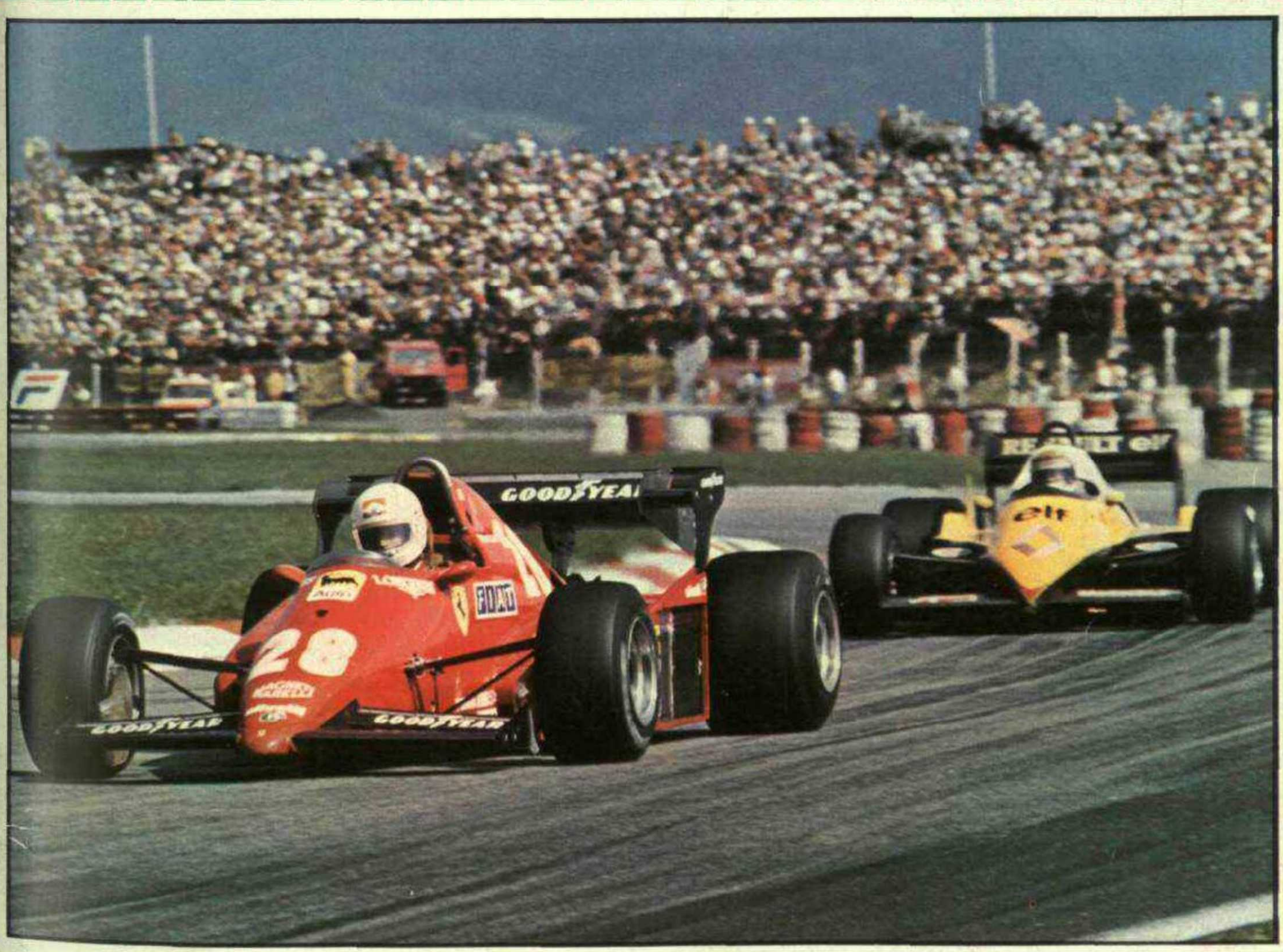
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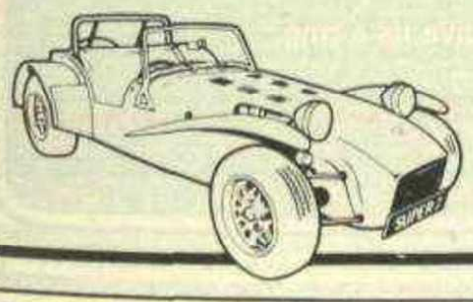
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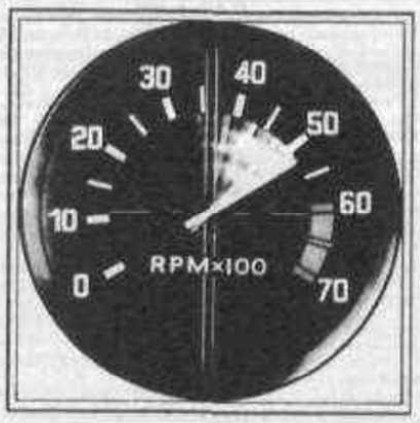
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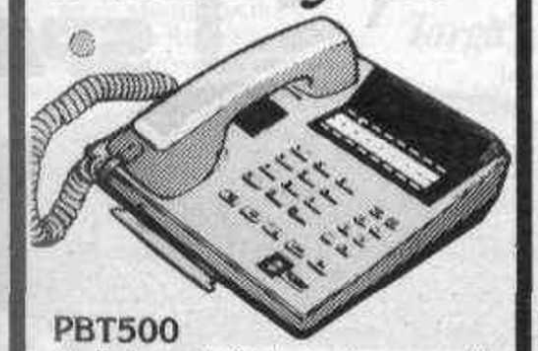
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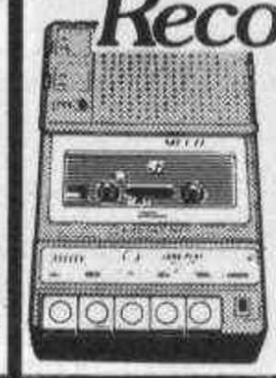
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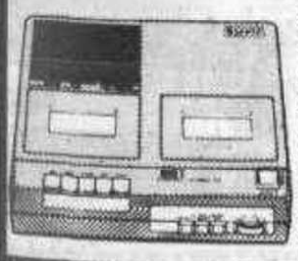


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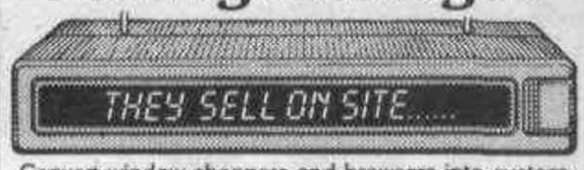
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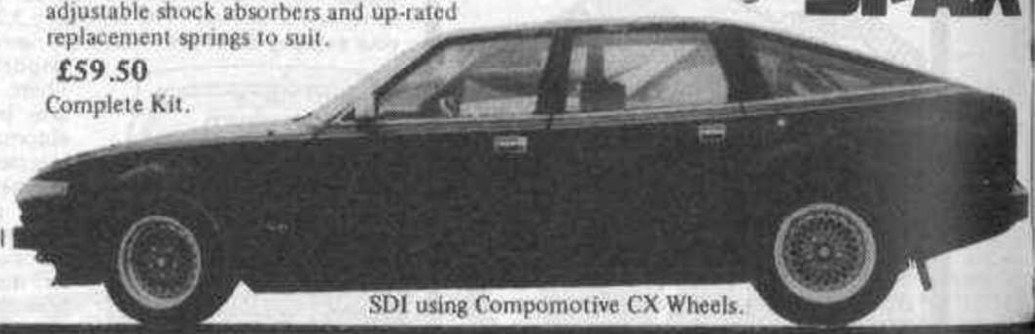


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Targa Reliner

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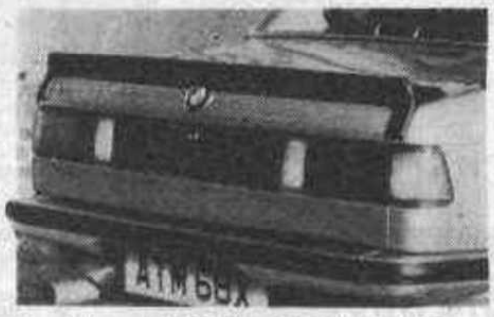
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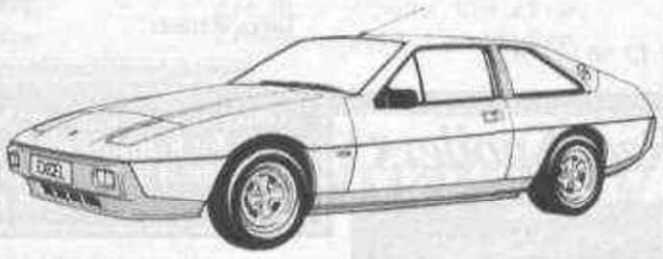
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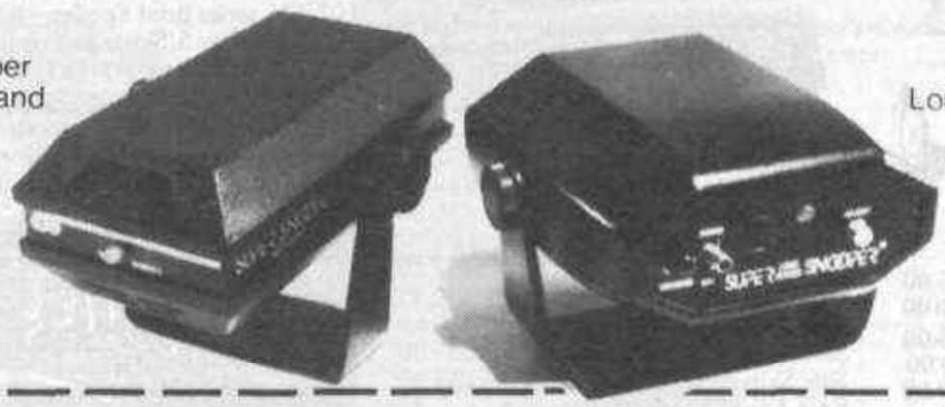
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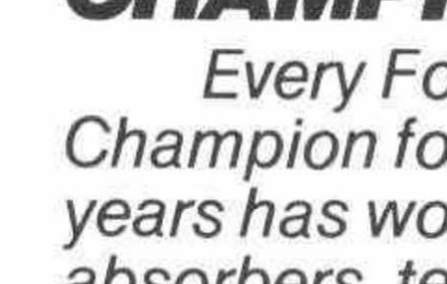


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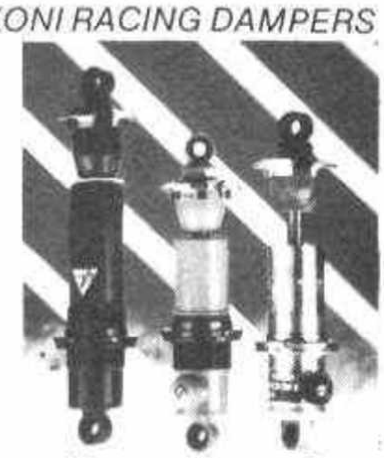
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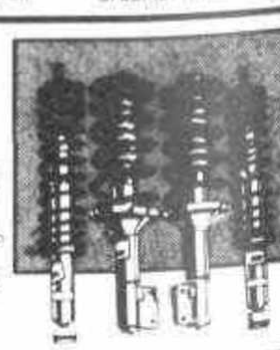
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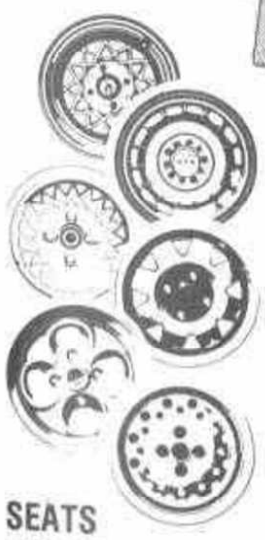
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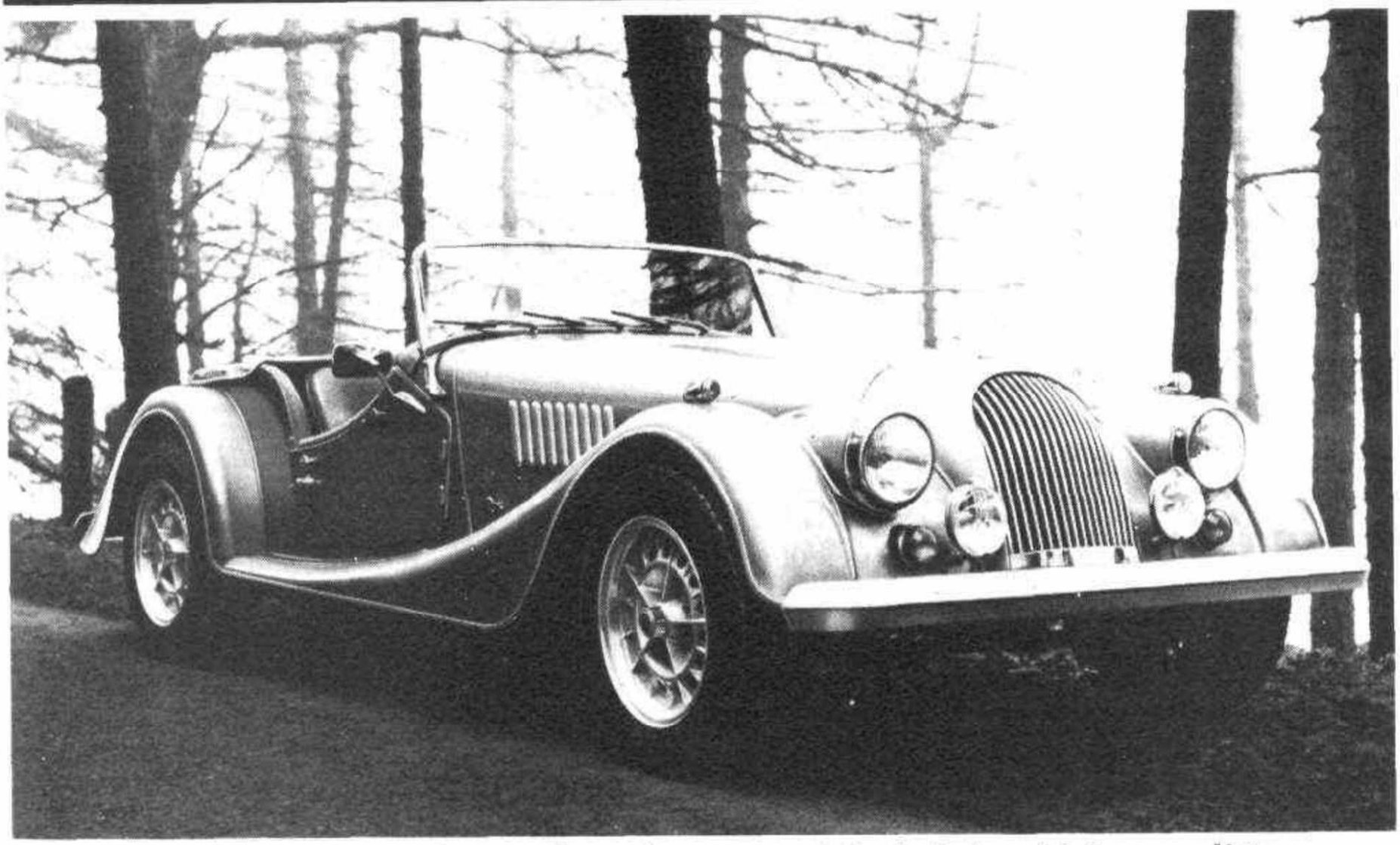
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TIP OF THE MONTH

It must be time for a 911 / 930 timing chain tensioner update, we've had so many "rattle" on us lately!

SYMPTOMS: Rattle in engine, sometimes horrific, mostly clears at 2,500-3,000 rpm.

CONSEQUENCE: Nothing, if you're lucky, except a tow-in and repair bill. Deranged cam timing if you're not, with consequent engine blow up, ranging from mild to total!

DRIVEABILITY: Officially *Don't*. If it's life or death, and you're willing to gamble a blown engine, set the hand throttle (or tickover if you're v.old or v.new!) to circa 2,500 rpm (ie just above rattle speed), and cruise gently home at 2,800-3,000 rpm, avoiding low, high and rapid changes of revs. It's murder on the clutch, and makes engineers weep! Tensioner "safety kits" help here in reducing the amount of chain thrash, hence the (unped cam timing risk.

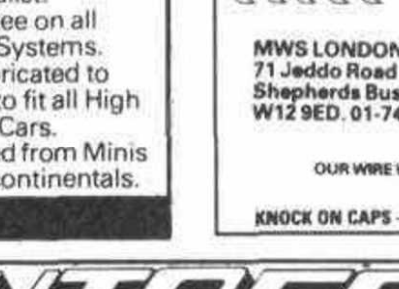
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FRONT COVER PICTURE: TWO of the leading contenders for the 1983 World Driver's Championship vied for the lead in the Austrian Grand Prix. Alain Prost, seen following René Arnoux, stormed through four laps from the finish to win the race and extend his lead over Nelson Piquet to a comfortable 14 points.

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Matters of Moment

An opportunity lost?

WE HAVE to admit it, our hearts leapt when we read a newspaper headline "Speed limits to rise". At last, the miserable 70 mph limit on Britain's motorway system was to be increased to a sensible (and normal) 80 mph, surely?

Unfortunately not. Transport Under Secretary Mrs Lynda Chalker has proposed a series of 31 changes to the speed limits for commercial vehicles, coaches, and cars with trailers in a draft set of regulations which will be set before Parliament after discussion. Most of these are upwards and welcome, a car towing a trailer for instance being allowed to cruise at 60 mph on motorways and 50 mph on other roads.

What is so surprising is that the changes are proposed simply because the existing limits are so widely ignored, apparently. If Mrs Chalker is so rightly concerned that the law should not be an ass, we wonder why she did not attend first to the most abused limit of all, that of the 70 mph limit for cars on motorways?

We have endured this 70 mph limit since 1967 and have seen the effect, and consequences, of vehicles bunching up into groups, just as critics said would happen. Bunching is rare in Germany where most sections of the vast *autobahnen* system are free of any limits for private vehicles, and are unusual in France where a more sensible 130 km/h (80 mph) speed limit prevails.

If any law brings otherwise law-abiding citizens into conflict with the police it is that concerning speed limits. Young officers are, we gather, encouraged to meet certain targets in prosecutions, therefore concentrating on motoring offences (so much easier, and less time consuming, than looking for burglars and muggers), while some of their more experienced colleagues are not above dressing up the evidence a little to make it more convincing.

The practice of policemen in falsifying evidence to courts seems to be increasing, and involving more and more motorists. Some officers (a minority, we hope) do not see any wrong in telling a magistrate that they followed a car for half a mile at a steady speed, when they clearly did not, in stating that a motorist was doing 90 mph when that was *their* speed while catching up, and embellishing their testimony in other, similar ways to make it sound more weighty.

Most magistrates know that this is a practice but have to give the benefit of any doubt to the police; more and more motorists are aware of it, too, but realise that their voices are in a wilderness — no-one likes to talk about "bent coppers", and heaven knows their job is bad enough when they attend a motorway pile-up. Perhaps they believe that their duty is best served by catching all the drivers exceeding 70 mph *before* they have their accident (in their opinion). The diligence does, of course, add substantially to the coffers of local authorities and helps to keep the police patrols on the road, but there is nothing that could justify the bringing of false evidence to secure a conviction. That is the beginning of the end of our free society.

Mrs Chalker speaks of "concern about the 70 mph limit on coaches," being prepared to "consider evidence from interested organisations that this limit may be too high". That sounds like Big Sister at work, for what interested tell-tale parties could she have in mind, unless environmentalists . . . or the outgoing chairman of British Rail, Sir Peter Parker?

An express coach travelling at 70 mph on a motorway can be rather daunting on a wet day, when it travels along in a high-speed blanket of spray leaving one with the choice of accelerating past when it is safe to do so (and breaking the law in the process) or falling back and following this obstruction for dozens of miles. The risk of a coach driver falling asleep at the wheel is probably higher than any connected with his actual speed — and would actually increase if the limit were to be lowered. Mrs Chalker's statement mentions that the British Standards Institution has nearly completed its research on reducing spray from the wheels of heavy lorries (we hope this includes coaches), and will be the subject of draft regulations in the autumn.

If that is the case, we have no doubt at all that coaches should continue to run at 70 mph and that motorists should be permitted to increase their speed, legally, to 80 mph or more. Mrs

Continued overleaf

Motor Sport Fixture List for September

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
Sept 2nd / 4th	**Motor Union Charleroi**	**Belgium**	**Bianchi Rally (European Rally Championship) (INT)**	—
Sept 3rd / 4th	**Plovdiv**	**Bulgaria**	**Rally Hebros (European Rally Championship) (INT)**	—
Sept 3rd	BRSCC	Oulton Park Circuit, nr Tarporley, Cheshire	Race Meeting (*R*)	—
Sept 4th	BARC	Silverstone Circuit, nr Towcester, Northants	Race Meeting (*N R*)	15.00
Sept 4th	**AIM Srl**	**Mugello, Italy**	**European Formula 2 Championship (INT)**	—
Sept 4th	**Union Mecanisee Spa, SPRL**	**Spa Francorchamps, Belgium**	**World Endurance Championship 1,000 kms (INT)**	—
Sept 4th	**ASA Armagnac Bigorre**	**Nogaro, France**	**European Formula 3 Championship (INT)**	—
Sept 9th / 10th	**Automotoklub Poprad**	**Czechoslovakia**	**Rally Tatry-Poprad (European Rally Championship) (INT)**	—
Sept 10th	Brighton & Hove MC	Madeira Drive, Brighton	Brighton National Speed Trials (*N*)	09.00
Sept 10th / 11th	Furness DMC	Grisebeck	RL Brown Rally (*Motoring News* Rally Championship)	—
Sept 10th / 11th	**BRDC**	**Silverstone Circuit, nr Towcester, Northants**	**Race Meeting (European Touring Car Championship) (INT)**	—
Sept 11th	**AC Milano**	**Monza, Italy**	**Italian Grand Prix (World Championship Round) (INT)**	—
Sept 11th	**Real Automovil Club de Espana**	**Jarama, Spain**	**European Formula 3 Championship (INT)**	—
Sept 11th	BARC	Oulton Park Circuit, nr Tarporley, Cheshire	Race Meeting (British Formula 3) (*N R*)	14.00
Sept 11th	MG CC	Brands Hatch Circuit, nr Dartford, Kent	MG Race Day (*R*)	13.00
Sept 15th / 17th	**MAS**	**Douglas Promenade, Isle of Man**	**Manx Rally (European Rally Championship) (INT)**	**09.00**
Sept 16th / 18th	**Real Automovil Club de Asturias**	**Spain**	**Rally Principe de Asturias (European Rally Championship) (INT)**	—
Sept 16th / 18th	**Automotoklub "Akademac"**	**Yugoslavia**	**Yu Rally (European Rally Championship (INT)**	—
Sept 16th / 18th	**BRSCC**	**Brands Hatch Circuit, nr Dartford, Kent**	**Endurance Race Meeting (INT)**	—
Sept 17th / 23rd	**ASA Perigord**	**France**	**Tour de France (European Rally Championship) (INT)**	—
Sept 17th / 18th	BARC	Harewood Hill, Stockton Farm, Harewood, nr Leeds	Hill Climb Championship (*N*)	—
Sept 17th	AMOC	Oulton Park Circuit, nr Tarporley, Cheshire	Race Meeting (*R*)	—
Sept 18th	BARC	Thruxton Circuit, nr Andover, Hants	Race Meeting (British Formula 3) (*N R*)	14.00
Sept 18th	**DRC**	**Donington Park Circuit, Derby**	**Race Meeting (INT)**	—
Sept 18th	BARC	Snetterton Circuit, Attleborough, Norfolk	Race Meeting (*N R*)	14.00
Sept 18th	BARC	North Weald, nr. Epping, Essex	Sprint	—
Sept 23rd / 24th	**Cyprus Automobile Association**	**Cyprus**	**Cyprus Rally (European Rally Championship) (INT)**	—
Sept 24th	BRSCC	Oulton Park Circuit, nr Tarporley, Cheshire	Race Meeting (*R*)	—
Sept 24th / 25th	Bolton le Moors CC	Caton, Lancs	Bolton Midnight (*Motoring News* Championship round)	—
Sept 25th	HSCC	Snetterton Circuit, nr Attleborough, Norfolk	Race Meeting (*R*)	—
Sept 25th	**RAC**	**Brands Hatch Circuit, nr Dartford, Kent**	**Grand Prix of Europe (World Championship Round) (INT)**	—
Sept 25th	**AC Bologna Sagio**	**Imola, Italy**	**European Formula 3 (INT)**	—
Sept 25th	**Autoclub Zolder**	**Zolder, Belgium**	**European Touring Car Championship (INT)**	—
Sept 29th	**Association du Rally du Vin**	**Switzerland**	**Rally du Vin (European Rally Championship) (INT)**	—
Oct 1st / 2nd	**BRDC**	**Silverstone Circuit, nr Towcester, Northants**	**Race Meeting (INT / *R*)**	—
Oct 2nd	**AC Sanremo**	**Sanremo, Italy**	**Sanremo Rally (World Rally Championship) (INT)**	—
Oct 2nd	**Victory Circle Club**	**Fuji, Japan**	**World Endurance Championship 1000 kms (INT)**	—

MATTERS OF MOMENT

Continued from previous page

Chalker has indicated that there is time for discussion, and we will make our views known to her.

Next month's MOTOR SPORT will include a petition against the 70 mph speed limit, so make sure you obtain your copy and use the petition form. There may never be a better opportunity to make our views known to a transport minister, so if in the meantime you wish to make your feelings known on the subject write to Mrs Lynda Chalker, MP, Parliamentary Under Secretary of State for Transport, 2 Marsham Street, London SW1P 3EB.

A predecessor in 1967, Mrs Barbara Castle, took note of the original MOTOR SPORT petition against the 70 mph speed limit which, perhaps, changed her mind about lowering the limit to 60 mph after the trial period. Let us see if her present-day successor has a more enlightened attitude.

—Michael Cotton

CLUB NEWS

Alvis 12/50 Register

THE ALVIS Anniversary on October 2nd, at Brooklands, promises to be a thoroughly worthwhile occasion, with *timed* runs up the Test Hill, a display of ex-Brooklands' Alvises, some light-hearted driving-tests, and other attractions. Plenty of Alvis cars of all ages are expected, there will be displays of restoration projects, and a *Concours d'Elegance* will be held. Those who owned an Alvis before the war will be welcome, whether or not they are members of the Register or the AOC, particularly if they used it for competition work; such visitors are asked to make themselves known to the Secretary of the Meeting, on arrival. An open invitation is also extended to all pre-war employees of Alvis Ltd. The competition Secretary is James Strugnell, Stable Lodge, Prior Lane, Warfield, Berkshire (Bracknell 54995), to whom all enquiries should be addressed. — W.B.

The Tiger Club

VETERAN and vintage cars *with an aviation connotation* will form part of the full-scale Air Display which the Tiger Club is holding at Redhill Aerodrome (after having tried for many years to use this former site) on September 11th. All the expected aeroplanes, including those of the RAF and RNAS, will take part, but the emphasis will be on the "barnstorming" type of flying in which the Tiger Club tends to specialise. Those with cars the names of which are coupled with aviation (like British Salmson, Bristol, Rolls-Royce, Sunbeam, etc) who would like to take part in the pre-Show parade should contact Neil Jensen, the Old Cottage, Broadham Green, Oxted, Surrey — Oxted 3583 as soon as possible. — W.B.

Cooper Car Club

THE Secretary of the Cooper Car Club has moved. Members or anyone interested in finding out about the club and its activities should note his new address: Rod Tolhurst, Homeside, Marley Road, Harrietsham, Kent.

London Car Club Video Archive

AN innovative and worthwhile project has been undertaken by LCC. They aim to transfer every motorsporting film they can onto video so as to build a comprehensive archive, from which cassettes will be available for clubs to borrow. The work has already started, but the club are seeking more film, whether amateur, professional, or trade, and also sponsorship for this expensive task. In the meantime they have started a series of free shows at a London venue which has a projection video system. Film nights will be every Thursday, and the list for September 8th includes A History of Motor Racing, pt 2, Shell films of the 20's, Ford GT 40s at Le Mans, and more.

Tickets are obtainable simply by sending an SAE to London Car Club, 6 Atwood Road, London W6 0HX.

Bristol Owners Club

UP TO a hundred cars are expected at the BOC annual *Concours d'Elegance* at Warwick Castle on Sunday September 11th, and there are nine trophies for different models. Press officer for the club is Mike Crawford, 9 Stamford Court, Vicars Cross, Chester.

Correction. We were incorrect in saying last month that Rodney Felton's Maserati, which non-started at the second VSCC Silverstone Meeting, had beaten all the ERAs at Donington Park the previous weekend. In fact, it retired.

TUNING TEST

Turbo Sierra XR4 — foretelling Ford's plans?

THOSE who have survived 21 years in the business of making production cars a little quicker than their factory-fresh cousins are becoming British rarities, particularly if they have not only survived the recent recession but also expanded steadily. Such a business is that of Janos Odor, long-established fabricator of specialist exhaust systems and — since 1977 — one of the largest aftermarket suppliers of turbocharging kits, and complete cars, under the familiar Janspeed name.

One might have expected the years and increasing affluence to have calmed Jan's enthusiasm for all practical engineering aspects of the speed business, but still his large frame quakes with laughter as the anglo-saxon expletives flow to describe his latest wares, or the shortcomings of the standard product. Perhaps his main claim for this Sierra conversion — which proved to be the best car we have had from the Salisbury concern in terms of speedy sophistication — was the throwaway line, "this is quieter than my Rolls Royce at 100 mph! You just try it with a decibel meter and see what I mean."

Worried that Janspeed's priorities might have changed toward providing the soft life on silenced wheels, I forgot the decibel meter and set about thoroughly enjoying 0-60 mph abilities in the seven second bracket and a genuine 130 plus mph capability. Unfortunately my pleasure in such exploitation, plus the superb bias toward mid-range boost and a startling bonus from mild handling modifications, resulted in mpg figures that I have not dared whisper to Jan! Suffice it to say I was returning 17 mpg over roads that have produced 18 to 18.5 mpg in lighter traffic with the standard XR4i / Capri 2.8i five speed. This supports Jan's claim that mpg is in the same league as the standard car, although those pursuing pleasure at the 8 psi boost maximum can widen that gap considerably. Less enthusiastic use should provide the independently measured 21-23 mpg with the still considerable power bonus in the 2,750 to 5,000 rpm band to provide safer passing, and an aviation feel to requests for extra hillclimbing speed. In fact it feels as though the 2.8-litre Ford V6 has grown two extra cylinders and expanded a couple of litres under such circumstances.



The Modifications

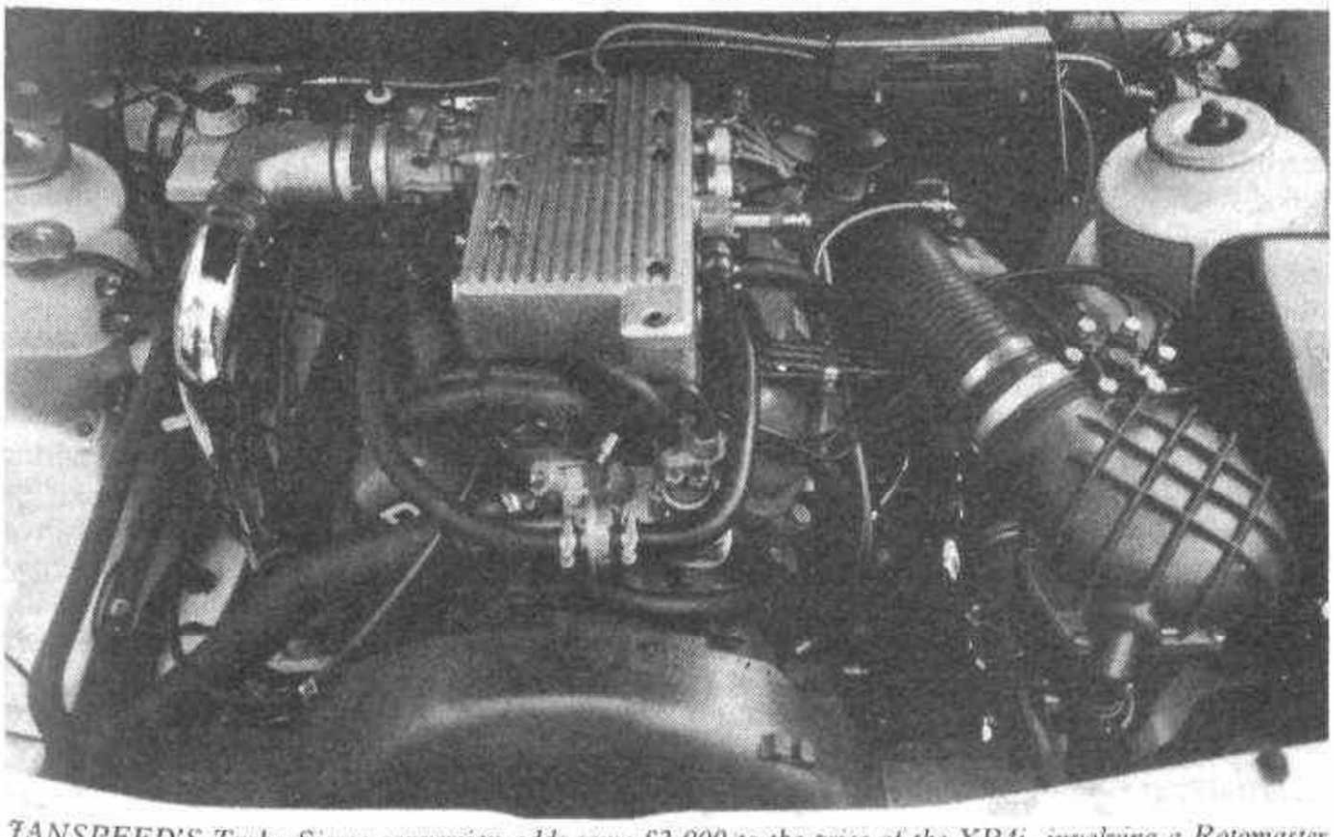
The intercooled Rotomaster RM60 turbocharger installation in conjunction with basically standard Bosch K-Jetronic fuel injection is extremely similar to the already popular Janspeed kit for the Capri 2.8i, which has earned respect from the variety of owners and drivers we have discussed it with. For example a saloon car racing driver for a commercial rival to Janspeed told us, when he first saw the car during its three day commuting sojourn at the British GP: "If that's half as good as Jan's Capri it'll be one of the quickest and best conversions you'll ever try." Well, it was not the quickest converted road car; from memory that honour still lies with the 150-plus mph Alpina turbo BMWs, but it was certainly a machine we were loath to return. . . .

Internally the engine retains a standard specification, including the usual 9.2:1 cr. Externally the turbocharger is attached to the righthand bank (looking from the front) of Janspeed's cast iron top manifolding. A link pipe carries exhaust gas over from the left bank. The turbo inducts air via the standard flap, compresses it and sends it onto the intercooler via a shining tubular steel pipe. The intercooler is mounted in front of the larger water radiator in Sierra's nose, and the cooled air is returned via another impressive shining tube to be passed through the throttle butterfly thence to the standard plenum chamber atop the injection stacks.

Odor estimates: "Based on our test room results the air emerges from the compressor at 128 to 130°C, the intercooler knocks it back around 70 to 75°C and the completed mixture is delivered around 60°C. That's very good for power with reliability." Janspeed offer a 12-month warranty to cover the reliability aspect and comment only on power in the context of what is shown at the back wheels of the car on a rolling road.

Ford quote 150 bhp at the flywheel for the Sierra's injected 2,792 cc, while Janspeed find 109 bhp at 5,000 rpm as the normal peak for 2.8i-equipped Fords. Fitting their own high performance exhaust system from top to tailpipe "always seems to bring another 7 bhp on its own," according to Odor. "For the turbo Capris we found 137

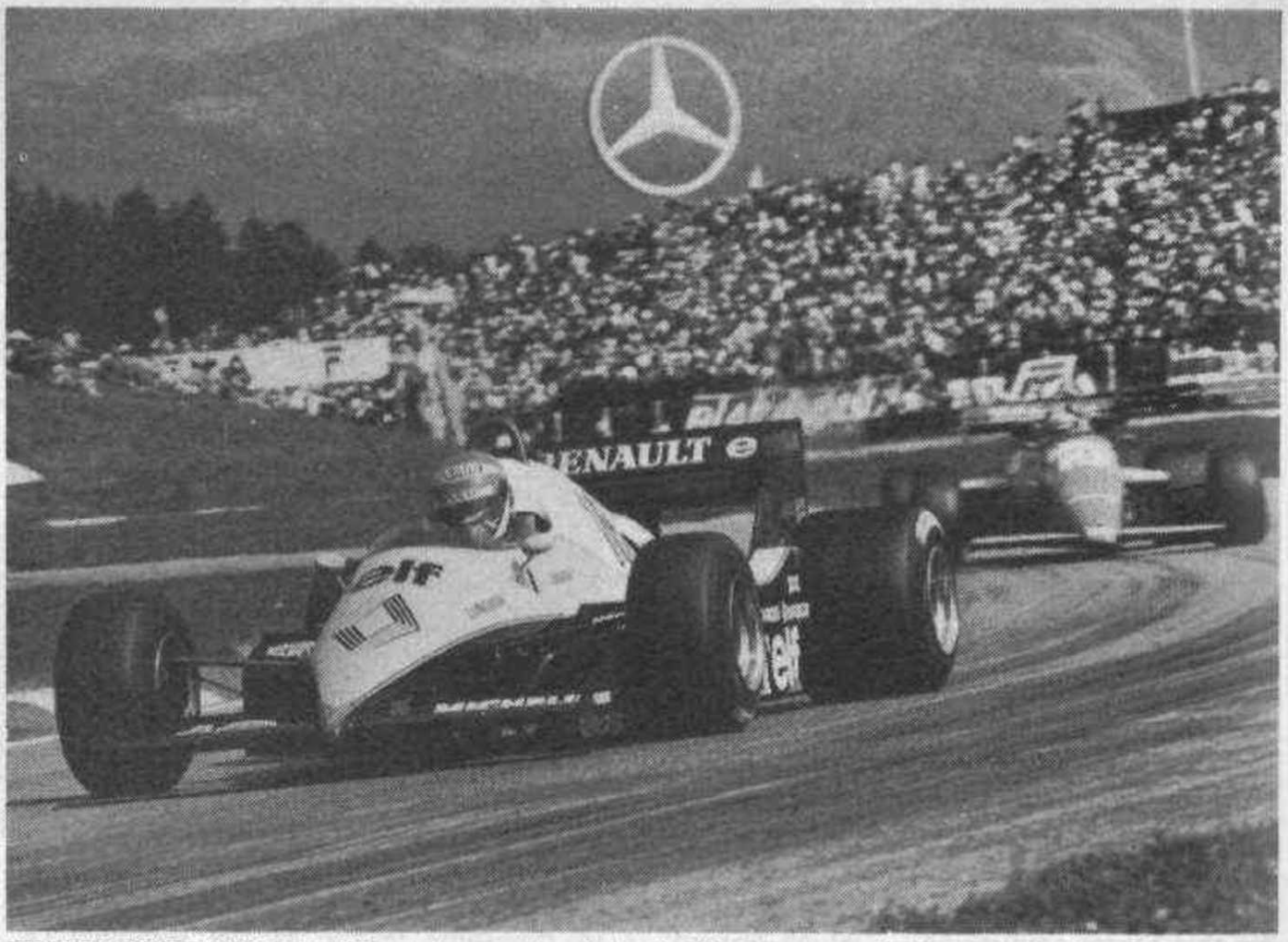
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JANSPEED'S Turbo Sierra conversion adds some £2,000 to the price of the XR4i, involving a Rotomaster turbocharger on an otherwise fairly standard V6 engine.

The Austrian Grand Prix

A very nice race



EDDIE CHEEVER helped Renault move into the lead of the Constructors' Championship by taking a strong fourth place in the Austrian GP.

Knittelfeld, August 14th

ONCE AGAIN the Austrian Grand Prix followed hot on the heels of the German Grand Prix and while part of the "circus" flew back to England on Sunday evening after the *Hockenheimring* race, to return to Vienna on the following Thursday, the rest loaded up their transporters, drove to the *Österreichring*, unloaded and set up camp in readiness for the start of practice on Friday. The Brabham team salvaged what they could from BT52B / 3 which had caught fire under Nelson Piquet in the closing laps in Germany, and shipped out BT52/1 to replace it as the spare car. The Tyrrell team tested their new 012 design in England and then rushed it out to Austria in time to show it to people on Thursday afternoon and have it ready for Friday morning testing.

Ferrari rebuilt their C3 cars with new engines and supplemented them with a brand new car (068) which was given to Arnoux, and his German-winning car (066) became Tambay's spare car. Arnoux's spare car was Tambay's old C2 model (065), Tambay himself retaining his usual race car (067). If all goes according to plan with the McLaren-Porsche project the Woking-based team were preparing their Cosworth V8-engined cars for their last race and the Williams team were fast approaching a similar situation as Frank Williams was announcing a tie-up between Williams Grand Prix Engineering and the Honda Motor Company of Tokyo. The first sighting of a Patrick Head-designed car powered by the V6 Honda turbocharged engine is to be expected at the European Grand Prix at Brands Hatch on September 25th. Even that stalwart of Cosworth power Ken Tyrrell was heard to say that the new Tyrrell 012 design was intended to accept a turbocharged engine next year, though he gave no indication of which engine.

The Cosworth V8 engine has been a long time a-dying and will go down in history as an engine that fought bitterly to its last gasp, but if any indication was needed that the last gasps were with us it was only too clear on Friday morning. Testing was barely under way in the warm sunshine when Laffite in a Williams-Cosworth V8 and Giacomelli in a Toleman-Hart came out of the Rindt curve together, ran nose-to-tail down the hill past the pits and as they went up the steep hill towards the *Helle-Licht* chicane the turbocharged 1½-litre Hart-powered car pulled out and steamed by the 3-litre Cosworth-powered car with almost arrogant ease; and the Hart engine is the lowest powered of the turbocharged brigade! The Ferraris and Renaults were really on song past the pits and a speed trap at the finishing line was recording 175 mph and more from both teams, whereas the Cosworth-powered cars were struggling to break 160 mph.

Some day it will make a change to record something different or unusual in the way of troubles and reasons for cars or drivers not to be at the top of the lists, but at the moment it is the same old stories. The turbocharged Honda V6 broke the top gear pinions in its Hewland gearbox, so Stefan Johansson had to revert to the older car, Alboreto did a few laps in the new Tyrrell 012 and then a water leak sidelined the car, de Angelis flew off the road in a big way which put his Lotus-Renault V6 out of action for the rest of the day and forced him into the unloved 93T Lotus, and Patrese was forced to use the spare Brabham when his own car broke its BMW engine. Renault were worried about high temperatures on their engines, and Cheever's car ruined its turbochargers. The Ferrari team were in good form and were squeezing all the air out of their Goodyear tyres and refilling with nitrogen, as Williams have been doing for a long time now. This is to give a more controlled rise in temperature and pressure as the tyre heats up and allows the driver to start off at 14 psi instead of 11 psi, which means the tyre is much more stable during its initial running. Although one half of Team Lotus was in despair, with a lot of repair work to do, the other half were elated for Mansell's Renault turbo-engine was running perfectly and the Birmingham lad was really flying, right up with the Renaults, Ferraris and BMWs.

The first qualifying hour started on schedule, at 1 pm on Friday, and the two Ferraris dominated the scene, the only spirit of competition being between the two Maranello drivers Arnoux and Tambay. No one else got a look in, even for a brief moment. Arnoux set a standard by just getting under 1 min 30 sec while Tambay came close, but Prost was half a second away. Speeds were not as high as last year in the "ground effect" era, but they were not far off and the casual observer would not have noticed much difference, for a lap *average* of over 147 mph is pretty spectacular motoring on the daunting *Österreichring*. Mansell was repeating his morning performance and finished up a strong fourth behind Arnoux, Tambay and Prost and once again Lauda was fastest of the non-turbo cars, but down in 13th place. Alboreto tried the new Tyrrell 012 again, this time with a conventional rear aerofoil in place of the bizarre one that Maurice Phillippe had conjured up for the new car.

It looked as though someone had thrown a Brabham delta-wing front aerofoil at the current Ferrari rear "tea-tray" aerofoil and produced something from the resultant mess! However, the Tyrrell did not do much running, even with the conventional rear aerofoil, for the brakes were playing up, so the car was put away until more testing could be carried out and Alboreto returned to his trusty Tyrrell 011. The Spirit-Honda team were in dire trouble for after repairing the gearbox the new car then broke its engine and the spare car misfired continually, so that Johansson finished up at the bottom of the list, never having done any serious laps. The Toleman team was looking quite good, with both drivers up at the tail of the big manufacturers' teams and apart from Laffite being down in 23rd place, everything was looking fairly normal and healthy. The Williams number two driver just could not get into the rhythm of the

Österreichring and there was nothing wrong with the car, he blamed himself entirely.

It had been a warm and "heavy" day and by the end of the afternoon the sky darkened and the rain came pouring down, but happily not for too long, just long enough to lay the dust. Next morning all was well again, but the skies were grey and seemed uncertain whether to give way to warm sunshine or stay dull and herald some more rain. Now and then the sun would break through the clouds and it would be blazingly hot, but then it would dull over again. The ravages of Friday were all repaired or rectified and the 94T Lotus was ready again for de Angelis, while Warwick had a new Hart 415R engine in his Toleman containing some internal modifications and a new type of turbocharger was being tried, one made in England instead of California. Ferrari were still very confident and trouble-free, while Renault were still worried by high running temperatures. The Brabham-BMW team were well on the pace, but the Alfa Romeo team were not fast enough. Team Lotus had not looked so good for a long while and both drivers were making the most of the black and gold cars.

In the afternoon qualifying hour it was Ferrari all the way with Arnoux fractionally faster than the day before and more than content with only a few laps, but Tambay was still working away with Mauro Forghieri to make his car even better. This crucial hour had begun 25 minutes late due to the RAF Harrier Jump-Jet having problems after its lunch-time air display, and as there was every sign of rain returning everyone was a bit twitchy about the delay. All was well, however, and it stayed dry so while the two Ferrari drivers vied for pole position on the starting grid the rest of the field sorted itself out.

Within four laps Johansson got the Spirit-Honda well into mid-field, but Laffite still could not find the rythm for a good lap, even though the *Österreichring* is one of his favourite circuits. Mansell was still holding his form, his Lotus-Renault sounding superb and while he could not match the red cars he was ahead of everyone else. Prost was using the spare Renault, his own car being all ready for the race with a new engine installed, and Piquet was in the spare Brabham. Tambay got closer to breaking the 1 min 30 sec barrier and joining Arnoux in the elite class, and after experimenting with different rear springs Forghieri made some detail aerodynamic changes and Tambay responded with 1 min 29.871 sec, to snatch pole position on the grid from Arnoux in the closing minutes of the qualifying hour. He went on for one more very fast lap, well aware that the Goodyears might not last the distance, and as he came down into the centre part of the circuit he had an enormous spin as the tyres lost their adhesion. He kept it all going and returned to the pits — nothing ventured, nothing gained.

PRACTICE TIMES (Longines Timing)

No.	Driver	Friday p.m.	Saturday p.m.
1	K. Rosberg	1.36.136	1.35.380(T)
2	J. Laffite	1.37.546	1.37.017
3	M. Alboreto	1.36.347	1.36.079(T)
4	D. Sullivan	1.37.858	1.36.772
5	N. Piquet	1.31.912	1.30.566(T)
6	R. Patrese	1.31.770(T)	1.31.440
7	J. Watson	1.36.059	1.36.141
8	N. Lauda	1.34.518	1.36.604
9	M. Winkelhock	1.33.754	1.33.211
11	E. de Angelis	1.34.818(T)	1.32.4511
12	N. Mansell	1.31.263	1.30.457
15	A. Prost	1.30.841	1.32.187(T)
16	E. Cheever	1.31.695	1.31.962
17	K. Acheson	1.38.974	1.39.138
22	A. de Cesaris	1.32.359	1.32.720
23	M. Baldi	1.31.802	1.31.769
25	J-P. Jarier	1.36.435	1.36.437
26	R. Boesel	1.37.000	1.37.554
27	P. Tambay	1.30.358	**1.29.871**
28	R. Arnoux	**1.29.995**	1.29.935
29	M. Surer	1.37.175	1.36.619
30	T. Boutsen	1.37.253	1.36.357
31	C. Fabi	1.37.650	1.37.217
32	P. Ghinzani	1.38.455	1.37.117
33	R. Guerrero	1.36.918	1.36.532
34	J. Cecotto	1.37.677	1.37.497
35	D. Warwick	1.32.888	1.31.962
36	B. Giacomelli	1.33.333	1.31.693
40	S. Johansson	1.40.330(T)	1.35.892(T)

(T) denotes spare car used to record time.

The two days ended with a very satisfactory result for Ferrari, first and second on the grid for the third race running, and this time really in a class of their own. Most heartening for the Brits was Nigel Mansell in third place, albeit half a second down on the leading Ferrari, and, of course, using a French Renault engine. Just behind the Lotus driver was a quiet and confident Nelson Piquet, well pleased with his Brabham-BMW and then Alain Prost carrying the worries of the Renault team in the form of engine temperatures still running too high. A radiant little Bruno Giacomelli could be seen in the Toleman pit for he had not only gone faster than Warwick, but was in seventh place on the grid. In the morning Warwick's new engine had been extremely sharp, but in the afternoon it had lost a bit of power and the Hampshire driver could only manage tenth place, but even so, well among the turbocharged runners. Lauda's best time of the previous day kept him at the head of the Cosworth V8 brigade, but now down in 14th position on the grid. Just scraping on to the grid were the two Osella-Alfa Romeo V12 cars, which pleased Tony Southgate who designed the cars and also gave great encouragement to Enzo Osella who puts so much personal effort into the team. Failing to make the grid were Boesel (Ligier), Cecotto (Theodore) and Acheson (March).

Sunday was a superb day and the huge crowd was installed in the circuit bright and early, a very large proportion of them having camped overnight. The organisers call this race the Holiday Grand Prix, happening as it does in mid-August and there was indeed a holiday atmosphere about the place. But not for the drivers or the team personnel; Sunday was work day and very serious work at that. Overnight the Renault team had traced their erratic temperature problems to calcium build-up in the intercoolers which was reducing the flow and they stripped them off all three cars and gave them a thorough clean out. The Toleman team found the slight loss of power in Warwick's engine, and everyone prepared for the 30 minute warm-up period in which the cars are run exactly as they will be raced, especially as regards fuel load, boost pressure, tyre specification and so on.

Just when everything was looking good de Cesaris had his Alfa Romeo engine blow-up and there was a rush to install a new one. Prost was now very confident but Cheever felt that his Renault was not handling quite so well as it might have done. Piquet was quietly confident, the two Ferrari drivers had no problems at all and the newer of the two Honda-powered Spirit cars was all ready to race. Rosberg was satisfied, as far as he could be, with his regular Williams and Lauda had no complaints at all about his McLaren, apart from a depressing lack of power compared to the turbocharged cars. Mansell was really looking forward to a competitive drive from his excellent third place on the grid and Warwick recorded the second fastest lap of the warm-up session, behind the Renault of Alain Prost.

An air-show filled in the lunch break while final preparations were made, star of the show being the Harrier from RAF Güteslohe in NW Germany. The usual large contingent of Italians, 90% of them Ferrari fans, had invaded Austria and under the warm sun everything was simmering nicely for a good race. At 2 pm the pit lane was opened and the 26 six cars streamed off up the steep hill to make a lap round to the grid, or dive into the pit lane to make a last minute adjustment or merely snatch another lap. As the Spirit-Honda 201C/5 went along the top straight Johansson felt the V6 engine seem to tighten up and he switched off on the downhill bit and coasted down to the grid where he hurriedly got out and ran across to the older car that was in readiness in the pit lane. While he roared off up the hill to do another lap, the car he had abandoned was wheeled off the grid. However, it was not as easy as that for a rear wheel bearing had seized solid as he arrived on the grid and the car had to be taken away on a trolley-jack! The Spirit 201/4 took its place on the grid and everyone was ready to go.

Tambay and Arnoux led them all away on the parade lap and there was excitement in the air as the two red Ferraris led the field back on to the starting grid before the light gantry. Prost pulled up on the right, realised he had made a mistake and moved half over to the left and then everyone was ready. The red light shone, then the green and Piquet made a meteoric start, aiming the arrow-like blue and white Brabham at the tiny gap between Arnoux and the pits wall. The two Ferraris surged away, Mansell's Lotus hung momentarily, Prost was alongside and then the whole pack stormed off up the hill to the "chicane". There was a big cloud of dust at the top of the hill and Giacomelli found de Angelis in the second Lotus-Renault

crossing his bows sideways and in dodging he hit the guard rail and wrecked the left radiator in the wide nose. The Lotus was off the road and out of the race and in the "chicane" Surer's Arrows and Sullivan's Tyrrell collided and were both out, while Watson bent his nose fins on someone's rear wheel.

STARTING GRID ↑

27
P. Tambay
(Ferrari V6 t/c)
1 min 29.871 sec
9 (1 min 34.299 sec)

28
R. Arnoux
(Ferrari V6 t/c)
1 min 29.935 sec
20 (1 min 34.123 sec)

12
N. Mansell
(Lotus-Renault V6 t/c)
1 min 30.457 sec
8 (1 min 34.976 sec)

5
N. Piquet
(Brabham-BMW t/c)
1 min 30.566 sec (T)
18 (1 min 34.004 sec)

15
A. Prost
(Renault V6 t/c)
1 min 30.841 sec
20 (1 min 33.961 sec)

6
R. Patrese
(Brabham-BMW t/c)
1 min 31.440 sec
9 (1 min 34.299 sec)

36
B. Giacomelli
(Toleman-Hart t/c)
1 min 31.693 sec
1 (2 min 20.130 sec)

16
E. Cheever
(Renault V6 t/c)
1 min 31.695 sec
50 (1 min 34.351 sec)

23
M. Baldi
(Alfa Romeo V8 t/c)
1 min 31.769 sec
12 (1 min 35.514 sec)

35
D. Warwick
(Toleman-Hart t/c)
1 min 31.962 sec
1 (1 min 46.919 sec)

22
A. de Cesaris
(Alfa Romeo V8 t/c)
1 min 32.359 sec
25 (1 min 34.929 sec)

11
E. de Angelis
(Lotus-Renault V8 t/c)
1 min 32.451 sec
(—)

9
M. Winkelhock
(ATS-BMW t/c) (T)
1 min 33.211 sec
21 (1 min 36.548 sec)

8
N. Lauda
(McLaren-Cosworth V8)
1 min 34.518 sec
39 (1 min 37.552 sec)

1
K. Rosberg
(Williams-Cosworth V8) (T)
1 min 35.380 sec
12 (1 min 38.176 sec)

40
S. Johansson
(Spirit-Honda V6 t/c) (T)
1 min 35.892 sec (T)
6 (1 min 39.450 sec)

7
J. Watson
(McLaren-Cosworth V8)
1 min 36.059 sec
27 (1 min 37.845 sec)

3
M. Alboreto
(Tyrrell-Cosworth V8) (T)
1 min 36.079 sec (T)
6 (1 min 39.179 sec)

30
T. Boutsen
(Arrows-Cosworth V8)
1 min 36.357 sec
45 (1 min 38.586 sec)

25
J. P. Jarier
(Ligier-Cosworth V8)
1 min 36.435 sec
45 (1 min 38.074 sec)

33
R. Guerrero
(Theodore-Cosworth V8)
1 min 36.532 sec
20 (1 min 40.171 sec)

29
M. Surer
(Arrows-Cosworth V8)
1 min 36.619 sec
(—)

4
D. Sullivan
(Tyrrell-Cosworth V8)
1 min 36.772 sec
(—)

2
J. Laffite
(Williams-Cosworth V8)
1 min 37.017 sec
10 (1 min 39.952 sec)

32
P. Ghinzani
(Osella-Alfa Romeo V12)
1 min 37.117 sec
19 (1 min 42.189 sec)

31
C. Fabi
(Osella-Alfa Romeo V12)
1 min 37.217 sec
44 (1 min 40.341 sec)

Did not qualify:
26 R. Boesel *(Ligier-Cosworth V8)* 1 min 37.400 sec
34 J. Cecotto *(Theodore-Cosworth V8)* 1 min 37.497 sec
17 K. Acheson *(March-Cosworth V8)* 1 min 38.974 sec

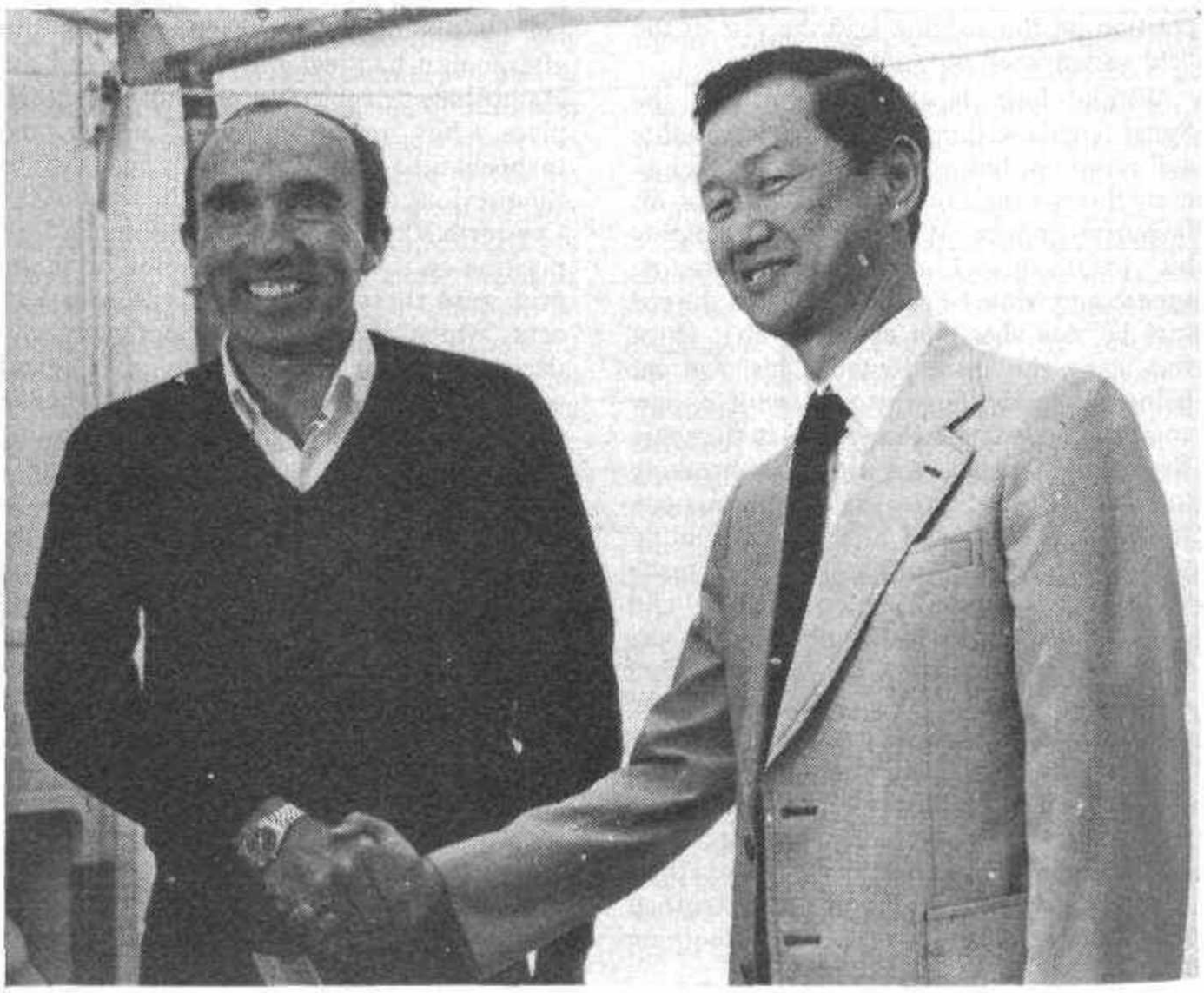
(T) indicates spare car used to record time or used in race.
N.B. Times in brackets are best laps in race.
Number in bold is lap on which achieved.

Not unexpectedly the two Ferraris led the opening lap, followed by Piquet, Prost, Mansell, Patrese, Cheever, Warwick, Baldi, de Cesaris and Johansson. Down at the back was the unusual sight of the two Williams cars, Rosberg having made an awful start and Laffite being at the back of the grid anyway. After they had all gone by to start lap 2, the unfortunate Giacomelli limped his damaged Toleman into the pits to retire and Watson arrived with his nose fins drooping. A new front assembly was fitted and Wattie roared away to start a rather lonely drive. At times like this, with four cars out and only one lap run it makes you wonder whether the non-qualifying competitors should not be allowed to start the race one lap in arrears, to keep the numbers up. Hardly had these thoughts crossed the mind than the second Toleman came creeping into the pits to retire ignominiously with turbocharger trouble. By the end of the third lap a pattern was forming, with a long line of manufacturers' cars pulling away from what was left, with Winkelhock's ATS not able to keep up with them, but able to stay ahead of the Cosworth-powered cars.

It was Ferrari, Ferrari, BMW, Renault, BMW, Lotus, Renault, Alfa Romeo, Alfa Romeo, all with turbo-charged engines, then the ATS-BMW, the Honda and Lauda leading the rest in 12th place. This high speed procession settled down until lap 10, no-one gaining or losing very much, but further back there was a little excitement for Lauda had passed the Spirit-Honda and now Alboreto was trying to do the same thing. Johansson thought he had allowed the Tyrrell sufficient room to pass but underestimated the amount of understeer that Alboreto was suffering and the Tyrrell slid across the front of the Honda and they both spun off into the barriers. The Tyrrell was out with the left rear wheel hanging off, but the Honda was still in one piece even though the engine was stalled and the nose-cone and fins had been broken off. Johansson climbed out to survey the damage, thought it didn't look too bad, so get back in again and let the car roll down the slope and managed to "bump-start" the engine and carry on round to the pits where his mechanics fitted another nose and fins and sent him on his way again.

The race was being run over 53 laps and by quarter distance the four number-one drivers had asserted themselves and the number-two drivers were showing signs of not being able to keep up, so it was Tambay, Arnoux, Piquet and Prost with little to choose between them, then Patrese, Mansell and Cheever, though the Lotus driver's Pirelli tyres seemed unable to match the Goodyears or Michelins, and behind them were de Cesaris and Baldi in the Alfa Romeos that had never been much of a challenge all weekend, and Baldi was soon to retire with engine trouble anyway. Rosberg had worked his way through the back-markers to take station behind Lauda, but he could make no impression on the wily Austrian who was driving with all his old style and precision.

The routine pit-stops for petrol and tyres were due to start around 20 laps, and Laffite was the first to come in, but his real reason for stopping was that the car was vibrating badly and getting worse. In the first lap fracas at the chicane he had banged wheels with someone and bounced over the kerbs



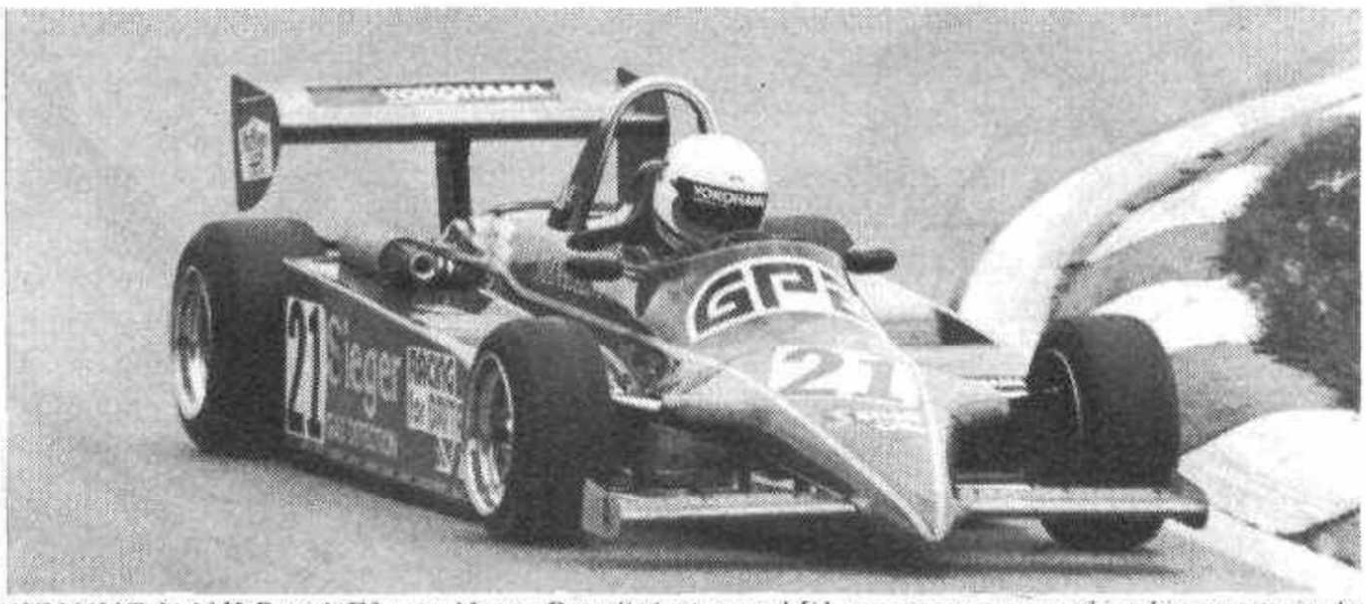
SHAKE ON IT! A beaming Frank Williams clinches the Honda engine deal for his team with Honda's Managing Director, Nobuhiko Kawamoto, at the Osterreichring.

and the chassis must have suffered damage somewhere, which was now manifesting itself. With new tyres and more fuel he set off again, but was back at the end of the lap, this time for good. Meanwhile there was great drama at the front of the field for Tambay, still in the lead, had caught Jarier and was about to lap him, but the Ligier driver was most unhelpful to his compatriot and refused to concede room, baulking the leading Ferrari all along the far side of the circuit, along the top straight and down through the *Bosch Kurve*.

This let Arnoux and Piquet close right up and as Tambay was about to go by the Ligier on the short straight after the *Bosch Kurve* Arnoux flashed by and boxed his team-mate in. Had he done this on a rival competitor it would have been a neat bit of "traffic driving" but on his own team-mate it was unruly and unnecessary. In the "kerfuffle" Piquet also nipped by and a furious Tambay finished lap 22 in third place. Prost peeled off into the pit lane for new tyres and more petrol, leaving fourth place to Patrese, and rejoined the race in seventh place. The smooth-driving Thierry Boutsen arrived unexpectedly at the Arrows pit, his Cosworth V8 running on only seven cylinders and a broken sparking plug was discovered. With a complete change of plugs he was back in the race but had dropped to the back of the field.

At the end of lap 26 Cheever came in for his routine stop, the Renault mechanics making one of their best ever times with the car being stationary for 10.77 seconds, and two laps later he was followed by Arnoux and Patrese. The Ferrari stopped for 11.24 seconds and the Brabham team excelled once again with Patrese being stopped for only 10.24 seconds; it would have been a sub-10 second stop had not the left rear wheel baulked slightly on going onto the hub. At the end of lap 30 Tambay was seen heading for the pit lane, but not for a quick fuel and tyre stop, he was in trouble and the stop was terminal. All the oil pressure had disappeared and the Ferrari engine had succumbed, but the red cars were not alone in trouble for Patrese had pulled off the track with his BMW engine blown-up, so now the order was Piquet (yet to stop), Arnoux, de Cesaris (yet to stop), Prost, Cheever and Mansell (yet to stop), with the rest a lap or more behind.

Mansell made his routine stop without losing his place and Johansson refuelled and re-tyred the Spirit-Honda. When de Cesaris made his pit stop it was terminal for the Alfa Romeo electrics had gone up the slot at the end of lap 31. Piquet at last made his routine stop, nine laps later than Prost, employing the same tactics as at Hockenheim. He was away in 10.51 seconds and roared off up the hill as Arnoux flashed by the pits. Although Arnoux got by briskly there was no holding Piquet and he was back in the lead again before the end of the lap. Of all the top drivers making routine pit stops the little Brazilian can get back on the pace quicker than anyone.



COMING MAN? British F3 man Martin Brundle had several F1 team managers watching his progress in the Austrian GP supporting race. He made no mistake, starting from pole position and leading all the way in his Eddie Jordan Racing Ralt.

All things being equal the Brabham-BMW looked to have it made, but things were not equal for the fine edge had gone off the BMW engine and it was showing signs of being 200 rpm short at the top end. Normally that isn't much to worry about, but with a very healthy Ferrari and a very healthy Renault pounding along behind it was critical. By lap 36 the two pursuers were up with the Brabham and on lap 37 they were lining up to go by. As the two headed up the hill towards the chicane Arnoux made his move and took the lead and a very determined Prost followed him through. It wasn't so much a question of getting by the Brabham as not losing contact with the Ferrari, especially as it was Arnoux at the wheel, for there is no love lost between the two Frenchmen. Realising he could do nothing about the Ferrari or the Renault Piquet eased off and settled for third place, turning down the boost control to ease the load on the engine.

Alain Prost was showing a very aggressive side to his nature, which was unusual for him, and he was hounding Arnoux unmercifully. There was no question of settling for second place and a nice safe collection of points for the Championship, Prost was out to win and to defeat Arnoux in the process. Weighing it all up from behind Prost knew exactly when to pounce on the Ferrari and on lap 48 he took the lead with ease and immediately began pulling away and there was nothing Arnoux could do about it. With four laps to go it was all over as far as the winner was concerned for the Ferrari gearbox was failing and Arnoux no longer had fourth gear available. In third place Piquet was beginning to sweat for Cheever was closing on him rapidly, so he turned the boost control back up again, but nothing happened, there was no more power and he was driving as hard as he could go.

A very happy Alain Prost got the chequered flag, his fourth win this season, and a rather disgruntled René Arnoux came home second. Piquet scraped home third a few lengths ahead of Cheever and had the race run for one more lap he would not have kept his third place for Cheever was going splendidly. Also, if the race had been one lap longer Arnoux would have lost second place for the Ferrari gearbox broke on the slowing-down lap. These four were the only ones to complete the full 53 laps, Mansell being a lap behind in fifth place, while Lauda came home sixth but two laps behind the winner, such is the pace of turbocharged Grand Prix racing today.

— Denis Jenkinson

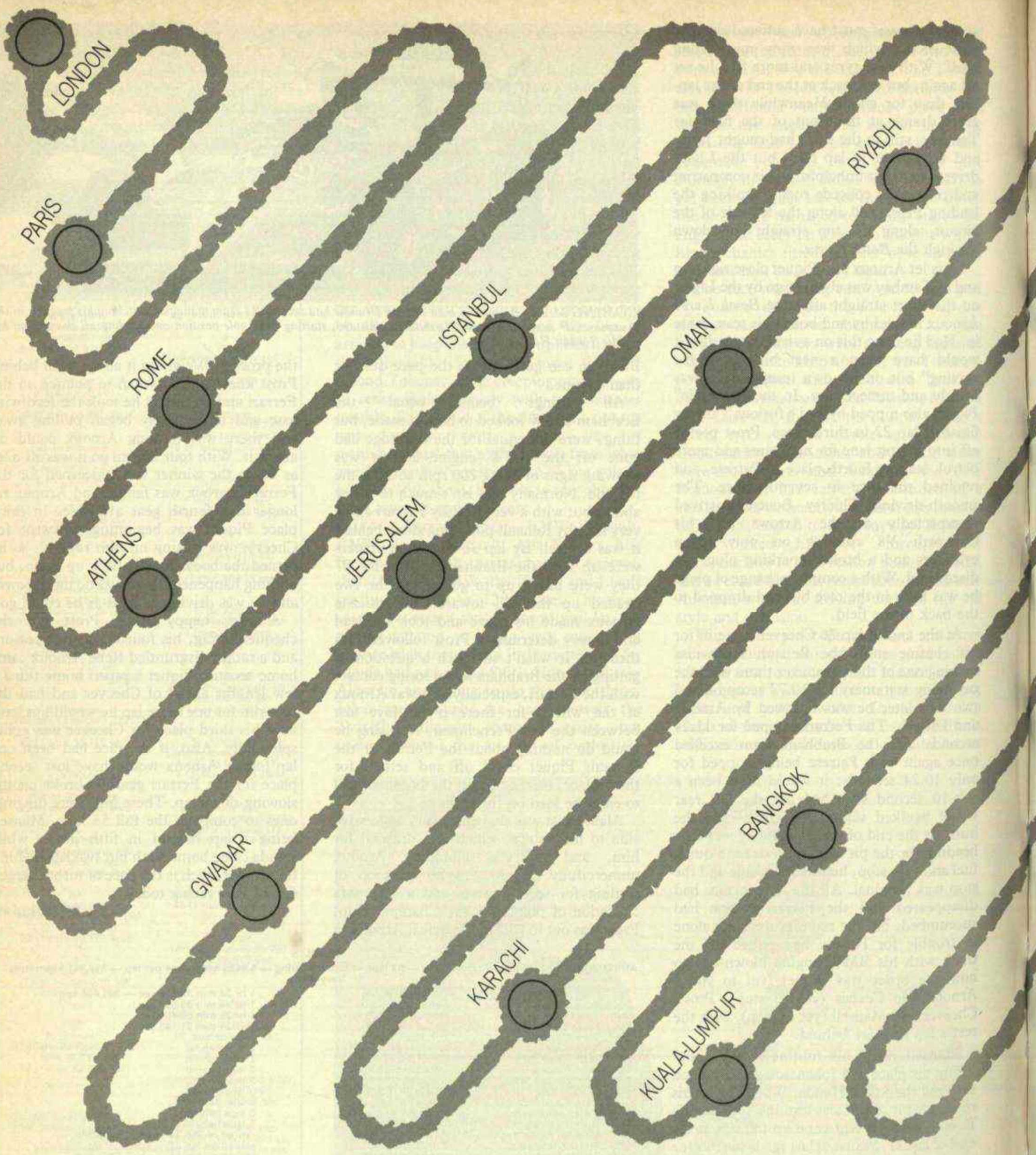
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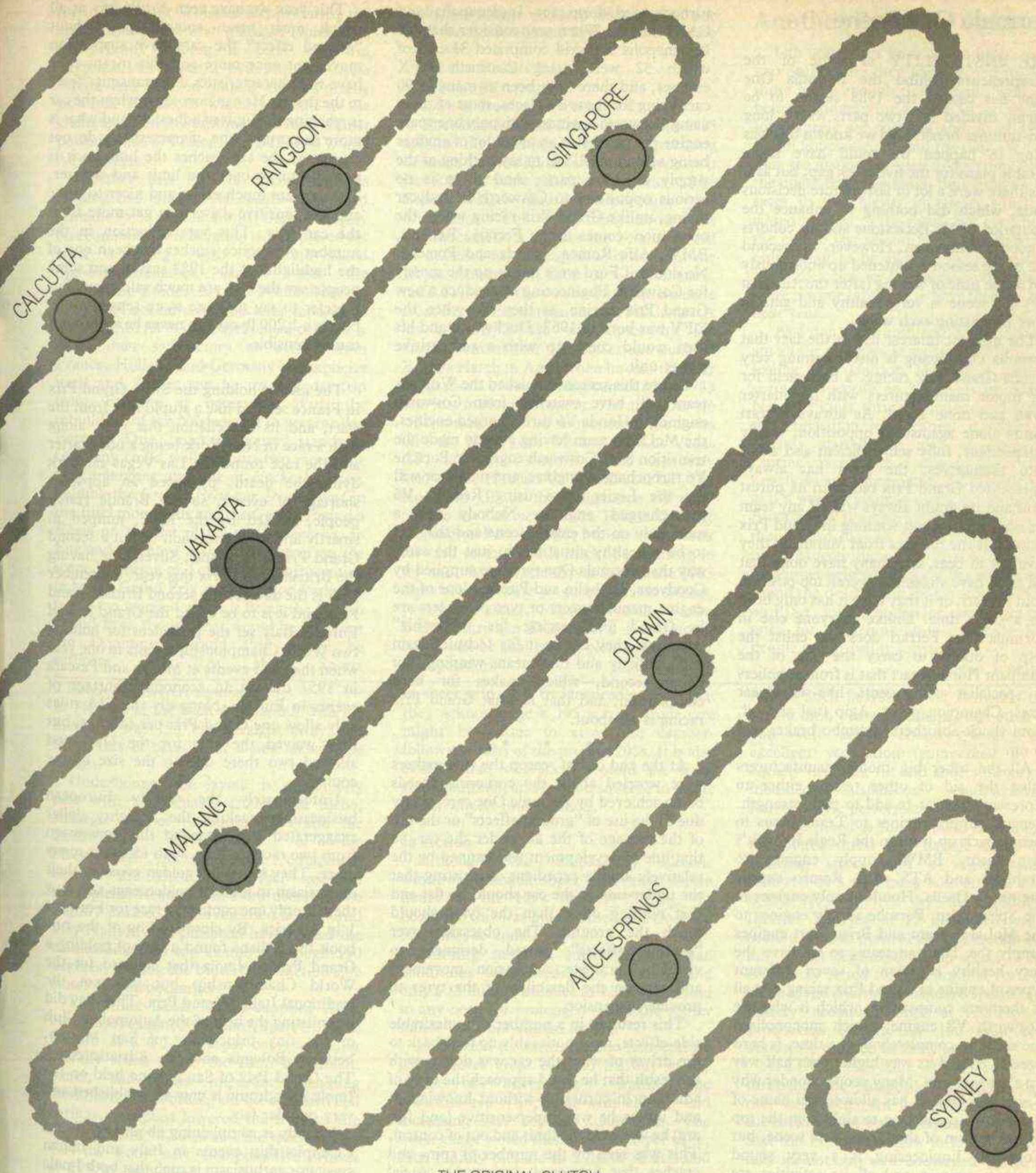
AUSTRIAN GRAND PRIX — Formula One — 53 laps — Österreichring — 5.9425 kilometres per lap — 314.951 kilometres — Very warm

1st	Alain Prost	(Renault RE40/05)	1 hr 24 min 32.745 sec — 223.494 kph
2nd	René Arnoux	(Ferrari 126C3/068)	1 hr 24 min 39.580 sec
3rd	Nelson Piquet	(Brabham BT52B/5)	1 hr 25 min 00.404 sec
4th	Eddie Cheever	(Renault RE40/04)	1 hr 25 min 01.140 sec
5th	Nigel Mansell	(Lotus 94T/2)	1 lap behind
6th	Niki Lauda	(McLaren MP4/1C/7)	2 laps behind
7th	Jean-Pierre Jarier	(Ligier JS21/04)	2 laps behind
8th	Keijo Rosberg	(Williams FW08C/07)	2 laps behind
9th	John Watson MBE	(McLaren MP4/1C/2)	2 laps behind
10th	Corrado Fabi	(Osella FA1E/3)	3 laps behind
11th	Piercarlo Ghinzani	(Osella FA1E/2)	4 laps behind
12th	Stefan Johansson	(Spirit 201/4)	5 laps behind
13th	Thierry Boutsen	(Arrows A6/5)	5 laps behind
14th	Manfred Winkelhock	(ATS D6/02)	retired on lap 34 — engine trouble
15th	Andrea de Cesaris	(Alfa Romeo 183T/03)	retired on lap 32 — electrical trouble
16th	Patrick Tambay	(Ferrari 126C3/067)	retired on lap 31 — engine trouble
17th	Riccardo Patrese	(Brabham BT52B/6)	retired on lap 30 — engine trouble
18th	Roberto Guerrero	(Theodore MN17)	retired on lap 26 — gearbox trouble
19th	Jacques Laffite	(Williams FW08C/08)	retired on lap 22 — chassis trouble
20th	Mauro Baldi	(Alfa Romeo 183T/02)	retired on lap 14 — engine failure
21st	Michele Alboreto	(Tyrrell 011/4)	retired on lap 9 — accident
22nd	Derek Warwick	(Toleman TG183B/04)	retired on lap 3 — engine trouble
23rd	Bruno Giacomelli	(Toleman TG183B/03)	retired on lap 2 — accident damage
24th	Danny Sullivan	(Tyrrell 011/5)	retired on lap 1 — accident
25th	Marc Surer	(Arrows A6/4)	retired on lap 1 — accident
26th	Elio de Angelis	(Lotus 94T/1)	retired on lap 1 — accident

Fastest lap: Alain Prost (Renault RE40/05) on lap 20 in 1 min 33.961 sec — 227.66 kph

26 starters — 13 finishers


LONDON
PARIS
ROME
ATHENS
GWADAR
ISTANBUL
JERUSALEM
KARACHI
OMAN
RIYADH
BANGKOK
KUALA-LUMPUR



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Formula One Scene

THE INSTABILITY of some of the entrepreneurs behind the Formula One scene has caused the 1983 season to be sharply divided into two parts with a long mid-summer break. Had we known this was going to happen we could have made suitable plans for the five week gap, but as it was there were a lot of last-minute decisions made, which did nothing to enhance the reputation of Mr Ecclestone and his cohorts as good businessmen. However, the second half of the season brightened up enormously and at the time of writing (after the Austrian GP) the scene is very healthy and getting more interesting each week.

The greatest interest lies in the fact that Formula One racing is fast becoming very serious Grand Prix racing, a battlefield for big motor manufacturers with no quarter given and none asked. As always Ferrari stands alone against all opposition, totally independent, fully self-sufficient and a law unto themselves; the team has always represented Grand Prix racing in its purest form and no doubt always will. If any team has aspirations about winning in Grand Prix racing it is the red cars from Maranello they have got to beat, and many have done that but none have stolen the overall top position from Ferrari, or if they have it has only been for a short time. Unlike everyone else in Formula One Ferrari does not enlist the help of others to carry the flag of the Rampant Horse, apart that is from suppliers of specialist components like Goodyear tyres, Champion plugs, Agip fuel and oil, Koni shock-absorbers, Brembo brakes and so on.

All the other big motor manufacturers enlist the aid of other teams, either to represent them or to add to their strength. Renault supply engines to Team Lotus to form a back up team to the Regie Renault's own team, BMW supply engines to Brabham and ATS, Alfa Romeo supply engines to Osella, Honda supply engines to the Spirit team, Porsche supply engines to the McLaren team and Brian Hart engines supply the Toleman team, so we have the very healthy situation of seven different types of engine in Grand Prix racing and all of them are competitive, which is why the Cosworth V8 engine, which monopolised the scene so completely at one time, is hard pressed to find its way higher than half-way up a starting grid. Many people wonder why Keith Duckworth has allowed the name of Cosworth Engineering to sink from the top to the bottom of the Grand Prix scene, but Cosworth Engineering is a very sound business concern and all its activities are strictly business orientated.

With major manufacturers joining in, Cosworth users were inevitably reduced to about eight teams, which is 16 cars, which probably represents about 60 engines in total. Cosworth's main business lies in America, supplying the 2.6-litre DFX in turbocharged form for Indianapolis and CART racing. When you consider that the Indianapolis 500 grid comprised 33 cars of which 32 were using Cosworth DFX engines, and there have been as many as 90 cars vying for those 33 places, most of them using Cosworth engines, with only one spare engine per car that is an awful lot of engines being sold in the USA, to say nothing of the supply of spare parts. And there is no serious opposition to Cosworth in Indycar racing, unlike Grand Prix racing where the opposition comes from Ferrari, Renault, BMW, Alfa Romeo, Honda and Porsche. No doubt if Ford were to put up the money for Cosworth Engineering to produce a new Grand Prix engine, as they did when the DFV was born in 1967, Duckworth and his men would come up with a competitive power unit.

Before this season is finished the Williams team will have switched from Cosworth engines to Honda V6 turbocharged engines, the McLaren team having already made the transition from Cosworth engines to Porsche V6 turbocharged engines, and next year will see the Ligier team using Renault V6 turbocharged engines. Nobody has a monopoly on the engine scene and that has to be a healthy situation, in just the same way that Formula One tyres are supplied by Goodyear, Michelin and Pirelli. None of the engine manufacturers or tyre producers are in Grand Prix racing for "show-biz" purposes, they are in it for technical gain and publicity and that means winning, not being second, which makes for hard competition, and that is what Grand Prix racing is all about.

* * *

At the end of last season the rule makers were worried about the cornering speeds being achieved by Formula One cars, partly due to the use of "ground effects" or the use of the passage of the air under the car, so that line of development was banned by the relatively simple expedient of insisting that the under-side of the car should be flat and that nothing other than the tyres should touch the ground. The obsession over "ground effects" caused designers to virtually eliminate suspension movement and rely on the flexibility of the tyres to provide suspension.

This resulted in a number of undesirable side-effects, most noticeably no feed-back to the driver of what the car was doing, with the result that he could approach the limit of adhesion in cornering without knowing it, and unless he was supersensitive (and few are) he was over the limit and out of control. This was seen by the number of spins and crashes that happened during the crucial qualifying session on the two days before a race. Thanks to the continually improving safety measures at circuits few of these crashes were serious, but it was a regular thing to see bent cars dangling from the hook of a breakdown lorry at the end of qualifying.

This year we have seen hardly any at all which must mean something. Without "ground effect" the cars have suspension movement once more and this means they have roll characteristics and transmit "feel" to the driver. He can now sense when the car is reaching the limit of adhesion, and what is more important, the characteristics do not change as the car reaches the limit so it is possible to go over the limit and recover. The cars are much easier and nicer to drive and the sensitive driver can get more from the car now. This vast reduction in the number of practice crashes has been one of the highlights of the 1983 season and some people say the cars are much safer now, but I prefer to say they are more sensible. 650 bhp in a 1,200 lb car can never be safe, but it can be sensible.

* * *

The idea of holding the Swiss Grand Prix in France seemed like a stupid idea from the start, and its cancellation this year, along with a race in New York being a non-starter and the race round the Las Vegas car park dying the death, produced an apparent shortage of events, so the Brands Hatch people, backed by the RAC, jumped in smartly and got permission to run a second Grand Prix in England, Silverstone having the British Grand Prix this year. September 25th is the date for the second British Grand Prix, and it is to be called the Grand Prix of Europe. Italy set the precedent for holding two World Championship events in one year when they had events at Monza and Pescara in 1957 due to an economic shortage of events in Europe. Normally the FIA rules only allow one Grand Prix per country, but they waived the rule for the USA and allowed two there due to the size of the country.

Unfortunately the greedy European businessmen seeking the almighty dollar exaggerated and extended this concession from two races to four, with ideas for many more. They killed the golden goose in their enthusiasm to grab its golden eggs and now there is only one confirmed race for Formula 1 in America. By close reading of the rule book the Italians found a way of holding a Grand Prix at Imola that counted for the World Championship but was not the traditional Italian Grand Prix. This they did by enlisting the help of the Automobile Club of the tiny principality of San Marino, between Bologna and the Adriatic coast. The Grand Prix of San Marino held on the Imola Autodromo is now an established and very popular fact.

Nobody is complaining about two World Championship events in Italy and Italian spectator enthusiasm is such that both Imola and Monza draw capacity crowds. It remains to be seen whether Silverstone and Brands Hatch can draw capacity crowds for World Championship rounds in the same season, though the indications are that they can. Certainly the racé on September 25th for the Grand Prix of Europe has a lot going

for it for Frank Williams has promised the appearance of the first Williams-Honda car, and Keijo Rosberg is good value in anything, let alone a 600 bhp car. Also Lauda and Watson should be in Porsche powered McLarens which will add to the excitement, to say nothing of all the regular power-teams of Ferrari, Renault, BMW and Alfa Romeo.

Whether this idea of small countries holding two Grand Prix events will spread remains to be seen and must depend largely on economics, but Belgium is well placed for such a thing, with the rejuvenated Spa-Francorchamps circuit and the permanent Zolder circuit. While Belgium itself does not have the spectator capacity to support two races its geographical position is more than satisfactory as access from France, Holland and Germany is simplicity itself and Zolder can be made a day-trip from England if necessary. With the rebuilding of the *Nürburgring* to present-day Formula One "mickey mouse" standards Germany could well support two races, one at *Nürburgring* and one at *Hockenheimring*, holding the *Grosser Preis von Deutschland* in the Eifel mountains and the *Grosser Preis das Rhein* on the flat plains of *Hockenheim*. In England we have a slight diversion on the scene by reason of Tom Wheatcroft wanting to hold a Grand Prix at Donington Park. He is not too worried about it being the British Grand Prix, though that would be nice, but the Donington Grand Prix would be sufficent. The RAC Motor Sports Association have declared their intention to hold the British Grand Prix to the following schedule:

1986 at Brands Hatch.

1987 at Silverstone.

1988 at Donington Park.

The British Grand Prix for 1984 and 1985 are in the existing contract, alternating between Brands Hatch and Silverstone as it has done for years gone by. Next year will be Brands Hatch and the following year Silverstone. The nice thing about this announcement is that we can be sure it will be adhered to, coming as it does from the Royal Automobile Club of Great Britain, unlike some of the statements that emanate from Bernie Ecclestone and his FOCA lot. A lot of people are still upset by the announcement that Mr Ecclestone made at Brands Hatch in April when he said that any suggestions of races being cancelled in 1983 was just malicious rumour. His audience are still wondering what happened to the Swiss GP, the New York GP and the Las Vegas GP, so it is not surprising that when they hear of the Russian GP, the Dubai GP, the Honolulu GP or the Kalamazoo GP they tend to say "oh yeah!" The British GP is at Donington Park in 1988; I think we can look forward to that and it might be amusing to try and visualise the driver list. If the 1983 signs are anything to go by Ayrton Senna, Jonathan Palmer, Martin Brundle, Stefan Bellof, Christian Danner and Ivan Capelli could well be challenging Nelson Piquet for pole position.

Another Brabham surprise?

This season has been one of pit-stops and very interesting they have proved to be for those lucky enough to see them, with a car being stationary for a mere 10 sec while all four wheels are changed and 25 gallons of petrol are pressured into the tank. Whether they are justified is open to question, but all the major teams do them, thus running their races in two halves in effect, which has added interest to the races, but even before the end of last season FISA said they were only going to be allowed for one year. In 1984 they are to be banned, but already there is some lobbying to have them retained next year.

As I don't like anything being banned, I am all for pit-stops in races, but I can't help feeling that Gordon Murray is going to spring a surprise on his rivals by running Nelson Piquet through non-stop just when the opposition least expect it. After all, Murray started the idea of doing two "sprint" races with a stop in between for new tyres and more petrol. At first it looked as if it was not going to work, but at the 1982 Austrian GP it nearly came off and there was then a mad rush by the other teams to join in. If Murray does pull off a non-stop run for Piquet before the end of the season it will sound the death-knell for pit-stops, FISA or no FISA, for Formula One people are great ones for "catching-on-to-an-idea". Some people might call it copying.

— Denis Jenkinson

TURBO SIERRA continued

to 142 bhp at the back wheels, but with the Sierra it was 155 bhp straight away. We think this is because of a new down-pipe design."

Underbonnet the layout is particularly neat with heat shields around the turbo, strategic use of Aeroquip lines and the unobtrusive incorporation of the black-boxed microcomputer equipment needed to instruct the fuel injection equipment. Regular 2.8i Ford users will be slightly puzzled by the injection layout until they realised that Janspeed have turned the manifolding and top chamber through 180 degrees, placing the butterfly induction side closer the turbocharger.

The white Geoff Mabbs-supplied XR4i otherwise remained standard, apart from the fitment of a 0-5-10-15 psi boost indicator literally stuck above the main instrument panel, and some important handling modifications. Working on the standard coil springs, Janspeed lowered the front of the Sierra 20 mm / 0.79 in and the rear 40 mm / 1.57 in. Four new Compomotive wheels at £95.96 each filled out the wheel arches in more convincing fashion than the rather skinny, drag-coefficient-conscious, production 5½J alloys. Tyres were B.F. Goodrich Competition T/R 205/50 VR at the front and 225 / 50 VR at the rear.

Although there is an enormous improvement to the handling, particularly in sheer grip, it is to Janspeed's credit that they acknowledge a 195 section front tyre might be better to avoid the camber-following traits of the present 205s. It is also evident that clearances around the front were marginal, and it was a squeeze to fit the larger wheels into position.

In Action

Although the non-factory electric windows, branded Super Lift, failed within hours of the car's delivery during the heatwave this was not an omen of a troubled 500 miles to come.

Morning starts in such Mediterranean conditions were predictably prompt, and only a 15 minute absence in 92°F would lead to any need for prolonged use of the starter motor for a hot engine restart.

From cold to warm, for the temperature gauge never crept even to halfway in the worst of Silverstone's traffic, the turbocharged V6 pulled with charm, and increasing zest beyond 2,500 rpm. The boost gauge would flicker over 1 lb per sq in, then rapidly escalate to 5 lbs or so at 3,000 rpm in fifth (just over the legal limit), providing astonishing ability to jet from 70 to 120 mph in that gear. At an indicated 5,000 rpm and 130 mph in fifth the Sierra was still warming to its task, but the chief attraction lay in the extra power between 2,750 and 5,000 rpm, which allows fourth and fifth to be the most used cross-country ratios. Such flexible power demands third for 40 mph curves, perhaps, but otherwise you waft across country with Ford's excellent ventilation (augmented by the equally excellent tilt and slide sunroof) and modified suspension complementing Porsche-style performance.

If the mood is for ultimate acceleration, the Sierra turbo will handle 3,000 rpm standing starts with a slight squeak, followed by a squirming take-off and all the 6,300 rpm allowed by the production limiter. The use of 15 in wheels and 50 section tyres in place of the production 14 in and 60 per cent aspect ratio seems to have effectively raised the gearing and corrected some of the enormous standard speedometer flattery (around 10 mph at 120 mph for production Sierra), for 100 mph could almost be reached in third gear.

At £1,750, plus £262.50 VAT for a fitted turbo kit, the Janspeed Sierra XR4i turbo may well foretell the way Ford will develop the performance Sierra, although we are told that the Frankfurt Show in late September may see not only a turbocharged Sierra, but one with four-wheel drive. We shall see. Meanwhile the modified XR4i from Janspeed can look the Capri 2.8i in the eye on performance and handling, whilst providing considerably more accommodation comfort, and freedom from claustrophobia than the aged Capri body could ever manage. — Jeremy Walton



Two Fast Fords

THE TIME has come to write of two fast Fords. First, the 150 bhp V6 2.8-litre fuel-injection Uniroyal Rallye-shod Sierra XR4i, which, at the time of writing, I have used for more than 3,700 miles in eight weeks, with every satisfaction and enjoyment and not a trace of mechanical trouble. This came about in a way which is much to the credit of Stuart Turner, now running the competition side of Ford of Europe but then in charge of their British publicity. Just for the fun of looking back a decade or more, I remarked, at the close of my report on the Sierra 2.3 Ghia, that once upon a time the manufacturers who had real confidence in their new models used to offer us cars for long-duration road-tests. I had not expected any response to this nostalgic thought, in these days of very demanding Press-car schedules. But the redoubtable Stuart Turner rose to the suggestion — Ford is the only maker who *has*, in recent times — and I found myself temporarily laying-up the Alfa 6 and using daily a black, bi-plane aerofoiled XR4i.

Suffice it to remark that I am enjoying this XR4i very much indeed, and that it has proved commendably economical, in spite of it being hard not to drive it quickly, while the excellent (that word again!) sunroof is adequate compensation for the Alfa's air-conditioning. On the fuel economy front, the overall consumption of four star to date has been 27.3 mpg and for some of the distance, making more than normal use of the fifth gear and perhaps coasting a little, I achieved 30.5 mpg. Remarkable, for a car of this power, performance and size — a tribute to its "slippery" aerodynamics provided by the new shape. To this the buying public has become quickly accustomed, proven by Sierras following the top-sales of the Escort in this country, in the January-June charts.

This brings me to the effortless performance of the XR4i. The acceleration is not only very remarkable but also very useful, and even in the fifth speed (which it would be possible to hold onto even in 30 mph areas were one not prompted by sympathy for good machinery to drop into normal top gear) there is quite astonishing pick-up. You can say from this point of view that this sporting Sierra is a one-gear car, in the hands of lazy drivers. Although there will never be anything to quite match memories of the pre-war Ford V8 30, which was a breakthrough in low-price high-performance and effortless top gear acceleration, to the characteristic "wuffle-wuffle" of the exhaust, the XR4i reminds me of those old V8s, in the easy way it wafts away from other traffic. True, the first V8 30s which impressed so many drivers, W.B. included, before the war, would only do about 78 mph to the Sierra's 130 mph, and they took some 4.6 sec to go from 10 to 30 mph through the three forward gears, compared to the XR4i's 2.9 sec from *standstill* to 30 mph — but in 1932 a Ford V8 cost but £255, in saloon form. Progress cannot be stilled, so obviously today's 2.8-litre V6 Sierra out-performs the old 3.6-litre side-valve V8 Ford to an incomparable degree. Yet in its smooth multi-cylinder pick-up, even in its highest gear, I could see a comparison.

With the mileage coming up to 4,000, the Sierra has not been serviced in any way. The only indications of the warning lights that this might soon be due are one suggesting that the front brake-pads will soon require replacement (this being a Press-car, hard-used before it was allocated to MOTOR SPORT, which had run a total of 7,488 miles) and another that showed, after more than 2,500 miles, that the generous-sized windscreen-washer bottle needed replenishment. I was continually checking the oil dip-stick towards the end of this period of hard and varied driving, expecting that after 3,000 miles some lubricant would be needed, although the oil warning light had not lit up. But no — the level is well up the stick, proving that modern vee-engines do not have ventilatory problems. Just for a very brief time the engine tended to stall, but this cured itself, so was probably the result of a dose of sub-standard petrol. In fact, the only failure throughout an abnormally hot summer, with the Sierra parked in the open, was the demise of the dial clock — but there is a digital time-recorder on the fascia, anyway. Nothing else has given the slightest trouble. Incidentally, those dual rear aerofoils not only cause small boys to regard this fast Ford with awe but, as Tom Threlfall who has an XR4i says, they are very useful for putting bottles and glasses on . . . A clever touch is the way the rear-window wiper operates between them. The fascia visual check of doors and boot shut is rather bright in daylight but dims with the headlamps or sidelamps in use.

I have absolutely no hesitation in saying I strongly recommend this £9,170 XR4i (£9,780, as tested) Sierra to sporting drivers, even though the Alfa 6 (priced at £12,800) has a fractionally more sure-footed feel to it and more positive (power) steering.

* * *

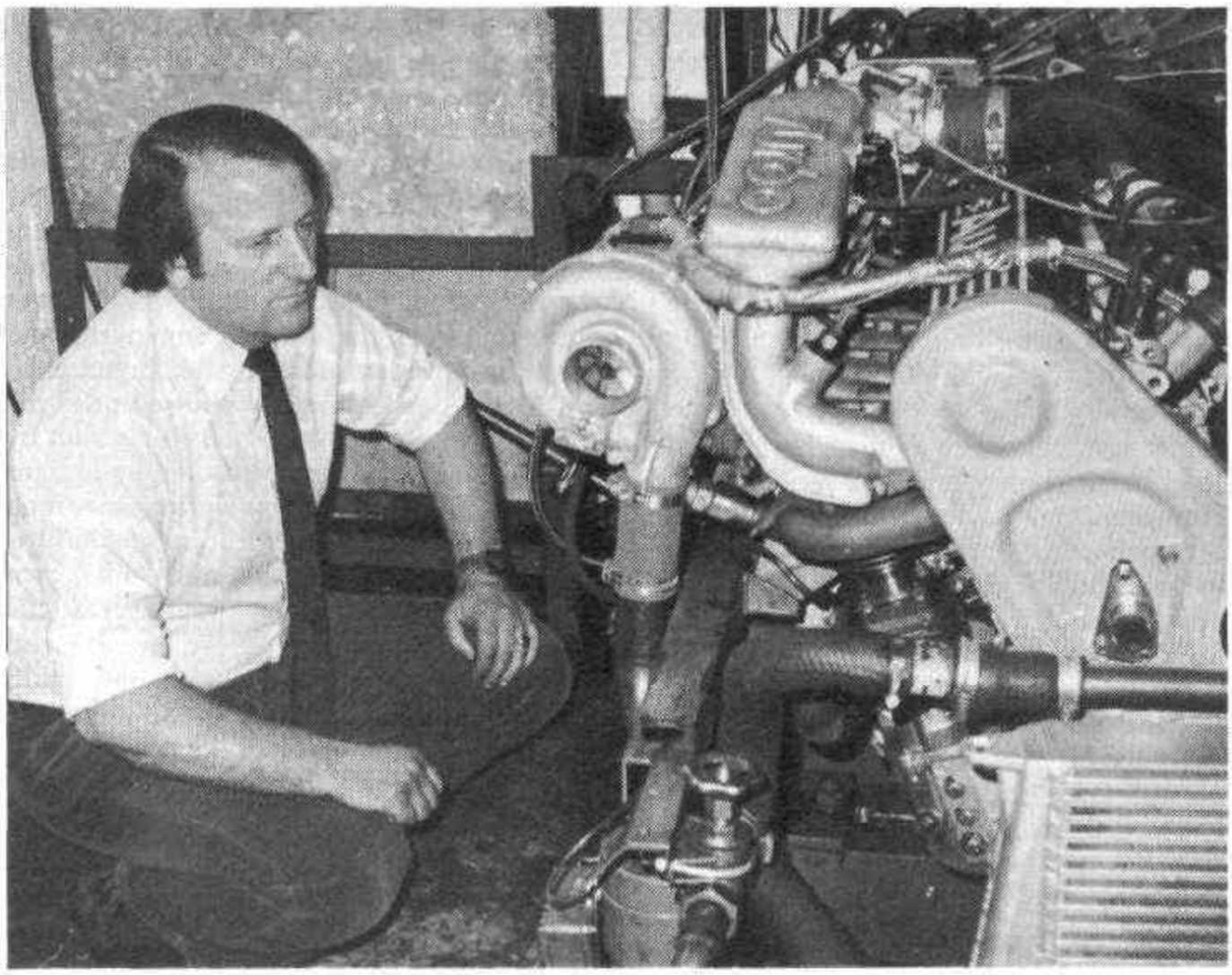
The other fast Ford encountered recently was the 1918 Model-T Speedster constructed by Reg and John Worthing of Orleton, based on a photograph of a racing Ford of that era. We hear a lot about replicas and fakes and recreations these days but this Ford, apart from its steel body, has been built up from genuine, original Model-T parts, so is authentic by the VSCC "code". It is the third Ford of sporting demeanour that Reg has built up, the other two having been sold. This one looks the part, with its red two-seater body, big bolster fuel tank, and a metal trunk behind that.

It has been lowered five inches by the usual expedient of placing the transverse front spring behind the axle, with the rear spring mounting raised to suit. This chassis lowering increases the wheelbase by a few inches. The car is on bolt-on artillery wheels shod with 30 in × 3½ in Dunlop cord tyres, the rear-mounted spare having the same size Firestone tyre. This is a lhd car, with the handbrake outside the body, and the expected two-speed epicyclic transmission controlled by the three pedals, engine speed being varied by a hand-throttle. The entire upholstery is detachable after fasteners along the body sides have been released. The only items on the fascia are a JAR ignition switch and a Lucas ammeter, and a single pane screen protects the pilot. There is a self-starter, although this was not standardised until 1919.

The engine has been mildly tuned, retaining its side-valve head but having light alloy pistons, giving a slightly raised compression ratio. The back axle ratio has been raised, but no one seems to know the actual ratio. The brake shoes have been lined with Ferodo in place of the customary steel shoes, and the flywheel magneto has given place to coil ignition, using a Jeep distributor. The performance would naturally be lower than that of a Ford V8 but in terms of maximum speed, well, Reg talks of 65 or even 70 mph. — W.B.

Interview

Terry Hoyle



BRITISH sourced parts for the Quattro engine can now include the cylinder head, injection, con-rods and crankshaft. Terry Hoyle checks his work on a customer unit.

UNLIKE their racing counterparts, rallying's engine builders rarely receive recognition for their labours. It's hard to pin down the exact reason, but probably the situation isn't helped by the factory-based rally teams. In the "assemblatore" world of single-seater racing, the choice of engine builders and power units themselves is wide and varied. It's a buyers' market. Rallying has never got to that stage. Factory teams tend to maintain and build their own engines, and so there is rarely the need to publicise the name of any one person or specialist builder. Of course, those closely involved in the sport always know the name of the man who builds the factory engines, and there are usually ways and means that a privateer can obtain the part-time services of that highly regarded individual!

However, in Britain in the 70s three names did spring to the attention of rally enthusiasts in general. If one wanted a good, reliable BDA engine then it was often a choice between Brian Hart, David Wood or Terry Hoyle. They're all still involved in the sport today, but it's only Hoyle whose income is derived from building and maintaining rally engines. Wood is now with BL's Competitions Department, and ruminating over the problems of four-wheel drive and turbo power. As reported recently in MOTOR SPORT, Hart is heavily involved with Toleman's Grand Prix effort, building, developing and servicing his own F1 turbo engine. For him it could have been a slightly different story this year if the Ford Escort 1700T project had not been dropped; that car was to be powered by a Hart-built turbo engine.

Even Hoyle has had to find other avenues apart from building the ubiquitous 2-litre 16-valve BDA. He is the only assembler of Audi Quattro rally engines in the UK — not a large market, but one that has at least thrown him into the deep end of the vogue for turbocharged engines. Despite popular opinion he is still involved with the BDA business. When we visited his compact, but smart premises at Maldon in Essex he'd just finished preparing three new rally units. One was bound for a Finnish rally driver, two others for Ford's Competitions Department at Boreham, a few miles away. As a former Boreham employee, Terry still maintains close links with his ex-colleagues, particularly as his path has on many occasions criss-crossed that of Peter Ashcroft, Ford of Europe's Competitions Manager.

It is nevertheless a far cry from the heady 70s when in one year Hoyle built 100 BDAs. Working on his own, Terry knew that just to keep up with demand he had to build two engines a week. Not only was he in demand by rally drivers, rallycross was also a large outlet, and he recalls that at one European final at Lydden Hill there were 16 cars with his engines. "I was on my own for six years. I never took a holiday. I suppose I just didn't like to say no. I didn't even bother to have a Bank Holiday off," he recalls.

This year, Terry Hoyle will be 40, and although he still builds engines, he now has two staff. Gerry Birrell's personal mechanic John Catt joined him four years ago, and at the beginning of August former Boreham mechanic Bob Day also went onto the payroll.

Hoyle will today tackle any engine building job, and apart from the BDAs, five-cylinder Audi engines and racing FVAs he also maintain Phase Two and Three Opel rally engines. Then there are the Ferrari engines. These are a labour of love. Awaiting attention is one 330 GTC, one 250 and two Dino 246 engines. Hoyle is an unashamed Ferrari fanatic. If you look carefully around his workshops there is the odd clue to this passion.

On an engine shop wall there is a large yellow, black and red "unauthorised Ferrari service agent" sign which he got from America. Then in his functional office, under a large oil painting of a rally Quattro, is an autographed photograph of Gilles Villeneuve. "Well, he was the only one. Wasn't he?" comments Terry.

His enthusiasm for all things Ferrari has been with him since he was a teenager. However, it extends into something more tangible than collecting Ferrari posters, handbooks, or indeed engines! He owns a 250 Lusso, lovingly restored, and has ideas of servicing Ferraris at his workshops — he's noticed that there are quite a few on the roads in this part of Essex.

Born in Hendon, he left school when he was 16 and started work at a Vauxhall main agents in North London. Three months later he noticed Gilby Engineering's racing transporter drive past. He made a note of the telephone number on its side. A telephone call and visit later and young Hoyle was a "gofer" for Gilby. It wasn't long before he became directly involved in the building of the pretty, delicate Gilby sports cars with their 1,100 cc Coventry Climax engines.

Hoyle was showing a natural bent for preparation — working alongside him was another fresh faced young man with equal ambition, Ashcroft — and eventually left to join Cosworth Engineering. It was a move which served him in good stead for many years to come. "I was number seven on the payroll at Barnet. Cosworth were so small then that you had to go to the pub next door if you wanted to go to the loo!" says Terry.

When Cosworth moved to bigger premises at Edmonton, Hoyle went as well. It was here that he first worked with Brian Hart. Although more than happy, he felt an "obligation" to help his father in his office furniture manufacturing business. He did this for a year, but it wasn't an experience he enjoyed. He struck out on his own again. This time he went to the small Bishops Stortford-based company, Expert Engineering. There he built Lotus Elan Twin Cam racing engines for Gerry Marshall and Jackie Oliver.

Ferrari fever was nevertheless still raging. Even at Gilby he'd applied for a delivery job at Maranello Concessionaires. Terry got as

far as an interview, but it was decided that it wasn't really practicable to have an 18-year-old delivering Ferraris! In 1965 he finally achieved his ambition. Now 22 years old and with the Cosworth experience under his belt, he joined Maranello's Chiswick Service Department as a fitter. At that time Ferrari road engines suffered from valve steam seal failures, so it was reckoned that Hoyle's time at Cosworth made him an ideal candidate to deal with this problem. Soon he was working solely on engines.

His love for Ferraris may have been a fever before, now it became a serious illness. He went to Spa for a 1000 Kms with Maranello, and finally went to the factory when he delivered Maranello's racing Dino. "From womb to tomb it's got to be Ferrari," he says with a broad grin.

Hoyle, however, eventually discovered that the sweet sound of V12 engines doesn't pay bills. He was going to get married, and needed more money. He approached the patriarchal Colonel Ronnie Hoare for a pay rise, but nothing was forthcoming. "I was told that people were queuing up to work for nothing at Maranello."

He had little choice but to leave, and began work in a Mews Garage off Gloucester Road. The money was better, and he was still delving into Ferraris, servicing them and Maseratis for Franco Zuicci. It wasn't a job for life though, and eventually he found a new home at Ford Competitions. Old colleague Ashcroft was workshop foreman at that time, so he had no doubt about Hoyle's ability. But due to union agreements it is difficult to get a non-Ford employee into Boreham. It was a long process but eventually Hoyle made it. His talents were put to use at building Twin Cam engines for the Lotus Cortina, and subsequently Escort TCs. At one time he was the only engine builder at Boreham. Although he rarely went on the rallies themselves, he was expected to act as an emergency spares delivery service.

One Good Friday he was building a 1300BDA engine for Gillian Fortescue-Thomas' racing Escort when the telephone rang. It was Stuart Turner from Africa. The team was on the Safari Rally and urgently needed brake pads as well as lights. That night Terry was on a VC10 bound for Nairobi. On another occasion he had to fly to Monza, to change the camshaft on Timo Mäkinen's Ford Escort, which was on the London to Mexico Rally. Terry duly carried out the task and promptly flew back to the UK.

It wasn't long before those with an entrée into Boreham began to recognise Hoyle's talents as an engine builder, particularly with the BDA engine which replaced the Twin Cam in the RS1600 and subsequently RS1800 Escort. Soon he was building engines from his garage at the bottom of the garden. Customers included Chris Sclater, Rod Chapman and David Sutton, the latter destined to be a major factor in Hoyle's future. Hoyle was in such demand as an engine builder that on the 1971 RAC Rally there were more of his own private engines than there were works ones!

This was getting out of hand, so Hoyle left Boreham and carried on building BDAs from his garage. It was a somewhat fortuitous move as not long afterwards the team began laying off staff. Soon he was receiving work from his old employers, and in 1973 moved to more suitable premises in Maldon. Although in the mid-seventies the engines for the factory Escorts were built by Hart, Terry did most of the builds for Boreham-assisted drivers. He was more than happy with this arrangement, particularly as it allowed him to pursue his own development programme with Lucas fuel injection. Hart and Ford were also developing fuel injection, but with Kugelfischer. It still gives Hoyle a sense of satisfaction to have beaten the factory to the flag when his system was used in 1977 by Kyosti Hamalainen to win the 1000 Lakes Rally.

That was a highlight for Hoyle, but better was to come. After Ford withdrew from rallying in September, 1979, the mantle of running Escort RS1800s in World Championship events fell to Sutton. With Rothmans backing, Ari Vatanen won the 1981 World Drivers Championship, Hoyle-prepared engines having powered him to wins on the Acropolis, Brazil and 1000 Lakes rallies.

"John Catt basically built all the Rothmans engines, and it's nice to think that two blokes in Maldon beat all the top manufacturers that year," he says.

However, 1981 was the swan-song for the Escort RS1800. Sutton was to begin an association with Audi, preparing a Quattro for the British Open series. Hoyle also realised that in terms of international successes the writing was on the wall for the BDA Escort, so when Sutton offered him the chance of building Quattro engines, he grasped the opportunity.

Basically, the engines come from the works team at Ingolstadt in kit form. Indeed some of the parts are standard and have to be modified by Hoyle. Over the last two years there has been a move to obtain most of the items in the UK, something which doesn't displease Terry. He frankly admits that in some respects "we don't like some of the German supplied parts".

Going through its paces on the Schneck water brake dynamometer during our visit to Maldon was Hoyle's first home-sourced alloy block Quattro engine. Bound for privateer Darryl Weidner it has Hoyle crankshaft, con-rods and flywheel. The cylinder head has been produced by Weslake but to a Hoyle specification.

The quest for power in rallying does not altogether meet with Hoyle's approval. He believes that producing a good, reliable flexible engine is paramount — "we're not looking for the horsepower, but a nice, flexible unit" — and to this end he would like to build a 20-valve, normally aspirated five cylinder Quattro engine. This he thinks would give around 280 bhp (current works turbo Quattros have 360 bhp) but a plus point would be that considerable weight could be saved by "throwing away" the turbo unit, intercooler, wastegate and sundry other forced induction paraphernalia. But that is some time away.

More immediate projects include trying Lucas fuel injection on the turbocharged engine (the Audi Sport UK car uses Pierburg whilst the factory utilises Bosch), and developing conversion kits for road-going Quattros. The Audi 80 Sport and 80 Quattro are also due for the Hoyle treatment, the final offerings to be sold via Sutton and Audi Sport UK. By polishing the cylinder head, fitting a different camshaft, modifying the ignition and "black box", Hoyle estimates that there could be an easy 25/30 bhp increase over the standard 200 for a Quattro. Recently he built a very special road-going Quattro engine for Ted Toleman, and with rally-type large valve cylinder head it had around 260 bhp available.

There is no doubt that the Quattro programme has given Hoyle a new perspective. Like all engine builders he remains philosophical about his art. He says he became involved in this area of preparation because he doesn't like lying under cars changing oil or gearboxes. Drivers always blame the engine builder if the power plant stops, but it's a well established fact that 60% of all failures are caused by installation problems. These arguments tend to hold little water with an aggrieved driver. On the other hand, an engine is probably the single most expensive item in a competition drivers spare's shopping list. A Hoyle BDA on carburetters costs £8,600, a rally Quattro engine upwards of £10,000. Indeed, through Audi Sport UK a Quattro crankshaft will set you back £1,400.

For Terry Hoyle there is a notice in his office which sums up his philosophy when confronted with a disgruntled driver: "When I am right no one remembers. When I am wrong no one forgets." It could be the anthem of the engine builder.

— Mike Greasley

★ ★ ★

ASH is no longer the popular car construction material which it was, but if anyone is looking for a supply of the wood for refurbishing or restoration we can pass on information of a source in Holland. A Biological Studies Group at the University of Leiden has been pruning 26-year-old ash trees in a marshy area and logs two metres long are being offered for sale at reasonable prices. The person to contact is Dorothy Selby-Boothroyd, Parklaan 24, Wassenaar 2241.XN, Holland (home tel: 01751-12517).

G.P.

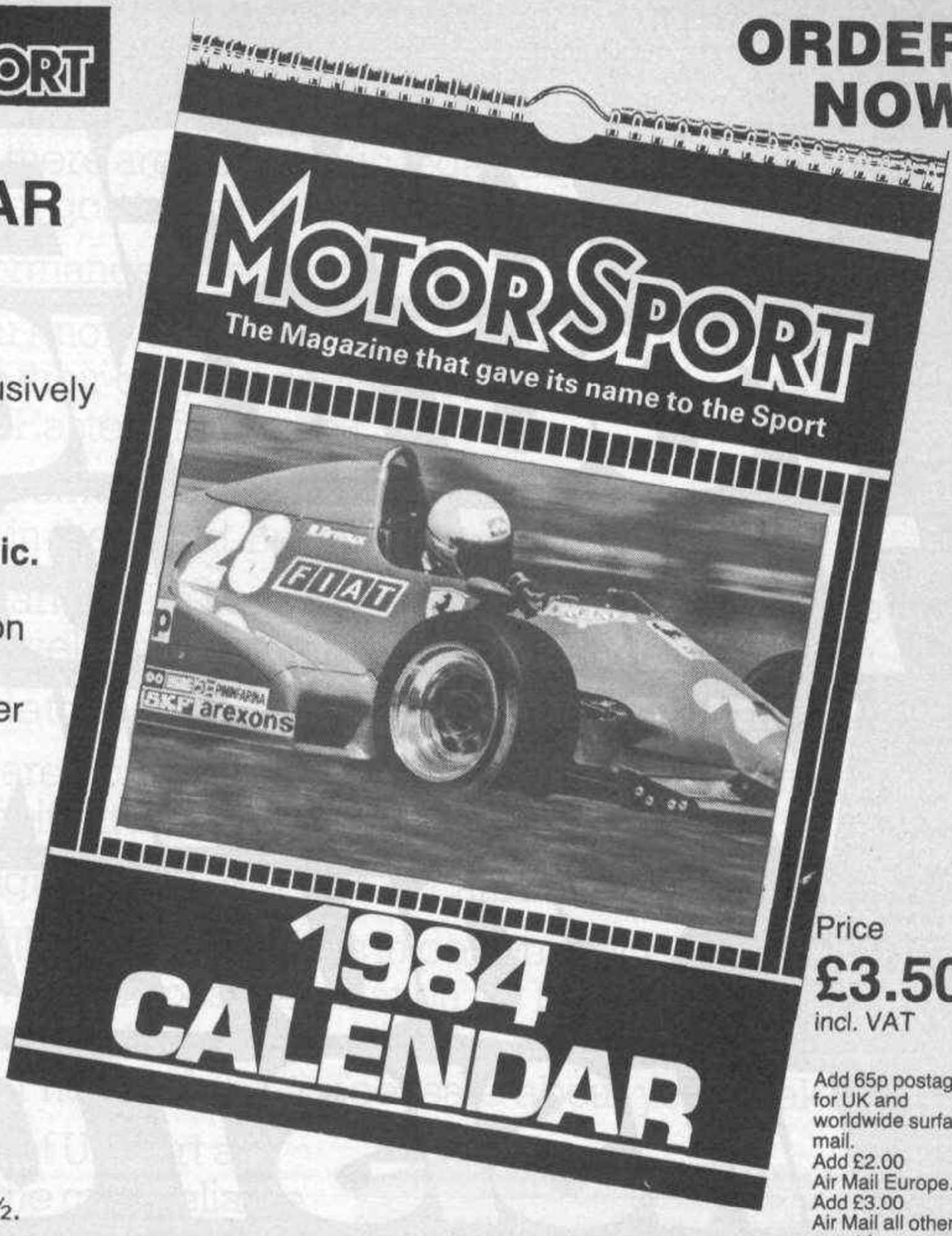
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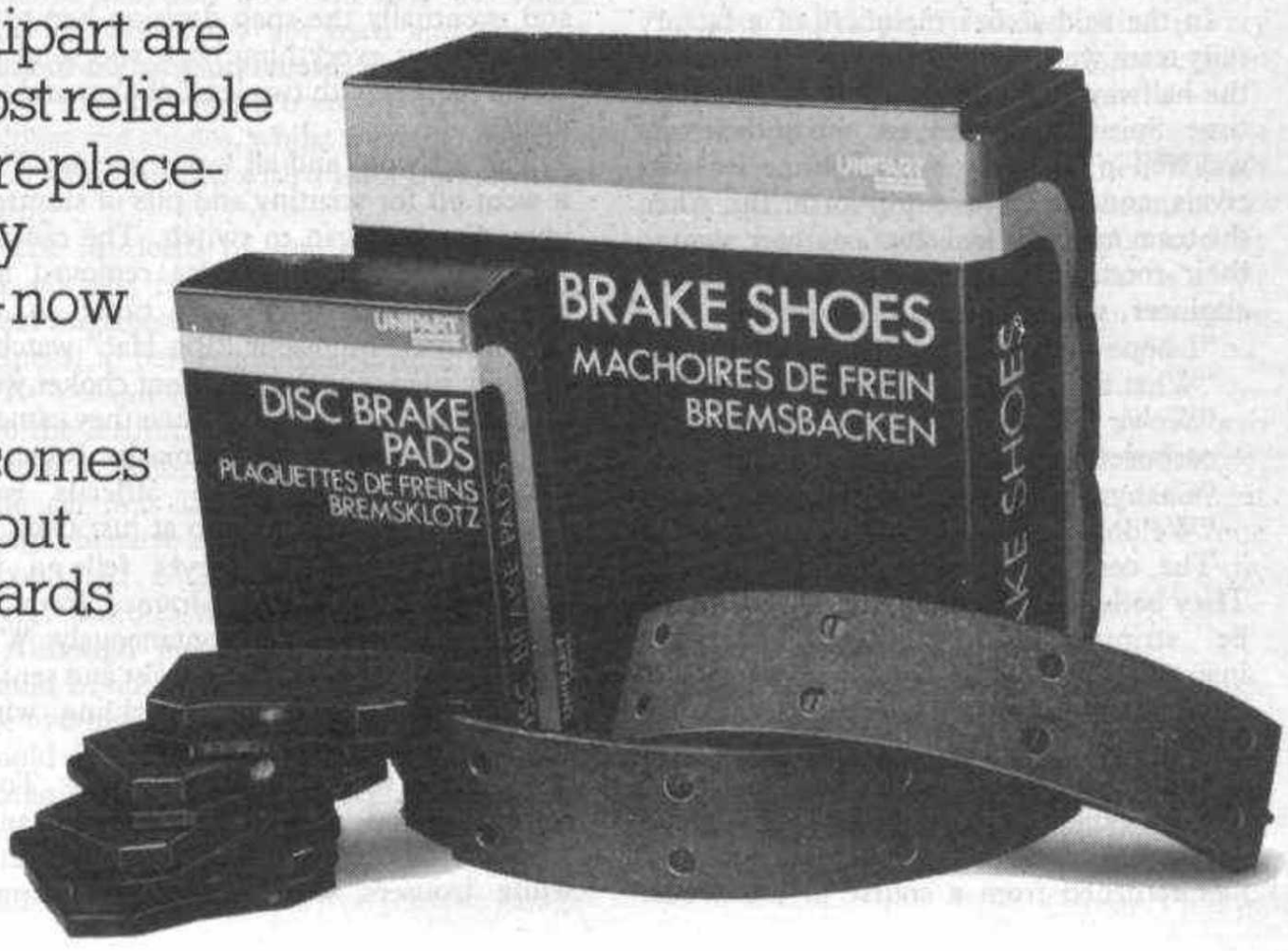
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RALLY REVIEW

Cheat, or Criminal?

DEALING cards from the bottom of the pack is breaking the rules, in most cases quite harmless but nevertheless disreputable and is called cheating. Stealing is also breaking the rules, but this time it is more than just cheating; it is a criminal act. A forward pass on the rugby field is again a breach of the rules, but this has no stigma and is neither cheating nor a crime.

Break the rules of a simple game and your forfeit will be no more than something linked to the terms of play. Break the law of the land and you are considered to have committed a crime against society and your punishment is more severe.

Somewhere among these extremes is the case of the rally competitor or team manager who breaks the rules, gets away with it and accepts an award for a place which he did not deserve. Is he just cheating, breaking only the rules of the game, or is he guilty of a more sinister deception which could bring the weight of the law to his collar?

Can a short cut on a special stage really lead to appearance in a criminal court? Can an altered time card result in an arrest, or the use of an unauthorised component bring about imprisonment?

Some defaults result from genuine mistakes; others are premeditated deceptions. There are wiles which have their funny sides, and those which are maliciously fraudulent. The spectrum is broad and not at all well defined, so before considering the questions let's recall a few incidents from the past.

In the mid-sixties members of a factory rally team were relaxing at their hotel during the halfway stop of a prominent rally of the time. Spirits were high, for one of their cars was well in the lead, obviously superior to its rivals, and the crew on top form. But when the team manager and chief engineer went to their room their dialogue, opened by the engineer, went something like this:

"I hope we don't win."

"What the hell do you mean?"

"We've got the wrong chokes in the carburetters".

"Change 'em, then."

"We don't have any of the right ones."

The conversation stopped for a while. They both knew that the winning car would be stripped and subjected to strict inspection under the expressionless gaze of that portly *commissaire technique* with the broad-brimmed hat. Oversized chokes would be spotted immediately.

Then came the solution. Down in the bar at the time was the team's engine expert, just returned from a course at the Weber factory in Bologna, and in a very short time he and the manager were driving through the night to Bologna to collect a box of chokes of the correct size.



TENSE moment before the Sanremo Rally as officials gather in strength to peer at the engine of a works Alpine A110. They found nothing amiss.

They got back soon enough to have them fitted to the car before the end of the rally, but in those days road time was not as plentiful as it is today and there was very little opportunity for the job. However, they decided on the best place and when the car arrived mechanics fell upon it to replace the offending parts.

The two front chokes came out easily and were replaced, but the rear two were stubborn, perhaps due to the heat, and would not budge. The clock ticked around and eventually the snap decision had to be taken to put everything back and send the car on its way with two legal chokes and two illegal.

The car won, and all was rejoicing. Then it went off for scrutiny and pits of stomachs immediately began to twitch. The radiator was drained, various parts removed and examined, and then they came to the carburetters. Monsieur "Big Hat" watched in stony silence as the two front chokes were taken out and measured. When they came to the rear chokes those stomachs began to twitch even more. The officials were obviously not going to stop at just two.

Then the manager's eyes fell on the bucket filled with water drained from the radiator, and he acted spontaneously. With a deft kick he toppled the bucket and sent its dirty contents over the sparkling white trouser legs of Monsieur "Big Hat".

For a few seconds there was chaos. Tools were dropped and scattered, mechanics backed off and hid their grins, and a gent in white trousers with brown legs hopped around the corner of the workshop, filling the air with French curses.

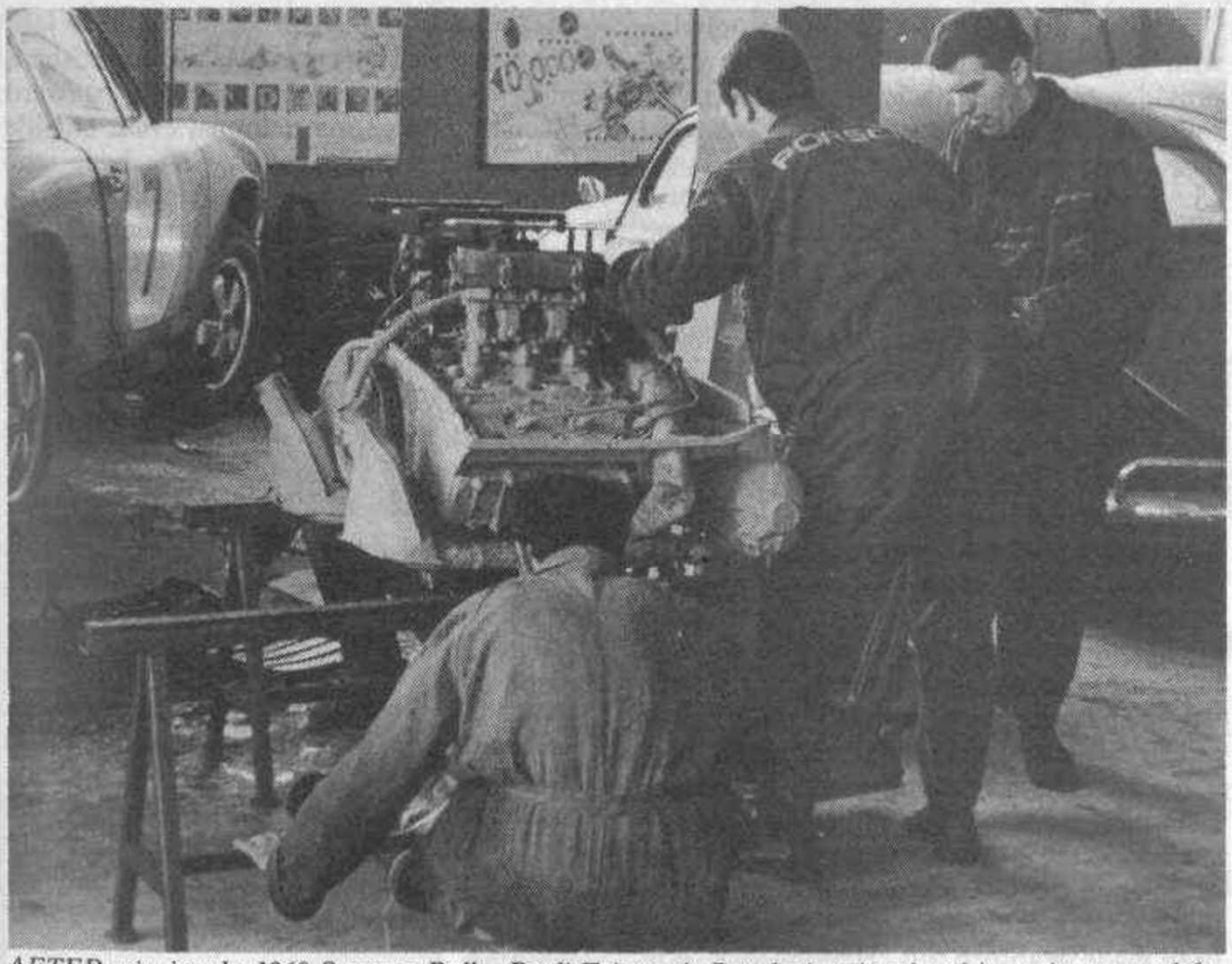
When the commotion died down there was little interest in probing further into that car. They had checked just about everything anyway, and "Big Hat" was risking no more mishaps. The scrutiny sheet was signed and the team went away to collect their awards and celebrate.

Looking back, all concerned recall the incident with amusement even though the technical rules were broken, for it resulted from an error rather than a deliberate attempt to deceive.

But not all such cases end happily. In 1966 Vic Elford won the Rally of the Flowers quite decisively in a Ford Cortina, but things turned sour when scrutineers discovered that the number of teeth on a gear pinion was not the number shown on the homologation form. Disqualification was the result, and during the ensuing protest hearing Elford, using his knowledge as an engineer, proved mathematically that the figure on the form was not correct since it did not correspond to the gear ratio.

Elford's proof was conclusive, indicating that there had probably been a typing eror at Boreham. The stewards agreed, but they would nevertheless accept only what was printed on the CSI-approved form, whether it had been proved wrong or not. A British driver in a British car was therefore thrown out in favour of an Italian driver in an Italian car. In any case, the scrutineers had found something wrong with the weight of the Cortina's pistons, having weighed them on the scales of a sweet shop around the corner!

Not all cases of irregularity are unpremeditated. Fitting non-homologated parts, especially in the depths of engines or



AFTER winning the 1968 Sanremo Rally, Pauli Toivonen's Porsche is stripped and its engine removed for detailed inspection by officials. They were satisfied that all was in order, but not all such post-rally examinations end happily.

other complex assemblies, used to be considered anything but dishonourable. "All the others do it, so why shouldn't we?" was the accepted justification. Components were not always beefed up by increasing their proportions. Strong, expensive metals were sometimes used instead of the weaker, standard material, and we well remember a scrutineer attempting to drill a hole for a seal prior to the Safari Rally, only to scratch his head in amazement after bit after bit snapped without making any impression on the component.

Complete engine replacements have taken place occasionally, once in the all-concealing interior of a furniture truck and once, so the story goes, after a new engine had been swung out by helicopter to a remote part of a remote country.

More sinister breaches of the rules are not mechanical at all, but tactical; taking a short-cut on a special stage or tight road section, for instance, perhaps not as common now as it used to be, or even positioning an accomplice to move an arrow at the appropriate moment to divert a rival.

Another reason for moving arrows was to cause so much confusion that the stage would be cancelled, thus removing any extra penalty which a particular car might have incurred due to a puncture or some other failure. Another trick for the same purpose was to swing the tail of the car when it arrived at the control so that the table would be hit "accidentally" and clock and documents scattered, rendering further timekeeping impossible. Another was to cause an argument when two cars arrived together, distracting officials from the task of timing those who followed. It must be said, of course, that some officials were pretty poor at timekeeping, and not all cancellations were due to the ploys of competitors.

Servicing in places not allowed by regulations is another common misdemeanour, even on the RAC Rally. Unmarked cars carrying team managers, but with mechanics and spare parts also on board, regularly prowl prohibited areas, and we can think of at least one past winner who might never have won at all had the regulations been enforced.

Altering time cards used to be another heinous practice, and still may be where printing clocks are not used and there is little or no back-up record. Some co-drivers used to carry collections of pens of all colours and shades, whilst we remember one who was equipped with a John Bull printing outfit!

The misdeeds of competitors, however, are nothing compared with those of some team managers with more resources at their disposal to perpetrate their crimes.

At a major international rally some years ago the leading car just before halfway was that of a factory team bent (!) on victory. The car was in a bad state and needed comprehensive repair to get it ready for the second half, a job needing much more than the 15 minutes which would be available.

Although inexperienced, the organisers would never agree to mechanics working in the overnight closed park, but perhaps they would be sufficiently green not to expect blatant confidence trickery from a supposedly reputable works team.

The scheme was quickly arranged and when the rally car was driven into the garage earmarked for service, and the doors locked behind it, mechanics immediately removed its boot, bonnet and doors, each bearing rally plates and numbers, and fitted them to a practice car which had already been denuded.

Thus transformed, off went the practice car to the closed park for the night, leaving the rally car in the garage to be worked on at leisure. Next morning after the restart, the counterfeit car was taken straight back to the garage where a reversal of the switch left the crew with virtually a brand new car in which to continue the rally. The deceit was not officially discovered, but justice was served when the car failed to finish for quite another reason.

Breaking the rules is far removed from finding loopholes in them, and one team manager used to consider a contest started when its regulations arrived on his desk. But when Fiat went to the New Zealand Rally in 1977 they looked for more than just loopholes and seemed to regard the organisers as hill-billies. That they were not became evident very quickly indeed.

The rules prohibited the carriage of two-way radios in competing cars but the organisers, working with the NZ Post Office, discovered that this rule was being broken. A secret passage control was set up and cars searched. Behold, beneath the seat of the first Fiat through was a powerful VHF walkie-talkie. Unfortunately it was not confiscated, only photographed, and later team manager Audetto dismissed the allegation with a broad grin and the claim that ". . . ees only a toy 'ee buy in 'ong Kong for 'ees keeds".

These instances are no more than imperceptible scratches on the surface of all the intrigue which the sport of rallying has engendered, but they suffice to ask how acts of deviousness, not just practical jokery, rate on the criminal scale. The dividing line between rallymanship and cheating is very thin, but how thin is the line between cheating and criminal deception?

Stealing is described as the dishonest retention of the property of another. The old "taking and carrying away" requirement has gone, and the criminal deception can be deliberate or just reckless, by words or by conduct. Doesn't this appear to cover the case of an award going to the wrong person, no matter for what reason?

False accounting may also be worth looking into, for it is unlawful to destroy, conceal or falsify any record or document made for an accounting purpose. Is a time card such a document, and is the information in a computer memory such a record?

Even more sweeping is the law which declares it to be unlawful for any person, in furnishing information for any purpose, to produce a misleading document which may be deceptive in any material particular.

Makes you think, doesn't it?

Geraint Phillips

RAC Rally Preview

CONTESTS between teams and drivers for points in the World Rally Championship invariably have a direct effect on the entry lists of qualifying events, and rallies which would not otherwise have attracted the world's leading professionals find themselves patronised (and consequently publicised) by the toughest outfits in the trade. It takes very little intelligence to deduce that organisers therefore look upon inclusion in the world series as a guarantee of high quality at the top ends of their lists, and there is a great deal of competition, both above and below the counter, for championship status.

An event which is something of an exception is the Lombard RAC Rally of Great Britain which, long before the World Championship was created, was attracting competitors of a calibre, and in numbers, which caused envy throughout the clique of organisers considered to be closest to Place de la Concorde.

Even today its line-up of works teams is always of the best, partly because of Britain's proximity to the greatest geographical concentration of such teams, whose travel costs are therefore not high, and partly due to the popularity of the special stage routes along forest roads. Fine weather and golden beaches add to the attraction of some events, so it says much for the competitive elements of the RAC Rally that it can attract a full house to a cold, wet, foggy and thoroughly miserable British November. Indeed, so popular has it become that it can well stand on its own feet without the prop of a championship to keep its patrons coming, not that it should ever deserve to lose its World Championship status, of course.

At present, the drivers of three teams, Lancia, Audi and Opel, are concerned with the outcome of the 1983 championship, and whether that will be resolved before November or not, this year's RAC Rally will still gather a fine, competitive field, enough to satisfy the most discriminating among the millions who will go out to watch.

This year's rally breaks with recent practice by returning to a Saturday start, abandoned in the 'seventies in favour of a Sunday when spectators and their cars became embarrassingly numerous in and around forest areas and it was felt that there would be fewer spectators around on weekdays than at weekends. As a further measure, the Sunday stages were confined to private parks and estates where more parking and viewing space was available than in forests.

The reasoning behind the present move is not the reverse of that of some eight years ago, but more an extension of it. Parks and estates will still provide the weekend stages, possibly reducing spectator attendance from Sunday night onwards in the forests.

Forests, however, are far more popular with experienced watchers since they provide more spectacle than contrived routes along estate roads. They are also more popular with competitors, among whom the term "Mickey Mouse" has long been used to describe artificially created stages without the swing, rhythm and helpful cambers of forest roads.

There is a second reason for the change, however, and that is the alarmingly high fees charged by the Forestry Commission for the use of their roads, fees which they claim to be justified by the need to reinstate forest roads after surface damage caused by the high speed passage of so many cars. That damage is caused cannot be denied, but we wonder how much routine road maintenance is postponed until after the rally to be merged with that paid for by the RAC. The present rate is such that for a field of 150 cars a levy of £87,000 will be payable. The government requires the Forestry Commission to be self-sufficient, but for such a prestige event, the biggest sporting occasion in Britain, one would have thought that a government paper-transfer could have been made to absorb this crippling levy. It is certainly a far more worthy cause than some sports which attract grants.

Lombard's sponsorship is not enough to take care of the forest charges and all the other costs, so the entry fee, at its lowest level, is £550. Another source of income is the paying spectator at non-forest stages, which is the second reason for the increase in the number of estates and parks to be used this year. To be fair, we must say that the forest distance has also been increased.

Headquarters of this year's rally will be at the Beaufort Hotel, Bath, and scrutiny will take place at the city's Pavilion during the afternoon and evening of Friday, November 18th. The start will be at 10 am the next day, when the stages, expected to number four, will include Longleat and Ashton Court. After a night stop at Bath, Sunday stages will include Bewdley, Sutton Park, Trentham Gardens, Oulton Park, Knowsley, Harewood and Weston Park.

That evening there will be special stages in the North-East, a short halt at Middlesbrough, stages in the Border Country and Scotland, Monday breakfast at Hawick, stages in the Lake District and the second night stop at Windermere.

On the Tuesday morning the rally will move into Wales for forest stages, an evening stop at Dolgellau and breakfast at Swansea before crossing the Severn Bridge to the finish in Bath during the afternoon of Wednesday.

Rally organisers used to try to keep their events as unobtrusive as possible by siting controls and service areas away from centres of habitation. The opposite now seems to be the intention, for visits are planned to Worcester, Leeds, Harrogate, Middlesbrough, Carlisle, Wrexham, Dolgellau and Swansea.

THE FISA policy of keeping plum jobs unto themselves continues undiminished, and we saw recently that any steward officiating on an international event outside his own country must first have the authority of his national club.

We can only assume that someone spotted a strange name on a list of officials and decided that something should be done about restricting the penetration by Tom, Dick and Harry (or Fritz, Lars and Pierre) of FISA's exclusive "holiday club".

A good steward is possessed of wisdom, common sense and sound judgement, not just experience of rule enforcement, and these qualities are usually taken into account by organisers when making their choice. They know their Solomons from their Gobbos, and no amount of vetting will change that. Of course, if a prospective steward is neither a competition licence holder nor an official of his national club then that club has no jurisdiction over his movements and he is free to accept. On the other hand, an onus placed on rally organisers rather than stewards' national clubs would appear to give FISA the power it craves.

* * *

IN August Lancashire and Cheshire Car Club, with the backing of BP and the support of Henshaws Society for Blind, organised what they called The Braille Rally. Members of the club turned up with their cars and were navigated around the afternoon route, which started and finished at Oulton Park, by blind navigators who were given their route instructions in Braille.

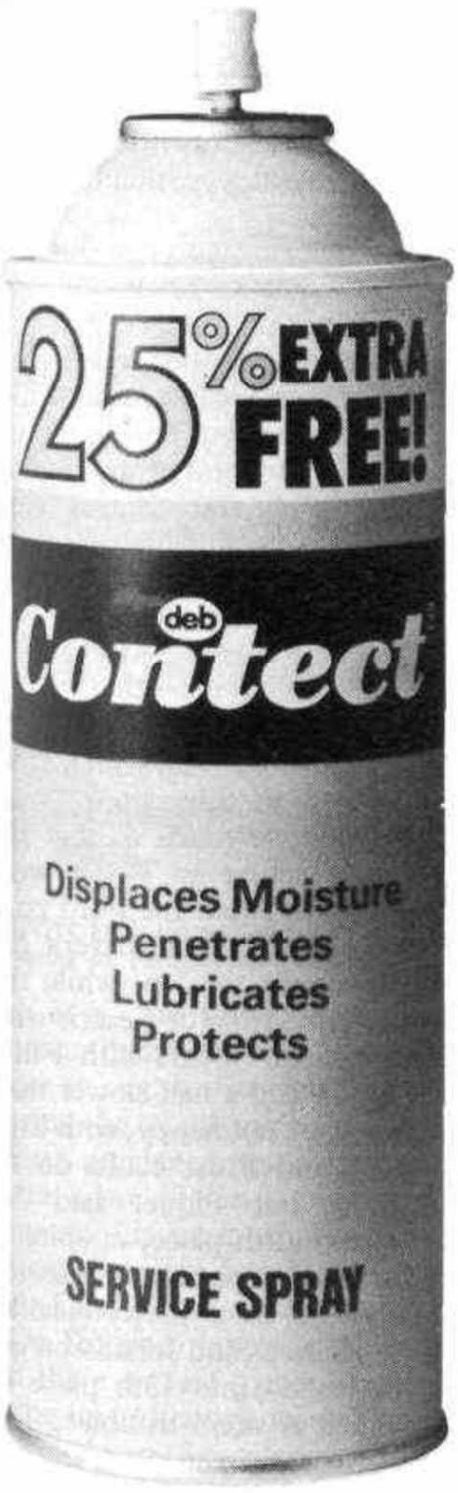
We were thus reminded of that annual event in South Africa, the Total Blind Navigators Rally, organised by Pretoria Motor Club and backed by Total.

Splendid efforts, both of them, not just to enhance the public image of rally drivers but in all sincerity to provide handicapped people with the taste of a fine sport which they would not otherwise be able to experience.

* * *

VISITORS to the Safari in the late 'sixties and the 'seventies will have no difficulty recalling to mind the secretary who held the administrative side of the rally together in those days. Annie Oakeley — yes, that *is* her name — was the person you went to see no matter what you wanted to know, and quite a gap was caused when her husband Ron was posted to the Middle East and they left Kenya for Bahrein.

They have since returned to Britain and are now running the splendid little White Hart Inn in the Herefordshire village of Aston Crews, just four miles or so on the Gloucester side of Ross-on-Wye. Safari enthusiasts, whether they be ex-Kenya or not, and anyone who has had anything to do with the Aero Club of East Africa are ensured of a fine welcome there. The food and drink are pretty good, too! — G.P.



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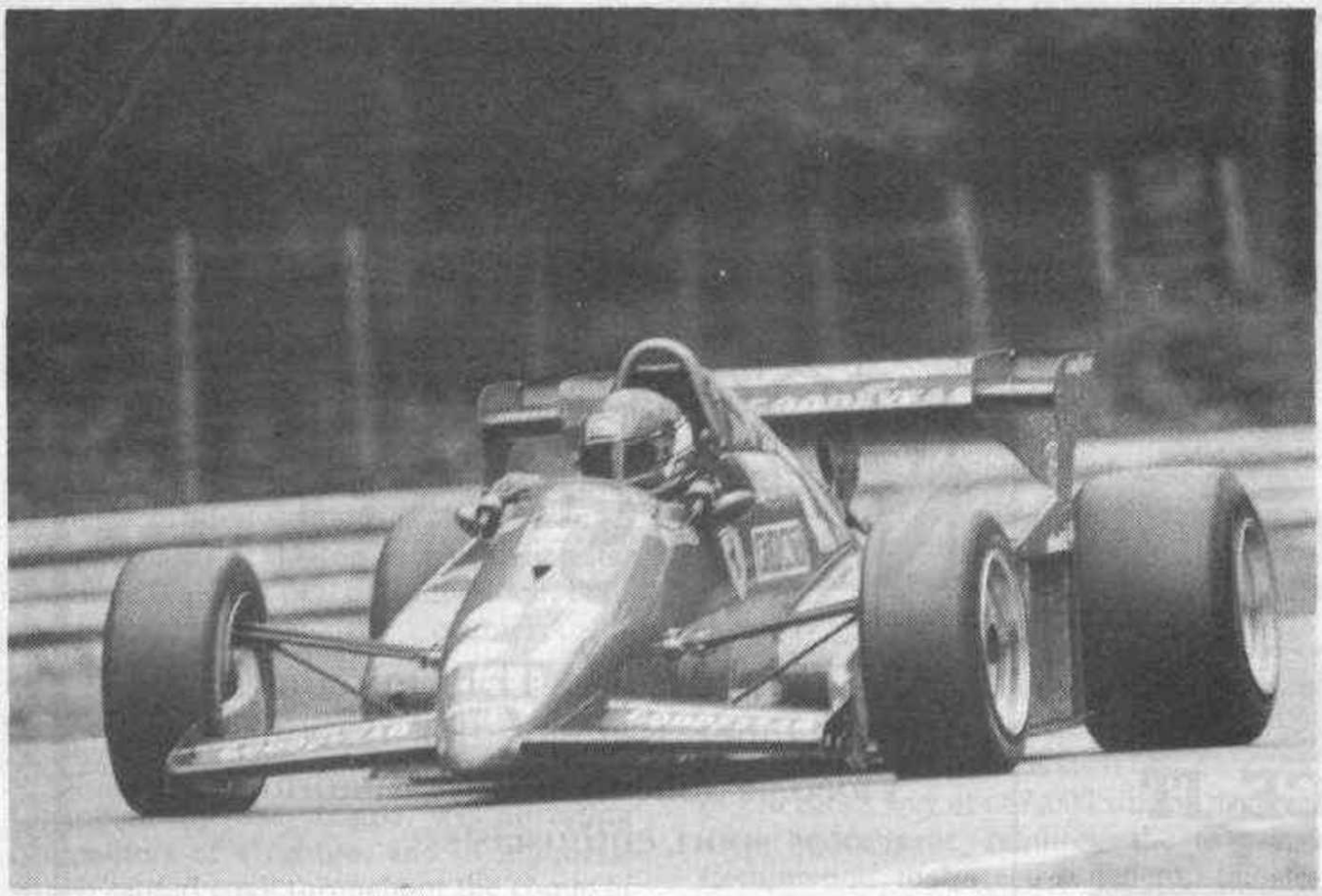
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PATRICK TAMBAY secured pole position for Ferrari, but fell out with an engine failure at half distance.

The German Grand Prix

Not very exciting

Hockenheimring, August 7th

I AM SURE that anyone who loves motor racing as much as I do will agree that the concrete stadium at Hockenheim has never done very much for them as a venue for the *Grosser Preis von Deutschland*. After the Formula One circus "chickened-out" of the *Nürburgring* in 1977, because it was too difficult (not too dangerous), the German Grand Prix has become a Formula One event, rather than a Grand Prix and in much the same way as happened in Belgium when their Grand Prix went from Francorchamps to Nivelles and Zolder, we have been attending the German Formula One race at *Hockenheimring* and "treading water" in the hope that sanity would return. We kept the faith in Belgium and it paid off, with a return to a rejuvenated Francorchamps circuit this year. We have been keeping the faith in Germany and now work is forging ahead on a new *Nürburgring*, and while a return to the Eifel mountains in 1984 seems a little unlikely, it must surely happen in 1985. It is anticipation that keeps some of us going, and those who keep the faith are seldom disappointed. We kept the faith with the Austrian enthusiasts when they held races on the Zeltweg airfield, and they gave us the magnificent *Osterreichring*, so it does pay to keep the faith. Should this prove to be the last visit to Hockenheim there will not be too many salt tears left behind.

It was grey and foreboding as we drove down the famous Frankfurt-Darmstadt Autobahn, pausing at *Langen* to pay our respects at the monument to Bernd Rosemeyer who was killed on this Autobahn in 1938 attempting records at over 270 mph in an Auto Union. At Hockenheim the greyness did not improve and even Heidelberg was wet and soggy. For Friday morning's untimed test session the scene in the pits reflected the ominous sky, which was grey and troubled though not actually raining. Everyone was there who had been at Silverstone for the British Grand Prix, with only one new car (from Alfa Romeo) but quite a number of detail changes and improvements, like the more complicated rear aerofoil arrangement on the spare Toleman-Hart, a longer wheelbase on the newer of the two Spirit-Hondas; some Goodyear dry-weather race tyres of radial construction, rather than cross-ply, a lot of new advertising on the Arrows, but bad words like Marlboro, John Player and Gitanes were blanked out on cars, drivers, transporters and mechanics of other teams, as Germany forbids cigarette advertising at sporting events. There were small Italian flags on each side of the Ferrari cars, and a written statement from Ken Tyrrell saying that he now had the support of Frank Williams in his protest about the water-injection being used by Ferrari and Renault on their turbocharged engines.

There seemed to be more trouble in the first hour and a half than we have seen all season, with the Honda power from the V6 engine twisting the pinion gear off the Hewland mainshaft on the newer car, oil feed and turbo trouble on the number one ATS, water leaks on Mansell's Lotus-Renault 94T, a bent front end on the sister car when de Angelis went off the road, electrical trouble and engine troubles in the Brabham pits and engine problems in the Toleman camp. And this was only a test session in preparation for the serious business of qualifying in the afternoon. The Ferrari team and the Williams team were trying the Goodyear radially constructed race tyres, without coming to any definite conclusions and the Alfa Romeos were going quickly, but not as quickly as the time-keepers thought at one point in the morning.

When qualifying began at 1 pm a number of drivers, like Warwick, Johansson and Winkelhock, were nothing like ready to go out, or to be more precise, they were ready but their cars were not, while others like Piquet and Mansell were out on the circuit but soon in trouble. In the Ferrari pits all was remarkably well under control with Tambay setting the pace on Goodyear "one lap specials" which destroyed themselves in one fast lap, but as that lap was FTD and pole position, nobody worried. Arnoux was running on harder tyres that were raceworthy and was second fastest and very close to Tambay and both cars, which were the C3 models used at Silverstone, were behaving impeccably, so much so that the pair of C2 models acting as T-cars were never even started up. From the word go it was a Ferrari day, and both drivers got below 1 min 50 sec for the lap, while the nearest challenge came from de Cesaris with one of the Alfa Romeo V8 cars with 1 min 50.845 sec, a second and a half slower than Tambay. Renault were not happy, with little niggling troubles, and Prost could do no better than fifth, but Piquet had his Brabham-BMW in fourth place, in spite of having to change to the spare car. Warwick and Giacomelli were in a pretty healthy ninth and tenth positions and Johansson got the older Spirit-Honda into 13th place in spite of all manner of small troubles. The Lotus-Renault cars were in so much trouble that the team was in the running for the "Team Shambles" award, while Brabham were strong runners-up, only saved by Piquet going very fast when things were right, which was not often. Halfway up the list, or down the list depending on how you

PRACTICE TIMES (Longines Timing)

No.	Driver	Friday pm	Saturday pm
1	K. Rosberg	1.55.289	2.13.337
2	J. Laffite	1.56.318	2.15.838
3	M. Alboreto	1.56.398	2.15.547
4	D. Sullivan	1.57.426	2.18.376
5	N. Piquet	1.51.082(T)	2.16.969
6	R. Patrese	1.52.105	—
7	J. Watson	1.57.776	—
8	N. Lauda	1.56.730	—
9	M. Winkelhock	no time	—
11	E. de Angelis	1.54.831	2.14.182
12	N. Mansell	1.56.490(T)	no time
15	A. Prost	1.51.228	2.13.620
16	E. Cheever	1.51.540	2.09.752
17	K. Acheson	1.59.003	2.20.758
22	A. de Cesaris	1.50.845	2.16.694
23	M. Baldi	1.51.867	2.15.218
25	J-P. Jarier	1.57.019	2.15.326
26	R. Boesel	1.58.413	—
27	P. Tambay	**1.49.328**	2.10.057
28	R. Arnoux	1.49.435	**2.09.594**
29	M. Surer	1.57.072	no time
30	T. Boutsen	1.56.015	—
31	C. Fabi	2.01.113	2.22.859
32	P. Ghinzani	1.58.473	2.19.172
33	R. Guerrero	1.57.790	2.17.479
34	J. Cecotto	1.57.744	2.15.753
35	D. Warwick	1.54.199	2.13.461
36	B. Giacomelli	1.54.648	no time
40	S. Johansson	1.55.870(T)	no time

(T) denotes use of spare car.



RENAULT's team manager Jean Sage looks amused as he is presented with a cartoon by the team apparently depicting an exciting test drive.

look at it, was the cool and quiet Thierry Boutsen in an Arrows, only Rosberg being faster among the Cosworth V8 engine users. During the qualifying hour Raul Boesel had a nasty accident when he went off the track in the spare Ligier within the stadium and damaged his neck. Before the end of the hour a cool wind had got up and before the end of the afternoon it was raining.

On Saturday morning it was still raining and there was no meteorological hope of it giving up. Although testing time carried on as usual on Saturday morning and the qualifying hour ran its course in the afternoon, the grid positions were decided by Friday's performances, with the two Ferraris on the front row. On Friday Acheson (RAM-March) and Fabi (Osella-Alfa Romeo V12) had failed to qualify because they were not fast enough, and Manfred Winkelhock (ATS-BMW t/c) had failed to record a flying lap, so it was now all over for them and the troubled ATS team had to suffer the ignominy of not taking part in their home Grand Prix. Many of the others went round in clouds of spray, the scrutineers reprimanded some teams for having inadequate obligatory red rear lights, some drivers did but a single lap so were not timed and others did not go out at all, as the practice-times table shows. If you don't do three consecutive laps you don't get timed for a flying lap and the timing mechanism does not register a standing-start lap from the pits, nor a lap on which you come into the pit lane, so a driver could be in and out of the pits all day and not record a flying lap. It may have been wet and slippery, but on racing wet-weather tyres today's racing driver still goes incredibly quickly and Cheever and Arnoux recorded laps in the 2 min 09 sec bracket, only eight and a bit seconds slower than Fabi had managed in the dry, and I doubt whether the average sporting club driver could manage 2 min 19 sec in the dry.

It was still raining when the qualifying hour finished, leaving the two Ferraris strongly on the front row of the grid followed by the Alfa Romeo of de Cesaris, the Brabham-BMW of Piquet and the two Renaults of Prost and Cheever, and then Baldi's Alfa Romeo. It was the big manufacturers hard at it agin. As darkness fell depressingly early in Germany it was still raining, and when we woke up on Sunday morning it was still raining.

By the time we got into the dank concrete stadium the rain had stopped and the speed with which the ground was drying out was most encouraging. As the skies turned from dark grey to mid-grey there was hope, not of a scorching summer afternoon, but at least a dry one. Competitors in one of the many supporting races damaged the catch-fences in places so the Formula One half-hour warm-up was delayed from 11.30 am to mid-day, while repairs were effected. From midday for the next 30 minutes you have never seen so much concentrated trouble among the teams. The half-hour warm-up period is supposed to be no more than what it says, but it turned out to be something of a mechanical destruction derby as everything went wrong. Before it was over Tambay was out in his old C2 Ferrari while eight Ferrari mechanics set to work removing the engine from his C3 Ferrari as it had suffered mechanical damage inside, and it was a brand new one only installed the previous evening. In the Renault pits the engine in Prost's car was being removed as it had started to overheat violently, and another new one was being installed. Team (Shambles) Lotus were no better off as the 94T of Mansell had blown all its water and a lot of its oil out, all over the Spirit-Honda which had been following, and the 94T of de Angelis had stopped abruptly when the electronics for the fuel-injection had failed. While this in itself was not disastrous it meant that the oil pumps suddenly ceased their flow and with the turbocharger turbines running at over 100,000 rpm it spelt disaster for the central bearings on the turbine / compressor shafts. By the end of this warm-up period the Brabham pits looked like a major disaster area with all

STARTING GRID ↑

28
R. Arnoux
(Ferrari V6 t/c)
1 min 49.435 sec
12 (1 min 53.938 sec)

5
N. Piquet
(Brabham-BMW t/c) (T)
1 min 51.082 sec (T)
37 (1 min 54.495 sec)

16
E. Cheever
(Renault V6 t/c)
1 min 51.540 sec
19 (1 min 55.031 sec)

6
R. Patrese
(Brabham-BMW t/c)
1 min 52.105 sec
11 (1 min 55.510 sec)

36
B. Giacomelli
(Toleman-Hart t/c)
1 min 54.648 sec
13 (1 min. 58.122 sec)

1
K. Rosberg
(Williams-Cosworth V8)
1 min 55.289 sec
7 (1 min 59.092 sec)

30
T. Boutsen
(Arrows-Cosworth V8)
1 min 56.015 sec
25 (1 min 59.689 sec)

3
M. Alboreto
(Tyrrell-Cosworth V8)
1 min 56.398 sec
3 (1 min 59.672 sec)

8
N. Lauda
(McLaren-Cosworth V8)
1 min 56.730 sec
10 (1 min 57.297 sec)

29
M. Surer
(Arrows-Cosworth V8)
1 min 57.072 sec
31 (1 min 58.727 sec)

34
J. Cecotto
(Theodore-Cosworth V8)
1 min 57.744 sec
25 (2 min 00.147 sec)

33
R. Guerrero
(Theodore-Cosworth V8)
1 min 57.790 sec
(—)

32
P. Ghinzani
(Osella-Alfa Romeo V12)
1 min 58.473 sec
4 (2 min 03.418 sec)

27
P. Tambay
(Ferrari V6 t/c)
1 min 49.328 sec
8 (1 min 54.365 sec)

22
A. de Cesaris
(Alfa Romeo V8 t/c)
1 min 50.845 sec
17 (1 min 55.311 sec)

15
A. Prost
(Renault V6 t/c) (T)
1 min 51.228 sec
19 (1 min 54.793 sec)

23
M. Baldi
(Alfa Romeo V8 t/c)
1 min 51.867 sec
20 (1 min 56.037 sec)

35
D. Warwick
(Toleman-Hart t/c)
1 min 54.199 sec
14 (1 min 56.271 sec)

11
E. de Angelis
(Lotus-Renault V6 t/c)
1 min 54.831 sec
5 (1 min 56.295 sec)

40
S. Johansson
(Spirit-Honda V6 t/c)
1 min 55.870 sec (T)
11 (1 min 58.251 sec)

2
J. Laffite
(Williams-Cosworth V8)
1 min 56.318 sec
23 (1 min 57.858 sec)

12
N. Mansell
(Lotus-Renault V6 t/c) (T)
1 min 56.490 sec (T)
1 (2 min 12.126 sec)

25
J-P. Jarier
(Ligier-Cosworth V8)
1 min 57.018 sec
18 (1 min 58.523 sec)

4
D. Sullivan
(Tyrrell-Cosworth V8)
1 min 57.426 sec
20 (2 min 00.571 sec)

7
J. Watson
(McLaren-Cosworth V8)
1 min 57.776 sec
6 (1 min 57.681 sec)

26
R. Boesel
(Ligier-Cosworth V8)
1 min 58.413 sec
22 (2 min 01.823 sec)

Did not qualify:

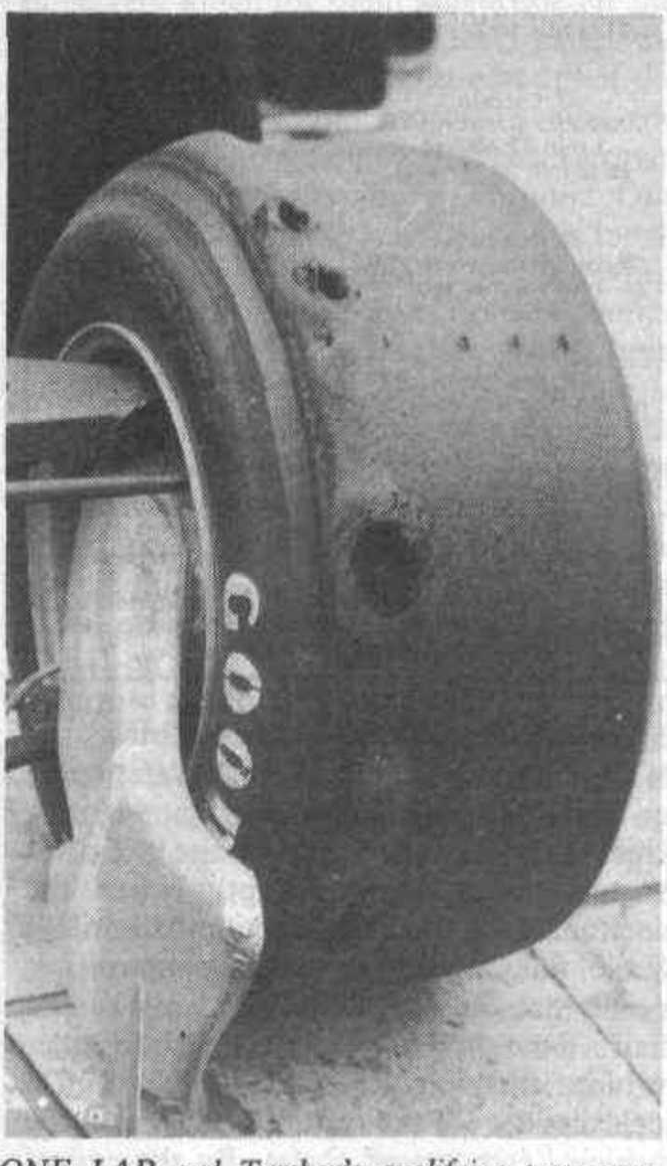
17	K. Acheson (March-Cosworth V)	1 min 59.003 sec
31	C. Fabi (Osella-Alfa Romeo V12)	2 min 01.113 sec
9	M. Winkelhock (ATS-BMW t/c)	no time recorded

(T) denotes use of spare car for practice time or for race.
N.B. Times in brackets are best laps recorded in race.
Number in bold is lap on which recorded.

three cars torn apart and bits everywhere.

Formula One regulations stipulate that there must be 2½ hours between the end of warm-up and the race starting, unless everyone is ready before that period of time and are agreed to shorten the gap. On the face of it the start should have been delayed until 3 pm, but the great god television was dangling from his satellite in anticipation of a 2.30 pm start, as advertised in the programme. A quick walk along the pit lane made it seem very unlikely that all the cars would be screwed back together in time, but it never ceases to amaze me just how much work eight or 10, or even 12 mechanics can accomplish. The pit lane should have opened at 2 pm to let the cars set off on their lap round to the starting grid, and many of the teams like Toleman, Tyrrell, Arrows and Williams were all ready to go. While the television moguls bit their nails the army of mechanics did wonders and at 2.10 pm everyone was ready, or as ready as they could hope to be. Tambay's C3 Ferrari was ready, Piquet had chosen the spare car from his two Brabhams, Rosberg was in his regular race-car number 07, but Mansell was forced to take the 93T Lotus, rather than his Silverstone 94T. On his way round to the grid Prost found his new engine was overheating badly, suggesting an installation fault somewhere, and he went back into the pit lane and transferred to the spare Renault.

By 2.30 pm they were all on the grid, where they should have sat for the regulation 20 minutes while pre-race formalities are concluded, but by mutual consent and everyone being ready this time factor was halved which reduced the overall delay to manageable proportions. The 26 cars went off on the parade lap with the two red Ferraris leading, watched by a packed stadium of people and in the pits was Didier Pironi, still on crutches, but looking remarkably fit, this being his first public appearance since his awful accident at the *Hockenheimring* exactly 52 weeks ago. The crocodile of cars wound its way back through the twists and turns of the stadium and lined up on the starting grid, were given the green light and all 26 drivers stamped hard down on the accelerator pedals. There had been a feeling that de Cesaris might do another screaming start, as he had done in the Belgian GP, and take the lead from the two Ferraris, but it was not to be and when the field returned to the stadium the order was Ferrari, Ferrari, Brabham-BMW. Tambay led from Arnoux, Piquet, de Cesaris, Prost, Cheever, Baldi, Patrese, Johansson, Rosberg and Warwick, but already Guerrero had stopped with a blown-up Cosworth engine in the Theodore and on the next lap the Renault engine in Mansell's old Lotus expired.



ONE LAP and Tambay's qualifying tyres were destroyed, as he set pole position. We have heard of blistering, but this is something else!

Tambay was all for choosing a pace that would not stress his car or his tyres and yet keep the two Ferraris just out of reach of Piquet's Brabham, but Arnoux had other ideas and on lap three bludgeoned his way by his team-mate and went off into a commanding lead, much to Tambay's consternation as he saw Arnoux kerb-jumping and working his tyres unmercifully. Alboreto pulled his blown-up Tyrrell off onto the grass and the second Lotus ran into engine trouble, and then the second-place Ferrari went sick. An unheard of engine failure saw Tambay completing a slow lap and disappearing into the pits. He did one more slow lap and then retired with suspected valve trouble in the Ferrari engine. This left Arnoux with a commanding lead over Piquet, and really there was no one else seriously in the race. Prost, Cheever, Patrese and de Cesaris followed in line-astern formation, but too far back to be of any real significance and then came Warwick leading Baldi in the second Alfa Romeo. Johansson was hanging on to the end of the turbocharged trail and looking quite encouraging for a new project, and Niki Lauda was showing what he is really made of by leading all the Cosworth powered cars. It was vintage Lauda and good to see.

The race was being run over 45 laps and at quarter distance it was really all over as far as serious racing was concerned. It was just a matter of Arnoux and Piquet being careful as they began to lap the tail-enders, especially Piquet remembering his nonsense with Salazar last year at this circuit, and of keeping going until the mid-race pit-stops were due. While Warwick was holding his own with the tail-end of the turbocharged cars his team-mate Giacomelli was in trouble with a failing turbocharger and only sufficient boost to allow him to keep station with the lesser Cosworth-powered cars. The Honda had expired and then when we thought Warwick might be stopping early for new tyres and more fuel he was actually stopping for good with engine trouble.

Prost was the first to make a routine pit stop, pulling out of third place to turn into the pit lane. He was far from happy for his gearbox was continually jumping out of top gear and first gear had broken on the start line, so after a refill and new tyres he was forced to make a slow start in second gear. Not long after rejoining the race top gear broke and he was limited to peak rpm in fourth gear, which held his speed down on the fast straights, and after rejoining the race in sixth place he could make no further progress up the field. Nearly a lap behind, Rosberg was also far from happy for he had chosen a different type of Goodyear tyre to Laffite and had found he could not keep up. He made his routine pit stop and set off on a different type of tyre, but it did not seem to make much difference and time lost in getting into gear after his stop put him a lap behind the leading Ferrari. We were now at half distance and as Arnoux stopped, Piquet and Cheever went by, temporarily, but Cheever stopped on the next lap which meant that Arnoux was now in second place, but not too worried for Piquet had yet to stop. The Alfa Romeos, the McLarens and Laffite all made their routine stops, with Lauda showing how not to do it by sliding past his pit with his front wheels locked up. He reversed back and was subsequently disqualified for the action.

Neither Brabham had stopped and we wondered if Gordon Murray was pulling a crafty trick by running his cars through non-stop when everyone else had stopped. At the end of lap 28 there was universal relief as Patrese pulled into the pit lane, having gone eight laps further than Prost, for example. The Brabham mechanics excelled themselves and Patrese's car was stationary for a mere nine-and-a-quarter seconds, during which time all four wheels were changed and petrol was pressured into the tank. This was nearly two seconds quicker than the best of the opposition and nearly four seconds quicker than most teams. Piquet continued to circulate until lap 30, a full 10 laps more than the first Renault that stopped and seven more than Arnoux's Ferrari. It was now clear what was happening. As the art of wheel-changing has become perfected it has become obvious that the time-limiting factor was the speed of putting petrol into the tank, or expelling the air in the tank. If, for example, the wheel-changing was going to occupy 10 sec. and the refuelling was going to occupy 12 sec, you needed to find a way of saving two seconds on the refuelling. If it was not possible to increase the flow through the petrol filler nozzles, there was only one

solution and that was to put less fuel in, in other words only 10 sec-worth of fuel instead of 12 sec-worth. And if 10 sec-worth was not enough to cover half the race the solution was to start with more petrol and run beyond half distance to the point were 10 sec-worth of petrol would see you through to the finish, thus reducing your pit-stop time to the time needed to change wheels. It had worked perfectly with Patrese's stop, with the 9.25 sec result, but was not quite so good with Piquet, his stop taking 11.12 sec, still faster than anyone else, and two seconds faster than Arnoux. But the Ferrari had built up too much lead in the early stages, so the calculated change of tactic didn't work, but nonetheless it was an interesting time-and-motion study, and livened up a rather dull race.

Apart from Prost being in trouble with his Renault gearbox we were back to square one after all the stops, with Arnoux comfortably ahead of Piquet, with Cheever third, Prost fourth, de Cesaris fifth and Patrese sixth. Everyone else was a lap or more behind and being led by Lauda, followed by Watson, Laffite, Surer, Jarier, Boutsen and Rosberg. Cecotto and Sullivan had been having a nice little dice together and Ghinzani was a lonely last. Prost fell back behind de Cesaris and then Patrese, and Arnoux began to ease up as the end was in sight. On lap 39 Cheever's excellent third place went out of the window when his Renault engine died on him due to the throttle mechanism breaking.

With only three laps to go misfortune (and luck) hit Piquet's Brabham when a fuel line burst and the pump filled the engine compartment with neat petrol which ignited in a merry blaze. Piquet did a crash stop and nipped out hurriedly as fire marshals moved in and doused the flames, but his race was run. A delighted de Cesaris found himself in second place with the demise of the Renault and the Brabham and it was joy day for Italy as Ferrari finished first and Alfa Romeo second. There was some small consolation for the German crowd with BMW M-Power bringing Patrese's Brabham home into third place. All the hot-shoe Cosworth-powered runners with unblown 3-litre engines were a lap behind. If you haven't got 600 or more bhp these days you are not in the picture. Engines are indeed the heart of the Grand Prix car, whether they be 120-degree V6, 90-degree V6 or V8, 80-degree V6 or simply 4-cylinder in-line power units.

— Denis Jenkinson

Hockenheim Rings

THERE was much excitement among the media over Goodyear's announcement from Akron that they were producing racing tyres of radial-ply construction. Many people seem to have forgotten that Patrick Tambay ran the British GP at Brands Hatch in 1978 with a McLaren finishing sixth running on radial-ply Goodyear racing tyres. They were made in Wolverhampton, before the Goodyear racing operation was moved back to the USA.

* * *

The Pirelli people could be seen thinking ". . . but all our racing tyres are of radial-ply construction . . ." and the Michelin men must have thought ". . . cross-ply construction! Isn't that something we gave up in the 1930s . . ?"

* * *

Full marks to the German magazine *Sport Auto* who produced a "give-away" colour supplement on race morning containing the starting grid and all the practice times, and a report with results of the main supporting race held on Saturday afternoon, which, incidentally was won by Jean-Pierre Beltoise in a turbocharged Peugeot 505 saloon. The paying public must have appreciated it.

* * *

There were a lot of Porsche engineers and mechanics around the pits during practice, looking with interest at the Ferrari turbocharged V6 engine.

* * *

Frank williams has joined Ken Tyrrell in the protest against the water-injection being used by Ferrari and Renault, their protest this week being filed before practice. He wondered, as did many others, why the Renault-powered Lotus was not included in the protest. It seems that Tyrrell does not consider Lotus to be a *manufacturer* — eh! I suspect he means that Lotus are in Ecclestone's FOCA club and Ferrari and Renault are not.

* * *

Nice to see Mike Taylor win the Formula Ford supporting race with a British Reynard car and Enzo Calderari blow all the BMWs into the weeds with his Tom Walkinshaw Jaguar XJS coupé in the Production car race.



ON THE wet Saturday afternoon Didier Pironi appeared in the Paddock, still on crutches, but looking remarkably fit and able to drive his Berlinetta Boxer Ferrari on the road and looking forward to driving a single-seater of some sort on test before the end of the year.

RESULTS

GERMAN GRAND PRIX — Formula One — 45 laps — Hockenheimring — 6.797 kilometres per laps — 305.865 kilometres — Grey and overcast

1st	René Arnoux	(Ferrari 126C3/066)	1 hr 27 min 10.319 sec — 210.524 kph
2nd	Andrea de Cesaris	(Alfa Romeo 183T/05)	1 hr 28 min 20.971 sec
3rd	Riccardo Patrese	(Brabham BT52B/6)	1 hr 28 min 54.412 sec
4th	Alain Prost	(Renault RE40/03)	1 hr 29 min 11.069 sec
5th	Niki Lauda	(McLaren MP4/1C/7)	1 lap behind — disqualified*
6th	John Watson	(McLaren MP4/1C/2)	1 lap behind
7th	Jacques Laffite	(Williams FW08C/08)	1 lap behind
8th	Marc Surer	(Arrows A6/4)	1 lap behind
9th	Jean-Pierre Jarier	(Ligier JS21/04)	1 lap behind
10th	Thierry Boutsen	(Arrows A6/5)	1 lap behind
11th	Keijo Rosberg	(Williams FW08C/07)	1 lap behind
12th	Johnny Cecotto	(Theodore MN18)	1 lap behind
13th	Danny Sullivan	(Tyrrell 010/5)	2 laps behind
14th	Nelson Piquet	(Brabham BT52B/3)	retired on lap 43 — petrol leak and fire
15th	Eddie Cheever	(Renault RE40/04)	retired on lap 39 — throttle trouble
16th	Piercarlo Ghinzani	(Osella FA1E/02)	retired on lap 35 — engine trouble
17th	Raul Boesel	(Ligier JS21/03)	retired on lap 28 — engine failure
18th	Mauro Baldi	(Alfa Romeo 183T/04)	retired on lap 25 — engine failure
19th	Bruno Giacomelli	(Toleman TG183B/03)	retired on lap 20 — turbo failure
20th	Derek Warwick	(Toleman TG183B/04)	retired on lap 18 — engine failure
21st	Stefan Johansson	(Spirit 201C/5)	retired on lap 12 — engine trouble
22nd	Patrick Tambay	(Ferrari 126C3/067)	retired on lap 12 — engine failure
23rd	Elio de Angelis	(Lotus 94T/1)	retired on lap 11 — engine failure
24th	Michele Alboreto	(Tyrrell 011/4)	retired on lap 5 — engine failure
25th	Nigel Mansell	(Lotus 93T/1)	retired on lap 2 — engine failure
26th	Roberto Guerrero	(Theodore MN17)	retired on lap 1 — engine failure

Fastest lap: René Arnoux (Ferrari 126C3/066) on lap 12 in 1m 53.938 sec — 214.758 kph

26 starters — 13 finishers

*Disqualified for reversing in the pit lane during pit stop.

Return of the Carrera

TWENTY years after the Porsche 911 made its début at the Frankfurt Show (then as the type 901), the fastest normally aspirated version yet made has been announced with the Carrera badge. Engine capacity is increased as standard from 2,994 cc to 3,164 cc, and power increased from 204 to 231 bhp. The maximum speed of the 911 Carrera goes up to 152 mph, while the 0-60 mph time is reduced to 6.1 seconds.

Traditionally the Carrera name is given to Porsches which the factory intends for competitions, the last 911 bearing the Carrera name being the 2.7 RS announced 11 years ago and destined for a three-year reign in the Grand Touring race category. The new model, available in Coupé, Targa and Cabriolet forms, is identified by its 928S-style cast alloy wheels and front foglights which are built into the spoiler.

Along with the capacity and power increase, the 911 Carrera has a number of other modifications. As the stroke has been increased to 74.4 mm new pistons have been adopted, and the roof of the combustion chamber has been lowered, increasing the compression ratio to 10.3:1. The cylinder heads of the air-cooled flat-six fit directly onto the block without gaskets, as the Turbo model, and the latest in Bosch Motronic engine management actually makes the Carrera more economical than its predecessor. Improved braking and interior heating are part of the new specification, which we will return to in greater detail next month in a Porsche anniversary feature.

The 928S appears in series 2 form with an extra 10 bhp (now 310 bhp) and a four-speed automatic gearbox as an alternative to the 5-speed manual transmission, and ABS anti-lock braking.



NEW WHEELS and front foglamps distinguish the 911 Carrera.

BMW Supercar

THE most powerful production engine yet produced by BMW will be fitted in a 635 Coupé at the Frankfurt Show this month. The normally aspirated six-cylinder engine, similar to that fitted in the M1, is rated at 286 bhp — enough to give the M635CSi a top speed of 155 mph.

Clearly BMW feel that they are missing out in the so-called "supercar" league against Porsche, Ferrari, Aston Martin and others, introducing a model which will have not only very high performance but ABS braking, power steering, four seats, and all the usual comforts. Production is scheduled for next spring, with right-hand drive availability in 1985.



AIMING squarely at the UK market: Citroën's comfortable BX.

Citroën BX Arrives

NOW a familiar sight in Europe, the Citroën BX model goes on sale in the UK this month in five versions, three with the 1,360 cc engine and two with a new, alloy 1,580 cc unit developing 92.5 bhp. Prices range from £4,790 to £6,100.

Regarded by Citroën as possibly the most important new car they have ever launched, the BX is aimed at a new market for the French manufacturer with hopes of selling up to 16,000 in the UK next year. Two-thirds of these will be the 1.6-litre models in two states of trim.

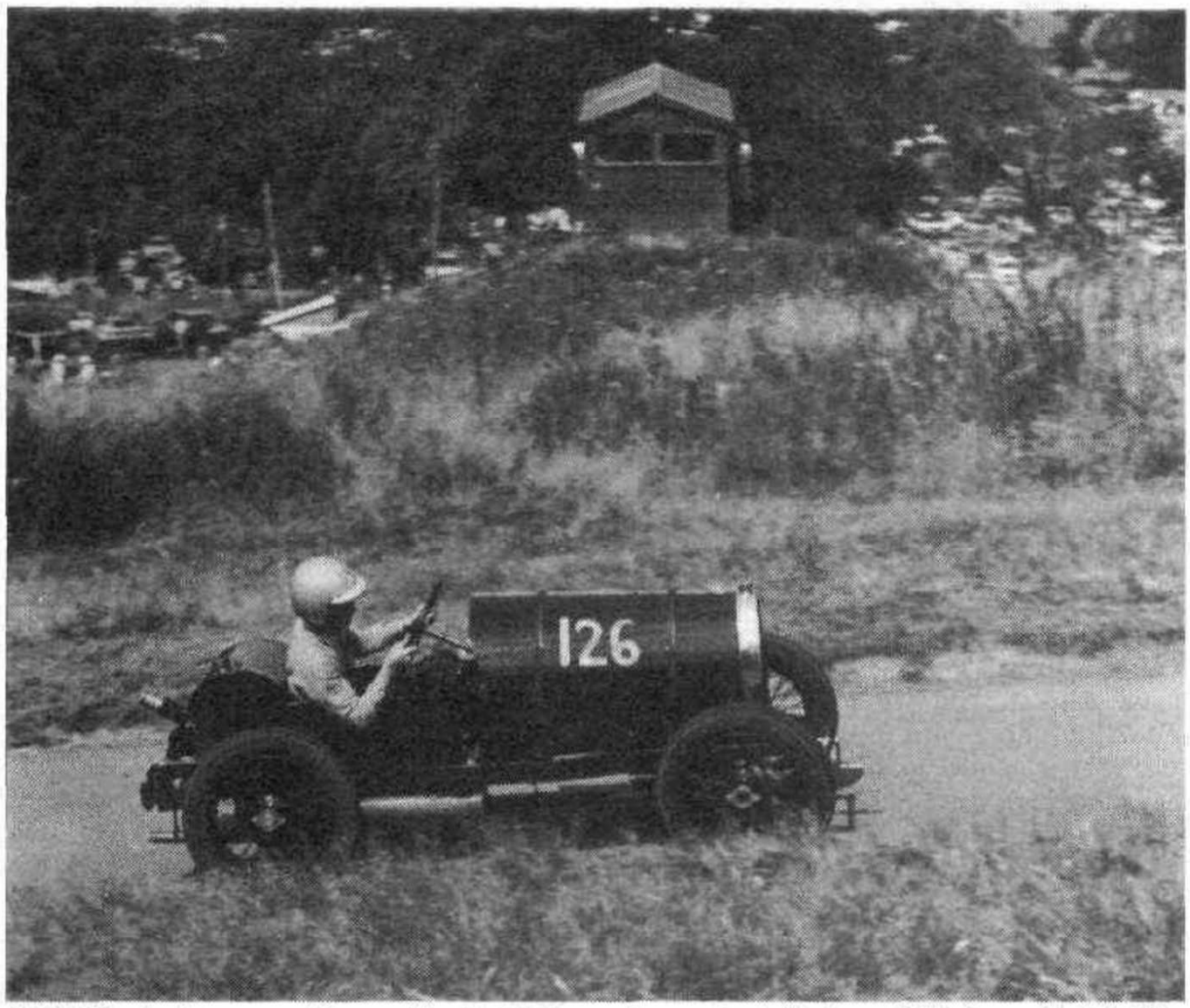
As you'd expect, Citroën's advanced and refined hydropneumatic suspension system is used providing the BX with an extremely comfortable ride, while the handling is well up to standard in the class. Both engines are mounted transversely and drive the front wheels, the 1.4-litre being laid almost flat in the engine compartment while the 1.6 is canted back at about 50-degrees. They have disc brakes fitted all round with light pedal pressures, and many of Citroën's eccentric features such as drum speedometers, non-cancelling indicators, and all the controls operated by rocker switches around the instrument nacelle.

Service intervals are at 12,000 miles, so that in 60,000 miles (five years of ownership for a typical customer) the 1.6-litre BX will need no more than a total of 10¼ hours in the workshop for routine work, less than for a Sierra or a Maestro.

On the road they're comfortable and quiet, the 1.6 being reasonably fast too, accelerating through its 5-speed gearbox to 60 mph in around 13.5 seconds and attaining 101 mph with good fuel economy. Interior accommodation and comfort is a particularly strong feature of the Citroën BX, with generous luggage space too.

The VSCC at Prescott

FTD by Guy Smith (Frazer Nash Special)



UNDER a hot August sun, Moore tackles the 1½-litre racing-car class in his Bugatti T13. It was Freddie Giles who eventually took the class win.

WHEREAS at Shelsley Walsh the paddock is comparatively small and seems subservient to the famous hill, at Prescott it is rather the reverse, with the orchard paddock a fine picnic area. Never has this been more apparent than at the Vintage SCC hillclimb in the sunshine of August 7th, and judging by the traffic the attendance must have been a record. The Alvis 12/50 Register had a special car-park, and including competing Alvises, had 87 cars present.

There was but one incident out of some 300 runs, when Creed-Miles' 1923 HE ran amok at the Esses and removed some barriers, which meant finding straw-bales to replace them. The Edwardians are always a feature of VSCC Prescott and eight made ascents. It was nice to see D. R. Harrison on the 1907 7.4-litre Renault 35/45, out again for about the first time since before the war. I remember going from London to Shelsley Walsh and back on it, driven by its then-owner, Marcus Chambers, sharing the running costs, so that I was dismayed to find it cost more in oil than petrol! It was later owned by Mills, and then by Dunn, and is presumably one of the half-capacity 1906 Grand Prix replicas made by the factory. The new owner was still learning how to cope with the difficult quadrant gear change (113.64 sec). Sam Clutton took the 1908 GP Itala up much faster (55.94 sec) but Threlfall beat him, in the Presidential Schneider (53.36 sec), which also won on handicap from J. M. Wooley's truly ghostly 1912 40/50 hp Rolls-Royce (71.03 sec).

Watching the first runs from Orchard, I noted that Tony Brooke went wide, in the splendid Vauxhall Villiers (51.33 sec), saw Kenneth Cundy run up the outside bank but continue unconcernedly in his Type 37 Bugatti, and Giles use much opposite lock to tame 'Salome'. Spollen in ERA R8C (43.56 sec) seemed to make a fractionally better getaway than Willie Green in R4D (44.30 sec) but just clipped a bank, Smithson's Riley 9 was all exhaust, in size and sound, and the Becke Powerplus was going well (49.81 sec). Roger Collings had opened proceedings in his 1903 Mercedes (59.03 sec), wearing, he said, his "tails" under his overalls, as he proposed to depart to keep a wedding invitation at Sandhurst — in the Sixty Mercedes of course. Oliver Grey having jury-rigged a new magneto on the 1908 GP Panhard, it clocked 57.44 sec. Bob Chamberlain's Napier "Samson" recreation was not there, as Bob has left the country and has put his car in the care of Tom Wheatcroft, where it can be seen in the Donington Park Racing Car Museum. Templeton was running his TT Vauxhall recreation (53.53 sec), as the "New Racer", not with any intention of making a point, but because this is how Vauxhall Motors Limited registered the first of their team cars, back in 1922.

Coming to the class results, Bull's J2 MG took the small sports-car category from Nice's nicely original blown Ulster Austin, the latter winning the vintage section, their respective times being 55.15 sec and 54.69 sec. A. G. Smith's Frazer Nash was fast enough (48.97 sec, a new class record) to take both the outright and vintage 1½-litre sports-car categories, his Allen-crank Meadows engine going to 7,000 rpm, rumour hinted. In the up-to-3-litres class Dods' AC Special won, from Rogers' 1928 Frazer Nash, 48.46 sec against 49.52 sec. Of the big sports-cars, Guy Spollen's 4½-litre Derby Bentley contrived to be 1.04 sec quicker than Don Parker's fearsome Bentley Special with supercharged R-R P3 engine, with a time of 46.73 sec. From a bevy of 30/98s, including a yellow OE with original Morgan two-seater coachwork and Grey's example on b/e tyres which he had substituted for the sick Hardy Special, Julian Ghosh won through (52.70 sec), taking the vintage section from Briscoe's Ford powered GN (53.92 sec).

Colin Gunn's Q-type MG Replica (42.22 sec) took the small racing cars class from McGrath's ex-Moores sv Austin, its blower whining (0.22 sec slower) and Roger Richmond's Morgan-GN was best vintage (52.33 sec). Freddy Giles then took both 1½-litre racing categories in Salome (47.29 sec) from the Becke (49.81 sec) and Ellison's 11 cwt Riley Special with 12/4 engine and MG back-axle was third (49.89 sec). It was left to Guy Smith in the 3½-litre Alvis-Nash to win the class for big racing-cars, in 42.78 sec which, in a run off for the 10 fastest drivers, he reduced to a FTD of 42.41 sec. Next in this class was B. Spollen's ERA R8C (43.56 sec) which he reduced to 42.79 sec, second-FTD, in the run-off. Lord Raglan's T51 Bugatti was third (43.96 sec) and the vintage class winner was Ron Footitt's AC-GN (44.13 sec) which he got down to 44.02 sec competing in the "best 10". Only half these "top-tenners" reduced their previous times — perhaps, if the idea is tried again, it should be *downhill?*

The two hillclimb Delages were there, Arnold Forster doing 51.94 sec in "La Torpille" and Williamson 50.56 sec in the 10½-litre V12 with twice the engine capacity — it now calls itself the "LSR" Delage although it only held this honour for a few days, running over the Arpajon road in 1924. ERA R14B was a non-runner, due to a return of its cylinder-head trouble. There was plenty of variety, from many odd-looking specials to original-looking cars such as the 2-litre Lagondas of Woolard and Seabrook, Weld's Crossley, and the J2 MG of Linwood, but Clarke's "Grotty Chummy" A7 caused both unfavourable and amused comment. Walker drove a 1930 air-cooled V-Twin Super Sports Morgan 3-wheeler (55.62 sec). Conway had driven his 35T Bugatti down from London to compete (52.08 sec) but McCall trailed his long-tailed, high-chassis 4½-litre Invicta, which had a dull body built for none other than Henry Meadows himself, until it was replaced by the present Brooklands-style two-seater (57.99 sec). — William Boddy

ROAD IMPRESSIONS

Audi 80 Quattro



IN three short years the Audi division of Volkswagen has set the motoring design world on its head, seizing the leadership in four-wheel drive and turning it into a commercial success. Sceptics of the Quattro were confounded, first by favourable test reports and public reaction, then by rally successes which forced other manufacturers to rethink their entire competitions strategy, so that in the future a "conventional" two-wheel drive stage car will become the exception.

Capitalising on this design breakthrough, Audi have now launched the 120 mph 80 Quattro on the British market after a scramble to catch up with demand on the home market, and we imagine that the four-door saloon will become an equally sought-after model in the UK despite an inevitably high price ticket of £11,269. For that, the customer will have a high-performance, luxury model with improved adhesion on wet roads, and transformed abilities on snow.

Ferdinand Piëch, nephew of Prof. Porsche and now head of Audi's Research and Development department, does not take personal credit for the four-wheel drive development which was inspired from within the ranks of his department, but he had the characteristic tenacity to persuade his fellow directors, and more important, the entire board of the Volkswagen-Audi Group (and perhaps against their better judgement) that the project would be a technical and commercial success. As the basis they took the centre-lock differential of the Iltis cross-country military vehicle — a development which had first appeared at the Frankfurt Show in 1977 — and commenced trials in an 80 saloon in the spring of the following year.

The team soon found that the 3% increase in transmission drag is almost exactly offset by reduced rolling resistance and wheel slip losses, whilst the slight weight penalty could be overcome with ease by using more powerful engines. Even when the Quattro appeared in 1980 few rivals, in the manufacturing or competitions fields, would take it seriously, so the rally programme which was undertaken two years ago was a vital part of the process of convincing the world that it wasn't a mere gimmick. History was repeating itself, for Harry Ferguson found it necessary to engineer a four-wheel drive racing car with which Stirling Moss won the Oulton Park Gold Cup in 1961. In that case the world refused to be convinced . . . with Audi's resources it was to be a different story.

In reverting to the 80 saloon (a much revised model, in fact, since the prototype stage) Audi also adopted the 2,144 cc 5-cylinder power unit which is not otherwise available with a 136 bhp rating. In the Coupé Injection the engine develops 130 bhp, the saloon's power advantage coming from a three-branch exhaust manifold which improves the breathing. The Coupé weighs 1,050 kg, however, while the 80 Quattro is substantially heavier at 1,190 kg, the drive system accounting for 75 kg of the difference and the four-door bodywork the remaining 65 kg.

The 80 Quattro has in common with the Quattro Coupé the 100 in wheelbase floorpan, the five-speed gearbox (though with different internal ratios), the central differential, rear subframe, suspension, springs, propeller shaft, and even the 14 in diameter alloy wheels. The speed-related power steering is also identical. The main differences are in the front suspension, which adopts lighter struts with different spring and damper rates, and in the brake system which has ventilated discs at the front with Audi 100 calipers, and solid discs at the rear with Quattro calipers.

Normally the 80 Quattro runs with four wheels driven, but with the centre and rear differentials unlocked. A two-stage pull-out control on the sub-fascia locks first the centre differential and then, for maximum traction, the rear differential as well, with green lights warning of these operations. During the period of our test we enjoyed fine weather conditions so that we hardly tested the 4-wd system effectively, let alone the diff locks and their effectiveness. It is apparent though that the car has a slight tendency to understeer, normally, just as a front-drive machine would. With the differentials locked the handling becomes absolutely neutral, neither pulling nor pushing, and the car feels altogether more taut.

To some extent we have to take the 80 Quattro's properties for granted in a summertime test. As for the car, the adoption of the Bosch K-Jetronic inducted 5-cylinder engine gives it a "big car" feel, fully of lazy power and torque, but still a rapid mover when the occasion arises. The engine has a characteristic beat, pleasant but not so silkily refined as a good six-cylinder engine (and today, some four-cylinder units can rival it for smoothness).

With a top speed of 120 mph, and standstill to 60 mph acceleration in 9.1 sec, the 80 Quattro is certainly in the high-performance class, holding its own with the Golf GTi and Coupé stablemates with ease.

Hung right out ahead of the front wheels, the engine is patently in the wrong position to endow the car with inherently good handling. Yet, just as Porsche overcame the disadvantage of an overhung rear engine in the 911, under Mr Piëch's management, so Audi have worked away to such good effect that, even on the front-drive models, the handling is better than average in the fwd class. Four-wheel drive is the icing on the cake, the expedient that makes the Quattro so absolutely neutral.

The five-speed gearbox has four fairly close ratios and a high "overdrive" fifth, the lever movement feeling very positive. At first the steering feels almost too precise, small movements of the wheel inducing quick reaction in steering, but as the road speed increases the power assistance is diminished, so we soon felt at home driving the 80 Quattro quickly. Braking is powerful and reassuring (more so than in the Golf GTi, which could benefit from a similar system). Altogether, the 80 Quattro is a highly equipped family car which features electrically operated front windows, sport seats, the driver's being height adjustable, central door locking, headlamp washers and interior adjustable twin mirrors. If conventional, it would be highly priced and, if you take the similarly equipped Coupé Injection for comparison, the advantage of four-wheel-drive is valued at around £1,700.

Averaging an exemplary 28.2 mpg during the test, the 80 Quattro's 15-gallon fuel tank gives it a range of well over 400 miles in normal driving, something else that will appeal to many potential customers. In the first six months of production Audi's Ingolstadt plant had produced 6,500 examples, now turning them out at the rate of 300 a week. The British VAG organisation plans to import 1,000 in the next 12 months, and we imagine that for the novelty value alone they will have no difficulty in selling them. — Michael Cotton

Alfa 33 Cloverleaf



THE Milanese Alfa Romeo company has an enviable reputation for making sporting family cars, suitable for everyday use but distinguished by having better than average performance and roadholding. Their first attempt at breaking into the 'mini' market with the Alfasud was outstandingly successful in terms of engineering and driving enjoyment, although well publicised labour problems at the Sud plant in Southern Italy coupled with questionable rustproofing have held the car back in the marketplace. The latest model, the Alfa 33, is clearly based upon the Sud and will eventually replace it, so we were particularly interested to find out how it behaves.

In many ways the 33 is an advance being more roomy inside, having a larger luggage compartment and being no less economical. The switch to outboard front discs and to drum brakes at the rear might be thought retrograde, but the system works perfectly well in hard driving conditions, and that is all that matters.

What did matter more to us was the deletion of the front anti-roll bar which helps the Sud to feel so taut and such fun to drive. The Sud's near-impeccable handling is not translated to the 33 which, near its limit, ploughs out and understeers through the corners like many a mundane front-drive family saloon. When the going gets tough, the driver is not encouraged to exploit the Alfa Romeo's handling, which seems a contradiction in terms!

This apart, and a lack of performance which could be rectified by using a twin-carburetter engine from the Sud Ti, Alfa Romeo have managed to capture the mood of the 'eighties for quick, highly equipped and economical saloon cars. The model we tested was the 33 Gold Cloverleaf, the most expensive in the range at £6,590. We would expect the 1.3 litre model at £5,690 (79 bhp) to lack any sort of performance to appeal to an Alfa Romeo fan; then the 1.5 litre model at £6,000 precisely with an 85 bhp flat-four engine is one that our readers might be interested in.

For the extra money, the Gold Cloverleaf offers tinted glass, electric window winders, headlamp wash/wipe, a passenger door mirror, fabric trimmed door panels, and a central locking system for all four doors. A central warning system for lights, oil level and coolant, and a trip computer are also part of the Cloverleaf's specification, which easily justifies the extra expense if you like gadgets; all three versions have a Pioneer radio / stereo cassette system with twin speakers, though with Medium and Long wave-bands and not the all-important VHF stereo radio band.

The general mechanical layout of the 33 is the same as the Alfasud's, with the neat little alloy flat-four engine overhung at the front, driving the front wheels, and the pedal / heater / battery box taking up half the front compartment. A single Weber twin-choke carburetter is mounted above the crankcase, and the 85 bhp developed is sufficient to take the 1.5 litre version to 60 mph in 11 seconds, and to a maximum speed of 106 mph. Though impressive enough on paper, we felt that the 33 lacked the element of sparkle that the twin-Weber, 105 bhp Alfasud Ti possesses. The price of the Cloverleaf is, after all, between that of the Escort XR3i and the Golf GTI which have all the space and much more performance to offer, so to be in that price bracket at all an Alfa Romeo should offer sub-10 second acceleration to 60 mph, and a top speed in excess of 110 mph.

Sheer performance has been sacrificed to a good cause, which is fuel economy. The figures of 28.8 mpg in the urban cycle, 49.6 mpg at 50 mph and 37.8 mpg at 75 mph are all at least as good as those on the Sud 1.5 although the 33 weighs 55 kilos more (121 pounds), being on the same floor pan as the Sud with an extra 1.5 inches on the overall length. The lower drag coefficient of 0.36 should assist the consumption at higher speeds and this is borne out by the official figures, our 32.2 miles per gallon on test being pretty good considering the way the car was driven on two by-road journeys to Silverstone!

Somewhere in Alfa Romeo's design department there lurks a man whose job it is to ensure that all the products have a rasping note to the exhaust, distinctive but not particularly appealing. So the 33 feels and sounds exactly like an Alfasud, the little four-cylinder engine being inherently well balanced and responsive. It has a nice five-speed gearbox, fifth being a higher ratio than in the Sud and contributing to the fuel economy aspect, and like its elder brother the 33 always needs to be in the correct gear for the situation to make real headway.

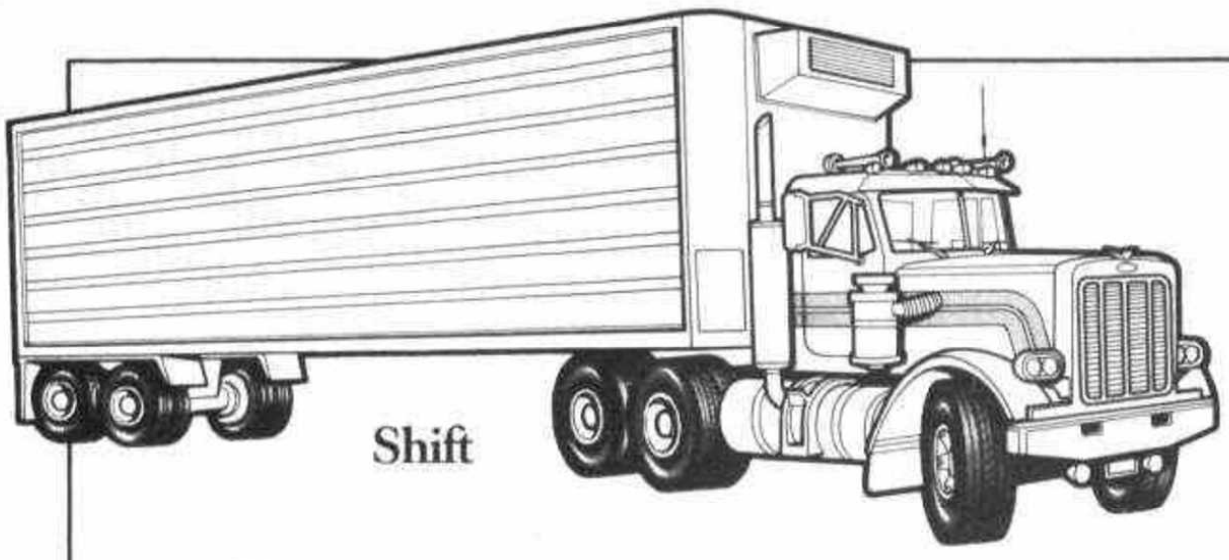
The steering wheel is height adjustable, the binnacle also going up and down so that the instruments are correctly aligned, and as usual the instrumentation is one of the Alfa's most appealing features, unspoiled by progressive designers. They have black faces with white figuring, and a yellow warning sector on the tachometer from 5,500 rpm, turning to red at 6,400 rpm. The fuel gauge surges alarmingly, giving welcome news under hard acceleration but zooming to zero under braking when the tank is more than quarter full. A water temperature gauge completes the line-up, lights doing the job of warning about oil pressure, battery or brake malfunctions, choke out, etcetera. The up and down window lifts are actuated by separate buttons in the centre console, and the fresh air ventilation earned good marks with no fewer than five fullly adjustable outlets at fascia level. If Alfa Romeo themselves descibe the steering wheel as "wood" rim in inverted commas, we feel that our impression that it is plastic might be accurate!

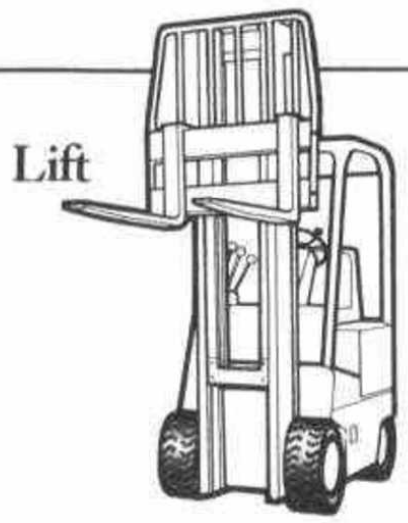
The centre lock system can be actuated on any of the four doors by turning a pivot control on the window sill, which gives children a great deal of pleasure but would be far more acceptable if actuated only from the front seats.

With their notchback styling, Alfa Romeo have found the best of both worlds between booted bodywork and hatchback. The boot is very roomy indeed, and the rear seat backrests split individually so that large and lengthy articles can be pushed through to the interior compartment. In this way the capacity can be increased from 14 to 42 cubic feet; the fuel tank capacity is 50 litres (11.1 gallons) giving a useful range of over 300 miles, even 350 miles with careful driving.

Assuming that Alfa Romeo now have their corrosion problems sorted out, they have an appealing new family car in the 33 model. The 33 1.5 at £6,000 would seem to be the best value — unless you require nearly £600 worth of extras — lacking only a front anti-roll bar which is necessary, and some extra power which would be desirable. Might a Ti version rectify that in the future?

— Michael Cotton


Shift


Lift

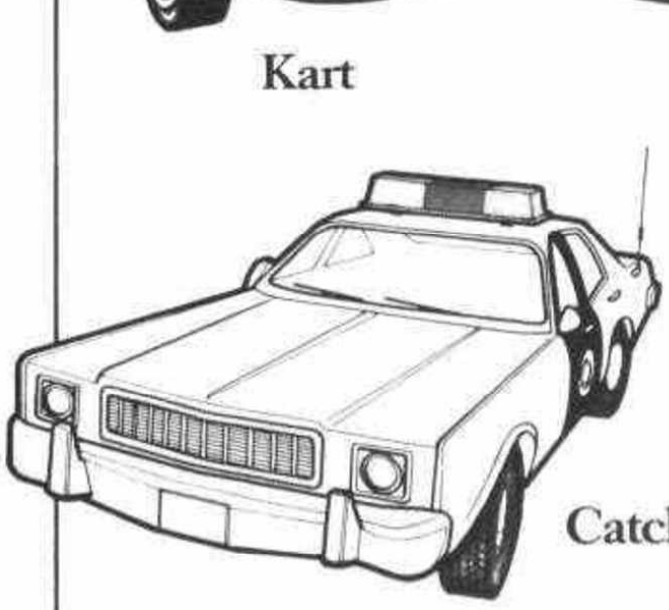

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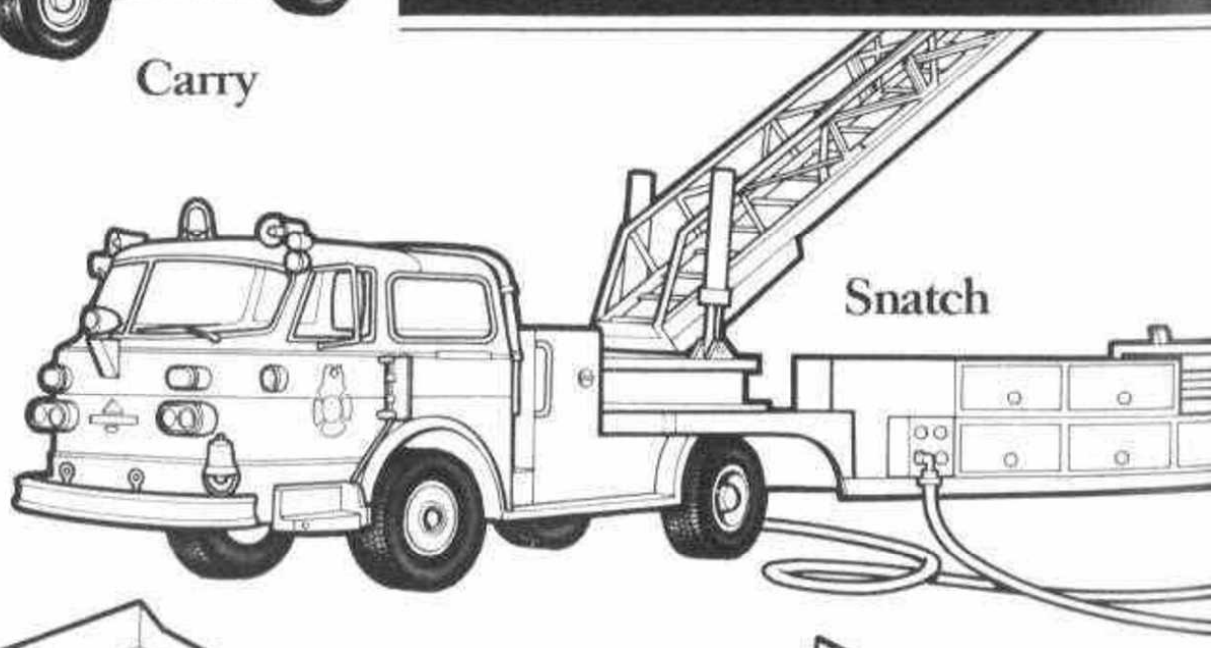


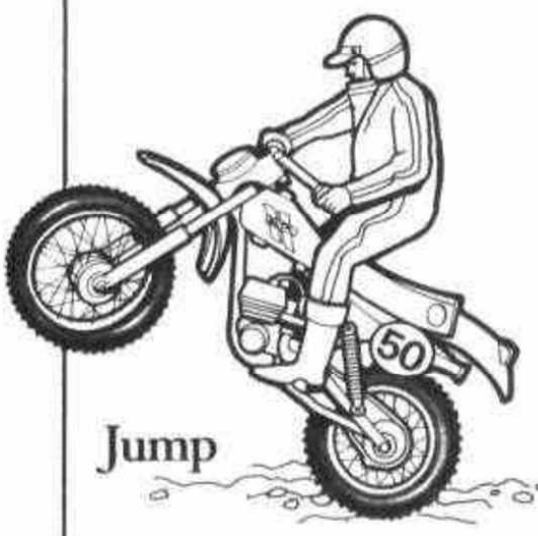
Kart


Carry

GET ON TO BRIDGESTONE TYRES

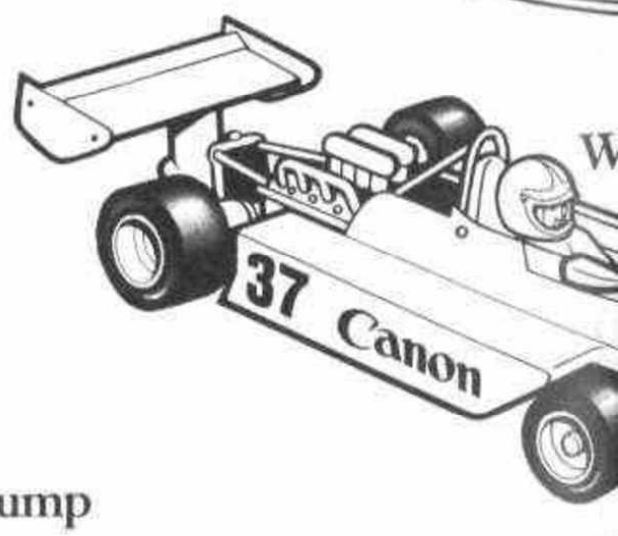

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Snatch



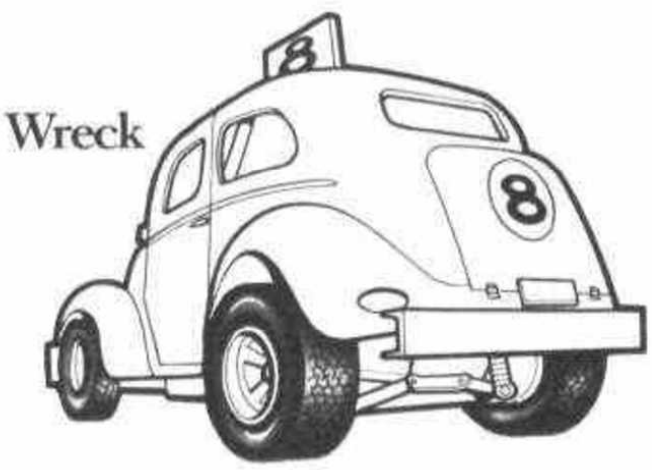
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Dump

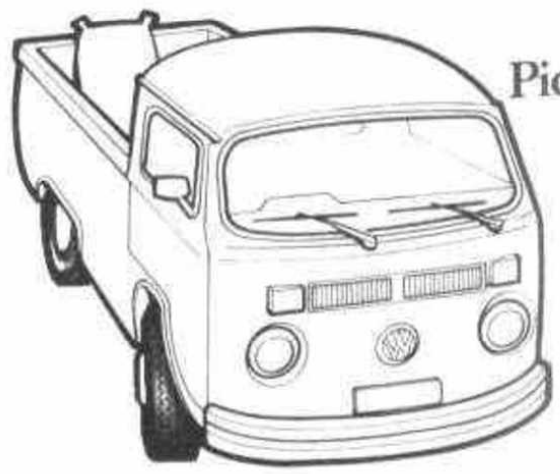


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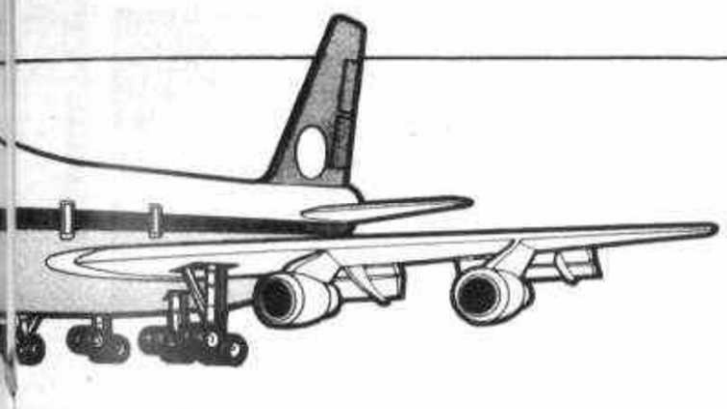


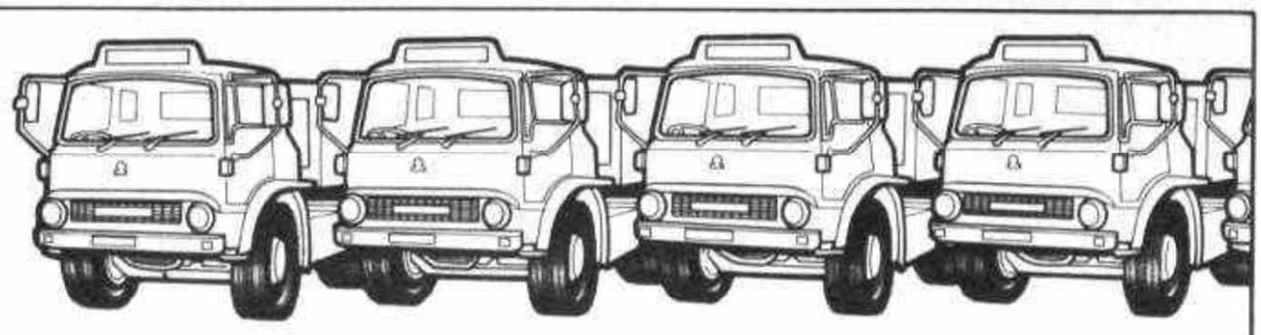
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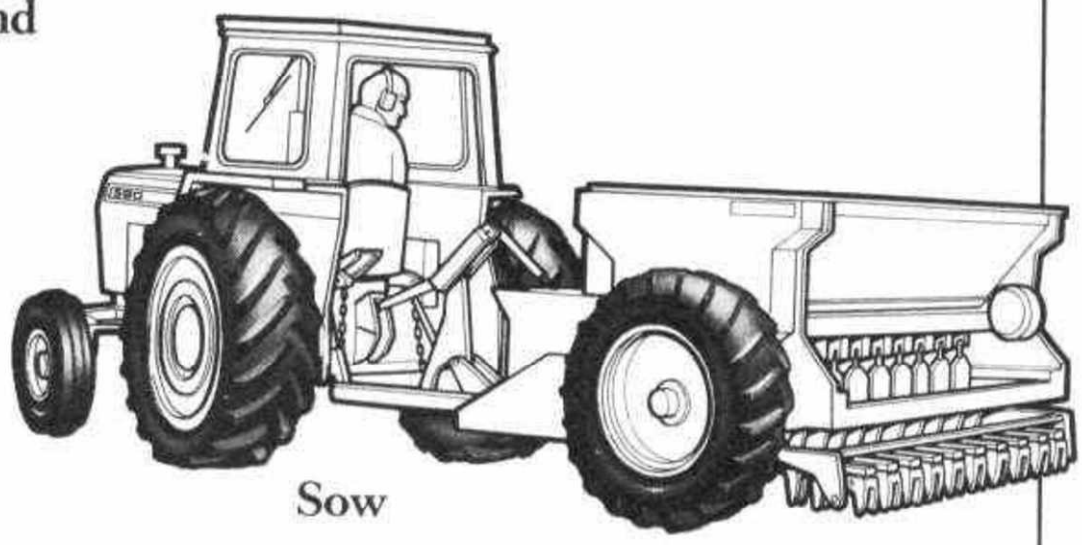




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BS BRIDGESTONE



JAGUAR is heavily involved in the European Touring Car Championship supplying body shells, money and expertise to Tom Walkinshaw Racing. One of the cars is pictured at Spa.

Jaguar — on the way back

JAGUAR is back in motor racing with commitment, and the ultimate goal is success at Le Mans. This was the message that came through clearly when MOTOR SPORT returned to Browns Lane last month to gauge the success of the European Touring Car Championship bid which has been mounted this year by Tom Walkinshaw Racing, with full technical support from Jaguar.

With ten of the dozen ETC rounds now completed, the score is finely balanced with the TWR Jaguars and a bevy of BMWs having scored five victories apiece. Neither will win the Championship this year for by splitting the outright victories, Alfa Romeo and Volkswagen are left level-pegging in the lower classes. However, Tom Walkinshaw stands a good chance of winning the Driver's Championship title, and all that matters to Jaguar is to win more races than the German make.

Silverstone will be the venue of the next European Touring Car Championship round on September 11th, the final and decisive round being at Zolder on September 25th. Both are fast circuits on which Jaguar can be expected to have the upper hand, though memories of the 1977 Silverstone race when the Broadspeed Jaguar XJ12 Coupés failed on home ground are painfully fresh, and there will be no complacency in the preparations.

Jaguar's new-found commitment is found in the clumsy phrase "Failure Modes and Effects Analysis", which means basically that "mechanical parts *will* fail, so we have to investigate when, how and why", according to the company's Director of Product Engineering, Jim Randle. "I did not get involved in motor racing until two or three years ago, and I had not thought that there would be any tie-up between production and racing," Mr Randle told us. "But in fact there is a remarkable similarity, and if anything, racing is easier!"

The whole approach boils down to attention to detail, not only in the design and preparation of the cars but in the team's whole approach to the season. In this, Mr Randle has the highest regard for Tom Walkinshaw, whose ideas for future development coincide almost exactly with those of the factory.

It is perhaps harder for Jaguar to compete in races than for any other team, simply because the factory is so involved and because there are two major targets — to finish, and to win. Since John Egan was appointed to lead the management team three years ago the company has elected to tackle, head-on, the prestigious German makes BMW and Mercedes in the world's market places, and beating BMW on the tracks is an essential part of that plan.

Two very recent failures by the Jaguars to finish their races have been particularly galling, at the Nürburgring and in the Spa 24 Hour race. In fact it was due to the failure at the Nürburgring that plans were rapidly changed to take in the Touring car race at Hockenheim, supporting the German Grand Prix in front of 100,000 German spectators. Though Walkinshaw's car was an early retirement, Enzo Calderari's sister XJ-S was a convincing winner.

"Any race you don't finish is disappointing, since our new reputation is based on quality and reliability, and I must admit that I get very upset when we don't win," says Mr Randle. "Tom gets even more upset, though, and I do keep out of his way when things are going wrong!"

That comment is intended as a compliment to Tom Walkinshaw, the rugged Scotsman who has formed works supported teams for Mazda, BMW, Rover and Jaguar in his time, and earned a formidable reputation for effectiveness in every department. Jaguar supply the race-car bodies, ready prepared, to TWR at Kidlington, near Oxford, along with factory parts and money, the sum being undisclosed. Neither is the power of the V12 engines disclosed, though it is not less than 375 horsepower in Group A (touring car) form, "with a little bit up our sleeves".

Mr Randle is critical of the racing effort in 1976 and 1977, when under the more free Group 2 regulations the V12s were developing over 500 bhp, "more than was needed to win races" at the expense of fuel economy and reliability. Since then the economy of the V12 has been improved dramatically on the production line, though the May cylinder head combustion chambers are not carried through for racing since their main objective is to save fuel in the mid-range, whereas the racing cars need top-end power. The previous race programme, which Jaguar only became involved in towards the end, has if nothing else taught the company all the things *not* to do.

To most racing teams winning is all, and their engineers will go to the limits of

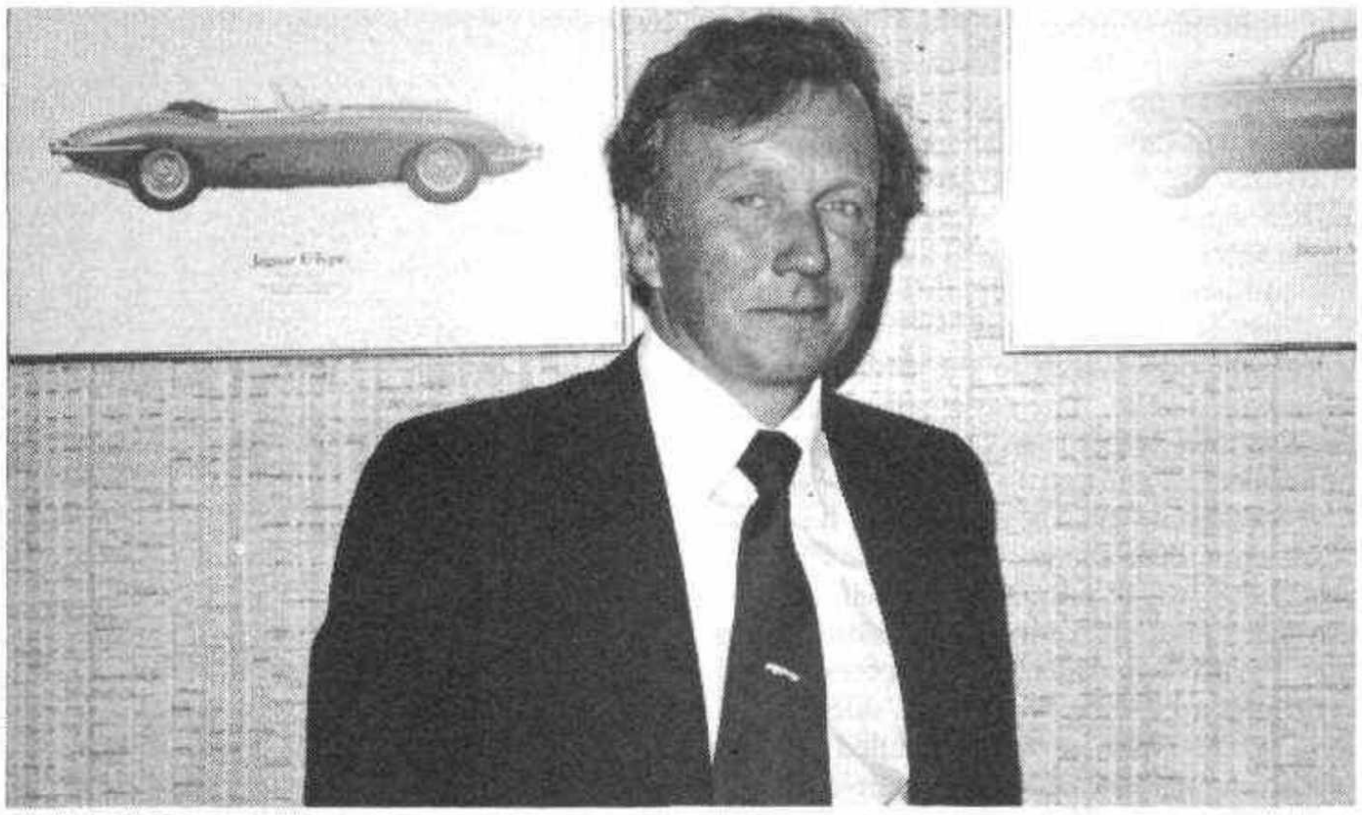
reliability to achieve maximum performance; the trick, of course, is to have just enough reliability to finish the event in the first place. With Jaguar winning is just as important, but not breaking down with either car is equally important, so clearly the whole competititions programme is a tightrope act.

This philosophy will be applied to next year's race programme. On the touring car front, only when the XJ-S is totally reliable will the Jaguar board allow other teams to have replicas in order to increase the depth of Jaguar representation; the sales organisation in Germany, which is a Jaguar subsidiary and will be fully operational next January, has expressed interest in running a two-car team, and Jaguar Italy has expressed a similar interest. So with the TWR Jaguar programme continuing, there could be six Jaguars taking part in next year's ETC.

The question of technical feed-back is always raised, and in the case of Jaguar the answer is that a good deal has been learned from this year's programme. In the early 1950s the development of the disc brake was hastened by Jaguar's Le Mans programme, so what has been learned this year? "Our development, as applied to production and racing cars, has taught us a number of lessons," says Mr Randle. "Not, perhaps, things we were not aware of before, but racing has highlighted the need to do certain things on our road cars. The main areas are cooling, lubrication and the redesign of certain components, such as the rear suspension hub carrier and the crankshaft oil seals, all of which are being carried through to the production line. Also, within the Group A regulations, we are testing certain components for future models."

Foremost among these future developments are advanced engine management schemes which will be developed further next year, and will almost certainly be applied to production cars later on. The Jaguars will race next year in much the same form as now, since "the V12 is the ideal race engine for us, so it deserves most of our development expertise".

Mr Randle will not be drawn on Jaguar's possible involvement at Le Mans next year, but the fact that Bob Tullius' XJR-5 has the same sort of support from the factory as Tom Walkinshaw's programme, and has been tested by Derek Bell at Silverstone, leads us to draw obvious conclusions. This, too, is powered by the V12 engine though in IMSA trim it develops over 500 bhp, and was capable of lapping Silverstone at 1 min 23 sec which would put it close behind the Porsche 956s, with much development still to be carried out. Next year's fuel consumption regulations, 15 per cent stricter than this year's, can only be of benefit to Jaguar as well as Aston Martin, while a disadvantage to the turbocharged Porsches.

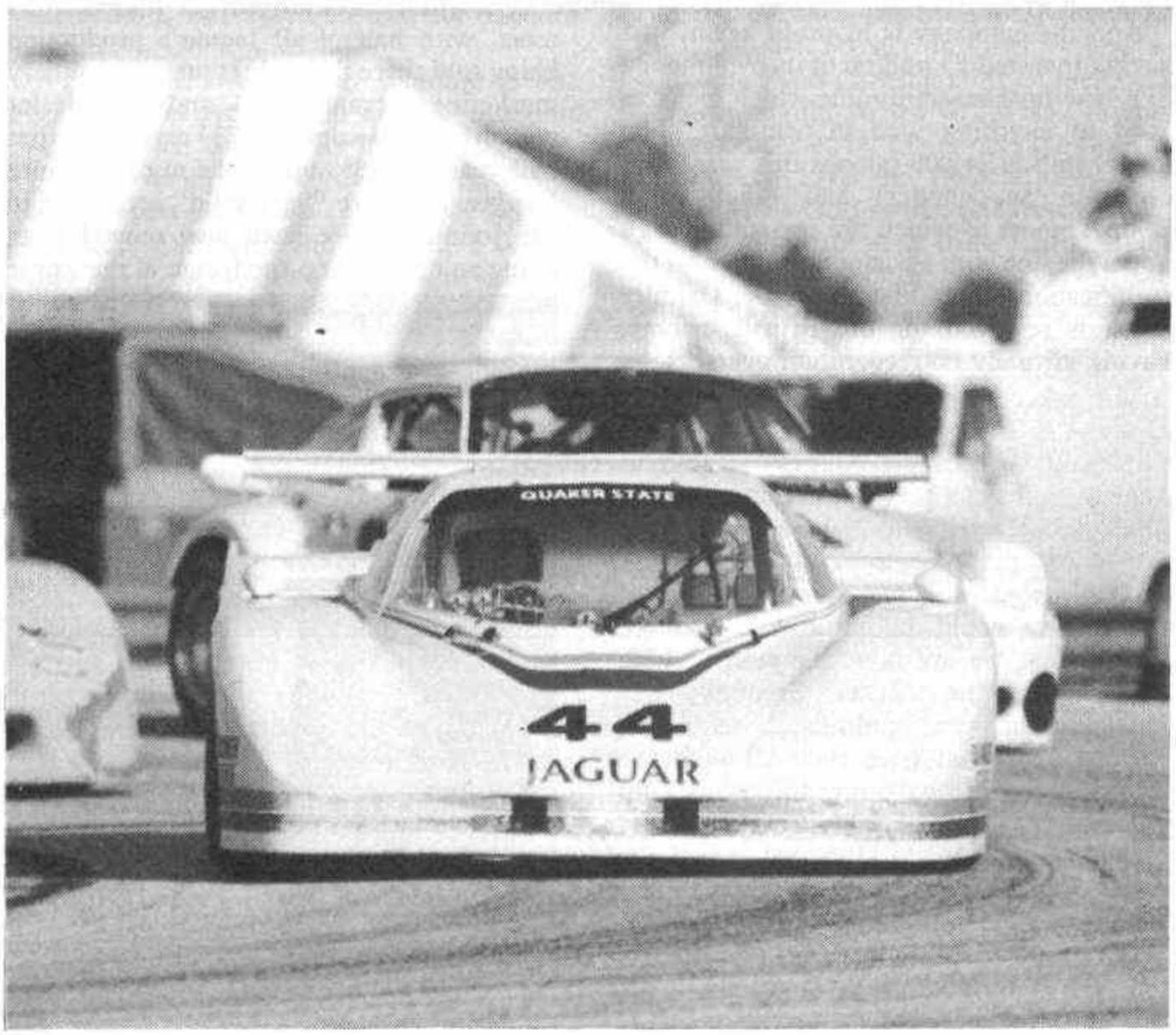


JIM RANDLE, Jaguar's Director of Product Engineering, carries the responsibility for the company's competitions programme which relates closely to production car development.

"Le Mans is part of Jaguar's heritage, and we will go back there one year," says Mr Randle diplomatically. "But it will only be if I feel sure that we have a chance of winning. I don't want to say any more than that, and I do not intend to be pressured into going to Le Mans until all our research and development has been completed."

Much of Jaguar's reputation, even today, is the result of five famous victories at Le Mans in the 1950s when Ferrari was the formidable opponent to beat. Now, perhaps, Porsche is almost more formidable with three works cars and another ten customers cars all capable of success. Porsche's sheer wealth of expertise and facilities is an apparent deterrent, "but if we had thought like that in 1939 we wouldn't have got anywhere!".

Many people feel that Jaguar's involvement in the European Touring Car Championship has saved that series from extinction, overwhelmed by BMW's domination. In much the same way the World Endurance Championship cannot survive in its present form unless Lancia, and other makes, can provide a serious challenge. While European manufacturers will not undertake a programme for



THE Bob Tullius team in America receives exactly the same support for the XJR-5 IMSA car, the prototype for Jaguar's eventual Le Mans challenger.

philanthropic reasons, that is to save the Championship, there is every good reason for them to do so as a shop-window since success will have a special significance.

Evidently, then, the progress of the XJR-5 holds the key to Jaguar's possible appearance in the WEC. This year it has scored two outright victories and Bob Tullius is now second in the IMSA Championship, much to the delight of the American public. The car's performance in the Daytona 24-hours next January could be particularly significant.

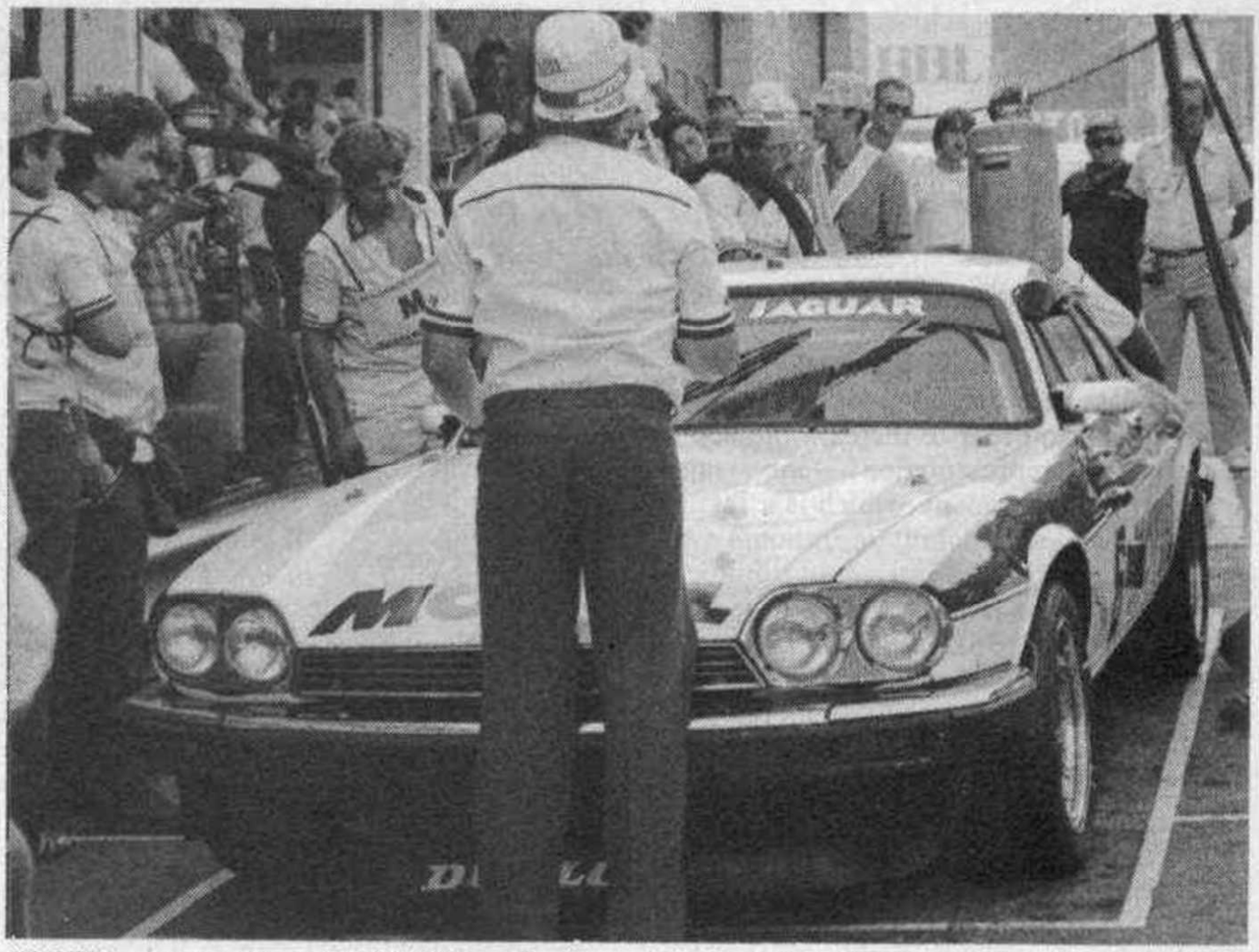
If racing is the showcase, all the solid work done over the past three years by the engineers (led, of course, by Mr Randle) and the sales and marketing organisation have met with considerable success, and continues to do so. Worldwide sales in the first six months of 1983 totalled 14,528 units, an increase of 42 per cent over the same period in 1982. Today, the rate of production continues towards a target of 28,500 units, the most that can be built at the three main production facilities at Castle Bromwich (body plant), Radford (engine and suspension machining and assembly) and Browns Lane (assembly and trim).

In six months Jaguar made more cars than in the whole of 1980, when 10,500 workers produced 14,105 cars. Last year the workforce was reduced to 7,200, with 22,046 cars made at a much higher level of productivity per man, while today the workforce has risen to around 8,000 — some of the gain is in the management tier, as Jaguar is almost autonomous again after its post-Ryder ties with British Leyland.

And the company is in profit again, just having invested £5 million of its own money in a new final assembly line which looks as good as anything seen in Stuttgart. The model split is 24,000 saloons this year (92% of them six-cylinder) and 4,500 XJ-S Coupes, most of which are pre-sold and go down the line with a customer's name on the specification sheet. These days the Daimler name is reserved for the British market, having virtually no recognition overseas.

We asked Mr Neil Johnson, Jaguar's Director of Sales and Marketing, to pinpoint the main reasons for success. "First is quality. A lot has been said about this, and the improvement really has been dramatic. We know that people wanted Jaguar to succeed, would like to buy our products if the quality could be improved, and we believe that we are now competitive with anything on the market. Secondly, our specialisation on products, and the enthusiasm which goes right through the organisation. We have managed to fire up our American dealers, and our dealers throughout the world, and that is half the battle. Our customers are now satisfied that we are producing a high quality product that's more enjoyable to drive, and ride in, than anything produced in Germany."

Taking on the Germans seems to be the central theme, with Mercedes, BMW and Porsche being the main targets. Future model plans, the earliest of which will be revealed at Motorfair in October, will expand the range by bringing open-top motoring back, and will include a new family of six-cylinder power units to replace the XK engine which has done sterling work since 1948.



"I GET very upset when we don't win" says Randle, and the Spa 24 Hours was one such occasion. Note that a dual headlamp system has been fitted for night-time racing.

It is the American market that matters most, with half of all Jaguar's production being sold there through Jaguar's subsidiary marketing organisation, and its dealer network. Total sales of 7,733 cars in the first half year was 73% up on the midway figure last year, and are "very solid" according to Mr Johnson. "We have now moved from being an operator on the fringe of the exotic car market, to being a mainstream market operator — and that's all the difference in the world! Today, a Jaguar is a respectable car to buy, a solid purchase." The home market in Britain is running 8% up on last year, but Germany is seen as having the biggest growth potential. Traditionally Germany has taken 800-900 cars a year, but this year's total is likely to be in excess of 1,200 and, with their own sales organisation, Jaguar hope to increase this to perhaps 6,000 cars a year by the end of the decade, some 10% of the luxury car market estimated at 60,000 units.



NEIL JOHNSON is the Marketing Director who sees welcome expansion for Jaguar cars worldwide in the 1980s.

Even that pales into insignificance against America's luxury car market of 450,000 cars, where Jaguar's three per cent penetration leaves plenty of room for growth. There are only four makes sold in any volume at over 29,500 dollars, these being the three German makes plus Jaguar, and if you redefine the "top class" in this way the potential is just short of 40,000 cars per annum to be shared among the Europeans.

The Middle East has seen spectacular growth, rising from zero two years ago when Jaguar was on the Arab's "black list" to a probable 1,000 units this year, and Japan where the traditional sale of 400-500 units a year is likely to rise to 1,000 units in the near future.

After years in the doldrums the British car manufacturers are again becoming buoyant, and none more so than Jaguar whose motor sport programme, regarded as an important part of the regeneration process, looks likely to be expanded. Nothing would give Jaguar enthusiasts across the world more pleasure than to see this programme meet with success at Le Mans. — Michael Cotton



Grand Prix Feature

Jacques Laffite

TWO recent stories give an accurate indication of Jacques Laffite's true character. Over the years, Williams team de-briefing sessions have gained a reputation for being notoriously serious affairs in which outbursts of irreverent humour are few and far between. One incident in particular, however, stands out in the minds of various team members. At an early season test session the jaunty Laffite bounded into the Williams motorhome, sat down next to the tight-lipped Williams, slapped him on his knee and inquired "what's new pussy cat?" The highly charged atmosphere was immediately destroyed amidst gales of laughter. Later, during Canadian Grand Prix practice, Laffite was trying out a car-to-pit radio intercom system. As the Frenchman drove round the Ile Notre Dame circuit, engineer Neal Oatley, whose birthday it just happened to be that same day, heard Jacques' voice crackling over the air singing "Happy Birthday to you. . . ."

At the start of the 1983 season Laffite "came home" to the team which first gave him his Grand Prix chances way back in 1974. But the two constituent parts of the partnership are now very different. Nine years ago Frank Williams was struggling with a minimal budget, scrappy old cars and a good deal of hope. Jacques Laffite was a wide-eyed F2 graduate, even then over 30 years old, who would save Williams' bacon in the middle of 1975 when he staggered home second in the German GP at Nurburgring. By then the Williams organisation was down to a single engine and Laffite's achievement was a major factor in staving off the team's financial demise.

By the end of last year the roles had changed dramatically. Every young F3 kid who didn't dream of driving a Ferrari probably dreamed about driving a Williams. Since 1978, when the irrepressible Frank set up on his own again with Saudi sponsorship, he has gradually built up an enviable reputation for impeccable car preparation, splendid reliability and scrupulous efficiency. At the end of the 1982 season he did not renew his arrangement with Irishman Derek Daly, who had stood in alongside Keke Rosberg after Carlos Reutemann's abrupt retirement earlier in the season, but opted instead for Jacques Laffite.

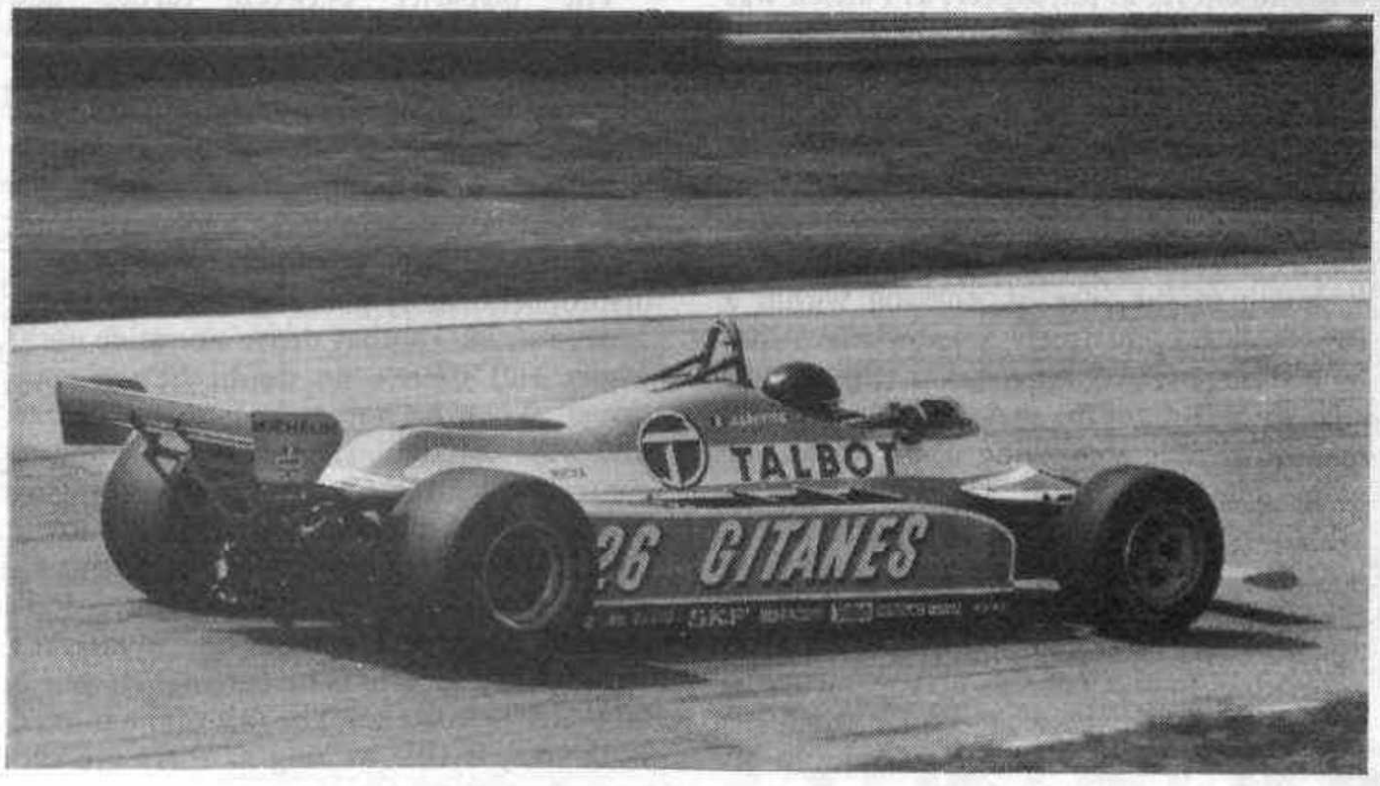
The writer well recalls standing in the bookshop at Amsterdam airport after last year's Dutch Grand Prix being quizzed by Frank Williams about other drivers. It was obvious that Daly wasn't going to be kept on the team's strength and, indeed, I believe that Williams realised that he'd made a mistake selecting him in the first place — particularly when he had the chance of obtaining Derek Warwick's services. The conversation kept edging back towards Laffite, though. With a look of studied concentration on his face, Frank mused "you know, given a good car, I think Jacques has got a couple more good years ahead of him, don't you . . . perhaps even a World Championship." Williams didn't need my confirmation, he was already close to making up his mind. Immediately after the Las Vegas race, 38-year-old Jacques was confirmed as Keke Rosberg's team mate for the 1983 season.

For Jacques, it means an enormous change to his life style. He wasn't too worried about leaving Ligier, because the magic of that seven year relationship was wearing a little thin. He'd experienced good times with Ligier, admittedly, but now he felt it was time for something fresh.

"I think, looking back on it, the great thing about working with Guy was that we had the chance to prove that an all-French team could be competitive. I mean, the Matra engine had raced before, but now it was racing in a French car at a time when British machines were, apart from Ferrari, setting the pace. Ours was the first French F1 car on the contemporary Grand Prix scene, and, inititally at least, I had a good working relationship with Guy Ligier. We had a sympathetic atmosphere in the team and we made a lot of progress.

"To start with, however, I lacked race experience. I don't think that Matra V12 ever had the torque of the Cosworth V8, though I don't believe there was much in it in terms of out-and-out power. By the end of 1977 I reckon I had sufficient experience to run at the front — that win in Sweden was a great morale booster for me — and my confidence was growing all the time."

However, the Matra V12 wasn't the only power unit tried by Ligier over the years. At the end of 1978 the French team owner decided he would switch to Cosworth DFV power. More seriously from Laffite's point of view, however, he decided to bring Patrick Depailler into the team as joint number one driver. It was a move calculated



SEVEN years with the Ligier team brought Laffite six victories between 1977 and 1981. Right and above, winning the 1981 Austrian GP.



RETURNING to the Williams team this year, Laffite led the US Long Beach Grand Prix for a spell, but dropped to fourth at the end.

to produce a degree of tension, and although Laffite opened the season with wins in Buenos Aires and at Interlagos, the situation was hardly what one would describe as cosy.

"I remember that as being a particularly difficult period for me," says Jacques reflectively, "from two points of view. Firstly I felt that the team didn't really have the resources available to field two number one cars and I wondered if the team was really trying to indicate that they'd lost some of their confidence in me. I suppose that's a familiar situation for any driver who has been in a single car team, with everybody working for him alone, for several seasons and then finds another rival brought in when the outfit expands to run an extra entry. I never felt that I'd got a problem with Patrick on a personal level, but it was a rather difficult spell trying to adapt my mind to the new conditions."

That little partnership was abruptly terminated mid-way through the 1979 season when Depailler was badly injured in a hang gliding accident during the F1 calendar's mid-season break. Laffite recalls his subsequent single-minded recovery with a degree of obvious admiration, a triumph of mind over matter which seems such a tragic waste of effort, in retrospect, as Patrick was to die in an Alfa Romeo testing accident at Hockenheim the following summer just as he'd recovered to reach peak physical fitness at last.

For the 1980 season Laffite's partner at Ligier was the introspective, almost dour, Didier Pironi. By that time Laffite was warming to the idea of working within a two-car team and freely acknowledges that he had no problems whatsoever with Pironi.

"I think I'd got the message that having a team-mate was something of an advantage with interchange of information," he remembers, "and, of course, you've got to remember that Pironi was significantly less experienced than I was." But while Jacques accepted the principle that a two car team was better than a one car arrangement, he always seemed happier at Ligier when his number two was his junior. He enjoyed his season in partnership with Eddie Cheever, for example, but wasn't in the least daunted with his reversal of roles when he joined Williams. After years of holding sway in his pre-eminent position with the French team "where everybody always used to say that the whole thing is built round me", he relished the challenge of a fresh environment at the start of this season.

"I love the racing as much as ever," he says happily as he reflects back on a career studded, so far, with six World Championship Grand Prix wins, "but the political aspect of the business is something which irritates me. When I first started racing in 1974 we used to practice, race, then have a walk round the paddock and chat with everybody. Now there's no time for that sort of thing. If I'm not at a team debriefing, then I might be at a PRDA meeting or a meeting with FISA. That's something that is rather tiring, but when we're all out there in our cars on Sunday afternoon, then is the time that I really enjoy myself. I'm strapped into my car, away from all the irrelevant problems and you are aware that a degree of sportsmanship still exists within this increasingly professional business. . . ."

The disparity between turbos and normally aspirated engines is also a factor which worries Laffite who feels that it will be better when everybody has a turbo. "I've always thought it was ridiculous to have a situation where some people have turbos and some people don't", he explains firmly, "because it tends to show up people in a disproportionately good light. Think about 1981. Patrick Tambay drove alongside me at Ligier and there's no doubt he's a good driver. Then he got picked up by Ferrari mid-way through 1983 and he's now a contender for the Championship. Until we get our turbo, there is no way in the world that I'm ever going to get near him. But his good fortune, for which I'm happy, don't misunderstand me, enables him to attract a lot of attention. But is he better than me? Is he better than Keke? The fact of the matter, of course, is that as long as there are cars running with a 100 bhp advantage over the normally aspirated machines a woman could beat us in one of those cars. I'll be much happier with the situation when everybody has a turbo and we can get back to competing among ourselves on the basis of driver ability alone. . . ."

At Williams, Laffite has been a gentle starter. In Brazil he was suffering quite badly with the after effects of 'flu and didn't show well in qualifying at all. Then came the race and he flew up through the field to take a strong fourth place at the chequered flag. In Long Beach he virtually matched Rosberg's practice time and the two Williams FW08Cs started from the second row behind two Ferrari turbos. At that stage of the season there were no team orders in effect and, after the race, a brief glimpse of Laffite's usually masked streak of steely determination came to the surface. After Tambay and Rosberg had tangled during their battle for the lead, Laffite and his team-mate ran down to one of the corners in side-by-side formation. Unfortunately Rosberg found himself rammed from behind by Jarier's Ligier and punted into the wall — hard! Once the race was over, there was some discreet grumbling from the World Champion to the effect that if Laffite had eased off then he, Keke, could have slipped back into line ahead of the Frenchman and wouldn't have been shunted by Jarier. Laffite's glance flashed his instant reaction to this suggestion: Jacques didn't reckon he'd been brought into the team to help Rosberg win a second World Championship. "If I can win a Championship this year for myself, then that's what I'll be out to do," he asserted firmly, "at my age I may not have very many opportunities again in the future. . . ."

For 1984 Jacques Laffite will face the Grand Prix world from the cockpit of a Williams-Honda turbo. He will be 40 years old and, it is said by those who are close to him, may well be starting his final season in Formula One. His exile from France, as much to escape the penal tax system instituted by the Socialist administration as to be close to the Williams factory, has seen him assume the role of an English country gentleman in his beautiful, rented country house near Stoke Poges, once the home of millionaire engine bearing magnate Tony Vandervell, the man who spawned the Vanwall Grand Prix car. Away from the cockpit a light-hearted life of fishing, golf and simply spending time with his wife and two daughters occupies Jacques Laffite's days. He works at making life one long holiday for himself, but that fact shouldn't mask the fact that he loves his motor racing with a passion. When he's finished with Formula One, most people expect him to set up home in the USA where he may well try his hand at CART, IMSA or even perhaps NASCAR. He won't turn his back on the sport simply because he has tired of its most publicised category. — Alan Henry

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AUDIOLINE



The excellent

Lotus Excel

THE Lotus company is almost constantly in the news, its fortunes see-sawing alarmingly over the past couple of years. Towards the end of 1982 the collapse of de Lorean, with whom Lotus had a lucrative development contract, the death of Colin Chapman, and the wish of American Express to withdraw its financial backing saw the Hethel firm in the depths of despair, yet on a recent visit we found Mike Kimberley, the managing director, in surprisingly optimistic form. Leading the company to renewed prosperity is the Lotus Eclat Excel, a model which we judge to be the best Lotus road car yet produced, while future plans will culminate in the 1985 production of the M90 Toyota-powered sports car which will, in spirit, replace the Elan.

It is recent history that British Car Auctions boss David Wickins has stepped in to secure the short-term financial security of Lotus, gaining a place on the Group's main board. The appointment earlier this year of a go-ahead distributor in the States, and expansion in home and overseas order books, have given Lotus a new impetus to face the future.

The Excel version of the Eclat was first seen at last year's Motor Show, and has now taken over from the previous model. The Giugiaro designed two-plus-two bodywork is little changed, save for a new air dam which helped to reduce the drag to 0.32, but there were some fairly substantial changes underneath. Principally, a Toyota 5-speed gearbox was installed, along with the Japanese company's differential, driveshafts, and even the disc brakes, while the rear suspension was modified to incorporate the Esprit's top link and lower wishbone layout in place of the Chapman strut.

Lotus's own type 912 alloy engine, four cylinders and 2,174 cc, powers the Excel with 160 healthy horsepower, now assisted by an improved twin exhaust system. It is mounted at the front, driving the rear wheels in conventional fashion so that there is adequate interior space for four people, leaving the pure sports mid-engine rear drive concept to the successful Esprit and Esprit Turbo models.

There is no doubt that the Excel *looks* every inch a sports car, attracting admiring glances everywhere it goes. There are no angular or awkward lines to mar the overall appearance, which is an important feature when someone is going to spend over £14,000 on a car, but still second-hand values are worryingly low as the sort of people who buy such cars are mindful of their retained or investment value as much as anything.

Lotus lead the world in injection moulding techniques for GRP glass-fibre bodywork, and the Excel is indeed flawless in body and paint finish. All the moving panels fit nicely, though despite throwing away the Marina door catches and adopting Toyota components the two doors did not lock very easily.

Optional leather inside the car (£773) blended well with the twill velour on the seats and made the interior feel quite sumptuous. The seats themselves have firm cushions, the squabs being rather flat and not giving quite enough support to the thighs, but have an excellent range of adjustment. Maybe Mr Kimberley's height has had something to do with this, and maybe he can see the water temperature gauge which we found hidden from view behind the boss of the Personal (Giugiaro, again) steering wheel. Anyone shorter than six foot tall would certainly want the water temperature gauge to be swapped with the voltmeter, which is comfortably in view on the right of the fascia.

Accommodation in the back is not quite adequate for two adults, unless on a short journey. There is enough headroom but legroom is at a premium, especially if the front seats are well back.

A choke control is almost an anachronism these days, but we didn't need it in summer conditions to fire up the engine easily. Twin Dellorto carburetters feed the alloy engine, and in the era of muted sports engines the gargle of the induction system made a very welcome change. The exhaust, too, has a pleasant and purposeful bark, so the Lotus is rare among its contemporaries in *sounding* like a sports car.

Despite its backbone chassis and glass-fibre body the Excel is only a little lighter than its contemporaries at 1,125 kg, some 70 kg lighter than the 163 bhp Porsche 944 which is, of course, steel bodied. Against the stopwatch the Excel reaches 60 mph from rest in 7.2 seconds and 100 mph in 21 seconds, respectable times indeed for a normally aspirated grand touring car. What it seemed to lack was the surge from 80 mph that we used to associate with Elans, so it does not quite come into the very high performance sports car class. But still, it got to 110 mph quickly enough, from which point the acceleration flattens out, and ultimately reaches 130 mph.

Lotus's much rumoured V8 power unit, which we believe is now near reality, will transform the Excel we have no doubt. It does not need to be much more powerful, but extra torque would be very welcome,

and in fact it may not be any less economical. We were rather disappointed with a consumption figure of 20.6 mpg overall, feeling that we hadn't driven the Excel *that* hard, so the Dellortos are presumably not as efficient as the admittedly more expensive electronic injection systems now available. A bigger engine, working more lazily and perhaps with higher gearing, could be the answer for the Excel.

Another item of optional equipment on the Excel was power steering (£650) which felt nicely weighted, assisting a high ratio rack. Few people on this side of the Atlantic like super-light steering and the Excel cannot be faulted in this respect; in fact apart from the ease of parking, one was only reminded of the power assistance by the faint hiss of the servo at full lock.

Handling is, of course, the *forté* of Lotus and the Excel continues the tradition. The front / rear weight ratio is exactly 50 / 50 with a half tank of fuel and as you'd expect, the Lotus has extremely neutral handling as a result. There is a trace of body roll to remind the driver that he's in the higher speed realms (there is an anti-roll bar at the front, but not at the back), and at all times the Excel feels utterly secure — the driver would have to be extremely inexperienced, ham-fisted or brave (or all three) to get into difficulties with the car. Goodyear NCT 205 section 60-series tyres were fitted onto Lotus Speedline 7 JK-14 wheels, and we did not have any wet roads on which to check their full capabilities.

As for the ride, it felt a little bit firmer than on the earlier Eclats, with more feel of the road coming up through the suspension. Inevitably there is some trade-off between comfort and handling, and especially at low speeds it feels as though handling is winning, perhaps inevitably with such a lot of rubber on the road.

The Toyota components blend in to the Norfolk product as though they had been designed for the job. The tunnel mounted gearshift has a short, wristy movement, snicking slightly as each ratio is selected. First is good for 33 mph at 6,500 rpm, second for 57 mph, third for 85 mph, fourth for 108 mph and fifth for 130 at 6,150 rpm.

Braking is quite excellent, the Japanese-made ventilated disc brakes at front and rear — with servo, naturally — doing the job of retardation without any fuss or bother. The pedal pressure felt quite high for hard braking from fast speeds, but we would find that reassuring on wet roads.

The positive handbrake is immediately aft of the gear lever, nicely placed for hill starts, and in general the Excel feels as though it had been designed by engineers who know about sports driving; that may sound a statement of the obvious, but it is not true of all the fast cars on the market. Space in the pedal box feels rather cramped until you get used to it, drivers with wide shoe fittings perhaps needing another couple of inches down there. Full marks, though, for the ventilation system, which is clearly labelled and blew out a welcome amount of cold air (except when the car had been standing in the sunshine, after which hot air came out for a few minutes). We didn't bother to test the heating, but the system seemed so good that we will assume that is satisfactory too!

All the equipment was in keeping with the price label which starts at £14,273, though the value of the car "as tested" was around the £16,000 mark. The electrically operated windows are fast-moving, twin electrically operated exterior mirrors are fitted, and a Lotus brand stereo radio / cassette system with four speakers performed well.

The single wiper has two speeds plus intermittent wipe, and although it does not clear quite as much glass as twin wipers would it does so in a more satisfactory manner. There is no wiper at the back, and in winter this could be quite a drawback since the rear-view visibility is not good anyway. The rising rear "parcels shelf" (in inverted commas, since it is inclined at about 45 degrees to meet the rear window line) completely obscures the near-ground, so a walk round the back before reversing in a confined space would make good sense. If anything, this might be our strongest criticism of the car, as it would be so easy to reverse into a low post or worse still, a child, in a careless manoeuvre.

The fuel tank holds 67 litres (14.75 gallons) of four-star which unfortunately is not good for much over 280 miles at our rate of consumption, and being so large it does limit the luggage space to a rather boxy area sufficient for two suitcases and some soft baggage. The full-size spare wheel is neatly located in the floor, and is perfectly accessible.

We started off by saying that this is the best Lotus road car ever made, and despite a few criticisms we would stick by that statement. It could do with a little more power, and should be more economical than it is, but when the V8 version eventually appears we will expect to be reaching for our book of superlatives. In the meantime, the Lotus Excel is a good, mature GT car that feels more refined than its predecessors and deserves to succeed. — Michael Cotton



SPECIFICATION

Body
Two-door, four seat coupé. Length, 14 ft 4.3 in; width, 5 ft 11.5 in; height, 3 ft 11.5 in; wheelbase, 8 ft 1.8 in; fuel tank, 67 litres (14.75 gal); weight, 1,135 kg (2,507 lb).

Power train
Lotus type 912 four-cylinder alloy engine mounted at the front, driving rear wheels. Bore and stroke, 95.3 × 76.2 mm (2,174 cc). Compression ratio, 9.44:1. Power output, 160 bhp DIN at 6,500 rpm; torque, 160 lb ft at 5,000 rpm. Twin Dellorto DHLA 45E carburettors. Gearbox, 5-speed manual; clutch, single dry plate; final drive, hypoid bevel, 4.1:1 ratio.

Suspension
Front, independent with double wishbones, coil springs, telescopic dampers, and anti-roll bar. Rear, independent with lower wishbones, top links, coil springs and telescopic dampers.

Brakes
Front, 10.16 in diameter ventilated discs; rear, 10.47 in diameter ventilated discs, with servo assistance. Twin hydraulic circuits split front / rear.

Performance
Acceleration: 0-30 mph: 2.5 sec.
0-60 mph: 7.2 sec.
0-100 mph: 21.0 sec.
Maximum speed: 130 mph.
Fuel consumption: 20.6 mpg overall.

Price
£14,273 incl. car tax and VAT.
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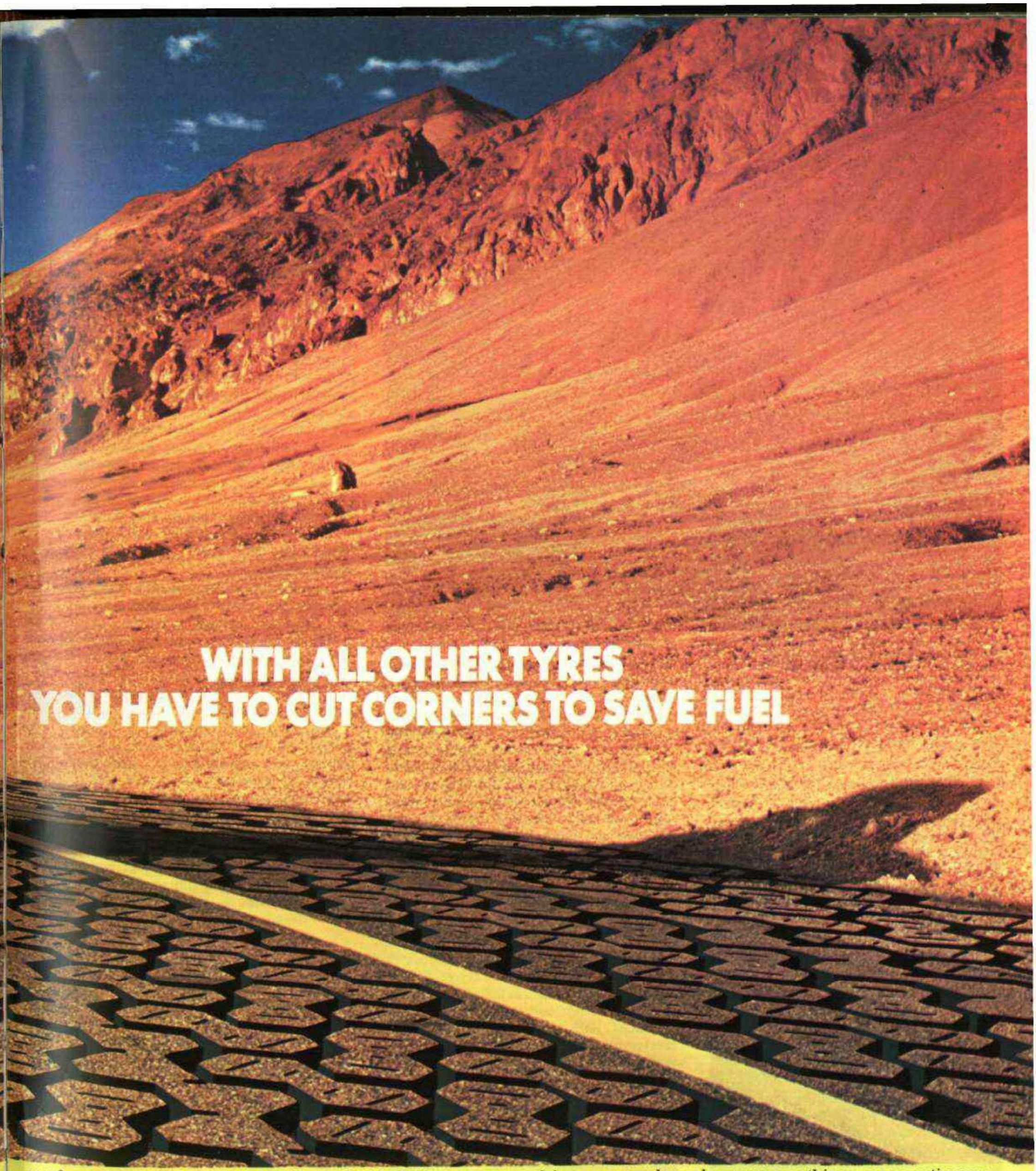
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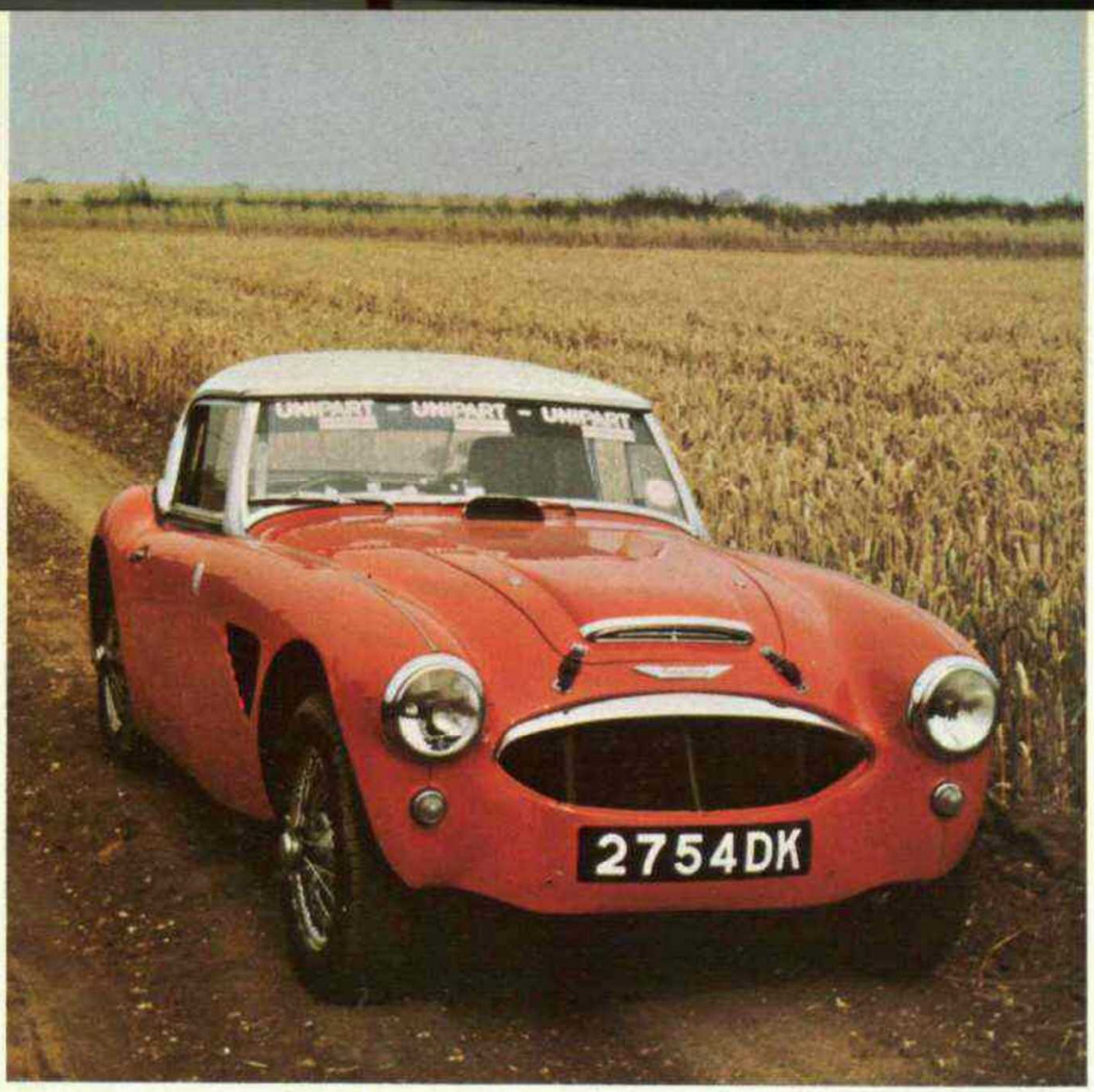
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Austin Healey 3000 —

The stuff of which dreams are made?

THE trouble with nostalgia is that it tends to blind people to the harsh realities of a given situation. Twenty years ago I was just on the verge of taking my driving test, anxiously waiting for the day that I could venture out onto the public highway in my mother's Morris Minor convertible. And in those heady, imaginative, days of youth, I used to glance longingly at some of the sports cars which were then available, hoping some day to own one myself. I would have done well, financially, if I'd taken the plunge and chosen to invest my life's savings — which then amounted to just over £100 — in a friend's MG TC which was on offer at the time. I didn't, and I mildly regret that fact now.

However, if I came within an ace of buying that rather dilapidated TC back in the early months of 1964, my dream car lay totally out of reach. In those "macho" days of the "swinging sixties", the Austin Healey 3000 was one of the big, beefy sports cars available on the British market and I fell in love with it. With its long bonnet, gracefully proportioned lines and rorty exhaust, it seemed to represent everything that was splendid about the classic British sports car. Powered by a six-cylinder in-line derivative of the engine which also powered the hideous Austin A90, the Healey 3000 developed as much as 124 bhp in road going trim — which really wasn't bad by the standards of the day. Chrome wire wheels, Cinturatos (whatever they were!) and inevitably accompanied by pretty young females (well, I suppose they must have been young then), I envied the fortunate few in our district who owned these kings of the road. They really were Jack the Lad!

I have now, through the generosity of Unipart, been allowed to drive a Healey 3000 at long, long last. This organisation keeps a fully restored rally version, chassis number 1 dating from 1959, on its strength and actually loaned the machine out to one enthusiastic privateer to use on the 1982 Himalayan Rally. Smartly turned out in its distinctive red and white livery of the old BMC rally team, this was the car which Don and Erle Morley took to third place on the 1960 RAC Rally. In the early 1960s the big Healeys did their fair share of competition work for BMC, finishing second on the RAC on several occasions, and coming very close to winning this prestigious event thanks to the efforts of Timo Makinen and his co-driver Paul Easter back in 1965. They gained a reputation as rugged cars, fearfully difficult to handle, but capable of putting up with as much punishment as they could find on such marathons as the Liège-Sofia-Liège and other out-and-out endurance runs which masqueraded under the title of "rallies" two decades ago. But did Makinen *really* fly down mud-clogged Scottish forest tracks at 130 mph? And did those big Healeys *really* create a worthwhile legend? I visited Unipart's Cowley base recently to try to find out.

This machine is featured on the first *Motoring News* video production which is publicised elsewhere within this issue, and was previously tried by a colleague who returned from the experience somewhat daunted, although admittedly impressed. It should be remembered, of course, that the Healey 3000 was, on the face of it, just about the most unsuitable car ever conceived for rallying purposes, particularly alongside the agile FWD Minis which started to make their competition name in the early 1960s. But the one thing the big Healey really had going for it was its strength: it was an immensely rugged machine which could literally bulldoze its path along rutted forest tracks and mountain passes.

I approached the Unipart machine with a degree of guarded optimism. After all those years of regarding the Healey 3000 longingly from a distance, I was now about to subject myself to a turn behind the wheel. Would I emerge in raptures, regretting all those lost years without a Healey 3000 in my life? Or would I find that the sun had gone in quite dramatically?

I pulled open the driver's door and regarded the cockpit. I'd always observed the Healey's driving position to be extremely cramped, but the recent addition of a roll cage (presumably for its trip to the Himalayas) meant that I had to insinuate myself into the cockpit by means of some pretty dramatic contortions. Once installed, I began to feel depressed. I'll freely acknowledge that I'm no whippet, but I felt trapped and claustrophobic like never before. The steering wheel was virtually resting against my chest thanks, at least in part, to the non-standard bucket seats that had been installed, and the tiny pedals seemed masked by my size 11 feet. Visibility down that long bonnet was poor and the whole effect was rather stifling. By this stage in the adventure I was regarding matters with a degree of trepidation.

In order to fire up the 175 bhp rally developed version of the big six cylinder engine, Unipart had fitted an extra battery in the boot, but even this didn't appear sufficient to stir the beast into life. We were eventually despatched on our way courtesy of a willing shove from Unipart's Mike Black and Andrew Duncan, the Healey spluttering and throbbing its way out of the Cowley factory, gently crunching its underside on the rumble strips in the process. The clutch was quite progressive, if rather on the firm side, while the throttle pedal was reasonably smooth. The brakes, however, I found to be something else.

This Healey 3000 was fitted with discs all round, a considerable improvement, so I understand, over the earlier Healey 100/4s in which one of our proprietor's sons risked his neck regularly during the 1950s. I can

only say that life must have been particularly exciting in those days, for even with disc brakes the Healey 3000 exercises one's right leg muscles particularly well. The six cylinder engine, fed through three Weber 45DCOE carburetters, bursts into life with an endearing metallic rasp and, once one has selected first gear by means of that appallingly vague and haphazard change, it's time to rush off through the country lanes with an optimistic grin on one's face.

I suppose one of the biggest errors was the fact that I drove down to Cowley behind the wheel of one of the latest Audi Quattro coupés, with the result that I was hardly in the most receptive frame of mind for the spine-jarring wrestling match that awaited me. I understand that the Healey 3000 has some suspension movement, but I was hard pressed to identify it: we lurched along in a series of bumps, thumps and crashes, the car's lack of fundamental stiffness (it was, after all, developed as an open two-seater) contributing more than its fair share of scuttle shake and flexing sufficiently to allow the doors to fly open occasionally as we negotiated roundabouts — a charming quirk that rather took our breath away!

Noise levels as the revs build up are quite dramatic, the engine's metallic clatter competing energetically with the rasping open exhaust. There's a considerable amount of torque to propel the big Healey away from low speeds in top gear: just as well, in my view, since the gearchange is pretty limited in its appeal. In view of the way in which the speedometer needle was bouncing about, we're not in a position to bring you much in the way of performance figures, but the original 124 bhp Healey 3000 sprinted from 0-60 mph in under 11 sec., pretty impressive by 1959 standards. This competition version certainly felt extremely quick — certainly quicker than the standard machine — and although the rally Healeys were said to have top speeds approaching the 130 mph mark, I have to confess that I wouldn't have been brave enough to approach that figure in this machine — even if I'd been given an empty airport runway on which to try it!

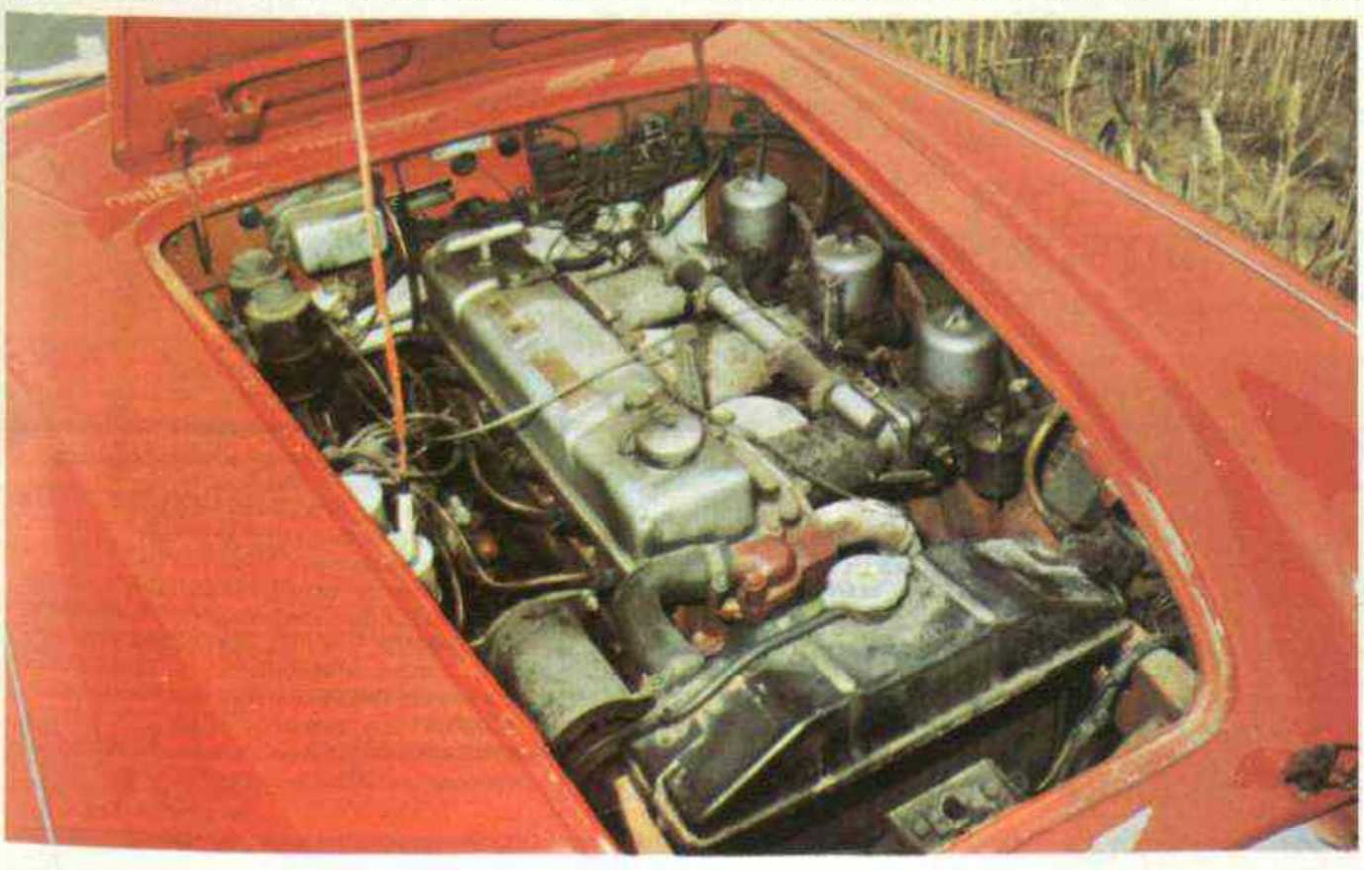


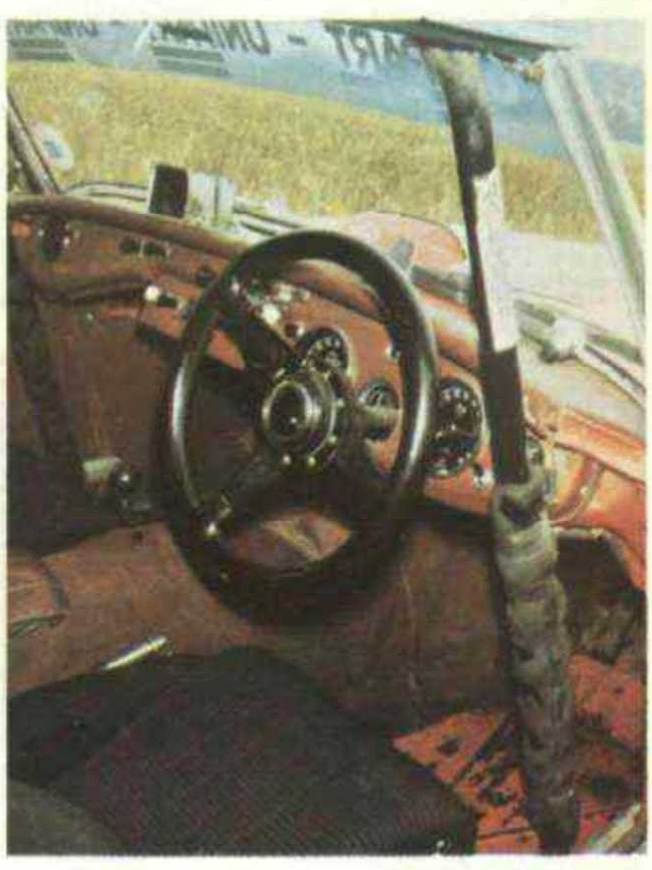
On its narrow Cinturatos, this Healey provided us with a graphic reminder of just how far tyre and suspension technology has advanced over the past two decades. One's abiding impression is of a ludicrously low level of overall adhesion and the car's basic attitude was one of tiresome understeer which gradually translated itself into sloppy oversteer — and held one's attention by the need to wind off lock on the low-geared steering with the dexterity of a juggler. It didn't take too much right foot to produce great clouds of blue smoke from the rear wheels under power out of tight corners, but I came to the ultimate conclusion that I wasn't born to the heroic traditions of motoring. It all seemed a massive waste of effort to me: I mean, it didn't even perform any of its handling quirks nicely or progressively. Even allowing for the fact it is 24 years old, the Healey 3000 struck me as a remarkably unsophisticated creation.

I have had the opportunity of driving a Porsche 356A, a rival product from the same era, and I could see that there were still pleasant aspects to its character. I'm disappointed to say that I didn't feel the same way about the Healey 3000. I don't doubt that the men who drove it in competition anger were heroes: I don't doubt that it was a fun car by the standards of 1959. But I don't necessarily accept that it was a particularly good car, by the standards of the day. Entertaining, yes, but desperately crude and unrefined.

I left Cowley wishing I'd left my dreams intact and unsullied. There's a phrase that goes something like "better to have loved and lost than never to have loved at all . . ." Well, it doesn't apply to the Healey 3000 as far as I'm concerned. I wish I'd contented myself with imaginative longing: for me, the reality was a stark disappointment.

— Alan Henry





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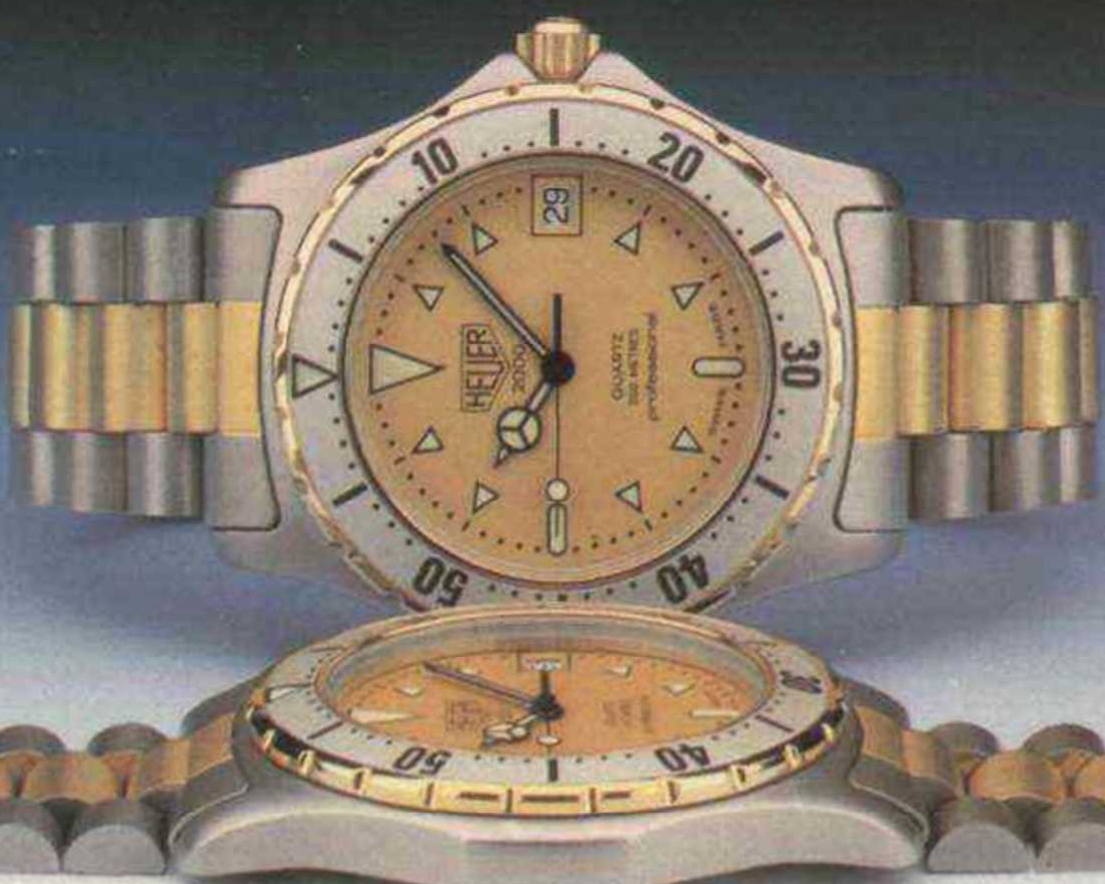
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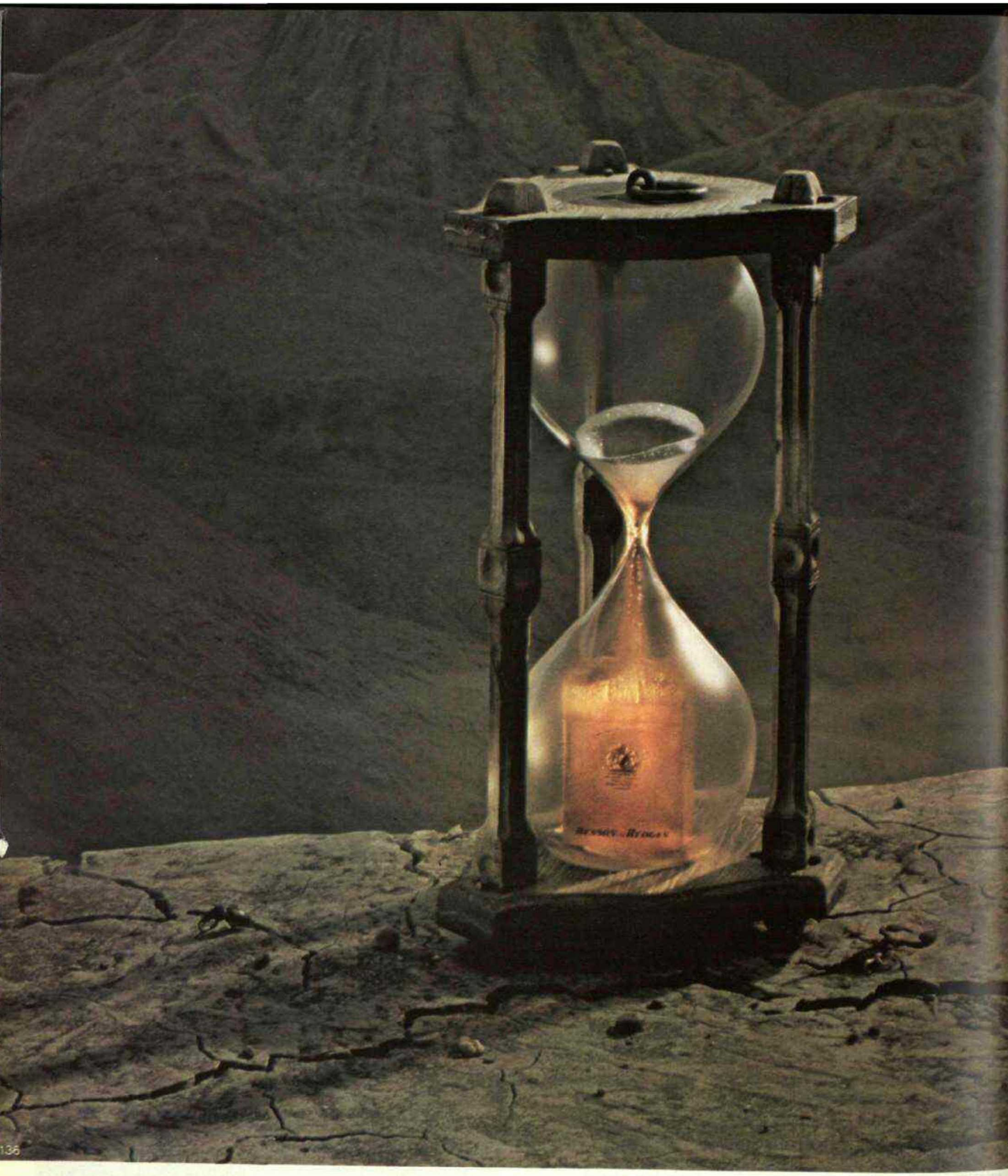


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GERMAN GRAND PRIX RENÉ ARNOUX put Ferrari back into the lead of the World Championship for Constructors with a well-judged win in the German Grand Prix at Hockenheim, his 126C3 finishing more than a minute ahead of its closest pursuer. Below, Arnoux is about to lap the Arrows A6s of Thierry Boutsen and Marc Surer.

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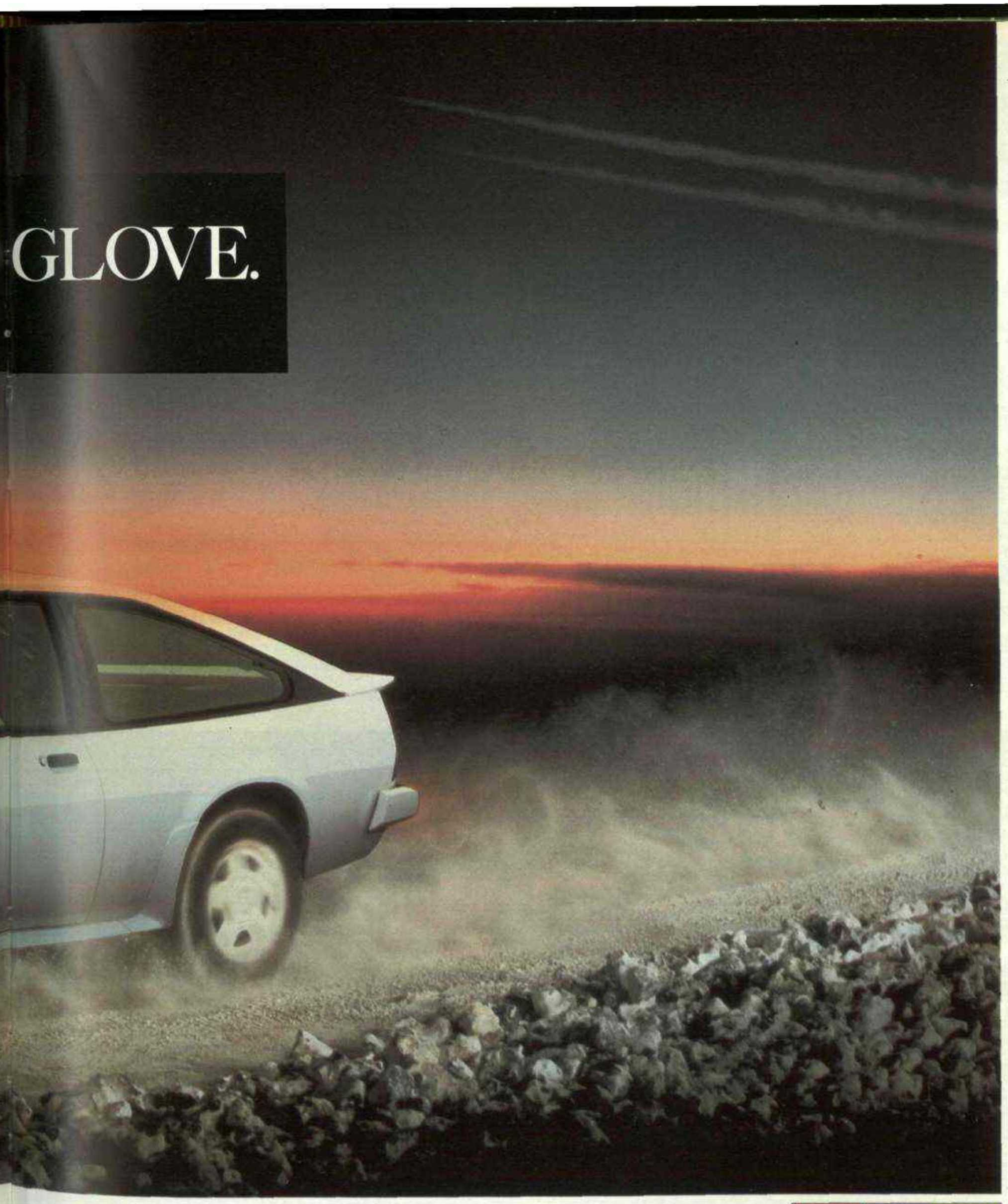


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A STRONG second place at Hockenheim fell to the turbocharged V8-engined Alfa Romeo 183T of Andrea de Cesaris (above), this being the hitherto unpredictable Italian driver's best Grand Prix placing. Unfortunately his success may have come a little late in the day, for strong rumours at the German race suggest that the Italian team may withdraw from Formula One at the end of the season. Below, Stefan Johansson's Spirit-Honda leads a midfield bunch in the early stages with Keke Rosberg's Williams FW08C, Derek Warwick's Toleman TG183B and Elio de Angelis's Lotus 94T in pursuit.



VITAL FUMBLE (above) as Niki Lauda misses his pit as he arrives for fuel and tyres: he reversed up to take his scheduled position, and was disqualified from fifth place as a result. Below, a satisfied Arnoux on the winner's rostrum flanked by de Cesaris (left) and Patrese.





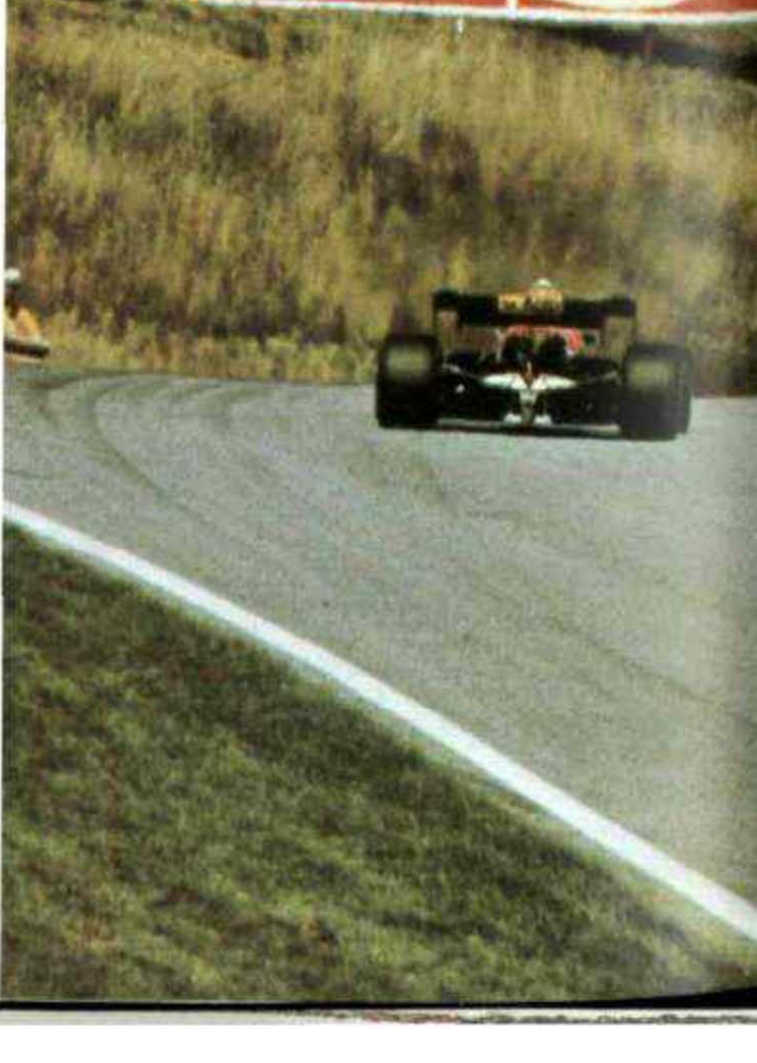
THE Brabham team had mixed fortunes at Hockenheim. Below, the team's designer Gordon Murray stands in front of Piquet's BT52B-BMW during its routine stop for fuel and tyres: subsequently the car caught fire after leaking fuel seeped over its engine bay. Above right, Riccardo Patrese, seen here leading de Cesaris, survived to finish a distant third in the other Brabham-BMW.







AUSTRIAN GRAND PRIX NIGEL MANS
race, disapp
snatched sixth place on what he hoped would be h
which shows the unique character of the Osterrei
Boschcurve, while in the foreground Piquet's Brab
new carbon fibre composite Tyrrell 012 during pra



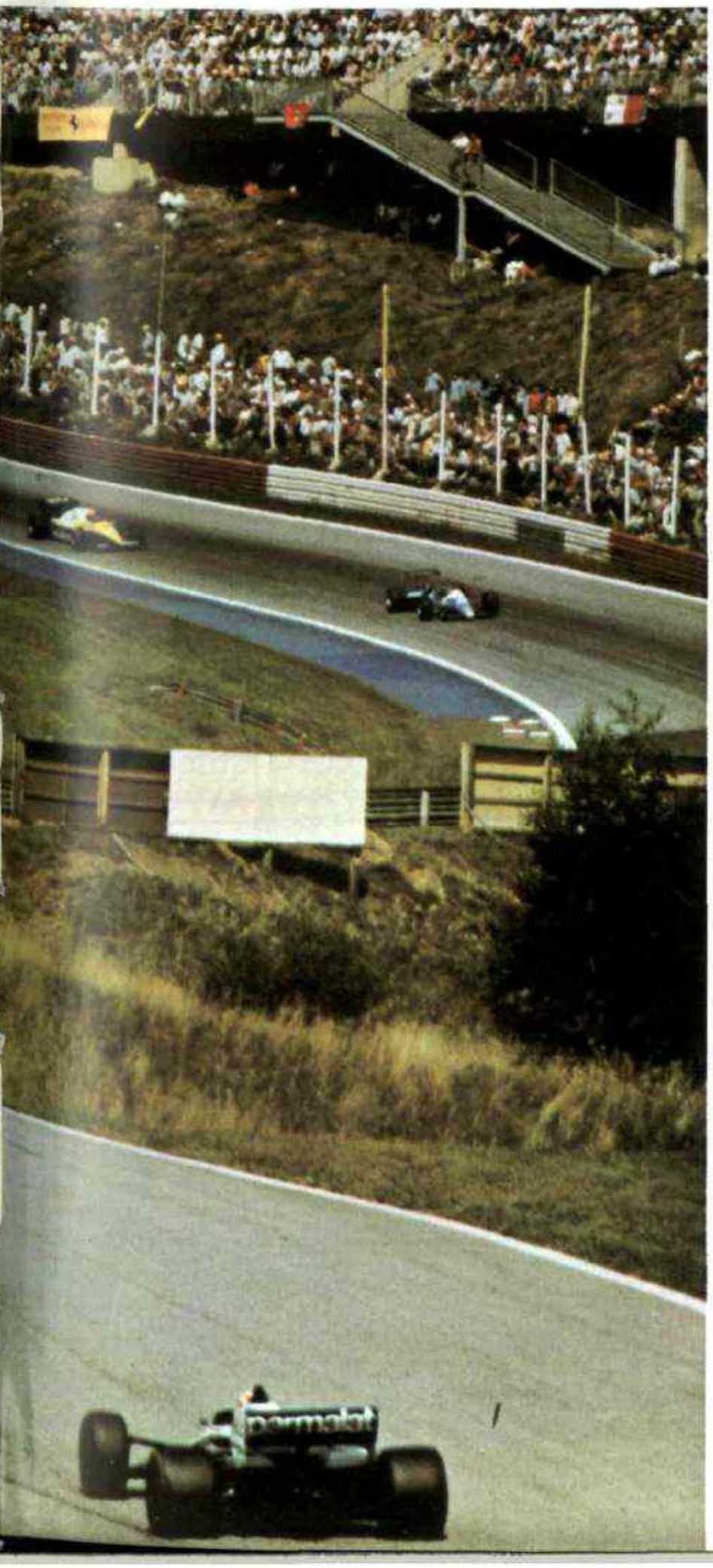
NELSON PIQUET briefly heads Patrick Tambay (above) after the Ferrari driver had been baulked by Jarier's Ligier. Below, Corrado Fabi finished his first Grand Prix with tenth place at the wheel of the Osella-Alfa V12.





alified his Lotus 94T (above) third, but dropped to fifth place in the with the performance of his car's Pirelli rubber. Niki Lauda (right) drive in a Cosworth-engined McLaren. Centre below, a striking shot n the background Cheever's Renault is about to lap Jarier at the ases Arnoux's Ferrari for the lead. Bottom right, Alboreto tried the quipped with its distinctive rear aerofoil.







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A TECHNICAL REPORT FROM BFGOODRICH

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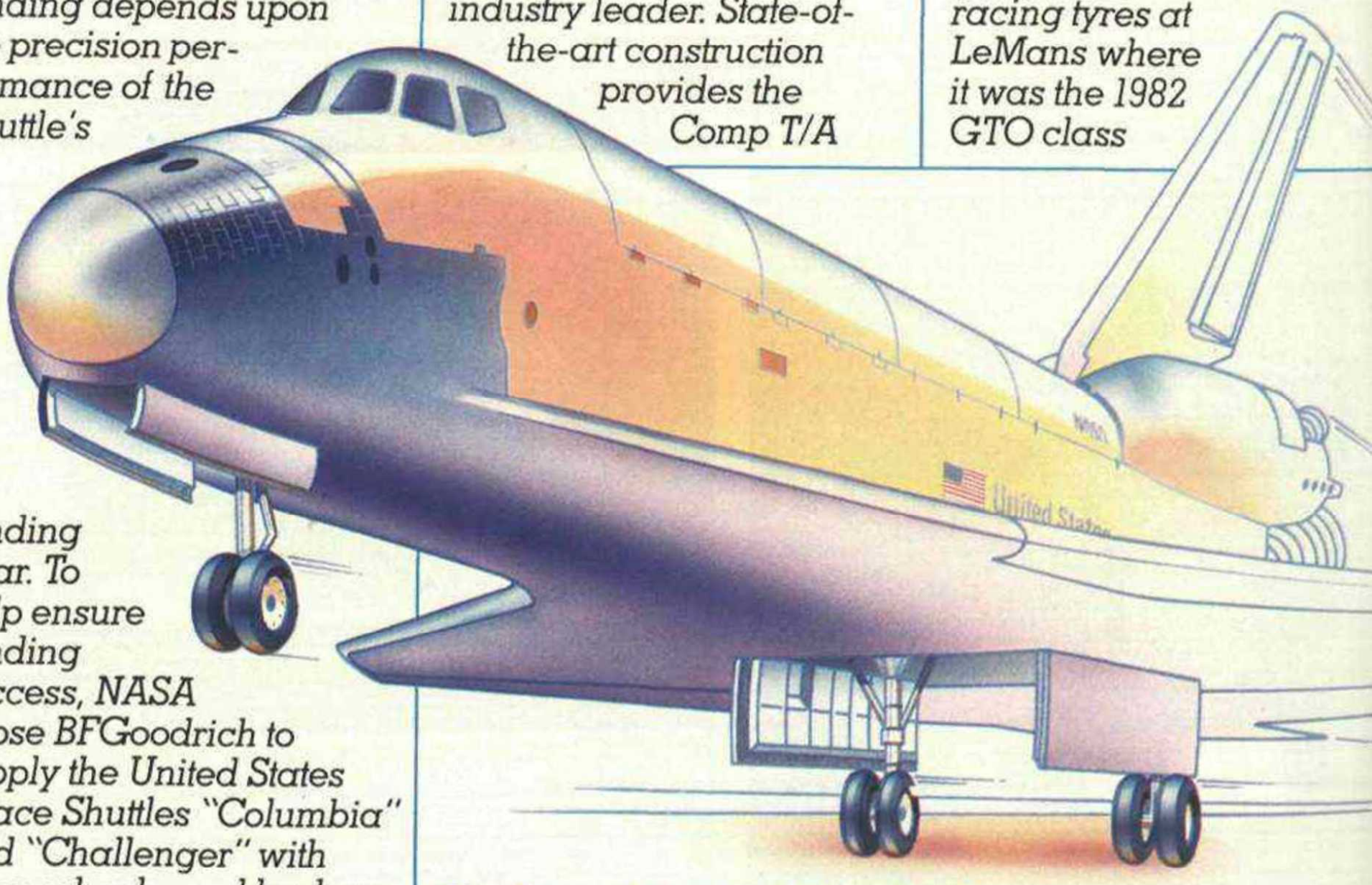
SOLUTION: *Employ the same scientific approach to tyre design used in developing our Space Shuttle tyres.*

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To make the Comp T/A tyre's outstanding performance capabilities available to other enthusiasts and touring-oriented customers, BFGoodrich adapted the



The Space Shuttle "Columbia" lands on BFGoodrich tyres, which are built to withstand extreme high-speed heat buildup.

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BFGoodrich

basic Comp T/A radial construction to the differing needs of other sophisticated drivers across a wide range of vehicle/size specifications. This accomplishment resulted in the addition of new sizes in the Comp T/A 60 and 70 V-speed rated tyres.

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The Comp T/A is available in sizes for sport coupes and luxury saloons.



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ALAIN PROST scored his fourth World Championship Grand Prix victory of the season and strengthened his chances of becoming the first Frenchman to win the title when he won the Austrian Grand Prix on August 14. Above, the Renault team leader raises both arms in delight as he acknowledges the chequered flag. Below, the Alfa 183 V8s of de Cesaris and Baldi in tight formation during the early stages of the race: neither survived to the finish.

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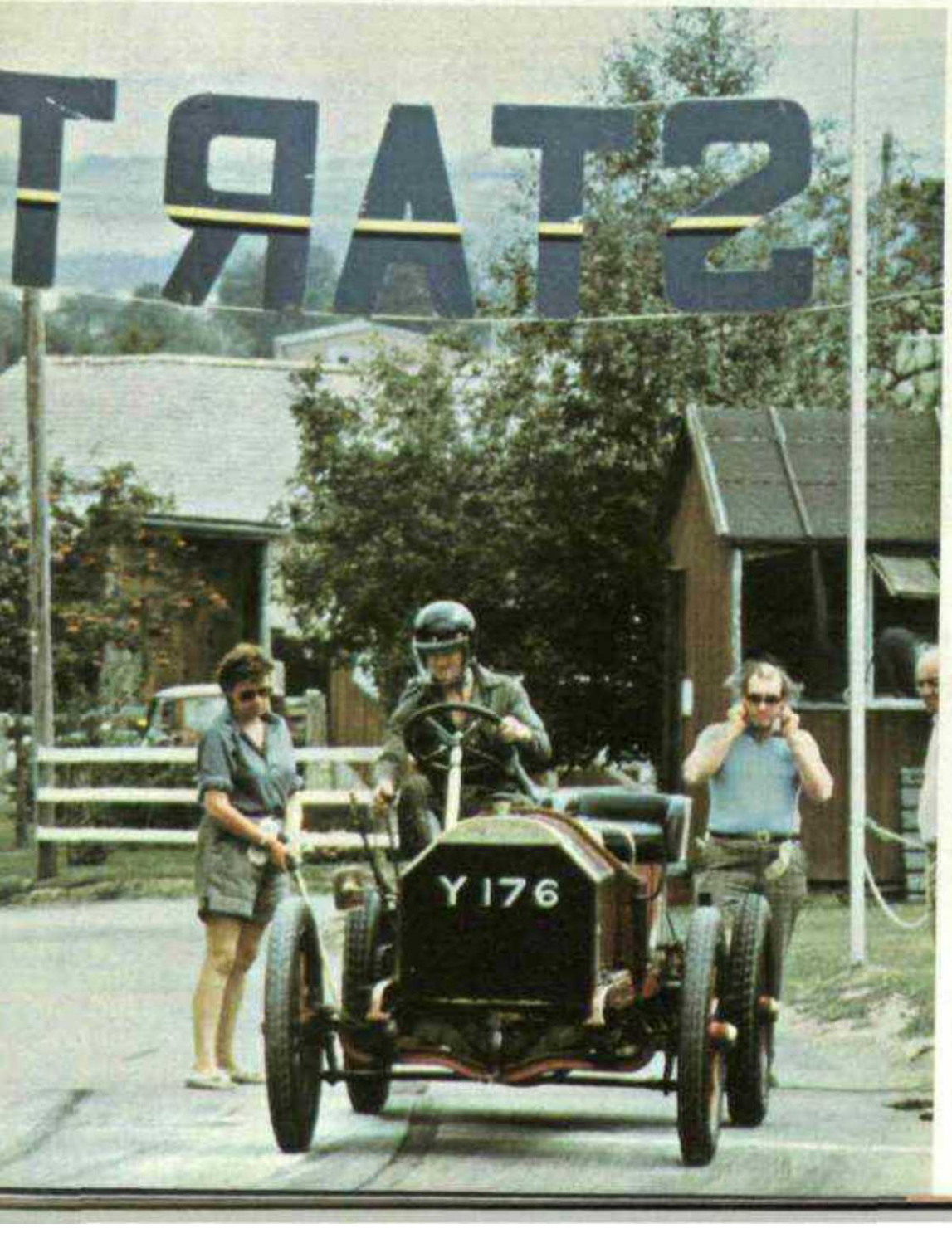
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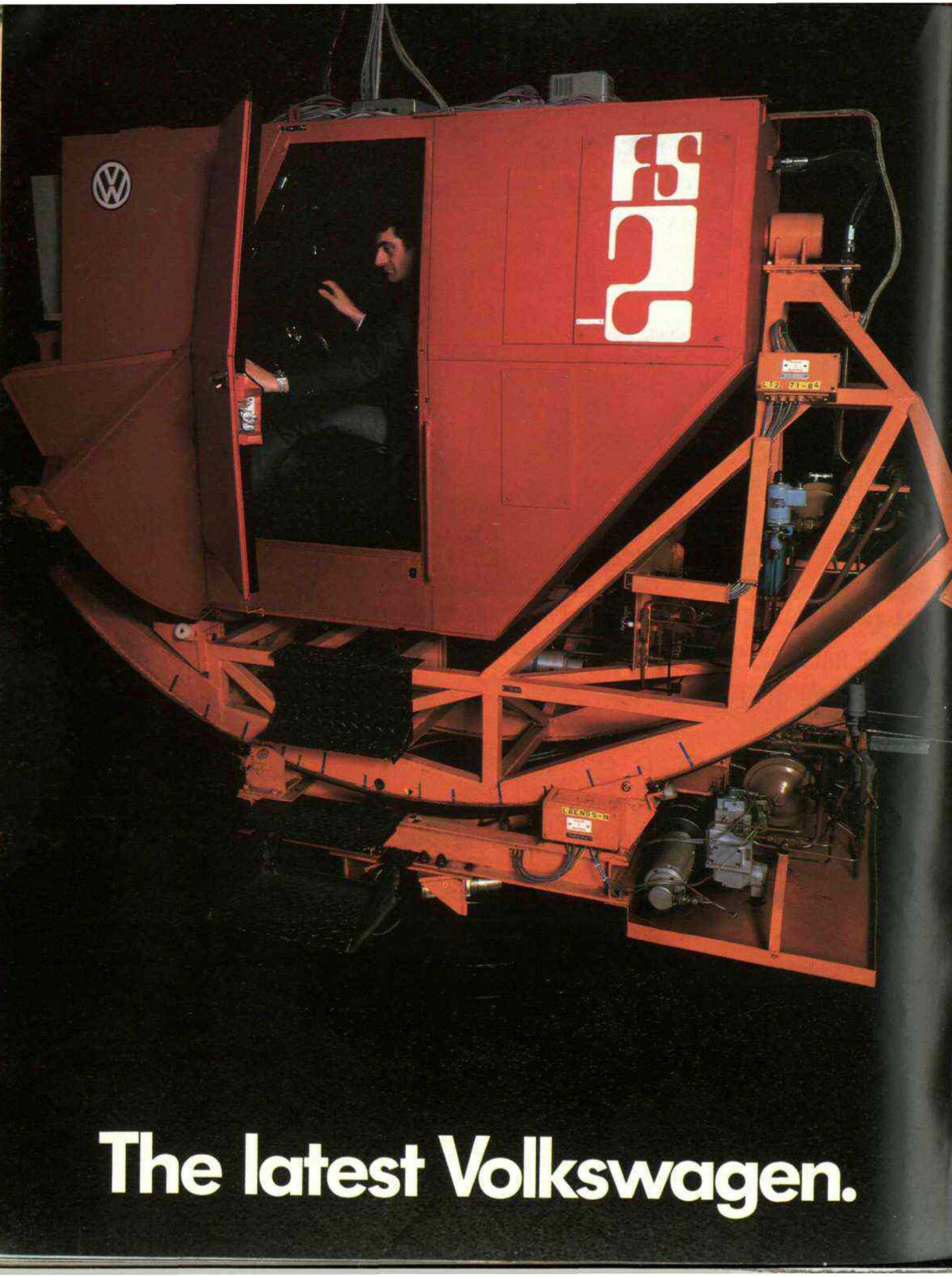
VSCC PRESCOTT GUY SMITH uses every inch of road on his way to class victory, and eventual FTD after the run-off, in his 3½-litre Alvis-Nash (above). Roger Collings just had time to fit in two runs before leaving to attend a wedding in the 1903 Mercedes 60 hp (below left), while the faithful ' Salome' carried Freddie Giles to a win in the 1½-litre racing car class.





SPA 24 HOURS ROVER'S first official entry in the Spa 24 Hour race earned the British make third place overall, the car driven by Steve Soper, Jeff Allam and Peter Lovett.

ULSTER RALLY THE Audi Quattro driven by Stig Blomqvist and Björn Cederberg won the Ulster Rally, fifth round of the Rothmans RAC Open Championship, becoming the first to win a tarmac rally with four-wheel drive.


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But perhaps the test will be repeated with different road surfaces and at different speeds.

Such information is vital in assessing the characteristics and capabilities of a future car.

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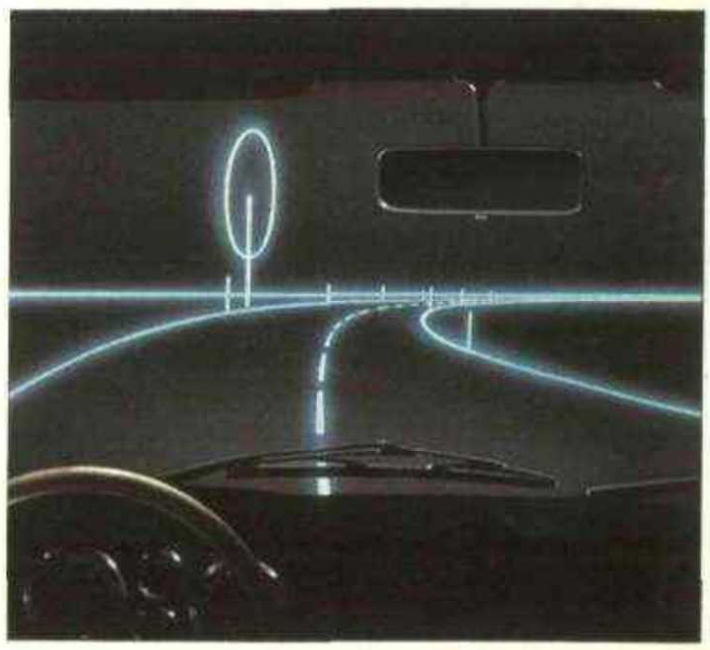
(Perhaps not surprisingly there is never a shortage of people willing to come forward for this particular aspect of our testing programme).

The fact is that we at Volkswagen, concern ourselves not just with selling cars, but with other people's safety.

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YOUNG C. KIM, chief executive of Panther Cars, outlines his plans for the future.

Panther Cars —

A small company with a big future

"I KNOW what people say about the Kallista . . . it looks like a donkey, with those big ears", say Panther Cars' chief executive Young C. Kim, in a reference to the aluminium splayed-out wings. But beauty is in the eye of the beholder, and what may be an ugly duckling to some is surely nostalgic and attractive to others. So much so that by July the Weybridge company had 265 orders on hand, and at a production rate of one car per day that works out at a year's waiting list.

The company has enjoyed a remarkable turnround in the two years since Mr Kim, a South Korean industrialist, took control from the Receiver. Founded by Bob Jankel, Panther Cars Westwinds had prospered on the production of period replicas, notably the Bugatti inspired De Ville, and by putting luxury touches to Mercedes saloons for wealthy Arab customers. The Lima model, based on Vauxhall components, was a sales success but a financial disaster which drove the firm in to bankruptcy, though the Receiver was able to keep the doors open until Mr Kim came along.

Young C. Kim (the initial 'C' is important, because his four brothers are all named Young Kim as well!) is 44 years old, the second of five, and part of the family which controls Jindo Industries, whose diversified activities include fur processing, container manufacturing, coachbuilding, manufacturing York trailers under licence, and maintaining all the US military vehicles on Guam. With an annual turnover approaching US $125 million a year, there was clearly no limit to the potential diversification. Young C. Kim's personal hobby is collecting interesting old cars, and it was while he was in England to attend a Sotheby's auction that he heard about Panther Cars and went along to see the business for himself.

The steel chassis and aluminium bodies, which are pressed out then hand finished, are made in Korea in a small factory employing 38 men on a 48-hour week. The units are then shipped to England in containers, a dozen at a time, and although it costs £250 per chassis for shipment the units are still considerably cheaper than they could be made here. It is not only the price that matters, but the flexibility to make bodies and chassis in small numbers at an economic level.

Low cost is certainly a strong attraction of the Kallista, though people would not buy them just because they're cheap. The Escort XR3 powered Kallista 1.6, at 95 bhp, costs £5,995 in Britain which is exceptionally good value — "about the same price today as the MGB was when it went out of production in 1979" points out sales director Steve Hanlon. For another £1,000 the 2.8 litre version, using a carburated Ford V6 engine, offers substantially higher performance.

Mr Kim's investment in Panther Cars is reputed to approach £1.5 million, a sum which would clearly be beyond the means of most British interests. Though outwardly similar to the Lima, the Kallista is substantially changed underneath, particularly in the suspension department; longer travel on the rear coil springs and altered damping means that the car *has* suspension, and does not lurch from bump to bump! The most significant alteration was to dispense with all the Vauxhall componentry and replace it with Ford, obtained through Ford's Industrial Products Division. Apart from the power units themselves, the running gear includes Cortina Mk4 front suspension and brakes, a Sierra 4- or 5-speed gearbox for the 1.6 and a Granada 5-speed or auto box for the 2.8, shortened Capri prop-shafts, and Capri live axles. "Ford were exceptionally helpful, even allowing us to use their emission equipment free of charge", says Mr Hanlon.

Interest began to build up when the Kallista was shown at the British motor show at the NEC last October, when 120 firm orders were taken, and has continued at a high level ever since. Panther do not now have any dealers, preferring to sell direct from the factory which helps to account for the low retail prices. They receive about ten enquiries each day, five or six of these being converted each week to orders, so that pressure on the production line continues to build up. Not content with that, Mr Hanlon has appointed a dealer in Dusseldorf and another in Paris, and is looking to make further appointments. A would-be distributer in America had to be disappointed, though, when he mentioned a guaranteed requirement of 3,000 cars a year!

One place the Kallista cannot be sold is Korea, due to a total ban on car imports. Mr Kim hopes that this ban will be wholly or partly lifted in 1985 as part of the run-up to the Olympic Games in 1988.

Having mentioned the essential changes on the Kallista, the most important outstanding item is the bodywork, which was in glass-fibre on the Lima. Aluminium is more pleasing aesthetically, and no heavier, though the reinforced doors are made of steel so as to meet European crash impact requirements, and the front air dam is made of glass-fibre simply for ease of manufacture.

At the moment Panther Cars employ 103 people, though only 15 of them are

employed directly on assembly work in three teams of five. The company is recruiting now a further two teams, so that three lines will be in operation and there may even be a shift system by autumn. By this means the output should soon be doubled to 10 cars per week, "though we could sell 500 a year in the UK alone."

Panther Cars' customers are not going to wait for years for a new car, unlike Morgan's traditional clientèle, so the search is on for suitable premises to expand. The 35,000 square foot factory area at Weybridge, just across the road from the Brooklands track, will be expanded by a further 8,000 sq ft.

New premises will certainly be needed by 1985 when a completely new sports car appears from Panther, "on modern lines, not traditional." The 2+2 seat prototype will be shown at the NEC in October 1984, and will again make use of existing Ford components. "We will continue to make the Kallista alongside the new car," says Mr Kim, "but we expect our new model to appeal to a different type of customer." The chassis will probably be made in Korea, but it seems that the bodies may be made in Britain, so the company is due for a major expansion in the next 24 months.

While the Kallista production line was being reorganised (and 49 cars had been delivered when we went to Weybridge early in July) this side of the business was obviously losing a lot of money, the mainstay then being the Mercedes conversions. Panther's own conversion is the Presidential, based on the 500 SEL, but other "customising" work includes the Daytona, Tornado and Typhoon conversions, some using German-sourced parts. Under the supervision of Andrew Mackenzie the coachbuilding side turns out about three conversions per week on average, specialising in plush interiors with leather, Wilton, walnut burr cappings, TV, stereo, electric glass partitions, cocktail cabinets and any other Arabian whim. Some conversions are on the Range Rover, one with a Chrysler 6.9-litre engine, another with a power-operated hood, and more with six-wheel configuration and 6 × 4 drive.

The *pièce de résistance* which is now nearing completion is a massive Bugatti inspired de ville for the Sultan of Balangor. This is the biggest car ever made by Panther, with many inches added to the already inspiring proportions, and the equipment will include twin air conditioning systems as well as every other comfort imaginable. It is taking a year to build and is valued at £100,000 ("paid by instalments," says Mr Hanlon firmly), though how the Jaguar 4.2-litre engine will cope with pulling this three-ton monster around in sub-tropical conditions is hard to imagine.

Sales of conversions are all by word of mouth, one Prince showing his acquisition to another, though an agent has just landed Panther with a further £2 million worth of business. By way of a change, Panther are now preparing a special conversion on a Jaguar saloon, which will make its appearance in the autumn. While we cannot say any more, its launch will be linked with a famous London store and a prestigious Sunday newspaper! It will be interesting to see if there is a demand in this country for an all-British luxury product.

Of the future, Mr Kim uses a charming eastern proverb: "Like a bridge, you should knock it before you cross it." As he says: "We are very conscious of our size, and we do not want to expand too quickly. Our problem is not selling the cars, but delivering them." Of the British workers, Mr Kim says that they work to very high standards. "They are craftsmen, perfectionists . . . almost too much. I have to remind them sometimes that we are not building a Rolls-Royce!"



THE colourful assembly line of Panthers, made at a rate of five per week though this level will be doubled in the coming months.

There is, somehow, a sharp contrast between half the workforce which is making some of the cheapest sports cars available on the British market, and the other half which is turning out the most expensive conversions imaginable for people who have little regard for expense. Presumably these two distinct operations will be physically separated when the planned expansion takes place, though Mr Kim is naturally concerned that by moving to new premises the craftsmen employed by Panther will continue to be available. The handwork element might, perhaps, stay at Byfleet supplying a pukka production line somewhere else.

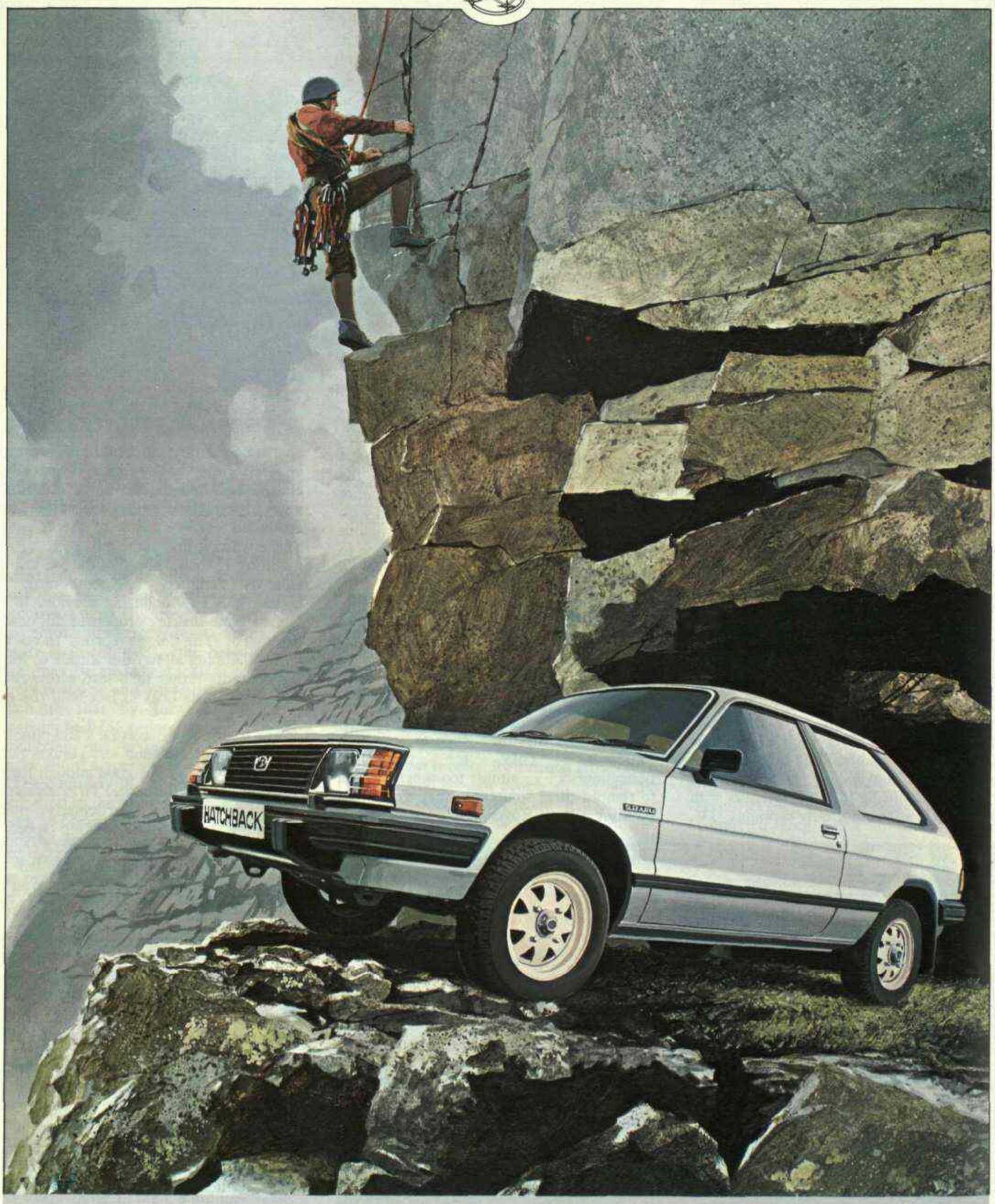
Kallista impressions

In the prevailing fine weather we could understand the public interest in the Kallista, though it wouldn't altogether explain the interest generated through the winter. Hood down, and motoring along country roads around Guildford, we could appreciate the "back to nature" appeal of a cheap, well mannered sports car which, apart from the physical differences, reminded us very much of the "frogeye" Sprite when it first came out.

Sitting 18 inches ahead of the live axle the ride is definitely not boulevard, yet colleague A.H.'s enduring memory of the Lima's bone-shaking properties can now be expunged. The longer spring travel and stiffer damping allows the wheels to follow the contours rather than leap across them, and the Kallista does in fact hold the road quite well.

The steering — Escort rack and pinion — feels very direct, the non-servo brakes rather unresponsive . . . but good enough for the 1.6-litre car's performance. To be honest the 1.6 did not feel particularly quick, struggling to an indicated top speed of around 90 mph though the claimed maximum is 105 mph. To be fair the demonstrator had only 1,500 miles on the odometer and was not properly run-in, but in a car weighing 870 kg (50 kg less than an Escort XR3) we had expected the Kallista to feel more eager than it did. The aerodynamics, or lack of them, certainly would affect the maximum speed, and we would expect the car to feel more lively with an engine that had covered a few thousand miles.

Character and charm would sum up the appeal of the Kallista. The 2.8-litre version, which we will test shortly, should add the ingredient of performance which the 1.6 lacked, while an injection version is under development would be, should be quicker still. — Michael Cotton



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Book Reviews

"Ferrari 4-Seaters" by David Owen, 134 pp., 8½ in × 7 in. **"Saab Turbo"** by Graham Robson, 135 pp, 8½ in × 7 in. **"Mercedes-Benz 300SL"** by William Boddy, 135 pp, 8½ in × 7 in. *(Osprey Publishing Ltd, 12-14 Long Acre, London WC2E 9LP.* £6.95 each).

This is the latest trio of books in Osprey's well-known "AutoHistory" series, well-illustrated, decently documented, with specifications tables and colour centre-spreads. David Owen deals with the rather neglected, book-wise, V12 Pininfarina 2+2 Ferrari models from 1960 onwards. Graham Robson covers in his book the birth of the pioneering Saab Turbo in some detail, with many original pictures, the claim being that this is the first book on the subject. W.B. writes of the introduction and development of the Mercedes-Benz 300SL, first for competition purposes, then as a very desirable 3-litre six-cylinder production model in both classic Gull-Wing and Roadster forms, putting in memories of driving Gull-Wings on test for MOTOR SPORT.

"Prelude To Overlord" by Humphrey Wynn and Susan Young. 154 pp. 8¾ in × 7 in. **"Great Interruption"** by Laurence Irving. 225 pp. 8½ in × 5½ in. *(Airlife Publishing Ltd., 7 St. John's Hill, Shrewsbury, Salop SY1 1JE.* £9.95 *and* £10.95.)

It seems that this is judged to be the time for looking back on how we overcame the German invasion of Europe during WW2 and we are reviewing these two informative works together because they are both about this subject, for the air-cover aspect. The first is full of data, photographs of personalities, and detailed tables of air and bomber commands as they were drawn up prior to the great, and mercifully successful, "Overlord" landings. The second book is an autobiography of 1939-1954, about serving in the RAF Intelligence Department, with responsibility for censorship of Press coverage, and then the contribution of 35 Wing to the "Overlord" operation, including the reconnoitring of V1 missile-sites in France, and above all its services to the 1st Canadian Army in this difficult campaign. The story is told from the personal angle, whereas the former is more documentary; together, these books provide a fascinating, astonishing, insight into a dramatic and vital part of Britain's military history. — W.B.

"24 Heures du Mans, 1982". Published by Publi-Inter SA, Levallois. (UK distribution by *Menoshire Limited, 49 Churchfield Road West, Acton W3. Price* £18.95.)

As a complete record of the 24 hour event at Le Mans each year, the volume produced by Publi-Inter has no rival. The text is entirely in French, but this is primarily a picture book with excellent colour and black-and-white pictures throughout, all well printed on art paper.

It is a pity the book is published more than a year after the event, other publications and annuals managing to appear by the year-end usually. However, the book of Le Mans 82 is fully tabulated, recording the progress of every car that appeared, so it is a worthwhile record of the event which the Porsche 956s so thoroughly dominated. The main feature in the book is a 14-page section devoted to Colin Chapman, and Lotus' fortunes at Le Mans year by year between 1955 and 1967. — M.L.C.

Two more of those very big omnibus histories so acceptable to avid transport enthusiasts have come from The Transport Publishing Co., 128 Pikes Lane, Glossop, under the editorship of Alan Townsin. The first is "British Bus Systems, No. 1: Cumberland" by Harry Postlethwaite, the second simply "The Western" by Neil MacDonald. Each is *packed* with fine pictures, from the early days onwards, and the route maps alone are of great interest. The respective prices, in soft covers are £7.00 and £14.00, casebound, £8.50 and £18.00 respectively, which is very good value indeed.

Another very welcome one-make history from Haynes, done in landscape style, is "Ginetta" by John Rose, running to 136 information and picture-packed pages measuring 6¼ in × 8½ in and costing £9.95. The racing cars are included in the 15 chapters and Bob Walklett of Ginetta Cars Ltd has done the Foreword.

* * *

It never ceases to amaze this reviewer that books on identical subjects come out in close proximity. Thus, having referred to Langworth's coverage of the 1953-1984 Chevrolet Corvette sports-cars in the July MOTOR SPORT, there now comes Haynes' big picture book, "Corvette" by Barry Coleman, also running to the 1984 models, even beyond. Of 96 12½ in × 9½ in pages with all the pictures in colour, it costs £6.95.

* * *

Following introduction of their "Ordnance Survey Road Atlas of Great Britain", which we reviewed in the May issue, Newnes have introduced a less-expensive (£3.35) "Ordnance Survey Motoring Atlas", a large publication containing maps of the whole country at the large scale of three miles to the inch, except for the Scottish Highlands and islands, which are at seven miles to the inch. Town centre maps, through routes in London and much other useful data is included.

* * *

Ward Lock Ltd, 82 Gower Street, London WC1E 6QE, have put a Rolls-Royce book into their nicely-produced little "Source" series, done by Lt-Col Eric Barrass of the R-R EC. In his Foreword he uses some of the R-R legends, published recently in R-R advertisements, which reminds me that I must ask someone to show me the "balanced penny-trick", at *full throttle*, with a Rolls-Royce, assuming we can find an old penny and that it will first stand on its edge on the famous radiator . . ! That apart, this isn't a bad attempt to cram into 128 pages measuring only 4½ in × 6½ in all the R-R car, engine, aviation, personalities, and specifications stuff, with good pictures. So, although we have *so many* R-R books, the saving grace here is that this one sells for only £3.95.

* * *

Osprey have also brought out a 176 page, 10 in × 7½ in book by Evan Wilson about the "Alfa Romeo Giulietta", dealing with the 750 and 101 series of such cars from 1954 to 1965, in Giulietta and Giulia forms. The full coverage in picture and text should delight enthusiasts for those cars.

* * *

The Road Locomotive Society, Oak Lea, Moss Lane, Mobberley, Knutsford WA16 7BU, following its reproduction of an early Wallis catalogue, has now come up with one on Foster traction engines, road locomotives, and waggons, available for £1.80, post free.

Haynes has entered the aviation-book field with a series of Super Profiles. The first three of these cover respectively the Harrier, the B-29 Superfortresses, and the Boeing 707, under the Series Editor Christopher Chant. Not too long or elaborate, these are excellent introductions or references to the very illustrious aeroplanes concerned, at the right price — £4.95 each.

Gordon Riley, Editor of *Vintage Aircraft*, has compiled another edition of his "British Aircraft Museums Directory", available for 90p from Bourne End House, Harvest Hill, Bourne End, Bucks.

We have received from John Murray "Spitfire — A Test Pilot's Story", which will be reviewed next month. — W.B.

Cars In Books

I WAS INTERESTED to find in one of the books by the Rt. Hon. J. E. B. Seely, to which I referred in July, an account of how when Seely joined the Air Ministry after the Armistice it was arranged for him to investigate the practicality of using the Thames as a landing-ground for military seaplanes. A fast Short seaplane was put at his disposal and flown over the land from Medway to Greenwich and on to the intended landing place opposite "Big Ben" at Westminster. To his surprise, Seely, who had already put on his top hat for his trip by launch to the Speaker's steps, was flown *under* Tower Bridge by the intrepid pilot ". . . about 20 feet above the traffic moving below us. The people on the tops of the omnibuses, I perceived, covered their heads with their hands as we roared through." Three minutes later they were at Westminster, where the pilot circled "Big Ben" three times.

He then landed safely and later managed the tricky take-off from between Westminster and Lambeth bridges. Seely says he had issued a recent stringent regulation against flying low over the Thames and that the flight under Tower Bridge resulted in a complaint from the Chief Constable of the City of London to the Lord Mayor. It was said that two men riding on a 'bus had had their hats knocked off. Seely concludes by saying that the element of risk was exceedingly small, adding "I hope and believe this is the last time that anyone will fly through the Tower Bridge". He had reckoned without Major Draper, DSC, who flew under more than just Tower Bridge, indeed under *15* Thames bridges, many years later first in a DH Pussmoth, then after the War in an Auster, as described in his book "The Mad Major" (Air Review, 1962). I strongly recommend this book, which was reviewed in MOTOR SPORT at the time of publication, if copies are still to be had. There is no mention of Seely's flight through Tower Bridge in it, nor can I find any reference to this in some of the leading aviation histories I have consulted, so it would be interesting to know if anyone remembers Seely's flight, which presumably took place in about 1919. Major Draper has said of flying under Thames bridges that "a flight of this kind cannot be done on the spur of the moment just because one feels like it". So it does seem odd that a pilot with a top-ranking Minister as his passenger should have done just that, in what was a fairly primitive seaplane. I wonder whether C. G. Grey made any comment? —W.B.

VSCC Colerne

THE annual speed trial over a standing-start kilometre, with times for the quarter-mile and kilometre and speed over the finishing line, was held on the airfield near Bath on July 24th by kind permission of the CO, Lt Col C. A. Colvin. Admission was strictly by VSCC membership card only and it was the sort of gathering that makes membership of the VSCC so worth while. Some interesting times and speeds were recorded by cars, the youngest of which was 25 years old and the oldest was over 75 years old. Drivers also ranged widely from 17 to over 70 years of age. FTD went to D. R. Morris driving his father's 2-litre ERA and best Vintage time went to H. Moffat (Bugatti 35B), but S. Phillips (Lotus 16) recorded the highest terminal speed. The list below gives the best of two runs for the ¼ mile, the kilometre and the terminal mph figure in order of speeds.

		Sec	*Sec*	*MPH*
1.	S. Phillips (Lotus 16—2.2-litre 1958)	13.72	24.27	136.0
2.	D. R. Morris (ERA R11B — 2.0-litre 1936)	13.42	24.38	134.2
3.	G. St. John (Bugatti T51 — 2.3-litre 1931)	13.77	24.99	133.3
4.	Lord Raglan (Bugatti T51 — 2.3-litre 1932)	14.33	26.02	128.21
5.	N. Preston (Bugatti T35B — 2.3-litre 1929)	14.10	25.78	127.39
	D. H. Day (ERA R14B — 2.0-litre 1938)	14.46	26.19	127.39
	R. Felton (Maserati 4CL — 1.5-litre 1939)	14.72	26.47	127.39
6.	H. Moffat (Bugatti T35B — 2.3-litre 1928)	14.51	24.61	127.0
7.	I. Preston (Bugatti T35B — 2.3-litre 1929)	14.24	26.07	126.0
8.	P. Jaye (Attenborough Spec. — 2.0-litre 1938)	14.45	26.08	125.0
9.	A. Brooke (Vauxhall Villiers — 3.0-litre 1929)	16.47	29.03	119.76
10.	C. D. Jones (Riley Spec. — 2.5-litre 1938)	15.05	27.59	119.05
11.	B. Heath (Frazer Nash Le Mans Mk 2 1952)	15.72	28.47	118.0
12.	R. J. Burrell (Bentley-Royce V12 — 7.2-litre 1936)	15.14	27.82	114.94

Other interesting speeds were recorded by A. D. Jones (Frazer Nash "Patience") 84.03 mph, G. Hare (Frazer Nash "Reply") and M. Cann (Aston Martin 2-litre) 90.4 mph, S. Phillips (BMW 328 mod). 106.5 mph, B. Summerfield (Avon-Bentley Spec.) 110.5 mph. F. A. O. Gaze (Napier Replica) 111.73 mph, A. H. Chamberlain (Napier Replica) 109.29 mph. M. Walker (Panhard 1908) 92.59 mph. R. Barker (Napier (1908) 89.7 mph.

VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO OLD CAR MATTERS

The 25/50 hp Talbot

THE TALBOT, as a make, has a complex ring to it, because it can be Lago, Roesch or London. The great 25/50 hp model comes in the last-named category, stemming from the Bayard cars made by Mon A. Clement in France. When the Rt Hon the Earl of Shrewsbury and Talbot, KCVO, who had hansom-cab interests in London and was an enthusiastic user of Panhard-Levassor and Clement-Bayard cars decided, in 1904, that it was time he got into the expanding motor industry, he branched out from being Chairman of the British Automobile Commercial Syndicate, with Weigel as managing director, to forming Clement-Talbot Ltd, for the manufacture of cars at a new and lavishly-appointed factory and headquarters on land at Ladbroke Grove in West Kensington, London, which was probably part of his stabling for cab horses.

It is now well-known that this factory, which still exists and should be a preserved building, was opened late in 1904, at Edinburgh Road, later called Barlby Road. It was an elaborate edifice of offices and palatial entrance hall, as well as a very modern factory, reminiscent of the Argyll factory outside Glasgow. It occupied 3½-acres of the Earl's 5¼-acre site and a ⅛th mile test-track ran round it, with slightly banked corners. It was here that the first Clement-Talbots were made, London-built, with very strong Anglo-French undertones.

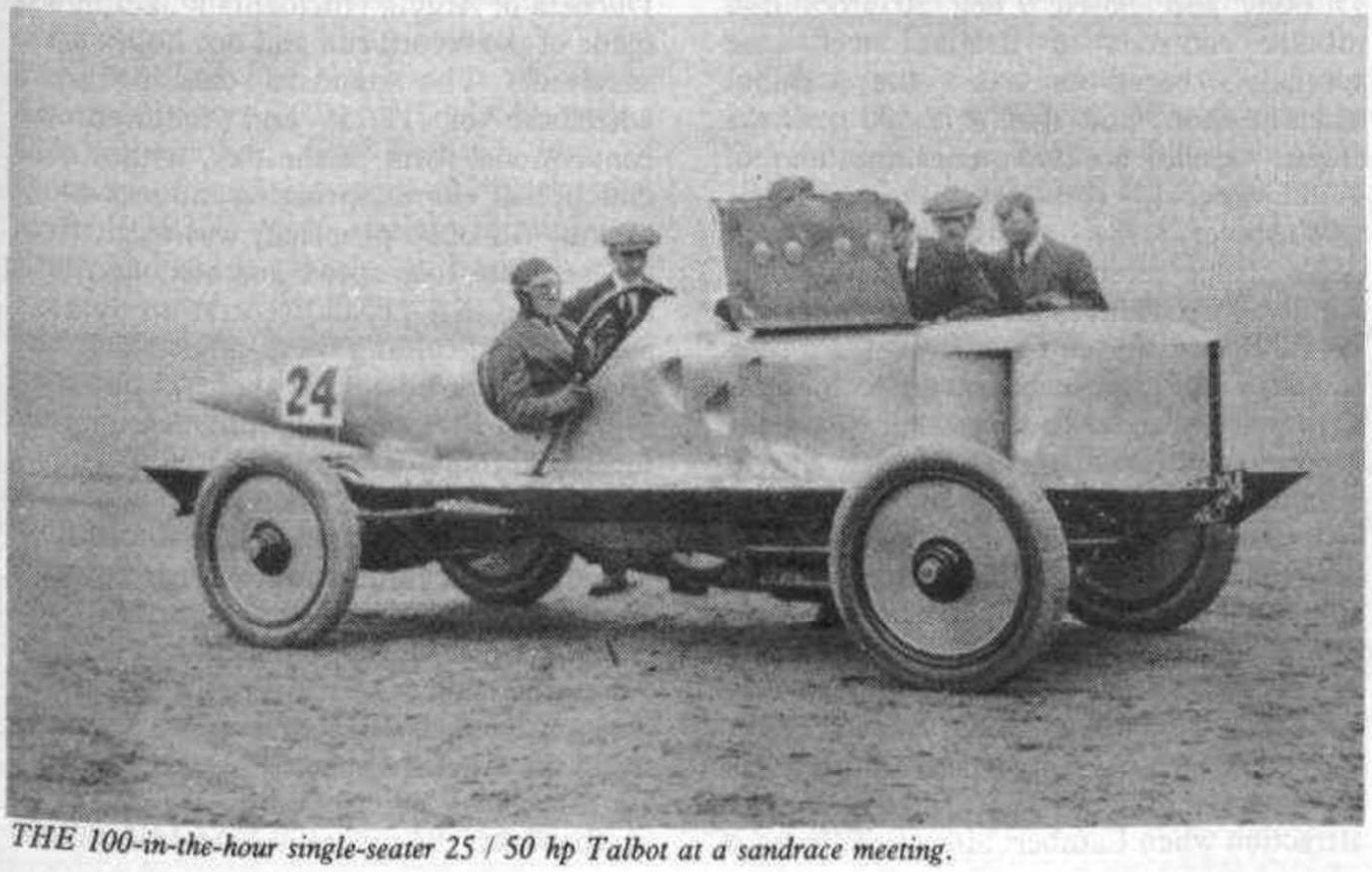
No doubt due to its unusual aristocratic connotations, the Clement-Talbot soon had a considerable following among influential folk, Lord Linlithgow for example recommending the Lord Bishop of Bath and Wells to acquire an 8 hp two-cylinder Talbot. As the smaller models gave way to the carefully-constructed larger cars, these going up in nine steps from 12 hp to 50 hp, later to be replaced by the celebrated 12/16 hp and 16/20 hp Talbots, these became very well established. In 1905 the 24/30 and 35/50 models were announced and Weigel, a noted troublemaker, was quietly dropped from the Board, T. H. Woolen becoming Talbot's General Manager, and C. R. Garrard the Works Manager. By the beginning of 1906 an entirely British 20 hp Talbot was being made at Barlby Road, the work of Garrard.

A successful day at the Fromes hill-climb led to the "Invincible Talbot" trade mark being adopted. After Garrard had left to join the Sheffield-Simplex Company, his place was taken by G. P. Mills, and in 1911 George Brown, from Austin's, came to work for the Talbot organisation under Mr Mills. By this time the rather confusing range of models was still being made, four-cylinder 12, 15, 25 and 35 hp chassis, and a 20 hp six-cylinder. Some time ago Anthony Bamford sent us some splendid photographs showing impressive assemblies of these early Talbots outside the Earl of Shrewsbury's impressive mansion, Ingestre Hall near Stafford (now a school), and another of the Earl in hunting garb about to crank up one of the larger models. Lunching with the present Earl of Shrewbury a year or so ago I commented on these pictures, of which he showed me the originals, and he told me that the occasion would have been family parties at the house and that one of his Aunts would have known not only to whom each car belonged, but very likely the names of their chauffeurs. The Earl added that the picture of his Grandfather was probably a posed one, as a man would have been called to actually crank-up the engine. . . .

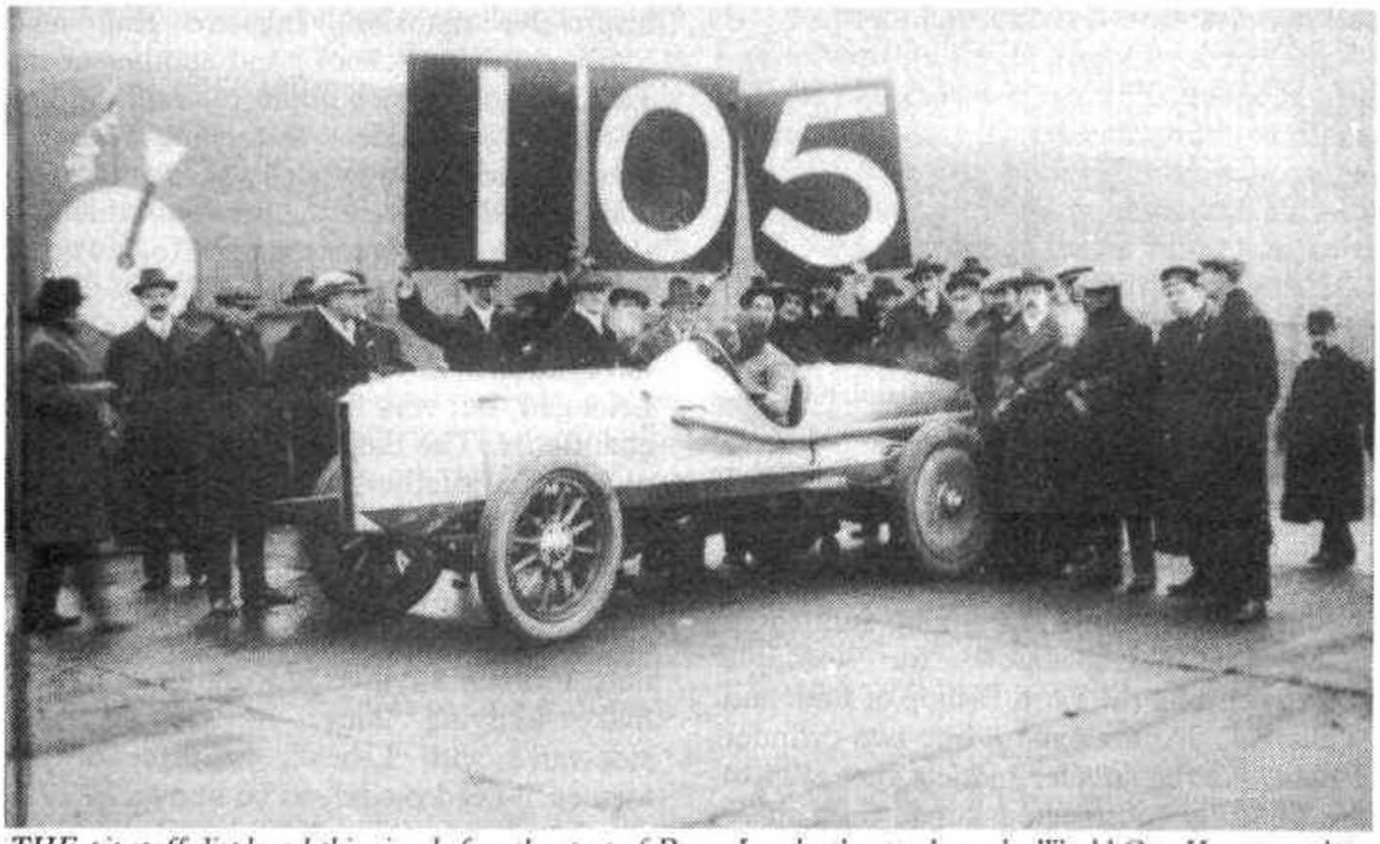
From the aforesaid rather complex range of Talbot cars, one in particular was to stand out, indeed, to give this modest British make undying fame. It was the new side-valve with L-head, in place of the former T-head model, to be known in 1914 as the Type 4ST 25/50 hp Talbot, in keeping with its juniors, the 15/20, 20/30 and six-cylinder 20/40 hp cars. It had a bore and stroke of 101.5 × 140 mm (4,531 cc) and was to be promoted by a Brooklands' racing programme. To this end George Brown, who had been responsible for the successful series of Austin "Pearly" racing cars driven by the famous Percy Lambert, was given the go-ahead to prepare a well-streamlined single-seater version and naturally he engaged the popular Percy Lambert to drive it.

From the standard chassis, which sold for £515 in 1914, the least expensive complete car costing £610, Brown evolved an efficient racing version with the very narrow body and faired in dumb-irons, radiator etc favoured at the time, with a cone-type tail over the fuel tank. Thereby attaches an amusing tale, for on one occasion, when being push-started at Barlby Road for his run to the Track, which Lambert always made by road, this tail came off under the grip of the Foreman's arm as they were struggling to push-start the car on the test-track and, failing to hear the shouts, Percy set off without this aid to reduced wind drag. Fortunately there was someone, presumably a Talbot agent, at Shepherd's Bush and a frantic telephone call enabled him to dash out and stop the surprised Lambert and get him to return for the missing tail before he left London for Kingston-on-Thames and the Cobham Fairmile. . . .

With this slim 25/50 Talbot "Pearly" Lambert gained many significant successes at Brooklands, in sand events, and in public-road hill-climbs and speed-trials. When it wasn't Lambert who was challenging the Vauxhalls and Sunbeams in the last-named category it was Leslie Hands, who made ftd at Weymouth, Weston-Super-Mare, and Porthcawl in 1914, repeating this in the Caerphilly hill-climb, and at Colwyn Bay. Hands then beat Guinness' GP Sunbeam at Saltburn, where Hedge's 25/50 Talbot won two events, prior



THE 100-in-the-hour single-seater 25 / 50 hp Talbot at a sandrace meeting.



THE pit staff displayed this sign before the start of Percy Lambert's attack on the World One Hour record, to indicate the speed they thought the Talbot would attain — allowing for its height on the banking, a very accurate estimate!

to which Lambert had triumphed at Beacon Hill in 1913, beating Higginson's 30/98 Vauxhall by 1.4 sec, while Hands, using the Brooklands' Talbot, did likewise at Pately Bridge hill-climb.

On the Track this remarkable car had put up such effective Class F short-distance records, the half-mile at 113.28 mph for instance, that it was clear that the Earl of Shrewsbury had the great landmark of 100 miles in the hour within his grasp. This was being contested by far larger cars, such as Excelsior and 15-litre Lorraine-Dietrich, but mechanical troubles and tyre failures after some 50 miles had caused it to elude them. Perhaps a simple side-valve 4½-litre car could better the World's hour record, held by Victor Hemery's giant Lorraine, at 97.49 mph?

To this end the Talbot was brought out in February 1913, confidence such that the attempt was well publicised. Tyre trouble ruined the first bid but a week later, although the fog at first prevented Lambert from seeing the top of the bankings, the Talbot ran perfectly, the Palmer cord tyres, retained with extra security bolts, stood up (although gangs of specially trained fitters stood by in case they gave trouble) and after a standing lap at 87.24 mph Lambert never went round at lower than 100 mph, his quickest circuit being at 106.42 mph, with the result that 103.84 miles were covered in the 60 minutes, the first time any car had exceeded 100 in the hour. The pit had been run by Harold Lambert, Percy's brother, himself a racing driver (he drove Crossley and Bugatti cars at Brooklands), the Earl congratulated Lambert as he climbed out of the cockpit and the mechanics, who had predicted the record would fall at around 105 mph, were jubilant. A fuller account of this epic achievement appears in my Brooklands book, pp 43-45 (Grenville, 1979).

Part of the reason why a side-valve car was capable of this remarkable speed was because G. W. A. Brown had contrived for it to run up to 3,500 rpm, then a very high engine speed. The power output claimed for the racing engine was 40 bhp at 1,000 rpm, 80 bhp at 2,000 rpm, 120 bhp at 3,000 rpm and over 130 bhp at 3,500 rpm, which I quoted in the first single-volume edition of the Brooklands History. Anthony Blight took me to task, saying that a more realistic figure would have been 105 bhp at 2,500 rpm. Bowing to this great authority on Talbots I duly amended this in the last edition of the book, although the original information had come from no less an authority than *The Autocar*, admittedly from someone they termed their "occasional correspondent".

Not many secrets of the racing engine were disclosed, but it seems that it ran with 40 deg ignition advance, that the inlet valves opened 14 deg 45 atdc, and closed 30 deg 30 abdc, that the exhaust valves opened 46 deg 15 bbdc and closed 9 deg 30 atdc, that tubular con-rods of Belgian steel were specially bored-out in the Talbot machine-shop, and that at 2,500 rpm the engine gave a fuel consumption of 17 ton-mpg.

Whatever the truth, this great performance established the reputation of the 25/50 hp Talbot and of its designer, G. W. A. Brown, for all time. Brown had been educated at Charterhouse and Glasgow University, and had worked in the experimental departments of the Argyll, Humber and Austin motor companies, and had driven the "Four Inch" Humber he designed in the 1908 TT, and the Austin "Pearly I" successfully at Ostend. One wonders where his war-time and subsequent career took him? He had geared the hour-record Talbot at 2.43 to 1, using 880 × 180 tyres, which represented 105 mph at 2,500 rpm. The car was naturally a great attraction when Lambert afterwards raced it at Brooklands, but this great racing motorist, who had driven for Percy Kidner of Vauxhall's continued to race a 2.8-litre Singer during the 1913 season, with which he won the Whitsun 100 mph Short Handicap at 80 mph and two All-Comer's races. At the August races Lambert's Talbot beat a Vauxhall in the 100 mph Long Handicap, after a lap at 112.68 mph. For the Autumn Meeting a 101.5 × 150 mm (4,754 cc) engine was installed in a strengthened chassis and it was in this form that Lambert contested his hour record, which Goux's twin-cam 7.6-litre Peugeot and then Chassagne's V12 9-litre Sunbeam had broken, the latter at 107.95 mph.

On an earlier attempt things had not been good for Lambert. He was badly thrown about, the discs on the Talbot's wheels made handling difficult and the earlier engine then blew up, the car, contrary to normal practice, having to be taken back to Barlby Grove on the spares lorry. Things were worse on October 31st, 1913. Earlier the Talbot had put the World's 50-mile record to 110.96 mph. Lambert then had to wait from that Monday to the Friday for good weather. He set off in pursuit of the coveted hour honours but a mysterious accident befell him after 21 laps, behind the Members' Hill, and, the car rolling over and over, the driver died of a fractured skull. Lambert was buried in London's Brompton Cemetery, a spoked wheel forming his headstone. Some measure of how fast the single-seater Talbot was can be gauged by its best lap before the calamity — 114.23 mph, compared to a race-lap by the 9-litre Sunbeam of 118.58 mph. The car was not used again, but the long-stroke engine was removed from the wreckage and used in the Talbot which Vandervell and Barnato raced for a brief period after the Armistice.

These fine performances must have enhanced sales of the normal 25 / 50 hp Talbot, the satisfied users of which included Lord Tweedmouth and the Dowager Duchess of Argyll. (Incidentally, a film was made of the record run and one hopes it has survived.) The standard chassis had a wheelbase of 11 ft and followed the conventional form of the day, with a cone clutch, half-elliptic springing and rear-wheel brakes. An open propshaft was used, from the separate four-speed gearbox, and it is interesting that pedals (central accelerator) and steering-column were adjustable. The engine, which developed about 55 bhp, had a Stewart-Precision updraft carburetter feeding through a water-jacketed Y-shaped manifold on the nearside, with a well-formed four-branch exhaust manifold above it. The cylinders were in two separate blocks of two, there was pump and fan cooling, and the sparking plugs were in valve caps along the nearside of the heads, ignition being by Bosch magneto and coil, using the latter for starting up, the magneto for running. The brake and gear levers were on the right, the fuel tank held 13½ gallons

and you lubricated your car with Talbot oil and grease. Top speed was about 57 mph, with 18 to 19 mpg.

The 25 / 50 hp Talbot was certainly one of the fine cars of its period, proudly using the Earl's crested hound (or Talbot) insignia as its badge. But it did not have long in which to establish itself before war broke out and the Talbot factory busied itself with shell manufacture and the repair of aero-engines. Nevertheless, the cars gained a notable war-time reputation, along with Crossley, Sunbeam, and Rolls-Royce. The Admiralty in particular made good use of the 25 / 50 hp chassis, both as staff-cars and ambulances, and even as improvised armoured-cars for the Belgian front. Production for the private sector ceased after 1915, and that year the chassis price had gone up by £61.

Had it not been for the STD merger soon after war had ended, there is no reason why the Talbot should not have enjoyed as much success as other makes in its field, for overhead valve engines were some years away and other manufacturers were compromising with pre-war designs. In this context, Barlby Road revived the 25 / 50 hp model, as the Type 4SW, after the Armistice, giving the engine bigger water jackets and using Skefco ball-races in gearbox and transmission. The chassis price had risen to £850 by 1919. At that year's Show two saloons were exhibited, and as with other high-performance cars, from then on the 25 / 50 hp Talbot was apt to be burdened with heavy bodywork, although for a time a tourer priced at £1,230 was listed, on what seems to have been a fractionally-longer-wheelbase chassis with 880 × 120 tyres. At that first post-war Olympia coachbuilders like W. H. Arnold, Caffyns, and Maythorn displayed their wares on the big Talbot, and the Earl of Leitrim got Thorn's to put a polished wood brake body on this substantial chassis.

Other discerning motorists followed suit. J. F. Buckingham, of incendiary bullet fame, had a Charlesworth all-aluminium open body on a 25 / 50 hp Talbot, Malcolm Campbell Ltd had the honour of supply Admiral Beatty, KCB, MVO, DSO, with a Cole all-weather, and Bernard May of Moseley ordered an ivory-and-black two-seater (OE32), with straight-through exhaust and spare wheels far back on each running board. A Mr O'Brien had a sporting two-seater with a prominent outside exhaust pipe put on a 25 / 50 hp chassis (FC 4121) by the London Improved Motor Coachbuilders, an unusual item for a non-racing car being a radiator cowl, on which the word "Oriel" was inscribed, to denote the owner's Oxford college.

The chassis price rose to £1,050 during the 1921 slump but was back to £850 in 1922. That was the last year of 25 / 50 production, for the old Talbot factory was in the doldrums and when Georges Roesch was called-on by Louis Coatalen to revive it, he had little time for the 25 / 50, the design of which dated back to 1910, preferring to turn the post-war 8 / 18 into his delightful 10 / 23 Talbot, pending production of his brilliant 14 / 45, and subsequent London Talbot models, all about which Anthony Blight has told us in great detail in his book "The Invincible Talbot" (Grenville, 1970). But by being the first car to put more than 100 miles into an hour, the 25/50 hp Talbot is assured of immortality.



PANHARD leading Itala up the hill from Londinieres — echoes of the 1908 Grand Prix at Dieppe.

This was recognised by VSCC members. At one time an all-weather used to take part in Club events and soon after the War Barry Clarke acquired a Talbot breakdown truck I had told him about at a Byfleet garage, and re-bodied it and another 25 / 50 hp chassis. The former became, much later, the basis of the 70 mph 25 / 50 with lightweight Wilkinson skiff body campaigned so effectively by John Rowley before his untimely death. He was also busy building a similar car. Bentley fancier F. M. Wilcock, for fun, put a two-seater parody of the Lambert car on a 1913 25 / 50 which he had found derelict in a yard near Billingshurst in 1949, another breakdown truck which had been there since about 1939 (PA 5522), and which he ran at the 1952 Brighton Speed Trials. It was later turned into a more practical two-seater by Barry, his second 25 / 50. Wilcock has a 1912 2.4-litre Talbot in his Jersey Motor Museum in which he has driven more than 50,000 miles since rebuilding it, after finding it in storage at Bolney. He used it for differing VCC and MCC competition events. He also regularly uses a similar Talbot (J 1910) which was rebuilt from an ice-cream van found in Eastbourne with an original two-seater body. A 1913 chassis, *sans* engine, robbed of some small parts for this Talbot was the one, with 1919 engine, passed on to John Rowley *circa* 1978.

Day-Trip to Dieppe

UNTIL the end of 1907 the Grands Prix held in France, Germany and Italy were each held under different regulations — which must have made life very difficult for those manufacturers who wished to take part in more than one of the events. The Grand Prix de l'Automobile Club de France, which was held on July 7th, 1908 (a Tuesday, for some reason) was the first to be held under agreed international regulations — those decreed a minimum weight of 1,100 kg, and a maximum cylinder bore of 155 mm for 4-cylinder engines, 127 mm for 6-cylinders.

This 1908 event can therefore be considered to be the first "One Formula" race; it was held at Dieppe over ten laps of a 77 km circuit — some 480 miles. The race-day's 75th anniversary was celebrated on July 7th, 1983 by a group of eight still-lusty Edwardian racers. Led by John Walker's Panhard et Levassor and Sam Clutton's Itala, they went via Le Havre to Dieppe to drop oil and split pins around the long circuit which still looks, apart from the tarmac surface and the lack of safety barriers in the villages, very similar in many places to the way it did in 1908.

In 1983 we did not try to emulate the winner's (Lautenschlager on Mercedes) distance, nor his speed — 69½ mph, which included the time taken to change eleven tyres. Rigal, who finished in fourth spot on his Bayard-Clement at an average of 64½ mph had to find time in his crowded day for the changing of nineteen tyres.

In a fit of nostalgia the 1903 GP Mercedes of Roger Collings requested four tube changes between Hereford and Southampton, and George Daniels' recently resurrected 1906 Daimler suffered a slight

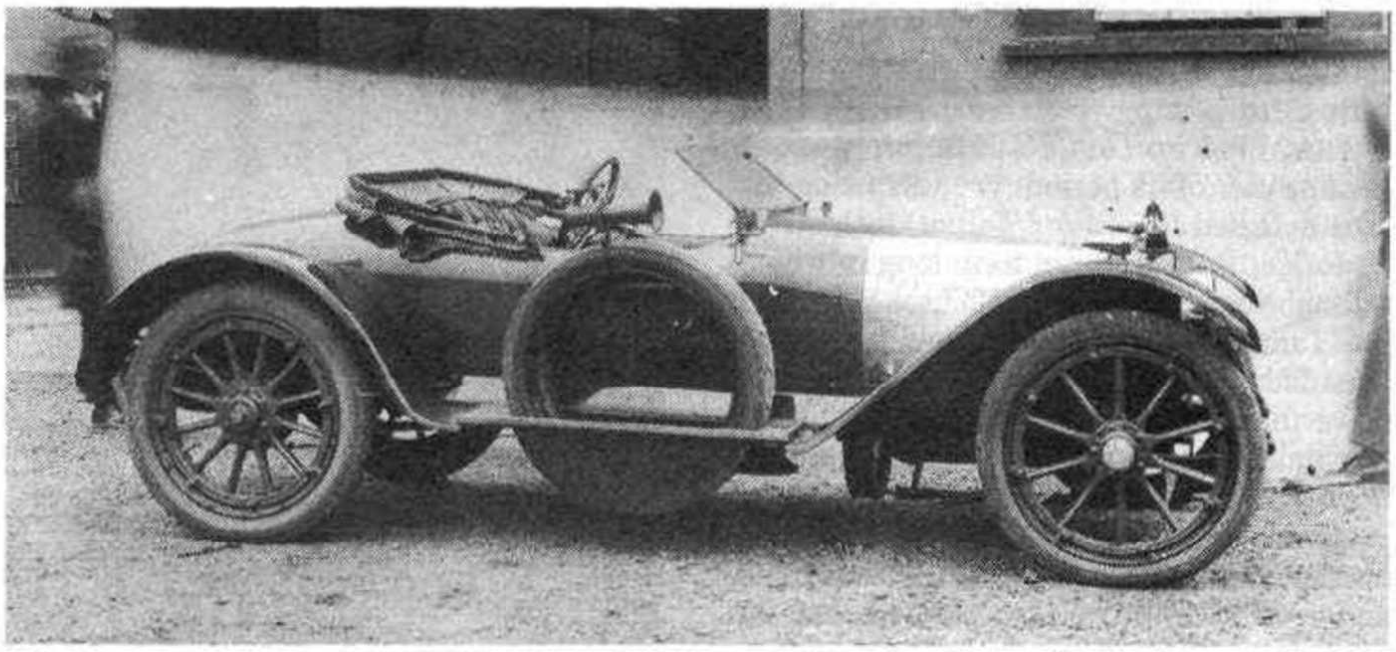
seizure near Nuneaton — but once into Normandy the cars were all well-behaved and enjoyed the 100-odd traffic-free miles to a village near Eu, on the north-east corner of the old Dieppe circuit, which was to be the 1983 expedition's base-camp.

In 1908 the start had been at 6 am — but it was a little later on July 7th this year (due to sea fret, or whatever that is in French) that the elderly racers set off from the start at Neuville (no sign now of the 1908 grandstands) along the D920 towards Envermeu, via the notorious bridge at Ancourt. There, in 1908, a bugler had been posted to sound a warning if a car had crashed and blocked the bridge, so that an official up the road could flag down the approaching cars. We lacked such musical accompaniment in 1983, but since our speeds — in the lower eighties, in deference to local tastes — were some 20 mph down on those of 75 years earlier, we did not have such a braking problem.

In Londinieres, the Itala (which finished 11th in 1908 driven by Cagno) took a brief lead from Walker's Panhard et Levassor (which had finished 23rd in '08, driven by Farman), but the latter's crew did not find the Itala's total loss of oil system entirely to their taste and re-took the Italian job on the wiggly section through Fresnoy. The hills here proved taxing for Briscoe's 3-litre 1911 Delage, which seemed rather breathless in the hot weather. Barker's 1908 60 hp was seen flitting about on its photographic duties, and Liddell's Straker Squire was in disgrace after having refused to start in the early morning, even on its (Edwardian?) starter motor.

There was some lorry traffic on the turn and up the hill in Eu, which gave us time to appreciate that few of the buildings seemed to have been painted since they were photographed by *Autocar* in 1908. Then there was a more or less straight 20 mile section back towards Dieppe where our 1913 Theophile Schneider's superior aerodynamics helped towards an opening lap average of around 55 mph. That compares rather unfavourably with Salzer (Mercedes) who in 1908 put in a standing lap at 78.89 mph.

One must ask how they stood it all, 75 years ago. Their single advantage was closed roads. We had to suffer the Berliet trucks, but our roads were sealed, and must have been smoother than they were at the turn of the century — even so we were out of our seats on many of the sections, and the cars had become pretty rattly after only one lap. Perhaps, as Mr Shakespeare pointed out, "Courage mounteth with occasion". Certainly those early racing motorists must have been extraordinarily courageous, and the winning cars enormously strong. Certainly July 7th, 1908 and 1983 were both very good days. What a pity that Edwardian motoring now has the deerstalker hat-tuftuf image; it can't have been like that at all, not all of it. — T. J. Threlfall



TO BE SEEN on 1920s roads — R. J. Sully of HE Cars at Caversham, just outside Reading, ran this 1907 GP Germaine with a body he had designed himself.

Rare Encounters

THERE is no doubt that on the quieter, less-congested roads that existed in this country in the 1920s many unusual cars were still in use, cars which would raise the eyebrows of today's vintage enthusiasts. What was taken for granted then would have seemed exciting today. Lots of pre-war vehicles continued to serve their faithful owners or plied for hire, some with quite large engines, to which the tax reduction for a pre-1913 power-unit made concessions. Old racing cars might be encountered, in this age when MoT examinations were unthought of and mudguards were not compulsory.

Even I am not old enough to have enjoyed such encounters, although I used to enter in a notebook the more unusual cars seen on the roads in the early 1930s. It has long since vanished and all I recall is an elderly Piccard-Pictet I used to watch being cranked-up in a tree-lined, grass-verged road in Clapham. However, with the post-Armistice motor boom in full spate, others were talking and writing of the less common cars, which we would now regard as distinctly rare birds. In an age when many were keen to enjoy the open road but less was known about the mysteries of a car's mechanism, owners would speak of their cars to one another, acting as motoring Marjorie Proops in the wisdom they conveyed.

It is to this vanished age that I now propose to return briefly, an age when weird and wonderful cars and lorries would sooner rather than later be encountered in the towns and on country roads, when most railway stations had their quota of aged landaulettes plying as taxis, and when once-famous racing cars were serving as ordinary transport for the more intrepid drivers. It came to an end around 1930, killed by the greedy horse-power tax, the curtailment of that 25% tax bonus for pre-1913 engines, *anno domini* taking its toll of the vehicles themselves, and because the new-fangled four-wheel-brakes made things hazardous for fast cars endowed merely with rear-wheel anchors, especially on wet and slippery surfaces, as more people began to motor faster about their everyday business.

Before this, what might one have seen, when out and about on our ever-fascinating roads? Even in those 1920s, the older racing cars were regarded as antiques, so of more than passing interest. Apart from those which were still being raced at Brooklands, on the sands of Southport and Skegness, or driven in the then-frequent public-road sprint contests, a number were to be seen on the road. Thus the 2-litre DFP that W. O. Bentley had run in the 1914 TT and on Brooklands was given a touring body and gas lighting after the war and, over in France, the 1913 GP Delage that had finished third in the 1914 500 Mile Race at Indianapolis had returned to its native land, to be given a lower axle-ratio and three-seater body, its enormous exhaust pipe still protruding from the top of the bonnet, however. In this guise it was said to have changed hands around 1920 for an improbable £3,000. Also across the Channel, one of the 1912 15-litre GP Fiats had likewise been give a three-seater body and this chain-drive monster, still on detachable wheel-rims, was also used for touring. At home you might have come upon R. J. Scully, of HE fame, in his 1907 GP Germaine fitted with a rakish two-seater body of his own devising, or have met Lt-Col Henderson in his 14-litre Rolls-Royce Falcon aero-engined Napier Forty, in which he claimed to be able to cruise at 50 to 60 mph on a mere whiff of throttle, the clutch slipping (and thus protecting the transmission) should more power be applied. Nor was this the only aero-engined car devouring English roads at this period. . . .

Two of the victorious 1914 GP Mercedes were in use in this country as touring cars well into the 1920s, and both survive, returned to racing trim, to this day, as long-standing readers of MOTOR SPORT well know. In 1925 you might have come upon C. D. Wellbank driving a twin-cam pre-war racing car, which he thought was a Peugeot, from Folkestone, where he had just bought it, to Brooklands, where he proposed to race it, and where he discovered

that it was, in fact, a 1914 TT Humber. The 1908 Napier Sixty now owned by Ron Barker wasn't laid up until the aforesaid four-wheel-brakes made its then-owner garage it permanently, around 1930. Those who felt the urge to own "something different", which their neighbours would not immediately recognise, had plenty of excuses then, for even in 1925 you could have bought a 1920 Lyons tourer for £45, a Cole-bodied SAVA three years younger for rather more, a Hewlett for a mere £75, assuming you knew what this was, or a Varley-Woods, for example, at a 10th of its new price. Variety was the spice of motoring, in those times!

Apart from the oldsters that continued to roam the roads and render them of continual interest to people like you and me, what of the more unusual brand-new cars you might encounter? There were a myriad of different makes on offer, but even after this passage of time one is surprised that some of them found satisfied buyers. As I ventured to remark in the article on "Bogus Sports Cars" recently, the KRC seemed a bit of a gamble. Yet in 1925 someone was using a two-seater of this make for weekend runs, sometimes taking two more in the dicky-seat, and after getting its Vici carburetter changed for a Cox-Atmos, was getting 38 to 44 mpg when averaging 20 to 22 mph. But no instruction book had been issued, only a few type-written instructions! Light-cars were not expected to go fast in the 1920s; the owner of a Belsize-Bradshaw thought 40 mph was its maximum and, as the works had closed down, the spares outlook was bleak. However, the driver of a Powerplus Frazer Nash said he *changed into second* at that speed . . . It is interesting to see how those petrol-Proopsers got together when help was needed. One might not have expected *five* owners of the rather improbably 12 hp sleeve-valve Argylle, for instance, to come up with data about their cars, Lord Waleran included, or even more for the 2-litre Ansaldo.

Listening to their tales of praise and woe, one notes that a Frazer Nash owner who had not so far had his car flat-out but found it "as steady at 75 mph as at 40 mph on most other makes", recommended security bolts if the acceleration was not to wrench off the tyres. Another enthusiast had taken delivery of a new 40 hp Fiat at the works, had driven it over the Alps to England, and was so pleased with it he was taking it back to Australia, and an 18-year-old Cumberland boy was full of praise for his first car, a 60 mph 14 / 45 Rover tourer, run on 50 / 50 Blayton Benzole and petrol. One learnt that the road springs of a Hands needed properly securing to the chassis and that its Dorman engine was fairly oil-thirsty and that if you had your Austin Twenty converted to sports trim — one tooth higher axle-ratio, a new induction pipe, exhaust silencer, and a BZP Claudel-Hobson carburetter, 78 mph was then possible, under good conditions, at 16-20 mpg but that the car rolled on the corners (the 1922 chassis being higher than the 1925 version) the upward gear-shifts took too long, and the engine trays rumbled unless well secured, in this otherwise quiet car. Thinking in terms of real *rarae aves*, an owner of a 1913 Hurtu which had not even required its big-ends to be taken-up in 10 year's motoring, had bought the latest 2-litre model in 1923 and was warmly praising its fine four-wheel-brakes and its good cantilever springing, and someone who pre-dated the formation of the VCC in his ownership of pre-1905 vehicles had, that year, got hold of a *circa* 1904 two-cylinder 7 hp Panhard (A-700) for £4, fitted it out with a new scuttle and windscreen, and found he could average 17½ mph in it from London to Bath, at 30 mpg. Apart from that oddity, you might have met the famous sporting farmer, Tom Cook, driving his new six-cylinder vee-radiator Fiat, bodied by Watson's of Lowestoft, or the lady whose sister, over from Honolulu, wanted to see Scotland, but whose car was destroyed by fire before the planned start. Undaunted, her husband collected a new 10 hp Lea-Francis at 5 pm from the works the day before, drove it 175 miles to Manchester by midnight, and it then covered 1,500 miles in the next 10 days, at over 35 mpg and 250 mpp of oil, the road springs it broke afterwards being replaced free of charge. Or what of a Bleriot Whippet, the 700 × 80 tyres of which were due for retreading after 3,000 miles, the John Bull belts on which lasted for 1,500 to 2,000 miles, and the top speed of which was up to 43 mph? The Calthorpe, now so rare, was a frequent encounter on the roads in the early 1920s, one owner, who had four, having ordered a fifth, and when did you last see a Waverley, one of which was performing well on Cotswold roads, its owner finding it simple to service and proud of it being all-British. On the motor-auction front, a lady had had a 1909 110 × 140 mm Panhard knocked down to her for £2, in good running order . . . Alfonso Hispano Suizas were still about, as were a couple of Altos-engined Nardinis and a 17 / 50 Bignan-powered Gregoire-Campbell, another one *sans* instruction book. An N.P. from Newport Pagnell no less, could have been seen, giving a new lease of life with the £25-extra "sports" engine, and a Meadows gearbox after considerable problems with the first gearboxes, and the SLIM wasn't uncommon, one 12 hp model, purchased at the 1922 Show proving so pleasing that a 15 hp had been bought at Olympia in 1923.

Space precludes a longer look at the cars one might have encountered on the roads when keen youngsters took censuses of the makes going by, some 60 years ago. It must have been a good time to be behind a steering wheel. The nearest we can get to recapturing it is to attend a VSCC meeting, such as the big celebratory ones which are planned for 1984.

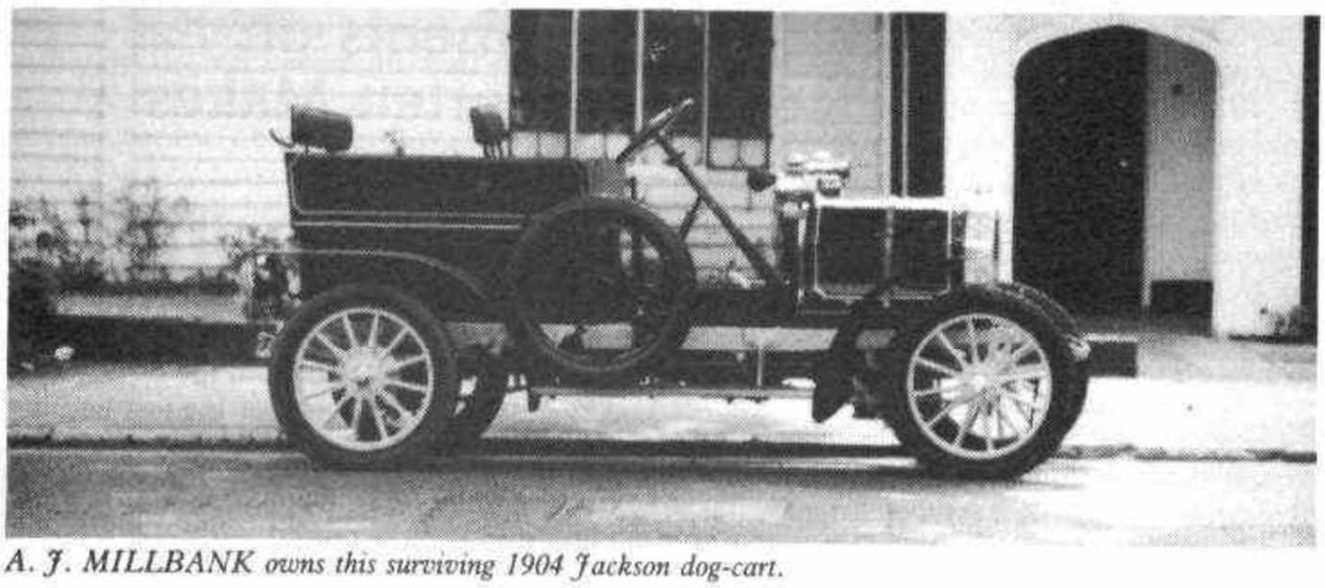
Fragments on Forgotten Makes No. 66: The Jackson

THE other day I drove in the Sierra XR4i to haunts I knew so well years ago when schoolboy visits were paid to the aerodromes at Waddon and Kenley, getting lost because of post-war road changes. I was on my way to Purley, to talk with Mrs Lynch, whose father, Edwin Jackson, had built the Jackson cars. Cuttings, books and photographs relating to the Company have fortunately been preserved, right back almost to the beginnings of this venture, which started in 1899.

Edwin Jackson was the engineer who had the idea of importing a de Dion-engined car to Bradford in Yorkshire, and later of making a few cars with 4 hp flat-twin Mytholm engines. In 1900 a move was made to London, where the first true Jacksons were later made, in Holland Park, with Jackson's brother, before that, looking after sales of imported cars such as the Century, Buckmobile and Covert, from America. The Jackson cars appeared around 1903, based on Lacoste & Battmann chassis fitted with single-cylinder de Dion engines. You could have bought a 6 hp Jackson "Popular" for £175 or an 8 hp Jackson "Tourist" for £180. A Jackson Dogcart cost £195 but the Jackson-Covert was still listed in 1903 at £120. The appeal was clearly to the lower end of the market but Mobiloil used a small Jackson lorry around this time, and as early as January 1900 there was a Jackson doctor's coupé.

Another venture was the Jackson three-wheeler, with channel-section frame having a tubular erection over its single back wheel, and powered by an 8 hp JAP engine. It ran on 750 x 85 wooden wheels and carried a three-seater "torpedo" body, the price being £120. The Jackson *repertoire* ran from brake-bodied cars to normally-seated cars, and included some exciting-looking sports models, even when the long, high strapped-down bonnets covered only very small single-cylinder engines. However, variety seems to have paid off, if the claim to have received over 400 unsolicited testimonials rings true, and larger engines, like the 9 / 11 hp de Dion Bouton, were later used. Indeed, 30 / 40 hp lorries and a Liverpool 'bus were other Jackson ventures, and by 1913 a 16 hp four-cylinder car was offered for £210, with tyres. The three-wheeler became the Jackson-Safety and just before the 1914-18 war Chapuis-Dornier power units were being installed in the light cars. An uncle, R. Reynold-Jackson, was running this now prolific business, from premises in High Street, Notting Hill Gate.

By 1906, 296 Jacksons had been sold, cars were exported to Europe, India and



A. J. MILLBANK owns this surviving 1904 Jackson dog-cart.

Australia, and another line was the Jackson patent foot-starter. Good publicity had been obtained in various ways. A Jackson dogcart on de Nevers Octagon solid tyres was entered for the Hereford small-car trials at the turn of the century and the make was quite well represented at Brooklands, where in the opening season a 13.9 hp model won a "Junior Long" race. By 1908 Reynold-Jackson was racing a 6.2 hp model, clad in yellow coat and sleeves and brown cap. By 1909 there were enough cars of this kind about for a Jackson Cup race to be staged at the BARC Meeting of May 29th, confined to No. 8 Jacksons. Nine 6.2 hp cars entered, handicapped according to whether their de Dion engines had a stroke of 160 mm, 130 mm, or 120 mm, all having a bore of 100 mm. Reynold-Jackson had the biggest engine, so started from scratch, and this car could do the fs ½-mile at over 52 mph. The winner was C. Macrae, at 38¼ mph, from S. Hunt and R. R. Jackson. Lap speeds were under 50 mph but in 1910 this did not prevent B. B. Mash from taking second place in the second 50 mph Handicap at the October races, from Cummings's 9.5 Martini and in 1911 Jackson cars won two races at two different race meetings. S. Hunt's 13.9 hp Jackson winning the fastest, at 55 mph. (It is nice to know that one of the splendid silver cups awarded to the Company for its Brooklands victories is still in existence. . . .) In fact, the Jackson Company would build racing cars to special order.

Nearer home, a small Jackson towed three horse-type carts up Ladbroke Grove. Besides de Dion engines, those by Aster and Peugeot were used, and Renault patents were adopted for the transmission, with direct top-gear and shaft final-drive. The "Black Demon" racing model had a sharply-pointed bonnet and a long-stroke 104 x 213 mm single-cylinder de Dion engine, and was listed at £265. The make took part in many speed events, a 100 x 150 mm Jackson running in the Beaulieu Hill Top event of 1908 for instance, and a 100 guineas model was ready by 1909. In 1913 Edwin Jackson opened a garage at Pangbourne and by 1915 the make that had been so successful was defunct, a war casualty. Reynold-Jackson turned to making motor scooters after the war, but they were not popular. He died in Bournemouth, at the age of 70.

In the 1930s Mr Jackson could have purchased a pre-war car of his manufacture but declined. However, at least two have survived, a *circa* 1904 9 hp four-seater owned by A. J. Milbank of Forge Garage, Worcester Park, and a 1905 model at Thornton Heath. — William Boddy

VINTAGE POSTBAG

Old No. 1 Bentley

Sir,

I was most interested to read your comments in Random Reflections MOTOR SPORT July 1983 concerning the Woolf Barnato 8-litre coupé. I can confirm the chassis certainly was 4-litre and of course replaced the Speed Six frame of the Old No. 1 team car, in time for the 500 mile race of 1932.

It had always been the practice at Bentley Motors to replace bodywork on certain cars used in track racing, I believe this is the case with Old No. 1. The car retained its original identity throughout this development of MT3464. Chassis number LB2332.

I actually re-bodied this car somewhere about 1958 for the then new owner L. G. 'Mike' Quinney of Reading. The new body which I built was not as I had wished, a replica of the 1932 Brooklands one, but a rather stark 2-seater.

The 1932 Brooklands car was a very attractive 2-seater, narrow but stylish with full undertray semi-pointed tail. The radiator was Speed Six but slightly lower. In contrast the rebuilt Coupe had a full size 8-litre radiator which is too high for best proportions on open 2-seater bodies.

During my work on the car I discussed its Brooklands crash with Fred Hofmann and he told me the car was only slightly damaged. He didn't think any chassis damage took place, certainly the paint evidence on the side members related to the colours at Brooklands and after. Many of the castellated nuts were stamped No 1 and the gearbox crossmembers and D-Type box were from the Speed Six chassis.

As Old No 1 had its original Vanden Plas body replaced in 1931 by a narrower one in time for the 500 mile race that year, which it won, and further modification with new chassis and 8-litre engine in 1932 little was left of the original Le Mans car. I personally thought the final derivation of Old No 1 to be a very attractive car and as the 4-litre chassis was possibly the best W.O. produced, especially when fitted with the 8-litre engine, it is a great pity this car wasn't raced any more. I thoroughly enjoyed my drives in this car, a true thoroughbred.

One can imagine the sentiments of Woolf Barnato for this car and his reason for its further re-build as the coupé. Mike Quinney sold the car in early 1960 to Mr J. Ward Jnr of Boston, Lincs. I have recently spoken with Mr Ward's son who remembers his father owning MT 3464 but cannot trace to whom the car was sold some time mid-sixties. I, and I am sure many others, would be most interested to know the car's present whereabouts and any additional history, particularly of its pre-war days, would be most helpful.

Spanby, Lincs. ALAN PADGETT

Those Ill-Fated Vauxhalls

Sir,

I was very interested to read the article in the August issue about the 1914 and 1922 TT Vauxhalls because my father owned one of the 1914 TT cars which had been driven at Brooklands by Swain. He bought the car from a dealer in Great Portland Street in 1924 when I was 10 years old and at school in Cranleigh in Surrey. I well remember my father driving the Vauxhall from Kingston down to Cranleigh to visit me and the interest it caused among the boys at the school because of the terrific exhaust note as it accelerated up the long drive leading to the school.

During 1924 my father took me to all the Brooklands meetings and he became very friendly with Parry Thomas and also Archie Frazer Nash who lived near to my home on Kingston Hill. On many occasions I was present when Parry Thomas was tuning "Babs" and the Leyland-Thomas in his workshops next to the Hermitage, and often helped to push start both cars.

The Vauxhall was eventually sold to a chap who lived in Bushey Park Gardens in Teddington and I often wonder what happened to it after that. I cannot remember the registration number but the car looked identical to the one in the picture on page 954 and could very well have been the same car.

Old Windsor DEREK PHILLIPS

READERS' LETTERS

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

The NMM Replies

Sir,

Mr Nigel Stuart's letter to MOTOR SPORT, July, referring to the facilities for the disabled at Beaulieu seems a little unfair in view of the special attention that we believe we have given to our disabled guests.

Perhaps I should start by saying that disabled people are allowed access to the National Motor Museum, Palace House and Beaulieu Abbey free of charge. A special leaflet is prepared describing the access routes that are available around the grounds and in the historic buildings to make it possible for those in wheelchairs to see as much of the facilities as practical and safely sensible.

Access to the two main floor levels of the Motor Museum is possible from hard surfaced paths giving flat access to the two areas. Of course this entails a short journey of approximately 100 yards from one door to another, but this hardly seems unreasonable.

Access to the Motorcycle Gallery presents particular problems. When constructed it was our intention that visitors in wheelchairs should be able to gain access to this area on request by means of the hoist that is used for moving motorcycles into and out of the area. Although one may judge that this is an entirely safe procedure there are problems attached to it because the system does not seem to be acceptable to the Health and Safety Executive and there are considerable fire complications.

We shall, however, continue to try to solve the problem, but this is only one small aspect countered by the many positive ways in which we attempt to assist those who depend on a wheelchair for their mobility. We even have free wheelchairs available for those whose own may not be suitable for use in the grounds and a special day is arranged every year when a wide variety of topics of special interest to the disabled are displayed for them and when particular efforts are made for them to see the very few places that are not normally accessible.

Beaulieu K. G. ROBINSON
Managing Director, NMM

Tracing Old Circuits

Sir,

The news of the demise of Nürburgring fills one with sadness. It joins the other true road circuits in becoming obsolete. At this rate future races will be contested on sections of motorway with fast moving cranes to lift the cars from the up lane to the down lane, cornering will be far too dangerous.

This question of defunct road circuits I find very interesting and I always try to find out at least one on holidays abroad, not the easiest thing as wives tend to find one piece of French road much the same as any other. I suppose one could say that we have a new subject for study — Motor Racing Circuit Archeology. Personally I have found the following: Rheims (this looks as though it could be used next year with a bit of tidying up), Clermont Ferrand (what a place! I find it hard to believe that Stewart and Co. consented to use it). Going back in time, the 1924 Grand Prix circuit at Lyon can be followed though the bit through Givors is difficult to follow. Recently coming back through Perrone I made a point of driving round the road used for the Picardy Grand Prix, Chula's Road Racing 1936 and Michelin map number 236 enabled me to find it easily. I found it remarkable that it is virtually the same as it was in 1936 apart from the road surface, and obviously more houses in the two villages. The memorial to Bouriat and Trintingant is still there; a few temporary grandstands on the N29 with some ERAs in front of them and the picture would be complete.

I would be interested to hear if any other readers have made similar discoveries. Perhaps D.S.J. could be prevailed upon to write an occasional series with circuits illustrated as they were in days gone by and as they are now together with information on how to find them!

Woodford Green J. D. CHARLTON

Up and over

Sir,

Further to your piece about test hills, you might be interested to know of the test hill that was used by Morris Motors for very many years; it was abandoned only when the power of the cars being produced became such that they were going over the brow too fast for safety! Fortunately, at that time, in the late fifties, the "rolling road" became available and enabled performance checking to be conducted indoors and with greater precision.

To get to the hill, from London, turn left at the roundabout at Headington where the A40 joins the Oxford ring road, following the signs to Cowley and Henley. At the next roundabout, a couple of miles on, turn left to Horspath; at the village, follow the road round to the right, go under the railway bridge and then keep straight on.

The idea used to be to pass the gate on the left side of the road by the electricity pylon at 30 mph in top gear and then open the throttle wide. For each model there was a minimum speed at which the car had to go over the brow.

Should you go up this hill, bear in mind that there is a T-junction not very far beyond the brow.

Duns Tew, Oxford J. G. MILLWARD

A German rust-bug?

Sir,

Heavily influenced by MOTOR SPORT (advertisers take note) I purchased a 911SC Targa Sport and a Golf GTi two years ago. More recently I added a 928S and enjoyed what I considerd the "three dimensions" of motoring excellence. But all too briefly, because the VW had to go with a trifling 30,000 miles on the clock. Why? Answer: the bodywork was rusting at about the same electrifying rate of acceleration as the car provides on the road! Needless to say the 6-year bodyshell warranty was greatly reassuring — until I sought to invoke it. Neither dealer or VW wanted to know. My rust, it seems, was speeding along in the wrong direction.

According to the small print, VW pay up only when your Golf rusts from the inside out. Now reduced to "ideal pair" status I miss the very specific virtues of the GTi which, like its Porsche stablemates, was finished in metallic silver. The question is, should I try an '83? Or are there legions of similarly disgruntled and surprised ex-GTi owners out there to confirm my experience was not a one-off?

Car Colson, Notts. ALAN FIELD

An early Lotus

Sir,

My son and I are restoring a Series I Lotus XI and seek your help in pinning down the car for The Historic Lotus Register.

It was first registered in Bournemouth in August / September 1956 with the number TLJ 544. We are trying to trace the first owner or others who may have owned it up to the time it was purchased by Nigel Moores in June 1958. He crashed the car at Snetterton in August of that year and it was rebuilt as the original Longbacon No. 1 and raced very successfully until it was sold to David Buxton in 1961. It subsequently became a "Lotus 7 type" road car in which state it continued until 1977.

It seems that the original chassis plate was lost in the Snetterton accident and original records of this and other details cannot be found. It is thought that Ken Flint (of ERA Remus fame) introduced Mr Moores to the owner prior to purchase and it may be that if the owner can be traced he will have some record of the chassis and engine number together with its earlier history.

Can anyone help? Our telephone number is 0602 652946. It was white, a sports model with a Ford 1172 engine, and had a full width screen.

Southwell, Notts. CHRISTOPHER RILEY

(Correspondence or information will be forwarded. — M.L.C.).

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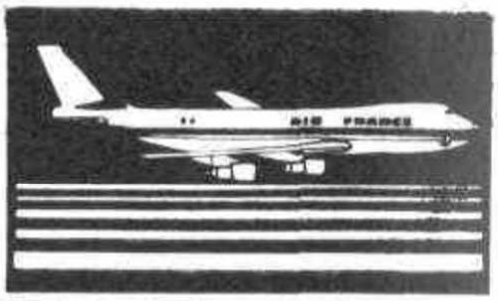
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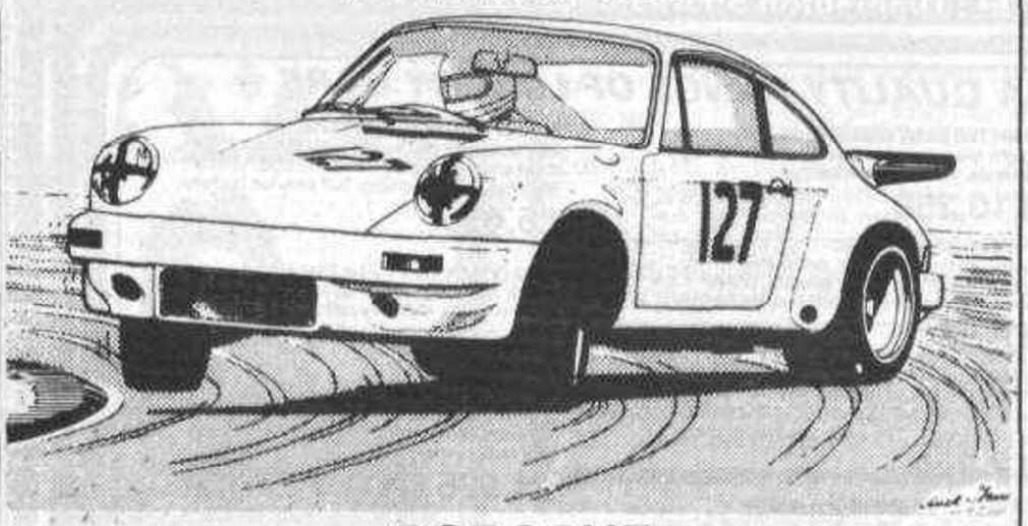
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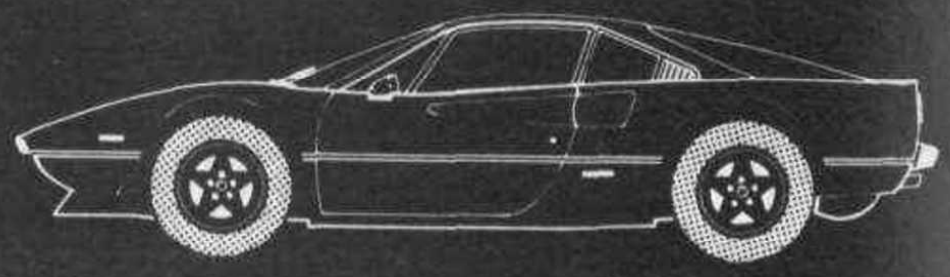
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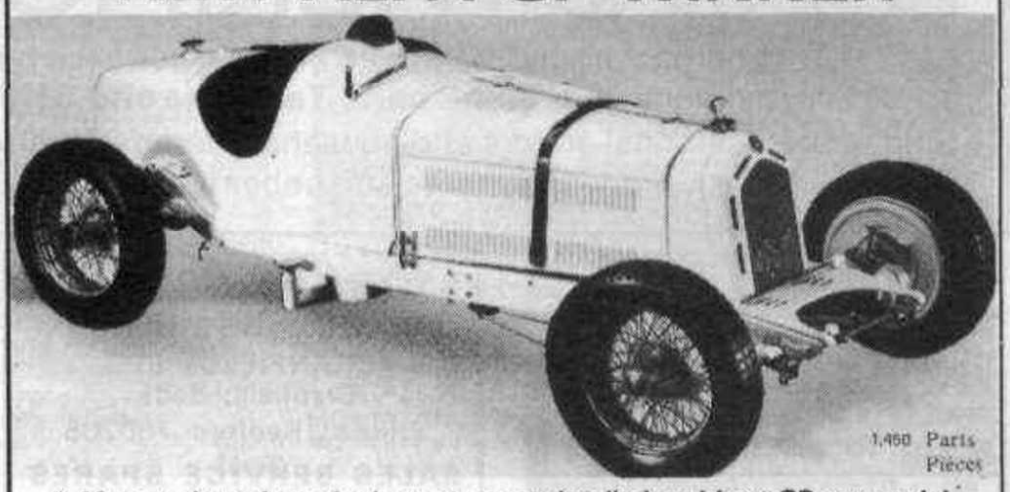
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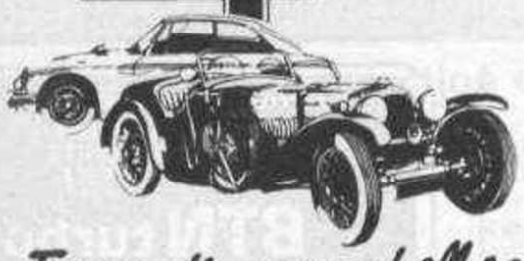
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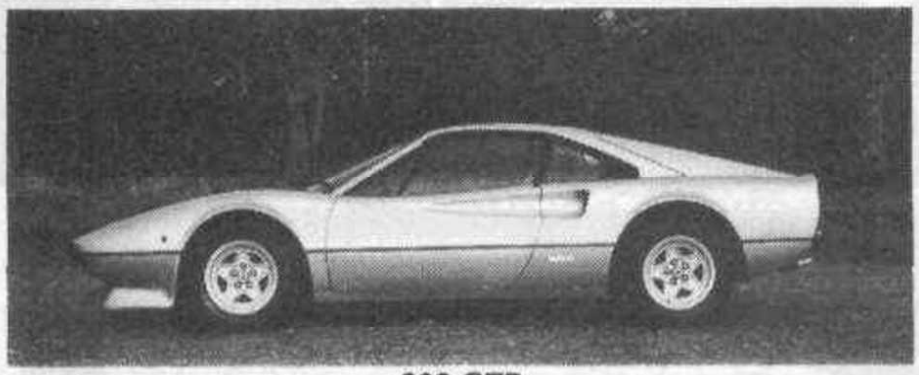
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PORSCHE 911 Carrera 3.0 Targa. Gold with tartan interior, 48,000 miles, full Carrera specification. £10,250 ono. Tel: 0789 840918. (52633
BENTLEY MK.6. 1949, James Young aluminium saloon, good condition, pretty car. £3,850. Tel: Halifax (0422) 834560. (52634
RILEY ADELPHI 12/4. 1937, good sound condition, MoT and taxed. £1,600. Tel: 0734471037. (52639
SUNBEAM DAWN SALOON. 1934, immaculate and original, one owner, good runner, MoT. Best offer accepted. Tel: Hanley Swan 310462. (52637
MG MAGNETTE ZA. 1955, black, one owner, condition good generally, minor attention needed. Offers. Tel: Liphook 723016. (52640
VOLVO 1800ES. M-Reg., automatic transmission, red, black interior. This vehicle is mechanically excellent, the body requires restoration, taxed until November 1983, MoT until November 1983. Tel: 051 260 8828 after 6 pm. (52641
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RILEY MENTONE 12/6. 1934, BRG / black with green trim, sunshine roof and pre-selector gearbox. £3,150. Tel: 052685 680. (52817
JAGUAR 340 Mk.2 SALOON. 1969, white, black hide, manual, overdrive, wire wheels, hrw, radio, spots. £2,500. Tel: Long Buckby (0327) 842842. (52816
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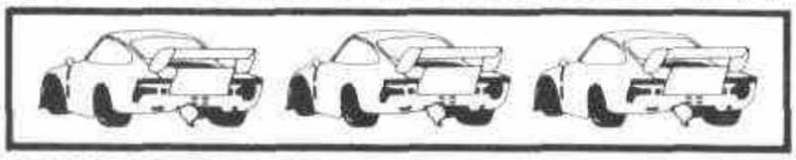
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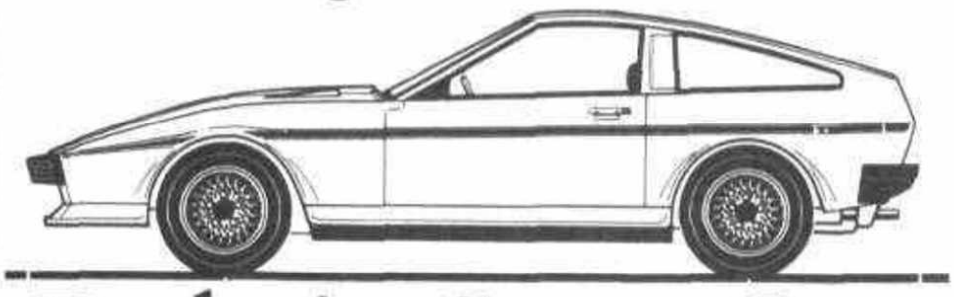
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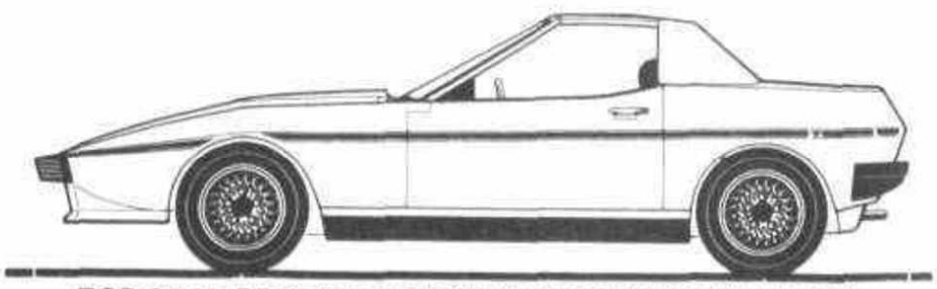
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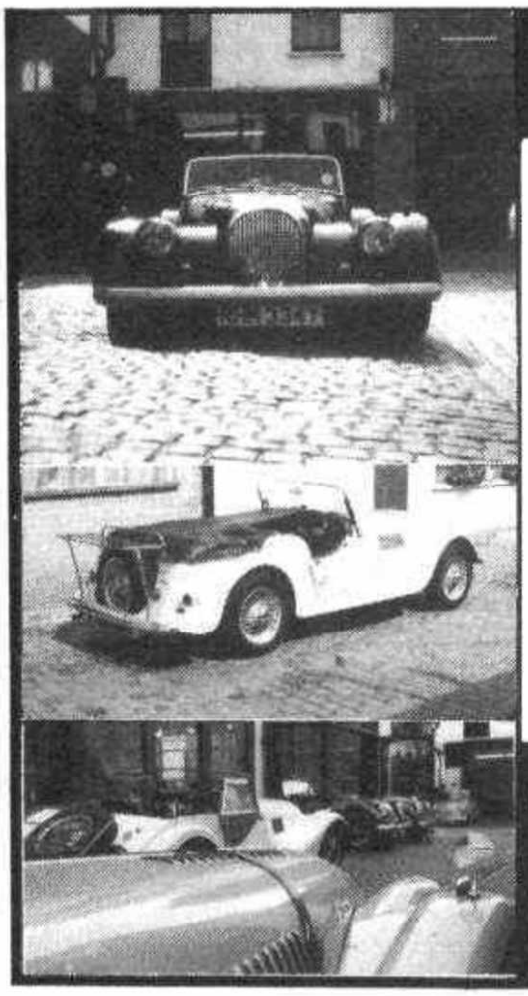
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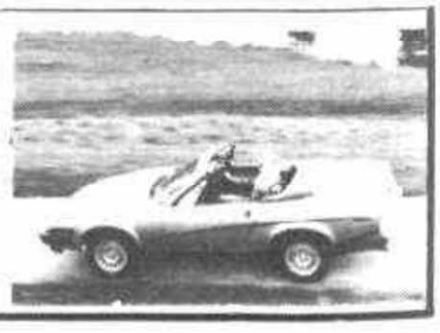
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He'll come in and give us a test.

Last month we dropped a very heavy hint about a **new model TVR** and now we can happily announce the arrival of **TVR's latest and greatest** — the **TVR Tasmin Convertible 350i**. What's the difference? It is fitted with a **3.5-litre, fuel injected Rover Vitesse V8 — all 190 brake horsepower of it.** And if that doesn't turn you on, nothing will. The price is a not unreasonable **£14,800** (Oh, and by the way **TVR's** have increased the price of their other models by



about **4%**, but this is the first price rise they have had since **1981** and we have in stock several pre-increase price models, all of them subject to **"Britten's Bargain Basement"** prices). Having just recovered from supplying **eight new TVR's** on **1st August** We look forward to your visit here where our silver tongued sales staff will attempt to separate you from your wallet. Seriously though, the **TVR** range is well worth considering as this very go ahead little Company really do make an effort to improve their products at every opportunity. After all this eulogizing over the **TVR** we must not forget that other **great British Sports Car — the mighty Morgan. Morgans,** of

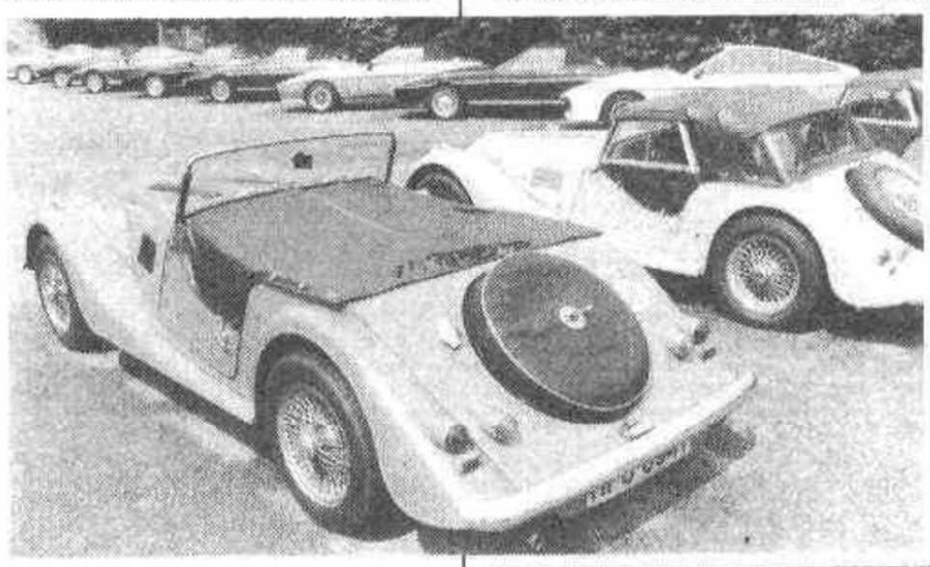


course, have been using **Rover** engines for many years and although the delivery of a new **Morgan** is still some several odd years away we can supply you with a good, ever so slightly used one, choose from the following: **1982 Morgan +8, indigo blue,** red leather interior, all alloy body, galvanised chassis, blue mohair hood and tonneau, 9,400 miles in gentle caring hands. **1981 Morgan +8, Rosso Red,** black leather, luggage rack, door handles, one owner, sparkling condition. **1980W Morgan +8, Metallic Blue,** blue leather, alloy body and wings, 31,000 miles, swapped by enthusiast for newer +8. **1978 Morgan +8, Deep Brunswick Green,** 9,000 miles one owner, exceptional condition. **1977 Morgan +8, Light Metallic Blue,** stone leather, new hood, 25,000 miles, reclining seats, resplendent in new coat. **1976 Morgan +8, Racing Green,** Brown Leather, one of the last of the 4 speed, 15" wheeled, "vintage" +8's. **1982Y Morgan 4/4 2-seater, Royal Ivory,** aluminium body and wings, red leather, wire wheels, superb condition and fitted with the ever so quick **Fiat twin cam** engine. **1980W Morgan 4/4 2-seater, Nut Brown,** stone leather, wire wheels,

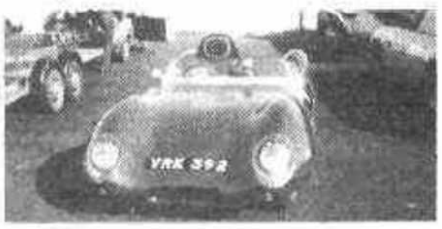




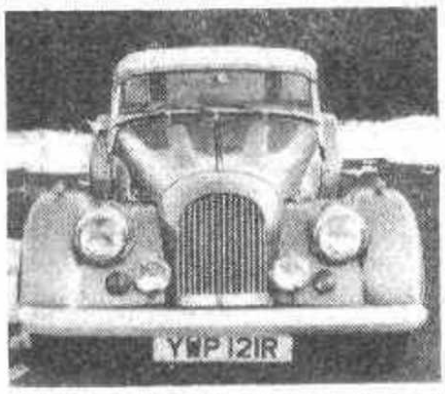
very eye catching. **1980 Morgan 4/4 2-seater Bright Silver,** red leather, 24,000 miles, wire wheels, woodrim steering wheel, has passed



this way once before. **1977S Morgan 4/4 2-seater, imperious Imperial Crimson,** wire wheels, bucket seats, badge bar and bonnet strap, very pleasant. **1980W Morgan 4/4 4-seater, signal red,** wire wheels, reclining seats, 21,000 miles, immaculate inside and out. **1977 Morgan 4/4 4-seater, Metallic Silver,** wire wheels, folding windscreen and fitted with something that Nysha insisted on typing as "Aeroscrews" — she meant, of course, one of our favourite **Morgan accessories** the famous **"Brooklands Aeroscreen"**, available from this Establishment for a mere **£25 each.** Having waxed lyrical earlier on about the pleasures of owning a **TVR**, should you desire a second hand one we keep probably the largest stock in the country — as befits **TVR's first and foremost dealer. 1982 TVR Tasmin Convertible, dark blue,** blue interior, 13,000 miles, one owner, recommended by **CJA**, whom



we currently can't keep out of it. **£8,750. 1982 TVR Tasmin Convertible, British Racing Green,** new brown hood, colour coded bumpers, 13,000 miles, one owner, recommended by rival publication. **£8,250. 1982 TVR Tasmin 2+2, black,** automatic, power assisted steering, sunroof, 13,000 miles, one owner. **£8,950. 1980 TVR Tasmin Series I, red,** 44,000 miles, radio cassette, a lot of car for the money at **£5,950. 1980 TVR Taimar, metallic blue,** silver stripe, one owner, 30,000 miles, supplied and serviced by **JBG's** and exceptional in every way. **£6,750. 1980 TVR 3000S Convertible, Bright Yellow,** oatmeal interior, big valve engine, roll over bar, "it don't arf go", **£6,250. 1979 TVR Taimar, charcoal,** silver modelband, sunroof, radio cassette, well known here at **Arkley. £5,500. 1978 TVR Taimar, black,** gold modelband, sunroof, radio cassette, 30,000 miles, owner now Turbo charged, **£4,950. 1978 TVR 3000M, Light Metallic Green,** oatmeal trim, 24,000 miles, one "veteran motorist" owner, mint condition. **£5,250. 1977S TVR Taimar, silver,** red modelband, sunroof, radio cassette, another one that we have had before. **1976 TVR 3000M, red,** black vinyl roof, radio cassette, Wolfrace wheels, good value at **£3,250. 1962 TVR Grantura 2A, aerosol white,** red leather seats, MGB 1800 cc engine, good example of the early dumpy backed **TVR** and not expensive at **£695.** Among our **unwanted Trade Ins"** this month are **1978 Lancia Monte Carlo, Spyder, silver,** radio cassette, 2 owners, 25,000 miles, good home wanted at **£3,250. 1975 TR6,**



bronze hard top, new soft top, exceptional condition for its age, a real "Grand" Tourer. **£4,500. 1981 Renault R5 GTL 5 door, red,** one family owner, sunroof, radio, 25,000 miles, ideal shopping car. **£2,950. New AC 3000 ME, silver,** left hand drive, export model, sunroof, 5 speed gearbox, radio cassette. **£7,950, taxes unpaid. 1981X, Jeep Scrambler,** hard and soft tops, 4 wheel drive, on loan to our friends across the page, price on application. **1980W Ford Capri 2-litre Ghia, gold,** black vinyl roof, radio, one owner, having trouble keeping our Secretary out of it at present. **£2,950. KIT CARS:** Last week **Chris** had the most fantastic journey from the Midlands in the **WESTFIELD**. Probably the best kit car in Britain. Photographs do not do this car justice, you must come and see it in the flesh. Everybody here is in love with it and at **£5,950** complete on the road it represents an excellent alternative car and makes a very good home for the good bits left over when your Sprite or Midget has finally rusted away. Also based on Spridget bits is our own World Famous **Arkley,** for just **£360 plus VAT** and a certain amount of mechanical aptitude you could be the proud owner of an **adorable Arkley,** not so adorable is our **much maligned Midas,** which if not sold soon we will probably raffle! (If we can find anyone willing enough to buy a ticket) We certainly can't find anyone willing to buy the car! On that sombre note we will close this month's ramblings. **Thank you and good night!**



JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

FOR SALE—continued

TVR 3000ML 1975, bright yellow, tan interior, interesting history, mechanically excellent, immaculate, £2,950. Tel: Weybridge 55906. (53259

DB4 ASTON recon engine, very good overall cond., £4,495. Tel: 671 2922 office, 736 2738 home. (53251

A.C. ACE-BRISTOL 1957, 4,500 miles since major work including re-spray, re-trim, suspension, brakes, year's MoT, useful spares, really beautiful car. £8,500. Tel: 0444 451333. (53275

HRG 1500, 1947, one owner, last 16 years, full weather equipment, useful spares, included. £8,500. Tel: 0444 451333. (53275

BUGATTI TYPE 40, chassis No. 40577, eng. No. 549. Grande Sport body completely rebuilt as original, concours class winner Bugatti Owners Club 1982 and 1983, well known and reliable car, offers over £23,000. Tel: 0884 32279 anytime. (53276

LOTUS CORTINA Mk 1, 1964, excellent original condition, full MoT, very fast. £2,750 ono. Tel: Chelmsford (0245) 400215 evenings 400263. (53277

ISO GRIFO 1968, one of only 13 rhd cars imported, 51,000 miles, totally immaculate, red with black interior, £8,250. Ferrari, Porsche p.ex's considered. Tel: 0676 23018. (53279

AUSTIN HEALEY 3000 Mk III, 1967 Commemorative Plaque model, finished in black with red leather interior, fitted overdrive, radio, chrome wires, only 2,500 miles since professional rebuild in 1980, superb car £5,950 or would consider p.ex. for immaculate modern car. Tel: Bournemouth 0202 520554 or 303719. (53280

Advertisers' attention is drawn to the new classified rates on page 1098 which are effective from October 1st

1925 BENTLEY 3-litre, excellent condition, fitted twin sloper carbs, green leather upholstery with green VDP body, drive away. £20,000. Tel: Warwick (0926) 497641 evenings and weekends. (53284

FOR SALE. Alvis 1962 TD21, saloon, VC registration number, two door, automatic, only 70,500 mileage. Purchased by present owner October 1963 from first owner, engine and body completely overhauled and made good by Red Triangle Services 1978 - 79, little used since. Best offer over £5,000. Tel: Oxshott 2823. (53285

ASTON MARTIN DB5 V8, 1970, manual, complete engine, injection, brakes, suspension, bodywork, overhaul, new carpets, rear silencers, refinished Imperial blue, 1,500 miles, since above. £5,250 o.n.o. Tel: 04612 3467. (53286

ASTON MARTIN DB1, 4-cylinder, chassis AMC 49 8 9 built up with 1949 chassis and prototype "Atom" saloon body, later fitted with 2-seater Swallow Doretti body, stored many years, very unusual car, taxed and MoT. Spare engine, gearbox, plus many spares. £4,500 or exchange DB2 or WHY. Tel: 04893 2684. (53288

PORSCHE 914, 1974, metallic silver, targa top, many new parts, only 55,000 miles, (genuine), history known, lovely condition (garaged). £3,250 ono. Tel: 01-242 4318 (Mr. Church). (53289

LOTUS ELAN Plus 2S 130, 1972, white, 60,000, new chassis, cone shockers, new gearbox, clutch, stainless steel exhaust, electronic ignition, taxed, full MOT, excellent condition throughout. £2,995 ono. Tel: 01-843 2978 anytime. (53292

ALFASUD SPRINT Veloce 1½, 1980, excellent condition, fast hatchback sports. £3,350 ono. Tel: office: Romford (0708) 751749. (53295

BENTLEY MK VI, 1948, H. J. Mulliner, sun roof, saloon, sound condition, restoration project, chrome plating done, cheap. Tel: 0624 813979 evenings. (53296

JAGUAR 2-DOOR coupe, 4.2, XJ6, S Registered in exceptional condition with only 36,500 recorded miles, automatic, tinted windows, central locking, taxed, tested £3,495. Tel: 0642 484 705. (53298

ALLARD M TYPE drophead coupe, 1949, taxed, tested, good original car. £3,500. Tel: Exmouth 72293. (53300

FERRARI 365 GT, 2+2, lhd, 1969, red with beige leather, mint condition, engine just rebuilt, 59,000 miles from new. £9,950, FOB Europe or USA. Tel: 01-977 7420. (53301

1898 PANHARD-LEVASSOR 6 hp, 2 cyl, 4-seat rear entrance-tonneau, excellent runner, fully restored, capable 26-30 mph, VCC dated, one of the most practical genuine 19th century vehicles anywhere in the world. Well known and reliable. Offers to Tim or Brian Moore 0223 833132 day. (53302

1903 DARRACQ, 4 cyl 5.7-seat, tonneau, competitor in 1903, Paris — Madrid Tourist Race, very powerful smooth practical vehicle. Fully restored excellent runner, capable 55-60 mph. A rare chance to acquire one of the most powerful Brighton runners. Well known and reliable. Offers to Tim or Brian Moore 0223 833132 day. (53302

1950 BENTLEY Mark VI, sable over sand, mileage 98,301, MoT April 84, taxed Aug 83. £5,000 ono. Tel: Stafford 53144. (53303

1926 ROLLS ROYCE 20 hp, fitted with outstandingly attractive replica light sports touring coachwork, flared wings, full weather equipment. Careful attention to detail, car in excellent order throughout, a really practical high quality vintage touring car ready for immediate use. £19,000 ono. For photos and full details. Tel: Leigh (Lancs) 671777 (eves and weekend) or 673691. (53304

DAIMLER V8-250, 1965, a restorable car, running but requires some work, hence price, £375 ono. Tel: 01-445 6191. (53305

BUGATTI T57, Ventoux 3.3, finished in chocolate and cream, has covered 7,000 miles since a complete strip down and rebuild by Tula Engineering, exhibited at The Royal College of Art and the subject of a 2-page spread in the Observer magazine. The engine incorporates a new Laystall crankshaft, new cylinder block etc, gearbox, front and rear axles all fully rebuilt, new gears, bearings etc. Connolly hide, Wilton carpet. Henry Posner, 26 Hayward Road, Oxford. Tel: 0865 59677 or 245 7880. (53306

ROVER 3500S, 1976 (old shape), MoT, £1,000 ono. Tel: Southampton 555052 after September 11th. (53332

RELIANT SCIMITAR R-Reg, manual with overdrive, full sunroof, radio, alloy wheels, £1,995. Tel: 0622 50569. (53307

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DUE TO THE VOLUME OF AUGUST 1st REGISTRATIONS WE CAN OFFER THE BEST CHOICE EVER OF USED ALFA ROMEOS — ALL ONE OWNER UNLESS STATED

ALFASUD SPRINTS
1983 Sprint Speciale in ivory, 1,200 miles only. **£5,995**
1982Y Sprint Veloce in black, 13,000 miles. **£5,195**
1982 Sprint Veloce in red, 9,000 miles. **£5,295**
1981 Sprint Veloce in black, 26,000 miles. **£4,095**
1980 Sprint Veloce in red, 42,000 miles. **£3,195**
1979V Sprint 1.5 in dark blue, 29,000 miles, 2 owners. **£2,795**

ALFASUD Ti's
1981X Ti 1.5 Hatch in black, 22,000 miles. **£4,395**
1981X Ti 1.5 Hatch in ivory, 18,000 miles. **£4,495**
1981 Ti 1.5 Hatch in white. **£4,195**
1981 Ti 1.5 Hatch in red, 15,000 miles. **£4,295**

ALFASUDS
1981X 1.5 Hatch in ivory, 18,000 miles. **£3,695**
1981 1.5 Hatch in red, 15,000, two owners. **£3,495**
1981 1.5 4-door in dark blue, 29,000 miles. **£3,095**
1979 1.5 4-door Super in red, 47,000 miles. **£1,795**

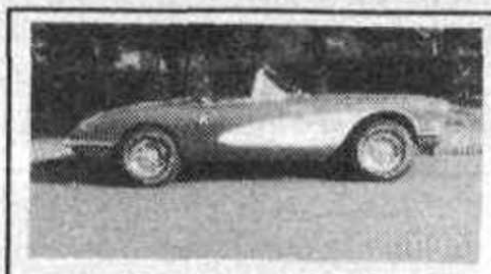
GIULIETTAS
1981X 1.6 in silver, alloys, 28,000 miles. **£3,795**
1981 1.6 in silver, 27,000 miles. **£3,695**
1980 (Dec.) 1.8 in red, 49,000 miles. **£2,995**

ALFETTAS
1981X GTV6 in red, 22,000 miles. **£6,250**
1981X 2000L in olive green met., 6" alloys, 18,000 miles. **£4,195**
1981 2000GTV in choc. brown, 6" alloys, 19,000 miles. **£4,995**
1980 GTV S/E in dark blue, s/r, e/w, alloys, 45,000 miles. **£3,295**

SAABS
1983 GLi 4-door in ivory, 1,500 miles. **£8,095**
1983 99GL 2-door 5-speed in cherry, 2,000 miles. **£5,795**
1982Y 900GLS 5-door in dark blue, 13,000 miles. **£6,495**
1981 99GL 4-door in pale green, due in. **£3,995**
1981X 900 Turbo 4-door in pale blue met., 32,000 miles. **£7,495**
1980W 900 Turbo 3-door in black, fitted, 39,000 miles, water injection. **£6,295**

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1959 CHEVROLET CORVETTE STINGRAY

Red / white, hard and soft tops, new hood just fitted, new stainless steel exhaust system. Perfect inside and out. Excellent mechanics. Two sets of wheels both with almost new tyres. Hi-fi fitted.

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061-865 3936 (day)

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Telex: Greencoat via Amstelco London 21879 Telephone: 01-394 1114



1980 V MERCEDES 280CE. Metallic Blue, velour trim, e.s.r., alloys, radio, e.w., etc. 1 owner. 23,000 miles only. **£11,450**



1981 X B.M.W. 635 CSi. Auto. Black, grey velour, el. sunroof, Mahle wheels. 30,000 miles. 1 owner. Really gleams! **£14,250**



1982 Y PORSCHE 911 SC Coupé. Dark red metallic, tan leather trim, e.s.r., radio / cass., 17,000 miles. Super condition. **£18,250**



1982 X JAGUAR XJS. Rhodium silver with black hide trim. 1 owner, 19,000 miles. Regularly serviced. **£15,850**



1981 W RELIANT SCIMITAR GTE 3.0 LITRE. Buckskin, grey velour, e.w., alloys, tints, radio / cass. P.A.S., auto., service history, 27,000 miles. **£5,995**



1978 S PANTHER LIMA. Gold and spice with black hide trim. Chrome wire wheels. 13,000 miles only. **£4,450**

ALSO IN STOCK

1982 Y LOTUS ESPRIT III. Black, beige hide, air cond., BBS wheels, 1 owner, 10,000 miles. **£12,995**
1974 N JAGUAR E V12 ROADSTER. Black Commemorative model, auto., 22,000 miles. Extras. **£13,000**
1972 K JAGUAR E V12 ROADSTER. Primrose, black trim, manual, radio, last owner 8 years, 45,000 miles. **£7,995**
1978 T LANCIA 2000 COUPÉ. Bright blue, cloth interior, 1 owner. Radio, sunroof, 26,000 miles. Outstanding example. **£1,945**
1978 S TRIUMPH STAG. White, beige trim, auto., hard / soft tops, 1 owner, 38,000 miles. **£4,250**
1978 T BMW 635 CSi. Sienna Brown, beige velour, e.s.r., air cond., alloys, 5 speed box. Radio / cass. 2 owners, 27,000 miles only. **£9,450**
1972 L PORSCHE 911 S COUPE. A very fine example in silver — far above average. **£5,950**
1978 S ALFA SPYDER 2000. Blue, red trim, 1 driver, radio, very clean, 23,000 miles. **£4,950**
1980 V SCIMITAR GTE. Buckskin, beige velour, manual overdrive, pas, alloys, one private owner, 42,000 miles. **£4,850**

WANTED FOR CASH: LOW MILEAGE E V12 ROADSTERS, LIMAS & 77/78 STAGS



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FOR SALE—continued

COOPER BRISTOL. 1952. Mk. 1 No. 2 works car. Completed 8 GPs 1952 53. Regular competitor historics since 1967. Brands class records 1982. Tel: Mike Head 01-460 2923, Barry Simpson 080453001. (53417

ROYAL ENFIELD MODEL K MOTORCYCLE. 1935. 976 cc SV V-twin with period Watsonian cabin cruiser sidecar. Overhauled and in good running order. Offers over £1,250. Machine is in London. Tel: Bedford 720719. (53418

PORSCHE 911SC TARGA. 1980W. Perfect condition, only 30,000 miles by two owners with full service history from Porsche. New D4's and clutch. Metallic brown, taxed to 1984 and year's MoT. Private sale £13,950. Tel: 01-948 6996. (53420

BMW ALPINA B7. Fabulous turbocharged 630 coupé, every conceivable extra. £12,750 ono. Tel: 02403 22796 (home) 0296 32881 (business). (53419

MGC GT. 1968. BRG. 1 year's MoT, lady driver. £1,850 ono. Tel: (0908) 584220. (53424

MGB GT (W). 15,000 miles, s s exhaust, radio, electric aerial, other extras. Virtually as new. £5,350. Tel: Esher 64257. (53421

BENTLEY. 1950. G Series. Full MoT, good mechanics and interior, fair body, poor paint. £2,500. Tel: 0332 (Derby) 751024. (53412

LOTUS ELAN. 1970. S4SEDHC. Superb condition, good hood, MoT, taxed. £2,950. Tel: (0695) 421 405. (53423

XK140 FHC. V good cond. £3,400 ono. Riley Kestrel 12/4. 1936. T&T. Very reliable. £1,900 ono. Tel: 061 790 5662. (53422

AUSTIN PEARL CABRIOLET. 1936. Reg. ABC 885, very original, present owner 14 years. £1,750. Tel: Llandrillo (049 084) 227. (53425

LOTUS SEVEN SII. 1500 cc. Very good, original condition, carefully maintained, long MoT. £2,950. Tel: Guildford 505593. (53426

BENTLEY 3 LITRE speed model. 1924. 4-seater. Excellent order, many bills, distinctly quick. £18,750. Tel: Eastbourne 23778. (53427

SAAB single and triple carb engines and accessories. Offers Laugharne, 22 Houghton St., Sunderland SR4 7DY. (53428

ALFETTA 2000 SALOON. Aug. 81. Dark blue, 17,000m. One private owner, extras. Personal circumstances force sale of superb executive express. £4,000 ono. Tel: Tonbridge (0732) 355788. (53429

MGB GT V8. 1975. P Reg. Dark green, Endrusted before delivery, very good condition, one owner, brand new engine 20,000 miles ago, 12 months MoT. £3,200 ono. Tel: Kidderminster 850763 (after 3 9th). (53430

DAIMLER SPECIAL. 1935. Fitted with touring body and Alvis 3-litre engine, gearbox. Needs completing. Offers. Exchange interesting pre-war motorbike. Tel: Hitchin 814245. (53431

MG TC. 1949. Stage 11, new leather seats, new wood, new hood and screens. 1 year's MoT. £3,950. Tel: 06228 43393. (53432

BMW 3.0 CSA Coupé Automatic. 1974 (N). Surely the best example available. Finished in fjord blue and navy velour upholstery. Sliding roof, electric windows, 65,000 genuine miles. Totally restored, all bills available, 2 previous owners. Best offer of £4,000 + secures. Tel: 01-720 3013 (day) / Potters Bar 56162 (evenings). (53433

LOTUS ELITE. 1975. Red, front end shattered, needs glassfibre artist. £1,150 ono. Tel: Steyning 814153 (Sussex) evenings-Sunday. (53416

STEIGER (GERMAN). 1922. Tourer body by Kruck, Weisbaden. Engine is 4 cyl., 2.6-litre, single overhead cam, 50 hp, wire wheels. Nickel alloy steel used throughout, noted for extensive racing background. Steiger eventually went to Switzerland and designed for Martini. Car is very complete. £10,000. Tel: USA (Calif.) 805 682 2058. (53360

BUGATTI TIPO 51 GP. Serial 51132. Very original and complete, new radiator, fresh Dunlop racing tyres, new instruments, will require complete restoration, nothing missing. Tipo 51 is one of the better Bugatti GP cars. £98,500. Tel: USA (Calif.) 805 682 2058. (53360

ALFA ROMEO. 1938. 8C 2900B touring coupé serial 412036. This car won 1947 Mille Miglia. Very complete, original and running. £121,500. Tel: USA (Calif.) 805 682 2058. (53360

DELAGE 1914 ROADSTER. 4 cyl., 20 hp, side valve. Complete with 5 brass lamps, brass carbide tank, brass radiator, windshield top. Correct wheels. Ex-British registration. £10,500. Tel: USA (Calif.) 805 682 2058. (53360

DIATTO (ITALY). 1924. Dual cowl, dual V windshield, boat-tail tourer by Mouche (Lyon). Engine is 4 cyl., single overhead cam, 3 valves per cyl., 52 hp, wire wheels, very sharp. Diatto made Bugatti Brescia cars under contract and developed the 8 cyl. Tipo 26 Maserati race car. £20,000. Tel: USA (Calif.) 805 682 2058. (53360

Advertisers' attention is drawn to the new classified rates on page 1098 which are effective from October 1st

ROLLS-ROYCE SILVER CLOUD 1. LWB. Very rare eye-catching Freestone and Webb body. Original car in good condition. One owner last 24 yrs. £12,750. Tel: Woking (04862) 62825. (53409

BENTLEY CONTINENTAL. 1955. R Type Park Ward Drophead. Very rare car. Offers. Tel: Woking (04862) 62825. (53409

VINTAGE RILEY. Open or closed 4/5 seater tourer, Regd. June 1929. Maroon / black, matching interior trim and weather eqpt. Highly original and in excellent condition and running order. Very low mileage since comprehensive mechanical and electrical professional work carried out. Good home wanted. £6,450 ovno. Tel: 021 449 8062 (late evenings or weekends). (53410

SUNBEAM LOTUS 2.2. W Reg. Exceptional, absolutely genuine, guaranteed, 10,400 miles, black, silver stripe, careful owner, never rallied. Very quick, stereo / cassette, many extras. Bargain. £4,995. Tel: Crane, Chelmsford (0245) 352232 (ext. 209, office, weekdays 9.30 am 5.15 pm. (53411

LOTUS ELITE 501. P Reg. Taxed and tested, yellow, 62,000 miles. In excellent condition. £2,775 ono. Tel: 0642 243114 (daytime) (Middlesbrough). (53414

HENDON WAY MOTORS

1982 LOTUS Esprit S3. Red, leather int, 10,000 miles, radio/cassette stereo.
1981 LOTUS Esprit Turbo. Essex spec., history.
1980 (Series) LOTUS Esprit S3. Harvest gold, 29,000 miles, leather int, radio / cassette stereo.
1979 LOTUS Esprit S2. Commemorative Edition, 26,000 miles, leather, radio / stereo.
1979 LOTUS Esprit S2. Carnival red, 32,000 miles, black leather, radio / cassette, stereo.
1979 LOTUS Esprit S2. Carnival red, 26,000 miles, black leather int, personal Reg no. radio / cassette stereo.
1983 MORGAN Plus 8. B.R.G., 5,000 miles.
1982 (Series) MORGAN Plus 8. White, 13,000 miles only. Extras.
1981 MORGAN Plus 8. Brown, 12,000 miles.
1978 MORGAN Plus 8. Gunmetal grey, leather int.
1983 MORGAN 4/4 XR3. 2-seater, ivory, del. mlge.
1981 MORGAN 4/4. 4-seater, ivory, leather interior, 20,000 miles.
1980 MORGAN 4/4. 4-seater, red, 11,000 miles, w/w.
1980 FERRARI 308 GTS. Red, 20,000 miles.
1979 FERRARI 308 GTB. Silver, 39,000 miles, one owner.
1980 (Series) FERRARI 308 GT4. Met. silver, 34,000 miles.
1976 FERRARI 308 GT4. Black, 32,000 miles, leather, air cond.
1974 FERRARI Dino 246 GT. Black, 29,000 miles, service history, one owner, radio / stereo.
1974 FERRARI Dino 246 GT. Red, 34,000 miles, service history.
1972 FERRARI Daytona 365 GTB4. Yellow, 31,000 miles, full service history, brown int.
1972 FERRARI GTC4. Celeste, 28,000 miles only, full Ferrari inspection report available.
1975 JAGUAR E-Type V12 Roadster. Auto, Blue, 12,000 miles.
1974 JAGUAR E-Type V12 Roadster. Manual, blue, 26,000 miles, 2 owners.
1973 JAGUAR E-Type V12 Roadster. Manual, heather, 22,000 miles.
1973 JAGUAR E-Type V12 Roadster. Primrose, 16,000 miles.
1972 JAGUAR E-Type V12 Roadster. Manual, white, 20,000 miles.
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1973 JAGUAR E-Type V12 2+2. Auto, red, 33,000 miles.
1981 PORSCHE 928S. Auto., met. brown, 24,000 miles.
1980 PORSCHE 928S. Auto., met. black.
1979 PORSCHE 928. Met. blue, 32,000 miles, spoilers.
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1982 PORSCHE 911 SC. Pacific blue, 12,000 miles
1982 (Series) PORSCHE 911 SC Targa. Met. wine red, 19,000 miles
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ALFA ROMEO GTV/SE, 1981, guaranteed 27,000 miles, cassette / radio, sunroof, electric windows, velour upholstery, etc., superb condition, rustproofed from new, £4,250. Tel: 073 56 2454. (53312
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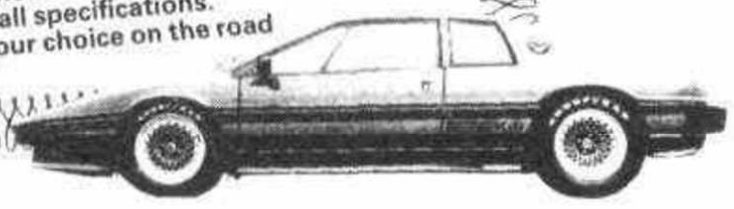
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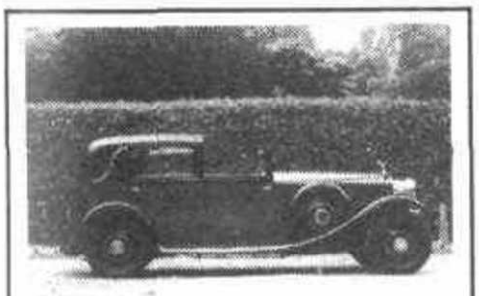
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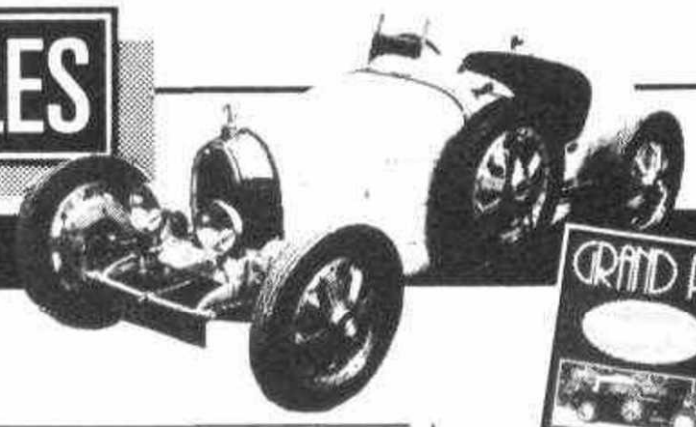
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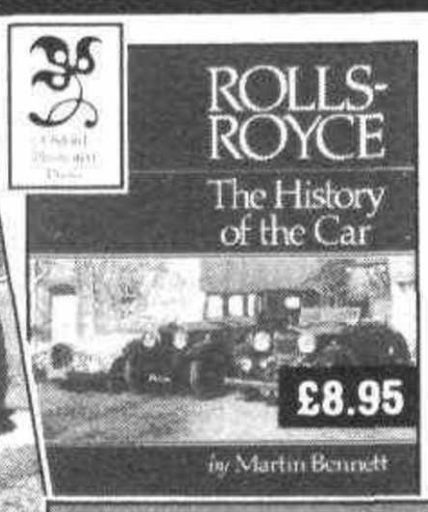
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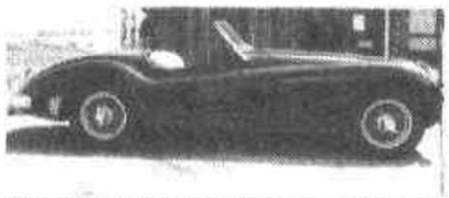
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We would like to welcome you to our newly refurbished showroom where we have on display most models of Jaguar XK plus other British sports cars which are in very fine condition. As newly appointed Citroën dealers for north west London we would take the opportunity to show you the latest models from their range and especially the new BX, now one of Europe's top selling cars.



XK140 Roadster. Finished in gold metallic paint with brown leather interior. Matching hood and sidescreens, wire wheels. This car was fully restored in our own workshops and has received the full treatment. This includes rebuilt engine, new clutch, overhauled gearbox, rebuilt steering and suspension, new brakes, new exhaust system etc., etc. This work took over a year to complete in 1980-81. A really eye-catching car.

The XK140 Roadster was the rarest of all XK's in right hand drive form. There being only 74 made. Excellent to drive with rack and pinion steering and large drum brakes. In 1954 regarded as one of the finest and fastest sports cars of the time.

XK140 Drophead Coupe. In British Racing Green with tan leather which was renewed some 4 years ago, fitted with overdrive and wire wheels, a pleasant car to drive. **£8,000**

XK140 Drophead Coupé. Also in British Racing Green but with green leather interior. Also fitted with wire wheels, a regularly used car but not as nice as the car above and needs a little tidying hence only **£6,000**

Although a departure from our usual Jaguar stock we offer below two very fine examples of British sports cars of the period.



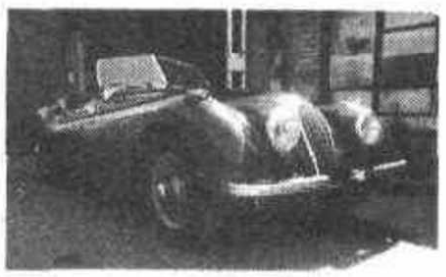
MG TF 1250cc. 1st registered February 1954. This car has been completely restored over a period of many years from the chassis up. The body was completely removed and stripped. All parts were replaced with new as found necessary. This magnificent car is finished in red with black leather trim. Full weather equipment in black with tonneau cover. Taxed and tested to 1984. Price **£8,750**
The TF was the last of the classic MG shape and was introduced in 1953 replacing the TD. The main features were the faired-in headlamps to the front wings. The car has independent front suspension — a departure from the leaf springs of the earlier models. Approximately 9,600 were built between 1953-55. A timeless classic.



AC 428 Convertible. Built in 1973, based on the Cobra Mk3 chassis but lengthened to give an 8ft wheelbase. Body styled in Italy by Frua. Steel coachwork welded to tubular chassis. Fitted with 7-litre Ford V8 engine mated to automatic Ford G6 3-speed gearbox. Final drive through 2.88:1 limited slip differential. This luxury GT two seater convertible is very rare being one of only 29 built. Totally original in every respect and in mint condition throughout. This car is a one owner vehicle having covered only 20,000 miles from new. Serviced at the AC Factory at Thames Ditton, Surrey. An opportunity to acquire a car that your friends will admire and envy **£20,000**



XJ6 4.2-litre Coupé. First registered in August 1979. Automatic, power steering, tinted glass. This car has covered only 69,000 miles with her 3 owners. Finished in Sebring red with black leather. Chrome wheels, sunroof fitted into vinyl top. Recently fitted with rebuilt gearbox and new tyres. Interesting registration number included in price **£4,450**



XK120 Roadster 1950. Fully restored from the chassis-up. Rebuilt engine, box and axle, completely repainted in carmen red with biscuit and red leather upholstery. Fitted with wire wheels and disc brakes all round. Although not standard they improve braking and handling enormously. This vehicle is exceptionally pretty and one of the most collectable Jaguars of all. **£12,500**

The XK120 Roadster conceived and designed during and just after the second world war is the epitome of the British Sports car. Used as both road and race cars they achieved fame and respect throughout the world and started Britain back on the road to racing glory again.

Also on offer we have **1950 XK120 Roadster.** In white with black leather. Rebuilt in the South West of England 2 or 3 years ago. Still in very fine condition. Full spats and disc wheels as original **£11,950**

XK150S FHC 3.8. Fitted with triple Webers and six branch exhaust manifold. Also with full length sunroof and tinted glass. New chrome wire wheels have recently been fitted. Finished in eye-catching signal red and black leather interior. Completely overhauled during the last three years with new adjustable shock absorbers, rebuilt steering and brakes. A very fast road car with all the comforts of a saloon car. **£10,500**



TR3A. First registered in August 1960. Restored over recent years with all steel panels. Red with black interior. Full weather equipment. Wire wheels and overdrive. Price **4,750**
Although many thousands of these cars were made few have survived the rigours of time and the British climate. This car has withstood these factors and is in very fine condition.



The interior of our AC 428 showing superb black leather, radio / stereo etc.

Maserati Kyalami. Seven months old as first registered Dec. 23 1982. One of the few five-litre manual gearbox cars in Britain and of course right hand drive. Finished in metallic light green with tan leather and suede interior. Air conditioning, tinted glass, a superb car with only 9,000 miles on the clock. Offered at a fraction of the original price **£19,950**

Bentley S2 Saloon 1962. Automatic, power steering, tudor grey metallic with blue leather interior. A very good car to drive. Fitted with recently overhauled gearbox and new tyres. All this refinement at an affordable price **£6,500**

Panther Lima. Choice of 2. 1978. One in blue and silver metallic, the other in orange. **Prices from £4,000 (1978 cars).**

XK140 Drophead. Restored in Old English White with red leather interior, in best Connolly hide, a disc wheel car with full spats, beautiful to drive, a really classic looking car with real style. **£12,000.**

E-TYPE V12. FHC, auto., chrome wires, mint condition. **£8,000.**

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III. BENTLEY CORNICHE 1976. 20,000 miles from new.
IV. BRISTOL 405 Saloon, one owner, 58,000 miles from new.
We are at Bushey Heath, Herts. Telephone 01-950 1685.



1964 Rolls Royce Silver Cloud III,

finished in Silver Dusk with Red Hide, 85,000 miles, 1 owner since 1966. Chauffeur maintained, probably best example available.

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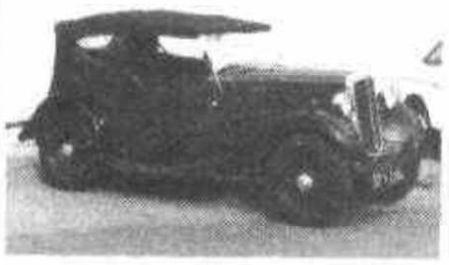


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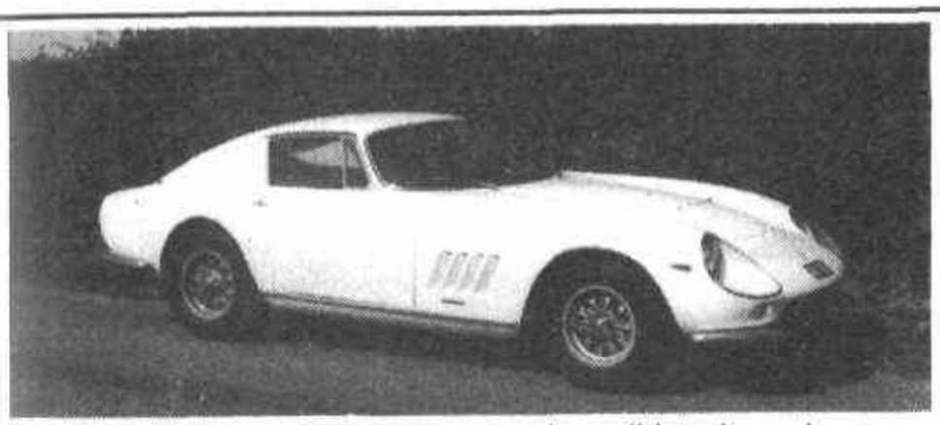


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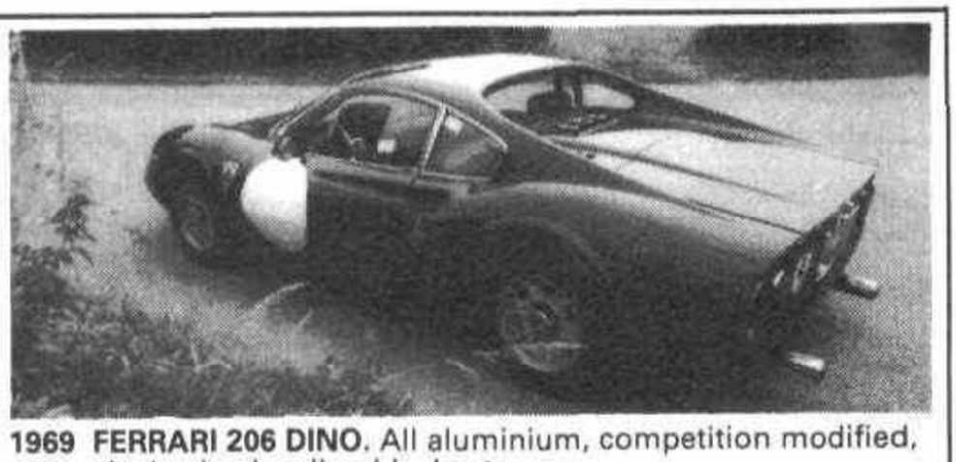
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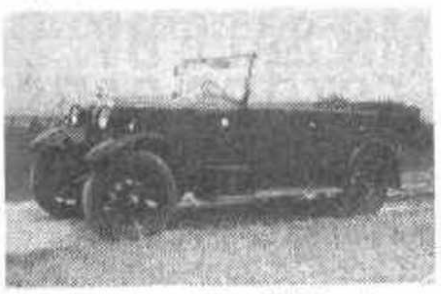


1969 FERRARI 206 DINO. All aluminium, competition modified, centre lock wheels, alloy block, etc.

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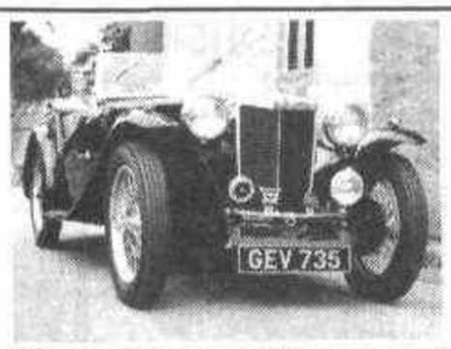
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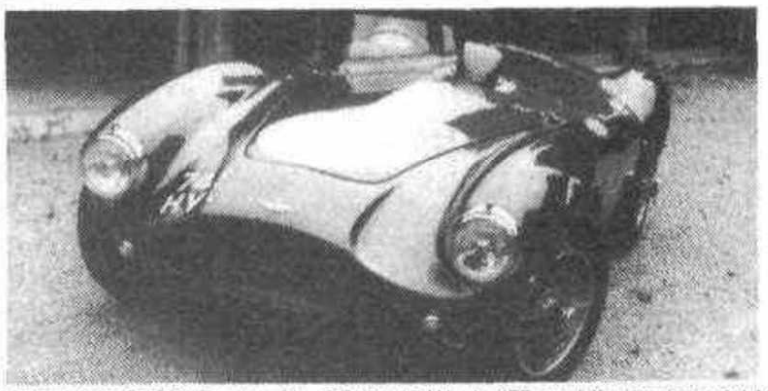
Rolls Royce 1964 Silver Cloud III. Finished Tudor grey, woodwork repolished, red interior, LPG gas conversion, only. **£8,950**
Rolls Royce 1961 Silver Cloud II. Finished in black, unmarked green interior, 88,000 miles, nice condition. **£10,500**

Bentley 1964 S3, H. J. Mulliner Continental. Metallic blue, excellent. **£15,000**
Bentley MkVI 1947. Silver / black, grey interior. **£2,350**
Bentley MkVI 1951. Silver, poor condition. **£1,950**
Rolls Royce 1952 Silver Wraith. By James Young. Division requires attention. **£5,950**
Bentley 1951 Mk VI. By Hooper, nice condition. **£4,350**
Rolls Royce 1964 Silver Cloud III. Finished champagne over sand, beige interior, good condition. **£8,250**
Rolls Royce 1956 Silver Wraith Automatic. By Park Ward, division, cocktail bar, etc. **£7,250**

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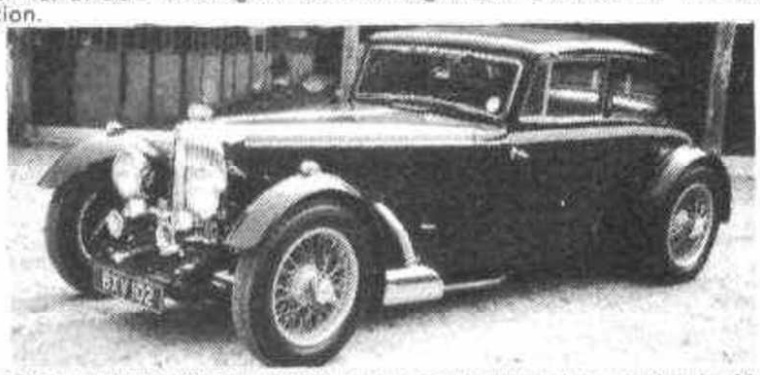
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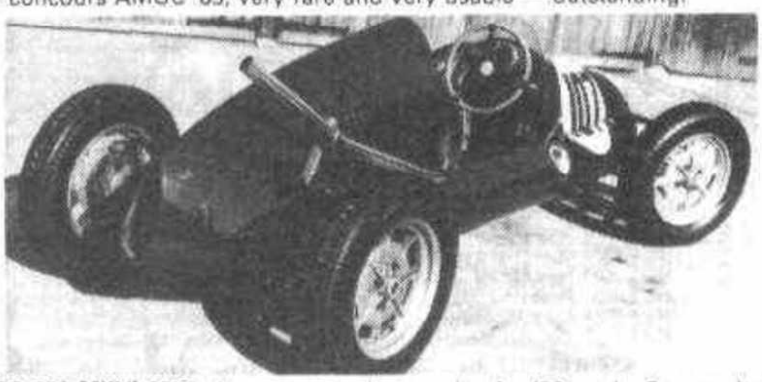
ASTON MARTIN DB3S/8. Engine No. DP101/18 Works '55 car (disc brakes and 12 plug head), raced very extensively through 55/56 season. '55 Production Sports Car Spa (Frère) 1st, BARC Aintree (Walker) 4th, Gold Cup Oulton Park (Parnell) 1st, BARC Aintree (Salvadori) 3rd, TT Dundrod (Parnell / Salvadori) 7th, 1976 Daily Express Silverstone (Moss) 2nd, Daily Herald Oulton Park (Brooks) 2nd. Substantial but realistically priced **£60,000+**



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Rolls-Royce Silver Cloud II, 1962. Convertible by H. J. Mulliner, finished in Shell Grey with Grey hood and upholstery. One owner for many years with extensive service history. Number 1 personalised registration number. An excellent example of this sought after model.

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1932 LAGONDA 6-CYLINDER 16/80 TWO SEATER TOURER

Finished in Ivory with Maroon hide upholstery. Completely rebuilt to concours standard. Fitted with the original two seater, very attractive body and in perfect mechanical condition. A very desirable touring car. **£17,500**

1969 JAGUAR 'E' TYPE FIXED HEAD COUPE

Two seater, 4.2 engine, manual 'box, chrome wire wheels. Pale Blue / Dark blue hide trim. Radio. This car has been in our ownership for six years and has only been used in the summer months. It is in really excellent mechanical and body condition. Two owners from new. **£5,950**

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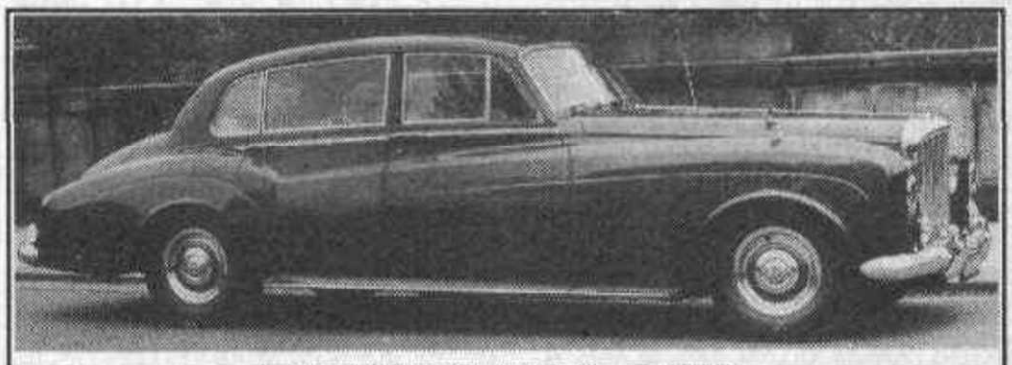
Dark Brown, matching interior. One owner. **£1,895**

1982 VOLVO 363 GLT

9,000 miles. Red with White coachline. Stereo radio. Tinted glass. 5-speed gearbox. Mag wheels, low profile tyres. **£6,150**

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Bentley SIII, 1964, Long Wheelbase without division, Dawn Blue, Cream Leather 82,000 miles. Stored since 1976. Requires some attention to body and paint. Interesting history. Magnificient motor car. Private sale. Best offer over £4,000.

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Even a continuous Donington Downpour on the Sunday couldn't appreciably dampen the enthusiasm and enjoyment of those attending the **HSCC International Historic Race Weekend** on July 30th/31st. 'Nostalgia' entered three events (of which more anon) **'XK1' (below) was chosen as the Official Course Car** for the blisteringly hot and sunny Saturday; **'JAG 30' (also below)** was in attendance, and greatly admired too.

A couple of weeks previously at the **Classic Car Spectacular** (Knebworth House), **'XK1' and 'COB 1'** were undoubtedly two of the biggest stars, since most of the 20,000 visitors seemed to congregate round them for most of the day; **can't wait for MOTORFAIR, where 300,000 are expected . . .!**

'GINETTA' — by John Rose, is overdue for review by the motoring press; I found it most enjoyable, with some superb photos, and my 'old' G10 is on the cover!

'THE GOAT' PUB, Hertford Heath, Sept. 4th, noon
OULTON PARK, AMOC Historics, Sept. 17th
('Nostalgia Spirit of the Meeting Award')



1955 ASTON MARTIN DB3S SPORTS-RACING: excellent history, being the ex-Team single-seater, successfully raced by Parnell, then returned to proper two-seater specification with the original body from DB3S/105; some £15,000 spent just 800 miles ago on a mechanical and bodily restoration, including a totally rebuilt 'works' 12 plug engine, needle-bearing gearbox etc., suitable for International Historic racing, but also extremely docile for any road use (truly!); **absolutely immaculate throughout, in Aston Racing Metallic Green, with the engine compt. etc. all prepared to finest 'Show' standards.**



1964 FERRARI 275GTB — 6 carbs; those who have seen my cars know that the claims I make in these ads are always substantiated by the cars themselves; thus when I state that this example is certainly among the finest anywhere, that is no exaggeration! An absolute fortune has been spent within the last 1,000 miles on reconstructing this car from the bare chassis, including a total engine rebuild etc; red, black trim, Borrani chrome wires; **simply perfection throughout!**

1959 JAGUAR XK 150S 3.4 ROADSTER: only a handful of this most handsome and fastest of all the XK range were built; this example has had a total restoration from the chassis up (the return alone cost £2,000), but retains its original (250 bhp) engine, mechanical o/drive, 16" wires etc! white with grey leather and carpets, **a superb example!**

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PORSCHE CARRERA 3.0 LITRE. 1976. GP white, all electric, P6 tyres in mint condition with comprehensive history. Long MoT, tax 84. £9,800. Tel: (0224) 574677 (ex. 336 day) / (0358) 22304 (evening). (53392

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MORGAN +8 or 4/4 by hopefull concours winner, car must be sound condition, but will be stripped to chassis and rebuilt so overall condition not important. Tel: Radlett 6342 (Herts) cash available. (53345

MISCELLANEOUS

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THE NORTH YORKSHIRE Autojumble, the great Yorkshire Showground, Harrogate, Sunday 11th September, 1983, approx 300 spaces available, 100 yards from main Wetherby / Harrogate road, 9 miles A1 trunk road, 9am-6pm, stand details; autocruise, Roseleigh, Trinity Road, Harrogate. Tel: 0423 61650. (51586

AUTOJUMBLE. LOCAL old motor enthusiasts are having another turn out 22 October at the Agricultural Hall, Maidstone Market, large car park, refreshments, etc, further details. Tel: Maidstone (0622) 53783. (50766

ASHFIELD AUTOJUMBLE. Sunday 16th October (10am-4.30pm), Festival Hall, Kirkby-in-Ashfield, (2 miles Junction 27 M1), stall / enquiries B. J. Parkin, 52 Beulah Road, Kirkby-in-Ashfield, Notts, or Tel: Mansfield (0623) 752412. (52622

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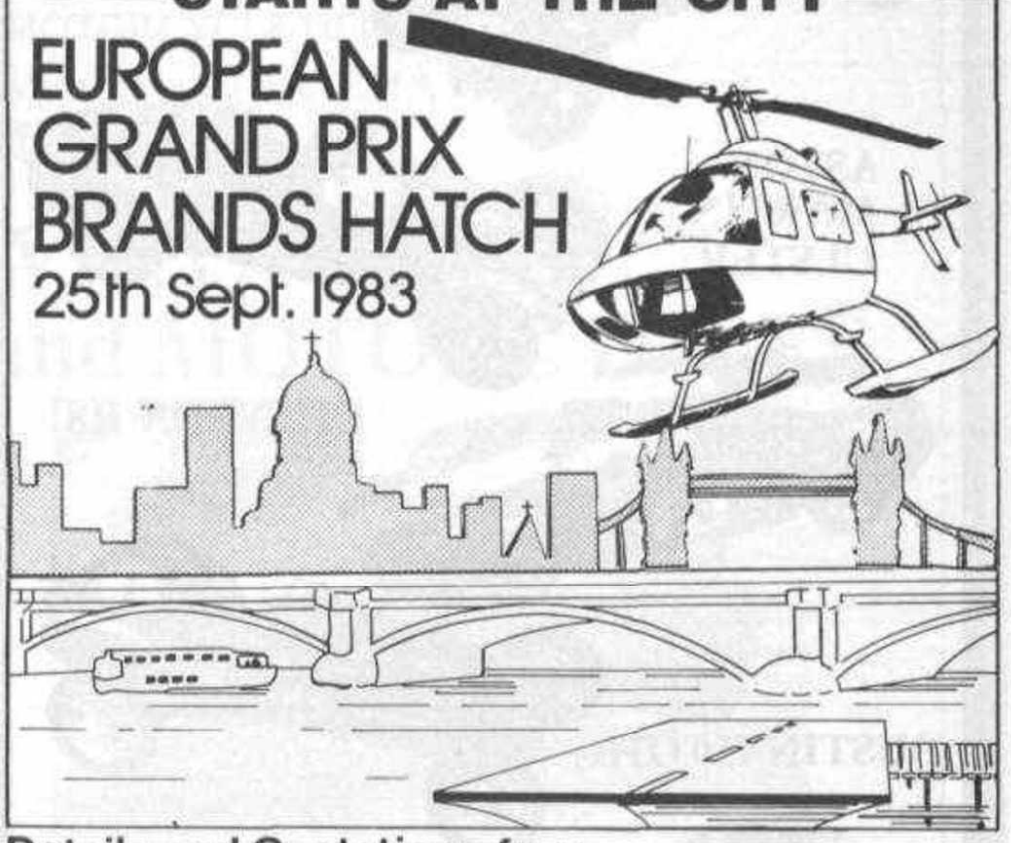
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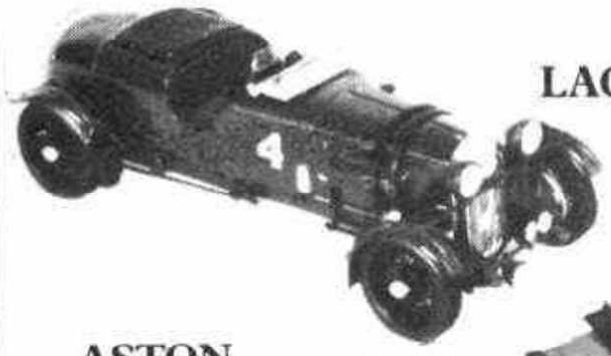
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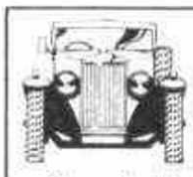
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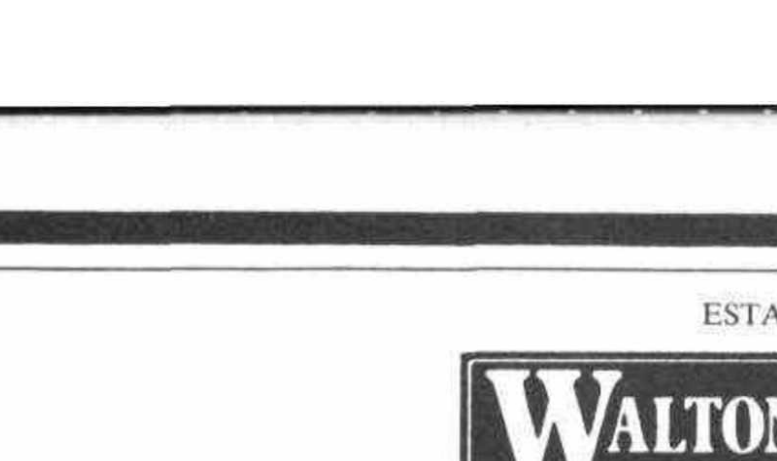
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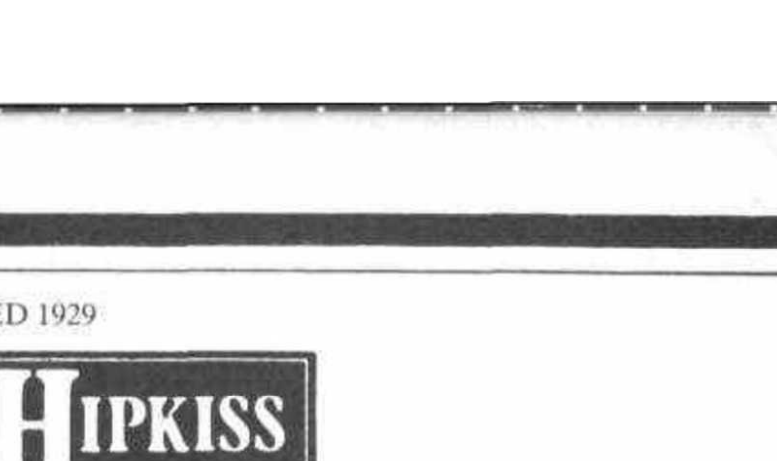
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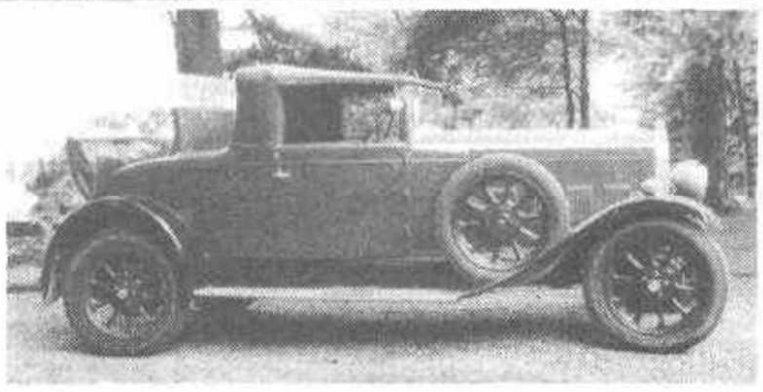
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1931 Rolls-Royce 20/25 Saloon *(photo)* by H. J. Mulliner, glass division, Brookes Trunk, 1923 V8 Cadillac *(photo)* 4-seater Phaeton, c. 1964 French "Formula Bleue" Panhard Single Seater Racing Car, *(photo)* 1929 Wolseley S8 Drophead Coupé *(photo)*, Rover 3.5 Coupé L.H.D., Astons, Bentleys, 1934 M.G.PA Midget, 1967 2+2 'E' Type Jaguar, 1935 Morris 10/4 Pick-up, Open Sports Models and many others.

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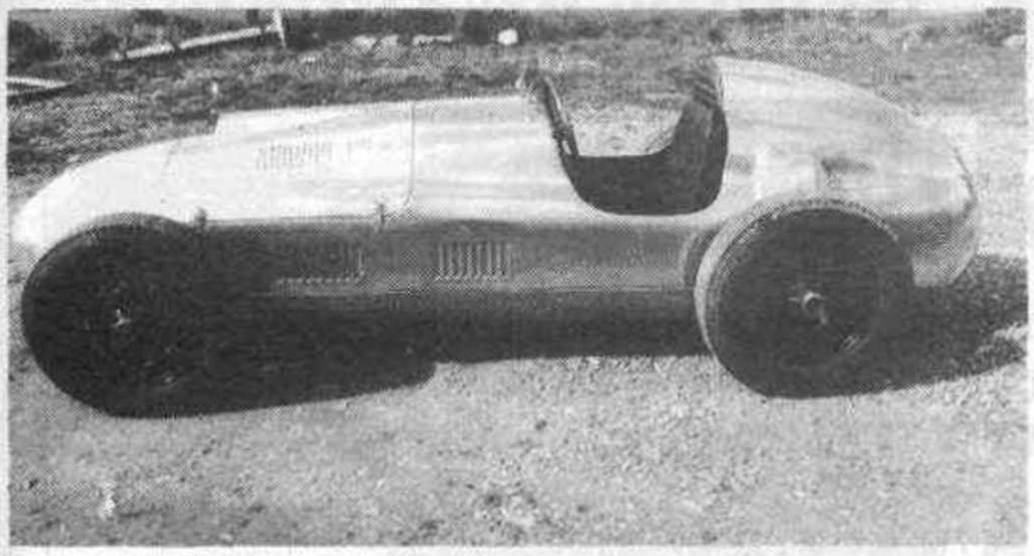
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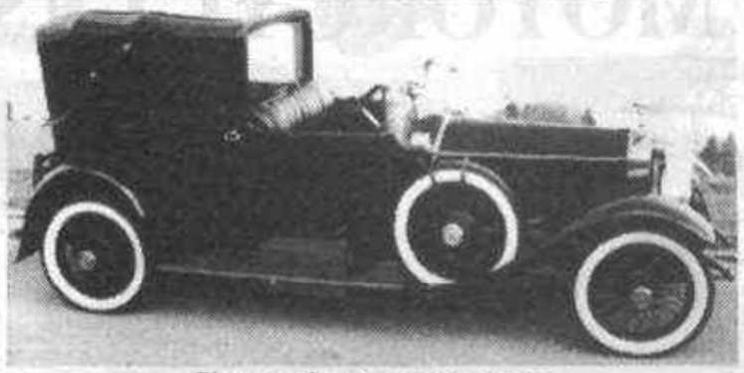
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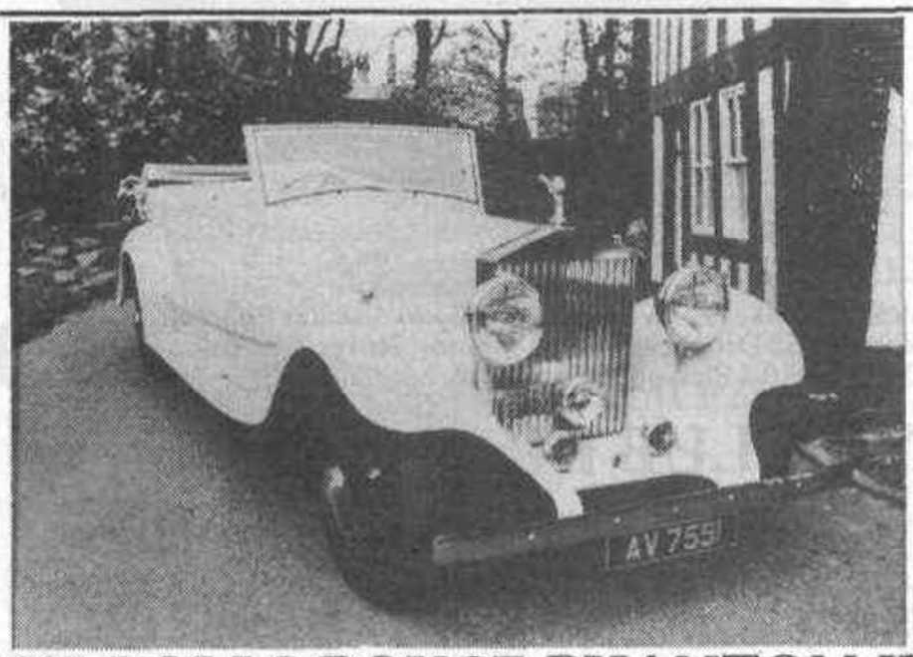


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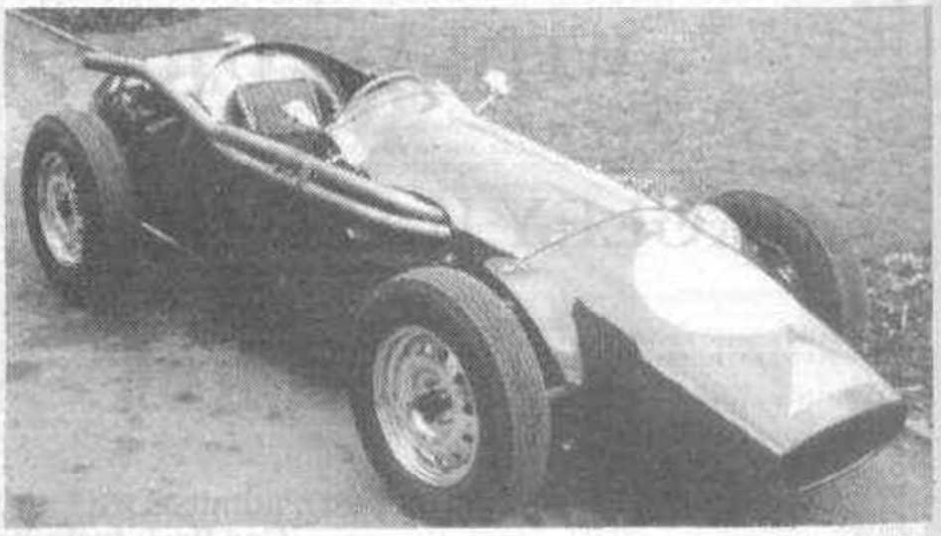
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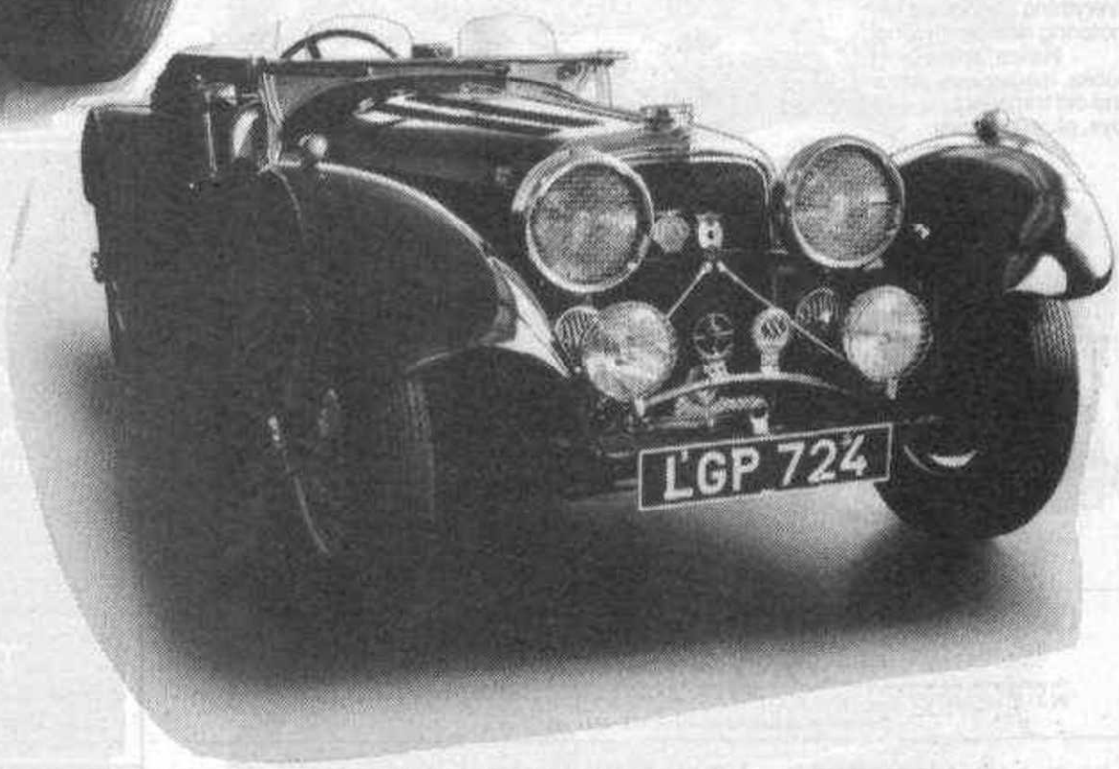
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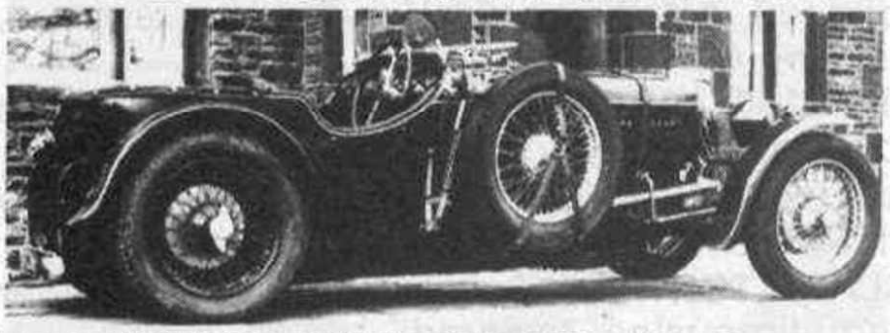
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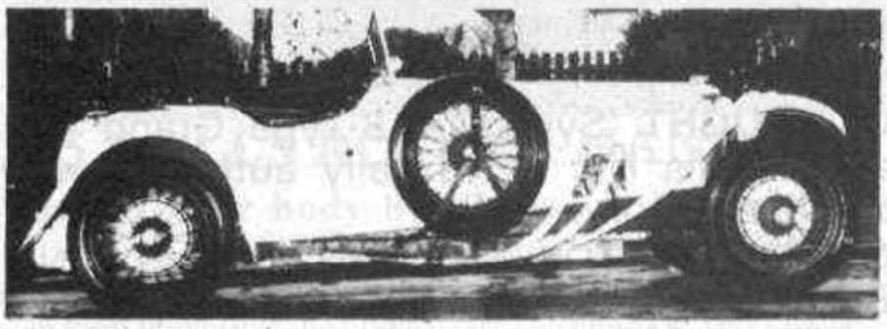
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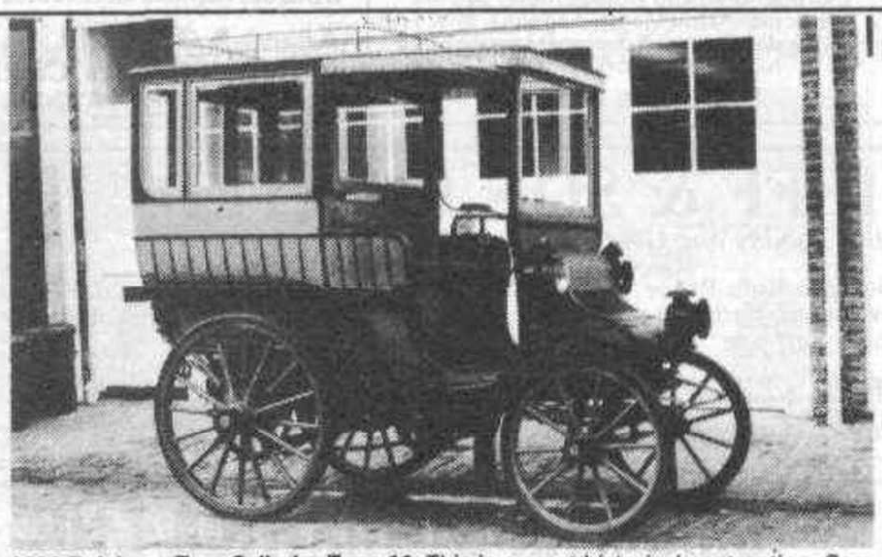
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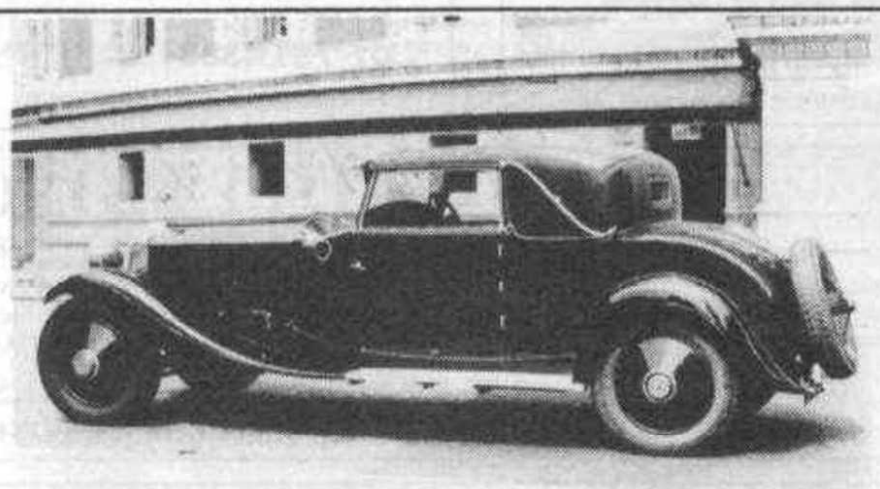
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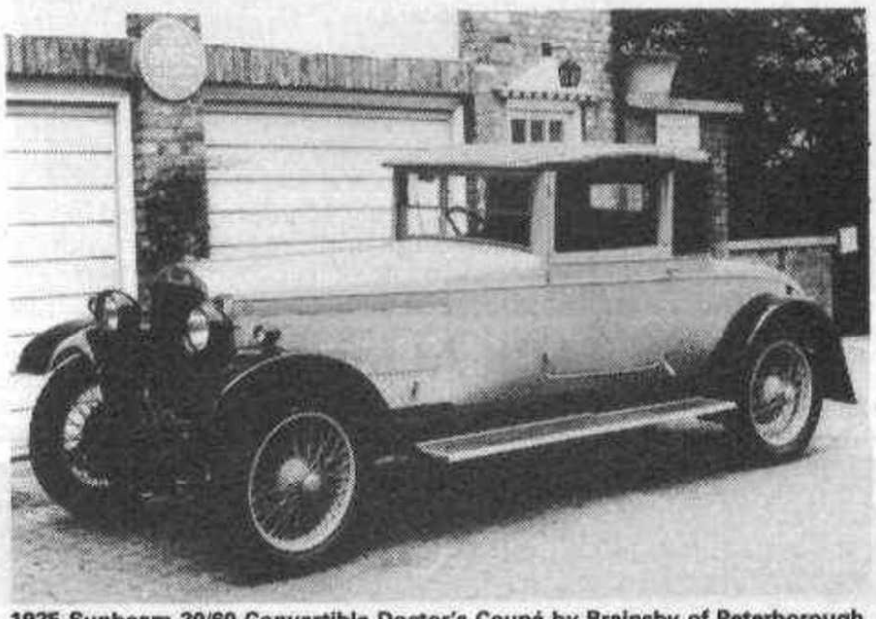
1898 Delahaye Two-Cylinder Type 11. This is a great historical contraption. Cars of this type were placed first in their class in the Paris-Amsterdam-Paris race of 1898. This example is both extremely rare and original. We believe that 19th century machines of this quality are very much undervalued and anyone having the foresight to form a collection of vehicles of this type made in the last century will reap huge rewards. It will be the century before last in 17 years.



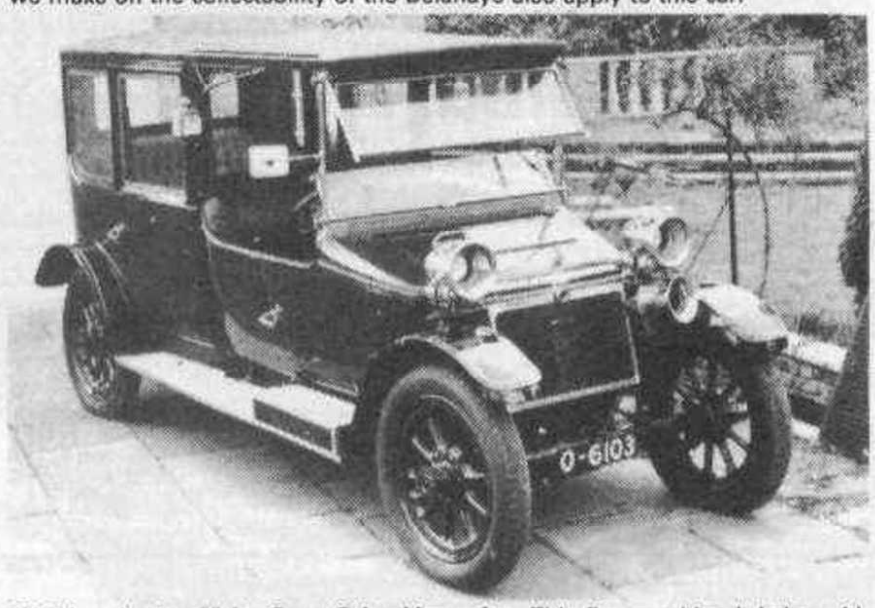
1926 Rolls Royce Phantom I Two-door Fixed Head Coupé by Manusius. A stylish 40/50 in very good all round condition. Not in the least expensive for a vehicle of this type.



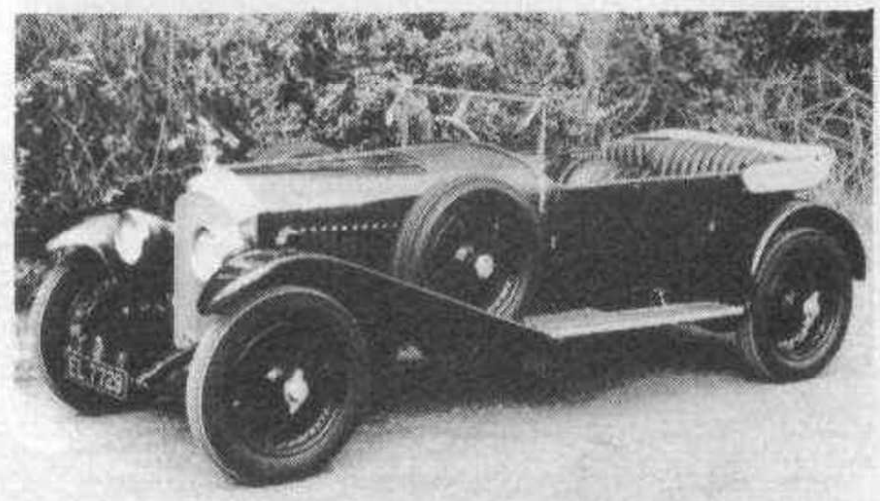
1898 Panhard & Levassor 4-cyl. A huge and very rare example of the early Panhard with Daimler Phoenix Motor. This vehicle still has Hot Tube ignition and solid tyres. An ideal London to Brighton car in very original state. The comments we make on the collectability of the Delahaye also apply to this car.



1925 Sunbeam 20/60 Convertible Doctor's Coupé by Brainsby of Peterborough. The subject of much recent expenditure this car is in many ways superior to the 20 hp Rolls of the same period.



1910 Lanchester 28 hp Open Drive Limousine. This fine machine bristles with unconventional features. F. W. Lanchester was one of the great men of early motoring whose work will one day be considered as very important. Put this one away for your grandchildren! See page 151 Automobile Quarterly Vol 1 No. 2 for a colour photo.



1928 Bentley 4½ Litre Vanden Plas Tourer. This car has an exceptional history. I have used it on two very long distance rallies this summer and it is very fast and totally reliable. See page 356 Automobile Quarterly Vol 1 No 4 for a full page colour photo.

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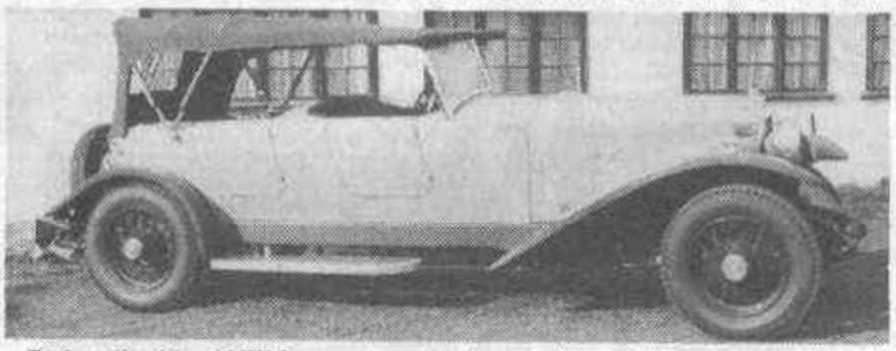
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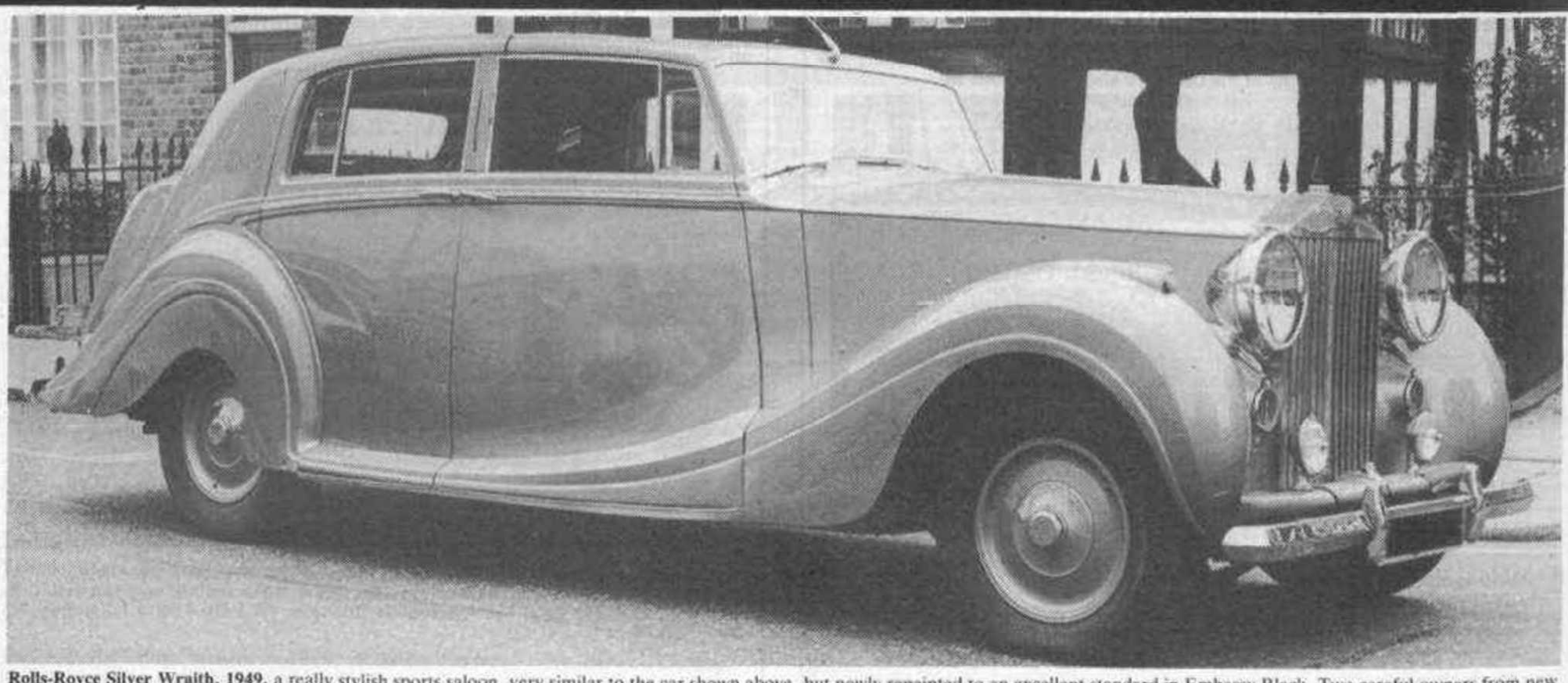
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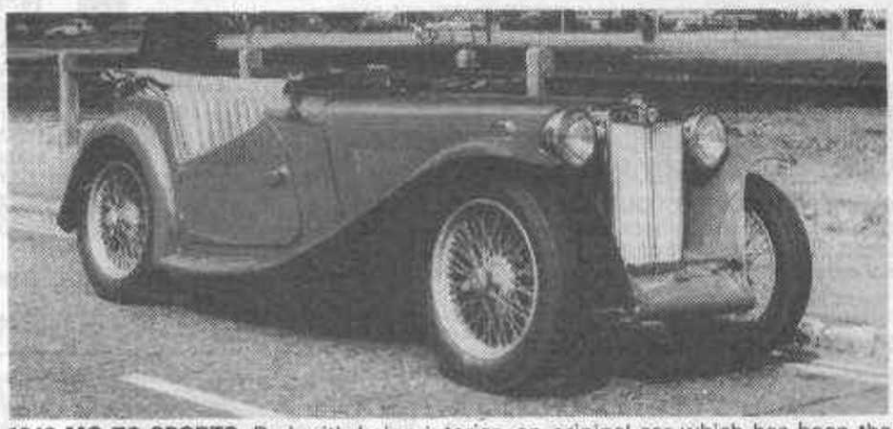
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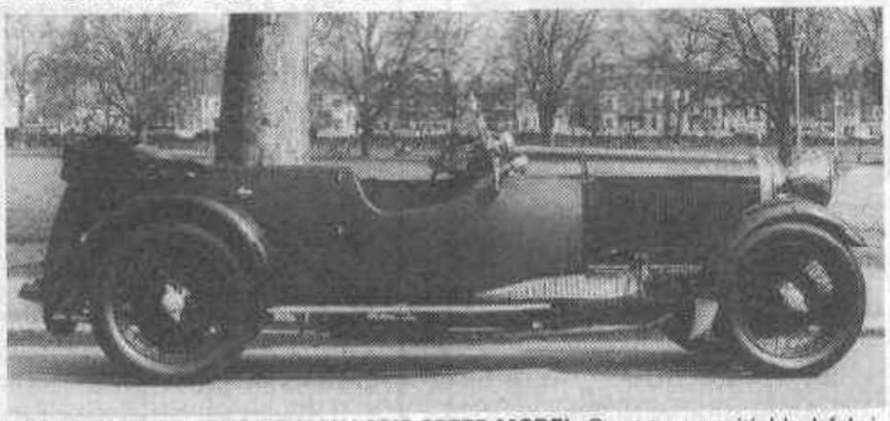
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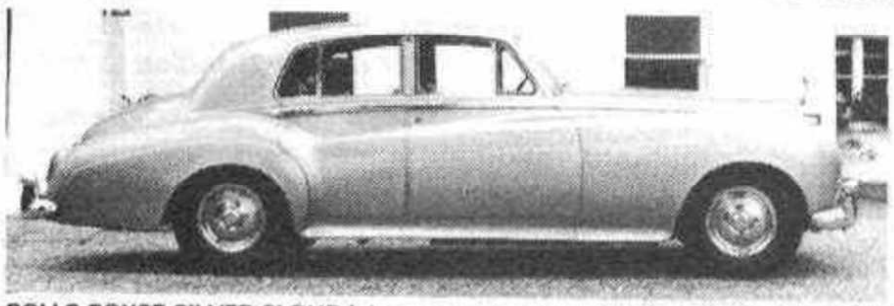
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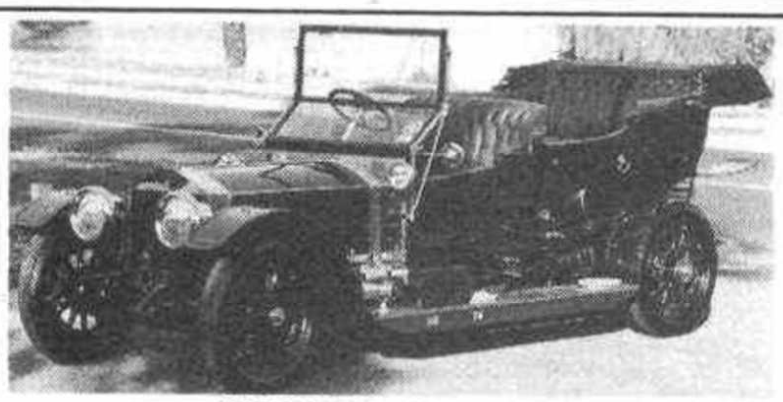


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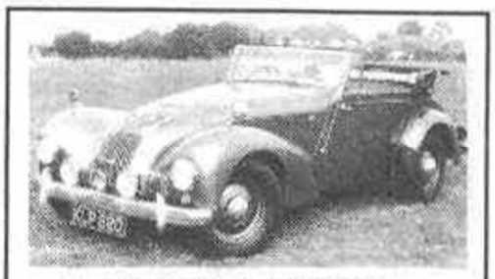


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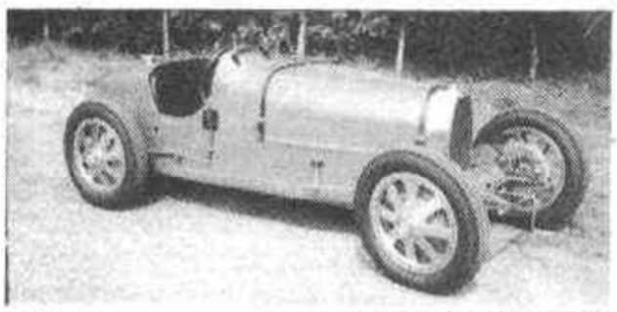
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1934 Maserati Tipo 8CM Chassis No. 3012, engine No. 3012. The famous Witney Straight / Bira car, see Motor Sport August 82 for the full history.



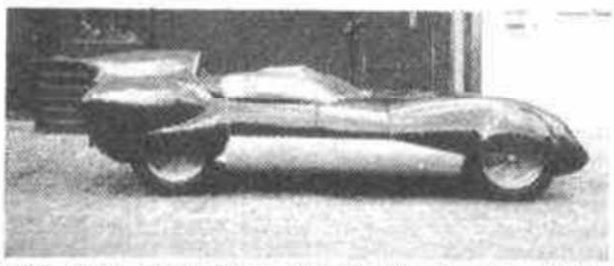
1937 Talbot T150 4-ltr Sports Racing Car Completely rebuilt, eligible for pre-war sports car races and historic races, competed successfully in immediate post-war Grand Prix driven by Louis Rosier.



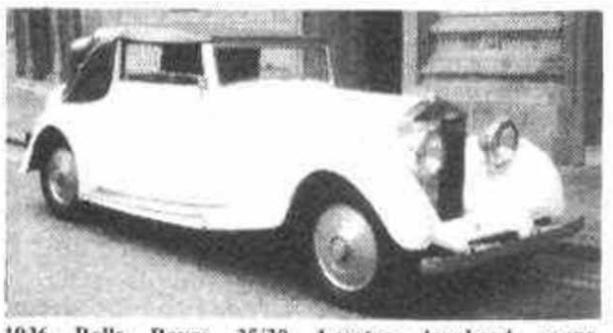
1925 Bugatti Type 35 2-ltr unsupercharged roller bearing Grand Prix car. Chassis No. 4421. British Bugatti Register (SIC). Original Early Type 35.



1938 Alvis 4.3-litre Vanden Plas Tourer. Mint condition.



1958 Lotus 11 Le Mans. Completely rebuilt by Willie Griffiths. Actual Le Mans car with high screen and wobbly web.



1936 Rolls Royce 25/30 4-seater drophead coupe. Undergoing complete restoration.

1932 Alfa Romeo 8C 2.3-litre Supercharged. Long chassis, 4-seater, restoration nearing completion.

1925 Bentley 3-litre short chassis Speed Model.

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October 27th

On October 27th a further sale of collectors' motor cars from various sources will take place.

As well as some of the more classic veteran and vintage machinery, this sale will include some superb sports and racing cars from the post war era.

As in the 1981 BRM sale, the remarkable cars in both these sales will be shown to their very best advantage in the excellent presentation environment of a motor show.

All cars will be spot-lit and displayed on the Christie's stand. Catalogues covering both sales are available at £15 post paid (this includes admission to Motorfair) from Robert Brooks, Christie's South Kensington, 85 Old Brompton Road, London SW7 3JS. Tel: (01) 581-2231.

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To give you an idea of just how unique these cars are we have reproduced here, the individual and colourful histories of some of them.

1914 ROLLS-ROYCE ALPINE EAGLE SPORTING TORPEDO

One of the two Silver Ghosts in the sale, this is the version of the model with close-ratio four-speed gearbox as used by Rolls-

and was supplied new by him to Captain Mill the body is by Portholme, Radley's own aircr firm. Milburn drove it for 250,000 miles befor presenting it to Rolls-Royce in 1933.

It was stored at their London service d in 1933 the body was replaced by a truck typ 17 RB transported Merlin engines and parts f Park Ward during the War. The original bod put back on and the car sold in 1947, and final passed into Mr. Sears hands in 1951, when restoration took place.

1905 ROLLS-ROYCE LIGHT TWENT T.T. REPLICA TONNEAU

This is now an exact replica of Percy Nort second-place winner in the first Isle of Man T Trophy of 1905. It was reconstructed from 2 c 40520 found in Cornwall and 26350 found at Cottage, Knutsford, former home of Henry R

The finest single co motor cars ever to co

Royce to dominate the 1913 Austrian Alpine Trial.

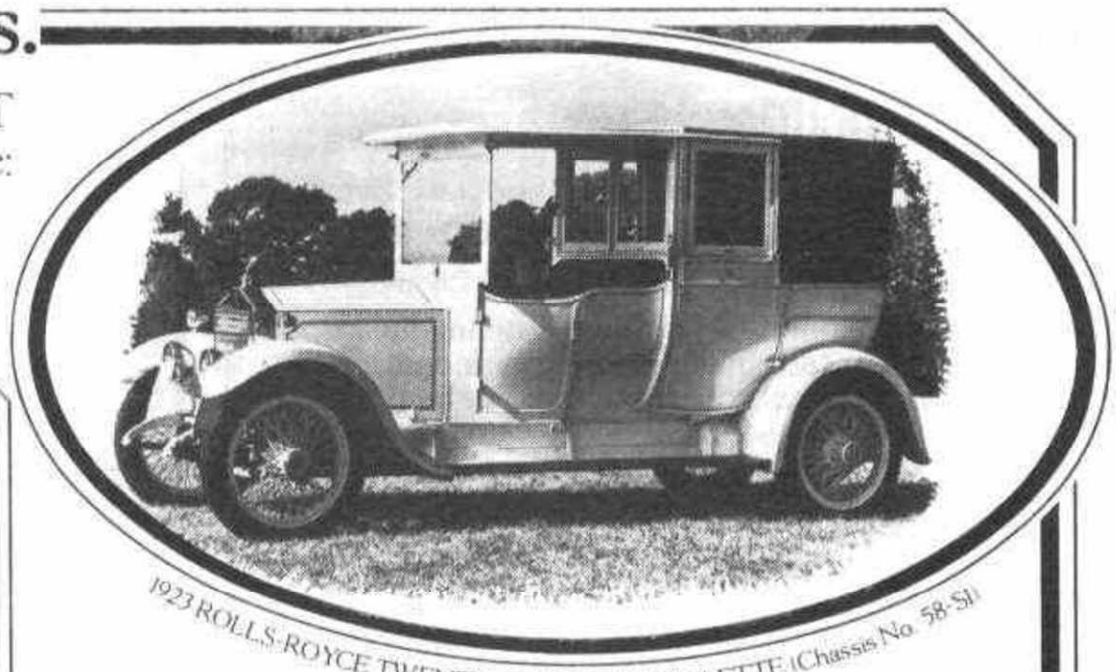
It is a sister to the machine in which James Radley made the best performance in the 1914 Trial,

The Cornish car was on the top floor of a coachworks and had to be lowered through a window in bits since the li

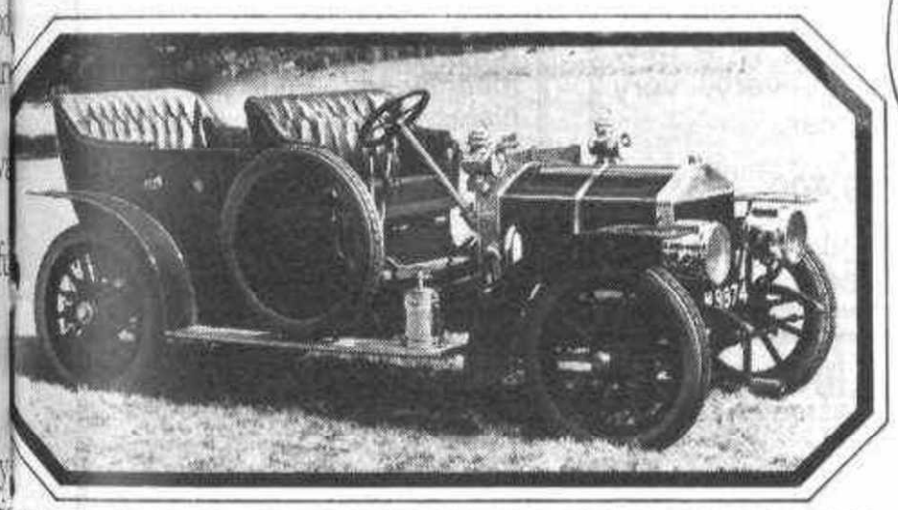


1914 ROLLS-ROYCE ALPINE EAGLE SPORTING TORPEDO (Chassis No. 17 RB)

and motoring collectables.



1923 ROLLS-ROYCE TWENTY SINGLE LANDAULETTE (Chassis No. 58-SI)



1925 ROLLS-ROYCE LIGHT TWENTY TT REPLICA TONNEAU (Chassis No. 26350)

lection of Rolls-Royce ne under the hammer.

een dismantled. The replica body to correct TT pecification was made by Warringtons of Hove: e only incorrect item is the Zenith carburettor, e original Rolls-Royce instruments being issing from both 40520 and 26350.

This car is capable of 65/70 mph and made its debut after restoration in the Veteran Car Club's London-Windsor Coronation Rally in June, 1953.

1923 ROLLS-ROYCE TWENTY SINGLE LANDAULETTE

Hamshaw of Leicester built the single landaulette coachwork on this very early three-speed, centre-change Twenty for the Earl of Lonsdale in 1910. Finished in his house colours of yellow with black coachlines, it was originally mounted on a Daimler chassis. When a replacement car was needed, however, he found the latest bodywork styles gave inadequate headroom for the top hat he invariably wore. Thus the 1910 body was transferred to the Rolls-Royce chassis. The Earl of Lonsdale kept the car until his death in 1944, using it to visit every racecourse in Britain.

It then passed into the hands of Mr. Sears, who repainted it in its correct and original colours.

MOTORFAIR OCTOBER 22nd

The sale of the complete Stanley Sears Rolls-Royce Collection will be held at Motorfair on October 22nd.

A second sale of collectors' motor cars from various sources will take place at Motorfair on October 27th.

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1926	**BENTLEY** 3-litre speed *(Photo)*.	£26,250
1928	**TRIUMPH** model W motorcycle.	£1,400
1929	**MORRIS** Cowley 2 seat & dickey.	£6,500
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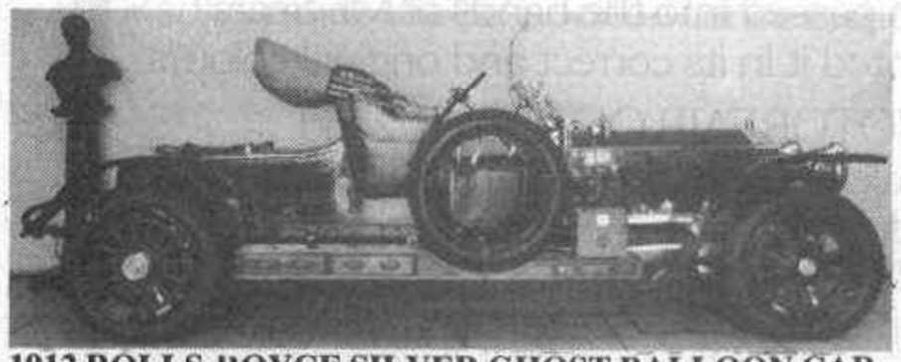
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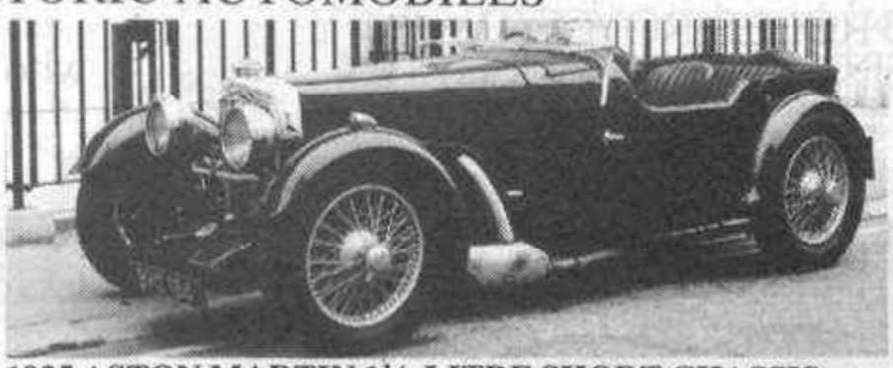
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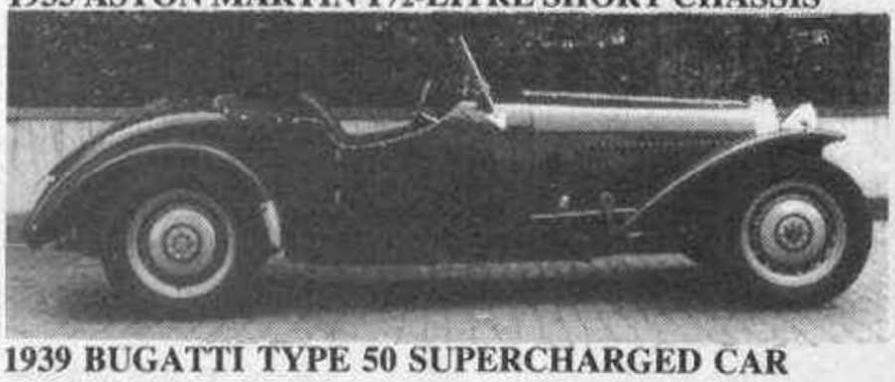
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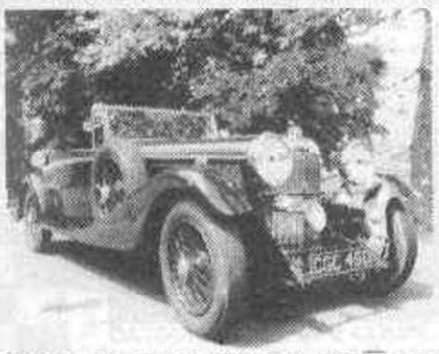
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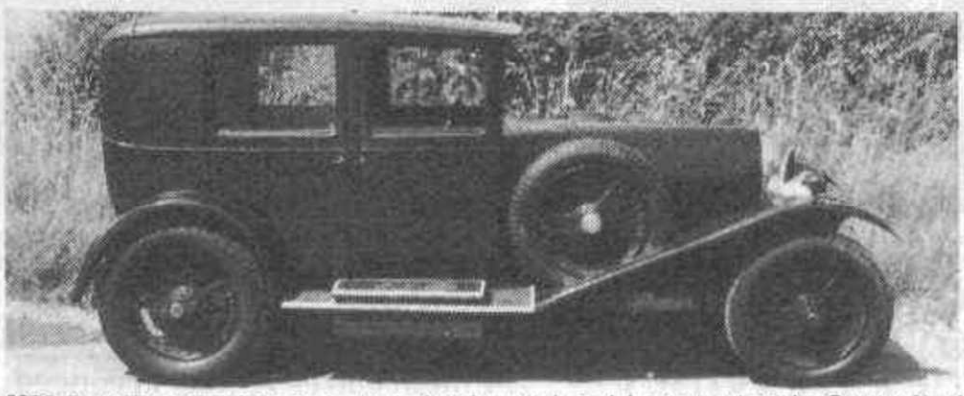
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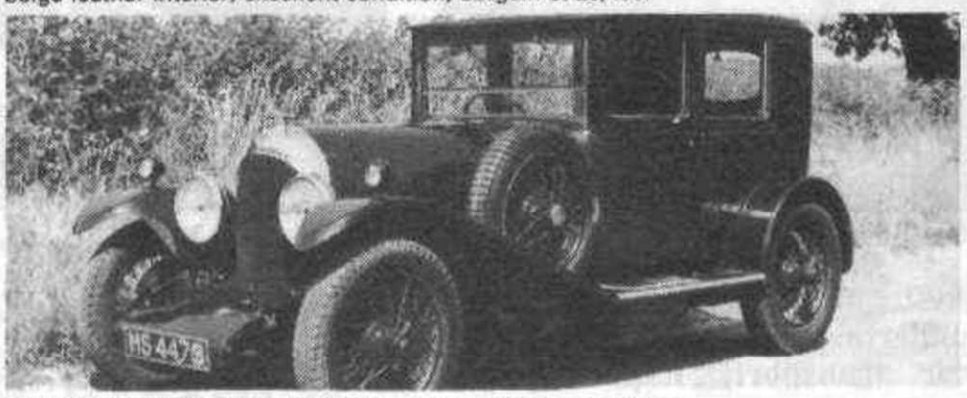
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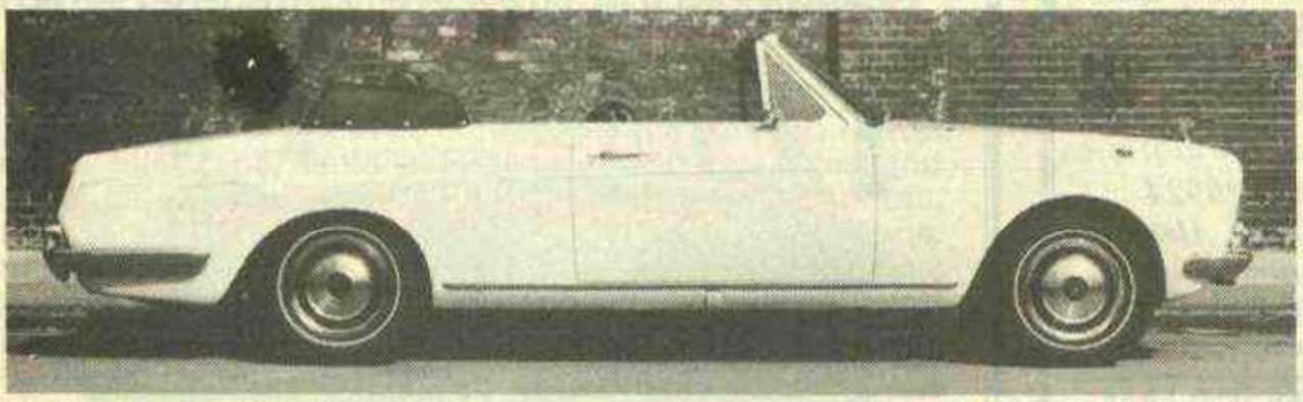
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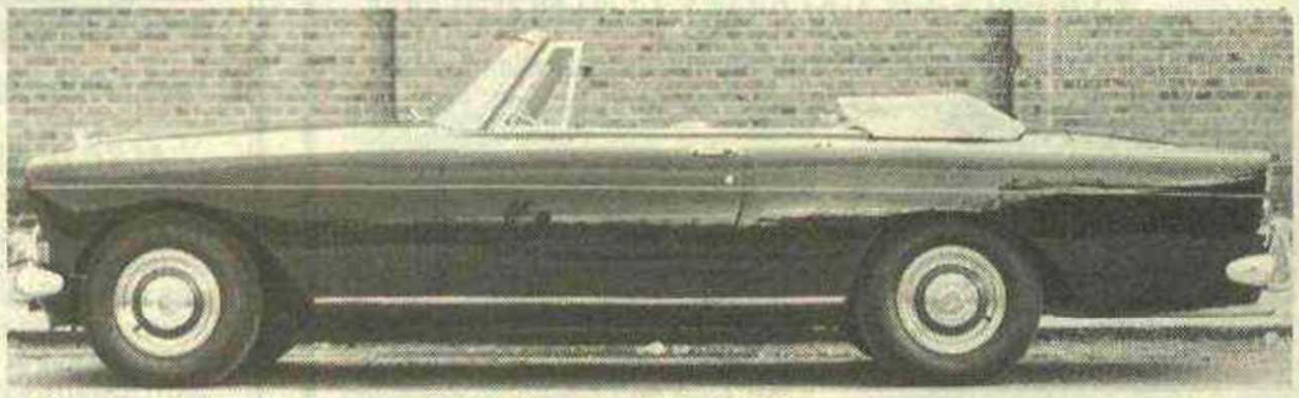
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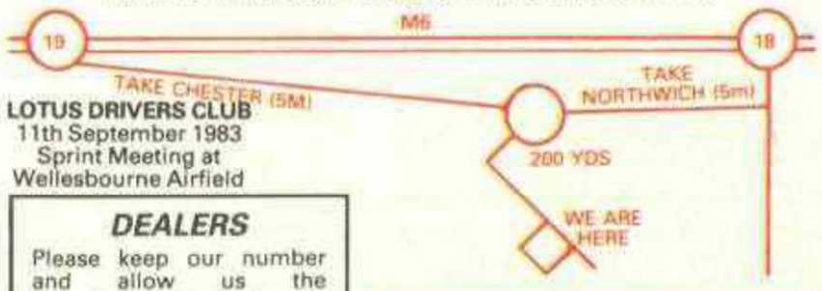
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