42: **Retired** on lap 47, accident.
26 Laffite (Ligier): 7th on lap 1: passed Prost lap 4: passed Johansson lap 8: passed Piquet lap 10: passed Mansell lap 12: took lead lap 18: tyre stop lap 31: fought back to 2nd.
27 Alboreto (Ferrari): 8th on lap 1: ran an uninspired race suffering leg pains: tyre stop lap 32: lapped by leader lap 49: unlapped himself lap 60: finished 4th.
28 Johansson (Ferrari): 5th on lap 1: running strongly in sight of leaders: tyre stop lap 28: **Retired** with engine trouble on lap 41.
29 Rothengatter (Zakspeed): Failed to start: engine died on parade lap.

QUALIFYING TIMES

No	Driver	Car	Friday	Saturday	Grid pos
1	Prost	McLaren	1.43.368	1.40.715	7
2	Rosberg	McLaren	1.43.732	1.40.848	9
3	Brundle	Tyrrell	1.45.250	1.42.815	16
4	Streiff	Tyrrell	1.47.478	1.43.796	18
5	Mansell	Williams	**1.39.490**	1.38.839	2
6	Piquet	Williams	1.41.510	1.39.076(t)	3
7	Patrese	Brabham	1.43.664	1.40.819	8
8	Warwick	Brabham	1.44.890	1.45.558	15
11	Dumfries	Lotus	1.45.846	1.42.511	14
12	Senna	Lotus	1.40.301	**1.38.301**	Pole
14	Palmer	Zakspeed	1.49.812	1.44.401	20
15	Jones	Lola	1.45.421	1.44.450	21
16	Cheever	Lola	1.46.499	1.41.540	10
17	Danner	Arrows	1.48.855	1.44.259	19
18	Boutsen	Arrows	1.45.711	1.42.279	13
19	Fabi	Benetton	1.48.912	1.43.658	17
20	Berger	Benetton	1.43.759	1.41.836	12
21	Ghinzani	Osella	1.49.067	1.45.059	22
22	Berg	Osella	1.56.741	1.48.682	24
23	de Cesaris	Minardi	1.47.359	1.46.705	23
24	Nannini	Minardi	1.47.230	no time	25
25	Arnoux	Ligier	1.43.166	1.39.689	4
26	Laffite	Ligier	1.45.236	1.40.676	6
27	Alboreto	Ferrari	1.44.296	1.41.606	11
28	Johansson	Ferrari	1.42.989(t)	1.40.312	5
29	Rothengatter	Zakspeed	1.49.680	1 no tim	26

United States GP - Detroit (F1)

Circuit Downtown

63 laps of 4.023 km Circuit

253.449 kilometres

(157.500 miles)

Windy & Hazy & Warm - Good crowd

25 starters - 10 finishers

Fastest lap
Nelson Piquet
1 min 41.233 secs on lap 41
av. 143.076 kph (88.904 mph)

Old Record
Senna 1 min 45.612 secs (1985)

All cars 1500cc turbo-charged

STARTING GRID

12
A. Senna
(Lotus-Renault V6)
1 min 38.301 sec

5
N. Mansell
(Williams-Honda V6)
1 min 38.839 sec

6
N. Piquet
(Williams-Honda V6)
1 min 39.076 sec

25
R. Arnoux
(Ligier-Renault V6)
1 min 39.689 sec

28
S. Johansson
(Ferrari V6)
1 min 40.312 sec

26
J. Laffite
(Ligier-Renault V6)
1 min 40.676 sec

1
A. Prost
(McLaren-Porsche V6)
1 min 40.715 sec

7
R. Patrese
(Brabham-BMW 4-cyl)
1 min 40.819 sec

2
K. Rosberg
(McLaren-Porsche V6)
1 min 40.848 sec

16
E. Cheever
(Lola-Ford V6)
1 min 41.540 sec

27
M. Alboreto
(Ferrari V6)
1 min 41.606 sec

20
G. Berger
(Benetton-BMW 4-cyl)
1 min 41.836 sec

18
T. Boutsen
(Arrows-BMW 4-cyl)
1 min 42.279 sec

11
J. Dumfries
(Lotus-Renault V6)
1 min 42.511 sec

8
D. Warwick
(Brabham-BMW 4-cyl)
1 min 42.558 sec

3
M. Brundle
(Tyrrell-Renault V6)
1 min 42.815 sec

19
T. Fabi
(Benetton-BMW 4-cyl)
1 min 43.658 sec

4
P. Streiff
(Tyrrell-Renault V6)
1 min 43.796 sec

17
C. Danner
(Arrows-BMW 4-cyl)
1 min 44.259 sec

14
J. Palmer
(Zakspeed 4-cyl)
1 min 44.401 sec

15
A. Jones
(Lola-Ford V6)
1 min 44.450 secs

21
P. Ghinzani
(Osella-Alfa Romeo V8)
1 min 45.059 sec

23
A. de Cesaris
(Minardi-Moderni V6)
1 min 46.705 sec

24
A. Nannini
(Minardi-Moderni V6)
1 min 47.230 sec

22
A. Berg
(Osella-Alfa Romeo V8)
1 min 48.682 sec

29 *
H. Rothengatter
(Zakspeed 4-cyl)
1 min 49.680 sec

* *Car failed on parade lap*

RESULTS

Pos	driver	car/engine	time	best Lap	On Lap
1st	Ayrton Senna	Lotus 98T-Renault V6	1 hr 51 min 12.847 sec	1.41.981	42
2nd	Jacques Laffite	Ligier-JS27-Renault V6	1 hr 51 min 43.864 sec	1.43.416	40
3rd	Alain Prost	Mclaren MP4/2C-Porsche V6	1 hr 51 min 44.671 sec	1.43.293	39
4th	Michele Alboreto	Ferrari F1/86-Ferrari V6	1 hr 52 min 43.783 sec	1.43.619	54
5th	Nigel Mansell	Williams FW11-Honda V6	1 lap behind	1.43.051	29
6th	Riccardo Patrese	Brabham BT55-BMW 4-cyl	1 lap behind	1.44.698	23
7th	Johnny Dumfries	Lotus 98T-Renault V6	2 laps behind	1.45.438	38
8th	Jonathan Palmer	Zakspeed ZAK861-Zakspeed 4 cyl	2 laps behind	1.46.756	52
9th	Philippe Streiff	Tyrrell 015-Renault V6	2 laps behind	1.46.869	47
10th	Derek Warwick	Brabham BT55-BMW 4 cyl	3 laps behind	1.46.136	52
11th	Christian Danner	Arrows A8-BMW 4 cyl	retired on lap 52	1.49.499	18
12th	Rene Arnoux	Ligier JS27-Renault V6	retired on lap 47	1.42.921	46
13th	Thierry Boutsen	Arrows A8-BMW 4 cyl	retired on lap 45	1.47.005	40
14th	Andrea de Cesaris	Minardi M185B-Moderni V6	retired on lap 44	1.46.621	36
15th	Nelson Piquet	Williams FW11-Honda V6	retired on lap 42	1.41.233	41
16th	Stefan Johansson	Ferrari F1/86-Ferrari V6	retired on lap 41	1.44.864	21
17th	Teo Fabi	Benetton B186-BMW 4 cyl	retired on lap 39	1.47.122	7
18th	Eddie Cheever	Lola THL2/86-Ford V6	retired on lap 38	1.45.836	27
19th	Alan Jones	Lola THL2/86-Ford V6	retired on lap 34	1.46.579	19
20th	Alan Berg	Osella FA1G-Alfa Romeo V8	retired on lap 29	1.53.507	4
21st	Martin Brundle	Tyrrell 015-Renault V6	retired on lap 16	1.47.819	12
22nd	Piercarlo Ghinzani	Osella FA1G-Alfa Romeo V8	retired on lap 15	1.51.711	5
23rd	Keijo Rosberg	Mclaren MP4/2C-Porsche V6	retired on lap 13	1.45.254	12
24th	Gerhard Berger	Benetton B186-BMW 4 cyl	retired on lap 9	1.45.914	4
25th	Alessandro Nannini	Minardi M185B-Moderni V6	retired on lap 4	1.53.122	2
26th	Huub Rothengatter	Zakspeed ZAK 861-Zakspeed 4 cyl	stopped on parade lap		

Formula One – French Grand Prix 6th July

RACE

1 Prost (McLaren): 5th on lap 1; moved up to 2nd by lap 15; led from lap 26 to lap 36 when Mansell stopped for tyres; tyre stop lap 37; led again briefly when Mansell made second stop; finished 2nd.
2 Rosberg (McLaren): 8th on lap 1; ran a similar race to Prost but unable to keep pace; tyre stop lap 31; ran 3rd until lap 73; passed by Piquet; finished 4th.
3 Brundle (Tyrrell): Good mid-field run in first half of race; tyre stop on lap 36; hampered by gearbox trouble, lucky to finish three laps behind winner.
4 Streiff (Tyrrell): Maintained pace of team-mate in first half of race; tyre stop on lap 39; disconnected fuel line set engine bay alight; **Retired** on lap 44.
5 Mansell (Williams): Took lead before first corner, dominated race; tyre stop lap 26; back into lead lap 37; second tyre stop lap 54; back into lead lap 59, lap record lap 57; uncatchable; won by 17 secs.
6 Piquet (Williams): Made poor start; 7th on lap 1; moved up to steady 4th place; tyre stops lap 23 and 51; passed Rosberg lap 73 to finish 3rd place.
7 Patrese (Brabham): 13th on lap 1; ran steadily and consistently; two stops for tyres; finished 7th two laps behind.
8 Warwick (Brabham): Collision with Fabi on opening lap; pit stop for new nose cone; never made up much ground; hampered by third gear jumping out; finished a dispirited 9th.
11 Dumfries (Lotus): Excellent first lap in sixth place; passed by Piquet, Rosberg and Laffite; hung on until tyre stop on lap 31; hit by Rothengatter lap 35; pit stop for inspection; **Retired** lap 57 engine failure.
12 Senna (Lotus): Lost lead in sprint to first corner; 2nd for three laps; **Retired** on lap 4 after sliding off on oil and hitting barriers with left front corner.
14 Palmer (Zakspeed): 16th on lap 1; moved up to 13th; lapped by leader lap 25; **Retired** lap 47 with engine trouble.
15 Jones (Lola): 19th on lap 1; 17th on lap 2; slid off track on lap 3; **Retired.**
16 Tambay (Lola): Took to the rough at first corner; 10th on lap 1; ran consistently in mid-field until brakes gave trouble; **Retired** lap 65 after excursion up escape road, seized caliper.
17 Danner (Arrows): Stalled on start line; 25th on lap 1; once underway ran regularly and consistently throughout the race but could not make up ground lost; ran non-stop to finish 4 laps behind winner.
18 Boutsen (Arrows): 17th on lap 1; lost too much time on pit stops to repair bodywork damage; still running at end but not classified.
19 Fabi (Benetton): Collision with Warwick on opening lap; punctured rear tyre; pit stop for new tyres; engine misfire due to oil in distributor; **Retired** lap 8.
20 Berger (Benetton): Up with the leaders on the opening laps; in third place briefly; went off track avoiding Danner; pit stop for new nose cone; rejoined in 16 place; **Retired** on lap 23 with gearbox failure.
21 Ghinzani (Osella): 20th on lap 1; collided with Nannini on lap 4; **Retired.**
22 Berg (Osella): Pit stop lap 2 to check boost-pressure; ran at back of field; **Retired** on lap 26 with clutch failure.
23 de Cesaris (Minardi): 18th on lap 1; engine blew up on lap 4; spread oil which caused others to spin off. **Retired.**
24 Nannini (Minardi): 21st on lap 1; collided with Ghinzani on lap 4; **Retired.**
25 Arnoux (Ligier): Held 2nd place lap 4 to lap 14; tyre stop lap 19; never got back with the leaders; second tyre stop lap 51; finished 5th one lap behind.
26 Laffite (Ligier): Kept in touch with the leaders; tyre stops on laps 28 and 53 lost too much time; finished 6th one lap behind the winner.
27 Alboreto (Ferrari): Stalled on grid; 24th end of lap 1; ran consistently but not very fast; made tyre stops on lap 27 and 51; finished 8th two laps behind.
28 Johansson (Ferrari): 12th on lap 1; pits on lap 3; **Retired** lap 6 with turbocharger-trouble.
29 Rothengatter (Zakspeed): Ran near the back of the field; collided with Dumfries when being lapped; **Retired** on lap 33 damaged front end.

QUALIFYING TIMES

No	Driver	Car	Friday	Saturday	Grid pos
1	Prost	McLaren	1.07.270	1.07.266	5
2	Rosberg	McLaren	1.07.545	1.08.175	7
3	Brundle	Tyrrell	1.09.044	1.10.293	15
4	Streiff	Tyrrell	1.09.935	1.09.700	17
5	Mansell	Williams	1.06.755	1.09.819	2
6	Piquet	Williams	1.06.797	1.07.184	3
7	Patrese	Brabham	1.09.624	1.09.436	16
8	Warwick	Brabham	1.09.471	1.08.905	14
11	Dumfries	Lotus	1.09.477	1.08.544	12
12	Senna	Lotus	**1.06.526**	**1.06.807**	Pole
14	Palmer	Zakspeed	1.10.305	1.10.511	22
15	Jones	Lola	1.09.929	1.10.733	20
16	Tambay	Lola	1.09.108	1.08.616	13
17	Danner	Arrows	1.09.737	1.10.614	18
18	Boutsen	Arrows	1.09.987	1.28.882	21
19	Fabi	Benetton	1.08.703	1.07.818	9
20	Berger	Benetton	1.07.835	1.07.554	8
21	Ghinzani	Osella	1.14.496	1.12.443	25
22	Danner	Osella	1.18.866 T	1.14.264	26
23	de Cesaris	Minardi	1.11.483	1.21.859	23
24	Nannini	Minardi	1.09.792	1.10.630	19
25	Arnoux	Ligier	1.07.114	1.07.075	4
26	Laffite	Ligier	1.07.913	1.08.288	11
27	Alboreto	Ferrari	1.07.365	1.09.161	6
28	Johansson	Ferrari	1.07.874	1.08.881	10
29	Rothengatter	Zakspeed	1.12.940	1.12.163	24

French GP - F1)

Paul Ricard Circuit

80 laps of 3.813 km Circuit

305.040 kilometres

(189.582 miles)

Too hot for practice
Cool and overcast for race

26 starters - 12 finishers

Fastest lap:
N. Mansell
1 min 09.993 secs on lap 57
av. 196.117 kph
(New Record for short circuit)

All cars 1500cc turbo-charged

Results

Pos	Driver	Car/engine	Time	best Lap	On Lap
1st	Nigel Mansell	Williams FW11-Honda V6	1 hr 37 min 19.272 sec	1.09.993	57
2nd	Alain Prost	Mclaren MP4/2C-Porsche V6	1 hr 37 min 36.400 sec	1.10.859	68
rd	Nelson Piquet	Williams FW11-Honda V6	1 hr 37 min 56.817 sec	1.10.582	66
4th	Keijo Rosberg	Mclaren MP4/2C-Porsche V6	1 hr 38 min 07.975 sec	1.11.402	39
5th	René Arnoux	Ligier JS27-Renault V6	1 lap behind	1.10.227	47
6th	Jacques Laffite	Ligier JS27-Renault V6	1 lap behind	1.11.220	58
7th	Riccardo Patrese	Brabham BT55-BMW 4 cyl	retired on lap 45	1.30.731	15
8th	Michele Alboreto	Ferrari F186-Ferrari V6	1 lap behind	1.28.408	37
9th	Derek Warwick	Brabham BT55-BMW 4 cyl	3 laps behind	1.12.976	60
10th	Martin Brundle	Tyrrell 015-Renault V6	3 laps behind	1.12.998	64
11th	Christian Danner	Arrows A8-BMW 4 cyl	4 laps behind	1.14.208	40
12th	Thierry Boutsen	Arrows A8-BMW 4 cyl	13 laps behind, not classified	1.12.847	58
13th	Patrick Tambay	Lola THL2/86-Ford V6	retired on lap 65	1.12.472	58
14th	Johnny Dumfries	Lotus 98T-Renault V6	retired on lap 57	1.12.572	43
15th	Jonathan Palmer	Zakspeed ZAK 861-Zakspeed 4 cyl	retired on lap 47	1.14.689	36
16th	Philippe Streiff	Tyrrell 014-Renault V6	4 laps behind	1.13.810	43
17th	Huub Rothengatter	Zakspeed ZAK 861-Zakspeed 4 cyl	retired on lap 33	1.17.441	25
18th	Alan Berg	Osella FA1G/85-Alfa Romeo V8	retired on lap 26	1.19.574	11
19th	Gerhard Berger	Benetton B186-BMW 4 cyl(T)	retired on lap 23	1.12.436	16
20th	Teo Fabi	Benetton B186-BMW 4 cyl	retired on lap 8	1.18.154	6
21st	Stefan Johansson	Ferrari F186-Ferrari V6	retired on lap 6	1.21.581	4
22nd	Ayrton Senna	Lotus 98T-Renault V6	retired on lap 4	1.12.882	3
23th	Piercarlo Ghinzani	Osella FA1G/85-Alfa Romeo V8	retired on lap 4	1.17.832	2
24th	Alessandro Nannini	Minardi M185-Moderni V6	retired on lap 4	1.17.795	2
25th	Andrea de Cesaris	Minardi M185-Moderni V6	retired on lap 4	1.17.683	2
26th	Alan Jones	Lola THL2/86-Ford V6	retired on lap 3	1.17.860	2

STARTING GRID

5
N. Mansell
(Williams-Honda V6)
1 min 06.755 sec

12
A. Senna
(Lotus-Renault V6)
1 min 06.526 sec

25
R. Arnoux
(Ligier-Renault V6)
1 min 07.075 sec

6
N. Piquet
(Williams-Honda V6)
1 min 06.797 sec

27
M. Alboreto
(Ferrari V6)
1 min 07.365 sec

1
A. Prost
(McLaren-Porsche V6)
1 min 07.266 sec

20
G. Berger
(Benetton-BMW 4-cyl)
1 min 07.554 sec

2
K. Rosberg
(McLaren-Porsche V6)
1 min 07.545 sec

28
S. Johansson
(Ferrari V6)
1 min 07.874 sec

19
T. Fabi
(Benetton-BMW V6)
1 min 07.818 sec

11
J. Dumfries
(Lotus-Renault V6)
1 min 08.544 sec

26
J. Laffite
(Ligier-Renault V6)
1 min 07.913 sec

8
D. Warwick
(Brabham-BMW V6)
1 min 08.905 sec

16
P. Tambay
(Lola-Ford V6)
1 min 08.616 sec

7
R. Patrese
(Brabham-BMW 4-cyl)
1 min 09.436 sec

3
M. Brundle
(Tyrrell-Renault V6)
1 min 09.044 sec

17
C. Danner
(Arrows-BMW 4 cyl)
1 min 09.737 secs

4
P. Streiff
(Tyrrell-Renault V6)
1 min 09.700 sec

15
A. Jones
(Lola-Ford V6)
1 min 09.929 sec

24
A. Nannini
(Minardi-Moderni V6)
1 min 09.792 sec

14
J. Palmer
(Zakspeed 4 cyl)
1 min 10.305 secs

18
T. Boutsen
(Arrows-BMW 4 cyl)
1 min 09.987 sec

29
H. Rothengatter
(Zakspeed 4 cyl)
1 min 12.163 sec

23
A. de Cesaris
(Minardi-Moderni V6)
1 min 11.483 sec

22
A. Berg
(Osella-Alfa Romeo V8)
1 min 14.264 sec

21
P. Ghinzani
(Osella-Alfa Romeo V8)
1 min 12.443 sec

In the heat and the cold

There was a time when Formula One seemed very simple, almost too simple in fact; when nearly everyone had a Cosworth powered "kit-car" and the big technical break-through was when a team actually made its own gearbox casing. There were some "renegades" like Ferrari and Alfa Romeo, and Matra for a time, but the whole set-up seemed very uncomplicated. Practice took place on the two days before the race, from 10am to 11.30am and again from 1pm to 2pm, and the times from the afternoon sessions counted for your place on the starting grid. Nobody talked of Qualifying or Q-engines or Q-tyres, or dangers, or cheating and there seemed to be very few rules and regulations to worry about.

Any team worthy of the name 'Grand Prix' would have been to the circuit already and done all the testing to find out about gear ratios, tyre choice, aerodynamic settings and so on, so that official practice seemed almost a routine formality. As long as you paid your money you got your race-prepared Cosworth engine and a suitable Hewland gearbox and there was very little to worry about. Apart from minor details the basic rules looked very settled, mainly because nobody could think of a better rule than 3-litre normally-aspirated engines. In a very short time all ths peace and boring tranquility was gone. Renault appeared with a turbo-charged 1½ litre V6 and things really took off.

The paddock became hysterical with people like Ken Tyrrell parading about the place saying, "Ban the turbo-charger" with others saying, "quite right" but the smart ones sneaked off and drummed up support from serious engine manufacturers to produce turbo-charged 1½ litre engines. Before we knew where we were the Cosworth DFV was dead and buried and there was *uninanimous agrement* that Formula One should be for turbo-charged 1½ litre engines only, it being impossible to arrive at an equivalency factor for the two types of engine. For the last three years it has been marvellous; engine development got left behind. Engines became the heart of the Grand Prix car, something that Enzo Ferrari has maintained all his life. A Grand Prix car without an engine will just sit there fatly and lifeless; an engine can be put on a test-bed and you can watch the dials and think "now if we build a chassis to put it in . . ." At the moment the chassis designers are running the engine people a close second in the research and development stakes, but only just, while the tyre people are running a poor third. If a driver is any good at all he can earn his keep by using



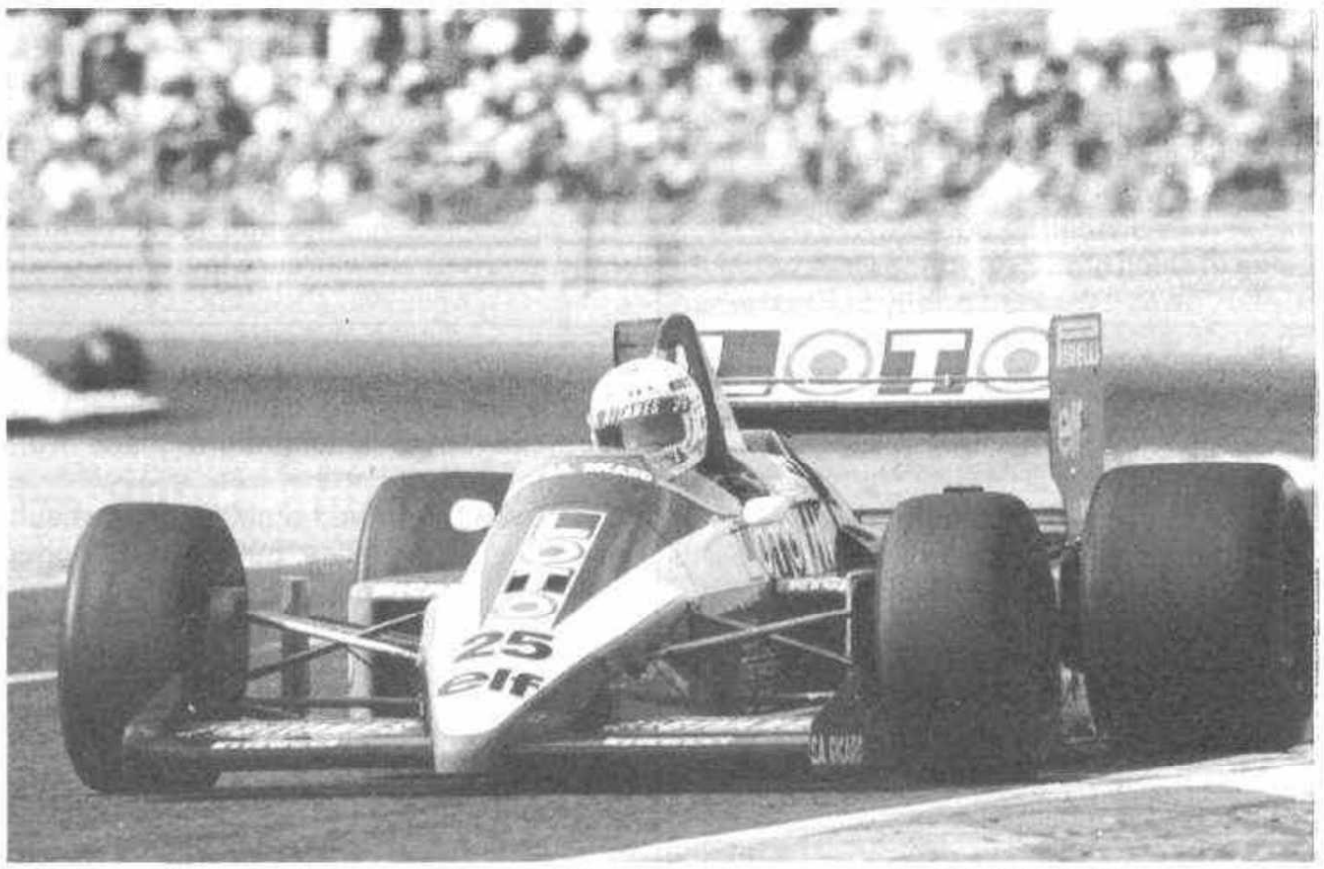
MANSELL took the lead off the line and here leads Senna and Arnoux. Also making excellent starts are Berger and Dumfries who are following Arnoux around the outside of Prost.

everything that the three branches of engineering can supply, and there are not many of them that can do that. We have been back in the higher echelons of Grand Prix racing and everyone has been so busy that there hasn't been much time for wittering and nattering in the paddock, apart from little skirmishes among sponsors trying to get their moneysworth of advertising, and PR firms trying to explain why last year's hero is worth less this year.

The productionisation of the Cosworth DFV, with just enough power to keep ahead of the poor opposition, lulled everyone into the belief that they were living in a real world. When Renault, Ferrari, BMW, Porsche, Alfa Romeo and Honda got down to the bhp question things really took off and power outputs rose rapidly from 550 bhp to 950 bhp with the accompanying technology to keep it all inside the tiny little crankcases. It was really exciting stuff, with development of combustion control, electronic control of fuel injection and spark initiation, and some very subtle mixing of synthetic fuels to represent 102 Octane petrol. Once again Grand Prix racing was providing a serious test scene for research and development. Firms like Porsche, Ferrari, Renault, BMW and Honda were revelling in it, and this year Ford joined in. Unfortunately the media got wind of a little that was going on and became hysterical about the only figure they could understand, and that was horsepower, so figures of 900, 1000, 1100 even 1200 horsepower were bandied about and the rule-makers in Paris heard all this and decided they must put a stop to it. I cannot recall hearing a driver complaining of too much horsepower, though they did complain if they could not use it all, due to deficiencies in chassis and tyres. Most of them revelled in



MANSELL'S WIN was achieved by undergoing two tyre changes and the Williams pit crew working magnificently. Here they are at work during practice changing the rubber on Piquet's car.



RENE ARNOUX appears to be enjoying his motor racing this year. Fourth on the grid and fifth in his home Grand Prix contrasts with his fortunes of last year when he was in the wilderness following his dismissal from Ferrari.

it. To try and curb horsepower the quantity of fuel allowed for the race was limited, and this developed some remarkably sophisticated fuel measuring systems and caused races to be run on fuel-gauges rather than rev-counters. Saturday afternoon qualifying took on a new importance as not only did it determine the starting grid order, but it was the last chance for the driver, engine, tyres, aerodynamics, chassis, brakes and so on to show just how good they all were, especially if they could all be co-ordinated to be "on song" at the same moment. This was, and at the moment still is, the last fling, where everyone gives everything they have got and some heroic deeds are done. Most of the races themselves have been dull and tame by comparison, with drivers knowing they could have won if only their fuel consumption gauge had been more accurate etc. etc.

Back in May there was an unfortunate accident at the Paul Ricard circuit during private testing by the Brabham team, in which Elio de Angelis lost his life. Whether he made a driving error or something went wrong with the car is not for me to say, but it escalated the official hysteria about speed and power, and qualifying and danger, and this and that. The result was that the rule makers in Paris came out with some pretty sweeping statements, decribed officially as "irrevocable" and when the teams began to assemble for the 72nd French Grand Prix (so-called, though the title is incorrect!) there was a lot more to worry about than this week's development programme.

Anyone doing a serious engine development programme must be budgeted and organised for at least five years ahead, and everyone is happy with what they are doing with 1½ litre turbo-charged engines. The rule-makers have warned that any minute now a decision will be made (arbitarily it would seem) to make Formula One either for 1100cc turbo-charged, *or* 3½ litre unturbo-charged (ie normally aspirated). The instant response was that BMW said "we are opting for OUT" though they had already made their decision before the official FISA announcment. Suddenly Brabham, Arrows and Benetton are in a turmoil, for BMW have said, quite fairly, that they will continue until the end of this season and then it is all finished for them. The fuel companies have been warned that they are considered to have been cheating with their special synthetic 102 Octane fuels, which is totally wrong, for they have complied exactly with the letter of the law *as it was written*, and that "pump petrol" would be insisted upon. You can imagine how pleased the R & D departments of ELF, Shell, AGIP, BASF and BP were when they heard that. The drivers have been told that they no longer need risk their lives with qualifying engines, chassis and tyres, for qualifying will consist of a short sprint race on Saturday afternoon. Every racing driver will tell you that the worst part of a Grand Prix race is the start and the first lap. Now they are going to have *two* starts and *two* first laps each weekend. Not surprisingly most of them have made their feelings well known. On top of all this the owners of the Paul Ricard circuit had cut it in half, so that everyone was going to have to start all over again and begin practice with no prior knowledge of what the circuit was all about. This now makes five Grand Prix races on the trot at which there has been no prior testing allowed.

My question is a simple one. If you have a very dull and uninteresting circuit and you cut it in half, do you end up with a circuit half as dull or twice as dull? Some people think that Silverstone is flat, but you should see the Paul Ricard circuit. You could leave a racing car in neutral anywhere on the circuit and it would not roll away. The two features it had that were of some small interest were a 150 mph ess-bend after the pits straight and a mile long back straight on which an engine really had to work hard and cars could reach their terminal velocity. A link road has been made between the outward leg of the circuit and the return leg, which cuts out the fast ess-bend and halves the length of the straight, this link road starting with a 30 mph hairpin and an 80 mph 'twitch' onto the back straight. Not very exciting but slow enough to be safe. Add to all this the sort of hot sunshine that only appears every ten years and you can see why the Friday before the French GP was not one of the best days.

Saturday was even hotter and just when qualifying was getting interesting the Minardi team screwed it all up by one of their cars spreading oil everywhere, and then the organisation made an even worse mess of things by having marshals all over the road sweeping the course, when the teams had been told the track was clear. Quite a lot of drivers were not amused, nor for that matter were the marshals who were merely doing what they were told. Friday had been a bad day for the French organisers as well, for practice had to be delayed for half-an-hour because a television company had left a mobile crane on the circuit, except that it was not mobile, being locked up and nobody could find the key. A stewards meeting fined the French equivalent of our RACMSA $20,000 for this little nonsense, and when it was mentioned that because of the great god television the organisers had forgotten to provide for all the radio commentators, another $15,000 fine was added. And just to keep their attention they were told they had to deposit $30,000 to put right various deficiencies before they would be granted a permit for the French Grand Prix of 1987. However, it was also mentioned that the French Grand Prix would be held at the Paul Ricard Circuit for the next five years! It makes you wonder why anyone bothers to be a Formula One race organiser, or perhaps there is more in it than meets the eye.

With the intense heat of the two practice days the Pirelli tyres on the Ligier cars were performing well, and Arnoux was driving with all that brio that showed he was out to have a good go at winning. With their Renault engines the Ligier team have been making very steady progress up towards the front, and this "scratchy" little circuit that Paul Ricard has become was obviously suited to Arnoux's driving. He was fourth on the grid and only a fraction off the "ace" times of Senna, Mansell and Piquet. The two Brazilian drivers have a pretty confident air about them, not in the least surprised to be at the front, but both of them keep a very wary eye on Nigel Mansell, because at the moment he is on terrific form and working so well with Patrick Head and the Williams team and the Honda engineers. If Senna goes out to put in a quick lap and does not do so, you tend to raise an eyebrow and think "what

happened?". If Mansell goes out to give it all he has got, and makes the fastest lap, you think "By God, he's done it again!" He didn't quite "do it again" at the French GP, but there was only a flicker of an eyelid in it.

Having spent two days almost overcome by the heat, and watching in wonderment at the way the mechanics and team personel and the tyre mechanics and carriers of this and that all worked away out on the hot tarmac, to say nothing of the drivers sitting in their cramped cockpits waiting to go out on the track, it was something of a shock to wake up on Sunday morning to find the sky completely clouded over with the smell of rain in the air and such a sudden drop in temperature that anyone without a jersey was likely to catch cold. This sudden change in the weather spoilt all the Ligier hopes, for they knew that their Pirellis were not as good as the Goodyears in cool conditions.

Tyre wear was to play an important part in this race and Patrick Head made the drastic decision to stop Mansell and Piquet *twice* in the race for new tyres, while other teams were going through with one stop. He had to know that his drivers would not fumble their racing-rythm by making two stops, that his mechanics would not fumble the tyre changes, that nothing would go wrong with the wheel nuts, the wheel nut spanners, the jacks and so on, and that the Honda engines would not baulk at being taken off "full noise" twice during the race. In consultation with the Goodyear engineer assigned to the team, the drivers and his own engineers it seemed like being a good gamble. Other teams who knew about the idea thought he was crazy.

Mansell was on superb form. He out-dragged Senna down to the first corner, slid round the hairpin, squirted down onto the Mistral Straight and as the Honda engine pushed him way out ahead he shouted joyfully over the radio to Patrick Head "Here we go". And he was gone. The Honda engine sounded so hard and purposeful as it took him up to over 190 mph on the short straight, that it was difficult to see how anyone was going to catch him. Everything went perfectly to plan; he lost the lead briefly to Prost when he made his first stop for tyres, caught him up and took the lead again, lost it again even less briefly at his second stop and then powered past the McLaren and won as he pleased. Both tyre stops went perfectly, each taking around 8 seconds, while slowing down and speeding up again only lost 13 seconds, adding a total of 21 seconds to his regular lap time on both occasions.

Of his chief rivals Senna only lasted in second place for less than four laps, for de Cesaris blew up his Minardi engine, as he had done in practice, and coated the track with oil. Many of the drivers had lurid moments as they hit the oil, including Mansell, but Senna lost it completely and sailed into the barriers, crunching the left front suspension of his Lotus back into the monocoque. Although Prost led for a couple of times, while Mansell was tyre changing, there was nothing he could do about the flying Englishman. His Porsche engine seemed to be consuming more fuel than had been estimated, so he had to pussy-foot with the boost, and he had run over a large stone thrown onto the track when Senna went off and this had damaged the underside of the McLaren and was causing a vibration which worried him. Add to this the fact that the Williams team had proved that over 80 laps of this little "Mickey Mouse" circuit it was better to do three short sprint races, rather than two careful races, and Prost was fortunate to be second. Rosberg in the other McLaren was just not a serious contender to Mansell and all you can say is that he finished 4th. Piquet in the second Williams-Honda ran the same tactics as Mansell, with two tyre stops, but was overcautious in the opening stage of the race and never made up the ground lost. He was sure there was going to be mayhem on the first corner and decided to be wise and keep out of it. There wasn't any mayhem as it turned out and he kept himself out of the front-running bunch, but managed to snatch third place from Rosberg near the end.

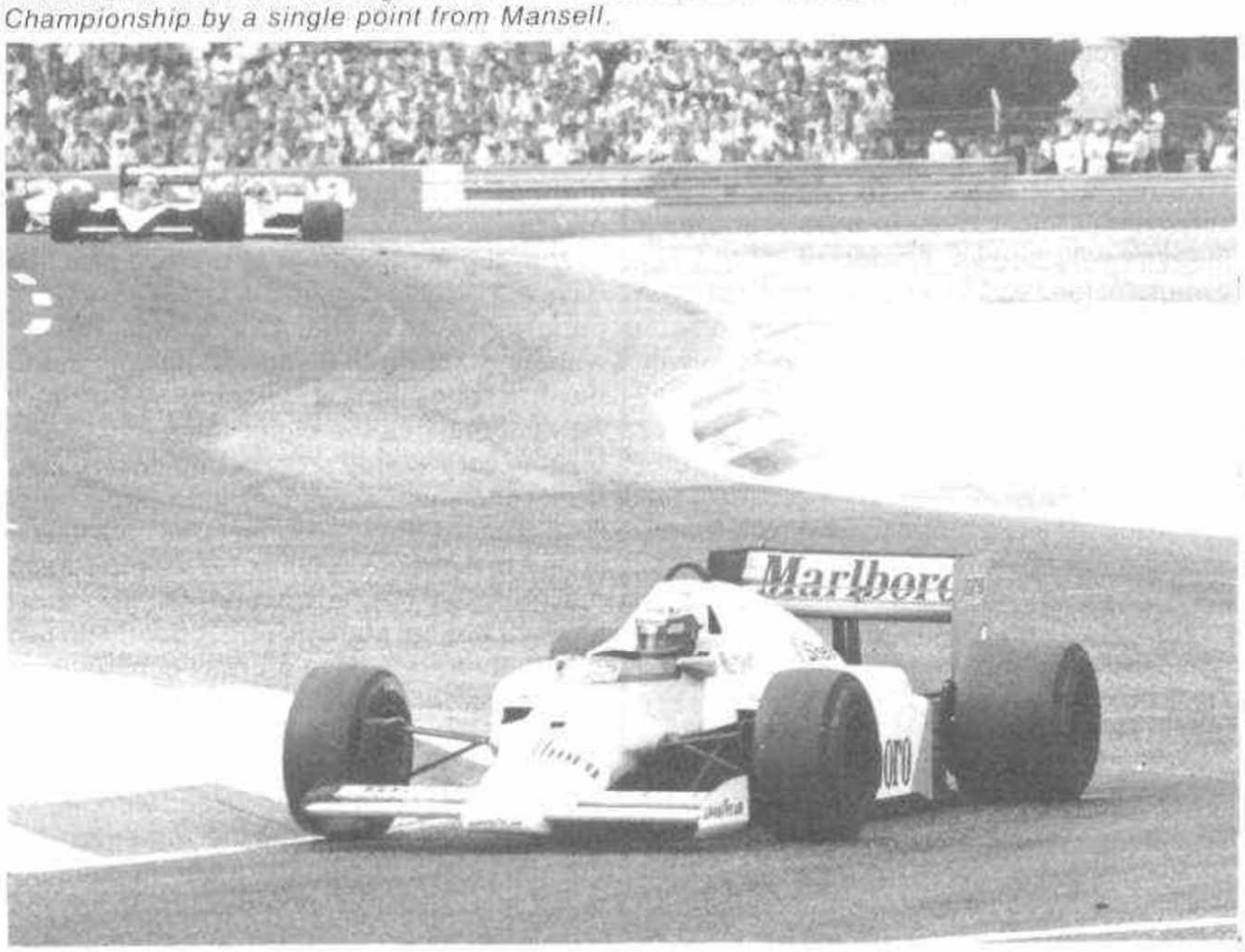
The two Ligiers had a satisfactory result, with 5th and 6th places, but they had hoped for much better until the sun disappeared and left Sunday overcast and cloudy. It was another black weekend for Ferrari. They were miles an hour faster than anyone else on the back straight, presumably because they were not applying so much aerodynamic downforce as their rivals, but were never in the picture on lap times. In the race Alboreto arrived on the grid from the parade lap with his clutch dragging and he stalled the engine. Although he threw both arms up to warn the starter it was not deemed justification for aborting the start and the green light was given, all those behind the Ferrari finding enough room to dodge around it, though "Albert" said afterwards that he has never been so frightened, just sitting there waiting for someone to hit him up the back. After a push start by the marshals he drove consistently but not very fast, to finish 8th two laps behind Mansell. His Ferrari team-mate Stefan Johansson was little better off, his engine going on the blink quite early on and retiring.

The Lola-Ford team had another bad weekend as well, the Ford part looking good as usual but being let down by the Lola part and the driver part. Alan Jones was near the back of the grid after qualifying and went off the course almost before the race had settled down, while Tambay won himself quite a good starting grid position, and ran well in the race until the brakes gave trouble and after an excursion up an escape road he stopped at the pits to find a brake caliper almost seized up solid.

When it was all over there was not so much a feeling of relief at a job done well or badly, as the case may be, but one of panic to get back home re-equip and be ready for the British Grand Prix practice starting in five days time at Brands Hatch. What happened to the "good old days" when we had a Grand Prix once a month and the teams could arrive in good order after a well earned rest. Most of them still arrive in good order, but there is no rest, even though it is earned a thousand times over. And Mr Ecclestone wants to add Grand Prix races in California, China, Japan, Eqcuador, Chile, the USSR, Mombassa and Stepney Green! And FISA has now decreed that there will be additional races on Saturday afternoon. Anyone involved in Formula One has to be mad.

D.S.J.

ANOTHER smooth drive brought Alain Prost second place, moving him into the lead of the World Championship by a single point from Mansell.



W.S.C.

Norisring — short and sharp

AS World Sportscar Championship events go, the Norisring 200 Meilen was unique. Much against the wishes of most entrants for this round of the Drivers' Championship it was run as a single 79-lap race, all over and done with in 67 minutes, and for that afternoon's work Klaus Ludwig collected 20 points, as many as he might have garnered at Le Mans.

It's just as well that OSCAR, the entrants' organisation, and FISA's Endurance Commission decided to change the title from Endurance Championship to Sports Prototype World Championship with such sprint races in mind. The so-called 'Money Race' at Nuremberg has always attracted huge crowds, up to 90,000, and many people believed that it should be part of the World series.

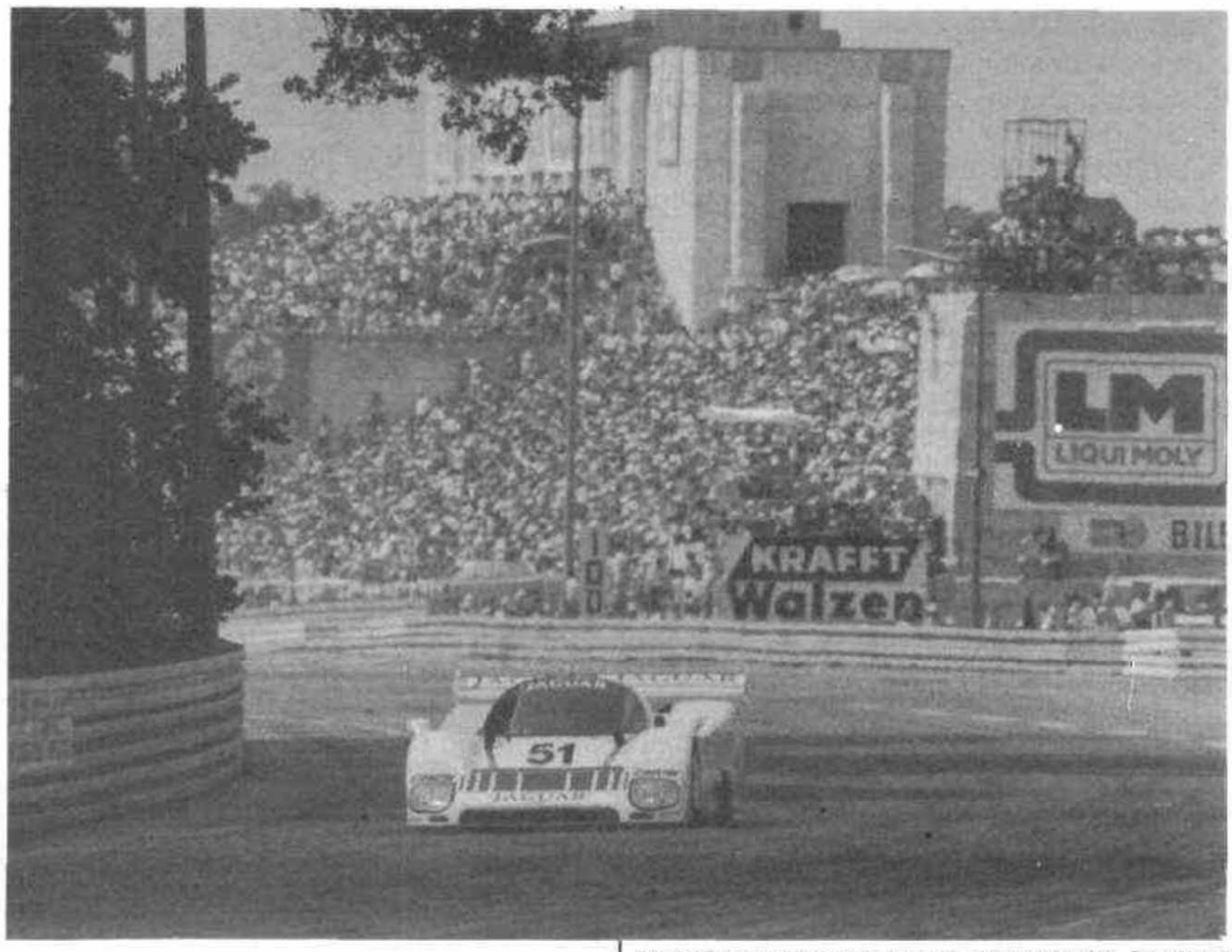
Pits refuelling is not permitted under local by-laws so there was never any question of the stadium race being more than about 180 kilometres in length, and in any case at 2.3 kms in length the circuit falls a long way short of FISA's stipulated 3.7 kms minimum. So the race, a round of the German Supercup series, was provisionally in the calendar, officially out of it, and only recently reinstated.

The Endurance Commission has already decided that, in 1987, the minimum distance for a sprint race will be 360 kms and the MotorSport Club Nürnberg has already accepted that the race in 1987 will be run in two heats, so that two drivers will gather points. There is no question, though, of more than 24 cars starting, so the C2 teams will be at a serious disadvantage.

Hans Stuck was the last man to win the race in anything but a Porsche, steering a BMW CSL to victory back in 1974. He started from pole position this year in the factory's Blaupunkt sponsored Porsche 962C with PDK semi-automatic transmission, with last year's winner Klaus Ludwig alongside in Reinhold Joest's Blaupunkt sponsored Porsche 956, both well inside the existing lap record at 46.54 sec and 47.11 sec respectively.

Into the lion's den went three Jaguars, entered by Tom Walkinshaw for Eddie Cheever, Derek Warwick and Jean-Louis Schlesser. Gallahers' Silk Cut cigarette advertising had to be removed from the livery, under German law, and the mauve and white cars were back to their high-downforce form. In fact the wide but ultra-bumpy circuit would not allow them to get much benefit from their superior ground effects since it consists of a 300 kph straight past the pits, two slow hairpin corners and a chicane, the lap average being little more than 177 kph.

Ingredients for success include good acceleration out of the corners, good fuel consumption, and long-lasting brakes to cope with the hairpins. The down-to-weight Jaguars certainly have acceleration this year, are good on consumption (although the allocation of 100 litres was generous for the distance, the turbo teams can be relied upon to use every drop that's available), and used water cooling for the front disc brakes for the first time. Walkinshaw used water to cool the brakes on his successful Jaguar XJ-S Coupés in 1984, and AP came up with a similar system for the Group C cars, better than the twin-disc system tested before the start of the season. Twenty litres of water are carried on-board and jets are squirted into the brake cooling ducts each time the brakes are applied, a couple of seconds after the pedal is depressed and continuing for a couple of seconds afterwards. The system actually cools the brakes by 100-degrees C, a powerful 'secret weapon' in the quest to vanquish the German cars.

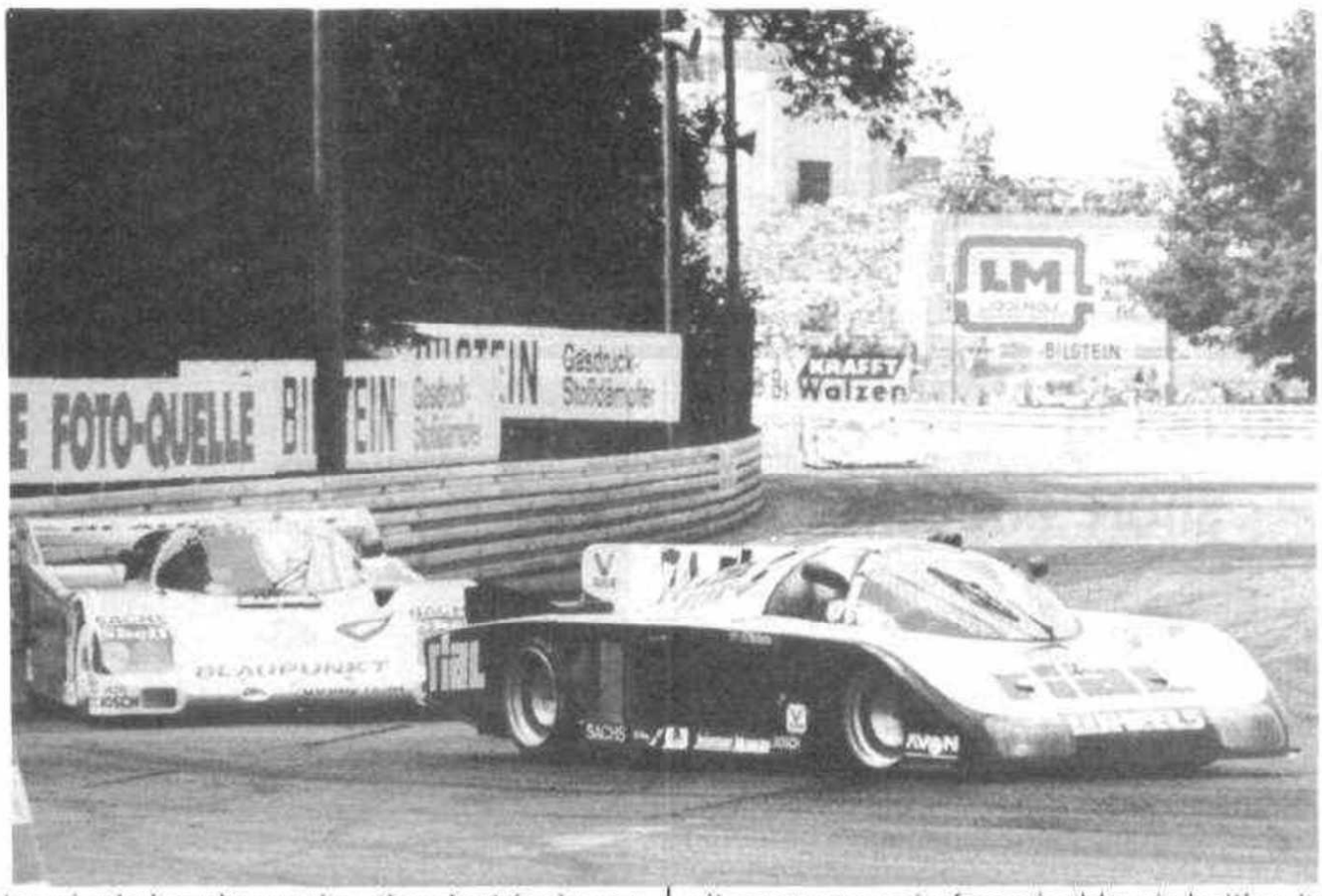


EDDIE CHEEVER pounds through the Stadium to give Walkinshaw's Jaguar team second place. Even the new water-cooled brakes were not quite enough to beat the quickest Porsche.

Cheever was the quickest of the three Jaguar drivers throughout the weekend, a little happier with his car than Warwick or Schlesser, and was the only one to break 48 sec during practice, lining up alongside Bob Wollek in Richard Lloyd's Liqui Moly sponsored Porsche 956B.

The other Porsche from Silverstone, John Fitzpatrick's 956, was driven by World Champion Derek Bell who found he needed to race with a private team in order to gather any points to defend his title. Neither he nor Stuck were happy with the one-driver situation but the German, at least, had the advantage of a works car provided for the Supercup series. Bell was struggling with suspension settings, and an overheating engine, throughout practice, finding out again "how the other half lives". Happier, though, was James Weaver who has found a regular drive in the Kremer Porsche team, qualifying tenth quickest ahead of team-mate Franz Konrad.

Weaver had the only real incident of practice when he hit a big bump exiting the last corner, selected second gear instead of fifth and damaged the Kremer team's best 3-litre qualifying engine! He had a 2.6 litre engine installed for the Saturday morning



STANLEY DICKENS (Gebhardt-DFL) won a poorly-supported C2 class. Here he is chased by Danny Ongais's Joest Porsche.

qualifying session, though a variety of engine sizes were to be found: many teams used a wider-bore 2.8 litre rather than the "standard" 2.65 litre engine supplied by the factory, while Stuck's car was equipped with a 3-litre fully water-cooled unit and Ludwig's with a Joest built 3-litre air-cooled unit.

The Joest team's second and third cars were a 956 driven by 'John Winter' and the IMSA specification 962C, with a 2.8 litre single-turbo engine, for Danny Ongais, while Walter Brun's all-Porsche team comprised a 2.8 litre 956 for Thierry Boutsen, a 3-litre 962C for Brun and a 2.6 litre 962C for Frank Jelinski. The entry list also included an ex-works Lancia LC2/85, purchased by Gianni Musatto and driven by Bruno Giacomelli, two elderly Ford C100s now entered as Zakspeed C1/8, Ernst Schuster's Porsche 936C and Costas Los' Cosmik Racing March-Porsche 84G.

There were only four cars in the C2 category and all four finished, Stanley Dickens from Sweden claiming 'pole' in the works Gebhardt-DFL from Thorkild Thyrring in a Ford turbo Baker Tiga. John Sheldon drove the second Tiga, and Martin Schanche gave his Zakspeed turbo powered Argo an outing, the Lucky Strike cigarette advertising changed to Lucky Martin. And, after two short-lived outings, the rallycross expert did indeed reach the finish, 18th overall and third in class.

When the red Porsche 959 pace car pulled off the sprint to the first corner, the hairpin left at the southern end of the stadium, would be vital, and Ludwig was ahead of Stuck as they powered their way up to the chicane — white Blaupunkt leading black Blaupunkt followed by Wollek, the Jaguars of Cheever and Warwick, then Boutsen, Brun, Jelinski and Weaver.

The train of cars crossed the line time and again in a blur, but the order rarely changed for opportunities to overtake were limited. Cheever got the better of Bousen and moved into third place after ten laps but Warwick fell back for a while, down to seventh and unhappy with his hard-sprung suspension settings.

Stuck forced his way into the lead on the 12th of 79 laps, the PDK transmission allowing instant gear-changes as he tore through the stadium. It was a thoroughly impressive sight and sound, perhaps a glimpse of motor racing in the future: the PDK transmission may be 25 kg overweight at the moment, though that penalty will be reduced, but the Porsche people firmly believe that it solves many problems of racing car transmissions, enabling the driver for instance to make instant gearchanges in the middle of corners, so that the choice of ratios is less critical.

Even now PDK is not totally reliable and after leading for a dozen laps Stuck slowed, having lost fifth gear, then stopped to have a terminal plug changed on the electrical gear selector circuit. He lost eight laps, and would finish out of the points in 15th place, after setting a new lap record at 48.28 secs.

At around half-distance, 38 laps, Wollek snatched second place from Cheever's Jaguar but his pace wasn't quick enough, and Ludwig increased his lead from two to nine seconds in the next ten laps, pulling away smoothly. Boutsen was heavily challenged by Warwick now, the Brun-entered Jägermeister car going better than the Belgian had expected (in practice the Michelins had afforded little grip, and the brakes had been only so-so after 20 laps). Jelinski, until now one of the quickest C2 drivers, was holding an excellent sixth place ahead of Weaver and Brun, while in tenth place Giacomelli was having electrical problems with the Lancia; at first it would not rev past 7,500 rpm, then 6,500 rpm, and eventually the Ferrari-based V8 lapsed onto four cylinders, so the Italian retired before the engine was damaged.

Schlesser had been running strongly until the throttle slide jammed, giving him a fright at the chicane, and he had to stop again to have damaged bodywork taped up. All wasn't well with the front-runners, though, as the nose of Wollek's car was run over by Ongais on lap 54, and Boutsen collected a puncture on lap 62. Wollek got himself disqualified after passing the black flag, while his bodywork was knocked upwards, and Boutsen was badly delayed because the pit crew ran out of servicable air bottles to work the hammer!

Ten laps from the finish Ludwig had a 12 second cushion to Cheever, and Warwick, the only other driver on the same lap, had dropped back after a spin at the chicane flat-spotted all four tyres. Nearly half of Ludwig's margin was used up at the end of the race, when his Porsche engine coughed at the last corner and the car coasted to the line completely out of fuel.

The Jaguars had been quick and reliable, but didn't find the last ounce of speed needed to beat Ludwig's Porsche on that particular track — Brands Hatch may be another matter, though. There, Bell and Stuck will have been partners in a Joest Porsche, and neither scored any points in Germany as the Englishman had to work hard, with poor suspension settings, to finish 11th.

Dickens won the C2 class at a canter from Thyrring, the Dane having to reduce boost as his engine overheated. Schanche was third in class despite stopping to have a wiring problem sorted out as the cockpit filled with smoke and, like many others, the Norwegian was so exhausted by the heat that he slowed right down at the end.

As a sprint race the Nürnberg track provided an excellent spectacle, but there were many anomalies to the weekend's events, and problems to be resolved before the finishing touches are put to next year's sportscar calendar — M.L.C.

Results

Norisring 200 Meilen, 4th round, World Sportscar Championship for Drivers. 79 laps, 181.7 kilometres. Weather: hot.

1st	K. Ludwig	3.0 t/c Joest Porsche 956, 1hr 7min 00.36sec 162.701 kph	
2nd	E. Cheever	6.0 TWR Jaguar XJR-6, 1hr 7min 08.03sec	
3rd	D. Warwick	6.0 TWR Jaguar XJR-6, 1hr 7min 15.11sec	
4th	F. Jelinski	2.6 t/c Brun Porsche 962C)	78 laps
5th	J. Weaver	2.6 t/c Kremer Porsche 962C	78 laps
6th	W. Brun	3.0 t/c Brun Porsche 962C	78 laps
7th	J. Laessig	2.6 t/c Obermaier Porsche 956	77 laps
8th	J. Winter	2.6 t/c Joest Porsche 956	76 laps
9th	D. Ongais	2.8 t/c Joest Porsche 962C	76 laps
10th	T. Boutsen	2.8 t/c Brun Porsche 956	76 laps

Fastest lap: H. Stuck (3.0 t/c Porsche 962C PDK), 48.28 secs (171.5 kph) record.

World Championship for Drivers' points:
Drivers, H. Stuck and D. Bell, 55; E. Cheever, 35; D. Warwick, 32; O. Larrauri and J. Pareja, 26; A. Holbert, K. Ludwig and W. Brun, 20; E. de Villota and F. Velez, 19; G. Follmer and J. Weaver, 18.



The Riding-Mechanics

The Editor Offers an Inadequate Appreciation of Some Very Brave Men

Having in recent months run an imaginary overall World Drivers' Championship and a similar one for the top racing cars, along the years, an appreciation of the mechanics who rode in the cars until 1925 in Grand Prix-tyre races is surely due? I am not the best person to write one, maybe, and I concede to Doug Nye that this is recorded history, as I was too young to have seen *all* the riding mechanics I shall mention in action personally . . . Nevertheless, as a boy I used to day-dream about being a passenger in a Bentley, or Bugatti, or Mercedes-Benz that was being driven, at enormous and ever-increasing speed, round the Ards TT circuit, watched from the pits by admiring girl-friends. Later, when I was old enough to have a driving-licence, these day-dreams changed little, except that then I was the driver, and some other intrepid soul my mechanic . . .

The real riding-mechanics were clearly very dedicated people, to whom motor racing meant much, otherwise they would have remained on the factory floor or in other safe jobs. Occasionally, I suppose, one or two were *commanded* to ride beside a racing driver against their better judgement, and were not in a position to refuse, as with Fiat mechanics in 1923. But the majority were no doubt proud to be able to take such a prominent part in big races, beside drivers whom they respected and admired — I have told already of how Aristides refused to go with anyone else, after his driver, the great Chevallier René de Knyff, had retired from racing the early Panhard-Levassors . . .

THE PEAK OF DEDICATION: Leo Villa, Sir Malcolm Campbell's and Donald Campbell's famous mechanic, in the cockpit in which he rode when Donald was running his boat "Bluebird" at Coniston in 1950 at speed of around 150 mph. Villa was thus able to keep an eye on the instrument readings (the instruments being duplicated in this starboard cockpit) but admitted, after the first ride, "I was so scared that I don't remember that trip very clearly". The inscription on the photo records Donald's appreciation of the "paramount part" played by Villa in the record bids. (Photo courtesy of Leo Villa Jnr.)

In this context, we are concerned mainly with those riding mechanics who accompanied their drivers in the great road-races. There were other brave folk who liked motor-racing sufficiently to take considerable risks riding in, or on, racing cars. One thinks in this respect of the intrepid passenger in Ernest Eldridge's primitive aero-engined 21.7-litre chain-drive Fiat, when it broke the Land Speed Record on a (closed) public road for the last time in history, at over 146 mph, or when that same driver-and-car combination raced against Parry Thomas' Leyland-Thomas in the famous Brooklands Match Race of 1925. Would you have cared to have sat beside the wild Ernest Eldridge as that aged monster Fiat thundered along the narrow, cambered, tree-lined road at Arpajon, they say on tyres almost through to the canvas, or again when it was hurtling round Brooklands at well over 120 mph, trying (unsuccessfully) to stave off Parry Thomas, hardened spectators refusing to watch, retiring to the bar convinced that one or both drivers would be killed, as the Fiat skidded sideways on the Byfleet banking and again at the Fork, both cars flinging off tyre treads before the race was over?

But perhaps the dedication of riding-mechanics was never better illustrated than when Leo Villa insisted on making up an outrigged "cockpit" on the side of Donald Campbell's Water Speed Record motor boat "Bluebird", in order to ride with the skipper; or when, at



HEMERY LOOKS ON as his mechanic changes a tyre in the 1911 Grand Prix de L'ACF at Le Mans.

an earlier time, Michael Wilcocks and Vic Halliwell, of Rolls-Royce, went with Sir Henry Segrave in the motor boat "Miss England II", both Segrave and Halliwell being killed when it sank during an attack on the WSR.

People used to "mechanic" at Brooklands for the fun of it, undeterred by the terrible accident that befell Lane's Mercedes in the 1908 Montagu Cup race, when it went out of control and crashed so forcefully that its mangled chassis was found on one side of the river-Wey, its engine on the opposite bank, William Burke the mechanic being killed. But it is the mechanics who went on the great road races with whom I am mainly concerned, men who remained staunch to their drivers beyond the call of duty. In the early races they often rode, not up beside the driver, but sitting on the car's floor, or step. Many theories have been advanced as to why this was, by those not there at the time. Was it to give the driver more room when wrestling with the steering wheel on its long unsupported column? To lower the car's centre-of-gravity? To protect the man from the worst of the dust and flying stones? Or to get him off more quickly when a tyre had to be changed or the car refuelled? I think it was simply to enable the mechanic to keep a closer eye on the oil drip-feeds on which most early engines relied for their lubrication than could be observed easily from a lofty seat . . . I once rode "on the step" myself, but only for a lap or so of Brooklands Track, on the Blakes' 1903 Gordon Bennett Napier, a car now in America.

So in those heroic town-to-town and early closed-circuit contests up to the outbreak of the 1914/18 war these racing mechanics rode courageously beside their drivers, helping them all they could and enduring much discomfort and danger, with little, if any, of the acclaim. The conditions they had to endure, in races often for two long days and for enormous distances, up to nearly 1,000 miles in one instance, over atrocious road surfaces cannot be visualised by those who watch racing at today's dust-free, billiard-table circuits. They certainly had a very hard time!

Charles Jarrott, for instance, has told of how he took with him an ex-bicycle racer called Smits as his riding-mechanic on the 40 hp 28 cwt Panhard that he drove in the 1901 Paris-Berlin race, a little jaunt of 691¦ miles. Smits had never been in a motor-race before, but was prepared to entrust his life to Jarrott, who was also in his first big race. Some 78 kilometres from the start he took a right-angle bend so fast that Smits was flung off the Panhard's step, missing a stone wall by a hairsbreadth. At the overnight stop at Aix-la-Chapelle the luckless mechanic was told he had best fend for himself, although the hotels were full, he was unable to speak German, and had to wake his driver by 2.30 am . . . At Cologne on the second day there were many punctures to repair, as there were to be all along the route, together with mechanical repairs. But after Jarrot had finished 8th on arrival in Berlin, there is no further mention of this intrepid mechanic . . .

In the Paris-Vienna race of 1902 Jarrott's mechanic on a 70 hp Panhard had been George du Cross, but he had such a desperate time, including having to lie along the bonnet holding a towel round one of the leaking water-pipes, that he decided not to go again — acting as an amateur mechanician on a racing car was very poor sport and very hard work, he said. Jarrott was in full agreement, knowing that little glory comes to the second man on a racing car, whether it wins or not, and that he has more than his share of hard work to perform. Thus, on the Circuit of Ardennes that year Jarrott took Mr A. McCormack, Manager of the Panhard repair works in London, who again had never previously been on a racing car. "It cured him once and for all", his driver said later!

In the ill-fated Paris-Madrid race, stopped at Bordeaux by Government decree because of the carnage, the cars being towed to the railway station behind horses, Jarrott had another first-timer, Cecil Bianchi, riding with him on the de Dietrich. He was lucky not to have been killed, as other mechanics were, and in the 1903 Gordon Bennett race he was badly hurt when Jarrott's Napier broke its

steering gear on the long straight towards Stradbally and left the road, Jarrott somehow managing to lift the car off his mechanic, who was pinned beneath it with the hot exhaust-pipe pressing on his chest. But Bianchi stuck with Jarrott and in the 1904 GB race on the Wolseley was not only struck a violent blow on his left arm when a driving-chain flew off, but had to help his driver by switching-off the ignition at the corners to enable Jarrott to go round them with the clutch out, and again every time he changed gear, as the governor had expired, causing the engine to race in neutral — an interesting reflection on how racing-cars were driven in those times, Bianchi now having not only to work the ignition-switch but also pump-up fuel pressure continuously, when he needed all his attention for attending to the lubrication and other important matters.

Many such stories could be told, and clearly the task of the riding-mechanic in those early races was no sinecure, especially before the advent of detachable rims and wheels, so that when a tyre burst or punctured the hot cover had to be cut off the rim with a knife . . . (They had to wait until 1908 for detachable rims, until 1913 for detachable wheels, with knock off caps in 1913, but only on some of the GP runners.) These strong and brave men came to respect their drivers, and some of them became racing drivers themselves. For instance, Pietro Bordino, who at 14 was mechanic to drivers of the calibre of Vincenzo Lancia, Felice Nazzaro and Ralph de Palma, became a Fiat racing-driver in 1908 and after the war was one of the greatest road-racing exponents of all, winning the 1922 Italian GP and Voiturette race at Monza, and the 1927 GP of Milan in a Tipo 806 Fiat. (He was drowned when his Type 35 Bugatti hit a dog and ran into the river during practice at Alessandria in 1928.) Peter DePaolo first rode as mechanic to his uncle, Ralph de Palma. K. Lee Guinness acted as mechanic on his brother's 200 hp Darracq before becoming a famous driver, Lautenschlager, who was to win the 1908 and 1914 French Grands Prix for Mercedes, taking Hans Sieger as his mechanic in the latter dramatic race, rode first as Salzer's riding-*mechanicien* in 1906, Otto Metz was mechanic to Poege until he became the Archduke Ferdinand of Austria's chauffeur in 1912, and later raced for Mercedes. Francois Szisz, who won the 1906 Grand Prix for Renault, had been Louis Renault's racing-mechanic, Guilio Ramponi had ridden with Antonio Ascari before racing Alfa Romeos himself, and Sammy Davis obtained his first taste of road racing at Lyons in 1924, crammed in beside Count Zborowski in the unsuitable track-racing 2-litre straight-eight Miller. Jules Moriceau, who rode so many times as Segrave's staunch mechanic, became a driver of the later Talbot cars. Foresti was mechanic to Moriondo's Itala that overturned in the 1913 Grand Prix. And so on . . .

In the days before WW1 many racing drivers had very little knowledge of the mechanical aspects of the cars they drove, so the presence of a knowledgeable mechanic was all the more essential. If this was less so after the war, the riding-mechanic continued to serve those he rode beside, warning of cars wanting to overtake, keeping an eye on the instruments, cleaning his master's goggles if need be, watching for pit-signals, working the lap-scorer, and maintaining fuel pressure with the hand air-pump if a mechanical pump wasn't fitted. Although now having the protection of a seat in the cockpit, his job was still a stern one, because the cars were lighter and faster, so that accidents were a distinct possibility, and road surfaces were often strewn with stones.

In this latter respect, Segrave's mechanic Moriceau was hit on the forehead by a flying stone during the 1921 French GP at Le Mans and is said to have been unconscious for some five laps before Segrave realised his condition; Moriceau recovered and pluckily elected to continue. But even if they were not knocked about by stones, the heat in the cockpits and the rough ride could prove exhausting; during the 1923 Grand Prix at Tours two mechanics became so battered about that Divo had to stop and replace them, and in Segrave's winning Sunbeam Dutoit's right shoulder blade is said to have been cut to the bone by a projection in the cockpit. It was in this race that Perkins tried to reduce the clutch slip from which Guinness' Sunbeam was suffering, by first passing wire round the pedal and hauling on it and, after this cut into his hand, using his tie, until the physical effort and the effect of leaning forward into the slipstream rendered him almost senseless with cramp and Guinness had to stop and put Smith into the Sunbeam. And when Salamano's Fiat ran out of petrol in that same French GP, to the winning Sunbeam's advantage, it was the mechanic Feretti who had to run to the pits for more and was then made by the officials to run all the way back to the car, carrying a full *bidon*, even a bicycle being refused him, in spite of the protests from the sympathetic spectators . . . Back in 1913, at Amiens, Guyot's riding-mechanic, Semos, jumped from the Delage at some 30 mph, thinking it had stopped, and had to be driven slowly round to the pits for medical attention after Guyot had changed a tyre himself and then lifted him into the cockpit; there was a similar incident at Brooklands in a long-distance sports-car race, when the mechanic in a 30/98 Vauxhall coupé got out while it was still going quite fast, speed being difficult to judge after many laps of it. All told, it might be said that the racing mechanic's life, like the proverbial policeman's, was not always a happy one!

Mechanics have sometimes helped drivers in other ways, such as by changing gear on command, if the driver had suffered an injured arm — it is said that it had been De Palma's intention to have his nephew do the gear-shifting for him throughout the 1921 Grand Prix at Le Mans and that he had had the Ballot's gear lever moved, for this reason, to the centre of the car, only to incur the wrath of Ernest Ballot. (True or false?) Sir Malcolm Campbell used to have Villa haul hard on the hand-brake of his 38/250 hp Mercedes-Benz as it sped fast down to the Fork hairpin in a Brooklands' Mountain race, to augment the rather poor brakes of these cars; this in sharp contrast to the time when he took the 14-year-old Rivers-Fletcher as his mechanic in the 1½-litre GP Delage when winning the 1928 JCC Junior Grand Prix, as so entertainingly told in Rivers' latest book . . .

As for accidents, it is a moot point who was the worse off, driver or mechanic, should their car crash. The driver had the steering-wheel to hang on to, but it could crush him. Sometimes both occupants would be flung clear, as when Chassagne and Dutoit went over the Brooklands' banking in the Talbot-Darracq during the 1922 JCC 200 Mile Race, or when K. Lee Guinness had his accident with the Sunbeam in the 1913 GP, the car killing an innocent bystander but not its crew. But in 1924, when Guinness crashed the supercharged Sunbeam at San Sebastian, he was so badly injured that his racing career was virtually ended, and his mechanic, Barrett was killed. So was Meregalli's mechanic when his Diatto crashed in the 1922 Coppa Florin. Although little Frank Bill and Perkins escaped death in other Sunbeam crashes, in both of which the drivers lost their lives, the former was badly crippled and I believe the latter walked with a stick ever after. When a 1914 GP Vauxhall overturned at Brooklands in 1922 it was again the driver who died, but his mechanic was very badly injured, calling out repeatedly in delirium "Get back over the line", which he must have shouted when he realised the car was wrongly positioned for the Fork curve; C.G. Brocklebank was more fortunate, inasmuch as when he went out to the start of a race in which Toop was to drive his 1913 GP Peugeot, intending to go as mechanic in his own car, he got out at the last minute, saying it would give Toop a better chance; the car went over the Byfleet banking and Toop was killed. (Did Brocklebank have a last minute premonition of disaster?)

In races, short and long, the mechanics had a tough time and sometimes paid the ultimate price. Yet racing-car passengers were ever willing to take the risk, like May Cunliffe's father, who died when her 1924 GP Sunbeam rolled on Southport sands — mechanics were even carried in hill-climbs, where one would have thought weight really counted, presumably because even for such a short time fuel pressure had to be maintained, or it was believed they helped the trim of a car.

However, so far as Grand Prix racing was concerned, all that came to an end by 1925, the FIA having legislated against cars continuing to carry riding-mechanics, although bodies of two-seater-width were specified. The latter may seem illogical but the reasons are easily explained. There were fears being expressed that racing-cars had become too fast and might become still faster and even more unmanageable under the pending 1½-litre ruling (valid from 1926) with a minimum weight-limit of 600 kg. One suggestion for combating this was to increase wind-resistance and

it was apparent that low-drag single-seater bodies would increase, not decrease, maximum speed. It may also have been felt that entries would be lost if manufacturers had to build new *monoposto* chassis for the 1925 season.

How did drivers and racing-car makers react to the "no mechanics" ruling? Generally, the new rule found favour, when it was openly discussed late in 1924. S. Cavalli, Fiat's Assistant Chief Engineer, thought the mechanic's place was in the pits, saying it was difficult to find riding-mechanics, because they knew they were unknown actors, getting none of the glory, or recommpense, yet sharing the risks with the drivers. Paul Bablot, then running the new Miramas Speedway, said he would not be a race mechanic "for millions", saying the riding-mechanic was now just a bundle carried as a concession to an old-fashioned practice. When there was time to change a valve and still win, he had his place, but in modern races there wasn't, and the mechanic's place was at the pits. They knew about driving, so suffered from anxieties if their drivers took risks or made mistakes, while being powerless to do anything about it.



WAGNER'S BALLOT taking Whitehouse corner on the Le Mans circuit during the 1921 Grand Prix, the loose stones being an ordeal for both driver and mechanic. In spite of the hazards, the Ballot finished seventh.

René Thomas went further. A mechanic in the car could be positively dangerous, he maintained, quoting Divo's man who had had to be lifted from the Sunbeam halfway through the 1924 GP, with his replacement not much better off when the race ended. What if a mechanic collapsed and slid down onto the pedals, he queried? Then, in a two-seater, the occupants were subjected to the possibility of a flung tyre-tread, which could stun a man (as happened to Segrave's mechanic in the 1924 GP) or break his arm. The only use Thomas saw for a riding-mechanic was to warn the driver of an overtaking car, and that could be done using a driving-mirror . . . Louis Wagner, the well-known racing driver, was of the same opinion, saying a mechanic had never helped him to win in recent years, after the start, and had often been a handicap, so he advocated single-seater GP cars.

Segrave disagreed with all these views. He said that a riding-mechanic had more *rolés* to play than warning of cars coming up behind and helping rectify mechanical troubles. The modern 2-litre supercharged roller-bearing racing engine, Segrave pointed out, responded so quickly to the throttle opening that you might be up to a destructive 7,000 to 8,000 rpm in 4/5ths of a second, so that to have the mechanic tap your leg when the 5,000 rpm safety-limit was reached, was essential, as no driver could watch his tachometer all the time he was racing. He said that the Sunbeam mechanics "had the most explicit instructions" to do this and that (which is new to me) the GP Sunbeams had two revolution-counters, one before the driver, the other in front of the mechanic. Practically all the other instruments on the racing Sunbeams were placed on the mechanic's side of the dashboard, also the air-pump and the lap-scorer. "So the riding-mechanic has plenty to do", said the celebrated winner of the 1923 French Grand Prix. As for the double risk of two persons on a GP car, Segrave said the solution was to reduce the high speeds of the 1924 2-litre cars, which, weighing 14 to 15 cwt, were difficult to control flat-out, and he favoured the $1\frac{1}{2}$-litre ruling. But the mechanic was essential for looking behind, the great driver averred; a mirror would be useless, due to vibration . . .

Among manufacturers, Ettore Bugatti did not like the idea of single-seaters, because he felt they would not sell, as his racing two-seaters did, and Louis Coatalen of Sunbeam's was also against them, as they would increase speed due to reduced drag; he felt that tails on racing-cars also had this effect and would welcome their abolition.

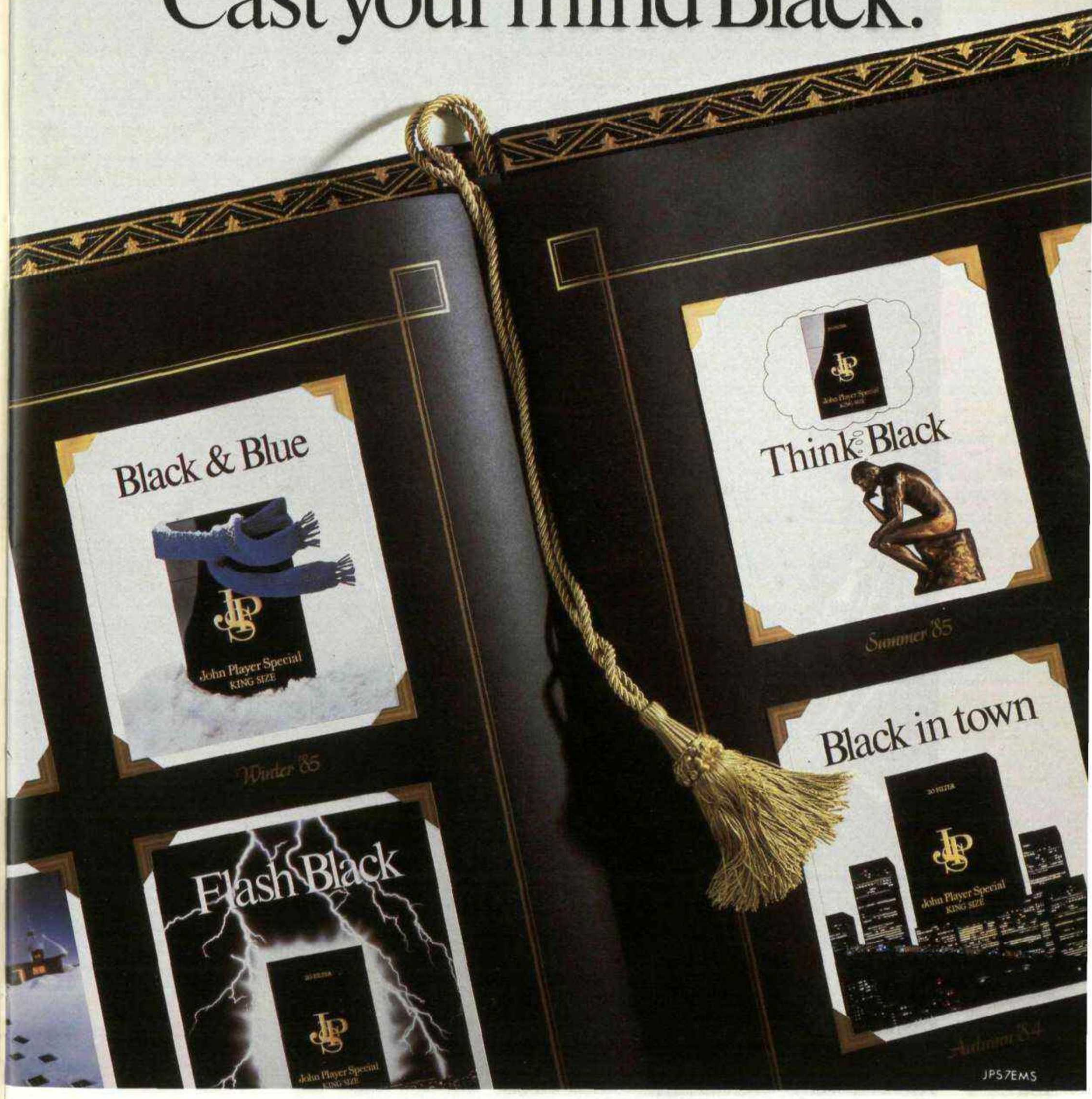
Bordino disagreed with Segrave, saying a mechanic was often too exhausted to be much use for several minutes if repairs were necessary away from the pits, that his presence increased the risk by 50% (Parry Thomas was reported to have said "One is enough at one time", when asked why he didn't carry a mechanic in "Babs"), and he said that the two-seater Fiat he was taking to America he would race alone, being quite capable of reading its instruments for himself! But he felt that the $1\frac{1}{2}$-litre cars, weighing only about 11 cwt, would be more dangerous than the existing GP cars. André Boillot, Head of Peugeot's Racing Department, was completely against the riding-mechanic being retained, and also the new rules in general — "the utmost folly". If a driver couldn't read his rev-counter he should fit a governor, said Boillot, and if a mirror was useless, use a Klaxon horn, as was done in touring-car races when a driver wanted to overtake. Jack Scales, who had won at Montlhéry with a Talbot, agreed about the driver being unable, in a road race, to read off 300 rpm on his tachometer, which might mean the engine blowing up. The great Albert Divo also wanted mechanics retained, because he thought fewer drivers would enter if getting a car to the finish depended on their knowledge alone, of the machinery, and he said that in spite of the risks involved, mechanics were volunteers, and there were, he believed, plenty of applicants. Pierre de Vizcaya followed Bugatti's dictate, that two-seater bodies be retained, but with only the driver aboard, "as modern racing cars ought to run 500 miles without attention, so there was no need to risk the life of another man". Louis Delage and René Thomas were dead against the proposed 1,500 cc 11 cwt 120 mph GP cars . . .

Arthur Waite, the Austin 7 racing driver, felt the mechanic was absolutely essential, as the driver should never have to take his eyes off the road to watch a multitude of instruments. He disliked single-seaters because a driver would have to sit high over the prop-shaft, or, if the body were offset, the car's balance would be impaired, as he had found — admittedly with very light A7s. S.C.H. Davis was another who was strongly in favour of retaining the riding-mechanic. He used the arguments already quoted, plus the ability of the mechanic to watch for tyre wear (which a driver of a single-seater could not do easily in respect of the back tyres) clean goggles, etc. Sammy said that the monetary inducement to ride in a car was small, but a number went, he said, because they liked the experience and would go for no money at all. He even thought about a driver working alone on a car away from the pits and getting grease on his hands (what, no rag in the overall pockets?!). Paul Detoit, not unnaturally, was in favour of keeping the mechanic, and mentioned that, apart from the other arguments, it sometimes helped a driver to receive a few cheery words at the corners . . .! Another view in favour was that a driver was often too exhausted to restart a recalcitrant engine at the pits — remembering the trouble Lee Guinness had in the 1923 GP after stalling his Sunbeam at Membrolle, where he was stationary for over two minutes even with his mechanic's help, and Ramponi lying exhausted beside Ascari's P2 Alfa Romeo at Lyon in 1924, after trying in vain to push-start it.

In spite of these arguments the rule held and the glory of the race-mechanic faded from GP-type events after 1924. Segrave and others were soon driving unconcernedly the virtually single-seat cars. However, mechanics continued to be carried in sports-car races, which enabled Denis Jenkinson to write his superlative account of navigating Stirling Moss to victory at record speed in the Mercedes-Benz 300SLR they shared in the 1955 Mille Miglia, and for Louis Klemantaski to take his cameras in a later race in this series, in Parnell's Aston Martin. But in GP racing the riding-mechanic had gone after 1924; and in the present-day F1 car there would be no room for him!

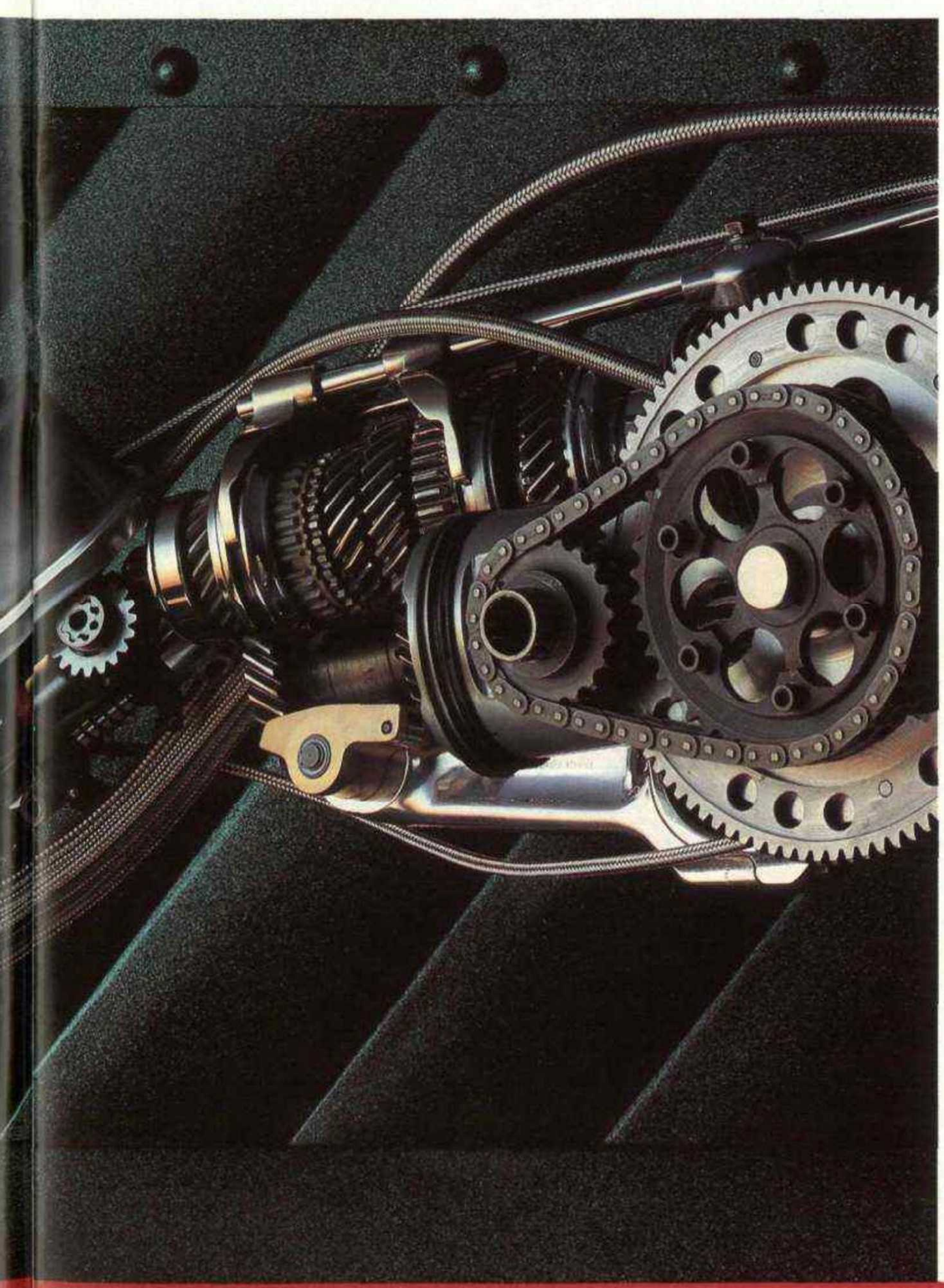
W.B.

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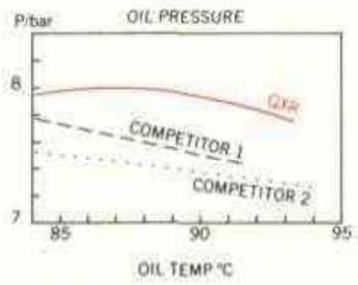
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QXR has been tested on and off the track and in all kinds of engine. In one torture test, generating turbo temperatures of over 900° centigrade, QXR maintained higher oil pressures than any other leading mineral or synthetic oil tested.



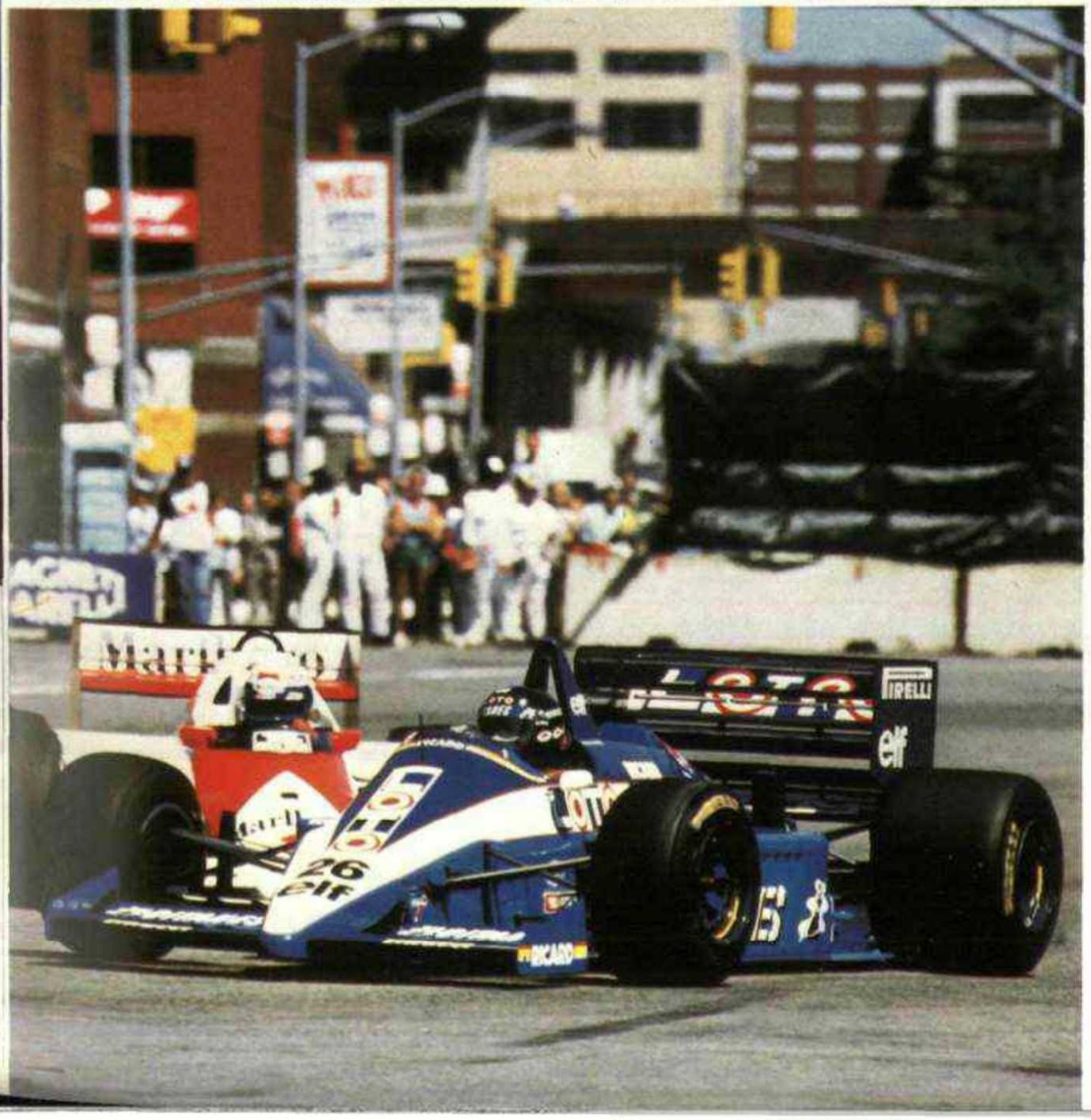
So if you have a high performance engine, or just a high performance attitude, get some QXR under the bonnet. Fast.

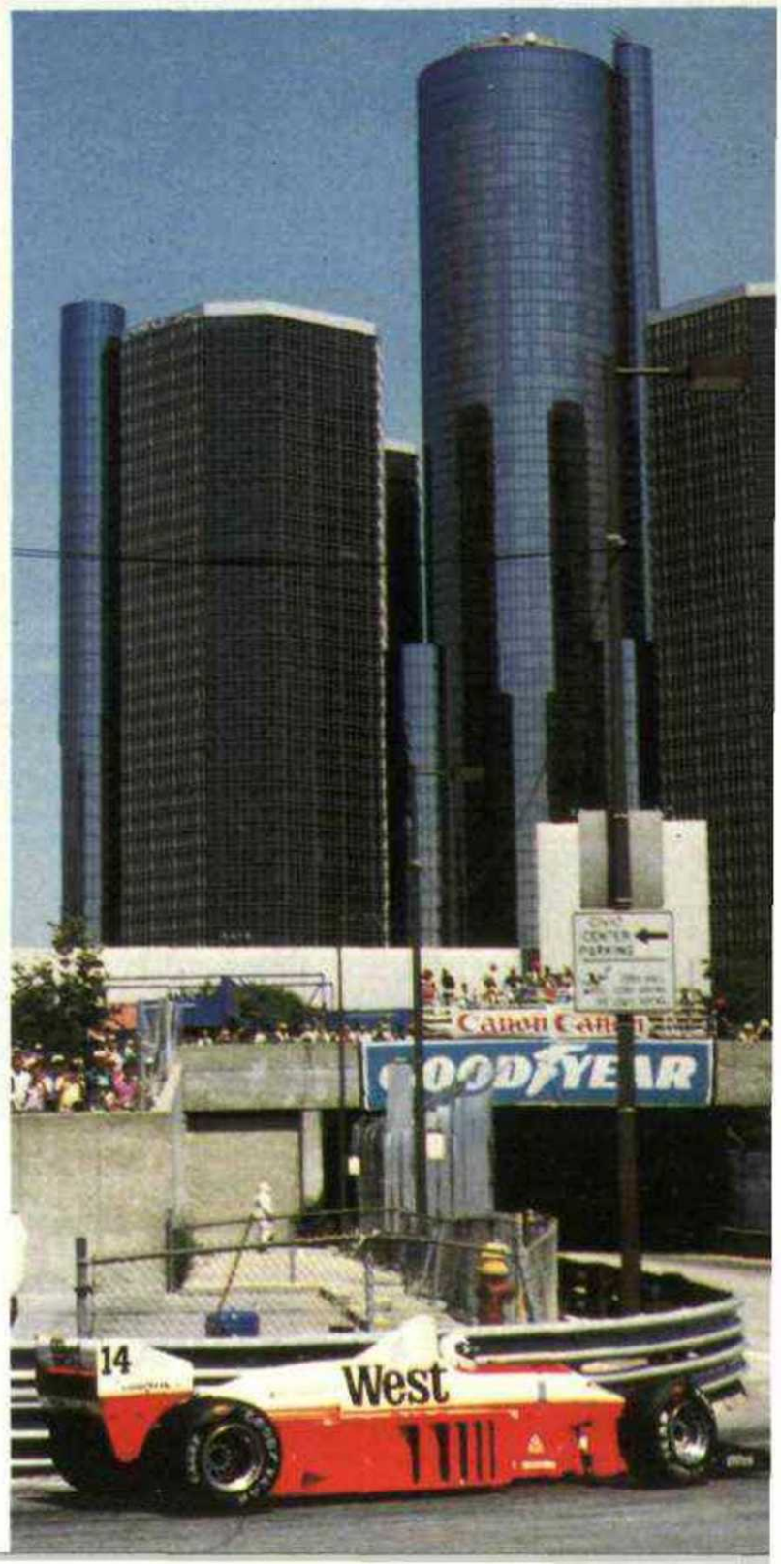
If you're offered an ordinary oil, put your foot down

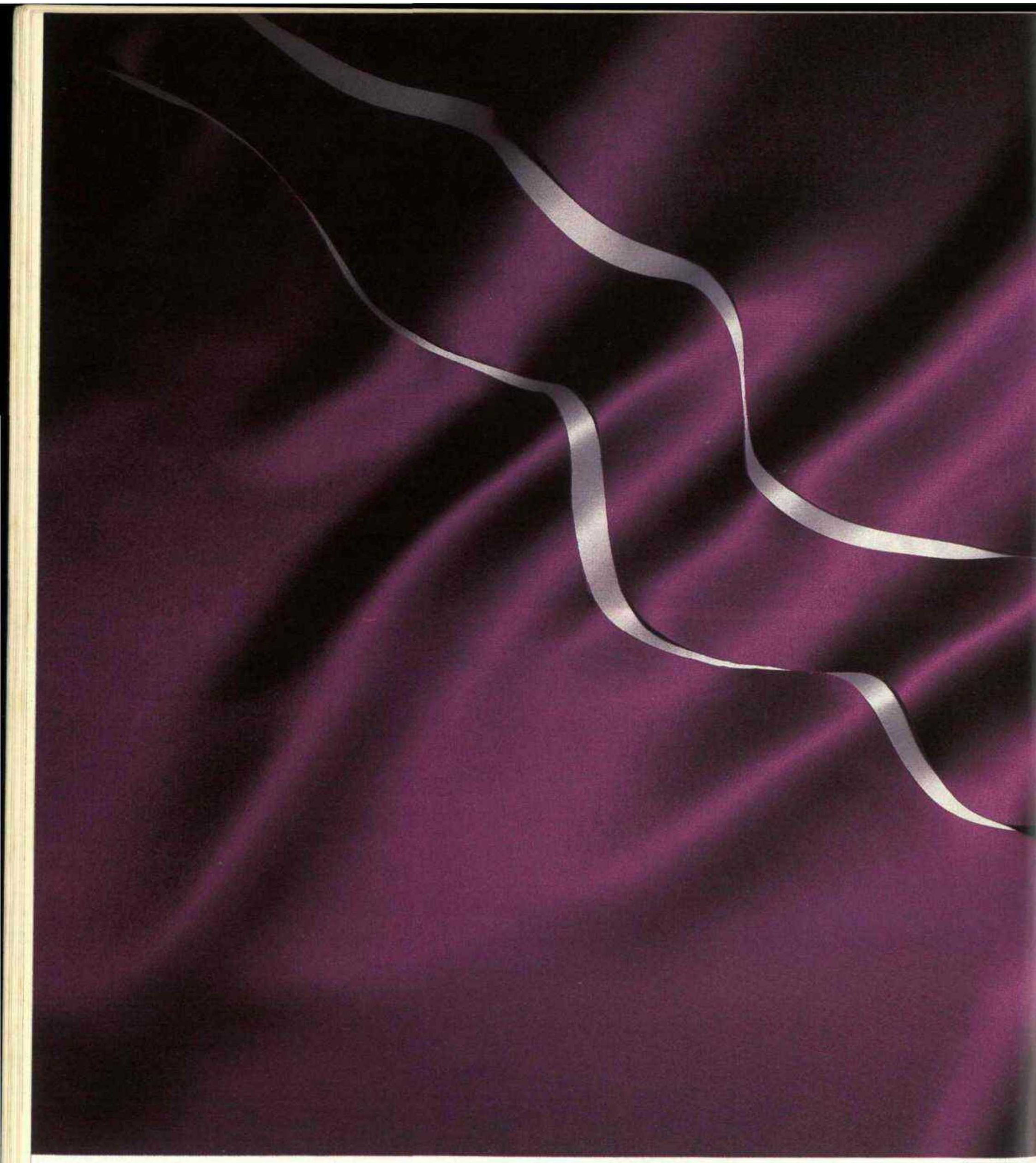
QXR. HIGH PERFORMANCE ENGINE PROTECTION


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5

AMERICAN INTERLUDE IT WAS MANSELL'S WEEKEND at the Canadian GP, left: from pole position, the Williams driver dominated the race, being passed briefly by Rosberg but retaking the lead with assurance for his second consecutive win. One week later in Detroit, it was Ayrton Senna's turn: above he talks to designer Gerard Ducarouge (centre) and Lotus team manager Peter Warr (right) before his victory. Jaques Laffite's impressive form continued with another second place for the Ligier JS27, below, while Johnathan Palmer, right, was delighted with eighth place, his best to date in the Zakspeed.







LOW TAR As defined by H.M. Government DANGER: Government Health WARNING:

New Extra Length.

CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

FRENCH GRAND PRIX *Ayrton Senna's Lotus 98T (No.12, above) started from pole position, Nigel Mansell seized an immediate advantage at the start of the French Grand Prix at Paul Ricard. As the field accelerates off the grid Michele Alboreto can be seen with his arms in the air on the third row, warning that his Ferrari has stalled. Centre left, Rene Arnoux's Ligier JS27 was the top Pirelli finisher, in fifth place. Bottom left, Philippe Streiff's Tyrrell burns merrily after a fuel leak ignited. Lower right, Johnny Dumfries drove well in his Lotus, seen here leading Rosberg's McLaren MP4/2C.*







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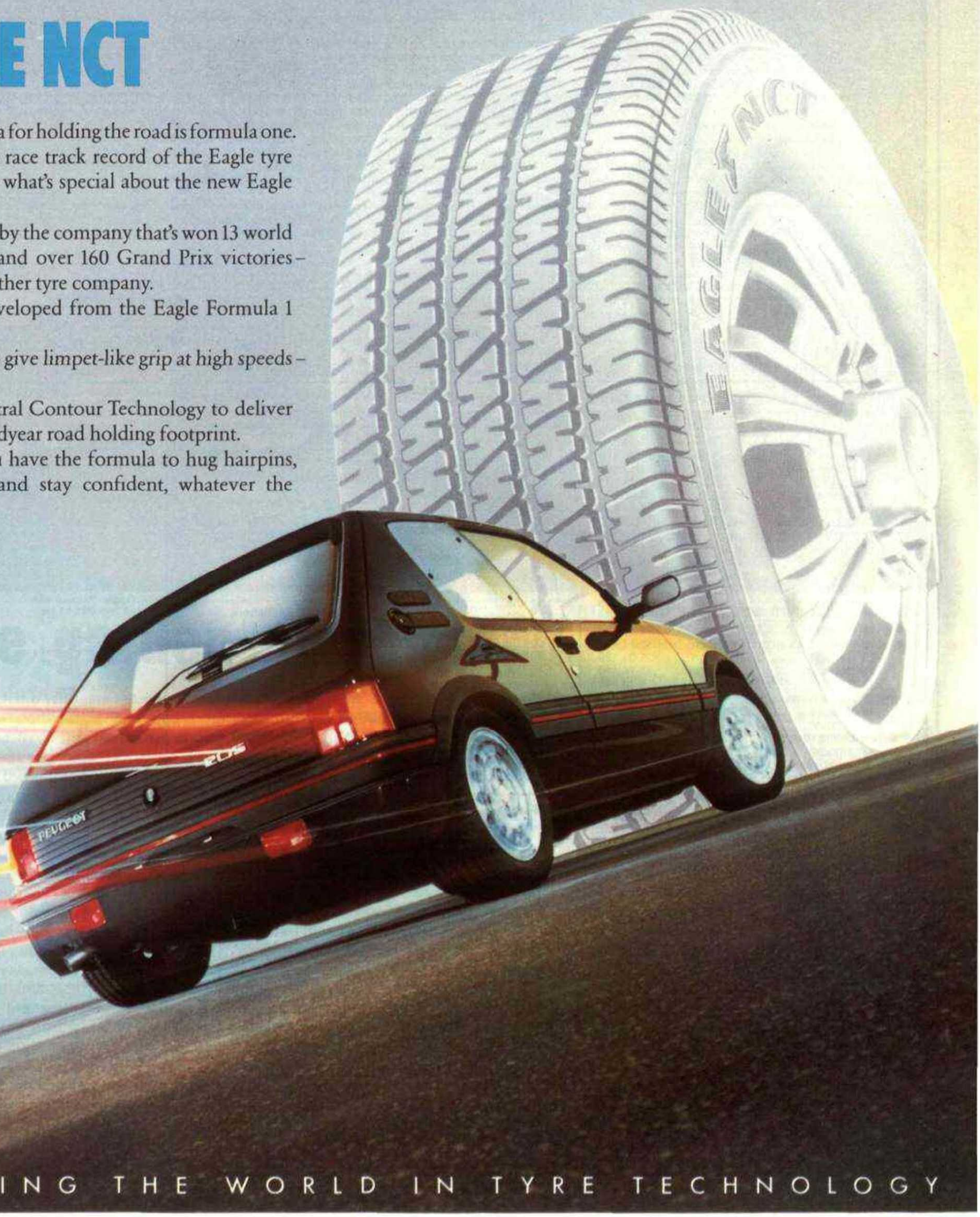
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LEADING THE WORLD IN TYRE TECHNOLOGY

GOODYEAR

Formula One- British Grand Prix 13th July

RACE

1 Prost (McLaren): 6th on lap 1; unable to match pace of Williams-Hondas; made tyre stops on lap 17 and 51; lapped by the leaders; finished 3rd.
2 Rosberg (McLaren): 5th on lap 1; **Retired** on lap 8 with broken transmission.
3 Brundle (Tyrrell): 13th on lap 1; tyre stop lap 30; finished 5th three laps behind leaders.
4 Streiff (Tyrrell): 14th on lap 1; tyre stop lap 33; finished 6th three laps behind leaders.
5 Mansell (Williams): Transmission failure at start; took restart in (T) car; 3rd on lap 1; 2nd on lap 3; took lead lap 23; tyre stop lap 32; lap record lap 69; finished 1st.
6 Piquet (Williams): Led from start; lost lead lap 23; tyre stop lap 30; swapped lap records with Mansell; second fastest race lap; finished 2nd.
7 Patrese (Brabham): Raced 1985 Brabham BT54; used (T) car; 15th on lap 1; moved steadily up to 6th place; long pit stop lap 31; **Retired** on lap 39 with engine failure.
8 Warwick (Brabham): 11th on lap 1; 4th place by lap 32; tyre stop lap 34; lapped by leaders lap 35; passed by Fabi lap 42; all set to finish 5th; ran out of fuel; finished 8th.
11 Dumfries (Lotus): 12th on lap 1; ran mid-field picking up places; lapped by leader lap 27; tyre stop lap 36; finished 7th three laps behind leaders.
12 Senna (Lotus): 4th on lap 1; no hope of matching Williams-Hondas fuel consumption / horsepower; pits on lap 27 with gearbox trouble. **Retired** at pits lap 28 gearbox.
14 Palmer (Zakspeed): Involved in first corner accident; took restart in (T) car; 19th on lap 1; lapped by leader on lap 13; finished last 6 laps behind.
15 Jones (Lola): 10th on lap 1; moved up to 7th by lap 17; **Retired** lap 23; broken throttle pedal linkage.
16 Tambay (Lola): 16th on lap 1; lapped by leader on lap 19; non-stop run to lap 61; **Retired** on lap 61 with gearbox failure.
17 Danner (Arrows): Eliminated in first corner accident; did not take restart.
18 Boutsen (Arrows): Involved in first corner accident; took restart in (T) car; car not really race-prepared; two long pit stops; running at finish but not classified.
19 Fabi (Benetton): 7th on lap 1; tyre stop lap 14 very long; dropped to 16th; climbed back to 6th placew. **Retired** lap 46 fuel pump drive failure.
20 Berger (Benetton): Took second place on lap 1; back to third on lap 3; dropped back gradually; **Retired** on lap 23 with electronic control box failure.
21 Ghinzani (Osella): Eliminated in first corner accident; did not take restart.
22 Berg (Osella): Eliminated in first corner accident; did not take restart.
23 de Cesaris (Minardi): Involved in first corner accident; took restart in (T) car from pit lane; **Retired** lap 24 alternator drive.
24 Nannini (Minardi): Involved in first corner accident; next to last on lap 1; kept going to lap 51; **Retired** with broken drive shaft.
25 Arnoux (Ligier): 9th on lap 1; moved up to 4th place by lap 27; tyre stop lap 39 and again lap 53; lost two laps to leaders; finished 4th.
26 Laffite (Ligier): Eliminated in first corner accident; did not take restart; suffered broken legs.
27 Alboreto (Ferrari): 8th on lap 1; moved up to 3rd on lap 31; tyre stop lap 32; dropped to 6th; back to 4th by lap 39; **Retired** on lap 52 with engine failure.
28 Johansson (Ferrari): Involved in first corner accident; took restart in repaired car; 18th on lap 1; moved up to 14th by lap 20; **Retired** on lap 21 with engine failure after a stone went through radiator.
29 Rothengatter (Zakspeed): Involved in first corner accident; car repaired for restart; 20th on lap 1; **Retired** lap 25 with engine failure.

QUALIFYING TIMES

No	Driver	Car	Friday	Saturday	Grid pos
1	Prost	McLaren	1.09.779	1.09.334	6
2	Rosberg	McLaren	1.09.479	1.08.477	5
3	Brundle	Tyrrell	1.11.432	1.10.334	11
4	Streiff	Tyrrell	1.11.682	1.11.450	16
5	Mansell	Williams	1.08.818	1.07.399	2
6	Piquet	Williams	**1.07.690**	**1.06.961**	Pole
7	Patrese	Brabham	1.12.513	1.11.267	15
8	Warwick	Brabham	1.12.403	1.10.209	9
11	Dumfries	Lotus	1.10.304	1.10.583	10
12	Senna	Lotus	1.09.042	1.07.524	3
14	Palmer	Zakspeed	1.14.678	1.13.009	22
15	Jones	Lola	1.12.060	1.11.121	14
16	Tambay	Lola	1.13.376	1.11.458	17
17	Danner	Arrows	1.13.261	1.13.421	23
18	Boutsen	Arrows	1.12.333	1.10.941	13
19	Fabi	Benetton	1.11.819	1.09.409	7
20	Berger	Benetton	1.08.196	1.09.008	8
21	Ghinzani	Osella	1.16.440	1.16.134	24
22	Berg	Osella	1.18.319	—	26
23	de Cesaris	Minardi	1.14.366	1.12.980	21
24	Nannini	Minardi	1.12.848	1.13.496	20
25	Arnoux	Ligier	1.09.971	1.09.543	8
26	Laffite	Ligier	1.12.715	1.12.281	19
27	Alboreto	Ferrari	1.11.662	1.10.338	12
28	Johansson	Ferrari	1.11.500	1.11.568	18
29	Rothengatter	Zakspeed	1.17.940	1.16.854	25

British GP - F1)
(Race Stopped on lap 1 and restarted)

Brands Hatch Circuit

75 laps of 4.206 km Circuit

315.5 kilometres

(196.050 miles)

Very warm - huge crowd

22 starters - 9 finishers

Fastest lap:
N. Mansell
1 min 09.593 secs on lap 69
av. 217.615 kph (135.220 mph)

Old Record:
J. Laffite 1 min 11.526 secs (1985)

All cars 1500cc turbo-charged

STARTING GRID

5
N Mansell
(Williams-Honda V6)
1 min 07.399 sec

6
N Piquet
(Williams-Honda V6)
1 min 06.961 sec

20
G Berger
(Benetton-BMW 4-cyl)
1 min 08.196 sec

12
A Senna
(Lotus-Renault V6)
1 min 07.524 sec

1
A Prost
(McLaren-Porsche V6)
1 min 09.334 sec

2
K Rosberg
(McLaren-Porsche V6)
1 min 08.477 sec

25
R Arnoux
(Ligier-Renault V6)
1 min 09.543 sec

19
T Fabi
(Benetton-BMW 4-cyl)
1 min 09.409 sec

11
J Dumfries
(Lotus-Renault V6)
1 min 10.304 sec

8
D Warwick
(Brabham-BMW 4-cyl)
1 min 10.209 sec

27
M Alboreto
(Ferrari V6)
1 min 10.338 sec

3
M Brundle
(Tyrrell-Renault V6)
1 min 10.334 sec

15
A Jones
(Lola-Ford V6)
1 min 11.121 sec

18
T Boutsen
(Arrows-BMW 4-cyl)
1 min 10.941 sec

4
P Streiff
(Tyrrell-Renault V6)
1 min 11.450 sec

7
R Patrese
(Brabham-BMW 4-cyl)
1 min 11.267 sec

28
S Johansson
(Ferrari V6)
1 min 11.500 sec

16
P Tambay
(Lola-Ford V6)
1 min 11.458 sec

24
A Nannini
(Minardi-Moderni V6)
1 min 12.848 sec

26
J Laffite
(Ligier-Renault V6)
1 min 12.281 sec

14
J Palmer
(Zakspeed 4 cyl)
1 min 13.009 secs

23
A de Cesaris
(Minardi-Moderni V6)
1 min 12.980 sec

21
P Ghinzani
(Osella-Alfa Romeo V8)
1 min 16.134 sec

17
C Danner
(Arrows-BMW 4 cyl)
1 min 13.261 secs

22
A Berg
(Osella-Alfa Romeo V8)
1 min 18.319 sec

29
H Rothengatter
(Zakspeed 4 cyl)
1 min 16.854 sec

N.B. This is the original grid before the first corner accident. In the restart numbers 5, 18, 23, 14 used their (T) cars. Number 23 started from the pit lane exit. Numbers 21, 22, 17 and 26 did not take the restart. Numbers 24 and 28 cars were repaired.

RESULTS

Pos	driver	car/engine	time	On best Lap	Lap
1st	Nigel Mansell	Williams FW11-Honda V6	1 hr 30 min 38.471 sec	1.09.593	69
2nd	Nelson Piquet	Williams FW11-Honda V6	1 hr 30 min 44.045 sec	1.09.805	68
3rd	Alain Prost	Mclaren MP4/2C-Porsche V6	1 lap behind	1.10.827	54
4th	Rene Arnoux	Ligier JS27-Renault V6	2 laps behind	1.12.790	54
5th	Martin Brundle	Tyrrell 015-Renault V6	3 laps behind	1.13.386	65
6th	Philippe Streiff	Tyrrell 014-Renault V6	3 laps behind	1.13.553	70
7th	Johnny Dumfries	Lotus 98T-Renault V6	3 laps behind	1.13.077	71
8th	Derek Warwick	Brabham BT55-BMW 4 cyl	3 laps behind	1.12.926	37
9th	Jonathan Palmer	Zakspeed ZAK 861-Zakspeed 4 cyl(T)	6 laps behind	1.16.985	37
10th	Thierry Boutsen	Arrows A8-BMW 4 cyl	13 laps behind, not classified	1.17.103	57
11th	Patrick Tambay	Lola THL2/86-Ford V6	retired on lap 61	1.13.460	48
12th	Michele Alboreto	Ferrari F186-Ferrari V6	retired on lap 52	1.12.741	38
13th	Alessandro Nannini	Minardi M185B-Moderni V6	retired on lap 51	1.16.427	35
14th	Teo Fabi	Benetton B186-BMW 4 cyl	retired on lap 46	1.12.644	45
15th	Riccardo Patrese	Brabham BT55-BMW 4 cyl	retired on lap 40	1.12.422	39
16th	Ayrton Senna	Lotus 98T-Renault V6	retired on lap 28	1.14.024	23
17th	Huub Rothengatter	Zakspeed ZAK 861-Zakspeed 4 cyl	retired on lap 25	1.17.814	21
18th	Andrea de Cesaris	Minardi M185-Moderni V6(T)	retired on lap 24	1.16.380	22
19th	Gerhard Berger	Benetton B186-BMW 4 cyl(T)	retired on lap 23	1.13.247	19
20th	Alan Jones	Lola THL2/86-Ford V6	retired on lap 23	1.14.992	9
21st	Stefan Johansson	Ferrari F186-Ferrari V6	retired on lap 21	1.15.490	9
22nd	Keijo Rosberg	Mclaren MP4/2C-Porsche V6	retired on lap 8	1.14.639	5
23rd	Piercarlo Ghinzani	Osella FA1G/85-Alfa Romeo V8	eliminated in crash after first start		
24th	Alan Berg	Osella FA1G/85-Alfa Romeo V8	eliminated in crash after first start		
25th	Christian Danner	Arrows A8-BMW 4 cyl	eliminated in crash after first start		
26th	Jacques Laffite	Ligier JS27-Renault V6	eliminated in crash after first start		



THE FIELD accelerates from the grid — but seconds later Boutsen's Arrows crashed at Paddock Hill bend and the race was stopped.

In the garden of England

At Brands Hatch the Williams team gave a demonstration of dominance and quality. Both cars started from the front row and, apart from the first two laps, occupied the leading positions throughout, not even losing the lead during pit stops. Given another lap or so, Mansell and Piquet would have lapped third place man, Alain Prost, for a second time and Prost was in no trouble, he was a full lap clear of the rest of the field and his best lap was nearly two seconds quicker than anyone else. Rarely more than a few lengths apart, Mansell and Piquet were not only putting on a display of team superiority, they were engaged in a private battle.

To put the Williams-Honda performance into perspective, Mansell's fastest lap took nearly two seconds off Laffite's record set last October, and their best race laps would have put them on the fifth row of this year's grid, ahead of both Brabhams and both Ferraris. By contrast, Laffite's 1985 fastest lap would have put him nineteenth on the 1985 grid, among the no-hopers.

The Williams team suffered an almighty blow early in the year when Frank Williams was seriously injured in a road accident. It was the sort of thing which would have thrown many outfits into disarray but in his hard struggle to the top, Frank had established an organisation which could function in such an eventuality. He appeared on the Friday, paralysed from the shoulders down but demonstrating why his team is as it is.

Frank is recovering slowly, feeling and movement gradually returning to his limbs, and he is setting himself targets to achieve. He is going into the factory but is making no, absolutely no, decisions. That degree of personal discipline illustrates why the team is as it is. Patrick Head is in charge and his calm, reasoned, authority is keeping things going very well indeed but it was Williams who put the team together and though he may joke about it doing very nicely without him, the remains that it is still his team. His determination not to make decisions at present is not a negative one, it's a positive course which comes from the man's inner strength and helps explain why Williams Grand Prix Engineering is what it is. Most of us in the same position would want to make our presence felt if only to make ourselves feel important. Most of us are not of the calibre of Frank Williams.

Nigel Mansell is a driver taken from the same mould as Frank Williams. There are some teams and some drivers who, if a win came their way, would not know what to do with it. When Williams won its first Grand Prix in 1979 the team knew how to build on it and subsequently it went from strength to strength and its cars won with slow punctures and bits falling off. As soon as Mansell won at Brands Hatch nine months ago, it confirmed his confidence in himself and he's added win after win, taking six races from the last twelve and being less than an eyeblink from a seventh, at Jerez. With British sport needing a hero at present, Nigel has been given a great deal of attention in the mass media and it has fuelled his confidence. National newspapers fell over themselves to give prominence to the British Grand Prix, the sport has never received so much attention in the popular press. It all added up to a crowd of well over 100,000 and, perhaps more significantly, a crowd of at least 50,000 for the second day of practice. The majority were rooting for Mansell and Williams and the normally taciturn Brits have discovered the *tifosi* spirit.

Now a footballer or an athlete can be spurred on by the cheers of a crowd but a racing driver is strapped in his cockpit amid heat and engine noise and although he may know that the crowd is with him, it is a knowledge which comes largely from inside rather than hearing every cheer and gasp. Mansell has that inner strength, and hunger and will. He has the best equipment, of course, but then so has Nelson Piquet and Nelson is in anyone's list of 'top three' drivers while Nigel still has the reputation of excellent workman rather than master craftsman.

The Italian and South American press have been making much of Mansell getting the best deal in Williams at the expense of the nominal number one. Nigel is British and Williams is the most patriotic of teams so it's a story which is easy to believe. It's understandable that such speculation would get through to Piquet, for he is a number one driver currently finishing second to his number two, and though the spare car is his should both drivers need it, it takes more than that to make a man feel he really is number one.

You can understand Piquet's dilemma, for he is having to share a team's time after years of being the centre of attention at Brabham with a special relationship with Gordon Murray. Ever since Lauda left Brabham at the end of 1979, Piquet has not only received special attention but he has been paired with markedly inferior drivers, some of whom would consider themselves lucky to be in any F1 car, let alone a Brabham.

Piquet seemed determined to make a point about his position in the team and over the two days of qualifying he was quickest in both the timed and untimed sessions. Qualifying on Friday was on a "slow" track and his time of 1m 07.690 seconds was slower than the time which, last October, brought him second place on the grid with the Brabham BT54. It was still a full half second quicker than Gerhard Berger's Benneton which, in turn was over half a second quicker than Mansell's Williams.

Berger had a series of problems which prevented him from improving on his time in the second session but he still started from fourth on the grid. We've seen Berger as a forceful, courageous, driver and now we're seeing a smooth, confident driver. Last October he was 19th on the grid in his Arrows-BMW, now he was the main threat to the Williams in his Benneton-BMW. A little more race experience does not explain the difference, but it makes you wonder what Arrows are up to and how Thierry Boutsen might go with another team.

So Piquet appeared to make his point. In the second qualifying session, Mansell messed up what might have been his best lap by coming wide out of Stirlings and onto the grass. He said, too, that his engine was misfiring on full qualifying boost so he was running it at a lower pressure. After all the mass media hype, Mansell's second place seemed anticlimactic.

Nelson sat on pole with a time of 1m 06.961 from Mansell with 1m 07.399, Senna with 1m 07.524 and Berger on 1m 08.196. Last October Senna sat on pole with a quicker time, but Team Lotus does not look like an integrated unit. Johnny Dumfries had been quick throughout practice, learning the circuit for he had not been given a chance during the tyre testing days. He was seventh in the untimed session on Saturday and was hoping to improve on his eighth place on the grid secured during the first qualifying hour. In the second session, his qualifying tyres were wasted as he was baulked (or got himself into a position where he could be baulked) but coming back to the pits for a third go on used tyres, he was ignored as the team concentrated on Senna and when he was eventually let out qualifying was nearly over and he didn't get in a flying lap. It's one thing to accept second best, it's another thing to accept incompetence.

Lotus, however, looks like a model of clinical efficiency compared with Brabham and Ferrari. Brabham has been forced to make the most humiliating admission any team can make: last year's car might be better than this year's.

A BT54 was prepared for Riccardo Patrese and, on the surface this seemed a good move. Piquet had put such a car on the front row last October with a time of 1m 07.482s so, such a car with the same settings should have been competitive. In fact, the 1985 time would have been good for third on the grid this year. Patrese may not be Piquet but when the two men had identical Brabhams at Brands Hatch in 1983, the Italian was quicker. This year his best lap was only 1m 11.267s, not much quicker than he did with the BT 52B in 1983. Patrese's years with Alfa Romeo may have blunted him, Piquet's departure must have told on Brabham, perhaps the 'upright'



GINNIE WILLIAMS, wife of Frank Williams sustained and heart-felt applause.

engine BMW supplied may have been no quite as sharp as last year's, perhaps th track was a little slower, and the weathe being hot and humid, less sympathetic, but t be four seconds off last year's pace wa pathetic. Nobody could understand why an the Brabham camp was a scene of utte confusion. The car was quick last year, it wa quick during winter testing and now it wa slow, yet it was the same car on the sam settings. The car hadn't changed but the tea has lost its confidence.

Gordon Murray has a 'B' spec for the BT5 but it would take two months to build and wit BMW pulling out at the end of the year, ther is no point in making it.

Some say F1 would not be F1 witho Ferrari but we effectively have F1 witho Ferrari. On the Friday, the speed traps ha

THIERRY BOUTSEN's first corner accide which stopped the race and eliminated fou drivers. In the fifth picture, Ghinzani's Osell takes to the air while Palmer braces himself fo the inevitable impact. In the sixth, Christia Danner piles into the back of Palmer. Lalfite









s, receives the trophy and, from the crowd,

Johansson quickest in a straight line but slow over a lap, in fact his best time of 1m 11.500s (recorded in the first, slower, session) was slower than last year. He battled with understeer around the circuit and, out of the car, seemed utterly disspirited. Alboreto was quicker with 1m 10.388s but even that was barely faster than his best 1985 time.

Benneton was in good form with Berger fourth and Fabi seventh following the transfer, for the second qualifying session, of Berger's engine. Arrows decided against running its new car. Jones and Tambay had the benefit of a (planned) increment in power from the Ford-Cosworth engines, which are still running at only 90-95% of their potential. And Alessandro Nannini, who has been quietly learning his profession in the second Minardi, not only out-qualified de Cesaris but

Danner, Ghinzini and Berg were eliminated. Palmer, Boutsen and de Cesaris took over spare cars and the damaged machinery of Naninni, Rothengatter and Johansson was repaired.

lined up immediately behind Johansson's Ferrari. Minardi close to Ferrari? That's something to make a *tifoso* cry into his Lambrusco.

Rene Arnoux drove strongly to take his Ligier to seventh slot on the grid, something which we've come to expect of the French lately, but Jacques Laffite was way down in 19th position after two days which were a living demonstration of the proof of Dr Sodt's Law: if something can go wrong, it will go wrong. At the end of the first untimed session, his car caught fire. During the second qualifying session, he made a mistake and took himself and Keke Rosberg off. As Keke said later, he'd have been furious had anyone else done it but when Laffite admitted to an error he was happy to accept it, after all, 'Happy Jack' was about to equal Graham Hill's record of 176 Grand Prix starts.

Rosberg anyway took fifth place on the grid alongside Prost in sixth, the McLarens do not show well in qualifying but Prost was under no illusions, "With the amount of boost the Williams-Hondas can run, the rest of us will be buried." He accepted it as fact, not a reason to lose confidence.

It sometimes happens that when a driver is on a winning streak, circumstances so occur that the most rational person begins to believe in luck. As the green light went on for the start of the race, Mansell edged ahead from the outside of the front row and then suddenly slowed as a drive shaft joint went. In the confusion of the start, we could see the Local Hero was in trouble but not know that it was terminal. Then out came the flags to stop the race.

Entering Paddock Hill Bend for the first time, Thierry Boutsen had something go on his Arrows. The car turned sharply to the left, Boutsen fighting it, and it hit the barrier. This bounced him backwards across the road. In trying to avoid the Arrows, most of the following men either hit each other or hit barriers. One of them was Laffite whose Ligier buried itself into the Armco. Dr Jonathan Palmer was out of his damaged Zakspeed in a trice to be the first medical man at the scene.

The front end of the Ligier was a sorry sight for the car hit at right angles and there appeared little give on the Armco. So Jacques had made his 176th start but yards afterwards had two severely fractured legs and a fractured pelvis.

The multiple shunt put out Danner and both the Osellas. Boutsen took the spare Arrows but there was no spare Osella for Ghinzani since Alan Berg was in it. The young Canadian had gone off at Druids on cold tyres during Saturday's untimed practice, and damaged his race car. Mansell, de Cesaris, Palmer and Boutsen took to their team's spares while the cars of Johansson, Nannini and Rothengatter could be repaired. In a separate incident, caused by bunching as Mansell's stricken car slowed, Dumfries and Warwick had come together, causing a puncture in the Lotus and a broken nose cone on the Brabham. Both were repaired on the grid.

The Williams team readied the spare for Mansell, a car which had been set up by, and for, Piquet, while at the same time, it repaired Mansell's race car and only narrowly failed to make the grid with it, the pit gates being closed just before the car was ready. The impression has been given that Mansell was entirely unfamiliar with the T-car but, in fact, he spent some time in it on the Friday morning after his race car had suffered over-heating. Still, it was a short acquaintanceship and the car was primarily set up for Piquet.

There was a delay of an hour and a quarter while Laffite was taken to Sidcup hospital and before the medical helicopter returned. The vast crowd waited patiently for its hero had lived to fight again and, besides, there were four other Brits on the grid.

It says a lot for Williams, Piquet and Mansell, that after the restart, Mansell took only two laps to find his pace in a strange car. Piquet led, followed by his team mate, but *then Berger forced his way past for a couple* of laps until Mansell found his rhythm and took second again.

At the end of lap one it was Piquet, Berger, Mansell, Senna, Rosberg, Prost, Fabi, Alboreto, Arnoux, Jones, Warwick, Dumfries, Brundle, Streiff, Patrese, Tambay, Boutsen, Johansson, Palmer, Rothengatter, Nannini and de Cesaris. Mansell moved to second and set off after Piquet. The pace of this leading pair meant they not only pulled out a vast lead but began lapping the backmarkers on lap ten.

Rosberg went out with transmission trouble on his eighth lap, when lying fifth. Jones, who had been running seventh in his Lola-Ford retired with a broken throttle linkage on lap 23. In the other car, Patrick Tambay later ran as high as sixth, helped by









retirements before losing a couple of gears and retiring on lap 61.

Senna had been holding a steady fourth, third after Berger retired with engine problems on lap 23, but thirty seconds in arrears and unable to make a challenge because of a misfire. He came into the pits for a tyre change and to investigate gearbox problems on lap 27. He spent five minutes there, went out again and retired with loss of fourth gear a lap later. By that time we had lost Rosberg, Johansson, Jones, Berger, de Cesaris and Rothengatter.

Mansell took Piquet on lap 22 and began to pull out a small advantage. Piquet came into the pits at the end of lap 30 for a new set of 'C' compound tyres and was dispatched in a fraction over nine seconds without losing second place. Mansell pulled in at the end of his 32nd lap for tyres, had a similarly rapid change and came out on pre-heated tyres just ahead of Piquet. It was a wonderful demonstration of Williams efficiency.

Piquet tried to snatch back the lead, but Mansell drove defensively for a lap or two to stay in front. Then Nelson took up station and one had to ask who was controlling the race, Mansell who led or Piquet who sat there a few lengths behind, lap in lap out. Not only that, but as the cars got lighter, they went quicker.

Mansell broke the lap record on laps 39, 48 and 49. Piquet took it on lap 54, then it was Mansell again on laps 63, 68 (when Piquet set his fastest lap) and 69 when he finally posted a time of 1m 09.593s (135.19 mph). With their technical superiority, Mansell and Piquet broke the back of the opposition.

Prost had a couple of tyres stops, which dropped him further back, though he held third from lap 33 onwards. Arnoux did the same, though perhaps a second stop was not strictly necessary — he finished fourth two laps down. Alboreto had ran as high as third for the first third of the race, a tyre change dropped him down the field but he was back to fourth before going out with a broken turbo.

As the race ran its course, Piquet tried to come back at his number two but Mansell's succession of fastest laps was more than he could cope with. As the final two or three laps were reeled off, he conceded the race to Mansell and backed off, allowing Nigel to come home nearly six seconds ahead.

Derek Warwick should have taken fifth place but his car was low on fuel and as he came to the end of his last lap, it ran out. Derek crossed the line half out of his car and 'rowing' with his arms. Brundle, Streiff and Dumfries all passed him for fifth, sixth and seventh. Derek's action, for the home crowd, was amusing, but he was an angry man with his team. Brabham may have taken a wrong turn but the cars haven't often run out of fuel. And when did a Brabham last run faultlessly with a top line driver and still finish three laps down?

Dumfries, who seemed tired for the last 30 laps, came to within yards of his first Championship points after Streiff slowed to tighten the locking nut on his steering wheel — it had to be done on the straights over three laps. Jonathan Palmer, the fifth Brit finisher from five, slowed in the closing laps as a malfunctioning fuel meter told him falsely

NIGEL MANSELL takes the flag after a magnificent drive.

that he was running dry. He was classified ninth, the final runner and six laps adrift, but afterwards was chipper about the progress his team had made.

We all know that Nelson Piquet is one of the very best drivers, a thoroughbred, and dear old Nigel is a plodder, a big-hearted Shire horse who does everything by grit and will power. It's perhaps time that we revised that opinion. Mansell beat Piquet fair and square. Perhaps the result would have been different had the race been in Brazil and not England, for the home country gives every driver an edge. Will power certainly came into it, for the spare car was not fitted with a drink bottle so Mansell ended the race dehydrated and in a state of near collapse.

Mansell had the 'luck' of the re-start but the relative unfamiliarity of Piquet's spare car. That he was able to win with such authority in circumstances which completely eliminate any suggestion of team favouritism must leave Piquet asking serious questions of himself. He set the car up, but Mansell was quicker in it.

Some drivers do mature late in their careers but it's still something of a surprise to see Mansell lead the World Championship and to realise that in terms of GP wins he is now becoming one of the most successful drivers on the grid. — M.L.

DEREK WARWICK seemed set for fifth until his Brabham ran out of fuel on the last lap and he was taken by Brundle, Streiff and Dumfries as he trickled home.

Sidelined

DUE to a fashionable "virus" picked up in the South of France my doctor advised me to lie low and give the British Grand Prix a miss. As he used to race Bugattis and a 250F Maserati and knew what I get up to at race meetings, I took his advice. Luckily, a friend who has an "all singing and all dancing" television system which automatically records everything on video tape, invited me to join him and watch what was happening at Brands Hatch, courtesy of the BBC.

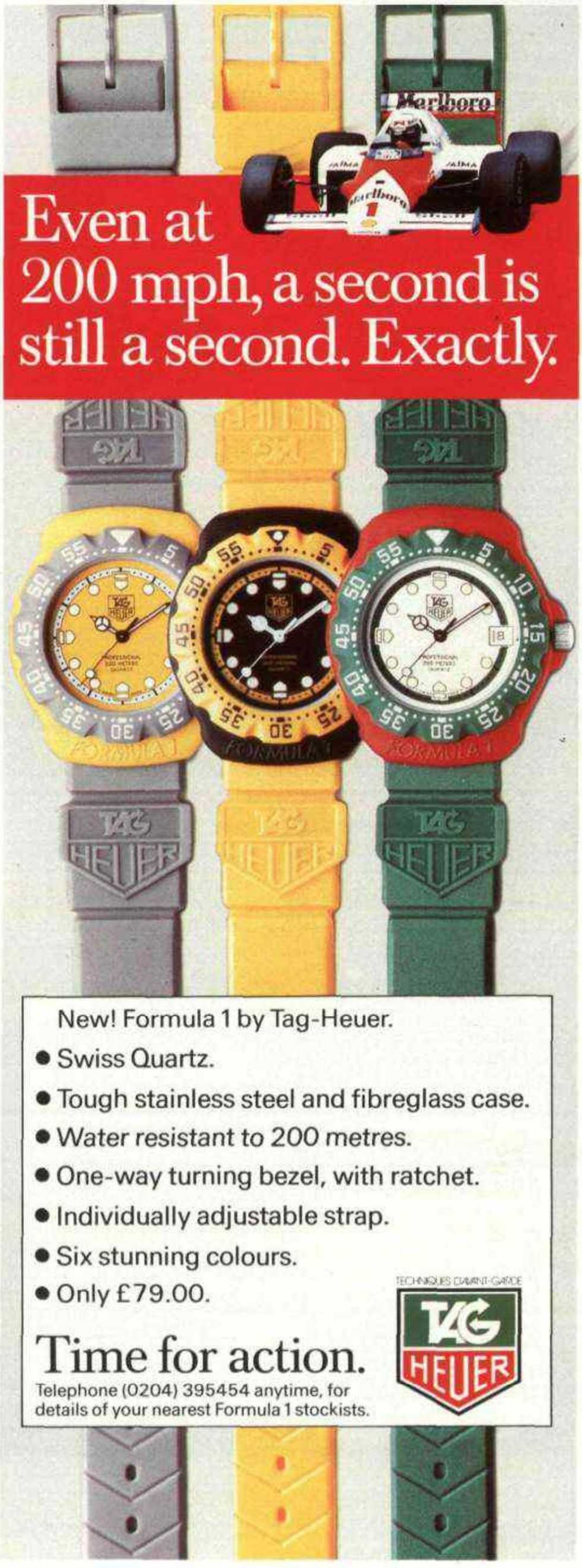
When I am at Grand Prix races I quite often get an opportunity to see a replay on video of the coverage, after the race is over, and of all those I have seen I thought the BBC stood out head-and-shoulders above everyone else. The use of the Goodyear blimp and the camera positions around the Brands Hatch circuit were superb. In particular, I thought the chap on the enormous extendable arm with the bucket on the top, positioned at the top of Druids, deserved a medal. Not just for being marooned at that great height, but for his efforts with the camera, following cars for almost half a lap, from the pits straight, right through the stadium and out down Pilgrims Drop, where the Benetton-BMWs were timed at over 190 mph!

On Saturday afternoon we had watched the whole of the qualifying hour which I found very exciting indeed, and the way you could tell when one of the "hot-shoes" was about to start a real flyer of a lap as he came out of Clearways, was enthralling. Left rear wheel just touching the white edge of the track, black smoke from the exhausts and the whole rear of the car shimmering, and then a purposeful "line" down through the slight dip as he crossed the starting line. The cameras followed the top contestants for virtually their whole qualifying lap, with the digital timer ticking off the seconds in the corner of the screen. Every time it was a surprise just how long it took from entering Clearways to actually stopping the clock as the car crossed the Longines timing strip, but 1 min 7 seconds for a lap of the full Brands Hatch circuit was really something worth seeing. I would be pleased to lap the Club circuit in that time! It was really noticeable how Piquet was using every millemetre of the track and so obviously trying very hard, while Prost always had at least six inches to spare, which may account for him not being on pole, though "the pundits" always say that it is because the Porsche engine will not take the boost pressure that the Honda and Renault will take. Poor old Mansell is a real tryer, but on his second run was seen to be trying too hard, under-steering himself off the track at Stirlings Bend.

However, nobody will deny that he tried hard in the race and did not overdo it. His victory was total and must be the ultimate expression of determination and will power.

Having been forced to be an "armchair enthusiast" for the weekend I must say that the BBC certainly did us proud on our own Grand Prix. It more than made up for not being there, but it can never replace the real thing. Being part of the ambience at a race like the British Grand Prix is something special and it is impossible to replace the noise, the atmosphere, the vibrations and the physical feeling of being really close to the ultimate in Grand Prix cars and Grand Prix driving. It is like Imola or Monza, you really have to be there to absorb it all and come alive, but if you can't be there then Mr. Ecclestone's "great god television" does a good job when it is handled the way the "Beeb" handled our British Grand Prix. —D.S.J.





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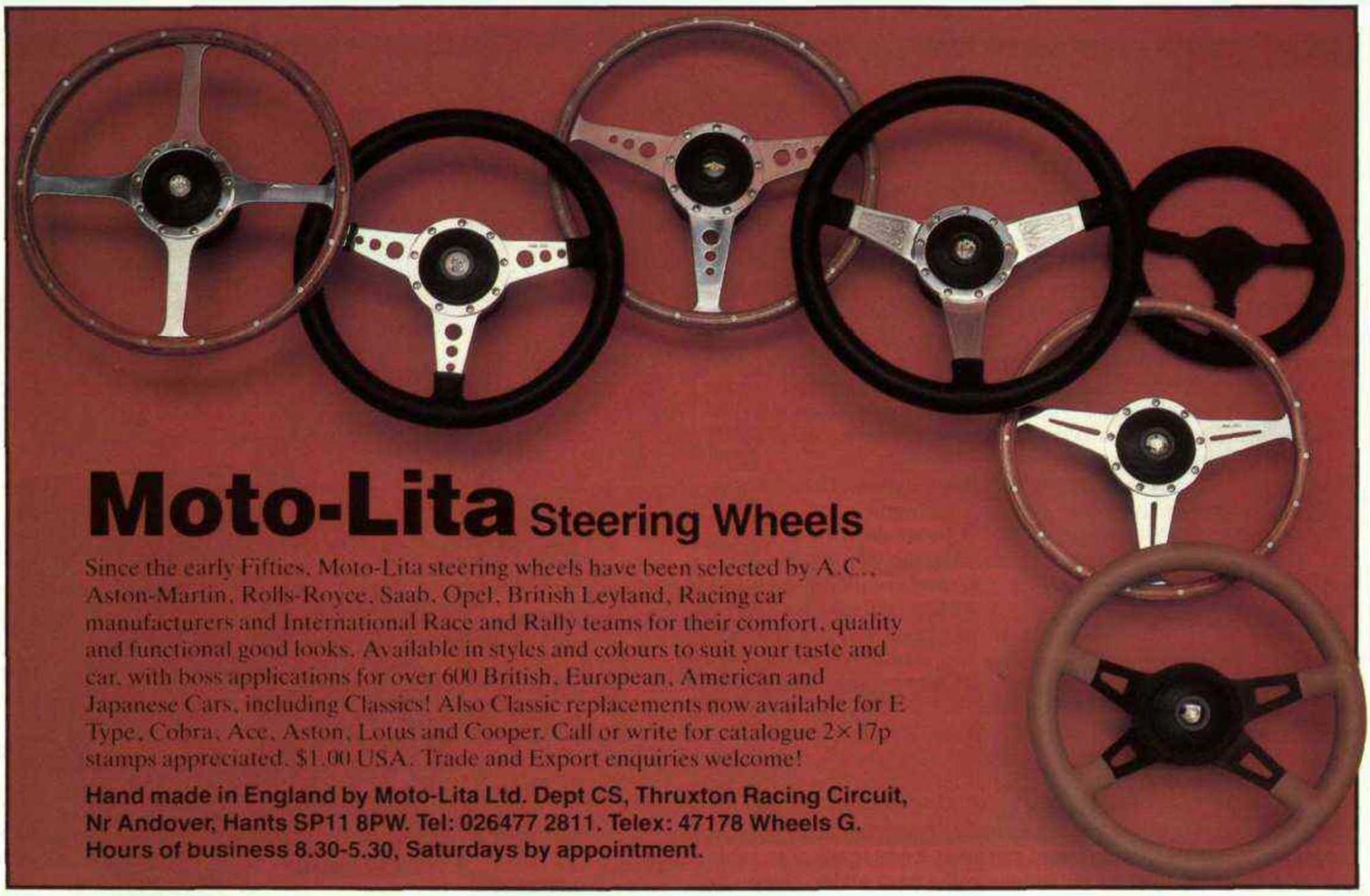
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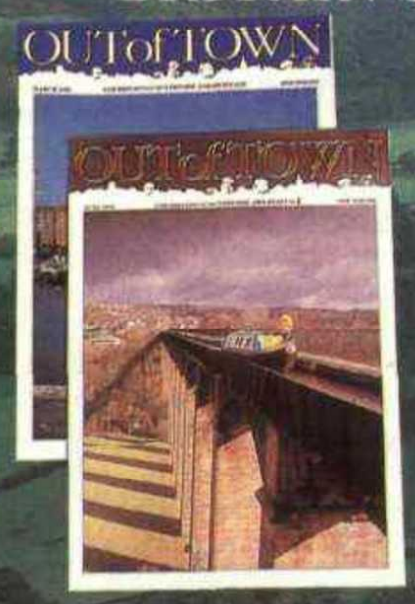
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BROOKLANDS RACE DAY

THRUXTON HOSTED the BARC's annual Brooklands Race Day on June 29th, an event which saw fine weather and fine racing. (Above) Repeating their Brands Hatch battle, Frank Sytner (Chevron B8-BMW) leads Simon Hadfield (Chevron B6-Lotus) with Richard Dodkins (Chevron B8-BMW) apparently in third place. In fact, because the leading pair were penalised for jumping the start, Dodkins is actually leading. (Top right) Frank Lockhart drove splendidly to third place in his venerable Rover Special in the first race of the day. (Above right) Alex Seldon at the wheel of his splendidly-presented Lola T300-Chevrolet with which he took sixth place in the Pre'71 single seater race which he also sponsored. (Below) The start of the feature race for Historic GT cars. The McLarens of John Foulston, John Brindley and James Wallis power away from the line with, behind, the BRM of Mike Wheatley and the Chevron B19 of Chris Aylett.

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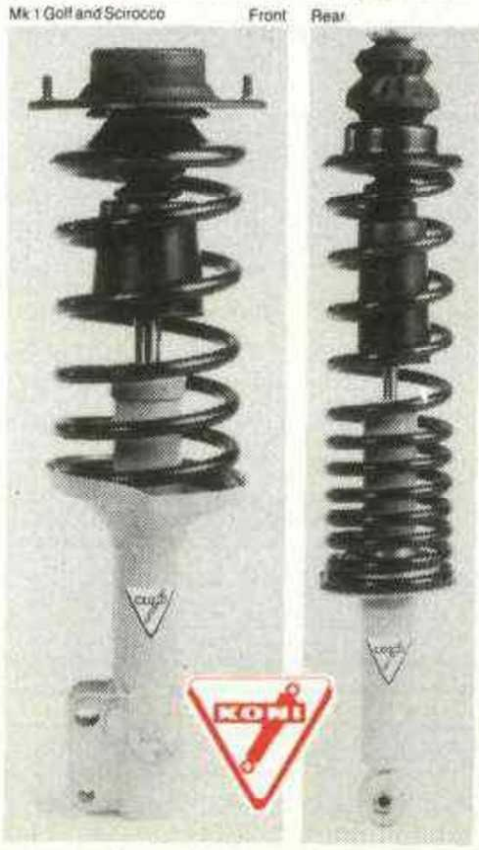
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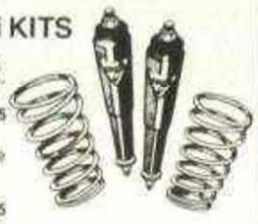
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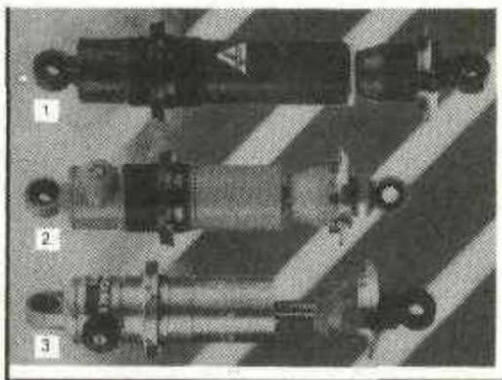


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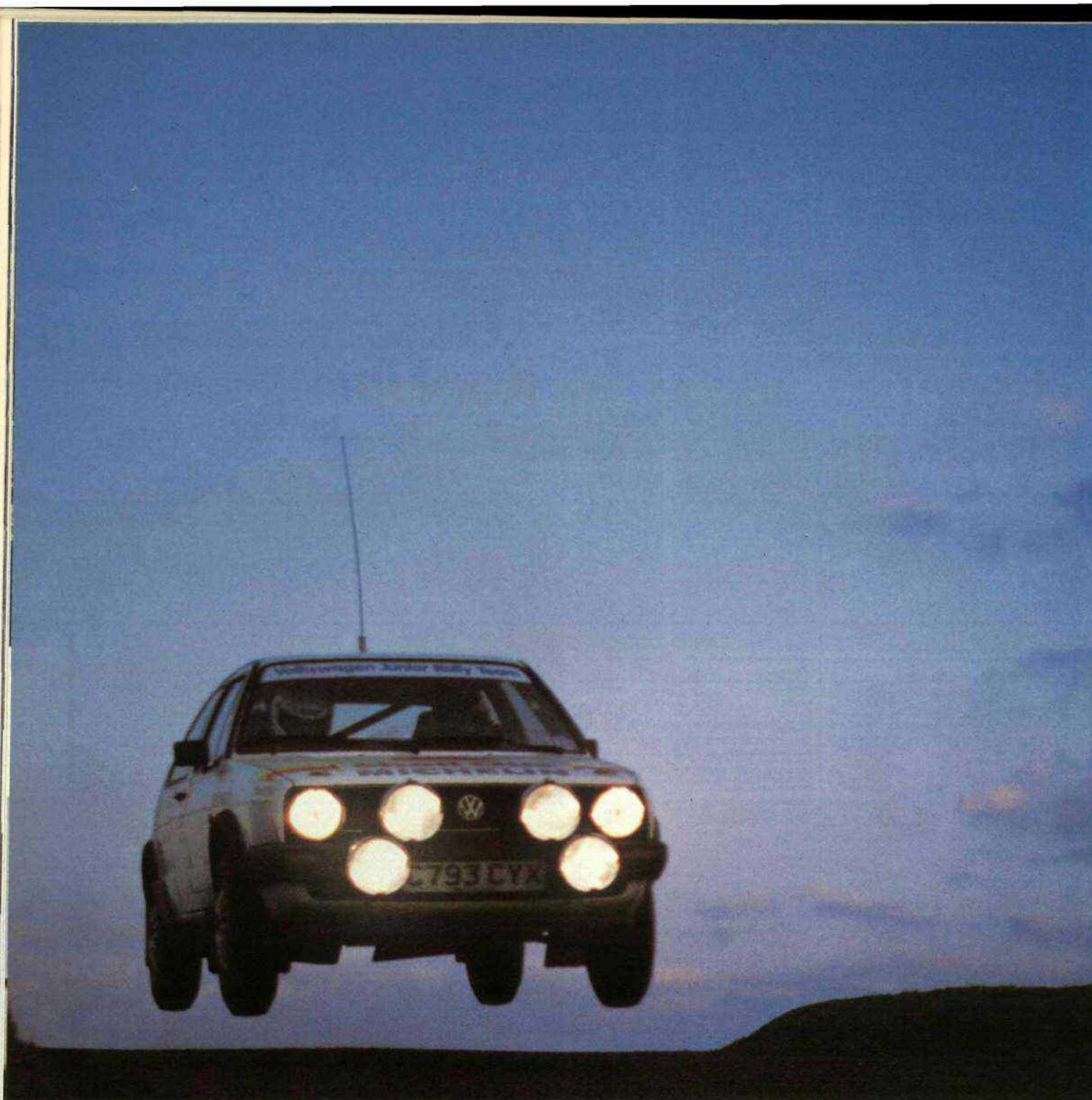
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Road Test



Alfa Romeo Spider 2.0

THERE ARE some cars which just will not lie down. Just as Porsche has had to bow to the 911's will to live, so Alfa Romeo finds itself with a steady demand for a car now 20-years-old. When stricter Type Approval regulations deprived British enthusiasts of a right-hand-drive version of the Spider in 1978, no steps were taken to make the necessary alterations for the UK market. After 12 years, the much-loved two-seater seemed to be entering that period of senescence which may or may not be the prelude to a new life as a "classic". Happily, the demand was there, particularly in America, to see the car through the phase of just being "out of date" and out the other side into the forgiving warmth of nostalgia.

Since that date the Spider (now only available in 2-litre form) has not been officially listed by British dealers, so in the early Eighties, when there were very few convertible cars of any sort available, the Surrey firm of Bell & Colvill Ltd started to import Spiders from Belgium and Holland and have them converted to RHD over here. It has proved a popular idea, and while the quantities involved are small, the business has been steady.

The name of Bell & Colvill is one which MOTOR SPORT readers will probably be familiar with; Bobby Bell's Maserati 250F and Martin Colvill's AC Cobra 427 appear frequently in VSCC and HSCC races, and in the past the company has been more than just a dealer in the Alfa network, producing a number of tuned and turbocharged Alfas of its own. Although the Alfa period is now past, this experience has helped in the current conversion, which uses only factory components in the right-hooker switch. The end result, including some neat retrimming of the fascia, looks absolutely right both under the bonnet and in the cockpit. Only the driver will notice that the speedometer reads up to 180 mph - the result of recalibrating the kph unit.

Most fans loudly bemoan the new spoilers and bumpers which have been fitted to the rather simple Pininfarina design, but I actually feel that Alfa have treated the heavier bumpers about as sympathetically as one could hope; my reservation concerns the buck-tooth front spoiler which reminds me irresistably of a cartoon character called Plug in the *Beano*. . . .

These modifications do not even pretend to cover up the period features of the Spider - the recessed headlamps, scalloped flanks, and chromed quarterlights which lend it its pleasant flavour of nostalgia, which extends to the running-gear too. Once unconventional in its sophistication, the specification has now become unusual through being out of fashion in sportcars: rear wheel drive using a live axle located by twin trailing links and an A-bar, recirculating ball steering, and that venerable over-square 1962cc engine which still breathes through two twin Dellortos. The four disc brakes feel strong and responsive, not always, the case even on

Maker: Alfa Romeo, imported and converted by Bell & Colville Ltd, Epsom Road, West Horsley, Surrey.
Model: Spider 2.0.
Type: 2-seater convertible.
Engine: 4-cyl twin-cam, 1962cc. 130 bhp, 132 lb ft.
Transmission: rear wheel drive; manual 5-speed gearbox.
Suspension: Front: double wishbones, coil springs. Rear: live axle, trailing arms, A-bar, coil springs.
Wheelsandtyres: 5½ × 14steelrims(6Jalloysoptional),PirelliP6 185/70 R14.
Brakes: Four discs, servo-assisted.
Performance: 0-60 mph, 10 sec. 30-50 mph, 3 sec. 50-70 mph, 4.6 sec. Max speed, 120 mph (manufacturer's figure).
Dimensions: Length, 14 ft 0 in. Width, 5 ft 4 in. Height, 4 ft 3 in.
Price: £11,995.
Summary: Pleasant looks, famous engine, and Alfa charisma still appeal, but handling and scuttle shake disappoint. Poor driving position; excellent hood mechanism.

factory RHD swaps, and the ratios in the five-speed 'box are as well chosen as always from this stable, but the overall feel really is that of a decade or more ago.

Inside, one or two '80s touches such as the digital clock and row of rectangular warning lights on the centre console clash with the simple round instruments, which tend to be obscured somewhat by the driver's hands on the large and slippery wood-rimmed wheel. This is adjustable for height, but as always it is difficult to arrange all one's limbs in the right relationship to the controls. In this case, there is not enough rearward seat movement, so that one's knees are splayed round the wheel; on the other hand, the pedals are ideally laid out and the gear lever is perfectly placed. With its vertical gate it is almost as easy to operate as the three column stalks for indicators, lights, and wipers.

For some reason this example of the revered twin-cam did not make all those wonderful snorting and snuffling noises I remember from my GT Junior, though a nice exhaust rasp floats into the cockpit. So does a strong gale at speed, due to the steep screen and short side-windows, and on a long run from Herefordshire to a Jaguar DC meeting at Silverstone on a chilly spring day, my companion elected to wear the canvas flying-helmet he more usually sports at the wheel of one of his XKs. More startling is the amount of scuttle-shake even at moderate speeds, although the thing does calm down when the hood is snapped into place. After 20 years, the mechanism of that hood is probably unsurpassed for ease of use - flick the two catches on the front edge and it disappears in one movement, neatly folding itself behind the seats with no need for poppers or clips. Erecting it is almost as simple, though it took one or two attempts to get the knack of engaging the screen-rail catches because of the tension in the structure - which is of course why it feels so solid, and it proved to be absolutely watertight in a real downpour. A two-speed fan provides good demisting, and there are eyeball vents to allow fresh air while the lid is on. Behind the seats there is room for all the everyday detritus of cameras, coats, and briefcases, and the boot itself is generous, if on the shallow side, it is released by an internal pull. Leather upholstery is standard, and the seats proved comfortable, with more support than their traditional shape might suggest.

In 2-litre form the engine is not as free-revving as smaller versions; certainly it seemed to prefer middle gears and middle revs for overtaking sprints; in fact it did not feel as fast as I expected, and only just made 10.0 secs on the 0-60 mph blast, more than a second outside the listed figure, though it did turn in healthy intermediate times. More disappointing, though, was the chassis' behaviour: it just was not the sweet-handling device that I had fondly imagined. It felt unsure where it was going next, not helped by the low-geared and vague steering which in a series of rapid bends seemed constantly to be one step behind what the back end was up to. Nor did it like bumps; the ride is placid on smooth surfaces but reacts sharply to holes and crests, changing the attitude of the car relative to the intended line.







FEDERAL BUMPERS do not spoil overall proportions of Spider, top right. Centre, the classic alloy twin-cam. Neat fascia, bottom, shows no evidence of being a conversion.



Turn-in response is laggardly, and the balance changes rapidly to oversteer, which might be fun if it were not for the slow steering. It ought to be said that these criticisms apply while making the most of empty roads, and that in the dry the Spider will cope with most things if left to its own devices, but any rain brings the limits of its adhesion alarmingly close.

It *can* be a lot of fun - find a smooth S-bend with a clear view, select third with the briefest of double-declutching, give it an armful of lock and almost immediately start to wind it off again, and it all comes together: the snarl of exhaust, the chirruping of tyres, blue sky above the windscreen as you slot into fourth. . . . Great stuff as long as you do not want to change direction too quickly.

Another myth to be dispelled was the quality of the gearchange. It may well have been wonderful in days gone by; now it is adequate in most shifts, and plain slow into second like all rear-wheel-drive Alfas. On the other hand, the gear knob falls to hand ideally; it feels so natural to slide the long lever up and down instead of back and forwards that it suddenly seems a pity that most cars now have a vertical remote shift. Both wheel and gear-knob are of varnished wood which I found too slippery to be happy with; changing the wheel for a smaller leather one would improve driver comfort, position, and steering response.

Tall drivers will find an unswept corner of the screen when the rain comes on, but at night the lighting is very good indeed, with none of the diffraction visible with the perspex headlamp cowlings which are *de rigeur* on chrome-bumpered models Convertible owners will know of the pleasure of a fast journey at night with the top down, and for all its ageing features, the Spider is one of the few traditional sports cars (and I shall not define the term except to say that this undoubtedly is one) combining rear-wheel-drive with two fresh-air seats.

Frequent comments of "Do you mean they still make those?" show that the car is not forgotten, and, particularly with the optional metallic paint and five-spoke Campagnolo wheels, it collects admirers as soon as it stops. There is no doubt that its handsome lines and triangular "grille" carrying the Alfa Romeo badge convey just the same dash and style as ever, and, apart from the scuttle shake, the car feels well put together. With steel wheels the cost is £11,995; alloys add £400, and the metallic paint £250, which puts it in the same area as the Morgan and the Panther Kallista, neither of which really compares in practicality. Assuming that the potential Spider buyer will not be tempted by four-seat rag-tops such as Escort and Golf, there is precious little in this category to compete with it: Reliant's SS1 (£8,000) has better road manners, but less performance and *cachet*, while an extra £2,000 would need to be found for a TVR 280i. However, another version of the Spider, first shown at the Geneva show, will shortly be available: this has extra GRP spoilers and sills in an effort to update the looks and is likely to cost around £14,000. At that price I would sooner have the TVR, even with the agricultural Ford V6 in it.

It may seem hard to judge so long-lasting a car as this by modern standards, but it is inevitable. With its basically competent suspension layout, it must be possible to narrow down the source of its uneasy squirming sensation under cornering: it may simply be the combination of tall tyres, chassis flex, and anti-roll bar rates, as the transition to oversteer appears to happen when the roll angle reaches a maximum. But these reservations apart, the Spider 2.0 is going to provide a great deal of pleasure for the driver who values a convertible. - G.C.



THE LONG BOOT-LID reveals a relatively shallow compartment, but it nevertheless swallows a good deal of luggage.

Rally Review



SURPRISE WINNERS of the Turkish Rally were Austrian pair Gerhard Kalnay and Günter Tazreiter in their works Skoda 130 LR.

Skoda Wins in Turkey

ALTHOUGH rallies have been held in Turkey since the 'fifties, it was not until 1972 that public interest was stimulated in sport which had, for many yers, been attracting millions of followers elsewhere in the world, Europe in particular. In that year, the Turkish daily newspaper *Günaydin* (it means Good Morning) decided to back a new event which spanned the entire country and which was open only to cars built or assembled in Turkey. At that time the rally was called the Web Offset Rally.

The object was achieved, and within a few years the sport became known throughout the country. However, the organisers were keen to stimulate interest outside Turkey, and the rule excluding non-Turkish cars did little to help make this possible. Eventually, the rally was opened to cars of all makes, and at the same time, because the country-wide extent of the route rendered the rally difficult to manage, it was made more condensed by being contained within the area in the vicinity of Istanbul, thus providing for easier communications by the organisers and shorter practice sessions for competitors.

Gradually the rally became better known, gaining a place among the 40-odd events which make up the European Championship, and later having its coefficient increased from one to two. Foreign entries became more numerous and overseas publicity increased. Slowly, the Günaydin Rally, as it was later named, had become recognised, but as it became bigger, so the costs increased, and the organisers soon realised that if the rally was to continue its progress, they needed more funds than their own resources, and those of the *Günaydin* newspaper, could provide. In 1986 those funds were made available and the rally became known as the Marlboro Günaydin Turkish Rally.

This year the rally was based at a tourist hotel, almost a package holiday camp, on the Marmara coast just to the West of Istanbul city centre. It had the serious disadvantage of having just two payphones as the only means of communication available to guests, but at least there was plenty of room for parking in the grounds.

The rally ran from 11 am on Friday, June 28, to 5.30 pm on the Sunday, the route very compact, straightforward to practise and all within easy striking distance of the city centre.

The first leg consisted of two loops totalling 140 miles through a cluster of seven stages, one of which was cancelled. This was on the West side of the Bosphorus, to which the Turks refer as the European side of their country. The second, totalling 256 miles, crossed that busy international waterway, by the enormous span of the rather spindly-looking Bosphorus Bridge, to another eleven stages in what is called the Asian side, whilst the third leg was a repeat of the first. One stage in the first leg was cancelled and, since this was to have been tackled four times, it reduced the number of stages from 39 to 35.

Maps of any reasonable scale are hard to come by in Turkey, and since the organisers' map was a black and white affair of 1:245,000, one could get very little impression of the area covered by the rally. It looked substantial on the crude official map, but in fact was a tiny corner compared to the vastness of the whole country. It was confined to a small area around Istanbul, all no more than an hour's drive from the city centre, and very easy to practise since the 24 stages of the first and third legs were really just six, each tackled four times. Service planning was also facilitated by the use of dirt road stages for the first and third legs, and tarmac only for the second.

Although Rally Headquarters and the closed park after the first and second legs were in the grounds of the Hotel Demirköy, the start and finish were in the city centre, overshadowed by the minarets and domes of the mosques around Saint Sophia Museum Square, and attended by crowds which would have done justice to any popular event in western European countries.

During practice the weather was hot and dry, but two days before the start clouds appeared, the temperature went down and the humidity went up. There was a distinct possibility of rain and tyre choice became something of a talking point, but since most people had a somewhat limited selection available one could only take these knowledgable conversations with a pinch of salt.

The entry list was indeed respectable, but it included several cars which failed to turn up for scrutineering, and one got the impression that this was perhaps an insurance against failure to make the required minimum. However, it was by no means as blatant as the number-boosting of the Ivory Coast Rally, in which bogus entries almost outnumber the serious ones. As it happened, the unchecked cars were removed from the list and the rally eventually had 61 respectable starters.

Prominent among the visitors were last year's winners Kalevi Aho and Timo Hakala from Finland. They were to have driven an Opel Manta, but when this was seriously damaged during a rally in Germany only a week or so before, the two Finns, backed by their country's Okobank, were faced with the prospect of having to withdraw. With such a prominent sponsor, they were determined to find a car somewhere and eventually a



LAST YEAR'S WINNERS Kalevi Aho and Timo Hakala used a Quattro prepared at the last minute by David Sutton in England.

telephone call to David Sutton in England proved fruitful. Even though Sutton's organisation was heavily committed to Belgium's Ypres 24 Hours Rally the same weekend, an Audi Quattro was hastily made ready and despatched on a trailer for the overland journey to Istanbul, the tow van containing as many spares as the two mechanics could muster at such short notice.

Scrutiny took place during the morning and afternoon of the Friday, and by the time it was over there was still no sign of the Audi. But there had been a plan for telephone messages during the trip, and when it was heard that the van and trailer had passed through the border from from Greece (there had been no time to get Bulgarian visas), off went Aho to meet it. Meanwhile, permission had been granted for late scrutiny, but one of the stewards insisted that this could not be an open ticket for inspection at whatever time the car arrived; a time had to be stated, and adhered to.

Aho and his Quattro finally got together that Friday evening about 100 miles West of Istanbul, where the car was quickly unloaded from the trailer so that he could take it as quickly as possible to Istanbul, leaving the tow van and trailer to continue more leisurely. Not only did Aho meet the scrutiny deadline, but he also gave himself some useful familiarisation with the car, for he had never before rallied a Quattro, nor any four-wheel-drive car for that matter. It was a very close thing, and a tribute to all those concerned, but subsequent events showed that in the haste of last-minute preparation it's all too easy to forget something.

One of Marlboro's sponsored drivers is Muhammed Bin Sulayem from Dubai, whose experience of rallies other than on dry, dusty roads is limited. Turkey would probably be dry, so it was natural that he should be sent there, along with his Swedish co-driver Sölve Andreasson in a Celica Turbo of Toyota Team Middle East, an outfit closely linked with TT Europe in Cologne.

From Bulgaria came veteran driver Ilya Tchoubrikov in a Peugeot 205 T16, whilst an MG Metro 6R4 was sent from Britain's Rothmans team for local driver Ali Keracan. Another British presence was that of the Essex-based Mitsubishi team, or rally Art, as the Japanese have so quaintly dubbed it. They were looking after the Group A Starion of local man and former winner Renç Koçibey, and at the same time servicing two other Mitsubishis entered by Koçibey and sponsored by Marlboro.

Yet another British presence was a Peugeot 205 GTI from Coventry driven by Jenny Birrell and Colin Wilson, whilst a British-registered Talbot Sunbeam Lotus, bearing the stickers of Skip Brown Engines, was driven by Turkish pair Lockman and Celen.

Skoda sent its works team from Czechoslovakia, with two 130 LRs for Czech pair Krecek/Motl, and Gerhard Kalnay and Günter Tazreiter from Austria, a pair who were not only delighted beyond words but very surprised indeed to find themselves the outright winners with only 120 bhp at their disposal.

From the start, Kalevi Aho made it quite clear that he intended to make his last minute rush completely worthwhile, and on that first day his stage times were by far the best. Alas, whilst driving through the cancelled third stage, relegated to use as a road section, two sets of circumstances combined to lead him astray. Firstly, his tripmeter had stopped working, and co-driver Hakala could do no more than calculate the distances that were covering from his estimate of their average speed and from the readings of the stopwatch. Secondly, a road junction appeared which was not as indicated in the roadbook, and off they went in the wrong direction.

They eventually discovered their mistake and turned back, but at a cost of eight munutes on the road. What is more, they were also troubled by a persistent leak from an oil pump seal, and this eventually led to more delays.

Bin Sulayem also lost a minute having a broken shock absorber replaced, and it did seem that road sections on this first leg were a little tight. However, the stages were pretty close together, and this always results in a scarcity of time for servicng. Indeed, in the middle of the leg, between the two loops, half an hour was set apart for servicing in an official area on the West bank of the Bosphorus, a most picturesque spot even though enormous Russian cargo ships and tankers were passing by regularly at close quarters.

Early in the first leg Karacan was driving his Metro 6R4 rather gingerly, and one of his mechinanics even quipped that "He's not going fast enough to break anything". But he must have gained confidence as the day progressed, for he ended that first leg in second place, 29 seconds behind Bin Sulayem.

Tchoubrikov's Peugeot gave trouble right from the start, his rear shock absorbers firstly going soft and then breaking altogether. Usable to find time to have them replaced, he drove for six stages with the car in that state, losing six road minutes into the bargain.

Koçibey, regarded as the local favourite in his Mitsubishi Starion, was worried by strange vibrating noises from his rear axle and spent his half hour service period having it checked. However, a loose cross member was discovered, the vibration put down to this and the same axle refitted. But soon afterwards the same noises were heard, and eventually the car stopped with no drive, and a wheel and drive shaft making the first motions of parting company with the car.

Subsequently it was discovered that the inner cap of a drive shaft spline had broken off, and Koçibey must have been kicking himself, for had he forced that wheel and shaft back into position he would have at least been able to limp off the stage and have the parts replaced by his mechanics.

Another to retire in the first leg was Jenny Birrell, whose Peugeot 205 GTI stopped when its rotor arm broke. They carried no spare, and although a makeshift repair got them going sporadically for a while, the engine soon stopped altogether and that was that.

Surprise of the first leg was Kalnay's performance. His Skoda seemed to be running perfectly and, even though it lacked power, its reliability had brought it up to third place.

The second leg was held at night, on predominantly tarmac roads, and when the rain started the stages became very slippery indeed and caused many changed in positions. Bin Sulayem, facing all the conditions which he doesn't like - rain, slippery tarmac and the fatigue of night driving - slowed

considerably, and Kalnay moved up into the lead, his Skoda suffering no greater mishap than a broken electric fan which, although the engine overheated, was repaired in time to prevent cylinder head gasket failure.

Not so lucky was Kalnay's Czech teammate Krecek who stopped noisily when his engine blew up. Karacan dropped from second to third during the night, obviously having slowed on the wet, slippery tarmac, whilst Aho spent a frustrating time coping with a continuing leak from his oil pump. In the haste to prepare for the journey from England, no spare pump had been packed, and there was no way of replacing the seal. They used 60 litres of oil during the night, even having to stop on one special stage to top up, and several other times to extinguish minor fires caused by oil spraying on to the hot turbocharger. Gradually, his mechanics built a shield to prevent the escaping oil from reaching hot engine parts.

A simple pump change would have resolved Aho's problems, but under the circumstances it was quite remarkable that he should have continued with the car in that condition.

Among the Mitsubishis, the Starion of Atila Merter also retired when it lost a wheel. This locally prepared car was fitted with non-standard Minilite wheels, and to accomodate them home-made wheel studs had been fitted, obviously manufactured from metal too soft for the job. The studs began to fail, and the loss of a wheel persuaded Merter that he should call it a day.

The final leg, a repeat of the first, saw only 21 cars leave the closed park, among them Bin Sulayem eager to get back into the lead on the dirt roads. Unluckily for him it rained again, and on the slippery forest roads he slid off and hit a wall, ripping off the front right wheel and sending such a shock through the steering mechanism that the wheel itself was bent in the driver's hands. Unable to move, they waited until mechanics ran about half a mile to their aid, and all this meant a road penalty of 28 minutes, dropping them to eighth place.

It has to be said that stage security was not as tight as it should have been, and there was at least one case of a stray car getting on to a stage, a problem which has affected the rally in the past. Allowing this to happen is a cardinal organisational sin, and if the rally is to progress to a higher coefficient the organisers must make absolutely sure that stages are clinically sealed from all other traffic.

Again Kalnay's problems were minor ones, although it must have appeared to the casual observer that a complete change of inlet manifold and twin carburetter unit, include filters, indicated some serious difficulty. But it was no more than routine. The Skoda engine has always been susceptible to dust ingression, and this replacement was just a precautionary measure.

Karacan's Metro also developed an oil leak, this time from the camshaft seal, and when he finished the rally the car was dripping oil, misfiring, rattling, and laying a dense cloud of smoke, its engine completely finished.

19 cars managed to make it to the finish of a rally which, although in need of polishing, shows remarkable promise in a country where fine special stages abound. - G.P.

RESULTS

1st: G. Kalnay (A) / G. Tazreiter (A)	Skoda 130 Lr, Gp B	4h 16m 28s
2nd: I. Tchoubrikov (BG) / N. Manolov (BG)	Peugeot 205 T16, Gp B	(7m) 4h 20m 38s
3rd: K. Aho (SF) / T. Hakala (SF)	Audi Quattro, Gp B	(17m) 4h 24m 33s
4th: E. Yerlici (TR) / C. Okan (TR)	Peugeot 205 GTI, Gp A	4h 29m 44s
5th: A. Karacan (TR) / C. Unlu (TR)	MG Metro 6R4, Gp B	(6m) 4h 34m 31s
6th: A. Bacioglu (TR) / M. Ceker (TR)	Opel Manta 400, Gp B	(20m) 4h 39m 25s
7th: B. Dounev (BG) / I. Votkov (BG)	Renault 5 Turbo, Gp B	(5m) 4h 41m 53s
8th: M. Bin Sulayem (UAE) / S. Andreasson (S)	Toyota Celica T, Gp B	(29m) 4h 43m 55s
9th: S. Bostanci (TR) / C. Gurkan (TR)	Mitsubishi Lancer, Gp A	(8m) 4h 56m 27s
10th: B. Yurdaçalisan (TR) / C. Kiziltan (TR)	Opel Manta 200, Gp B	(11m) 5h 09m 32s

61 starters; 19 finishers. Figures in brackets indicate road penalties

France reverses Peking-Paris

HAVING successfully thwarted all Wylton Dickson's efforts over many years to run a challenge rally from Peking to Paris, Jean-Marie Balestre failed at his first attempt to run such an event himself, but it now seems that something has got off the ground at last.

Dickson's work to organise such an event began long before he promoted the London-Sydney Singapore Airlines Rally in 1977, but stumbling blocks were constantly put in his way by FISA and the FFSA, and his idea suffered postponement after postponement, eventually fading away altogether.

It has now been announced that the organisation behind the Tour de France, backed, among others, by Peugeot, Michelin and the newspapers *L'Equipe* and *Le Parisien*, will run the event in reverse on dates tentatively set for August, 1987.

It is said that the 10,000 mile route will cover France, Italy, Jugoslavia, Bulgaria, Turkey, Syria, Jordan, Saudi Arabia, the United Arab Emirates, Oman, Pakistan and China, and will last some 25 days. The only sea crossing will be from Muscat to Karachi, and from a very rough map we see that the plans are to use the old Silk Route through the Western Himalayas from Pakistan into China, which Dickson had planned after the USSR had denied permission to pass through Soviet territory.

Kankkunen wins in New Zealand

THE two leading teams contesting the World Rally Championship, Peugeot and Lancia, entered five cars between them in the New Zealand Rally, and when the event finished at Auckland on July 8 those five cars occupied the first five places. Outright winners were championship leaders Juha Kankkunen and Juha Piironen in a Peugeot 205 Turbo 16, just one minute and forty seconds ahead of Markku Alén and Ilkka Kivimäki in a Lancia Delta S4.

This was Kankkunen's third win of the year, the young Finn having achieved a remarkable start to his rallying career and gaining a reputation for winning rallies at his first attempt. His lead over Alén in the World Championship is now substantial, whilst among the makes Peugeot is gradually moving further ahead of Lancia - see points table.

Formerly the Heatway Rally, the name by which it first attracted attention overseas, then the Radio New Zealand Rally, the Motogard Rally, the Sanyo NZ Rally and the Clarion NZ Rally, this year's event was shortened from its original 1,550 miles to 1,240 as a result of FISA's opinion that the longer distance oversteps some crucial (but mythical in our view) danger mark. Special stages were also reduced for the same reason, in number from 46 to 35, and in distance from 560 miles to 374.

The rally was based at Auckland, and was divided into four legs by intermediate rest stops at Rotorua. Next round of the World Championship will be the Argentina Rally, based at Cordoba, during the first week of August.

Results

1st	J. Kankkunen (SF)/J. Piironen (SF)	Peugeot 205 T16, Gp B	5h 43m 45s
2nd	M. Alén (SF)/I. Kivimäki (SF)	Lancia Delta S4, Gp B	7h 21m 38s
3rd	M. Biasion (I)/T. Siviero (I)	Lancia Delta S4, Gp B	7h 24mm 55s
4th	M. Ericsson (S)/C. Billstam (S)	Lancia Delta S4, Gp B	5h 56m 37s
5th	T. Salonen (SF)/S. Harjanne (SF)	Peugeot 205 T16, Gp B	8h 11m 11s
6th	N. Allport (NZ)/R. Freeth (NZ)	Mazda RX7, Gp B	8h 20m 51s
7th	K. Eriksson (S)/P. Diekmann (D)	Volkswagen Golf GTi, Gp A	8h 24m 44s
8th	P. Davidson (NZ)/M. Carmichael (NZ)	Nissan 240 RS, Gp B	8h 27m 25s
9th	R. Cook (NZ)/W. Jones (NZ)	Nissan 240 RS, Gp B	8h 28m 34s
10th	R. Millen (NZ)/J. Bellefleur (CDN)	Mazda Familia 4wd BFMR, Gp A	8h 40m 00s

World Rally Championship positions:
Drivers (After 7 rounds): Juha Kankkunen (SF), 76; Markku Alén (SF), 42; Bruno Saby (F), 38; Massimo Biasion (I), 27; Timo Salonen (SF), 23; Henri Toivonen (SF), 20; Bjorn Waldegård (S), 20; Joaquim Moutinho (P), 20; Mikael Ericsson (S), 20; Kenneth Eriksson (S), 17; Lars-Eric Torph (S), 15; François Chatriot (F), 15; Carlos Bica (P), 15.
A total of 54 drivers have scored points
Manufacturers (After 7 rounds): Peugeot, 107; Lancia, 85; Volkswagen, 51; Audi, 42; Toyota, 20; Nissan, 15; Ford, 14; Renault, 14; Subaru, 13; Porsche, 12; Citroën, 10; Mazda, 8; Fiat, 6


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VSCC at Shelsley Walsh

The annual VSCC Shelsley Walsh speed hill-climb was a rather special occasion this year, because Audi Sport UK had asked Neil Corner to open the course with his recently-rebuilt pre-war Auto Union GP car, to commemorate the bringing of a V16 Auto-Union to Shelsley in 1936 so that Hans von Stuck could compete in that round of the European Hill Climb Championship. It was as exciting an occasion then as seeing Corner's car in action was last month, even if in 1936 rain had ruined Stuck's ascents and the 5.3-litre German hill-climb car was 2.6 seconds slower than Baumer's blown A7.

It would have been more appropriate if the sole surviving V16 Auto-Union in running order had been used, perhaps with Stuck, son of the pre-war Auto-Union exponent, to drive it, but the *Deutsches Museum* to which it belongs does not lightly release it. Corner's car was discovered in 1957 and is a D-type 3-litre, thought to be the last GP A-U built. It was at the Berlin Show at one time with no engine internals. Colin Crabbe acquired it and a 1939 engine with two-stage supercharging was found for it somewhere behind the Iron Curtain, but when Phil Hill was driving it at Donington, for a *Road & Track* story, a piston broke. Corner took it over with the damaged engine and since then Dick Crossthwaite has had a fine old time rebuilding it, trying to keep water, compression and gases in the right places.

An A-U gearbox is available, but a Hewland is still used at present, bottom gear good for 80 mph, so not very suitable for Shelsley. In spite of the two-stage blowing the c.r. is as high as 10 to 1. The tachometer reads from 1,000 to 8,000 rpm and Neil used only 1st and 2nd gears as Stuck would have done had it been dry in 1936 - in the wet of 1936 2nd apparently was a better starting-gear. Corner's car has 6.00 x 19 front and 7.00 x 19 back tyres. Neil made three fine runs, spinning the wheels away from the start, and the car was surrounded by camera-enthusiasts all day. On the last ascent there seemed to be slight mis-firing and I believe new cylinder heads are to be made for it.

Although this was primarily a VSCC day, Audi Sport UK had also entered Hannu Mikkola in the Audi Quattro Sport rally car, which was exciting, especially as the change in rally rules may make this 530 bhp car redundant (interesting that both the pre-war A-U and this Audi produce about the same power!). Hannu's ascents were meteoric. He dropped in the clutch at high revs, powered away with all wheels spinning, left-foot-braked for the S-bend, and on his fastest run beat the Skoda's Special Saloon Car record by 0.67 second, although this remains an unofficial record as the Quattro is not eligable for the class. Audi had hosted a fine party to celebrate the appearance of the two cars and one will long remember the sensational acceleration of the Audi Quattro, nose-up as it surged forward, a tribute to 4WD, which we endorse, even if we arrived for the party with this endowed by Ford and not Audi . . .

Turning to vintage affairs, Dunn's Riley Falcon Special took the 1½-litre Sports Car class from Derek Edwards' Ulster Aston Martin and Judy Hogg used the same Aston to win on Handicap. Burrell's Bentley-Royce was impressive in winning the big Sports Car class, but failed to complete its second ascent, and there was noticeably more trouble than usual, on this hot afternoon. For example, Summers' blown MG KN Magnette Special got the 1½-litre Racing Car class but failed on *its* second appearance, but was just 0.04s. quicker than Grey in the JAP-powered Hardy Special and here third place went to Stephens in ERA R12C, with Stretton's Frazer Nash "Terror III" taking the Vintage Award, as had Beebee's Hyper Lea-Francis, in the previous class. Here, by the way, Walker's GN-Ford posed as a sports-car and beat Spollon's Riley Blue Streak into second place by a mere 0.02s.

Felton's 3.2-litre *monoposto* Alfa Romeo had the big Racing Car class well buttoned-up, beating even Guy Smith's Frazer Nash-Alvis, by 1.11s., Footitt being third in the AC-GN (37.08s.). Cardy's Type 35B Bugatti was best vintage car and the Sunbeam "Tiger", its Silverstone transmission trouble cured, gave Bob Roberts the handicap award (40.33s.). I was glad that Gordon's odd Grannie-JAP, with A7 chassis, had done this in the previous class, as it had to do extra runs when the timing-apparatus failed and it is in the Shelsley tradition, even if its best time was only 57.63s.

Of the Edwardians, Harrison's 1907 Renault was sick on bad French fuel, McEwen was in dire bother with Craddock's GN Akela (77.06s.), but the 1908 GP Panhard made a fine ascent in 49.45s., Neve's 1914 TT Humber won on handicap and climbed in 55.48s., and not to be outdone the Napier Sixty took the Edwardian Trophy after ascending in 58.37s. An HMW-Alta-Jaguar took the Classic Car class in 39.37s., and only Fell's Alvis ran off the course, mildly. The GN Wasp, with Jaguar chains now driving its oh-camshafts, was very smart in new paint, doing 56.16s. for Mitchell, and Brooke in the venerable Vauxhall-Villiers clocked a fine 42.29s., Arnold-Forster did a consistent 40.45s. on both his runs in the aero-engined Hispano-powered Delage, and Dutton got the ex-Bira 8CM Maserati up in 41.93s., after early bothers. And the Riley Register celebrated their Shelsley Diamond Jubilee with a good display of Coventry Rileys by the side of the course. A pleasant day! - W.B.

Class Winners:

1½-litre Sports Cars,	E.T. Dunn (Riley), 41.55s. - New record.
3-litre Sports Cars,	R.J. Burrell (Bentley-Royce), 39.82s.
1½-litre Racing Cars,	R.B. Summers (MG), 37.74s.
3-litre Racing Cars,	R. Felton (Alfa Romeo), 35.48s.
Edwardians,	J.M. Walker (Panhard-Levassor), 49.45s.



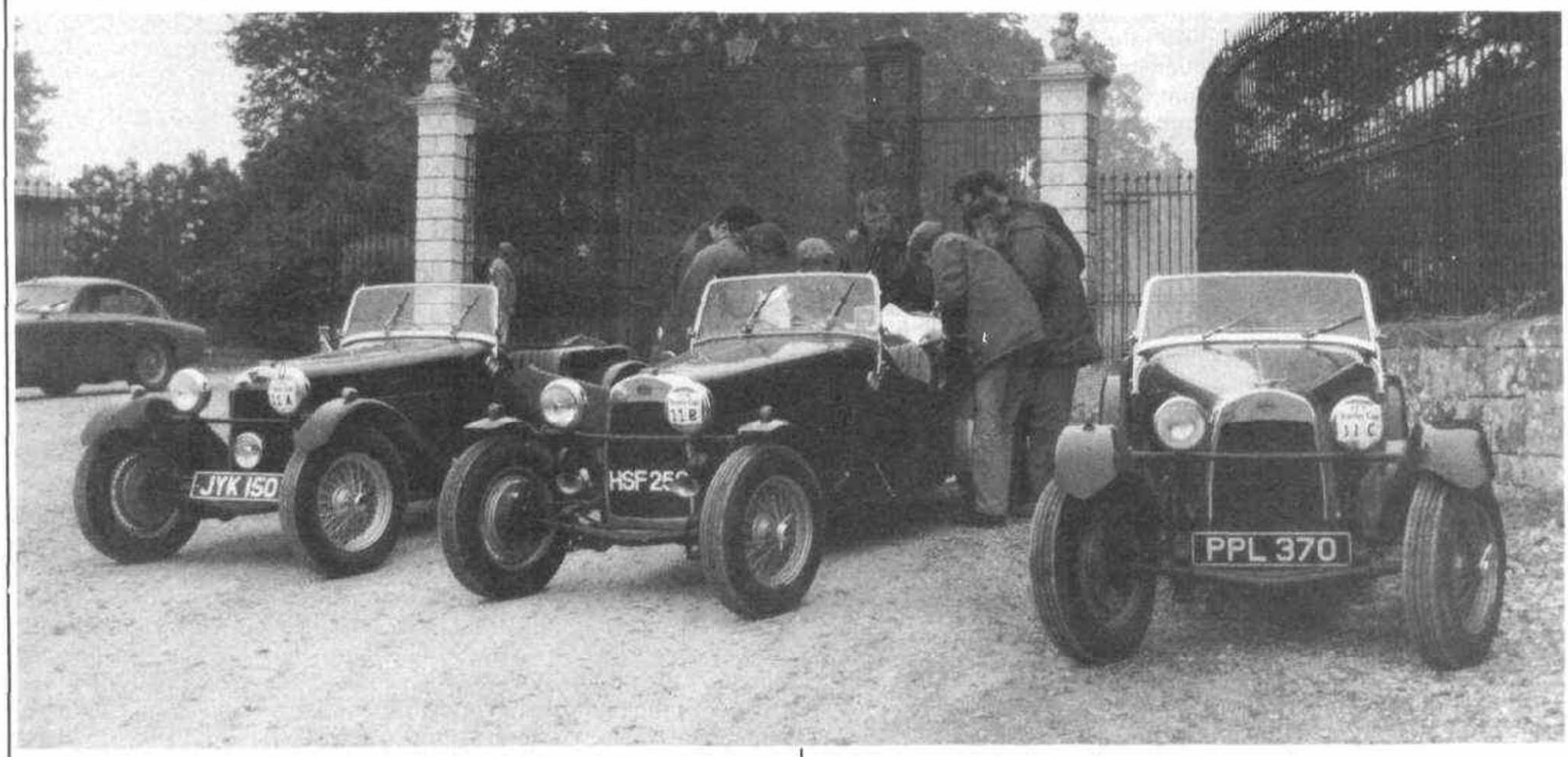
LEAVING THE LINE — Colin Gunn in his supercharged 746cc MG Montlhéry.

ONE of six Alvis entries in the 1½-litre Sports class, D Ward's Silver Eagle.



OPPOSITE: It might be a scene from 50 years ago, such are the crowds on the famous hill. Inset, the two star turns — Hannu Mikkola's Sport Quattro and Neil Corner's 1938 Auto-Union.

VETERAN-CLASSIC



Stanley Cup

WINNERS — the HRG team line-up

WE HAD a look on June 22nd at the Stanley Cup - well, not literally at the Cup, or the £1,000 cheque that AFN generously give with it to the British Red Cross Society on the occasion of this happy, revived event, but at some of the action. Organised for AFN Ltd by Grant Peterkin, this year's Stanley Cup contest started from Motec near Shrewsbury and finished with a buffet-supper at the Midland Motor Museum at Bridgnorth. There were five regularity-tests in which each team had to keep as closely as possible to the speed it set itself, some in delightful parks of stately mansions, such as at Walcot Park, where we decided to see the action. Here this regularity business incloved some two miles of rather rough back drive, which could be driven at any speed the competitors wished to do! Other such tests were at the start, at Loton park hill-climb course, Hatton Grange and Aldenham Park, the whole comprising a pleasant 109-mile run through sleepy Shropshire, easy to follow with route-card, maps, and AFN markers, but the scenery unfortunately mist-shrouded, with visibility over the Long Mynd down to only a few yards.

This is essentially a Team contest, based on that instituted by Sir Arthur Stanley between 1930 and 1939, commencing with the Inter-Club race meeting at Brooklands. The 1986 entry list did not name the drivers of the cars in the 31 three-car teams entered (in contrast to present-day F1 commentary bias) so we will preserve this anonymity. There was even a No.13 team, drawn by the Historic Rally Car Register, to keep superstition at bay. You cannot report on regularity runs, but the competing cars deserve some mention.

First to arrive at Walcot Park was the Sunbeam-Talbot Alpine Team, comprising two Sunbeam-Talbot 90 saloons and a smart open Alpine sports tourer. They were soon followed by the Willersley 'Nashes of the Frazer Nash Section Team, of TT Replica / Falcon Chain-Gang cars, two driven by girls, which had successfully found the turn into the park at the Inn bearing a sign "Ansells Traditional Ales", which reminded us of ERAs - and why should this thought occur at the sight of some Frazer Nash motor-cars, we wonder? Next to appear was the "The Other Rapierists" trio of Lagonda Register Rapiers, two two-seater examples, one with ribbed tail, and a four-seater. The MG Car Club put in a team of MG-As, its "C" car with a roll-bar and large racing-number roundels. Naturally, the BMW-CC team of 319/328 cars was there, and the aforesaid Historic Rally "Old Stagers" consisted of a lhd Alfa Romeo coupé, an MG Magnette saloon and an 80-bore, reverse-rear-window Ford Anglia that was being given the encouragement of some engine oil. The Jowett CC had three pre-war Javelins and another team of Bradfords, which putter-puttered off up the timed section, all of them smart, one a truck, one a pick-up, and the last a van in the livery of a print company. Alas, the third Jowett team was depleted, and only the sports two-seater twin-cylinder represented it.

It was good to see a team of three Dellows, Mk.I and Mk.IIC models, likewise a Ferrari team, of a short-wheelbase 250 and a couple of 195 MMs. The ACOC had three teams running, of PVT 16/80s, Acecas, and Ace-Bristols, the former called "The Geriatrics"; but one noted they were open-bodied cars on this chilly day, so age had not withered. The "Gentlemen of the MGCC" went by in a TB, followed by two TCs, the HRG Association fielded the "HRG Sportsmen" in two post-war and the pre-war EPG 735 cars' and the three BE10 Talbot Ten tourers, two with wheel-discs all with hoods down, reminded us of the first car road-tested for MOTOR SPORT by the writer. In contrast, two of the Riley Lynx of the VSCC "Blue Diamonds" team had hoods erect.

The Lagonda CC had put in two teams, I and II, one of big Lags, the other a mix of 2-litre, 3½-litre and LG45 4½-litre, all open cars, in

startling contrast to the cheerful team of Austin A35s - the "Flying As". There were even more Frazer Nashes, as befitted this competition, the "Chaingang" putting in an assortment of Super Sports models with AC, Meadows and Anzani engines, while the Northern 'Nash team had a 328 BMW to augment Meadows and AC-powered chaingangers. One of the starkest cars running was Frazer Nash BYL 3, of the post-war 'Nashes team, their "C" car a non-starter. The Morgans were in good form, two 4/4s and a Plus-4 comprising the "Flying Norsemen" team, the Series II 4/4s looking larger than the 4/4 I once ran. In keeping with the AFN theme was the Bristol Owners' team of 405 saloon, 400 coupé, and 400 drophead with four occupants, and about the last through was "Team Octagon", of MG NB Magnette, MG TC, and a PA with Marshall cabin-blower-boosted PB engine. From all this, the results came out as under.

If you missed this year's Stanley Cup fun, ably thought-up by John Aldington, you should enter next year, as the spectating owner of a Mexican-built VW Beetle is hoping to do. - W.B.

Results:-
1st, HRG Ideal Sportsmen. 2nd, Old Stager Dropheads. 3rd, BMW 319/328 Team.



TWO of the only three Sebring Frazer Nashes built. Both competed at Le Mans in the fifties. That on the right is AFN's own car, and the other belongs to Paul Shaw.

Vintage-to-Classic Odds & Ends.- Chris Wiblin, who is closely connected with the Rapier Register, is seeking information about these twin-cam cars, because the Register's Committee wants to compile a definitive history of the make, which is good news. If anyone can provide details of Rapier personalities and racing drivers such as Kevill Davis, of Kevill Davis & March, Roy and Margery Eccles, J. Granville Grenfell, D. Powell, "K.O. Biarritz", J.H. Scott, R.H. Gibson, C.H. Pelham-Burn, D. Creed, D. Barker, Dobson who ran a garage at Staines and prepared the 1934 Le Mans Rapier, and Lord de Clifford, who went to Charles Follett's, and anything about John Charles/Ranalah, Bertelli, Whittingham & Mitchell, Maltby, Corinthian and Eagle (Newns) who made bodywork for the (Lagonda) Rapier chassis, he would be glad to hear from them. Letters can be forwarded.

The Mercedes-Benz celebrations at Stuttgart of the birth of the motor-car, especially apt in the case of this Company, went off extremely well, with 390 cars from the earliest to 1960 taking an active part. Among the appropriate ones from this country were Tom Lightfoot's well-known 1902 Mercedes-Simplex, Roger Collings' 1903 Mercedes Sixty which made the long journey under its own power, "on wheels of its own" as someone put it, coming sixth in its class, and Lord Montagu's recently rebuilt ex-Peter Ustinov 38/250 hp open-bodied Mercedes-Benz together with Jack Sears' 1904 racing Mercedes.

Graham Murrell has taken over the task of producing the publications of the active AC Owners Club from John McLellan, his first being a largely pictorial edition of the Review containing many pictures of ACs in action at last season's events, with a special article by John Atkins about Martin Colvill's famous black 1963 Mk.II 289 Cobra, now re-registered 13 COB, which gives 452 bhp at 6,700 rpm with its Gurney-Weslake heads and in 6,000 competition miles has yet to have engine trouble. The membership secretary of this enthusiastic Club — did it not have *three* teams in this year's Stanley Cup contest? — is: B.C. Clark, 60 Hillcrest Road, Camberley, Surrey. The latest addition to the impressive headquarters of the Rolls-Royce EC at The Hunt House, Paulerspury, where so many historic archives are housed, will be the "Eric Barrass Building", which is to be formally opened on September 6th, the day before the Club's Stowe School Rally.

The Middlesborough MC is to honour Freddie Dixon, whose death occurred thirty years ago, with an exhibition in his home-town of Stockton-on-Tees which the Preston Park Museum is laying on, where it is hoped that Riley cars will turn up on August 17th on the occasion of an informal get-together to mark the opening of a display of Dixon memorabilia, including three racing Douglas motorcycles, this little show of respect to remain open until September 21st. The Editor continues to research the Mystery of the 1914 TT Humbers, that is to say, whether three, or four, were built and the fate of each subsequent to the race. He has discovered that one of them was run as a road car for a time by the racing motorcyclist R. Weatherell but we do not know what became of it after about 1923, and it would be of great help if anyone knows the whereabouts of the mechanic Martin (or his relatives) who helped Philip Rampon, a former Director of Jules Duval, the wine importers, to build the Martin-Arab racing-car, with its TT Humber chassis, when Rampon, who died in 1959, was living in the nineteen-twenties at The Hall, Staines.

The Lea-Francis OC, which was the first Club to use Stamford Hall for their events and will be running their 25th rally there next year, reports that this year's event was a great success. The George Andrews Trophy for best "new" restoration was won by J. Wells (9.8. hp J-type), the Directors' Challenge Trophy for best overall in the *Concours d'Elegance* by J. Allwood (14 hp Sports), and the Derrington Trophy for best performance in the Driving-Tests went to T. Bristow (1951 saloon), the President, Tom Delaney, presenting the prizes, while another pre-war Brooklands and Donington competitor, C.H. Wagstaff, was also present, and still owns the single-seater "Lobster". Judy Neve came in her 12/40, three new members joined on the day, and we hear that two more Lea-Francis have been discovered, a 1949 and a 1951 saloon, the latter last heard of 28 years ago.

Having referred not long ago to a rather intriguing notice that I saw before the war on a road crossing Kenley aerodrome, it is good to know that an extremely-detailed history of this RAF airfield close to London has been written by Peter Flint and is available from Terence Dalton, Water Street, Lavenham, Sudbury, Suffolk, for £11.95. It may not illustrate or mention that strange notice, but it covers about everything else, maps included, and is of much interest, especially to one who knew the place in say, the Gamecock and Grebe days. Incidentally, the royalties will go to the McIndoe Centre for Medical Research at the Queen Victoria Hospital, East Grinstead, where Sir Archibald McIndoe did such good work restoring RAF aircrew who suffered severe burns during the war, and who was "adopted" by the Kenley personnel, which is a good reason for buying it, and it contains a reference to Sgt. Huggett who was a director of Ex-Lax and whose "splendid, if somewhat elderly, Rolls-Royce" stood outside the Mess with less ostentatious vehicles, when he was training at Kenley just before WW2.

In the Summer Rally of the VSCC Light Car & Edwardian Section, decided on regularity runs, 1st-Class Awards were won by J. McEwen (Jowett), who also gained the Lady Rachel Trophy, Nancy McEwen (Riley 9), and Jenny John (Humber 8/18) who took the beaded-edge award in spite of carrying No. 13. Best Edwardian was Alan Tedder's 1911 Riley, and a 2nd-Class Award was won by Anabel Jones, 3rd-Class Awards by Simpson's M-type MG and Thorpe's Swift. — W.B.



Brooklands Reunion

"'Phew! Pretty hot, isn't it?' The speaker shaded his eyes with his hand and watched Meeson's AC flash across the finishing-line at nearly 100 mph. His companion turned away despondently. 'Too hot for me', he replied, and tore the little betting slip into threads, casting them to the faint breeze that blew lazily across the grandstand. The first man may have been talking about the weather; the second man undoubtedly was referring to one of several very fine races at Brooklands last Saturday."

There is no longer racing, nor Book-makers, at the old Motor Course, but as the sun blazed from a cloudless sky at this year's Brooklands Society Reunion, the above opening to a report in one of the weekly motoring papers of a nineteen-twenties' race meeting came to mind.

The attendance was enormous, showing what continuing interest is aroused when the old sounds — the crackle of racing motorcycle and cyclecar engines, the roar of supercharged multi-cylinder power units — sights and scents allow the Weybridge Motor Course to revert for one day in part to its role of former times. It is also a time for personalities associated with the place in those times to reassemble. This year the Guests of Honour were listed as Jack Lemon Burton, A. Powis-Lybbe, Billy Rockell, Harry Rose, and Wilky Wilkinson. Many other fit-looking old-timers mingled with those who were too young perhaps ever to have seen a race at Brooklands, — G.P. Harvey-Noble, Bert Denley, George Abercassis, Clive Windsor Richards, Harry "Over The Top" Clayton, James Tilling, Jack Fairman, Leslie Bellamy, Charlie Martin, and others, while the Society's President, T.A.S.O. Mathieson, had journeyed, as usual, from France to be present and T.P. Cholmondley-Tapper was able to sit again the cockpit of a 2.9-litre Maserati of the kind he used to race before the war, the ex-Whitney Straight / Prince "Bira" car brought by David Heimann, who also has the ex-Earl Howe Maserati which was the Tapper car.

The morning was devoted to the runs along part of the Byfleet banking, albeit in a clockwise direction, and here the black Maserati driven by Ivor Dutton was a star-turn, snaking away with rubber-smoke pouring off its back wheels. The runs were opened by Dudley Gahagan in his Type 57 Bugatti loaded with VIPs, but when he brought out his red ERA it responded by breaking a half-shaft. Not to be outdone, Dudley promptly jumped into his Type 37 Bugatti and gave me a run in it, in the course of which we probably went higher up the hallowed banking than anyone save Parry Thomas (who once put a wheel of the Leyland-Thomas over the top) but at a rather more sedate speed! Later I had a ride with Stafford-East in his nicely turned-

THE Swedish driver Elmgren's 1936 6CM Maserati of a type seen at Brooklands before the War.

out 1922 Akela GN, the ohc vee-twin engine going strongly, although 2nd-speed is about its limit on the abbreviated stretch of concrete. There was rather a paucity of genuine ex-Brooklands' cars this year, but the Birkin blower-single-seater 4-litre Bentley, road-equipped, was a welcome sight, as was Benfield's shining 1924 200 Mile Race Alvis, and Morgan three-wheelers abounded, as did the motorcycle contingent, scrutineered by Geoff Reid, who worked at T&Ts from a very early age. The Halford Special was another welcome runner, with a decidedly youthful riding-mechanic, as had Rogan's Morgan Family Sports model.

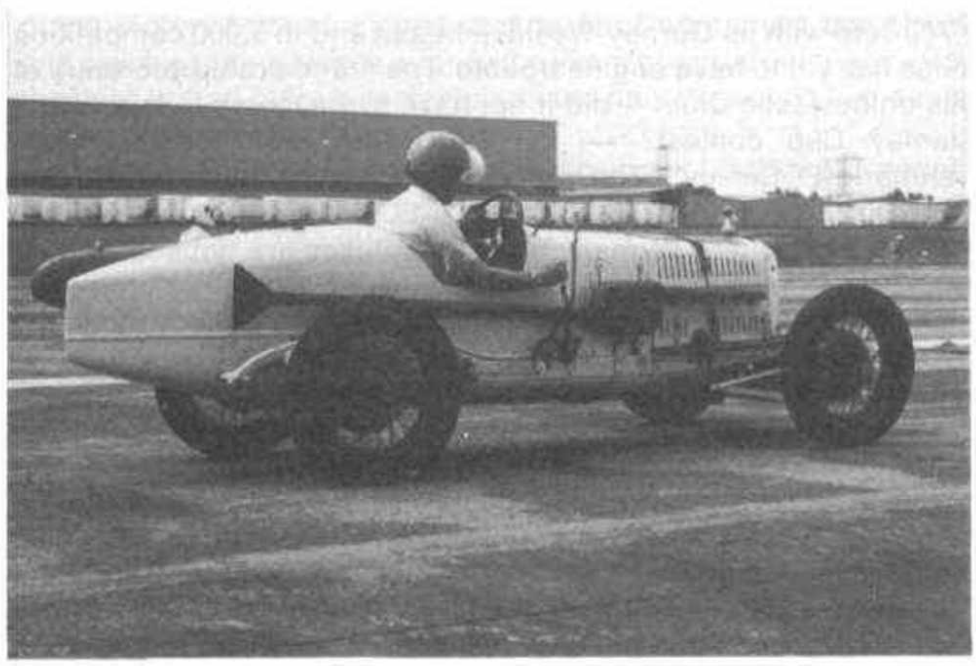
Turner's 1934 Alvis Firebird had a very sporting body made by the owner, as had one of the A7s, Mike Wortley had brought his Morris-Oxford sports-special, Rivers-Fletcher his well-known Alvis, and Delayney / Hugh Price two Hyper Lea-Francis. To list all the cars let loose along the banking is impossible, but one noted that not all survived, Robbie Hewitt's Le Mans 4½-litre Lagonda hardly getting going before there was a bang, and no transmission. One of the Railtons burst its top water hose, and the evergreen ex-Michael May Silver Eagle Alvis was oiling No.5 plug. But in such summer weather it didn't seem very serious, and there was plenty to see, sideshows, a parade of Bentley DC members led by Stanley Sedgwick in a Bentley Carmargue, Trade stands, the Gallaher Ltd contribution to the partial restoration of Brooklands, etc, while overhead flew the Goodyear airship, shades of the Graf Zeppelin above Brooklands many years before.

Even some Edwardians and veterans turned out, the arrival of Nash's 1912 GP Lorraine-Dietrich "Vieux Charles Trois" on a trailer causing quite a stir, as before the war it was one of the fastest of its kind; this was the first time it has been seen running at the Track for 57 years. There was a bolster-tanked Brasier, a chain-drive white Mercedes, the TT Hutton, etc. Indeed, it was a day of excellent variety, with sports cars of all kinds, OM, 18/80 MG, Heal's twin-cam 3-litre Sunbeam, veteran Graham Brown's Douglas motorcycle, a transverse-twin Brough Superior, and so many, many more. And all the time the sun blazed down on this happy scene, of well-behaved large crowds, keen "competitors", and hard-working officials. And after lunch many became literally competitors, as the timed runs along Brooklands' war-time aerodrome runway took place. After which the old place reverted to the industrial pursuits that have overtaken this particular bit of British heritage. But, once a year, it is a day to remember.

Fastest car: Ivan Dutton (Maserati, 15.0 sec). *Fastest Three-wheeler:* Chris Booth (Morgan, 20.8 sec).

Fastest motorcycle: Clifford (1928 Douglas 750, 13.6 sec).

THE HALFORD SPECIAL back at Brooklands where it raced in 1926 and 1927, when it was regarded as one of the prettiest cars at the Track.



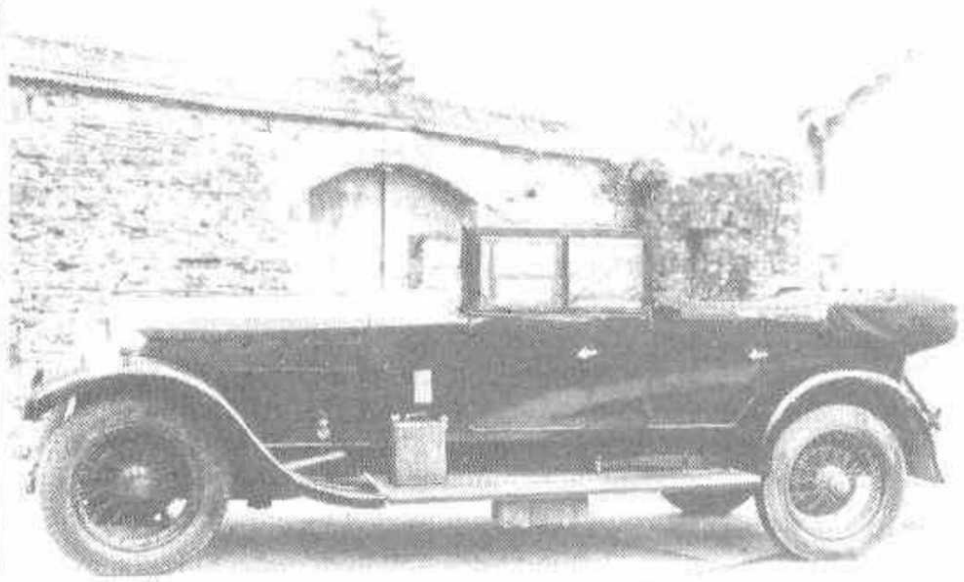
The Roads of the 1920s

Resuming the O.J. "diaries" of those times, we left him after he had tested, and been notably impressed with, an Alvis, in 1925. Whether it was the pleasure that driving that Alvis gave him, I do not know, but shortly afterwards Owen John was pontificating about the beauties of Britain and the fun to be had in really exploring it, which was open to anyone with a car. As for learning to drive, O.J. recommended doing this on as old a vehicle as possible, but thought that one lesson usually sufficed. Which reminds me that it wasn't all *that* long ago, after WW2 in fact, when my second daughter was due to learn the art, that I found in a Hampshire breaker's yard a 1934 Austin 10/4 saloon which looked just the job but which had rather smooth front tyres. The price asked was £7 (yes, seven) and the man said if we didn't approve of the tyres we were welcome to take two from another car, at no extra charge. So we did, and getting the car home we discovered that not only had it some petrol in it but also anti-freeze, and that everything worked. It not only served its purpose (all three daughters passing the dreaded Test at the first try) but was used a lot thereafter, until I drove it down to Wales, with no worse mechanical problems than a trace of the customary clutch-slip on the steeper hills, where it still resides in a coutry barn.

I see that in 1925 O.J. was recommending taking out at least third-party insurance, a reminder that this wasn't a legal requirement until many years hence. Yet by 1925 cars were pouring onto our roads, the Austin 7 being well into its production stride and preparing to oust from its monopoly pedestal the Model-T Ford, which at that year's Palace of Engineering at the second great British Empire Exhibition at Wembley was to be seen on a real assembly-line, from which I believe the finished Fords went off to be sold along with the others from Trafford Park. Morris Motors, too, were beginning to challenge Ford, aided by the odd RAC-horse-power system of taxation which favoured small-bore, long-stroke engines, although at Wembley they contented themselves with exhibiting just a Morris one-ton truck.

Next, O.J. was off for a tour of some 700 miles in a 1925 Sunbeam Twenty, by which he meant a 20/60 hp model. He remarked on how brave the Sunbeam people were, in the guise of his friend Col. Warwick Wright, to let him loose in a brand-new car. Yet in all those miles it required no attention, apart from adjustment of the front brakes and a little lubrication, the latter done with a Tecalemit grease-gun which was new to O.J. but which he thought would soon become the universal method of greasing a chassis, a chore long since departed as a regular part of motoring, for most of us. He started his journey from the region of Piccadilly "amid the World's worst traffic" - nothing changes, except to get worse! - and complained of the delays being made more tedious by endless road-works.

In those days drivers had to endure the horrors of Brentford and "the little lane" from Syon to where the Great West Road had just been finished. O.J. was soon trying out the Sunbeam's speed capabilities but in that age of the overall 20 mph legal-limit he would not be drawn as to the pace he obtained. The run took him down to Devonshire and back and in all that distance he noticed no hills, so ably did the big Sunbeam perform. Not a driver who clung onto top speed, O.J. nevertheless found third and top sufficed for almost all of them. First the Sunbeam went to a hunting wedding in Devon, and drew some of the attention from the bride, but after that the rare sunshine of that 1925 summer - rather as it has shone only for Wimbledon-week, so far this year - turned to blustery wind and rain, causing O.J. to take the train to Plymouth and leave the new Sunbeam at Stanfield & White's garage, presumably in Teignmouth, for the front-wheel brakes to be titivated. Resuming the steering-wheel, O.J. found the road from Honiton to Chudleigh "all in pieces" because of much holiday traffic (already, the freedom of the early nineteen-twenties was diminishing) and to avoid this had taken a hilly route from Exeter to Dawlish and Teignmouth. After enthusing over the splendour of the scenery on the road from Teignmouth to Torquay and over the hills and river to Dartsmouth and Kingsbridge,



IN MAY 1925 Owen John enjoyed a 700-mile run to Devonshire in a brand-new 20/60 hp Sunbeam

O.J. commenced the homeward jourey, meeting such deep water at Honiton Clyst that a lorry had to help haul the Sunbeam out of it. He was helped by an RAC scout but had to do the wading himself. . . .

Then it was on *via* Ilminster, Ilchester and Sparkford, to "quaint, old-fashioned Mere", where the green Wiltshire downs began and where those empty roads that May afternoon enabled the Sunbeam to safely have her head, to come home through Andover and Whitchurch. O.J. was encouraged, by this tour in the Sunbeam, to comment on our folly in confining Stonehengeto a sort of monumental mason's yard enclosed in a prison of barbed-wire, and surrounded, in 1925, by derelict aerodromes and war buildings. Stonehenge is unique, said O.J., the dolmens and memorials of the past in Brittany and all the World over are toys compared to its monoliths, yet we refuse to let the tourists see it as it should be seen. Well, worse happens there these days, but I believe Lord Montagu is hoping to take steps to put matters in better order. In the course of this tour O.J. found the Sunbeam a fast car suitably sprung to mask high speeds, but he was puzzled about the "Incomprehendable numerals on all our signposts" which were then beginning to make their appearance; the forerunners of the far more comprehensive road-numbering system we have now and which is so much better understood. — W.B.

MOTOR SPORT Brooklands

Memorial Trophy Contest

This contest, with a handsome silver trophy and £325-worth of prize money at stake, has reached an interesting stage, with two VSCC Silverstone Meetings and the two-day VSCC Oulton Park Meeting of 1986 now completed. At this stage the leaders in this competion, which is open to all pre-war cars (which could, and perhaps did, run at Brooklands), are: Nick Mason (Bugatti) with 65 pts, Duncan Ricketts (Riley), with 44 pts, Paul Jaye (Attenborough Special) with 36 pts, while David Black (Alfa Romeo) and Philip Venables (MG), have 31 pts each. There are two deciding rounds to come, that at the always-enjoyable VSCC Cadwell Park Meeting on August Bank Holiday Sunday, and the final VSCC race meeting of 1986 which is to take place at the well-equipped Donington Park circuit on September 21st.

In passing, our apologies to Martin Morris for saying in our Oulton Park report that Nick Mason had won the Seaman Historic race; the race description, the results, and a picture caption all made it clear that Morris's ERA was the winner, but misreading of the copy gave Mason as the winner. Nick had, of course, won the preceeding Vintage Scratch race but Martin Morris took the Historic Seaman, the tenth time he has done this with his 2-litre ERA R11b.—W.B.

Veteran-to-Classic Miscellany. - I was unable to attend the 40th. Birthday celebrations of the Hants & Berks MC, having to go to VSCC Oulton Park for my sins, but I hear the day went very well indeed, and now that we have a "Classic" section, I am able to mention a Club that was born in 1946. Too many well-known people attended the day's happenings at the Civil Service Association Club at Burghfield to be mentioned in entirely but they included about 130 for lunch, with notables like Past Presidents David Good, Patsy Burt, and Nick Williamson from the world of hill-climbing, a reminder that not far away was Great Auclum, scene of this Club's former sprint activities. It was nice that one of the Founders of the H & B, Harry Hopkinson, was there. The Club's first event was a speed trial at Finchampstead, ftd being made by Roy Salvadori, whose first competition appearance this was, at the wheel of the ex-Dobbs off-set single-seater Riley. Gordon Watson and Rivers-Fletcher, who also drove on that occasion, were among the guests, who included Charles Lambton, Charles Bulmer, Denis Jenkinson, Bob Newton, Sam Moore, Joan Johns, Beryl Nelms, Nan Dick Cawthorne, Mike Anthony, Philip Bateman, George Whiteaway, Ron Barker, Norman Sharp, Jon Derisley, Michael Bowler, John Moon, David Small, Geoff Tapp, Jimmy Hogg, Ray Kingdom, Bob Russell, Joe Lowrey, many with their wives and children, together with those like Gordon Madgewick and his son who help run the H & B today. A great display of photographs of almost every event from the past 40 years was reported, from the Blackwater Trial which started from the "New Inn" at Eversley, to the celebrated Mobilgas Economy run at Harrogate, etc, together with shots of many members' Specials, such as those built by Holland Birkett, Small, Buckler, Tapp, Cawthorne, etc. Quite an occasion. . . .

The Motor Cycling Club, apart from continuing to run its Exeter, Land's End and Edinburgh Trials, thank St. Christopher, this year held the 85th. Anniversary John O'Groats to Land's End Run, which had 102 entries. Some of these were sponsoring charities. The Schulte Cup was won by C. J. Sawyer's 1964 Hillman Imp. The best pre-1970 car was Bradshaw's Austin Healey Sprite, and the Team Award went to the MG Car Club. Those who retired were Mitchell's 1911 3½ hp James, Dodds' 1934 Jowett, Jones' 1936 singer Le Mans, Leuty's 1964 Matchless, and Smailes' Jowett jupiter, while Hosken's Citroën CX Safari failed to complete the full course. Mitchell's retirement was excusable, as he had started with a broken arm in plaster. Best vintage performance went to Goodey's 1924 800cc AJS. Trials hills were included in the 1,018-mile route. We hear through the grapevine that Weeks' 1916 293cc Calthorpe went into Leicester for a new driving belt, Smalls' 1930 A7 had to deflect to Stockton for a magneto repair, where Smailes' Jupiter, before it retired, was seen having its gearbox changed, continuing for a time with only 3rd and top gears, and it climbed Ruses Mill in reverse. . . .

The 1985 edition of the ever-interesting "Triple-M Year Book" of the MGCC has been published, containing the outcome of last season's events as they concerned the sports and raciung MGs and many worthwhile articles as well, such as the early life history of a PA MG Midget, the history of the late J. H. T. Smith's well-known MG K3, and practical information such as how to set up an MG differential or convert its engine to Thinwall bearings, etc. The front cover is a big picture of MGs racing at the Crystal Palace before the war, the back cover reproduces a pre-war advertisement recalling Betty Haig's win with her MG Midget in a Paris-St. Raphael Rally, her team mates being Enid Riddell and Miss Stanley Turner, and there is more nostalgia of that kind in the pages of this large-format book, including fine colour prints, the background to the rare six-cylinder MG Magna L2, the libel of the mis-quoted maximum speed of the J2 MG, and much more besides. Non-members of the MG CC can obtain copies of what has become an annual institution.

Sadly, we have just heard that Len Parker died in Bath on May 31st, aged 81. He will be widely remembered as a driver who raced on two, three and four wheels in many events and who won the IOM Sidecar TT on a Douglas in 1925, and he was closely connected, it seems, with the Douglas Company at Kingswood, Bristol. Before the war he competed in trials with an Allard, which he converted into a rear-engined Special. In recent times Len Parker drove an XK120



R.G. NASH's 1912 15-litre GP Lorraine-Dietrich "Vieux Charles Trois" on the Brooklands banking again for the first time since 1929. (W.B. went out in it with R.G.J. Nash in 1934, but only over the aerodrome roads.) It was one of the Brooklands regulars over a span of 17 years and in 1922 it lapped at 105.95 mph, driven by Douglas Hawkes. (Photo — Dudley Gahagan.)

Jaguar with the Registration number TT 1925. Those who like to know where the various aerodromes are situated, as they drive about the country, including the locations of WW1 and other disused landing grounds, are advised that a new edition of the "British Isles Airfield Guide", edited by Phil Butler, is available from the Merseyside Aviation Society Ltd, Room 26, Hangar No. 2, Liverpool Airport, Liverpool, L24 8QE, price £2.75 post free. It includes a map. The Amilcar Register has its Summer Social and annual Dinner, concentrated on the Prescott area, on August 2nd / 3rd; its latest Newsletter has some interesting information on how Amilcars were originally marketed in this country. The most recent issue of the Morgan Three-Wheeler Club's Bulletin contains some useful tips, such as how to build a radiator for a vee-twin, and it tells us that after the first round at the Morgan Three-Wheeler Club's Bulletin contain's some useful tips, such as how to build a radiator for a vee-twin, and it tells us that after the first round the Morgan Three-Wheeler Racing Championship, at Cadwell Park, the leader was Tuer's Morgan with 8/80 JAP engine, one point ahead of the smilar Morgan of Bibby.

The new President of the Riley Register, which caters for pre-war Rileys and has some 1,300 members, is Mr. R. Cresswell, who uses his Coventry Riley regularly, and the new Secretary is J. F. B. Tew, Holly Bank, Jacques Lane, Clophill, Bedford MK45 4BS, but for membership apply to J. A. Clarke, 56, Cheltenham Road, Bishops Cleve, Glos, GL52 4LY. The Bentley DC's Silverstone Race Meeting takes place on August 23rd, adults being admitted for £3, children under 15 and car parking being free. The June issue of *The Driving Member*, official organ of the Daimler & Lanchester CC, had an interesting article about the finding, and preparation for overhaul, of a 1931 16/20 hp sleeve-valve Daimler four-light Mulliner saloon. The membership Secretary is J. Ridley, The Manor House, Trewyn, Abergavenny, Gwent, NP7 7PG. - W.B.

Getting It Right!

It is all too easy to make the occasional slip-up, as we as writers are all too aware. But in the Art World the critics are so expert at telling fake from genuine painting, and being able to make critical assessments of every inch of a canvas, that we confess to being rather surprised at seeing Christie's advertising for sale a Cuneo painting of a Brooklands scene in which the car was wrongly described as being driven by Sir Henry Seagrave (sic), when Sedgrave never drove the car depicted, and with the car wrongly described as well and said to be on the Member's banking, when in fact it was shown on the Railway straight. We hope that this does not imply that casual descriptions are creeping into the world of motoring art. Shortly afterwards we came upon Onslow's listing a photograph of Parry Thomas' Leyland Thomas No.1 as "Babs", whereas "Babs" was quite another of Thomas' racing cars. This letter was at a recent sale at the new Brooklands Museum, the very museum that is asking for donations of Brooklands' items, and therefore, we would have thought, the last place at which one would find such a sale being held, as likely to inflate the value of the very objects this museum wishes to receive. — W.B.

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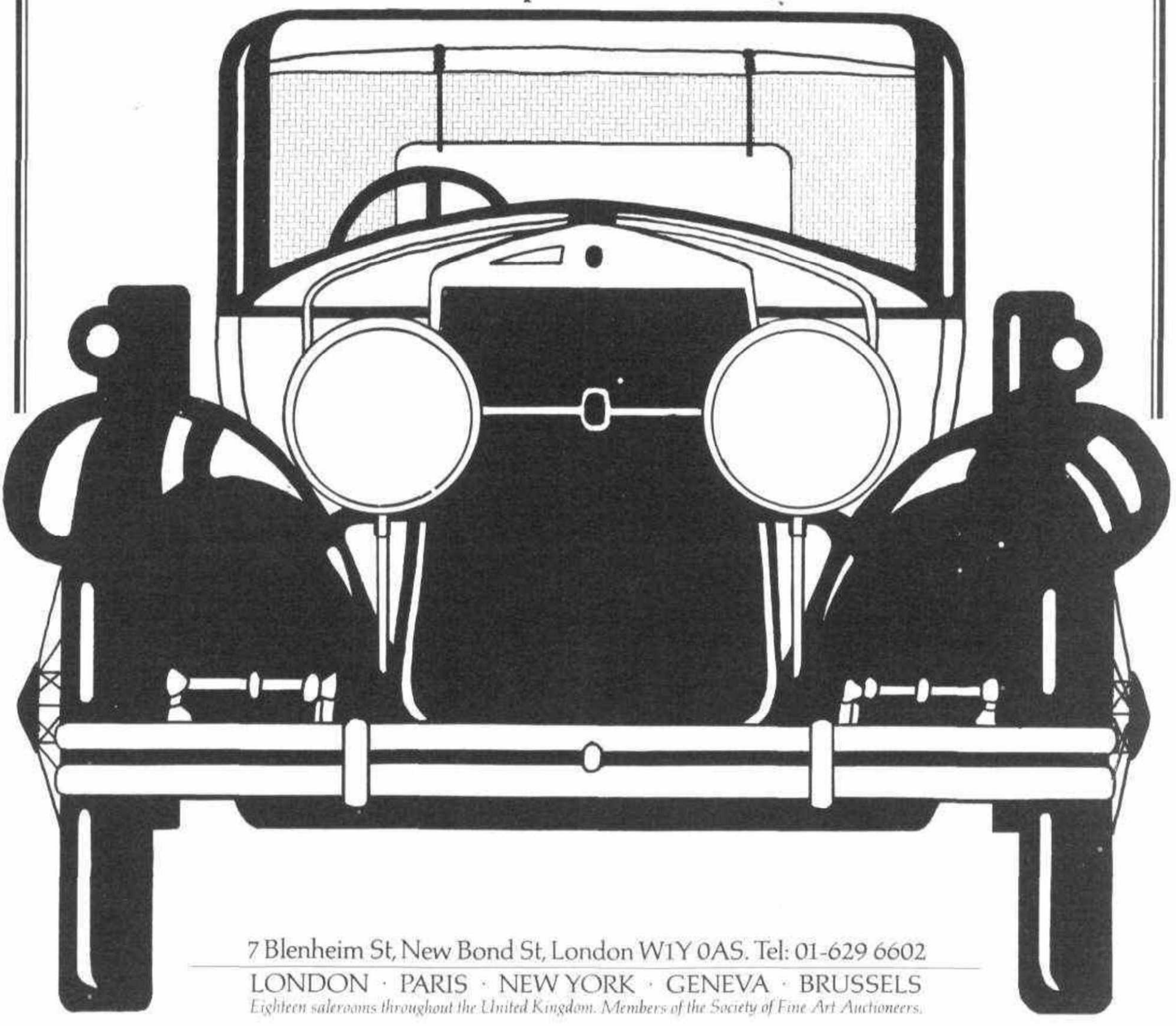
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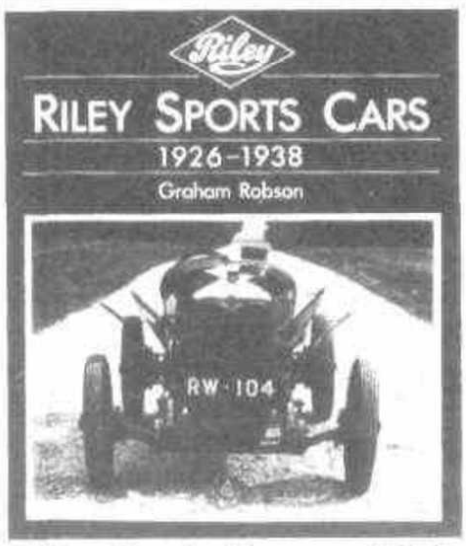


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Book Reviews



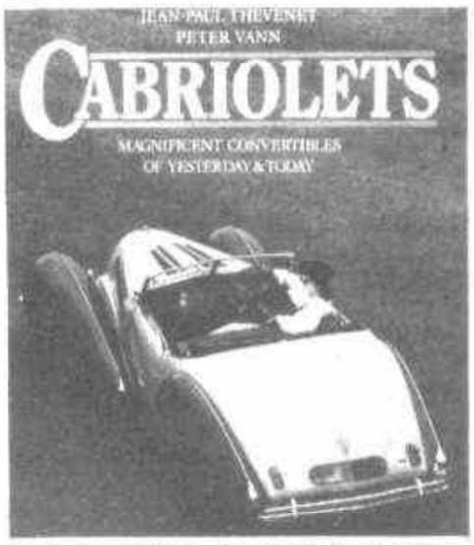
"Riley Sports Cars — 1926-1938" *by Graham Robson. 203pp. 10" × 8". (Haynes Publishing Group, Sparkford, Yeovil, Somerset BA22 7JJ £14.95)*

Here, as No. 13 in their "Classic Car Series", Haynes have enabled Graham Robson to present a very fine Riley "browsing book", with fine pictures, and a colour section, all on fine art paper, the supporting text covering about every aspect one can think up — the Riley family, descriptions and data on all the sporting pre-war Rileys, extracts from contemporary Press comments, including our own, how to restore your Riley, with a chapter on which bits are interchangeable, the Riley drivers and personalities, comparisons with contemporary other makes, starting with the pre-1914 bull-nose Morris-Oxford, a lot about the ERA connection, and the Healeys with Riley-power, and information about the various Riley Clubs. *Formidable!*

There are 26 colour plates and the thick glossy paper helps with good reproduction of the black-and-white illustrations. We are flattered to see, whether you agree or not, that Robson thinks that without Press support, "and particularly without MOTOR SPORT," the Riley reputation might have died away. Here is another book to keep it alive, published on the 60th anniversary of the appearance of Riley's famous twin-high-cam Riley Nine engine. — W.B.

. . .

Almost any subject can be made the excuse for a book, these days, when such production is prolific,



and one such subject is convertible bodywork on the more distinguished cars. We published recently in MOTOR SPORT a review of convertibles that are available on the market now, and which encourage open-air, fun motoring. Jean-Paul Thevenet and Peter Vann have applied the theme to a coffee-table tome called **"Cabriolets - Magnificent Convertibles Of Yesterday & Today"**. In a big 208-page book filled with colour plates they indulge their theme, depicting openable bodywork on all manner of cars, from 1926 2LT Ballot to Pininfarina's Ferrari Mondial Quattrovalvole cabriolet, although some of the cars illustrated look more like two-seaters and coupé-de-villes, to me. The Preface is by someone called Gérard Asaria, the publishers here are Foulis / Haynes, following EPA of Paris last year, the price is £24.95 and the book might be sent as a Christmas present to those residing in warm climates. — W.B.

. . .

Motor Racing Publications, Unit 6, The Pilton Estate, 46; Pitlake, Croydon, CR0 3RY, have three more new titles. One of these is a £9.95 **Illustrated Guide to all the post-war Cadillac models,** by Richard M. Langworth, which would seem to be of value mainly to American buyers, but nevertheless a very useful reference work to this complicated range. Then there is yet another **Ferrari** book, this one about the **F1 racing cars** from 1977 to 1985, by Piero Casucci, the last in this three-volume series, priced at £9.95, as published in Italy by Editoriale Domus in collaboration with the Liberia dell'Automobile, and providing for Ferrari fans data, technical cut-away drawings, photographs and paintings of these cars. The third of these recent MRP books is one about the old **Ford Anglia, Prefect and Popular,** by Michael Allen, very comprehensive coverage of cars which will be nostalgic for many; this one is priced at £10.95 for 144 pages and some 150 illustrations, of Fords from the Eight to the 105E. — W.B.

. . .

Those who like to keep abreast of motor cycling sport may like to note that two recent very informative titles have been issued, respectively by Motor Racing Publications and the Haynes group. **"Fast Freddie"**, being the biography of double-World-Champion Freddie Spencer, by Nick Harris and Peter Clifford, with plenty about his machines, the Yamaha TZ750, Yamaha TZ500, Honda NR500, Honda NS500, Honda NSR500, etc. The pictures are marvellous and the Foreword is by Barry Sheene. The price is £11.95. The other book is all about **Motocross** and is by Frank Melling, with a Foreword by Dave Thorpe. Written by a man who knows the game inside out, this one is packed with the most exciting pictures and much informative stuff for those wanting to enter the sport of two-wheeler motocross, even to keep-fit information and pictures and much data on preparing the machines and making a trailer, etc. All for the price of £14.95. — W.B.

Sir William Lyons Award

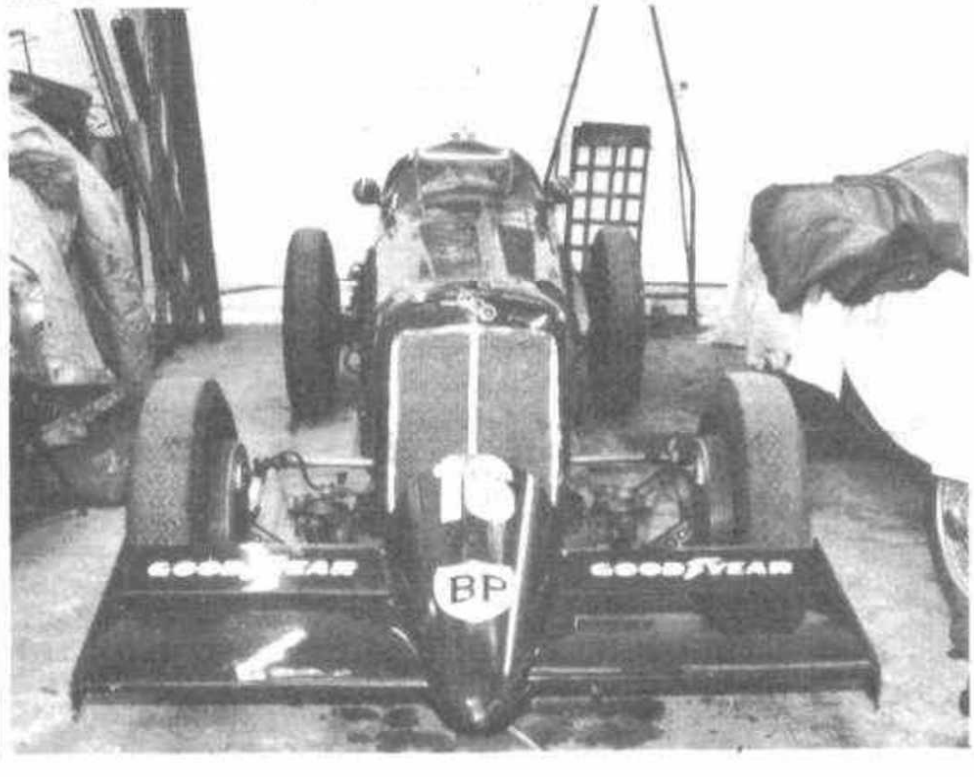
Like every motoring magazine, MOTOR SPORT often receives letters from enthusiasts who want to know how they can become motoring journalists. There is no simple answer to the question but a significant number of writers have entered the profession by first winning the Sir William Lyons Award.

This is an annual competition organised by the Guild of Motoring Writers and is open to those of British nationality, resident in the UK, and born between 15th September 1963 and 15th September 1969. It entails submitting either two essays or else cassette recordings made with radio in mind. Top prize is £500 and, more valuably, work experience on a weekly magazine or with a radio commentator at a Grand Prix.

Entries close on 15th September and forms and more details may be obtained by writing to Jean Peters, Chief Executive, The Guild of Motoring Writers, 2 Pembroke Villas, The Green, Richmond, Surrey TW9 1QF.

TAILPIECE

THE Formula 1 ERA? (Photo — Dudley Gahagan)



Letters

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

Sporting Hollanders

Sir

Mr Boddy's exhortation never to trust experts may be sound advice as a rule of thumb but, on the question of the last sports car to be made in the Netherlands, I would like to strike a blow back for the experts by illuminating the story of a car which will be familiar to many readers.

The last Dutch sports car was neither the 1910 Spyker nor the post-war Type C4 Spyker but the small series sportster of that illustrious Dutch racing driver, Maurice Gatsonides. His Gatso "aero-coupe" was being manufactured as late as 1950 although its distinct lack of commercial success has relegated it to a position of undeserved obscurity. The very first Gatso, known in its prototype stages as the Gatford, was developed during the war whilst Gatsonides was unable to pursue his racing career. It appeared in 1946 for the French Alpine Rally where it proved to be very competitive thanks to the development advantages it boasted over its rivals. In fact it came second in its class by finishing less than one minute behind the winner.

The prototype was based around a 1937 Ford V8 chassis fitted with a 3.9-litre Mercury sv V8 which, in its normally aspirated form, would develop 95 bhp. The duralumin-panelled body had the benefit of wind tunnel testing. For racing purposes, this took the form of a flowing open sports style with enclosed rear wheels but, when the Gatso reached the buying public, it featured a curious aircraft cockpit-type "bubble" roof and a cyclopic third headlamp. Hydro-mechanical brakes, overdrive on all three gears and the option of a 170 bhp ohv engine did not, however, spur many customers to splash out on such an unusual sports car and, by the time the Gatso left production in 1950, very few examples had been sold.

No doubt a rather different fate awaits Volvo's 480ES, the corporate child of a car maker which does not seem able to make mistakes. Here's to a healthy rebirth of the Dutch sports car industry.

London W1. GARY S. AXON

Non-Event

Sir,

I was most interested to read ML's article in the April issue of Motor Sport on the growth of 500 cc Racing.

Following the successful and enjoyable "Mutton Grand Prix" held by the Frazer Nash owners it was suggested that a similar gathering for the 500 cc movement be laid on for a Saturday later in the year. This was done on the proviso that nobody arrived till after lunch when the caretaker went off for the weekend. Unfortunately people arrived early to be greeted by an irate caretaker who threatened to call the police. For a time it looked as though the gathering was doomed to failure and most people moved to the "Saracen's Head" in Towcester to discuss the situation and / or drown their sorrows when the Landlord suggested that Lord Hesketh could help. When approached Lord Hesketh was both most helpful and enthusiastic. Rumour has it that he produced a map of the estate and traced out a likely circuit when he stopped with the remark that "it would involve closing Watling Street and the police would not approve of that".

Eventually a piece of road slightly uphill in front of the Towcester Race Course grandstand was used and an enjoyable afternoon's motoring was had by all.

Enclosed is a photo taken at Brooklands in 1934 or 35 of Miles Rothwell's 500 cc record car standing outside Francis Beart's shed. As I recall the chassis was similar to a GN / Frazer Nash with rear engine, motor cycle gearbox and final chain drive. Due to the small size and height of the car, the driver lay down and controlled the car through motor cycle controls including steering by handle-bars. As far as I know no records were ever attempted as the car was rolled and written off coming off the Byfleet Banking whilst being tested by a journalist.

Great Barford, Beds.

CLIFFORD ENGLAND

Swedish Acronyms

Sir,

I read with great interest M.L.'s story on 500 cc Formula 3 in the May issue and Doug Nye's letter in the June issue about the Swedish Effyh.

I am afraid that Doug Nye, for once, has got it wrong. The constructors of the Effyh 500 was Folke and Yngve Håkansson in Malmo.

Since F-Y-H is pronounced as FY in Swedish it was not on for the very same reasons as M.R.D. was not going too well with the French some 12 years later. . . .

Instead the Håkansson brothers decided on EFFYH being a more ingenious name for their little car while still having their initials showing!

May I wish you continuing success with your excellent magazine which I have had the pleasure to read for the past 25 years.

Malmö,
Sweden. SVENERIC ERIKSSON

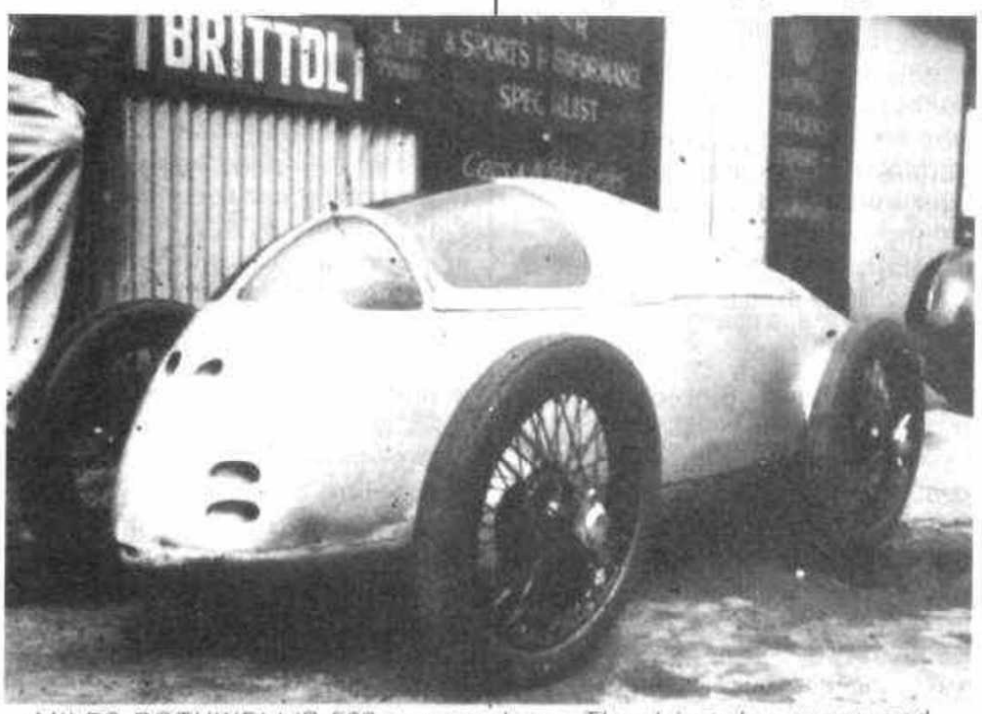
Erik Addyman

Sir,

I was most interested to read in the June issue about Erik Addyman of Starbeck and his cars as for some two years in the early nineteen-fifties he was my Landlord. My wife and I lived first in one of the flats at Belmont and then in the Lodge during which time I was a frequent visitor to the workshops at the White House next door.

Erik Addyman was an interesting man to talk to and he told me many tales of his exploits with gliders - his accident was caused by turbulence from a thunderstorm which threw him out of the cockpit he reckoned he fell 400 feet into a snowdrift. He spoke often of his time at Heathall in Dumfries (the Arrol-Johnstone works) and of people called Thomas who lived at nearby Southwick House, I think they were Newspaper proprietors. They seemed to have shared many adventures with light aircraft between the wars. He rarely talked about Motor cars and seemed to regard my maintenance work on my 1934 SS 11 with some amusement. In fact, I gained the impression that he thought all engineering development ceased in 1918.

He did however use one car when I was there, this was a 1910 or 1911 FIAT with two seats at the front and a kind of platform at the back covered by trapdoors that opened upwards. I have no idea what they concealed. Each year this car which lived under a tree on the edge of the tennis court at Belmont was started up to haul in the haycocks from the surrounding fields, starting was accomplished by pouring about



MILES ROTHWELL'S 500cc record car. The driver lay prone and steered with handlebars.

a gallon of petrol into the autovac - the main petrol tank was apparently unusable - and relying on gravity to feed the carburettor, the handle was my task and as a reward I was taken for a ride across the fields driven by Erik Addyman, he steered one handed and double-declutching with his left foot he kicked the massive right-hand gear lever through the gate with the other, quite a performance!

I visited the billiard room several times in the company of Mr Addyman's oldest son. It was an unusual building standing some distance from the house and was packed with gliders and parts of gliders. I saw the vee-twin engine perched on the nose of what seemed to be an ordinary glider, it did not look new to me.

The old car stood in a corner of one of the workshops and I was told the tale about it being crashed into one of the beechtrees that lined the drive at Belmont to avoid running into the main road. I well remember the belt drive to one rear wheel and the very spindly wheels shod with completely bald b/e tyres, the windscreen was not like the photo but consisted of a piece of celluloid sandwiched between aluminium strips riveted together, it was braced to the bodywork by triangular side pieces of the same construction. The car was partly hidden by a stack of Motorcycles all quite old and I recognised Matchless Silver Hawk and Silver Arrow, an ABC complete and in running order, a number of Triumphs and others I couldn't recognise, but, as I remember, not one Scott.

I cannot imagine that more than one Vortex was ever built. Erik Addyman talked freely about his life and adventures especially with gliders and to a lesser extent with Railway engines, yet in our many talks neither he nor his charming wife who had a fund of tales about her rather eccentric husband, ever mentioned making and selling cars.

Chesterfield. A. WALLACE

Sir

Your continuing notes on the motoring adventures of O.J. reveal much fascinating detail of road conditions in those far off days. The novel mentioned in the July issue to which he took exception wad undoubtedly "The Fast Lady" by Keble Howard, published by Ernest Benn in 1925 and quite hard to find, despite going through at least 9 subsequent impressions. It concerns the adventures of the hapless Leonard Rabbidge and the rather superior Muriel Levendale on a honeymoon tour of the West Country, the other main character is the Flick (Flamingo Lighting and Ignition Co.) a fictitious two seater of some antiquity, which could be based on any number of Edwardian light cars of the more plebian type, the Pick maybe?

Our hero meets the car through a 'friend in the trade' at the premises of Milton and Poppett's Garage, Peckham Rye. Harry and Ted are the essence of the 20's Garagiste, the various parts of the Flick are exhumed, assembled and praised:- "This 'ere engine is ten-'orse pahr. Water-cooled, pre-war design. She'll do forty mile per, and never turn a 'air. All the work and mater'll in this car is pre-war. They don't make cars like this terdye simply fer the reason as they ain't got nor can't get the mater'll. The only way as they can get it is ter take it off another car same as this 'ere".

The book is full of droll humour, after a crash driving course, literally, Leonard takes to the road. A reluctance and inability to change up to second limits him to the heady speed of 8 mph. Numerous escapades and near misses ensue, the streets and roads are populated with urchins, homely policemen and obstinate horse and cart drivers; a splendid book although one can understand O.J.'s criticism, such a supporter of the 'new motoring' would not welcome the levity, good natured or otherwise, levelled against the brotherhood of the road.

Daventry. MIKE HILL

Fiat History

Sir,

Whether the 100 hp Isotta Fraschini was designed, probably by Stefanini, for the 1909 GP formula I don't know, but thanks to recent research in the Fiat archives by Tito Anselmi some interesting information has come to light about the S61 GP Fiat, designed in late 1908, and the 1911 GP de France winner also mentioned in Kent Kerslake's letter.

The original engine drawings for the 10-litre S61 show that it was designed by Ing. Guiseppe Coda who worked under Stefanini at Isotta Fraschini in 1905; Alfieri Maserati was also there, Coda and Maserati maintaining friendly relations from that date until after their collaboration at Diatto, when Coda joined Citroën.

G.C. also designed in late 1909 a 4.4-litre version of his OHC 16 valve Type 61 engine, designated S53. It was probably one of these engines fitted to a production chassis, and perhaps running in the Touring class, that won the 1911 GP de France.

Photos of Hemery during the race show clearly that it wasn't a 10-litre as the bonnet isn't high enough to cover the massive engine of the larger car.

Chelmsford, Essex. FRANK LUGG

"Out of the Past"

Sir

I read with interest your article "Out of the Past". A flood of memories returned of the time mentioned by W.B. In the Mid-Twenties I was apprenticed to Eddie Bunford, The Garage, Trefeglwys, and I have a clear memory of the motor cars in that area, Trefeglwys being 4 miles from Llanidloes.

George Jenkins of Central Garage, Llanidloes, known locally as "Jenkins Cwmran" started his service to The Van, Oldhall and Staylittle in competition with Tommy Evans "The Van" with a 1921 7-seater Buick tourer. Other cars in the area were—1921 Ford "T" 7-seater tourer (very rare), 1923 Ford "T" Sedan, 1919 Chevrolet Tourer, 1922 Studebaker Tourer, 1926 Buick "MasterSix" 7-seater limousine with open rear (I still have photographs of the Ford Sedan and the Buick).

There was also a SuperFord charabanc Model "T" with detachable seats (a SuperFord because it was fitted with a SuperFord gearbox attachment that gave one speed higher and one speed lower than the normal 2-speed transmission.

On Saturdays and Tuesdays the SuperFord was used to convey passengers to Llanidloes and Newtown markets, fare to Llanidloes 1/3d and Newtown 2/- return. On other days the seats were removed and it functioned as a furniture remover or to carry sheep and pigs to market.

Another local car-hire operator was Billy Jones, "The Nynfa", Llawryglyn. He had a 1924 Ford "T" which he eventually scrapped for a 1928 model "T", the first with wire-spoked wheels.

A very amusing incident occured involving Billy, although at the time it was far from amusing. In those days it was the custom to carry out any messages or shopping when taking locals to market. Billy, unfortunately, suffered from a bone complaint and had to wear an iron on his leg. This particular Saturday he stopped outside a chemist's in Llanidloes, leaving the engine running. The brake lever situated to the righthand side of the driver when "on" put the transmission into neutral, when "off" it engaged top gear (of 2 speeds). As Billy went to get into the car, his leg iron accidently knocked the handbrake forwards. The car took off and headed for the old market hall in the centre of Llanidloes. Billy chased after it, hopping rather than running. Fortunately the mechanic from Central Garage was in the street and jumped into the slow-moving vehicle, drove it around the market hall and back down Longbridge Street to a very out of breath Billy. Another old car in the area was a 1920 Fiat limousine (a massive vehicle) owned by Dick Jones, The Fron, Llawryglyn. In Dick's words the only trouble with it was the "Shock-abosters".

Other cars which were privately owned were: 1919 Overland, 1926 Humber tourer, 1926 Clyno, Bull-nosed Morrises, 1925 Renault, belt-drive Raleigh motor-cycles being in abundance. I, myself, was the proud owner of a 1924 Scott 2-speed motorcycle.

It was quite common in those days to see a Model "T" Ford going up Paris Castle hill or Gellilefraith hill in reverse. The reason was that due to the petrol outlet position from the tank there was insufficient petrol to feed the engine going forward (Gravity-feed supply).

Repairs where often carried out in unusual places. On one occasion I was taking a party of farmers to an agricultural show near Llandudno in a 14-seater Chevrolet charabanc (a replacement for the SuperFord following total collapse of the transmission). On the trip there the engine ran a big-end (Babbit-bearings). Lubrication was 4 lb psi.

While the farmers enjoyed the show I dropped the sump, scraped out the remainder of the white metal with a pen knife, cut off the leather door-checks and cut them to fit the crank journal and con-rod, replaced the sump, over-filled it with oil (over the troughs) and safely returned home to Trefeglwys with a contented bunch of people having spent more time in the Beer-tent than looking at the show.

Yes, those were very happy motoring days.

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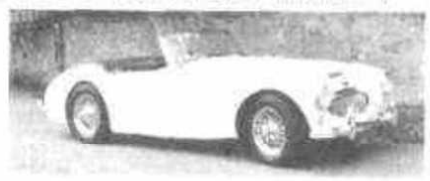
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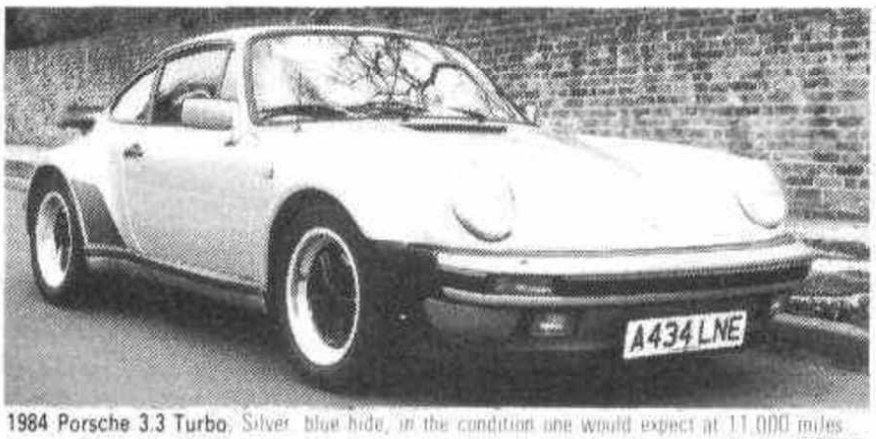
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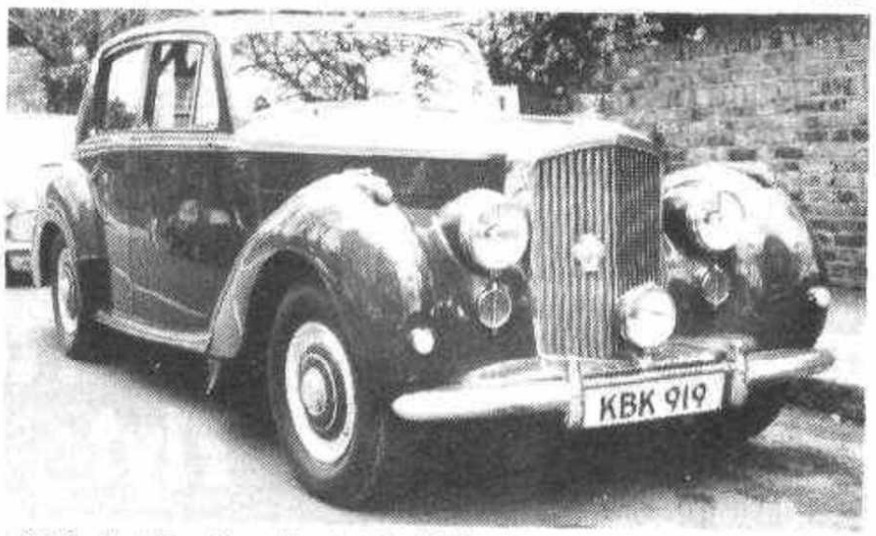
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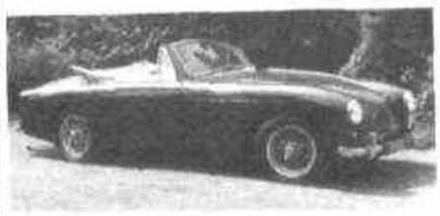
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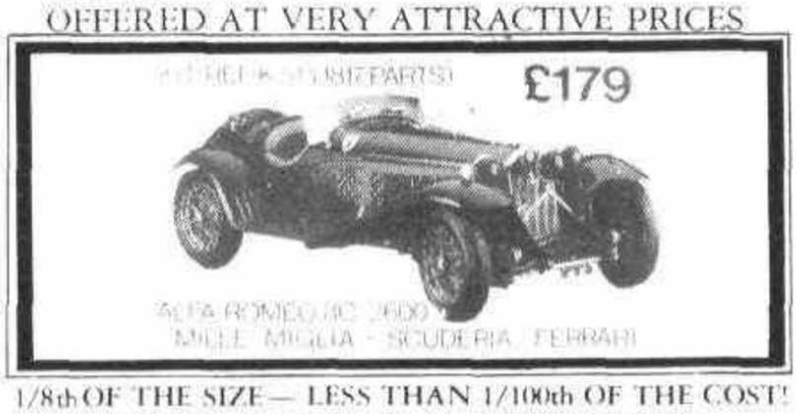
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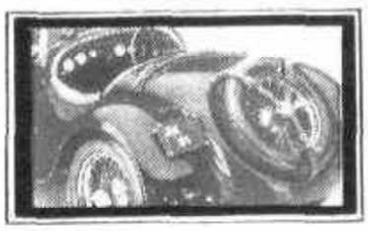
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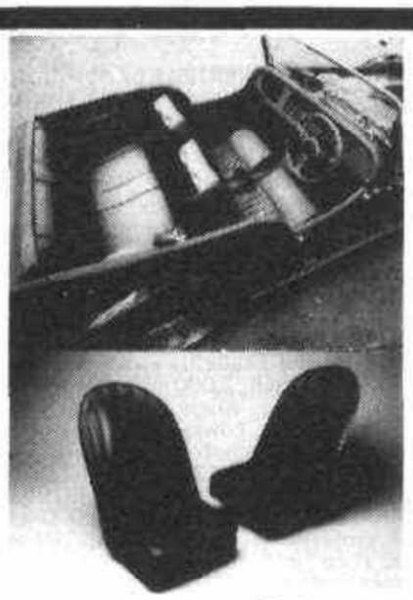
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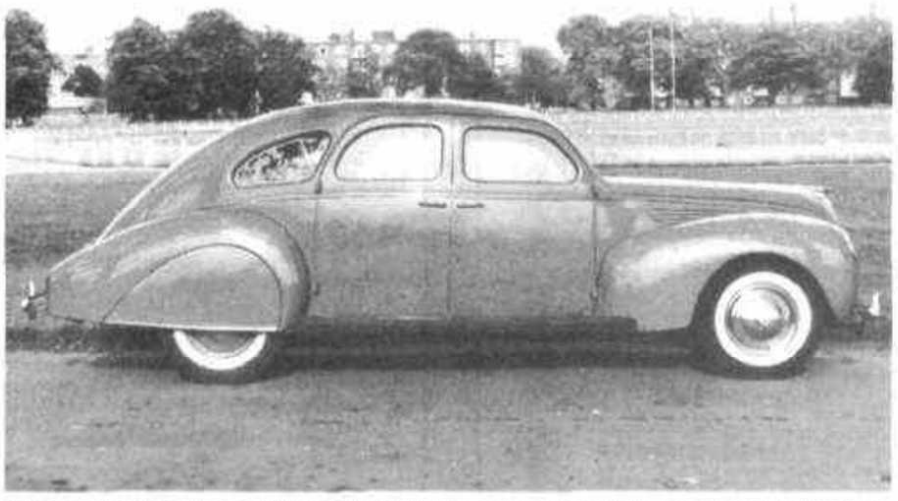
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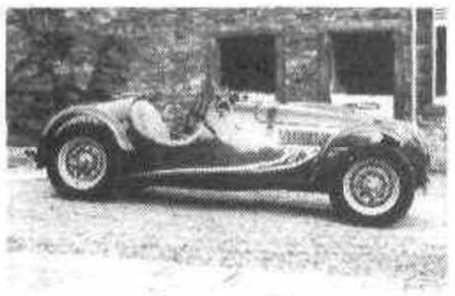
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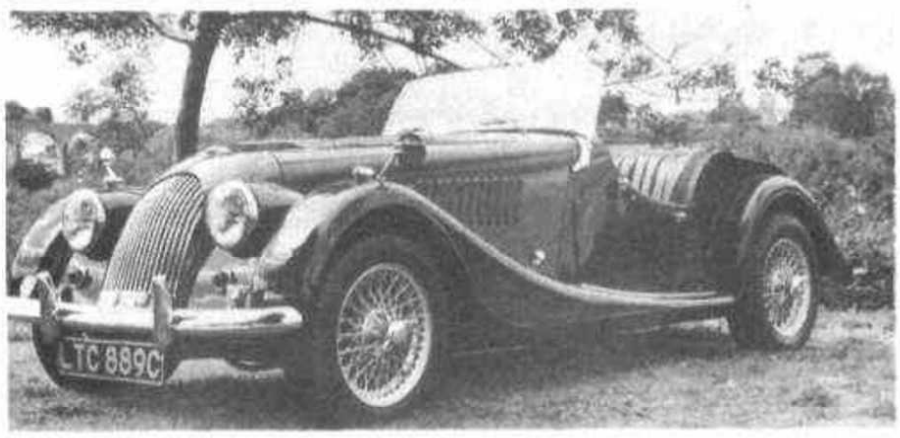
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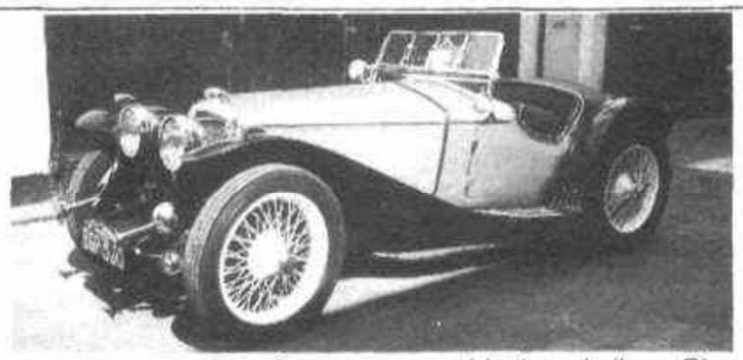
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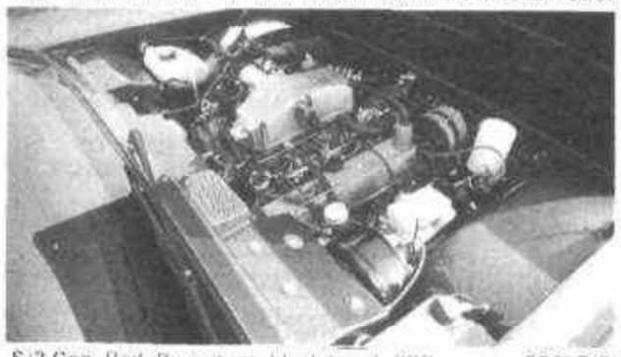
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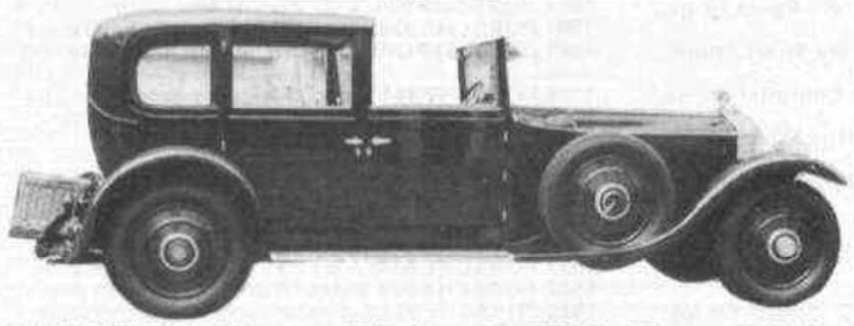
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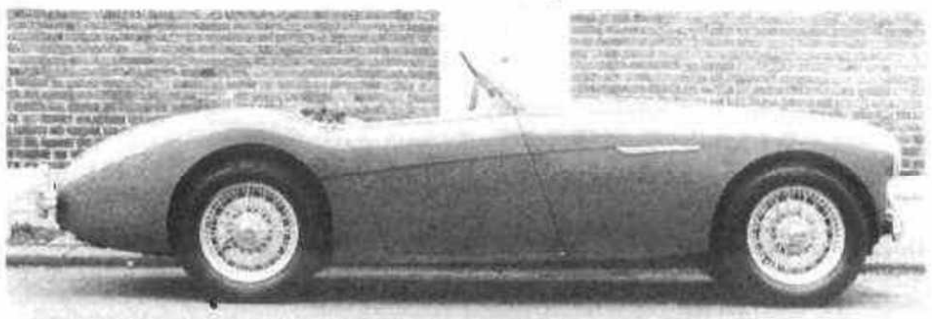
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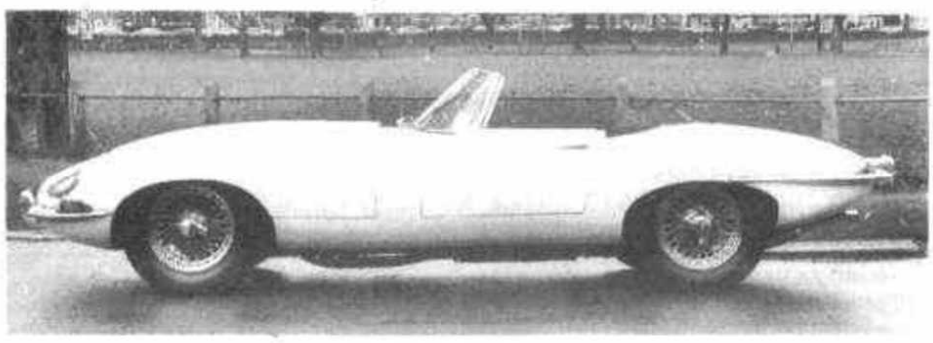
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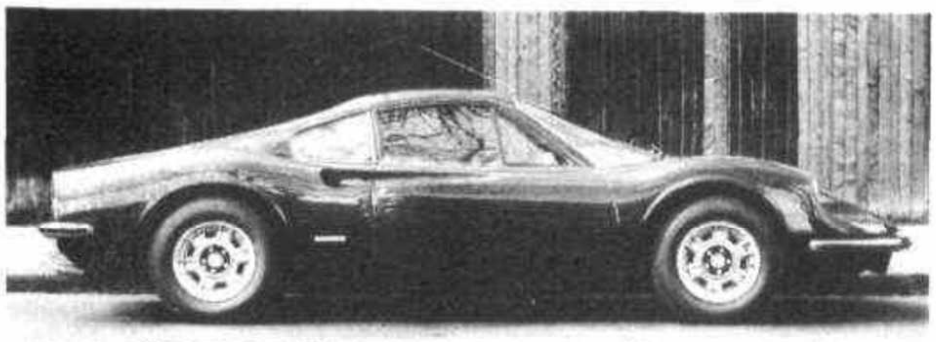
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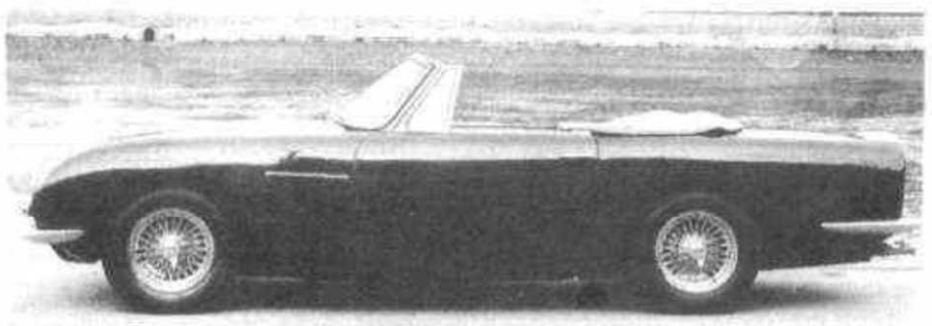
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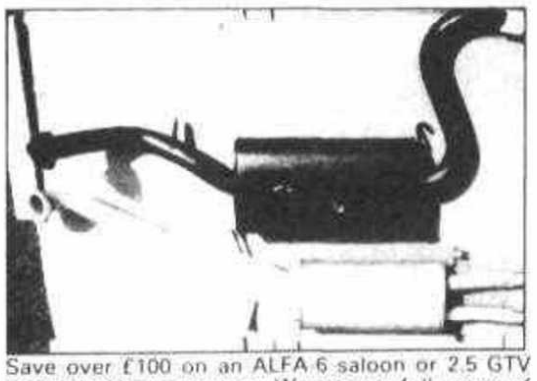
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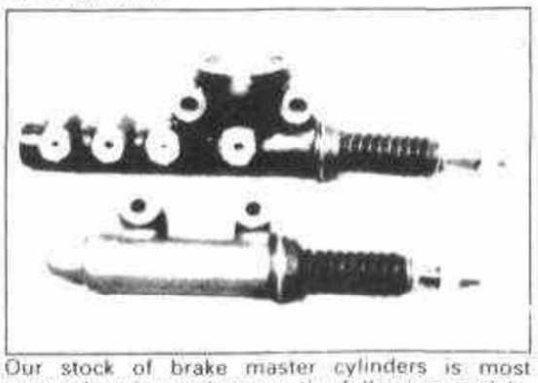
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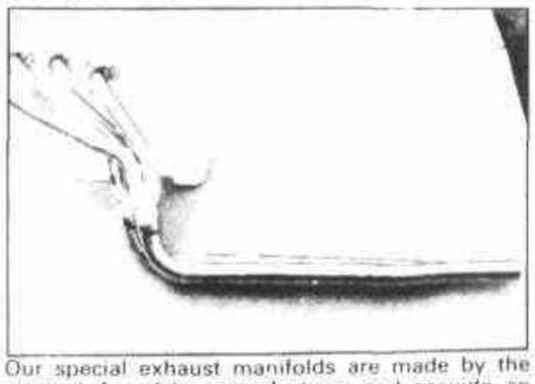
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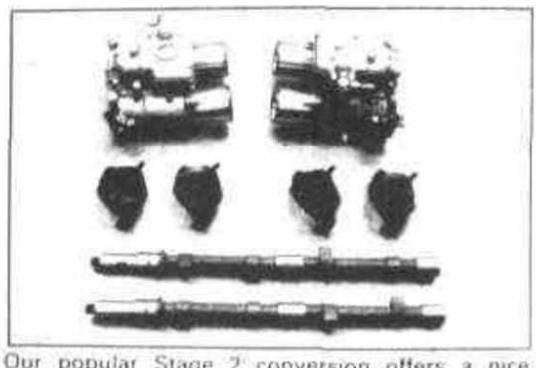
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AUCTION OF Thoroughbread and Collectors Motorcars to be held at the South West Motor Show at the Royal Bath & West Showground, Shepton Mallet, Somerset on Saturday, 5th October, 1986 at 1 p.m. Viewing on morning of sale. Catalogues available price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

AUTOJUMBLE at the Picketts Lock Centre, Edmonton, London, Sunday 12th October, 1986, 10am-4.30pm. Easy unloading. Lots of free parking. Stall enquiries: C. M. Smith (0543) 263922/253508. (926816

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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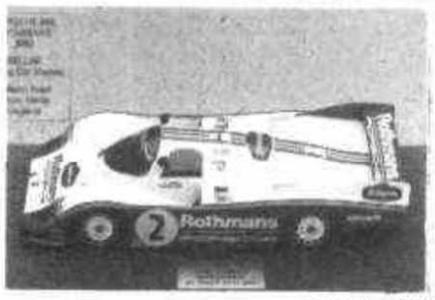
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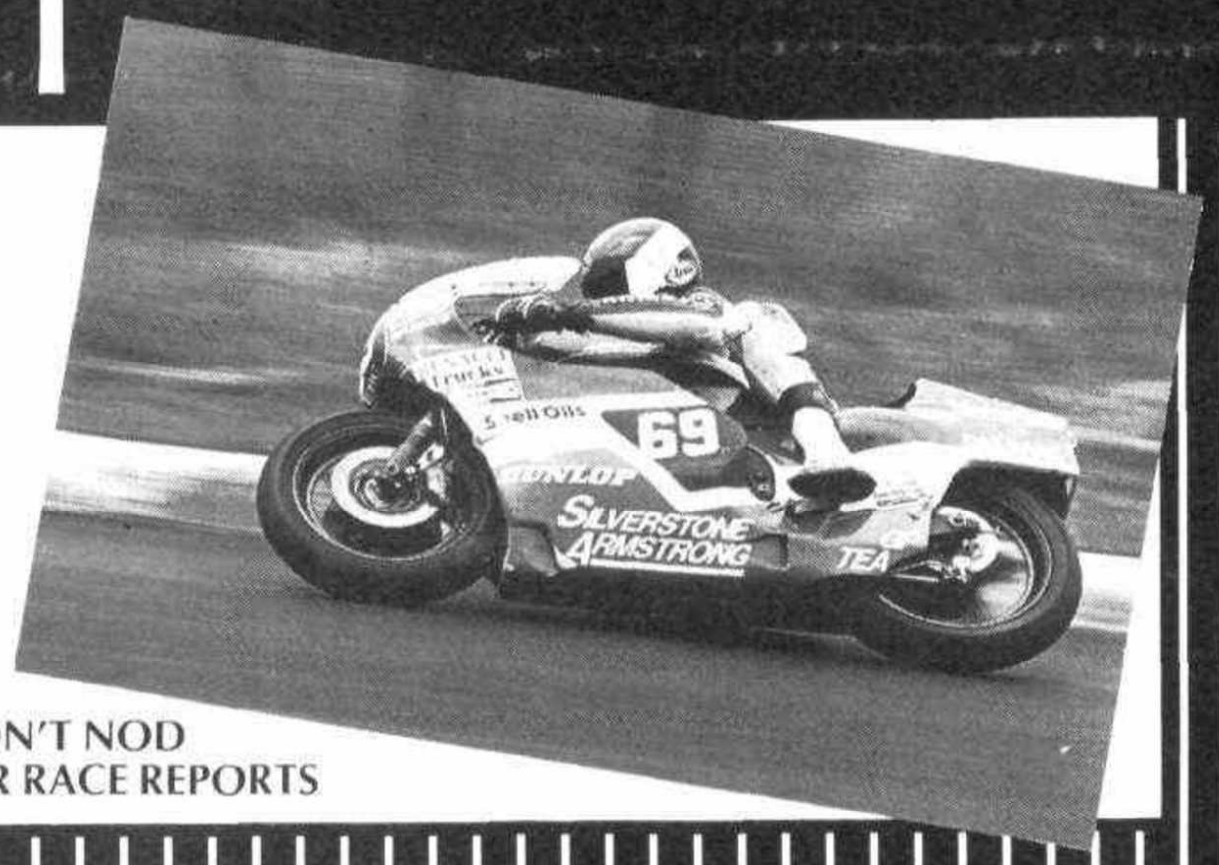
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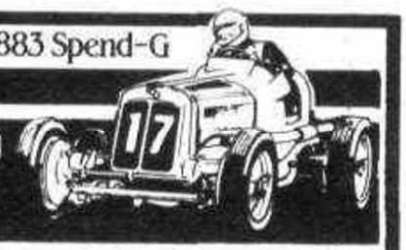
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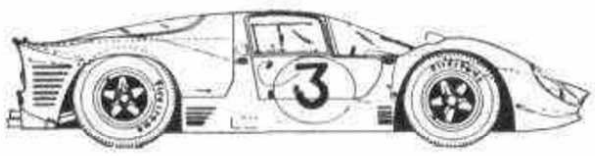
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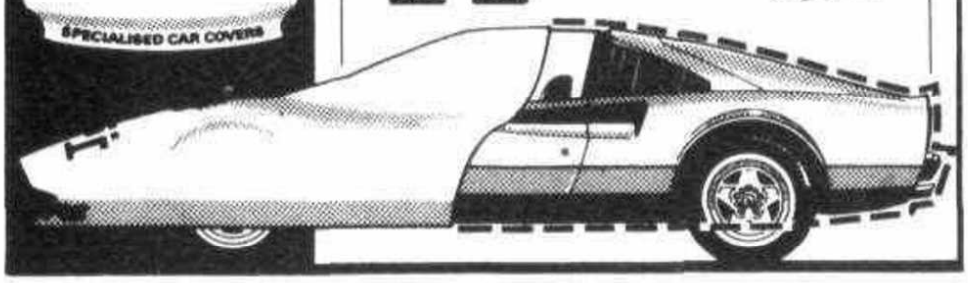
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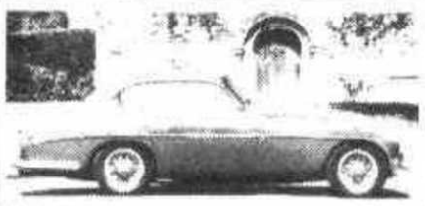
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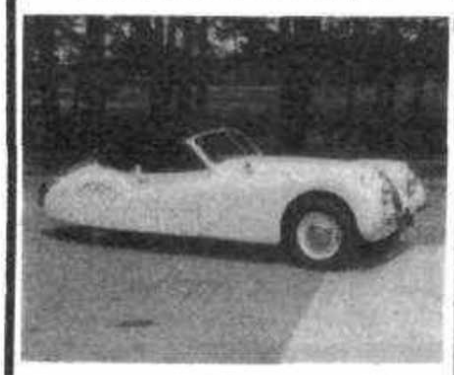
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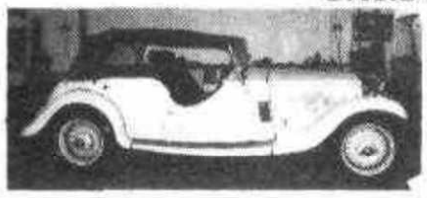
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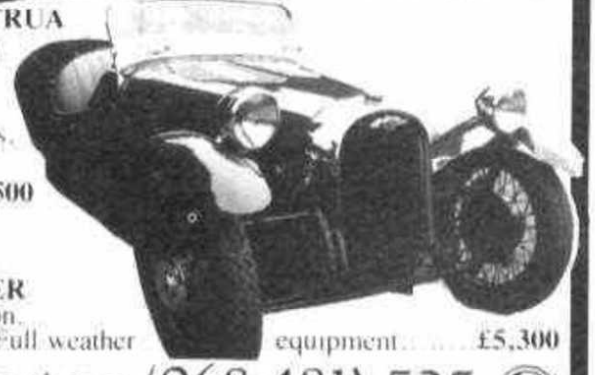
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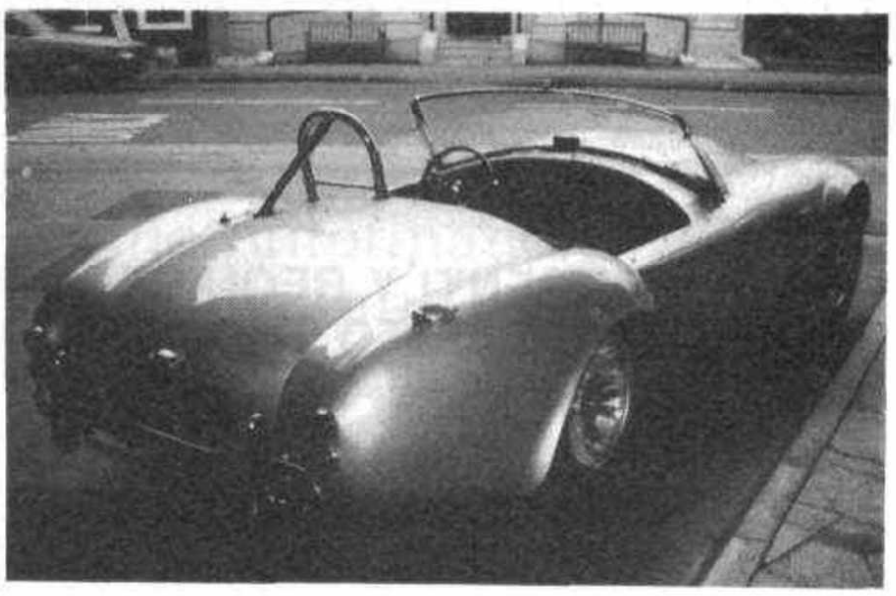
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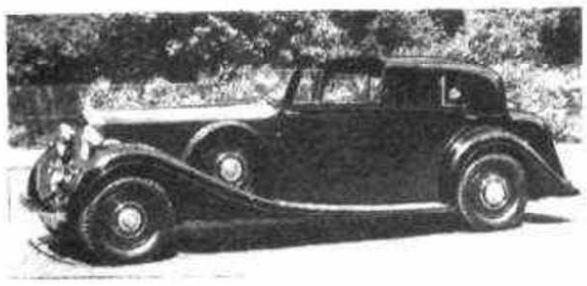


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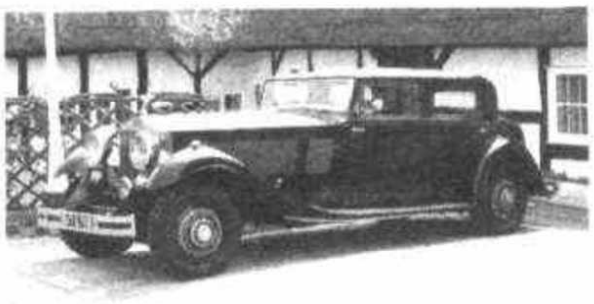
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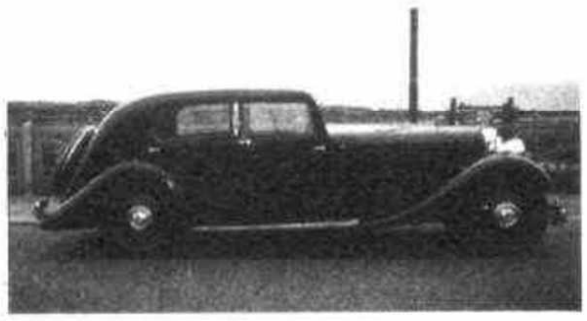
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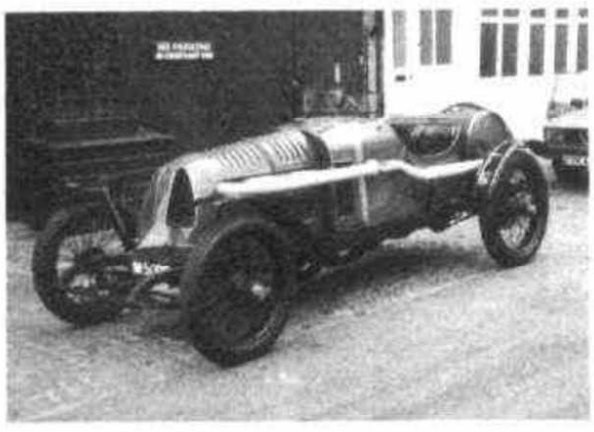
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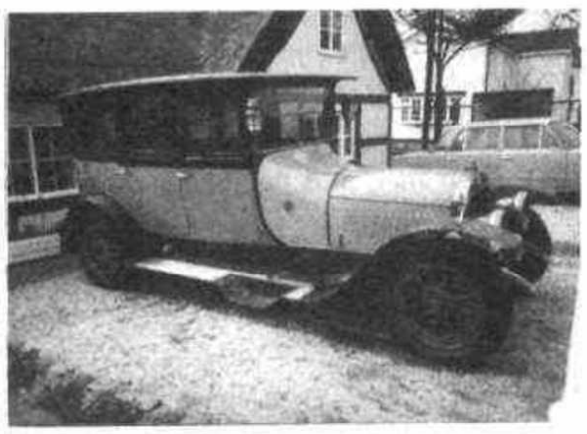
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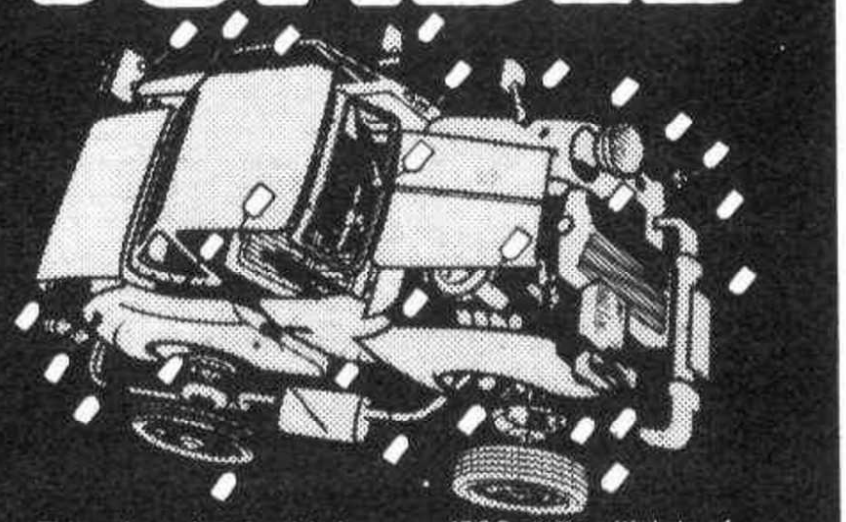


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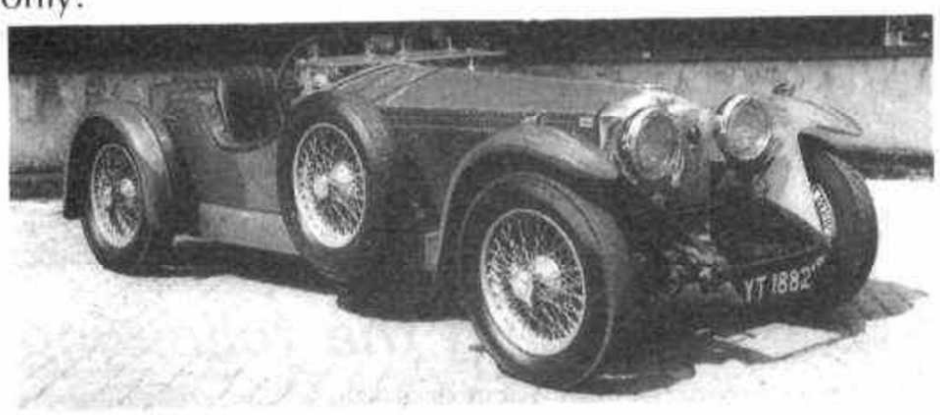
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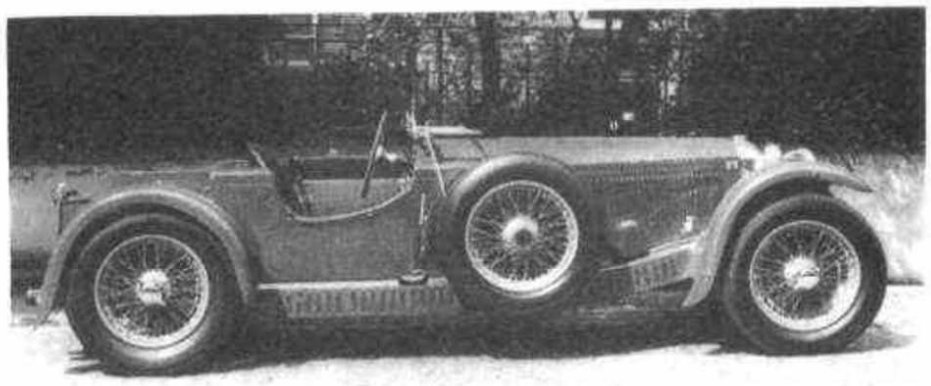
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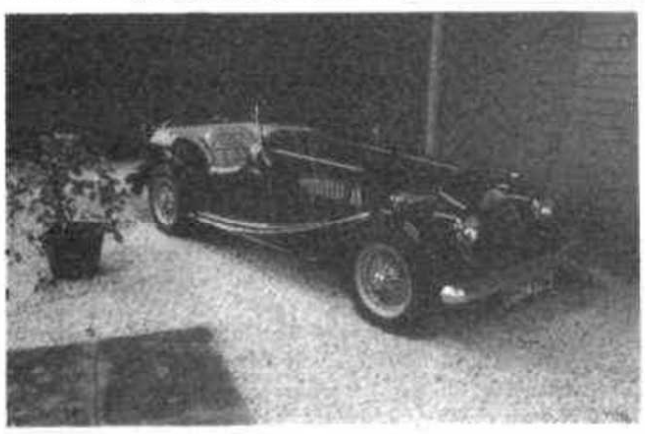
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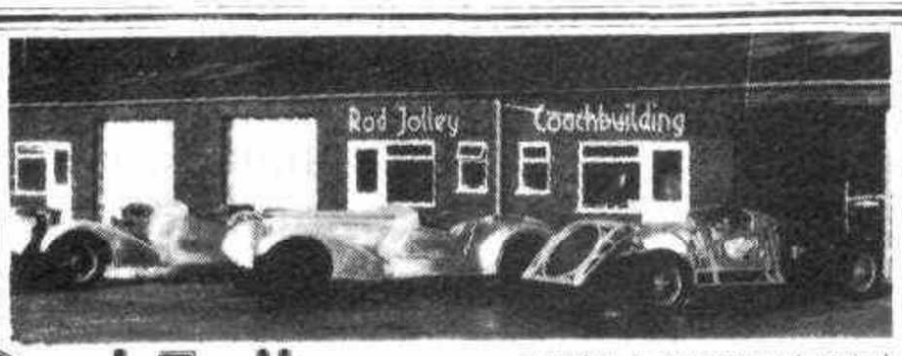
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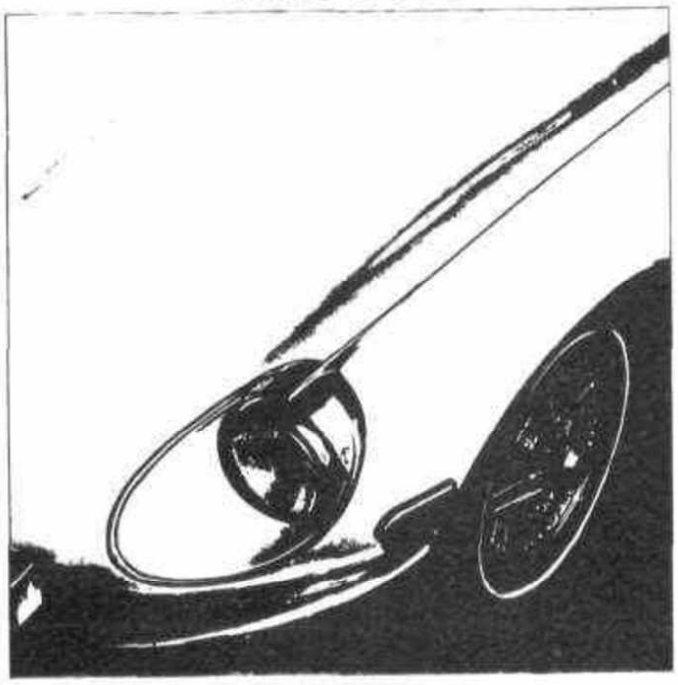
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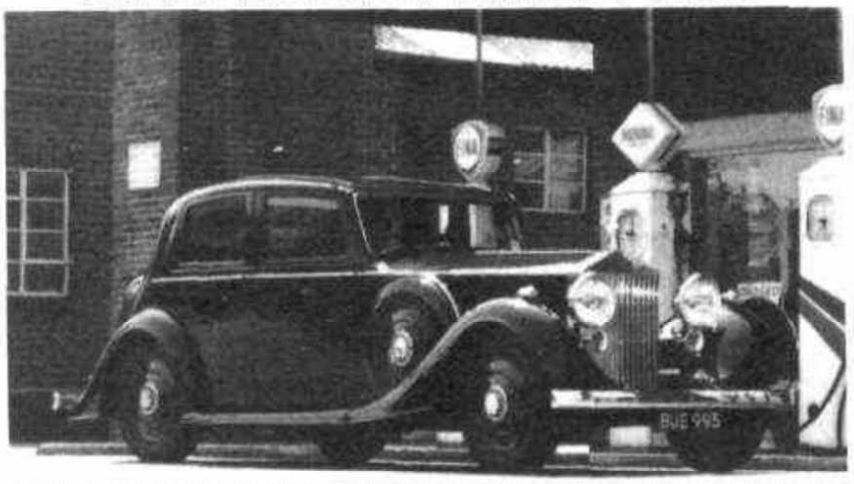
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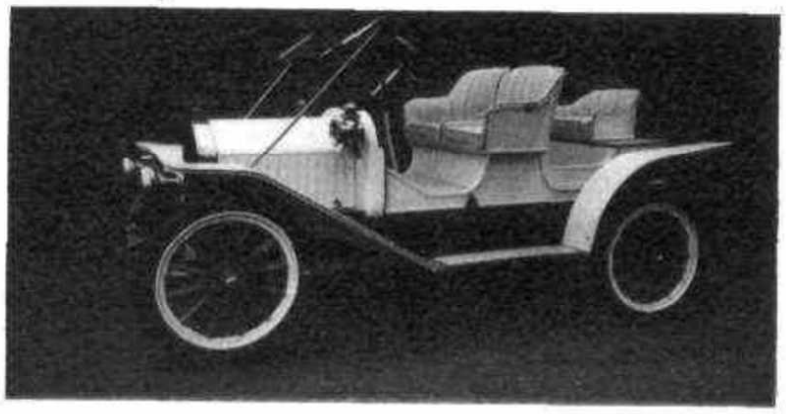
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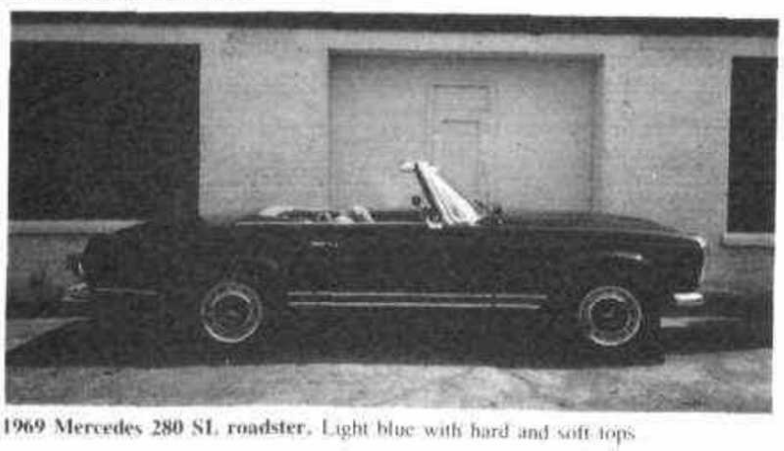
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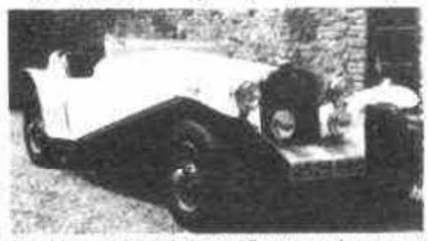
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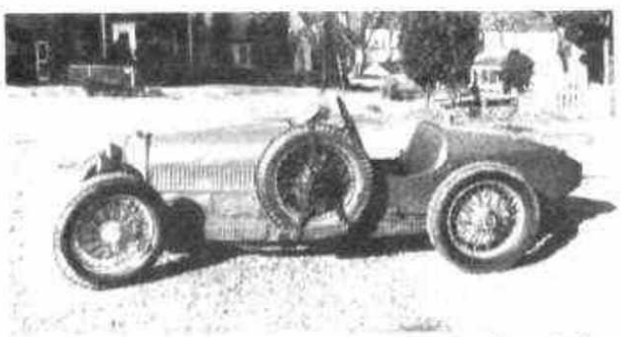
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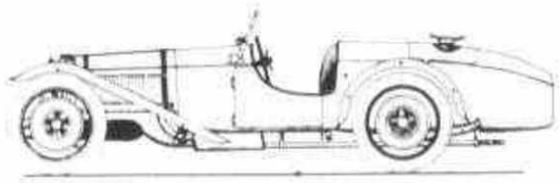
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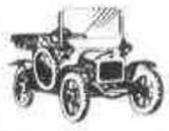
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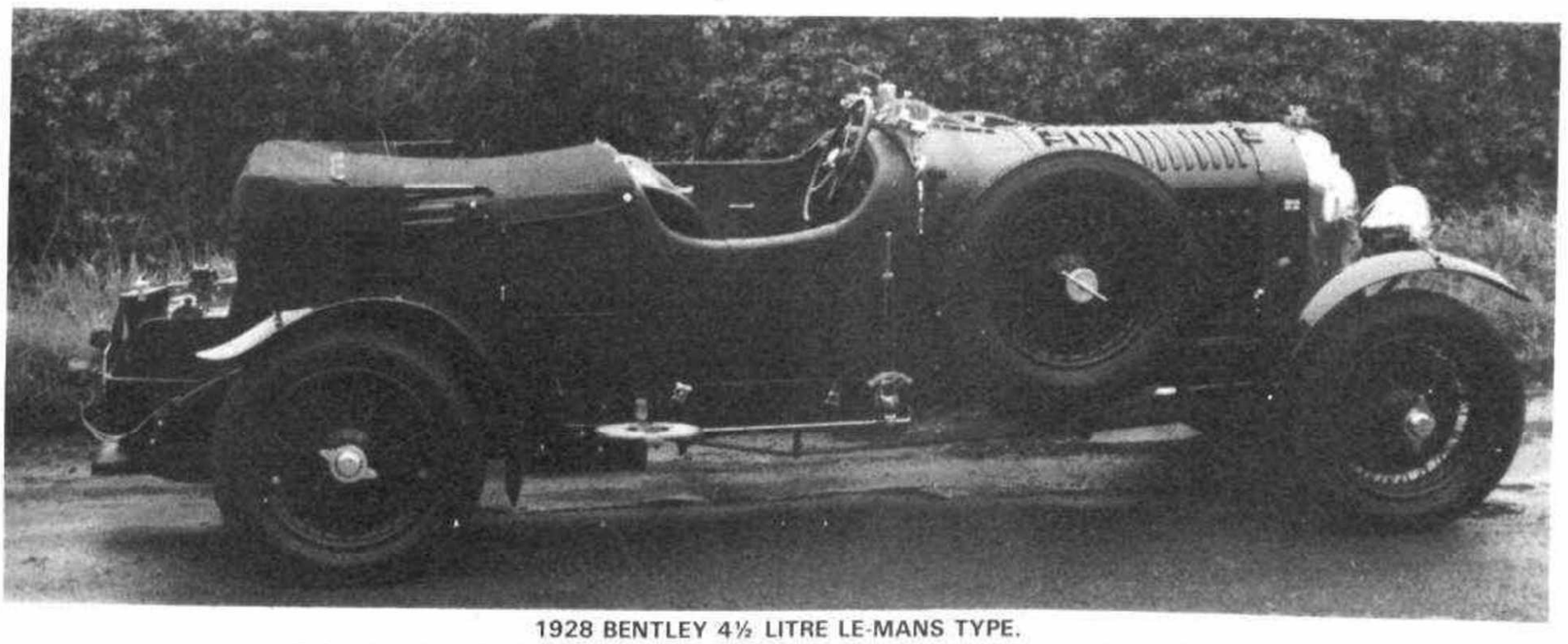
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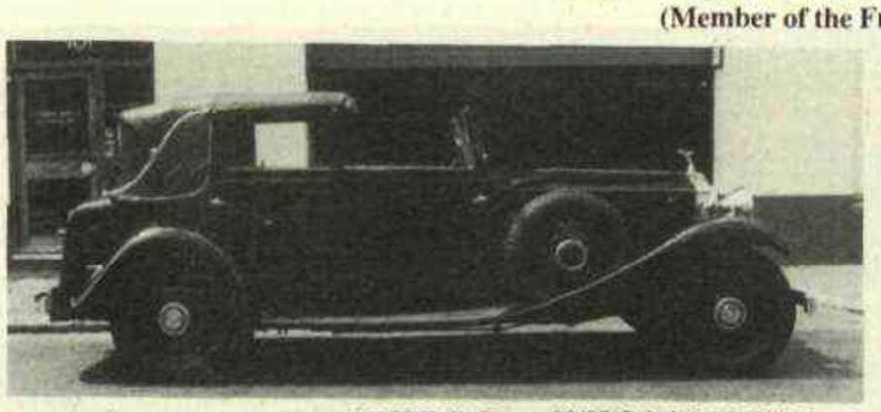
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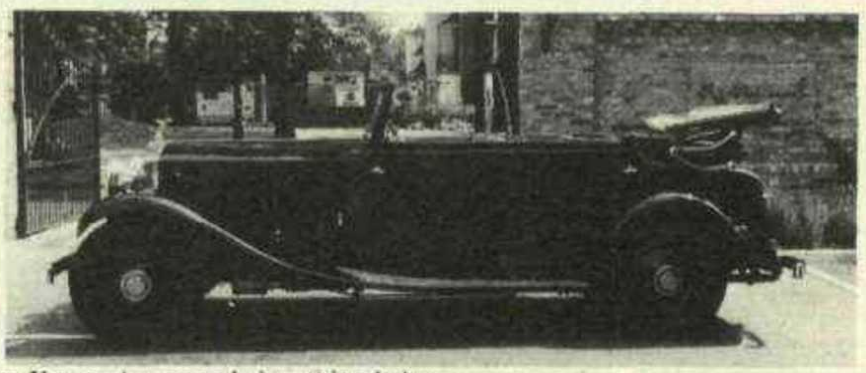
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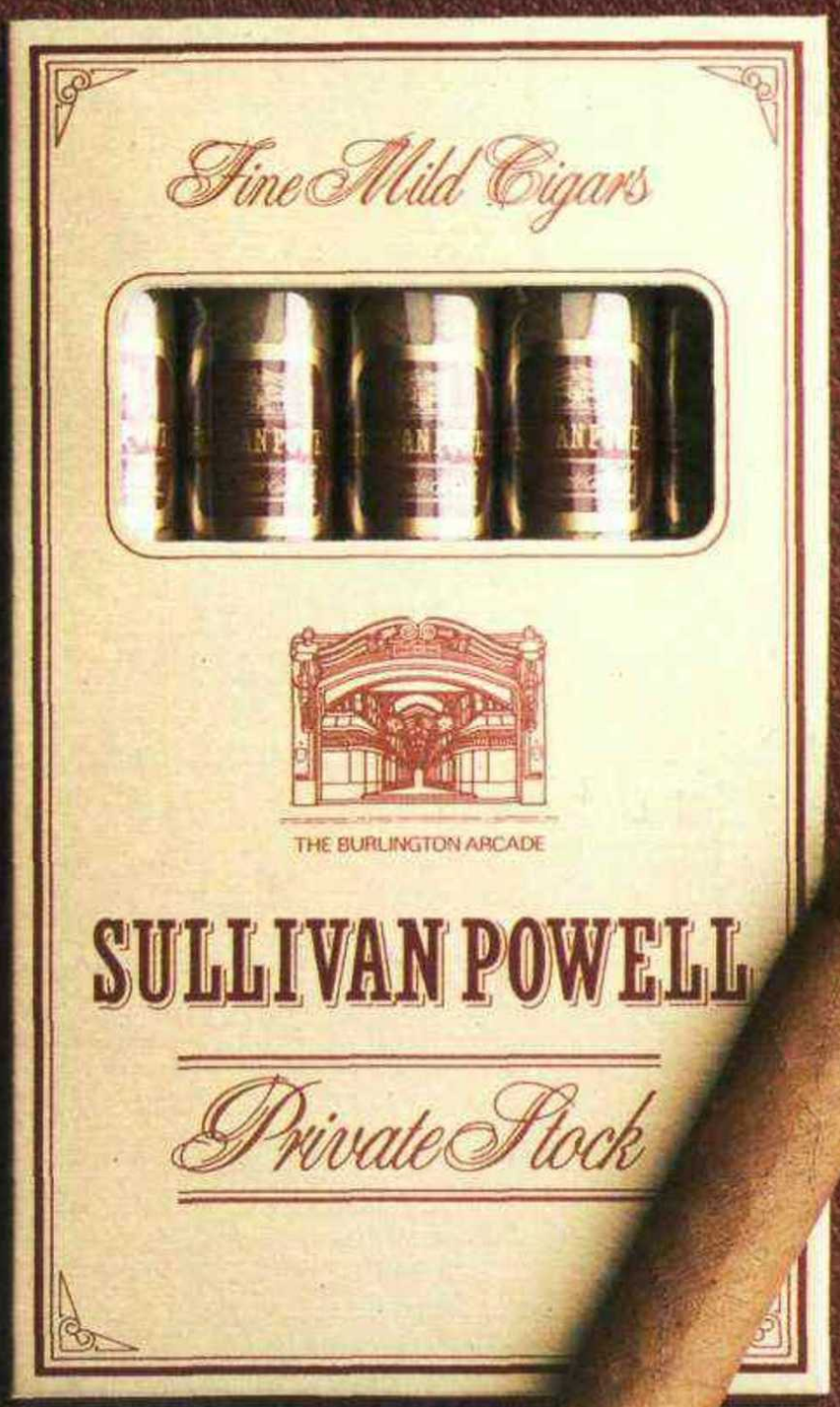
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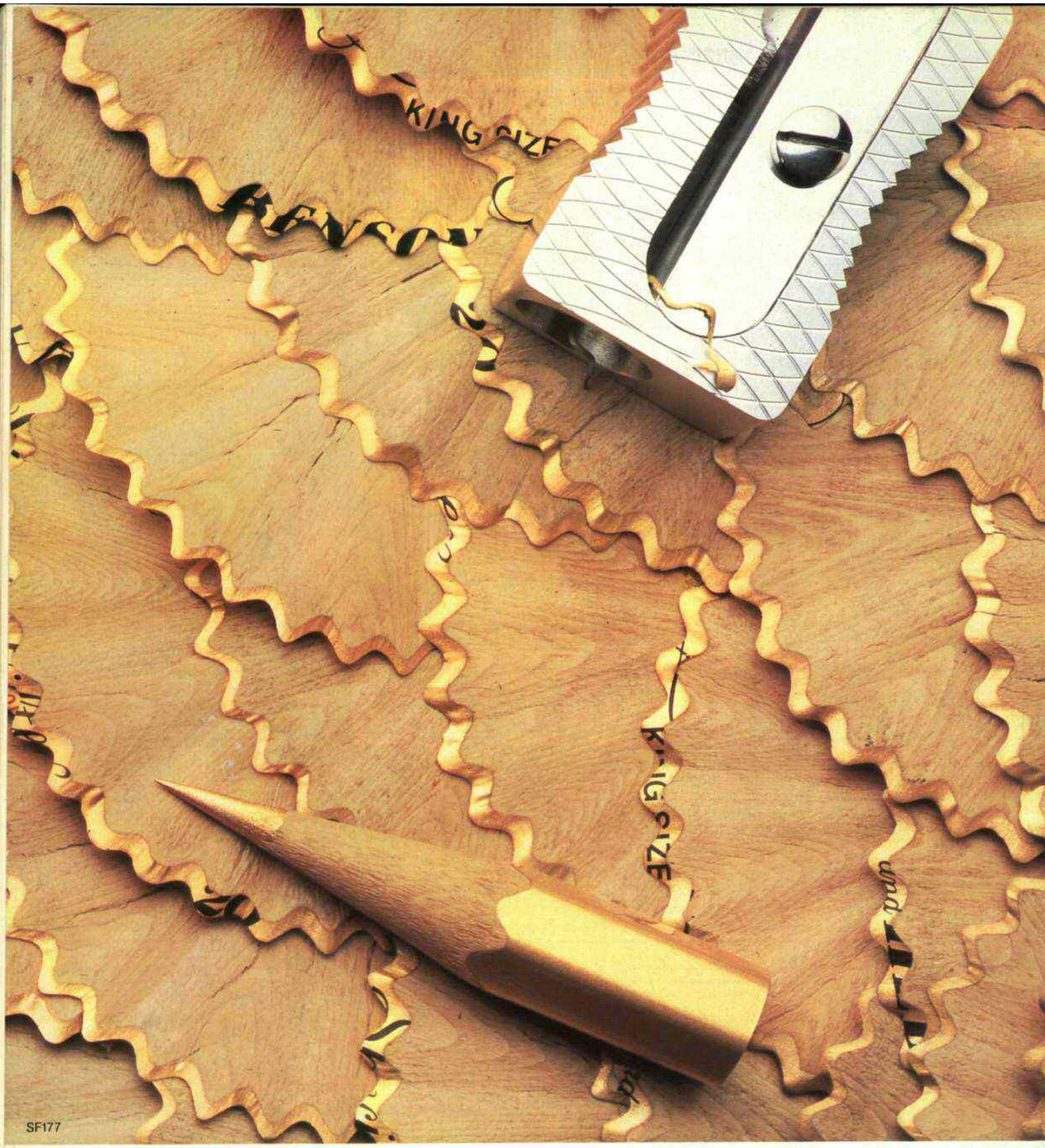
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