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Caterham Cars

DISTRIBUTORS SUPER SEVEN

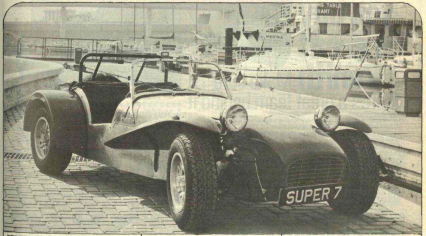


Photo by Member Courtesy of Brighton Motors

NEW SUPER SEVEN
You have been waiting for the Super Seven under license since your respective Champagneys! The Super Seven Series II has a tubular steel chassis covered with aluminium panels and aluminium wheels. The car provides exhilarating performance and handling. The first 1000 CI engine for the Series II is now available. 2.7 seconds the 0-60. Valve Train Cars II is now assembled with all correct operations completed at the delivery at £2,040. The Big Valve Twin Cam version is 6.9 seconds at 0-60.00. (Both prices include VAT and Car Tax. £2,040 inc. VAT) See Car Tax, Serial 50g for details or visit Caterham for a test drive.

MOTOR RACING
Why not watch our own and Rob Carr's cars compete in their respective Champagneys! **Products Events:** August 10th Motory Park, August 26th 2.5 Leatherside. **Members Events:** August 10th Brands Hatch, August 26th Thruxton.

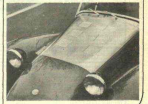
STOP PRESS
SUPER SEVEN 'SERRI'
To allow the long delivery period for a Twin Cam engine car we have recently developed a new cover and splain (locking under the bonnet of the car protected bonnet). The car consists of a brand new four 1000 CI engines which we strip and fully balance. All this stage we fit a 1000cc road carshaft (oversize), developed for us. The engine head is reworked, and history used materials with two twin-bore intake carburetors are fitted. Caterham for a further two months we have reworked and tested a further 1000 CI produces 110 bhp (100) and 9.7 (10) (200). The production car will virtually the same performance as the Big Valve Twin Cam with the advantages of ease of maintenance as well as 1000 cc. **The Super Seven Serris** costs £3,416 (inc. tax) in component form. Fully built export models can be supplied.



USED SEVENS
Series II a single selection of fully serviced models. **1976 Series II** with Coventry engine. Black/Multi-rib. **1978 Series IV** with B.V. T-Cam engine. Genuine low mileage. **1977 Series II** with B.V. T-Cam engine. Revolution wheels. Lotus and TVR kit.

USED CARS
Our stock of used cars is ever changing so please contact us for details of our requirements, for used Super Sevens, Lotus and TVR kit. Used cars are fully serviced in our workshops and carry a 12 months Car Care Plan covering: Leasing, 10% and insurance facilities available.

WANTED
We pay cash for good examples of Sevens. Please phone us with details and price required. Also required for existing customers are: 1970/71 Ethic or Ethic, 1970/79 Exotic, 1974 Europa +35 130%, 1970/71 TVR-MF Series. Must be good condition and average mileage for year.



Parts Dept. Tel: 42382
Has offer a complete spares service. **Lotus Series:** Lotus Twin Cam engines, Lotus Corliss, TVR Car Series. **Super Seven:** T-Shank, White, Yellow, Blue, Red. All adult sizes at £2,750 inc. P&P. **Chromax** at £2,200 inc. P&P. **Starline Super Seven Street Series:** Grey, Green. All adult sizes at £2,200 inc. P&P. **Chromax** at £1,800 inc. P&P. **Starline**.

SERVICE DEPT. Tel: 42361
We can undertake service and modification work to Lotus Sevens, Lotus Twin Cam Engines, TVR M Series.

LOTUS SEVEN CLUB
Meet monthly Thursday 7th August, White Hart, Colchester.

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Programme used 8000 cc suspension, we are taking our 550 gpm front and compensating 934 fuses with two 200 and 240 section 27's make some special parts, make some 834-upgrading (like adjustable least). The possibilities are very interesting!

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Secondhand 2.7 Carrera RS, Carrera 3.0 and 811 SC engine, a top-performance transmission with LSD, new updated 811 carburetor and 800/811 sport 1400 cc engine. 4 speed gearbox front and rear brake conversion and widened Porsche also include discharge 15 and 10" diameter steel and 14" wide rims.

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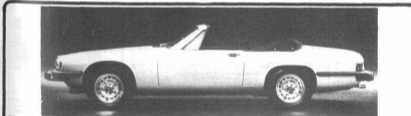


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FRONT COVER PICTURE: ALAN JONES on his way to winning the British Grand Prix at Brands Hatch on July 13th driving the Savio-Leyland sponsored Williams FW07B7. His win, the second in two weeks, gave him a commanding lead in the World Championship.

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MATTERS OF MOMENT

■ FULL CIRCLE WITH FIAT?

"... the phrase, 'the racing-car is the touring-car of tomorrow', is none of my coinage... I, however, concur in it" — Louis Cochet, 1924.

Turbocharging, derived from early high-altitude aeroplanes, is all the rage these days, for increased performance and torque. Renault have followed up their Formula One Turbocharged racing cars with the exciting Renault 5 Turbo (see page 1157) and this development, led by Saab, is now in full spate, with Audi, Alfa Romeo, Aston Martin, BMW, Datsun, Lotus, Ford of America and Porsche among its advocates.

It is possibly significant, however, that Mercedes-Benz, who showed immense interest in the Wankel rotary engine, have not so far leapt on the turbocharge band wagon (except for their diesel) and that Fiat, although they have experimented with exhaust-driven turbocharging, have also been interesting themselves, as they did nearly 60 years ago, in mechanically-driven superchargers.

A release from Fiat's British Press Office in June gave the reason why the Abarth engineers are now experimenting with positively-driven displacement superchargers. They see possibilities, not only of improving power output and torque, but of actually saving 10% less petrol, by supercharging today's efficient engines. The advent of effective die-casting techniques has made practical volume-production of lightweight superchargers. Abarth report that a 1.3-litre Fiat engine, boosted with a cast-aluminium Fiat Roots supercharger at from 7.25 to 7.96 lb./sq. in., has been giving the same power as a normally-aspirated 2-litre engine of the same type and that the blown power unit saves 10% on fuel consumption at road speeds of 40 to 110 m.p.h., and uses up to 23% less petrol than the non-supercharged 2-litre car when driven with circumspection. Moreover, say Fiat, torque is improved all through the rev-range, a 2-litre supercharged engine blown at 4.8 to 6.5 lb./sq. in. shows a torque increase of 99%. These experimental Fiat engines have been run on four star fuel, their compression ratios lowered from 9.3 to 1 to 7.8 to 1 to compensate for the forced-induction.

If Fiat decide to standardise their supercharged engines, the great Italian manufacturer will have completed the circle, because in 1923 a straight-eight 2-litre Roots-blown Fiat became the first supercharged car to win a Grand Prix race, when Carlo Salsani finished first in the Italian GP that September, at 91.06 m.p.h., his team-mate Pietro Bordino lapsing at 99.8 m.p.h. (the full story of failure, followed by this success, will be found in pages 1201-1206 of MOTOR SPORT, November, 1969).

From that time onwards, until the setback of war, supercharged cars won every International Grand Prix race unless the rules specified otherwise, and for many years after the war supercharged engines were still extremely prominent in racing. Before the war the supercharger was popular for catalogue cars, with Alfa Romeo, Lagonda, Lea-Francis, Austin, GM, Mercedes-Benz, Saabren, Hill, Stutz, Avig, Buick, Maserati, MG, Triumph, Frazer Nash, Traca, Amal and others listing supercharged models in their catalogues, and Amberg Villiers doing so with the 4½-litre Bentley, against Walter Bentley's wishes.

At first there had been an obsession with blowing air through the carburettor, with all the accompanying pressurising complications, so that only Mercedes-Benz, with their impeccable and painstaking engineering, could properly cope, including clutch-engagement of the Roots-blower under acceleration depressions. Stutz copied this, but gave the "Black Hawk" driver a lever with which to bring in the supercharger whenever he felt the need of more power. . . .

By sucking the fuel mixture from the carburettor or carburettors and leaving the engine-driven supercharger whether a Roots rotor or vane-type compressor, permanently in operation, it became almost simple. Thus the aforementioned manufacturers encouraged to have supercharged models in their catalogues. This was followed by the fitting of superchargers to previously atmospherically-induced power units, as a simple 'boosting' expedient. This was done on the most improbable of cars, such as Austin 104, the first Jowett and Armstrong Siddeley, etc., with a wide choice of proprietary blowers to choose from — Aerns, Berk, Coetzer, Crestair, David Brown, Foxwell, Marshall, Shorrock-Haycock, Jameson-Gillett, Villiers, Wade, Zern and Zeller, for example.

Supercharging with such blowers was comparatively simple, apart from the difficulties of maintaining close clearances between rotors and casing or vanes and casing and providing the right amount of lubricant, because double or triple belts from a convenient engine pulley would provide the drive. The idea was exactly the same as with today's turbocharging, namely, to increase the effectiveness of a production power unit without drastically modifying its internal structure.

Apart from lowering the c.r. by using i.e. pistons or, less expensively, a thicker head gasket, there was little else to do (but you cannot tuck on turbochargers that easily), and even mild supercharging was an excellent way of disguising indistinct deficiencies, as Lagonda with their twin underhead-camshaft 2-litre, and possibly others, discovered.

So before WW2 the supercharger flourished as readily as the proverbial green bay tree — the writer has

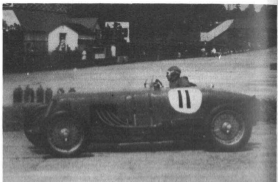
Continued overleaf

RACING CAR DEVELOPMENT The Appleton Special

IN THE 1981 Tourist Trophy race on the Avon circuit in Northern Ireland car number 34 was one of the foreign entries in the 1000 cc class. This was a two-seater road-equipped Maserati Grand Prix car powered by an eight-cylinder 1078 cc supercharged engine, which was a scaled-down version of the Grand Prix engine, with twin-overhead camshafts. As the whole car was based on the Grand Prix chassis it was rather big and heavy for a 1100 cc car and anyway the engine was not all that powerful. It was driven by the Swedish driver Henken Widengren, but only covered three laps before it crashed into the sand bank at Newmarket. In 1953 the car was for sale at a very low price, mainly because it wasn't much use for British events, and John Appleton bought it with an eye to building a special. He wanted a race-head chassis with good suspension, brakes and steering, but he didn't want the under-powered Maserati engine, so this was removed and sold.

He was preparing installing a racing Riley engine with an ENV pre-selector gearbox and as the 4-cylinder engine was half the length of the Italian one, he cut twelve inches out of the middle of the chassis and joined the two halves with welding and strengthening plates. The Maserati radiator and 2-seater body were retained and the bonnet was shortened and outwardly the car still looked like a Grand Prix Maserati except that there were only four exhaust pipes coming out of the left side of the bonnet. In TT form the car had weighed 2100 cwt, but in its new form as a stripped and shortened racing car it now weighed 1775 cwt, and it was entered for British racing events as a Maserati-Riley of 1100 c.c. during 1954.

The following winter a major rebuild was undertaken with two things in mind, one to increase power and the other to reduce weight. The whole car was taken apart, including the chassis frame and the side-members were extensively drilled. They were re-assembled into a steeper-seat width, with new cross-members and the Maserati springs, axles and brakes were retained, the rear spring being cut-out-cuts to give a wide spring base. The engine was supercharged by a Zeller instrument, giving 25 p.s.i. boost and the best available racing Riley components were used in the engine. Brian Jackson, the Brooklands based engine specialist did the development work, his designer providing new connecting rods, pistons and crankshaft. It was now called the Appleton Riley and was fitted with a single-seater body with a head fitting for



Upper photo: The Maserati-Riley at Brooklands taken twelve inches had been cut out of the tubelens and a 4-cylinder Riley engine substituted for the 8-cylinder Maserati.

Lower photo: The Appleton Special at the Poole speed trials in 1958 in its final form when it weighed 1270 cwt and developed 183 h.p. It was fast but fragile.



chassis frame, with say a Delage front axle, a rear axle from a broken-up 30/98 and an engine built up from bits from various dismantled cars, the whole lot fitted with a body made to the pattern of an original 2-seater Wrenson or a 4-seater Velen. There are sufficient original cars about to assure that the new body is correct in all detail. As with all interesting old cars there are never enough to go round so when you get to the end of the 1980 register you find there are recorded five cars, as yet un-numbered, being built up on new chassis frames that a group of about 30/98 owners have got together and commissioned to be made. Three of them have engines to put in, the other two do not at the moment. The question is since Vauxhall 30/98 owners mind is "Well these cars are not Vauxhall 30/98s, as they will not have been made by Vauxhall Motors?" None of them will claim any fame or history, they will just be nice, usable,

vinage touring cars. But there is a question mark over them as far as owners of real and original cars are concerned. It could be that these "new" cars will devalue an original car on the "open market", or they might increase the value. They might even fetch more money than an original car, as they will be new, and to some people "newer" is "better". However, nobody is making a "private team-car, old boy" or a "Le Mans car", or "an Van Birkin car, old boy" so no racing history is not going to be violated. At least these "new" 30/98s are in the register and not being built quietly in a back street workshop, or being sprung on the unsuspecting public at an auction sale.

If you are thinking about a 30/98 Vauxhall the Owners Register, run by David Marsh, knows all there is to know about the B-types and the OE-types. — D.S.J.

the driver, like the contemporary W25 Mercedes-Benz Grand Prix cars. In this first single-seater version it was weighing 1350 cwt. and developing 118 h.p., about twice what the original Riley engine developer had planned.

For the next four years John Appleton and Robin Jackson carried out a remarkable development programme on the engine, which necessitated special cylinder blocks from the Riley company, a three bearing crankshaft in place of the two-bearing Riley crankshafts which broke frequently, and all new moving parts. New camshafts, an Arnott supercharger replacing the Zeller, a modified cylinder-head, a totally new oiling system and so on. The power output was pushed up from 118 h.p. to 132 h.p., then to 160 h.p. and finally to 183 h.p.p., while the weight was pared down to 1270 cwt. All the time the engine remained at 1100 c.c. and in its early single-seater form broke International records for the standing start kilometre at 82.1 m.p.h. and the standing start mile at 91.3 m.p.h.

During the winter of 1937-38 while the power output was going up from 160 h.p.p. to 183 h.p.p. the car will rebuilt with a lighter and slimmer body, still on the lines of the successful German cars of the time. It competed regularly in sports, hillclimbs and trials at Brooklands and the Crystal Palace and changed its name once more to Appleton Special, and the name of R. W. Appleton was a strong contender in the 1100 c.c. Motorography. The way to success was finally put a step in its activities and to its development, but when the lighting was over John Appleton brought the car out of hiding and raced it again in the early motor-race events. With Arnott superchargers no longer available and Riley components scarce as well as point method fuel mixtures, Appleton de-tuned the engine and used a Roots supercharger of much lower boost and settled for an output of 135 h.p.p. The Maserati axle and half-shaft springs were long since scrapped by Appleton, and a new chassis with independent suspension, but the idea never got further than the drawing board as he realized that too many years had passed and there was no way he was going to be able to drive competitively against the new breed of young post-war drivers who were beginning to appear. Fortunately he had not dismantled the Appleton Special while planning his new car as he was able to sell it complete with a spare engine and all the bits and pieces.

It took over the Midlands for many years and at some point the very special engine was removed and it disappeared along with the spare engine. The rest of the car remained intact and was subsequently fitted with a 15-litre 4-cylinder Riley engine, and used in VSCC club events. Later the engine was supercharged and the Appleton Special began to show some of its old form, but it could never match its 1936 form when it was giving 183 h.p.p. from 1100 c.c. Vintage racing kept the car active and it had a new lease of life which it is still enjoying today in the hands of Julian Marsh. The Appleton Special as we see it today is a far cry from the original 100 c.c. sports Maserati in the 1931 TT but every trace of it has been well documented and is well known to Mr. Marsh for the lion of his another interest is in the history of the car. It was built on the car from 1931 to the present day. Basically one of the special three-bearing crankshaft Riley engines came to light, but it was in 1939 when it had reached the peak of its development. However, it is nice that the car looks outwardly just as it did in 1939. — D.S.J.

The astonishing Renault 5 Turbo



BY ANY standard the Renault 5 equipped with mid-mounted engine and turbocharger is an extraordinary motor car. Its looks are strongly akin to a Gullie cartoon character car, all flying buttresses and extensions to cover its 160 h.p. heart. Then there is the courage of Saab-owned Renault producing such a car while still fully engaged in the Renault 5, and in an atmosphere where the car buyer's shopping list tends to be topped by price, rather than performance.

This is an unslashed performance car, a fine base on which to build a World Championship rally victor, but also a genuine production car in its own right, rather than a conversion. This month available in France at the July 10 exchange rate equivalent of £11,956.26, predictions are for 1,000 vehicles a year by the close of 1981. Present production rate at the Alpine Dieppe factory is eight a day with homologation of the car into Group 4 (400 vehicles, only available in red or blue for its initial race) each plated with a number on the dashboard) planned for September 1980. Its first outing on a World Championship rally is planned for November 8th/9th, Tour de Corse, but we could see it out in France in July on national events in prototype classes, possibly the Tour de France, if that event is held in 1980.

No production is earmarked for Britain at all. The earliest we could have the car would be 1982. Doubtless some entrepreneurs will bring it in at just the same way as the Strati arrived on its first stints in limited numbers at "telephone number" prices!

What do you get?

Sharing the 1,397 c.c. pulsed Gordini four cylinder motor, you might expect this to be just another turbo-charged 1.5 litre. After all, what can 1.4 litres do? In Renault's Garrett A18R turbo-charger case it can provide 160 h.p. and 155 lb. ft. of torque against Gordini's 93 h.p. and 82 lb. ft. Figures that would not shame a three-litre six.

Install that in a vehicle of 970 kg/2,139 lb., engineer the lot thoroughly in Renault have in a

new four year development) and the result is simply sensational.

Renault reports that a test car of the same vital statistics at the onset we tried returned 4.6 at 62 m.p.h. in 6.59, 0-400 metres (roughly equivalent to the drag strip quarter mile) in 15 sec. and had a top speed of 124 m.p.h. The engine capacity of 1.4 litres shows more on the test than our paper, but it's still a flyer. Jean Renault explained this fact when he took the 160 h.p. "Customer version" out for testing on some classic Monte Carlo Rally stages. He returned from 231 km. per stage kilometre faster than the works Group 2, front drive Renault 5, of the type that Renault currently leads the French series in. Six KJs finished second and third overall in the very snappy Monte of 1979.

The true competition R5-Turbo will have 250-260 h.p., 100 v.c. torque and 1.0 litre fuel flow boosting at 1.4 bar, instead of the production 0.95 bar, equivalent to 12.2 lb. sq. in. boost. It will also have twin intercoolers, a limited slip differential and a projected 231 km. per stage at 1,600 r.p.m. Weight will be 810 kg/1,786 lb., this power to weight ratio carefully selected at the prototype stage. Then Renault also considered the V6 Dourville engine and the 2.0 litre fuel flow from the same source, but neither could match the 1.4 turbo's power to weight ratio under international FIA regulations — or provide such a well balanced car where fast rally-style servicing would be possible.

As you'd expect most major mechanical bits will be completed by the expensive but rapid method of pulling out the engine/motors/trans as one unit, or by simply changing the rear mounted gearbox. A task that must be easier than on a freeze engine car, even though they have had so-called quick release bellhousings for machines like the Escort for some seasons now.

Development

It was General Larrouca's predecessor as Renault competition director, Jean Terrazoni, who Renault credit as the creative spark behind the R5-Turbo. Jean died August 27th, 1976, but by then the theme was being carried on.

It was only September 1976 before Renault had completed the first prototype! The programme involved collaboration between Renault subsidiary Service Product, Brennot, St. Paris, and the Dieppe factory now called BEREX. The Renault styling department carried the look of the car, but the first styling models were created at Brennot in Turin under the supervision Renault styling staff.

By December 1977 they had got down to details like the hexagonal divisions of the 10-instrument dashboard layout with its unique two spoke wheel.

March 1978 and the Dieppe factory had a running black prototype, bearing, however, the local lanes. The main car was built by Renault all the test driving, former European 2-litre sports car champion Alex Serrago.

A second prototype, but only a runner I suspect, was the red Turbo that marked the official debut at the Paris Show October 1978.

The black prototype was retained and we all had a chance to look around it. It was Paul Rignot (MOTOR SPORT, January 1979). As one could see from that car a lot of running changes were made using the new rear suspension, based on fabricated double A-arms, was finished along with that extraordinary bodywork. Aerodynamic studies were carried out with the aid of the wind tunnel at St-Cyr, but the final shape is not apparently so much as functional, housing wheels

then knocked the Trellet off onto the grass and out of the way. It is very tough at the top these days, which is why we got some good racing when the rabbits get out of the way.

In mid-field Marc Surer was pushing the newer AT3 round very effectively, at least as well, if not better than Jan Larmer's bad one, whereas Larmer was getting nowhere with the red, white and blue flag. At one point the AT3 caught and passed the Ferrari as if it was standing still, which must have been very frustrating for the little Dutch driver. Had he been in the second AT3 he could have been going as quickly. For up-and-coming drivers there is a lot of things are bad, but they are far worse for top drivers, and Schachter and Villeneuve were suffering the indignity of being passed by drivers with far less talent. Schachter spun off into the barriers in his own car after Stirling's Bend and ran back to the pits to climb once more into the spare car. The new Pimpaldi was a little better than the old, its suspension and fuel feed problems overcome, but Rosberg was looking like a non-qualifier, which he will continue to do until he releases a bit and gets some smoothness into his driving. Many years ago Alex Jones' father told him "Learn to drive smoothly first of all, speed will come naturally." It would appear that Alex Jones was right. Schachter's momentum ended at rock bottom when the spare Ferrari developed engine trouble, and he was next to last, only Dupailier being

slower because his Alfa Romeo engine just would not run cleanly.

The final "all or nothing" hour was from 1.30 p.m. to 2.30 p.m. and the weather was still grey but dry. In danger Michelin were cutting circulation grooves in the tires for Renault and Ferrari to try and make the rubber "work" a bit and raise the temperature, but it seemed a forlorn hope. The Ferrari mechanics were still sloping away when the timed session began, finishing off the two race-cars for Schacker and Villeneuve. In the Ligier and Williams pits all was under control and Jones began practice in the new T-car, while Piquet and Laiffe were benefit of confidence. Patrick Depailler was being freed to use the spare Alfa Romeo as the engine in his own car would not respond to attempts, and Surer was in the car for the two AT3 cars. All was going well and the pace was really hotting up when Arnoux lost control of his Renault leaving the Dreyfus hangers and crashed heavily at the foot of the hill. The red flag came out at the start/finish line and qualifying stopped while the Frenchman was released from the bent car, fortunately with only superficial damage to a hand and some nasty bruises. The wrecked Renault RE24 was removed on a breakdown lorry and the spare Renault's cockpit was re-arranged in its tough little Frenchman who was set to carry on.

When qualifying re-started after 20 minutes the pace got really fierce, but it was still the two

Ligier drivers and the two Williams drivers who were setting the pace, all in the 1 min. 11 sec. bracket, but Nelson Piquet was not on their book with his Brabham BT49B. He joined this elite group with 1 min. 11.634 sec. and he was really trying, eventually trying too hard and losing a momentary spike as he left Claydon's Corner, which took him right along the grass verge as far as the pits, but no damage was done. Not long after this de Angelis lost control over the lunge in the same corner and spun into the barriers with a sickening thud which bent the Lotus 833 quite badly. He left it there and walked to the pits. In the Alfa Romeo camp Giacomelli was going well but Depailler was having a terrible time as the engine in the spare car was refusing to run decently. As a last gasp Giacomelli was called in and the Frenchman went off at 17:02 to make his best time of the afternoon, but not as good as his Friday time. Schacker was back in the spare Ferrari, but little good it did him, and right at the end of the delayed hour Keegan got a middle passing Mrs. Wilson and crashed heavily into the barriers at Westfield Corner, damaging FW02 extensively, but escaping without, and one to round off the day Villeneuve spun his Ferrari so quickly that he gathered it up and was gone before the marshals could wave the yellow flag, and the Brands Hatch marshals are amongst the quickest!

(Main report continues on page 120)

The Supporting Races

The Formula 2 race on Sunday morning was a bit like the Grand Prix, for practice had suggested a very fierce battle between eleven drivers who had run in laps between 1 min. 26.23 sec. (Brett Riley on pole position) and 1 min. 28.96 sec. (Mike Blanchet in eleventh place). With eleven drivers spaced by three-quarters of a second it should have been very exciting. As it was Kenny Achter (March-Toyota) simply ran away from the rest of them.

Formula 2 - 70 laps

1st : K. Achter (March-Toyota)	23 min. 31.77 sec.
2nd : J. Johnson (March-Toyota)	31 min. 29.47 sec.
3rd : R. Riley (March-Toyota)	29 min. 28.47 sec.
4th : J. Jones (March-Toyota)	29 min. 27.58 sec.
5th : M. Blanchet (March-Toyota)	29 min. 27.28 sec.
6th : T. Tamm (March-Toyota)	29 min. 26.28 sec.
7th : V. Whelan (March-Toyota)	29 min. 26.28 sec.

Fastest lap: K. Achter (March-Toyota) in 1 min. 27.50 sec. — 113.856 k.p.h.

The *Lloyd's* Scottish Aintree race combined single-seaters and sports cars and over thirty-eight cars were entered on the grid. Willie Green in Bamford's old Ferrari Duo 246 was comfortably from de Calderon (Aston Martin "Lexus") and Laragh (BRM re-construction). With eight Lotus, Jaguars on the track there was not much room for anyone else and the huge field spent more time trying to avoid each other than doing any serious driving. Sterling Moss in the Bamford-built Ferrari Dino and Brad Halliday in one of his Lotus 36 single-seaters were featured in an all-out side-by-side battle with sports cars. The afternoon race began during this race, which took place after the Grand Prix.

Lloyd's Scottish Historic Race - 12 laps

1st : M. Green (Ferrari Dino 246)	21 min. 52.68 sec.
2nd : A. de Calderon (Aston Martin D90)	21 min. 19.87 sec.
3rd : R. Laragh (BRM FW2)	21 min. 34.44 sec.

The Truncated Nelson Car Race caught the rain at the end of the day and after a multiple accident the race was stopped in 16 laps. It was due to run for 20 laps. At the time Jeff Allatt was

well in the lead with a Rover 3500, ahead of all the Ford Capris. Results were taken at 16 laps.	
Truncated Nelson Car Race - stopped at 16 laps	
1st : J. Brown (Ford 3000)	40 min. 40.00 sec.
2nd : M. Whitting (Ford Capri)	131 min. 4.24 sec.
3rd : V. Woodman (Ford Capri)	31 min. 12.68 sec.

(Photographs on page 120)

Notes on the Cars at Brands Hatch

Ferrari produced a brand new T3 for Villeneuve (048), while Schacker had his usual car (046) and the spare was 044 (marked 045).

Trellet had their usual three cars, 0104 (marked 3) for Janier, 0102 for Daly and 0101 the spare.

Brabham had three BT49 cars, number 8 for Piquet (marked 07), number 6 for Rebaque (marked 03) and number 3 (marked 06) as the spare. The last car was fitted with the transverse Williams gearbox and modified rear suspension during practice, but was converted back to a Hewland for race day as a stand-by.

McLaren had M26C2 (Watson) and M26C4 (Poni) with M26C3 as spare. Some strengthening of the rear suspension has taken place on the underside of the car has been made much smoother.

AT3 had their usual pair of cars for Marc Surer, D403 (marked 5) and D402 (marked 4).

Lotus had the usual three cars, 811 (Andretti), 813 (de Angelis) and 812 the spare. Revised admission sizes to the cockpit featured on the ones, giving greater body strength to the monocoque and the rear suspension mountings had been redesigned.

Ensign had rebuilt MN14 after its crash in France and MN12 had been converted to short wheelbase, so that both cars were now aesthetically the same.

Renault showed no important changes, with RE23 for Jabouille, RE24 for Arnoux and RE22 as the spare. In practice RE24 suffered severe frontal damage and Arnoux race RE22.

Pimpaldi produced the first of their new series, FB1, which E.F. drove. Rosberg had FB3 which had been rebuilt from the fuel tank rework using FB components for suspension and gearbox so that it was really an F73s. The spare car was FB1.

Alfa Romeo had three cars, 17901 built into the latest form with the latest engine mounting for Depailler and 17902 which was actually a totally new car with the old identification, for Giacomelli. Both cars had a new rear cross-member for the suspension mounting, giving a closer exit for the under car air. During the morning the modern 17901 was also converted to this new layout.

Ligier had JS11/15/8 for Poni and a totally rebuilt car for Laiffe retaining the name JS11/15/8. The spare was JS11/15/1.

Williams had their usual cars for Jones (FW07B) and Rosenqvist (FW07B) and a brand new spare car for Surer (FW07B). The new car used much of the existing gear of FW07B which has been strengthened to the monocoque shell to RAM Racing as a spare for their three cars. Williams number 8 was fitted with the latest design of gear linkage which cut out the drive-shaft vibration and made it, giving a much more positive movement. It had been tested for some time on the Research and Development car FW0-4. It was the "best" car that was in the MIRA wind tunnel during research for the future, not the spare Brands Hatch car, as was reported in the *Daily Telegraph*, and the research programme had nothing to do with British Grand Prix as was expected. RAM Racing had FW07/2 (marked 1) for Keegan and FW07/3 (marked 4) for Mrs. Wilson. Their third car, FW07/1 was at the factory being repaired after an accident; and that is the sum total of Williams' FW07 cars built.

Arrows had A35 for Parson, A34 for Moss and A33 as the spare. The first two cars started practice with small shivers under the rear, but were reverted to the older type of nose.

Onika had their usual pair of cars and Chevrolet raced the second one. — D.S.



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ROAD IMPRESSIONS

The Volvo 244 GLT

TWENTY years ago, when Volvo and Saab were less well-established here, I went to Sweden for a week, so that we could publish stories in *MOTOR SPORT* about how these two very different cars were made, a very long way from the centres of the rest of the World's Motor Industry. I remember being very impressed with what I saw, especially the care taken at Volvo laboratories over testing so conscientiously the new materials and bought-in components used in these cars, of which the Type 3225 was then the current model. Volvo tended to finish almost any criticism, on the lines of how else could you make a motor-car. But I told Folke Reich, Volvo's Export Publicity Manager, that if his Company took a full page advertisement in *The Times* newspaper explaining how they applied these Rolls-Royce standards in the manufacture of their cars, it might do them a great deal of good, in establishing sales in this country.

The other day I found myself testing the latest Volvo, the up-rated fuel-injection 244 GLT, experimentally laid on by Kevin Glover, who looks after publicity at the great Volvo Concessionaires' Depot at High Wycombe, just off the M40 Motorway, which set me thinking about the early post-war Volvo extracurriculum. In those days Brooklands of Bond Street were the British Concessionaires and so it was amusing to find Lee Brooklands' stickers on the 1980 test car. I see that Volvo are currently advertising the longevity of their cars, pointing out that almost ten or ten years' usage a Volvo isn't even approaching middle age, let alone retirement and that according to Swedish Government statistics this makes less longer than a hospital stay. In other words, with an average life of 17.9 years before that final journey to the scrapyard. This accords with what I saw at Gothenburg back in 1960, although it will be interesting to hear how many have just scrapped a 1982 model or are using Volvos of the 1975 era.

In the 800-plus miles I drove the 244 GLT in just over a week I could not see any long-wearing qualities although it seemed to me a very well-made and well-finished motor-car. Apart from routine travel, we took it up to North Wales, through some impressive scenery, to see the second lake, to see part of the Veteran Car Club's Golden Jubilee Rally, and then down to Llanysteyn on its sandy beach and picturesque castle on the hillside. In the latter case, I was not noting data from the past. The Volvo, a big car with a large luggage (five these days) four-cylinder engine — of 96 x 80 mm, or 2,315 c.c. — gave in very useful motoring indeed. As a conservative Englishman I disliked the blatant safety-ropes, like a sleep to say a door had been left open, a flashing light to tell me I wasn't belted in, and the permanent indicator lights. But these are no doubt a sensible precaution and can be ignored — only once or twice did other drivers flash to say they objected to this mobile Christmas tree. I saw many other Volvo units during the daylight hours.

The point about the 244 GLT is that it has this 2.3 litre overhead-valve engine with direct fuel-injection which gives the one-time "big barge" a new lease of life compared to the



Little high-torque increases the exterior of the up-rated 244 GLT Volvo.

well-known 240 range that have the 2.1 litre power unit from which this latest one has been developed. Originally designed for police work and indeed sold to police forces in a number of countries including the UK, the latest Volvo is quite a goer. It will do 112 m.p.h. with the aid of this 140 (DIN) b.h.p. engine and what's more important, will accelerate from rest to 60 m.p.h. in 9.7 sec. and reach "the ton" — 100 m.p.h. — in 35.1 sec., an impressive improvement on the pick-up of the Volvo 244DL. The up-rated engine has a flat torque-curve, peaking at only 4,500 r.p.m. with good pulling power at a mere 2,000 r.p.m. and it will run up to 6,000-6,500 r.p.m., giving maximum power at 5,750 r.p.m.

In a part of the formula for rental running, the Volvo 244 GLT runs 3,000 r.p.m. at an indicated 70 m.p.h. in overdrive, which puts it in the same unfilled category as the manual-gearbox Rover 3500 V8 in fifth speed. That is very high gearing, which the Volvo pulls well, aiding economy of fuel. The Laycock overdrive, which works in third as well as in top gear of the four-speed gearbox, is backed in and out of engagement with a single foot pedal. In the gear-lever knob — I do not know who thought of this first, Triumph or Volvo (I'm sure someone is about to tell me), but I do know that this is a very efficient way of having control of the gear ratio required at any one moment and I liked the knob on the face, not too bright, but there to tell you that you were in it when there was any doubt. The Volvo's gearing is such that the engine can just cope with lower speed-limits in top gear but not in 4th top, with a luggage allowance of 1,500 r.p.m. but the power does not come on top until it is turning at 2,000 r.p.m. or more.

Outwardly the Volvo is an impressive bulk of car, emphasising its practicability. The massive bumpers are black-finished, even the side-mounted radar aerial is in matt-black, and brightwork is conspicuous by its scarcity. The German light-alloy five-spoke wheels of the 244 GLT 6" x 15" and each weighing only 16½ lb., are shod with those very fine-profile Pirelli P6 Profile-69 tyres. There are external mirrors on both sides, internally-adjustable, and mud-flaps behind all the wheels are fitted as standard. Safety and comfort contain the principal aspects of Volvo. Hence the airbrake warning devices, the

protective bumpers, and side protection and each inbuilt safety factor as a built integrity seat, etc. But there is not much "fail-safe" on the brake servo when the engine isn't running. The seat is outrageously comfortable, the driver's head height and cushion-angle adjustments in addition to the usual movements, and cushion-support and both front seats have hanger support adjusters. This, and the Volvo's generous ground space, makes it a supremely acceptable car to occupy on long journeys. The controls are well-ventilated, the instruments can be read as the rear-car had a clock and above it is an outside-temperature gauge (which costs £5.95 extra plus VAT), quite the Rolls-Royce touch!

Instead of the original long, floppy gear lever there is a stubby gaitered one, with polished knob of good size and a lift-up slide to prevent inadvertent reverse selection. A big boot, and plenty of sub-divided door-pocket and glove-stowage are useful. The fuel-filler cap is of the course-three screw variety and when unscrewed it can be placed inside the flap that covers another seat feature. It hardly needs to be said that, coming from a cold country, heating is excellent and cool air is admitted from various outlets, including one that keeps the feet cool. The wind-tail to shield which, down by hinged-edges, is raised one for two long. The central metal structure is an excellent standard fitting on this model and provides draught-dampening. Other standard items are anti-rattle headlamps, rear window spoiler, laminated windscreen, tinted glass, and rear seat-belts.

The power-assisted rack-and-pinion steering looks "feel" to some extent but has a good balance between too light but not heavy, with useful counter-rotation and is geared at just over 3½ turns lock-to-lock. The 244 GLT Volvo has special suspension and gas-filled shock-absorbers. These give impressive adhesion in conjunction with those equally impressive Pirelli tyres and a comfortable ride, but not overmuch lean on fast corners but some lateral lurching at times. The vacuum-servo-assisted brakes, disc front and rear-drum parking brake, are so efficient and pleasant to use as to be forgotten as an important concern. They have super-silky alloy spring-steel content. They have super-silky alloy spring-steel content.

Continued on page 1162

Two highly tuned deliveries.



Here they are. The new racing team from Datapost, the overnight delivery service. The drivers are no strangers — Longman and Currow, both champions in their own right, now driving new Ford Fiestas. Altogether, a highly tuned team to look out for this year.

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The Talbot Solara SX

THE FIRST of the range of cars now known as Talbots that have come from the 1982 Talbot-Darracq and the Talbot Lago which we used to call Lago-Talbots when they were in current production) that I tried was the new Solara SX. It is made in Paris and Rover, Coventry (the latter being the one-time Rover factory) and is the top model of the present Talbot range. Talbot's Press seemed to me to be first class, because they delivered this very recently-released model to High Wycombe, where I was returning a road-test Volvo, when the Rover 3500 T3, just about due to be written-up, 50,000 miles after some impressive service below up its radiator, got on the boil, and blew a head-gasket, leaving me without transport.

The first thing that impressed about this Chrysler-Solara 1.952 c.c. four-cylinder "three-box" version of the Talbot Alpine is its very full equipment. For 16,370 you get automatic transmission, the twin-clock speedo, a sliding roof (optional), central door-locking (the boot locks itself and needs the key to open it), rear fog-lamps, driver-adjustable door mirror, headlamps wipers, wipers, alloy road wheels, a cruise-control, anti-rust-protecting, tinted glass. Talbot five-paddle twin-spacer rack, electric front windows, and on-board computer. From this aspect the Talbot Solara SX is one of the one-time Rover's cars, which had that touch of class and extra equipment that used to place them in a category above the normal run of family saloons. This analysis is quite on the ball, however, because whereas these Rover-built cars imparted an impression of being substantially-built and possessed high performance, this does not exactly apply to the Solara SX.

Driving off to Wales I found that this top-Talbot is a car that one feels at home in from the outset. The engine is quite at speed, has exceedingly good, progressive semi-disc-drum braking, and corners flat and steady, the power steering, which is quite high-governed, making most of the steering although the mechanical linkage is of the normal traverse engine, front-wheel-drive kind, the driver is far from aware that the front wheels are pushing him along, in all but any stability. Instrumentation, control, with triple stalks in the steering column, and seating are all commendable, and the supply of warning-lights is generous, showing suspiciously whether the brake fluid is low, replenishing, or the brake pads replacing, or if the hand-brake is on, etc. The all-independent suspension gives a comfortable ride.

Where the Talbot Solara fell down was on performance. Although the engine develops 87 (DIN) bhp, the automatic transmission does not provide the acceleration I would have liked, even on rather-elastic tarmac roads and unless the held-2 position of the control-lever was used frequently, it changed up and down too freely on the last corner which separates Oulton Park from my Welsh home. It may be that the 3-speed self-shift box is unsuited to the 1600 engine, but it is a fact that performance falls off badly when the car is fully loaded and that the low-governed Talbot Solara GL does not pick-up quite as well as the equivalent Ford. This does not mean that, once into its stride, this Talbot is an overtaking machine. It came to a quite error it but of one was really in a hurry.



Light alloy road wheels and headlamp wipers are features of the newly introduced Solara SX.

The on-board computer proved great encouragement, although it does tend to take a driver's eyes off the road. It did much of my job for me, because by pressing different buttons you got read-outs for average speed, elapsed journey-time, time-of-day, fuel consumption, quantity of fuel used, and distance covered, in both metric or imperial readings. For instance, setting it to zero before I drove to the office it showed that I had averaged 46 m.p.h. at 34.2 m.p.g. on Oxford, 49.7 m.p.h. at 34.0 m.p.g. over 162.3 miles to the outskirts of London, and that the entire journey was one of 181.6 miles, done at an average speed of 42.9 m.p.h. and 34.0 m.p.g. The computer stops when the ignition is off but the memory-bank remains unimpaired. It takes some miles to settle down and a full-to-full fuel consumption check gave an average of 29.1 m.p.g. of four year petrol in daily running. No oil was needed on 730 miles.

Although the Solara's engine produces 87 bhp, it comes with push-rods and rockers, it follows the rest of the car in having such sophisticated equipment as electronic breaker/ignition, electric fan and aluminium cylinder head, and it has a five-bearing crankshaft.

The on-board computer lives in the centre console.



I began to like this sensible Volvo the more I drove it. The all-black interior is unobtrusively smart and while the sportsman may think the car is a bit dowdy, it is an excellent proposition for those requiring a very roomy, very comfortable, fast family car. Volvo seems their six-figure tag and the trip mileage odometer as an indication of longevity. An automatic gearbox is available and Volvo are now making cars of from 1.4 litres up to 2.7-litres. The 244 GLT sells for £8,697.00.

Charlie Martin's Motor Racing

Described to the Editor in a Recent Interview

EVEN the younger generation should have heard of C. E. Martin, that versatile and capable British amateur driver who drove the Continental Grand Prix as well as extensively in this country before he was, although it is surprising that "The Encyclopedia of Motor Sport" with entries about such British racing drivers as T. A. S. O. Mathison, Charles Brackley, Arthur Dobson and George Eaton, makes no mention of him. MOTOR SPORT, conversely, recognised Charlie Martin's worth, saying, for instance, of one of his performances at Donington Park in 1935 that he was "... driving in his usual manner... fluidly, always under his full control and getting the absolute maximum out of his car," praise which we repeated on later occasions.

Charlie Martin always seemed to regard his motor racing as immense fun but the time he devoted to it, and the often uncomfortable experiences into which it led him, prove his regard for it, with cars of the highest calibre, such as 5.5-litre Type 59 Bugatti, P3 Alfa Romeo and ERA, etc. When I called on him recently at his home in Kensington he was just as I had hoped to find him before the war, full of gay laughter continually using some wonderful expressions, to recall his racing days, as he recollected the fun and the disappointments of the pre-war days. What I found most profound to be a lap-by-lap race account of Charlie Martin's amateur racing career, much of which has been recorded in this journal and in numerous books, it is just a glass-back or some of the cars he raced and how it all began...

The larriest-seen was at Abberystwyth in Wales where he became "Black Lightning" in the production, and although C. E. Martin's ideas were by no stretch of the imagination motor-enthusiast they did use motor-cars, a few of which was a pre-1914 Humberette, which Charlie Martin termed "the first 'motor' car of anything". They had a green and black Humberette trolley soon after the war was over, before they became "Black Lightning". He recalls how they used to regard the short run car to Crickswold as a major outing, driving up for it, before driving over the then scarcely-tarmacled Wash by roads. Sometimes, they would encounter a Ford or Session "beam-scraper" taking an illicit drink from the stream that ran through the fields.

Charlie began with motorcycles, when he was only 15 or 16, and still at school. His first was a 225 c.c. Royal Enfield two-stroke, from which he graduated to a 350 c.c. push rod AJS, which was followed by a Raleigh beam-scraper. Byebell and then by another AJS which Charlie drove on a canals. At this time he used to go racing with a friend who rode a racing motorcycle but he never rode a racing motorcycle himself until he got a Grand Prix car. Deciding to stick to four wheels, Martin found an GN with long chain drive, twin-spacer in which one wheel was on the axle. It was a 1934 model. This wasn't altogether satisfactory and so it was replaced by a 1932 Brescia Bugatti. He had discovered Enzo Bugatti's when he had discovered Malcolm Campbell's showrooms in James's Street, in London, where he would sit



The 1932 Brescia Bugatti was the first motor car that Charlie Martin drove. It was built in 1932.

happily in one of the Grand Prix cars, on one occasion actually in the Bugatti that had just won the 2500 Mile Race at Brooklands. His enthusiasm was further stimulated when a friend drove him at 90 m.p.h. in another Bugatti.

Alan, the Brescia he had bought in Cambridge for £2700, a dilapidated car with a home-made aluminium body, didn't even get him back to Northamptonshire. A car came out, in holes in both sides of the crankcase, at Bedford, after a mere 22 miles of blast. He had been told by his friends to watch the oil-pressure carefully. But the vendor had fixed this permanently at the halfway mark on the gauge and, in fact, there was no pressure, and very little oil... The bits were sold and although he was still at school, Martin then found an early three-speed Lambda at Maxor Motors in London and used all his savings to buy it, for £25. He persuaded various school-chums to have a ride in it when they were all going home at end of term. The car was late in arriving from the vendors but they all piled in and Martin shot off. The vague-beer harvest was in full swing and the roads were therefore liberally coated with mud, so that at a bend he lost control and the Lambda skidded into a field and overturned, throwing everyone out. However, it was set back on its wheels and driven on in time to catch the train at St-Michaels Bottom. Alan again, the pump had been cracked in the pump and a big end had failed.

Even now occupied the young Charles, whose his friends kept illegal motorcycles, one of them having to describe two black eyes to his mother, he had fallen off his BSA 500. Martin was then approached to Austin's at Longbridge, where he had a blown Ultra Austin, bought from Spence's in Gros Portland Street, under the guidance of his friend Noel Carr, who came with him in search of a suitable sports car. This was all right, except for the price of spares needed and purchased from Austin's. Encouraged by Carr, they took the Ulster up to Southport in the winter of 1932 for the sand racing, accompanied by a Riley Nine. It was C. E. Martin's first motor race and although the engine "went over the cylinders" he finished in second place. They

returned through the night, sleeping in the Riley. As with so many of C. E. Martin's motor-racing expeditions it turned out a memorable trip, because they all developed mumps and had to entreat over the result of the race while in quarantine...

The Austin was also in trials, including the Colshire Cup, which showed its owner that it was hopeless for this kind of competition. However, the bug had bitten, so Charlie Martin left Austin's and bought a Frazer Nash with more trials-driving in mind. It was an early narrow-track car with rear-wheel brakes only and three-speed chain transmission, but possessed an excellent exhaust pipe. It was used for one trial only, the prestigious Buxton affair. Going to the start, all the chains came in at Birmingham, and so they arrived at Buxton in reverse! They managed to start it in the event, but with only bottom and second speeds, having bought all the chain they could find in the time available. When bottom ceased to function they not surprisingly failed to achieve anything and then had to drive off the way home in second speed. Charlie decided he didn't much like Nash motoring, so he disposed of the car in favour of a Type 27 Bugatti found in Mosley. By this time Noel Carr had bought a 2-litre GIP Bugatti, in which Martin had many exciting runs, which had revived his enthusiasm for the Mulsheim product. As a result of this Type 27 he bought a half-radiator Moran-Cowley. It used to break half-shaft but "soon could nearly always get home by running it along the kerb".

The Bugatti was used in a fast road car and it was prepared for Shelsley Walsh, after it had been taken to Brooklands and turned down the by the Scrutinyer, Hugh P. McCulloch! It had the provenanced crank and was given a big RAC carburettor. Before this the Bugatti had been tried at the third Donington Meeting of 1933 but it kept on setting up. Yet on the run home it went beautifully and did 90 m.p.h. The engine had been assembled too tight, and simply required running in. It also liked to drive valves into its cylinders but it did get a third place at Southport, and was third fastest at a Bugatti Owners' Club Dunster's End hill-climb. Charlie recalls that the

AUTOMATIC LOADING. AUTOMATIC EXPOSURE. AUTOMATIC WINDING.



DOES THAT AUTOMATICALLY MEAN IT'S NO GOOD?

Understandably enough, most people who are about to spend £200 or so on an SLR camera know exactly what they want.

They want the kind of camera the professionals use, and that kind of camera doesn't have gimmicks. (It's complicated, yes, but it doesn't have gimmicks.)

Which puts the Konica FS-1 in a rather tricky position.

Because, being the most sophisticated SLR in the world, it has a number of refine-

ments which could conceivably be mistaken for gimmicks.

A mistake that we'd rather like to rectify.

Who needs automatic loading?

Another good question is: "Who's ever heard of automatic loading?"

Fair point, since the FS-1 is the only camera in the world to have it.

What it means is that instead of loading the film in the conventional way, you simply

snap in the 35mm cassette, pull out a bit of film, shut the camera, and it threads itself.

A boon, you may think, for anyone who's never loaded a 35mm camera before.

But there's another way of looking at it. Say you're taking a lot of pictures at one session. Things are happening quickly. You run out of film.

Certainly you're going to miss a shot or two, even with the Konica.

But one thing's for sure.

Under those sorts of conditions, the FS-1 can reload a lot quicker than you can.

Who needs automatic exposure?

To be totally honest, no-one does.

But, judging by the number of SLRs that now incorporate AE, a lot of people are finding it rather handy to have around.

Shooting fast-action shots, for instance. Motor-racing, that sort of thing.

Since the cars have an irritating habit of going rapidly from dark to light, it's always a help not to have to adjust exposure as well as focus. You tend to miss less shots.

Motor-racing wasn't an idle example either, because it highlights the superiority of the Konica AE system.

We were the first in the world to perfect "shutter speed priority."

Instead of automatically changing the shutter speed, which ends in blurs, it adjusts the aperture, which ends in good pictures.

But, good as our AE system is, there are times when "art" dictates that you over-ride it, and set the aperture manually.

And mentioning that gives us a chance to mention the Konica's CPU (micro-chip to most of us).

It controls all the camera's main functions, but in particular it gives LED readouts in the viewfinder to tell you whether your manual exposure is right.

And more constructively, it tells you what to do about it if it's wrong.

Who needs automatic winding?
You'll have noticed that most professionals have a motor drive.

You'll also have noticed that it's a rather cumbersome contraption attached to the bottom of the camera.

The Konica FS-1 has one built-in.

And, far from making it cumbersome, you'll find that the FS-1 with auto-wind is actually somewhat smaller than a lot of SLR cameras without it.

The advantage when you're shooting a fast sequence of shots is obvious.

As is the added advantage of not having to fumble about clipping it on.

So, who needs a Konica FS-1?

We've talked about just three things.

We haven't mentioned our 40mm f/1.8 lens, which is a bit more compact and a bit more wide-angle than most standard lenses.

We haven't mentioned the 27 optional lenses from the 15mm fish-eye to the 1000mm super-telephoto.

Nor the optional electronic flashgun that automatically sets aperture and shutter speed when you clip it on.

But you've probably gathered that the things we have been talking about give the Konica FS-1 rather a lot of professional advantages.

Which may set you wondering why the professionals aren't using it.

Well, funnily enough, they are. More and more.

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CHARLIE MARTINS RACING

Continued from page 178

Mostrate Handicap, and after a lap the propshaft tore away, locking the back wheels and tearing out the petrol tank. As some compensation, Brockberry won the Gold Star Race, lapping at 130.72 m.p.h. After this setback with the 3.3 Martin had its transmission redesigned by Handy Spicer and it never gave any further trouble in that department.

It was then taken to Bertha Motors' Ford V8 van to the GP de la Marnie. Martin had a very enjoyable time in practice, lapping at some 97 m.p.h. and reaching 154 m.p.h. down the long straight. Alas, the gearbox casing cracked, the day before the race. The Hon. Brian Lewis lent Martin his Type 57 Bugatti saloon and in this he set off for Mulsheim with the damaged gearbox. Arriving, he landed it over and went to bed. By 8 p.m. they had repaired it, so Martin drove back through the night, getting to Reims by 2 a.m. His mechanics spent the rest of the night reassembling the car. It ran very well on this occasion, qualifying in its heat and finishing sixth in the race (just behind Lewis).

It was then off to Depping for the Grand Prix there. A gasket came during the first lap of practice in the biggest possible way. Desperate not to miss the event, Martin went into town and bought Marcel Lehoucq's 2-litre Bugatti for £150. "There was no currency exchange then, if you wanted something you just bought it!" The Bugatti was not much good, refusing to retain air pressure in its fuel tank, and Charles retired. But it was a Englishman's day, with so many of his friends racing. The 3.3 were back to the Bugatti works for further attention. It had been entered for the Nice Grand Prix and was sent to the course direct from Mulsheim, Martin having lost all interest in cars for the time being. He flew to Nice in one of Shackleton's Desaxters, piloted by Captain O. V. "Titch" Holmes. The Bugatti ran very well in practice but the race had only done 29 out of the 100 laps when a rod again came out through the crankcase, badly smothering the entire engine. The journey back home by air was an adventure, because Holmes, who was a good and cautious pilot, got lost and decided to land and ask where they were. Unfortunately he chose a French military airfield, close to where the Maginot Line was being built. The authorities were not amused, impounding both aeroplane and cameras for many weeks. "I know, because I used to answer the phone and mail off Shuttleworth, when he was asking how soon his aeroplane would be returned to Biggleswade..."

This time Martin decided to look at the 3.3's engine himself. He thought the con-rods were far too frail, so he had some new ones made. (Bartlett patched the crankcase and new pistons were fitted.) The car was then put together as time for the Donington Grand Prix. The race should have been in the bag but towards the end Kennington Moor, who was managing Martin's pit, called him in for fuel, which wasn't really needed. The stop took only 34 sec. and the Bugatti rumbled off, still in the lead. But the worry of stopping had upset the driving rhythm, and Martin went off the road at McLean's corner. He could not restart unaided and thought that having been pushed off by the marshals, he would be disqualified. This was not so and he was placed third, behind Shuttleworth's 2.9-litre monoposto Alfa Romeo, which averaged 63.97 m.p.h., and Earl Howe's Type 59 Bugatti at 63.80 m.p.h. Martin having done 65.39 m.p.h. This ended an eventful 1935 season, spent mostly on the



Charles Brockberry was a close friend of Martin's. Above: "Black" horses along the banking at Brooklands on his way to winning the Gold Star Race in the Type 57 Bugatti, while below, he poses with Charlie for the camera after winning the 1935 C.C. class at Le Mans in 1935, for Alfa Romeo.



Continent, although at Sheelby Walsh, the 2.3-litre Bugatti did very well, clocking 82 sec. with single over wheels. Also during 1935, Martin was offered a drive in Bertelli's works Aston Martin team, at Le Mans. The 1½-litre Aston Martin Ulster (1.2M20) was "hood gun to it to do the lap on the Mulsheim straight, when he was taking the winning 4½-litre Lagoda, but it had good brakes, so comfortable, and this small lery was certainly tough." With Brockberry as his co-driver Marcus ran in this class and was first in the Bertelli Cup, at the very considerable average speed of 72.226 m.p.h. for 1,805.4 miles, which was not only high enough to give them third place in the race as a whole, behind the winning Lagoda and the Dreyfus/Stoffel 2.3-litre Alfa Romeo, but Martin's lap speed of 81 m.p.h. was 1 believe, substantial in his class until 1950.

Martin had by now had quite enough of the 3.3 Bugatti. He sold it to the Duke of Grafton, for £1,000, who killed himself in it. In fact, it was an unhappy car, for after the war Kenneth Bowe also killed racing it; it has since been rebuilt again by E. Trafford East. No doubt taking a leaf out of Dick Shuttleworth's book — they were great friends and in later years Charles and Martin was criticized Richard in consequence — Martin thought about also buying a monoposto P3 Alfa Romeo. It so happened that Luis Foyates, an interesting young man, had decided whether he would enjoy motor racing as much as driving and had therefore hired a 2.5-litre Monza Alfa Romeo from T&S and with it, at the age of 21, won the 1925 Leinster Tourist race at 86.96 m.p.h. on his first appearance in a big race, the car, incidentally wearing the No. 13. Foyates went on to further successes in 1925, bringing the old Alfa Romeo home third in the field behind the two 3.3-litre Bugattis, being victorious at Le Mans, partnered by John Hindmarsh in a 4½-litre Lagoda, and winning the Limerick Grand Prix in the Alfa Romeo. He ordered a new P3 Alfa Romeo for the 1936 season but in the meantime he lost his driving licence and with it his competition licence. So he did not mount the monoposto Alfa Romeo that T&S had secured for him from the Scuderia Ferrari, a 2.9-litre car with the latest ½-elliptic coil springs, and supplied with cylinder blocks for converting into a 3.2-litre. So Martin bought the car, No. 30013-43, for £1,800 in February 1936. It was taken from Brooklands "down the road" to Bletch Motors and checked over.

Martin entered this his latest racing car, for the 1936 Pau Grand Prix. He set off in his Ralston with his faithful mechanics Brockberry and Arthur Corbell in the Ford van, containing Alfa Romeo in 3.2-litre form. For some unexplained reason Martin "had a vertical break-up the night before the race and couldn't sleep at all." The Alfa Romeo went very well in the event, and it should have won easily. As it was, Martin lost concentration at a corner and spun off, as he had done at Donington. He managed to shove the gear lever into reverse and restart the stalled engine, and he finished second, 14 sec. behind Francesco's 4.5-litre V8 Maserati.

It was then back to England for the BRDC British Empire Trophy Race at Donington. Early in the race the seawater-pump failed and the dry-wasp engine was filled with oil, causing misfiring. As Grah the Alfa Romeo ran a big-end in practice. A race one wet and Charles set off over about 200 miles of Southern Irish roads to run-in his single-seater racing car! It was all no small, because, after putting up the fastest race-lap, a piston developed a hole and the driver

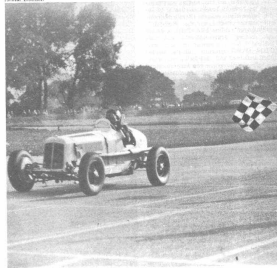


Charlie Martin in his P3 Alfa Romeo on the start line of the Mountain Circuit at Brooklands — "Eddy" Ehlertzik, the racekeeper, looks on.

had to push the car over the finishing-line, unpiloted. Charlie Martin now got married and for their honeymoon he took his first wife off to the Highlands, for the Grand Prix. The works Mercedes-Benz and Auto-Union teams were running, so it promised excitement. In pouring rain Martin had little chance to learn the long circuit, but at least he had the Alfa Romeo ahead of Zanolli's V8 Maserati and Seven's works Alfa Romeo, when a lot of people were to learn as he was taking a dreadful fall-head. He turned to glance at them and saw off the road and turned

upside down in the ditch. As his first wife had been informed of the accident she was surprised to see him when he walked back to the pits; she was even more surprised when they drove round after the race and saw how the car had ended up! They went on to Budapest after this, for the Hungarian Grand Prix. They were using a Ralston coupe. All the roads in Buda were of the dirt variety, apart from the autobahn where records were broken by racing cars. The Ralston got so hot that they had to stop both sides of the bonnet and wear them in that position, and even then they

Martin and Sombha's ERA for the Nuffield Trophy Race at Donington, which he won at 65.50 m.p.h. from Arthur Dabson.





Donington was one of Charlie Martin's favorite circuits. Shown here is his P.3 Alfa Romeo (in 3.2 litre form) during a pit stop. The cloth caps and the chains of fuel on the pit container are very "period".

suffered from fuel vaporisation. Charlie Martin was talked of how little starting-money there was in those pre-war days. At Budget he was paid the handsome sum of £25. "Sometimes we only got a fiver, when you would go out and get petrol on it." There had no starting-money at the Nürburgring but "with the odd prize money, the occasional meagre starting-money, and the fewackers we got from Esso, Dunlop and Ferodo, we might make £1,000 a year, if things were going well and we were racing every weekend."

Martin was never sure which side you were supposed to pass on at Balaprest, causing Manfred von Richthofen to raise both hands from the wheel of his Mercedes-Benz and wave his arms above his head, after overruling the Alfa Romeo on one lap, before it succumbed to back-axle failure.

Returning home, the Alfa Romeo in 3.2-litre form was third in a 10-lap race for cars up to 2,500 c.c. at Donington and then won an equivalent race at the Nuffield Trophy meeting at 68.58 m.p.h. before Martin won the 150-mile Nuffield Trophy race itself in the Scuderia Biscuit-sponsored 15-litre ERA (R8B), at 68.50 m.p.h. bearing Arthur Dobson and the Whitehead-Walker combination in these cars, MOTOR SPORT reporting: "Charlie Martin finished unflustered and cheerful as ever, and, being led to the microphone with some difficulty, paid a tribute to the ERA and the mechanics who had made his success possible." The Alfa non-started in the Donington 200 Mile Race with engine trouble and before the Deauville GP Martin was sailing with his Father-in-Law in the Baltic. He was somewhere off Sweden when it occurred to him that the race was imminent. He persuaded his Father-in-Law to put him ashore, wired for money to be sent to him at a Hamburg office in Hamburg and commenced a series of very slow train journeys there. He then discovered that the shipping line had five Hamburg offices and spent much time finding the equivalent lobby. As a result, he arrived at Dusseldorf after practice had ended. He started the race, a tragic affair in which Lehoucq was killed and Ferns injured from the back of the grid but Martin finished second to Wansley's Type 59 Bugatti. They actually won a £150 prize, and had received £20 for starting "we came away loaded with francs."

For the 1936 British Speed Trials better gear was removed from the Alfa in order that water gaskets could be put in the gearbox, for greater reliability. Always a difficult car to get off the line, this modification did not exactly improve matters, but it clocked second-best time of the day.

The preparation of the car was done at Byfleet Motors, who also geared-up the supercharger of the Type 51 Bugatti. In the Donington Grand Prix Martin was second to Dick Seaman and Hans Rensch in the works 5.8-litre Alfa Romeo, his 3.2-litre engine pulling top gear for much of the circuit, and to end the season he drove the Alfa

Romeo in the Mountain Championship, logging at 81 m.p.h., and would have been third had he not been penalised for illegally jumping the start. However, it then won the Fourth October Mountain Handicap from scratch at 76.72 m.p.h. logging at 77.75 m.p.h. Before this Martin had for the only time in his career partnered Freddie



Worry during a hurried pit stop, changed to delight after the error when Martin (right) partnered Freddie Dixon in a win in the BRDC 500 Mile Race in 1936.



Dixon, in the latter's very fast 2-litre Riley, in the BRDC 500 Mile Race at Brooklands. The car was so quick that although it was losing water and leaking, and had to come in, it kept ahead, to win at 116.86 m.p.h. Martin remembers the great discomfort — "we were absolutely black and blue from the hard ride".

He had had two full seasons with two of the leading Grand Prix cars. I asked him which he preferred, and without hesitation he said that the Alfa Romeo was the nicer car. Of the Type 59 Bugatti he wrote in the Bugatti OC magazine magazine: "She was a magnificent car to handle and a joy to drive when she was running properly, but she gave me endless trouble and cost me a small fortune in repairs, but inspire of all this, I shall always be grateful to her for the unlimited experience she gave me in handling a really fast car." Plans for 1937, pit in hand during the winter, involved changing the Alfa's capacity back to 2.9-litres to spare the ageing transmission but his compromise for this by gearing up the twin flowers and also raising the compression-ratio. This was done, but the car was used very little by its owner thereafter, because he had decided that the new six-cylinder racing might be more profitable.

For this purpose he bought from Newman Black the 15-litre ERA (R3A). The Alfa Romeo was used at Donington and took second place in the 100-mile Goodwood Trophy Handicap to Goodacre's little Austin, its owner "driving like a racer" in MOTOR SPORT's view, after he had been placed second in a five-lap Handicap. He held the circuit lap-record at Donington at this time, until Kuech in the works Alfa broke it. At Cokk the Alfa Romeo was third, after making fastest lap, at 92.08 m.p.h., and at Brooklands it lasted until the very last lap out of the 100, as the Campbell Trophy Race, driven by Brackenhurst, but with only top gear left and no brakes at all.

The ERA was run mainly abroad, with the accompanying adventures that were part and parcel of Charles' racing. The Avus race is recalled as "the care-up of the year". The car was done in the Ford van but for Martin there was some tedious driving there, with Luft Hansa. He used 6.00 x 19 rear tyres on the back wheels and was able to do 125 m.p.h. at 5,200 r.p.m. instead of "his customary 6,500 r.p.m. The car, Charlie Martin on the Massenet circuit at Brooklands in ERA (R3A).

"went so well", winning at 119.67 m.p.h. on the Massenet of Pilot and Taglia. At Picardy, "a crazy dump", Martin only got the starting money, because of piston trouble. He then had to find the ground-up blown there. He was employed in the Swiss Grand Prix, where they used a tow boat, and the car was not fast enough. At the Freiburg 1611 Climb the gearbox failed and he had to practice in Countess Lussan's Fiat. After practice, they drove through the night to collect a spare gearbox from Frankfurt, fitted it and eventually finished second in the 1,500 c.c. class. At Abbi the ERA went better, and there were enjoyable runs at the Crystal Palace and at Donington. At Mazyak, where they were demonstrated to in a hair-raising fashion by a Czech taxi driver, all was going nicely, leading for five or six laps until the chassis tilted up. Martin being second behind Villiers's Mercedes. It was from there that he had another long haul back to Czestowa, in a D. H. Express, before driving off in his Lancia Aprilia. I remember that he asked me for a suspect (2 up) with which to tip his porter, this being considered quite an adequate tip, at the country's premier airport, in those days. He also ran the red ERA at Brooklands.

After this Charlie Martin decided to concentrate on his boats and moved down to Bournemouth. But there was one more race-making venture before he did this. They decided to build a spring saddle, rather on John Bolter lines. Into an old 2-litre GP Delage chassis four brand new 373 c.c. JAP racing single-cylinder motorcycle engines with phosphor-bronze cylinder heads were installed, in the form of a square — not in line, as was suggested in Charles' Mortimer's book. They were coupled by chain to a centre shaft, which drove an ENV gearbox. ERA-fitting brakes were used, and a spare Alfa Romeo P3 front axle was fitted. This should have added up to a very potent 150-hp air-cooled job. But when it was started up the vibration was so bad that "double-bronze was nothing to it. The driver literally coughed his seat, and anyway the chain broke". They persevered, though, trying spherical-robed dogs on the after shafts, driven in cast chaincases, in fact, said Martin, "the full hammer", including a Cozette roller led from a big SEI carburettor, and a fan to cool the

engines. There was then less vibration but the crankpins began to break. The Martin-JAP was never raced and someone must have bought the nice brand-new engines from it. When he gave up racing Martin sold the Alfa Romeo and his ERA to Jack Bartlett. There was, however, a run in the 1937 TT at Donington, with Charles' Lancia capable of 112 m.p.h. but it ended when the 0's sixth axle broke approaching Melbourne corner three laps from the finish, and the car came to a grinding halt with the front wheel it had skidded jammed under the mid-rail. Martin controlled the stricken car with skill.



... the old 2.9 litre Alfa Romeo ...

Boats were now filling most of Charlie Martin's time, but in the shadow of war, there was a brief return to exciting motorboat before service in the North Sea and the Channel, an Charlie recalled:

"In August 1939 on the 20th I think you saw before the war started, I was in London and went to see "Jolly Jack Bartlett" at his establishment, where I saw a black and red Type 55 Bugatti. In a mad moment I purchased her Lancia Aprilia and about £200 for it. Second childhood."

"I kept this car throughout the war using it on leave from Felixstowe when I was there as Robert Hinchens MGB (Lithia). He still had his 2-litre Aston Martin."

"The last drive was from Felixstowe to Chichester on Poole Island. We had moved from Shere in 1941. Motor after the war to Podgice Cars (also Moprol Motors).

"Since 1938 I had become best man and had a 30 ton boat I had up in Sherburn for the daramas. If war had not come I was going to try and sail it round the world. I had four years in MGBs. Thanks to Harrie Kidson, brother of Glen Kidson."

"I was in the Channel and North Sea all the time. Finishing up in a seaman garage during the invasion of Europe. After which I moved to Scotland to a large armed yacht 184 ton Brantford."

"When war finished I got a D5C, and American Legion of Merit. God knows why, I thought I had had enough recognition. But between '32 and '72 my wife and I travelled extensively in the Med and Bay of Biscay as far afield as Rome and Lisbon, in converted Scottish Herring Duffers. It was colossal fun and comparatively inexpensive. We visited 75 different ports and met lots of interesting people, those wet of voyages could not be done these days as so many people have now got into the act."

For road use Charlie Martin has raced in recent times to the big Citroëns, of which he has owned a number, running a Safari at present, and for running about town with such uses a Peugeot 104. And, of course, he will be a most-strict, noosed on the Thames. — W.B.



A Coatalen Conundrum

IT IS well known that while Louis Coatalen was responsible for the design and layout and record-breaking activities of the Sunbeam Motor Company of Wolverhampton, in the years 1909 to 1929, he was father to a very wide range of diverse engines. Indeed, the number of Sunbeam cars of catalogue type alone is very complex. This was sorted out for the first time to the present generation of enthusiasts through the cradle article by John Wray and Coates that appeared in MOTOR SPORT after the war, in 1948-9, and which helped to spark-off the interest that resulted in the formation of the now well-established Sunbeam Club in 1952.

There may well be more than one difficult-to-solve conundrum posed by all these many Sunbeam car and aviation engines. But one in particular concerns an experiment in relation to the rare single-overhead-camshaft, four-valves-per-cylinder sports engines announced by the Sunbeam Company early in August 1921. At that time all the Sunbeam touring cars had side-valve power units. The introduction, so soon after the partial recovery of the Motor Industry from wartime disruption and the post-war strikes and financial setbacks, of these advanced o.h.c. engines, should have been of some significance, especially as no other well-established production car except the Brescia Bugatti and the Napier, had such o.h.c. cylinders. However, exciting as these Type-OV Sunbeam sports engines were, I doubt whether many were made, or if they ever made any impact on the competition market. In fact, I do not think more than a handful of people, apart from Coatalen and those responsible to him, really knew much of the engines' existence.

I must now make a confession. When I was confounded, in 1934 or thereabouts, with a slim, aluminium-bodied Special constructed by a Mr. Lambert, who had a garage in Harrogate, and I was asked to give my views on it, I was still being before I became its editor. I had been told that the engine in it was believed to be a Sunbeam. This I fear I stoutly denied in print, never having at that time heard of the O.V. sports units with other than twin-cam, push-rod-o.h.v. or Libard valve-gear. I blushed now at my dogmatic refusal to believe the car's builder; but I have a idea that I was misled by a man who had forgotten the very existence of Coatalen's Type-OV sports engines, let alone see one.

At the time when they were announced, some 13 years before I happened to stumble on one in this other chassis, the Sunbeam Company was busy with many other things as well. By the time of the 1922 Motor Show all the former side-valve Sunbeams had been replaced by four-valves, push-rod, overhead-valve engines, with the valves vertically in line, work on which must have started around the time when these rare O.V. designs were pending, if not being used, in military, tank or sports versions of the side-valve 16 h.p. and 24 h.p. Sunbeams were available. The preparation of the new aluminium Sunbeam Fourteen engine that made its debut at this 1922 O.V. Show, then must also have been occupying the Drawing Office and the Foundry at Wolverhampton, apart from all the racing cars Coatalen was having built in the 1920s (12-13).

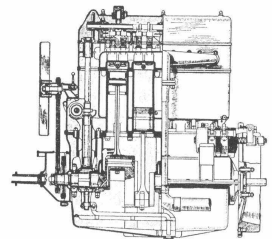
So why did Coatalen bother to rush out these far more complicated O.V. engines? Although they were disclosed to the motoring public three months before the 1922 O.V. Show, they were not displayed thereat, nor, I believe, was there

any mention of them in the 1922-23 Sunbeam catalogues. If they ever helped Sunbeam's to a size more competitive prestige, this has gone unrecorded: as the engines were intended to fit snugly beneath the bonnets of the normally-side-valve 16 h.p. and 24 h.p. Sunbeam cars, there would be no outward way of knowing they had been so used. As far as I can discover, no extra price was ever quoted for them. When Mr. Lambert found his 1934 car, no idea.

Yet these were interesting engines. They had exactly the same bore and stroke as the two side-valve models, namely 80 x 150 mm., giving a swept-volume of 5,210 c.c. in the case of that with four cylinders, 4,524 c.c. in that of the six-cylinder version. The camshaft ran in three bearings and was driven by a vertical shaft and bevel gear at the front of the engine, enclosed by the crankcase, cylinder block and cylinder-head castings. The valves, of tulip shape, with multiple springs, were slightly inclined and opened nearly by ball-trunk rockers housing on the sides of the cam, so that the camshaft was higher than these rockers. Tappet adjustment was by threaded buttons in the rocker extensions, bearing on the valve stems.

A cross-shaft, skew-gear-driven from the vertical timing shaft, operated a water-pump at one end, two vee-mounted ignition distributors for the coil ignition of two plugs per cylinder at the opposite end. The crankshaft ran in three plain bearings, block and detachable head were of cast-iron, on which the valves seated, and care had been taken over water flow. The pistons were aluminium, of semi-slipper type, and an interesting feature was a camshaft-valper consisting of a sort of pressure-oil-plate in the form of a spur-gear pump on the rear of the

The 1921 Sunbeam Type-O.V. sports engine in a 16-h.p. chassis form, a drawing that first appeared in MOTOR SPORT in 1949, courtesy of John Coates.



camshaft with restricted outlets for the oil fed into it, thus acting as a sort of hydraulic damper to cushion fluctuations — Coatalen had discovered the need for some form of damping here on a pre-war Brooklands o.h.c. engine. Rather as on a 12-50 Alvis, the head gasket had water passages only at the rear. In spite of the sporting nature of this O.V. Sunbeam engine the exhaust manifold was very undistinguished and it had a central down-pipe, presumably because those engines were intended to go straight into the same chassis as the side-valve power units, on the same mountings and picking-up the same piping.

Power output for the 3-litre O.V. engine was quoted as over 60 h.p. at under 3,000 r.p.m. and a high axle-ratio of 1.59 to 1 (instead of 4.6 to 1 was available for use in conjunction with it — this compares with 50 h.p. at 2,000 r.p.m. developed by the side-valve 4½-h.p. engine and an optimistic 80 h.p. from the push-rod 3-litre engine).

The forward Wray-Coates article in MOTOR SPORT refers to these O.V. engines "as showing Healey influence," but this is stretching credulity rather far. I had wondered at first whether Coatalen, who had a propensity for making good use of old designs and components, had based these engines on that of the very successful 1911 Sunbeam racing car "Toodles II", which had a four-cylinder Healey overhead-camshaft engine of 80 x 160 mm., the camshaft being chain-driven, especially an another engine with shaft-driven o.h.-camshaft was built in 1912. Then I realised that in these rare Sunbeam engines the valves were inclined at 90° and that there had been provision for driving a magneto. So perhaps the O.V. design was new after all in 1921; that is, for that as apparently when they were first laid out.

I seem odd that these engines were introduced in 1921.

Continued opposite

The Revised Alfasud 1.5

THE WELL-KNOWN Alfasud has been scrupulously modified along its nine-year career, to enable it to retain its popularity among those seeking a decidedly well-mannered, decidedly sporting small car. Originally lacked power to match its exceptional road grip and fast-cornering characteristics. That was put right and now there is the 95 (DIN) h.p. 1.5 twin-carburettor engine to add to the delights. It was introduced for the Alfasud Sprint version and to get into the four-door sun 'Sud'. Then the 1.3 Alfasud saloon has the non-choking Weber carburettor unit for the 1.5 saloon, giving it an additional 10 h.p. This and the 1.5 Sprint have now been facelifted to keep them up-to-date, although in addition matters the Alfasud is unchanged or has retrograde alterations that make it seem somewhat out of place.

Having said that, all Alfasud remain the enjoyable little cars they always have been. The 1.5 saloon line is driving looks very nice in its revised bodywork, with wrap-around bumper and integral spoiler, larger headlamps, and rubber-strap along the body sides. The seats have been rendered more comfortable and the interior has also been revised, although with perhaps less 'Italian' slant, almost not pretending to have a luxury decor. Under the bonnet there is that familiar Alfa Romeo four-cylinder, o.h.-cam, 1,477 cc. (1,490 c.c.) engine that pokes out 84 or 85 h.p. at a modest 5,800 r.p.m., depending on whose figures you trust, with 89-90 h.p. torque at 3,500 r.p.m. This reveals a surprising performance from this 21.7cv herb-wash four-door package, and stretched five-door.

The 1.5 Alfasud saloon can be wound up to 68.0 m.p.h. over the 100, and it will go from 0-60 m.p.h. in 11½ seconds, and accelerate from 60 m.p.h. speed limit area to a legal cruising 60 m.p.h. in fractionally over 13 seconds. Coupled with unpeppery road manners, very good all-disc servo brakes (but they squeaked and occasionally "grained"), and that pleasant-to-use five-speed gearbox and you have



The slightly re-tooled front view of the 1.5 Alfasud.

the ingredients of a very acceptable little motor-car. Add to that the adjustable fact that the Alfasud is one of the nicest little cars there is, and the appeal is obvious. Moreover, it is not a thirty-car. In the 1½-litre twin-choke carburettor form, as installed, it averaged 33.2 m.p.g. on four-star but with more restrained driving, it is acceptable also as you behind the wheel of an Alfasud, something approaching 40 m.p.g. could be seen. As the tank holds 11 gallons, the range is excellent.

The front-ribbed bonnet has a release-lever on the wrong side in the r.h.d. model. The id. self-supporting and rebounding, but has an additional safety-prot. Rodi Hruska's machinery is good to behold and battery, fuses, distributor, plugs and pit-stick are all most commendably accessible. No need was needed after 600 fast miles.

It is over such details that some of those among our readers who are able to read the Alfasud's charms in other areas might be induced to give eyes at the even more powerful V400 GTS. For

instance, the petrol gauge of the 'Sud can drive one to distraction by its swaying needle, even if it is not quite so unreadable as that of a Rover 3500! Instrumentation is neat, with no gauge or water-thermostat indicator for instance. The latter has an auto-retain a red light warning the driver not to open up fully until it extinguishes itself. But it also glows for a while when the engine is thoroughly warm, this isn't very convincing! Then the "choke-air" warning light is less obvious than on the older models and as the choke control is hidden beneath the steering column and acts also as a hand-brake, this is a necessary step. The luggage box, small and box-like, has a lid with a rather unnecessary prot., which can only be opened by pulling a lever on a front door-kick. As this lever is on the o.h. side in r.h.d. car this means opening two doors before the boot lid can be released and if the lid, which is awkward to lift, slips from one's grip, repeating the process. The Alfa Romeo badge on the boot lid is rubber protected, because if it hits the one window when the lid is up — and a clumsy person could knock the glass. The pods are still bound to the left, with not much use of the rear one's left foot. It is matters like these that have enticed the 'Sud, but its on-time 100 r.p.m. for race has hopefully been overcome; the 1600-car was Lacro produced. Savings come of simple steel sheeting, a rather solid console open well, and an unlockable but hinged cubby hole with a crude catch. The interior door handles are sensibly placed to obviate in-door-posture and the first door-pulls for some reason have simulated wood-panels. The front compartment has loose seat-car's green finish was much admired. The front passenger's door tender to bounce open, the doors still lack effective "keepers", nor was I enamoured with the Patonac's radio; it has door speakers and a roof shelf that rattles.

When all has been said, however, what an attractive car this Alfasud is! To add to the already distinguished qualities these are good, low all-round noise level and the interior space is generous, with a rear-seat arm-rest. All really is Alfasud is one of the few small cars which totally is compatible with a much larger with a four-door, long-distance journey. And what value, at £4,300.

W.B.

A COALATEN CONUNDRUM — continued
 what Sunbeam's had so many other things up their sleeve and that they were apparently undeveloped. I will venture to offer two possible solutions to this Coatalen conundrum. Louis Coatalen was well known for saying that "the racing engine of today was the production power unit of tomorrow" and since 1914 he had been racing cars with engines using four valves per cylinder, — admittedly actuated by twin o.h.-camshafts, a crib of the class, 1912 Peugeot GP engine of course. He may have felt it advisable to have a four-valve per-cylinder design available to the customers, but was not yet ready to provide them with a complex twin-cam model. He did this eventually, in May 1924, with the famous six-cylinder twin-cam 3-litre Sunbeams, which had two valves per cylinder, which, however, the current (Fiat-based) Sunbeam GP cars had by then adopted. The 3-litre Sunbeam, which for some reason had a tuning-type chassis with cast-iron rear springs, did not get off the ground until 1925, when it gave Coatalen second place behind a push-rod-o.h.v. Lorraine at Le Mans.

This is the one possible explanation of the

Read this before burning rubber

Dear TSB,

Straight from school, I've found a job learning wide wheels and customising. And I've been thinking of getting a cheque account.

The buzz is that the TSB welcomes school leavers, even though we're not earning enough yet to make more than one pit stop a month.

Send me a leaflet, OK? Tell me about free banking for a year. And about my own cheque book.

Heard you've got branches all over the place. I might drop in for a chat some time. It won't take a minute will it?

To: TSB Information Service, FREEPOST (FREEPOST, London EC2B 2AJ. (You don't need a stamp.) Please send me your free brochure 'Your first job.'

Name _____

(BLOCK LETTERS PLEASE)

Address _____

TSB

We like to say YES to school leavers.

Book Reviews

"The AA — A History of the Automobile Association, 1905-1989" by Hugh Bury-King. 319 pp., 105"x110". (The Automobile Association, Fosse Way, Banbury, Hampshire, RG21 2EA, £34.95).

To commemorate its 75th year, the AA has commissioned this beautifully-produced book by a, to me, unknown author, who tells the complete history of the Automobile Association in considerable detail. The history is written in a style to please the general as well as the specialist reader and covers far more ground than did Sir Stenson Cooke in "This Motoring" some fifty years ago. It is evident as soon as one examines this large and nicely-bound volume that great care has been taken over it, so that it represents a digitized concentration of the growth, from such small beginnings, of a remarkable and even controversial organisation.

HRH The Duke of Kent, GCMG, GCVO, ADC, the AA's President, has provided the Foreword on his personal notepaper, and thereafter comes coverage of the entire career of the AA, in as detailed a form as most of us require. Bury-King has divided his account into four parts. The first deals with the Early Champions of Automobileism, seen as required by The New Fossil Mobility 1820-1896, the Arrival of the Motor Car 1895-1904, which led to The War with the Police 1900-1905, these being the sub-stories to the first part. The second part of the book is concerned with The AA under Stenson Cooke, from its Initiation 1905-1907, its Combination (with the Motor Union) 1907-1911, the Recession of 1911-1916, its Revival in 1916-1932 and its Supremacy of 1932 to 1948.

Part three of the history is about Post War Development, as evidenced by the Expansion of AA beyond 1948-1963, its Diversification of 1963-1970 and its Present Day activities over the period 1970 to 1980. Having thus portrayed the backgrounds and the significant and lesser happenings that represent the arrival, development and recent growth of the AA, the author thoughtfully ends his book with Part Four,

An AA list of the kind introduced in 1947 but with personal day licensing. This one is on the A470, opposite the Royal Welsh Showground at Abberlydd. It would be interesting to know if any other AA boxes are still in service.

which is in the form of an Appendix, Bibliography and Index. Here alone is a wealth of invaluable as well as fascinating material for the historian — such as listed events in the history of the AA, the Committee members of 1905-1980, illustrations depicting how the AA badges, roadside signs (these once described by The Inquirer as "Yellow Peril" for country-side), uniforms, AA telephone boxes, and the AA vehicles, have changed along the years. Then the "Red Flag Controversy" is discussed in detail, and there is even information about a Police view of speed traps, AA Awards and who won them, the links between the AA and the Military Police, Armorial bearings and a piece about the AA's version on the 1968 "Panic" at Park Place.

To attempt to cover the full contents of this comprehensive book in a review is hardly possible. There are all the pictures, some in sepia, others in black and white, and many in colour, these colour pages including pictorial coverage of the AA's vehicles, from the Triumph, Javes and Chater-Lea motorcycles used around 1909-30 to the modern Triumph T1000 and Rover 6.

The end papers show an AA Scout getting a tin of fuel, almost certainly benzole, from the salscar of his Triumph outfit, for the driver of a pre-1914 motorcar, of the type with the petrol-in-top header tank and a pooled picture of a present day AA Scout looking at the engine of a lady member's car. Browning through the enormous collection of photographs, captions, reproductions of old documents, advertisements, etc. I realised that I had seen a great number of these elsewhere, but in this collective form, nicely printed, this is a great feat.

Among these illustrations some interesting points emerge, and it was fun to spot the cars, particularly vintage ones, in some of the pictures. For example, we learn, if we didn't know it before, that W. T. Staple Firth, one of the famous AA solicitors, used a 1020 h.p. Coventry Humber before the First World War, and early members of the AA's first committee are shown as in the "Dog and Trampet" where it met, as did the last Coape public house today. Later premises are illustrated too, starting with the site of offices at 18 Fleet Street, now part of Barclay's Bank, and we are provided with plenty of pictures of Stenson Cooke, the fastidious man, who, at 31, became the first AA official. Long captions embellish many of these pictures, there is a map of the road where the action took place on the Farnham road that led to an AA Scout being impounded in 1905, and some shots of Edwardian garages appointed to the AA are included. To continue to list those pictures that intrigued me is impossible, for there were so many, but I note that when Stenson Cooke was investigating travel for AA members at the commencement of AA Foreign Touring, he went on Charles Jarrold 40 h.p. Cromley tourist from Folkestone to Boulogne, armed with customs papers issued by the AA.

The pictorial coverage alone is a pretty complete record of everything the AA stands for, from the early days of automobile, including its activities throughout both World Wars. The 16 h.p. Stanbeam that was used for the AA's 10,000 mile National Benetton Trial in 1919 is naturally shown, outside the Barron Garage in Shoreham in its present state, and AA "roadside fuel stations", at Botley, Coombe Hill near Tewkesbury and at Yacombe near Heaton, in the 1916-1920 period. From these pictures, and some others, one can see the Austin Twenty Touring car having its underbody tank replenished, we learn that Stenson Cooke had a Talbot touring car at this period (LB-7419),



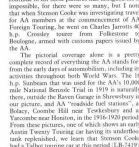
AA vintage nose plain signs put up from 1906-07 onwards, but very few remain, a great many having been removed at a precaution against invasion during WW2, the responsibility of local authorities for signs passing in the 1930's having rendered them redundant in any case. One also depicted is of the kind (introduced in 1919).

with rear windscreen. A Vulkan was in show posing the AA's first filling station at Aldermaston in 1920, there are Palladium, Daimler and Dennis trucks shifting food in Birmingham during the rail strike of 1915, led by a light car radiator which is obscured by a huge AA badge, and many other similar scenes, in which it is fun to try to identify the makes of the vehicles depicted. One of these scenes show a "Windor light car passing an AA patrolman, HRH The Prince of Wales is seen in his Crowley tourist, and even the Austin R33 is there — it was new to me that the AA used it for traffic spotting.

The AA is seen helping the driver of Rolls-Royce BM 3413 on the promenade at Nice, blowing up a tyre of an early 1926 Rover 12 two-seater, Frank Newton, the AA's Chief Engineer at the time, is seen with the 90 h.p. touring Napier "Samson" and beside a photograph of Fiumen Hesse an AA Technical Inspector is shown jacking up a Scv Gibson, the little car looking very like the clockwork model of which you could buy for 10/6.

An AA 1925 Standard van, a Civic cab in London, 14 h.p. and 15 h.p. Armstrong Suckley being directed to their route, a Roach Talbot at Botocage, a Lancia Lambda saloon being checked at the dockside before shipment, a vintage Triumph Fifteen taking on Bill, Stenson Cooke with Mussolini and King Alfonso of Spain, the AA's DH Midget G-AAAA surveying aerodromes and dropping mangoes in 1928, a vintage Triumph Fifteen at the Hoston Broadcasting station of the AA, and broken down cars, including an Austin twelve and an Armstrong Siddley 12 receiving assistance (here the car must have been a Hushell), the latter from an AA Austin 7 van — it's all there, right down to the AA's present day Gesta Gold Eagle ambulance ambulance. Before this, the Austin Greyhound had been exchanged for a second hand DH Rapide — G-AHKV — which was in the AA's Air arm from 1927-1963. My space has run out, but buy the book for yourselves, or obtain one from any good bookshop or AA office. — W.B.

"Morgan 1910-1980 — 70 years of Morgan Motoring", 11 1/2"x8 1/2". The Morgan Club, "Farnway", Field Barn Lane, Gylesham, near Northole, Wiltshire, SN23 0JH. This pleasant soft cover book is the Morgan Club's way of helping with their commemorative activities during the 70th year of the Morgan. It contains all manner of worthwhile articles by such well-known Morganists as Chris Chapman who also contributes an introduction. Brian Watts on



American Dixie-Plier was disposed of in the same year and Ariel-Johnson, a number of AA trucks and char-a-bancs and the odd AC and Hampton were introduced in '40ish years. By 1923, unusual cars sold in 1923 included a Vandy and a Briton light-car, as well as a more likely Buick, two Dodges for £400 a piece, and a 6-cyl Liberty truck. The Vandy was a 1923 Buick, made from unsold major's stock and fetched £200 and a Pierce-Arrow came up for sale from the same source at £150. One notes a De Dion Bouton Jerry sold in a quiet sale to a local dentist instead of chassis, and in 1925 Mr. Lowndes went personally to Morris Garages in Oxford to obtain a Morris Sports, for £300 on, which he claimed to be the first MG, sold in Wales. Later he was at Bookends for a "Double-Twee", no doubt the MG. Midgents dominated that race.

Against Mr. Lowndes' local dentist insisted on having a Speed Model Vanden. In 1923 an Alvis was sold to a publican and the first of six Napier hire-cars found a buyer. Used cars were cheap then — like a Rhoads sold in 1927 for £40, a Durant for £36, and a Breeze in 1926 for £45. That gives a picture, of those with imaginations, of what you might encounter in Welsh towns and by-ways in the mid-1920s period.

The Mr. Lowndes who introduced me to this interesting glimpse of the past served his engineering apprenticeship just after WW2 with the Nuffield Organisation, first at Morris Motors at Adderley Park and then at S.U. Carburetors. He thinks that by the time he was an unfortunate tendency to spoil designs through false economy, to spoil a ship for a half-pint of tar. He quotes the overheard-camshaft Wolsley 630, as sold to many Polaris Focals, to get a bad name for burning out its valves. But this was because the sodium-filled valves and rotating tappets needed for "The" petrol had been deleted before production, in some cost. Then there was the Saarer diesel engine, which could have been so effectively used in Morris Commercial vehicles, but instead of an 8-cyl 100-hp cylinder and efficient Bosch injectors the Nuffield plan was to ask why two valves per cylinder wouldn't do, and to use CAV injectors. The original 4-valve Saaries were put into their own trucks and BMC used for ferrying engines from Coventry to Coventry.

Mr. Lowndes recalls how SU's tuned cars for the Police, the afamous Wolsleys being far more powerful than the ordinary models. For example. This resulted in local policemen expending the same treatment for their own cars, so that a motley assembly of these ancient antiquation would fill the SU Service Department. He also remembers a young Peter Collins bringing in his side-valve Ford Ten to have twin SU's fitted to it. SU had introduced a very fine engineering team largely from the Wolbsey Service Department when this was disbanded, under John Martin, with such expert tuners as Reisteron and Beal. It was John Martin who fitted an SS Mercedes-Benz engine with SU aircraft fuel injection. The SU was in the nature of a precision instrument but a precision carburettor had needles machined by girls on pre-war Swiss lathes, which were not very accurate and had to be hand-finished for fine tuning. It was recommended not to use the lathes but William Lewis resolved refit to lathes, when fitting SU's to Jaguar engines. Bentley and Lavacca and Aston Martin compromised by using a block turned French. Because SU's had become part of the Nuffield Group they could report on other maker's engines for the parent concern. Mr. Lowndes says they took a good look at the

Buwin-Dyas-Panhard with its desmodromic valve-gear.

Johnnie Clae's Talbot-Lago was completely transformed before a British Grand Prix when its Zenith carburettor was replaced by specially-prepared SU's. Mr. Lowndes recalls. Incidentally, the SU factory had an old M.G. as its office car. It is also remembered that MG TCs project-carves obtained on the bench at SU's sever seemed to compare with the optimistic claims made in catalogues and subsequent books! All so interesting, and incidentally very complete set of Morris catalogues saved by Frank Lowndes was used by Philip Garrano-Williams for his great book "Morris Cars — 1913-1938". — W.B.

Mr. Lowndes' collection of books on these cars.

V-E-V Miscellany. — It looks as if prices of the older cars are falling and more that are reasonably priced coming back on the market, as the effects of galloping inflation are felt. Whereas for a long time the One-Make Club's circles carried practically no used-car announcements, these are returning. We noticed recently a 1934 Standard Little Nine said to be 100% complete, in its small size years ago and stored in a dry garage at £175. The Standard, now the Standard Motor Club, several Rileys for sale in the Riley Register's Newsletter, including a 1934 Mercedes sedan in what sounded like serious condition apart from tubing, for £1,100, and the HCVC's last-seen Newsletter commented the offer of an ex-war-time original condition Civil Defence Fordson was described as in good running order for £30 or near offer! So there is hope again for the less affluent to get motoring. Press references to Brownhills have been kindly sent to us by readers and include the memories of T. J. Aspler in *The English* — he worked there as a skilled woodworker in the glorious summer of 1914, describes the pre-Track area as a market garden, the strawberries from which still grew on the banks of the Weir, and remembered the mopeds (was served in the Blue Bird Cafe, of a good cup of tea and three or four flat rounds of real bread and farmhouse butter) — and a long article by Bob Lucy from the *Reading Chronicle* about the fatal accident to Bernard Heart during the 1928 BMC/CC 200 Mile Sidcar Race. It is interesting that Heart, the son of a Reading butcher, was an early member of the flying club at Woolley and had his own on the Track on the day of the accident in his own DH. Monk. At his funeral this machine and others from Reading Aero Club flew and dropped a wreath. Heart's gravestone in Reading depicts "an almost Mexican statue of him in racing leathers" and an engraving of a motorcycle and an aeroplane. There were also some unexpected references to Brownhills in some very clear photographs of past and present happenings there, in the June issue of *Autosport/Motomag* *Crossed*, with comments based on an article by William Marston who investigated this journal's article. "But it would cost millions, in pounds sterling, to buy back the land and rebuild the track, therefore any dream of a modern track Brownhills must fail!" — W.B.

V-E-V Odds — Emb. — The magazine of the Aston Seven Club Association, numbered 1900 B, includes the following article on Aston Seven racing, the memories of Bob Burgess, and a charming account of an Army Lt. Col. who although a "horse-man", bought an Aston 7 two-seater for £25 in 1911, which he had to sell. The 14th Paris-Donovals Rally of the Club de L'Ain will take place from 4th-6th of October; details from 11 Bts, Rue Berthezou-Dumas, 92200

Neully-sur-Seine. Entries close on July 26th and the colour cover of the Regulations is worth seeing, on its own! The sponsors are Talbot, Renault (UK), Larnard announce that they are again sponsoring the 1986 Veterans Car Trials Brighton, for which 150 entries have already been received, including Mr. Palumbo's 1904 Benz which Cash Barton usually cruises through the States from America, of which a 1904 Maxwell may be driven by the American Ambassador here, and a 1904 Deaoville to be shipped over from Mexico. It is expected that the entries will total 300, entry forms from Mrs. Susan Winwood, RAC Motor Sports Association, 31 Belgrave Square, London SW1. A 91-year-old reader of the Daily Telegraph recalled recently having seen Walter Henson "motee waddling" of the 1890s, at which he sang in the choir — and he is still singing in a choir. The Eastern Evening News had a picture of an assembly of cars got together in 1911 to celebrate the opening of St. John's Garage in Rogers Road, Yarmouth, with the Mayve and Mercedes in attendance. The parade ended at Gainsborough Hotel for tea and the cars included a Model-T Ford Landulette, a big Standard tractor, a small Renault and many others, some with Norfolk registrations. The picture was shown by the Freeman who worked there from 1925 to 1945. The premises are now a remodelled shopping arcade, the garage having moved to Southdown Road in 1970. Jack Alderson, who co-edited the excellent book "Morgan Sweeps The Bard", wants to trace the whereabouts of Harold C. Bird, the owner of the "The Denton" in 1930, later he ran his cars on chicken manure during the war, and is thought perhaps to live in the West Country, possibly running an old Hillman Mini. Letters can be forwarded. — W.B.

Vintage Postbag
Morris Register — A Long Journey
 Sir,
 The Morris Register club historian, Harry Edwards, has just returned from a trip to Australia where he was guest of honour at the second national rally of the Morris Register of South Australia. The cost of his air fare was met by a fund contributed to by members of the Morris Register as a tribute to Harry for his untiring work during the twenty year life of the club as historian and journal editor; members of the Bullerston Morris Club and the Morris Register branch in New South Wales and South Australia also gave generous contributions.
 Harry arrived in Adelaide amid a blaze of publicity, and a local member based from a Morris 8 source to the Morris Register in Victoria Harbour where the four day rally was held. After taking in some of the local scenery in a 60 mile observation run, Harry was able to show films of UK Morris Register events to the Australian at an evening reception. As virtually all post-war Morris in Australia have locally built bodies Harry's talk of making the connection of what your him first hand experience of the Australian breeds of Morris, many differing in considerable detail from the home grown variety, which detail from the most obvious to the most obscure. After the rally, Harry travelled with a convoy of Morris the two day journey to Melbourne during which one of the Morris Eight vehicles was badly damaged by a 50 mph gust.
 While staying with club members in Melbourne several days were spent both sightseeing and

Veteran & Vintage Postbag
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 The Morris Register club historian, Harry Edwards, has just returned from a trip to Australia where he was guest of honour at the second national rally of the Morris Register of South Australia. The cost of his air fare was met by a fund contributed to by members of the Morris Register as a tribute to Harry for his untiring work during the twenty year life of the club as historian and journal editor; members of the Bullerston Morris Club and the Morris Register branch in New South Wales and South Australia also gave generous contributions.
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Continued on page 165

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The VSCC at Shelsley Walsh

THE VINTAGE SCC's annual hill-climb at the famous MAC was held on Worcester road since good "Wimbleton weather" on July 5th. It opened with a parade of pre-WW1 cars to commemorate the 75 years of Shelsley Walsh, which formed the subject of a special article in this month's MOTOR SPORT. Alvis owners also treated themselves to a special display, to celebrate the birthday of Alvis Limited 60 years ago. The parade was led by their some delay, by Mark Joseland, the MAC Secretary, driving Collings' splendid 1901 Sixty Mercedes. The Mercedes was followed by eight other cars, but unfortunately the BL Heritage Coventry museum 50 h.p. Yellow Daimler, representing E. M. C. Instone's first record run in 1905, and his bus was Roger Instone, as one of the alternatives, failed at the start-line with fuel-feed problems. The other BL Heritage car, the 1908 GP Austin, had some difficulty in getting away on its first attempt, and the 1908 GP (Panda-Levaner) (see MOTOR SPORT, April 1980) was absent, having its faulty water-pump rendered non-restartable, while Beshall's 1905 1012 h.p. Renault was also absent.

However, the 1908 GP Italia, a 1910 1012 h.p. Allday belonging to Capt. M. W. Allday whose great uncle had entered one in 1905, the 1910 1216 h.p. Submarine which has been in the VINTAGE POSTBAG — resumed from 1980 inspecting local members' restoration projects and some quiz rare collections of cars. The Morris Register of Victoria changed the date of their regular meeting to coincide with Harry's visit, and he gave them an illustrated talk on the life of Lord Nuffield.

To complete the Antipodean adventure, Harry then combined a visit to relatives in New Zealand with social events with the Morris Register of New Zealand. The journey home was broken at Sydney, where he was the guest of the "New South Welshmen", and the reception committee at Heathrow airport included a member with a Morris 8 saloon — appropriate transport for Harry on the last leg of his epic journey.

TOM BOURNE
Public Relations Officer,
Morris Register

Parishad Policy

With reference to the final paragraph of Kent Karabide's letter which appeared in the 1980 Grand Prix Panda-Levaner in Vintage Parade, published in your June edition, I have studied photographs of the three cars taken before the start of the Grand Prix. They show clearly that the driving sprocket on Heath's, Casca's and Farmer's car had 27, 28 and 29 teeth respectively.

The case with which it is possible to change the overall ratio is, I would have thought, the most likely explanation of why Parishad's reverted to this method of final drive in 1908.

JOHN WALKER

An Australian Small Car

I've been a regular reader of MOTOR SPORT for a considerable number of years, and have always found your irregular feature "Cars in Books" quite fascinating. I wondered, therefore, if you would be interested in the following:

One of the books I recently purchased at a book sale at a local University bookshop was entitled

Beshall's family since now, Spillone's 1911 40/50 h.p. Rolls-Royce Ferguson Tourer, the Rowley 1913 25/50 h.p. Tabbot and Landless' 1914 "Prince Henry" Vauxhall, representing Laurence Penney's association with Shelsley Walsh on the 30/9/06, made a memorable, if patchy, Cavalcade.

Of the contest itself, there had been two incidents in practice. F. Macbeth's Type 338 Bagatti hit the bank when its throttle stuck open and was withdrawn with a suspected bent chassis, and the Dixon Special overturned, without much harm to its driver, J. H. Roberts. The Sixty Mercedes had broken the main leaf in its air-front spring on the run up from Somerset and arrived surgery with a tyre lever ejected an excellent repair. Captain G. Spry deprived Macbeth of a run-tyranger on it.

Space limitations preclude a detailed report, but the class-winners and holders of new class records are given hereunder. Macbeth junior made up for his father's misfortune by winning his class in the Appleton Special, as forecast by Peter Hull, but it was Donald Day, making excellent starts, who vanquished Fogarty's Cognac in the new category, by 1.1 sec., in the ERA R14B, and broke Moffat's record, in R3A, by 0.3 sec. Fogarty was second, Black's 8CM Maserati third, and Jonny Williamson clocked a stunner 42.1 sec. on both runs in the 10½-litre V12 Delage.

The final racing-car class was for back-anchored early vintage machinery and the ever-existing Edwardian Parkers' crackling

"Trix Australian Air Star" written by P. Gwynn-Jones and first published in 1977, it is a history of the exploits of Australian aviators. One such aviator is Sidney Cotton. The chapter on this colourful character ends in 1934 he built, what the book claims to be, "the first all Australian light car." The "revolutionary chassis, suspension and drive design" of the car so impressed the "Australian manager of the Wily Overland Car Company" that he arranged for the factory to make "a special streamlined body" to fit onto it. Little is said of the mechanical design given other than that "the final-drive system to the rear axle was virtually identical to one used years later in England by Frazer Nash Cars".

This is curious, as a photograph shows the vehicle to have what appears to be exposed belt-drive.

I wondered if any of your Australian readers could throw any further light onto the mechanical specification of the car, and, also, the inevitable question "what has happened to it?" in the subsequent 60 odd years.

JOHN R. BATEMAN
[The photograph showed a two-seater light car with hood, probable water-cooled and certainly with final belt-drive. It is quite possible that the transmission followed pre-1914 GN practice, of course. Over to David Thirty? — ED]

Cetrano-Riley

Knowing how your readership is noted for the solving of problems put to it through MOTOR SPORT, perhaps someone out there can tell me if a certain Cetrano-Riley Hybrid still exists. A Vintage friend of mine was recently leafing through the classifieds in the October 1951 issue of MOTOR SPORT when he noticed this car for sale at £49, the combination being a 1½-litre Cetrano engine and gearbox in a 12 h.p. Riley of unspiced alloy. Being the owner for the last 24 years of an S150 Cetrano in 1925, I of course wrote off at once, but also not only the car gone, but also the house, No. 1 Leigham Avenue,

BHD won it, a fine memory of the Davenport days, from Beshall's more consistent 210 10A Race Alvis. Of the Edwardians, they were placed in the order: Clatton (Italia), 49.9 sec., Walker (Panda-Levaner), 52.8 sec., New (Humber), 54.4 sec. So ended this rather special Shelsley meeting, at which Michael Barker in the 31/250 SS Mercedes-Benz discreetly took 2.5 sec. longer on his climb than Bob Roberts in his Type 43 Bagatti (44.7 sec.) but was the more cerebral — both cars from the Milland Motor Museum of course — Rivers Fletcher clocked 50.2 sec. on both his runs in the Alvis, winning a personal needle-match with D.S.I. in Robbie Hewitt's 4½-litre Lagonda team-car by 1.6 sec., de Cademart's Alfa Romeo managed 42.5 sec., and of the girls, Miss Kinney (Alfa Romeo 6C 1300) did 41.9 sec., beating her father by 0.21 sec., Busty Clark in Moffatt's Type 357 Bagatti, on beaded-edge tyres, 46.5 sec., but Howard's Sports Type 37A Bagatti slipped up on its first run and won't see again. — W.S.

RESULTS:

Pre-1901 Sports Cars up to 1500 c.c.: G. A. Jones (Riley 1044, 51.4 sec.)
Pre-1901 Sports Cars 1500 c.c. and Over: R. Fisher (Alfa Romeo 600, 29.9 sec.)
Pre-1901 Sports Cars up to 1500 c.c.: J. Macbeth (Alphaton Special, 40.3 sec.)
Pre-1901 Sports Cars 1500 c.c. and Over: A. Roberts (Banking Car D, De-TEA, 56.4 sec.)
"Edwardian" Class: R. H. P. Fogarty (Moffatt Special, 42.1 sec.)
Vintage class winners, unless as above, were: Appleton Special: D. Day (Panda-Levaner), 46.5 sec.; T. H. Roberts (Bagatti 46.7 sec.); H. Glyn (Humber), 48.5 sec.; and G. R. Farnell (Cetrano), 51.5 sec.; L. R. B. Day (Rover).

Somerset, evidently no longer exists. As spaces for Cetrano motor cars are a little rare I have to follow the slightest lead, and have a faint hope that this car, or at least the engine and gearbox from it may still exist.

If anybody can provide any information my car will be eternally grateful.

NICK SLOAN

Silver Ghost Service

I was delighted to see your comments on my Silver Ghost No. 1463 in your issue of July 1980. There is one small slip as the 2.7 axle used on my car was exclusive to the short chassis, while the London-Edinburgh, which was a long-chassis car, had the standard 2.9 axle.

I have just received copies of all the R-R paperwork on 1463, including details of every visit to the works. This is an incredible service of the R-R-EC and I cannot thank the Club enough. From this it would appear that Mr. Foster of Rockingham, Notts, was the first owner and he bought the chassis in July 1919 for delivery on a coachbuilder in January 1919, to be fitted with a two-seater body. He later had this changed for the present Holmes torpedo tourer and the car was in the works to have the steering changed to suit the slightly greater weight. I think it had a parallel-sided bonnet originally, but this was evidently changed for the tapered one when the Holmes body was fitted.

The car was offered for sale in *The Auction* in November 1916 and I presume that "X" and Lord Wilton had it after that. Both Mr. Foster and Mr. E. Lastra, who ran the car from 1919 to 1925, had 1463 regularly serviced by Rolls-Royce but there is no record of "X" or Lord Wilton having any work done. K2 3075 is the original registration number from January 1911 according to Sweden.

Incidentally, I have the test-bench figures for my engine and maximum torque was developed at 498 r.p.m. and
JOHN V. BOLLISTER



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French Grand Prix

Typical Jones

Paul Ricard, Castellet, June 29th
THIS was never any doubt that the French Grand Prix was going to happen, the only question mark was whether the "race boys" were going to join the three manufacturers' teams that had entered. All of the firms imposed on the drivers for their misadventure in Belgium had been paid, so everyone was in order to compete, provided they had a suitable car. The week before the event was rife with interesting rumors, that (a) Benke was not going to allow his FOCA status to take part, (b) that certain drivers (i.e., McLaren, Parnis, Parnale, Gittans and Goodson) were getting a little tired of all the nonsense, (c) that the French Renault were going to run a more solid car, (d) another French driver could be found willing to break ranks and join Tyrrell and Arnoux. The teams of Ligier, Jabouille, and McLaren were signing their contracts. In the end it all turned out "happily ever after" (or so we are told) and the FOCA scene climaxed down and everyone turned up at the mid-week and dry-pan Paul Ricard racing at 10 a.m.

It was just after 11 a.m. before it all got under way, for at the last moment the medical helicopter, which was the province of the *Gendarmes Nationaux*, was called away because the French farmers were threatening all sorts of dire things in the locality. Eventually another medically-equipped helicopter was hired and the game began. There were a few changes here and there along the pit lane, though none of great significance. The young Swiss driver Marc Surer was now fit after his accident in South Africa and returned to the ATS team, which meant that the famous little Dutchman Jan Lammers was out of a job, so Marco Neri stepped in for the rest of the race. The presence of the Renault and Ensign teams, having dropped Noddal and Gouillard. In the Williams team the mechanics had added MBE under the name of their number one driver, following the Australian's Royal award, and everyone fussed about their gear ratios because the Minardi was blowing along the straight at a very helpful 110 m.p.h. and the dust was settling into the clear blue sky.

It was thought that Renault was going to run away on this circuit, with the 1.8 kilometres back straight, but it did not take long during the hour and a half of testing to realize that something was going wrong. Admittedly Arnoux and Jabouille were recording the highest speeds through the timing beams at the end of the straight, with well over 180 m.p.h., but the Ligiers and the Williams

were only matching them on lap times. The reason was that Renault was very unassuming and air-enlarged upon elsewhere in this race, but basically it was a case of the circuit offering the choice of the ultimate speed or ultimate cornering. Renault was the fastest of the three able to provide the same result, but all centered around the crucial long straight and its entry corner and its exit corner. The first sign of trouble in the Renault team came when Jabouille arrived at the pits with a merry oil fire going on in the engine compartment. A piston had failed and oil had leaked out of everywhere onto the exhaust pipes and turbo-charger. Apart from the blown up engine the damage was fairly light but it meant that Jabouille had to take the spare car for the afternoon timed session. In the next pit stop the Ferrari team was, with interest, knowing it would be their turn next to stop on highly supercharged V6-air engines, though at the moment they were more concerned with the fact that the ATs couldn't make use of its turbo-charger, no matter how Villeneuve tried. Both Ferrari drivers were so far back that one or two of the back-field drivers could have been forgiven for getting excited.

For the one hour timed session in the afternoon the wind was as strong as ever, but at least the skies stayed clear and blue. The 10-km race on the back straight occasionally granted up to 20 laps and most of the time was nearer 15 and terminal speeds were anywhere between 180 and 200 m.p.h., depending on whose car was in the lead. The wind was not as strong as one from each of the more serious teams. However, terminal speeds did not get you a place on the grid, nor did lap times taken by individual time-keepers, it was the lap times taken by the official time-keepers that counted. It wasn't long before a Ligier, a Williams and a Renault were recording times close to 1 min. 40 sec. and then breaking into the 1 min. 30 sec. bracket. The Grand Prix cars had not raced at the Paul Ricard since 1978, at which time they left the lap record at 1 min. 03.96 sec., courtesy of Carlos Reutemann with a T1 Formula 1 motor practice lap that year was by John Watson with a flat-12 Alfa Romeo engine driven in 1 min. 44.1 sec.

Already it was very clear that the old lap record was destined to stay flat and it was quickly transposed that Watson's fastest practice lap of 1978 would not qualify for this year's select 24 starters. He is making progress towards the ultimate goal.

Laffie was in the spare Ligier, with the latest body panels fitted and it was obviously set up for ultimate cornering rather than race conditions. Arnoux was in a good form as ever and the deceptive Pironi was the fastest of all though the long curve at the end of the straight. Both

Williams drivers were in there with them, Jones trying the spare car and going a little bit quicker in it than his race car. It was a pity that really hard runners up at the front, all of them were in wet whenever the prize and it was a pity that Brabham could not get their cars balanced right over the top and handling as well as they were in there with them. Sadedell of all was to see the Ferrari down among the lower mid-field also-rans, their handling looking awful at high speed compared with the rest of the field. Their Michelin tyres looked the same as those as the Renaults, but the Ferrari chassis was obviously not making the most of the rubber as the French cars were driven at the back of the field. Lammers was driving the Ensign MN12 as the later car was still being worked on, but he could not match the times he could have done in the ATS and was not even close to the Williams team, which must prove something or other. Of the mid-field lot, and sadly that still includes the Lotus team with their excellent looking Enzo-angled cars, McLaren were showing improvement with Prost up in eighth place, but still nearly two seconds off pole position.

PRACITICE TIMES

No.	Driver	Friday pm	Saturday pm
1	J. Schlesinger	1:42.2	1:41.2
2	J. Villeneuve	1:42.2	1:41.2
3	A. Prost	1:42.2	1:41.2
4	D. Dary	1:42.7	1:43.2
5	M. Neri	1:43.2	1:43.2
6	R. Zeno	1:43.2	1:43.2
7	M. Surer	1:43.2	1:43.2
8	A. Prost	1:43.7	1:43.7
9	M. Surer	1:43.7	1:43.7
10	M. Surer	1:43.7	1:43.7
11	M. Andretti	1:43.8	1:43.8
12	M. Andretti	1:43.8	1:43.8
13	J. Lammers	1:46.18	1:46.18
14	J. Lammers	1:46.18	1:46.18
15	J. Lammers	1:46.18	1:46.18
16	J. Arnoux	1:50.43	1:50.43
17	J. Arnoux	1:50.43	1:50.43
18	G. Kennedy	1:54.81	1:54.81
19	G. Kennedy	1:54.81	1:54.81
20	G. Kennedy	1:54.81	1:54.81
21	K. Rubery	1:53.2	1:53.2
22	K. Rubery	1:53.2	1:53.2
23	K. Rubery	1:53.2	1:53.2
24	G. Gouillard	1:48.30	1:48.30
25	G. Gouillard	1:48.30	1:48.30
26	G. Gouillard	1:48.30	1:48.30
27	F. Huet	1:50.20	1:50.20
28	F. Huet	1:50.20	1:50.20
29	F. Huet	1:50.20	1:50.20
30	J. Mass	1:43.0	1:42.7
31	C. Evens	1:43.0	1:42.7

The Ligiers were the unadorned pole-protectors and both drivers were well in the 1 min. 30-sec. bracket, but Arnoux, Reutemann and Jones were hard behind. If you could not get below 1 min. 40 sec. you were not going to be in the race for the lead, and if you could not get below 1 min. 44 sec. you were not even getting the grid. In the last moments of this critical hour Laffie set several new standards with a time of 1 min. 38.88 sec., almost 10 seconds under the existing lap record and five and a half seconds better than the 1978 pole-position time. When it was all over you felt that a big spring, which was wound up tight, had been released. It was something of a relief to switch the frantic passage of the hour to the quiet race afterwards. A nice Mike ERA, Maserati 250F or Bugatti was very relaxing after 300 h.p. 12,000 r.p.m. 1,320 lbs. projectiles driven by hard and determined men like LaFerris, Pironi, Arnoux, Reutemann and Jones.

On Saturday morning the wind had dropped but the skies were still blue and the forecast session began on time. In the first 15 minutes had been installed in Jabouille's Renault RE21, joined was "trying things out" in the spare Williams and Schachinger was using the spare Ferrari while his own car was having its rear wing changed. The second Ensign (MN14) was finished and returned; Depallier was becoming more convinced about the smaller-engined Alfa Romeo and was planning

to race it, and everything was boiling up nicely for the final timed practice session. Still the Ligiers were fastest but the Williams team were pretty confident they could deal with them on race day, though Renault's confidence took a bad knock when Arnoux's engine went sick with a locking up of the turbo-charger. The reason for the problem was a panic change of engine on RE24 for Arnoux. Before the morning session ended there was a problem in the Ensign camp, for Lammers crashed the MN12 pretty convincingly, and they had just finished trying a whole new short system to the car. The Brabham team were at work on Zeno's car, with the engine out to cure an oil leak, and the de Arago Lotus was receiving a lot of mechanical attention.

It began to get very hot in the afternoon, with a hot low wind than the day before, and while the heat was good for tyres and their stickiness it was bad for engines, especially white holding maximum r.p.m. for over a mile on the back straight. Jabouille's Renault had not been changed, but that didn't matter as it was secure for pole position. Pironi and Jones were in the second row and all the Frenchmen needed was an improvement of one hundredth of a second to move up on the front row, while Jones needed two hundredths. When you look at a hundredth of a second on a stop-watch it seems small, but it makes you realize that a hundredth of a lap runner are on and how changing conditions of track or car can stop your progress no matter how hard you try. In a vain effort to get Pironi on the front row the two Ligier drivers went out together to "lap-drip" (bleed) each other down the straight, using each other's slip-stream to try and get that vital improvement, but the track surface had deteriorated with rubber and oil and heat. Jones was trying his utmost right to the end, while poor Arnoux could only stand and watch. Once again there was enormous relief when the

engines and nose of their cars were runners. Unlike some lower teams who slam the door in your face under adversity the Renault team remained remarkably affable, but with serious brows. In the background there was furious discussion going on amongst Renault and ELF engineers and the "big whads" of those two companies.

Meanwhile the Ligiers were ponding round remarkably trouble-free with the Williams cars hard behind them. The time that Arnoux had set the day before was still good for second place on the grid, but as Pironi and Jones approached it was nothing the Renault driver could do to defend his position. With less wind and more heat it was proving difficult to improve on Friday's time, but even so Arnoux's position was very tenacious. On Friday Arnoux had recorded 1 min. 39.36 sec. and now Pironi had equalled it, while Jones was only one hundredth of a second away, but try as they might neither of them could improve. Laffie could not match his Friday time, but that didn't matter as it was secure for pole position. Pironi and Jones were in the second row and all the Frenchmen needed was an improvement of one hundredth of a second to move up on the front row, while Jones needed two hundredths. When you look at a hundredth of a second on a stop-watch it seems small, but it makes you realize that a hundredth of a lap runner are on and how changing conditions of track or car can stop your progress no matter how hard you try. In a vain effort to get Pironi on the front row the two Ligier drivers went out together to "lap-drip" (bleed) each other down the straight, using each other's slip-stream to try and get that vital improvement, but the track surface had deteriorated with rubber and oil and heat. Jones was trying his utmost right to the end, while poor Arnoux could only stand and watch. Once again there was enormous relief when the



chopped flag came out, some teams breathing a sigh of relief, others depressed and some content. Ligier were pretty confident. Williams were gently determined, Renault were baffled, Ferrari bewildered and Brabham still a little unsure. A McLaren should be out, said Gordon Murray.

The laston 24 of the two days were in the race and Ensign were far from happy with a badly crashed car and the other 12 cars of 23 cars, so a Shosho failed to qualify both their cars, which is considered a bafe. Ferrari were in unbelievable 17th and 19th places, among the Arnoux and Tyrrell and not far from the Fersidipoli. Marco Suter was in a very respectable 11th place in the ATS, which says a lot for the yellow car against the red, white and blue Ensign that didn't qualify. The times for the hour were 1 min. 38.88 sec. so everyone has lunch after it all over and it was a very joyous Ligier team who sat down to their open-air lunch "en famille" with Luigi Agostini at the head of the table full of mechanics and engineers and the two drivers at the opposite end of the table. Not only were they first and third on the grid, they were the top French teams in their own Grand Prix and earlier in the week Guy Ligier was signed over a big share of his team to combine of Talbot and Mitter in readiness for 1981. In the

back of the Renault pits the top-brain of Billencourt and El were still in the garage, looking very serious and not a little worried. The engine failures seem to have started in the area of the pistons (made in Germany by Malle) but the reason was not clear. They seem to be a case of normal; they had good reason to be worried. After all manner of sub-boards and exhibitions on Sunday morning with the wind getting up along the half-hour warm-up by the 54 lap Grand Prix took place just after mid-day. The ELF people had checked and analysed the petrol that Renault were using and found nothing wrong, and anyway it was the same as Ligier and several other teams were using, so Renault re-set the boost a little lower on the two new engines installed in the RE21 and RE24 for Jabouille and Arnoux, respectively. In the Arnoux team Patrice was using the long tail on his car, while Mass was using the short tail. Lotus and Williams were using the new 15" diameter rear wheels from Goodwood, though Brabham and Ligier were on the 13" Goodwoods. Patrice was about to try both setups on his car and the spare, with different suspension settings to do a direct comparison, and Laffie was destined to use the spare Ligier, for his own car had sprung a petrol leak within the monocoque overnight and it was not instantly repairable. The spare Ligier had been re-set to use the rear fuel tank as possible but there was insufficient time for fine adjustments. Depallier was happy to use the experimental car with the lower engine, and Villeneuve was just going to be as hard as he could and enter himself regardless of the outcome.

The wind was becoming really forceful at the starting time of 1 p.m. drive now, but thankfully the sun was shining, though the air was dusty. All 24 qualifiers set off from the pits to drive round to the grid and when all were assembled they were given the "off" for the parade lap and the race was under way at the first full pace. Back on the grid they were held for a long time before the green light came on and released them. Laffie was having a very good time, but he was having everyone standing. Jabouille's Renault broke its gearbox as the car started to move and Dary and de Arago had cooked their clutches in the long delay and had trouble getting going.

The Ligier team at track, on traffic.

No.	Driver	Team	Car Type	Color	Engine	Tyres	Wheel Spacers
1	John Schlesinger	Lotus	1112	White	Lotus	Goodyear	1.5" x 1.5"
2	J. Villeneuve	Lotus	1112	White	Lotus	Goodyear	1.5" x 1.5"
3	A. Prost	Williams	FW18	White	Williams	Goodyear	1.5" x 1.5"
4	D. Dary	Williams	FW18	White	Williams	Goodyear	1.5" x 1.5"
5	M. Neri	Williams	FW18	White	Williams	Goodyear	1.5" x 1.5"
6	R. Zeno	Williams	FW18	White	Williams	Goodyear	1.5" x 1.5"
7	M. Surer	Williams	FW18	White	Williams	Goodyear	1.5" x 1.5"
8	A. Prost	Williams	FW18	White	Williams	Goodyear	1.5" x 1.5"
9	M. Surer	Williams	FW18	White	Williams	Goodyear	1.5" x 1.5"
10	M. Surer	Williams	FW18	White	Williams	Goodyear	1.5" x 1.5"
11	M. Andretti	Williams	FW18	White	Williams	Goodyear	1.5" x 1.5"
12	M. Andretti	Williams	FW18	White	Williams	Goodyear	1.5" x 1.5"
13	J. Lammers	Ensign	EN12	White	Ensign	Goodyear	1.5" x 1.5"
14	J. Lammers	Ensign	EN12	White	Ensign	Goodyear	1.5" x 1.5"
15	J. Lammers	Ensign	EN12	White	Ensign	Goodyear	1.5" x 1.5"
16	J. Arnoux	Renault	RE24	White	Renault	Goodyear	1.5" x 1.5"
17	J. Arnoux	Renault	RE24	White	Renault	Goodyear	1.5" x 1.5"
18	G. Kennedy	Williams	FW18	White	Williams	Goodyear	1.5" x 1.5"
19	G. Kennedy	Williams	FW18	White	Williams	Goodyear	1.5" x 1.5"
20	G. Kennedy	Williams	FW18	White	Williams	Goodyear	1.5" x 1.5"
21	K. Rubery	Williams	FW18	White	Williams	Goodyear	1.5" x 1.5"
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27	F. Huet	Williams	FW18	White	Williams	Goodyear	1.5" x 1.5"
28	F. Huet	Williams	FW18	White	Williams	Goodyear	1.5" x 1.5"
29	F. Huet	Williams	FW18	White	Williams	Goodyear	1.5" x 1.5"
30	J. Mass	Williams	FW18	White	Williams	Goodyear	1.5" x 1.5"
31	C. Evens	Williams	FW18	White	Williams	Goodyear	1.5" x 1.5"

Laffie, Arnoux, Pironi, Jones and Reutenmann stood out. I know all three of them will blame their cars and their designers, but it is not always the reason.

To go to the other side of the circuit there is a long, fast end-brake after the straight past the pits and once again the start runners were head and shoulders above the rest. The Renaults, Ligiers and Williams were taking the lead, with the Renault "M8", having just taken fifth gear before it and it was this every bit of 160 m.p.h. It was pretty awe-inspiring to watch. Even more impressive was the way the first drivers came up on a slower driver after the exit of the end-brake. As there was a short straight and then totally heavy braking for a sharp right-hander at the end I saw the first cars doing a lot of overtaking of slower cars at this point. Going into a corner fast is not too difficult, but coming out of a corner fast is another matter altogether and the speed of the faster drivers out of the cones, compared to the slower drivers, was remarkable. The braking area for the sharp right-hander was also the scene of some pretty desperate deaths in the opening stages of the race, from Piquet and Villeneuve to the start. There were 16 cars in front of Villeneuve on the starting grid, two of them eliminated themselves when the green light came on, leaving 14 and by the end of lap two there were only seven in front of him and he being onto that leading group for nearly 20 laps. Last year Alan Jones paid Villeneuve the finest compliment when he said "Jerez, the guy just won't give up".

I have tried to explain some of the things that involve the "race" up at the front and how close the competition is, but the French GP it was so close among the "rabbits" who failed to qualify, though I won't attempt to explain why. The three non-qualifiers were Leni (Shadlow), Lammers (Ensign) and Kazanay (Shadlow) and their best lap times were, respectively, 1 min. 44.28 sec., 1 min. 44.35 sec. and 1 min. 44.56 sec. In the race itself all the fast runners were hammering on right to the end, as is evidenced by the lap on which they recorded their fastest lap. Jones and Pironi on lap 45, Laffie on lap 44, Piquet on lap 51, Arnoux and Reutenmann on lap 53, and Watson on lap 45 and it was a 54 lap race.

At the opposite extreme to Grand Prix racing today is Historic racing and before the French GP the Historic Grand Prix Club Association (which was formed last year) organised a splendid display and demonstration of famous old racing cars. They all came from Great Britain and included a fine array of famous cars that you could

not find. These were ERAs, Maseratis, Alfa Romios and Talbos, aged and many more, and after 10 laps of the circuit, which was a long way for an historic race, the winner was Lamplough in his reconstructed P25 BRM, a few inches ahead of Willy Green in Maserati 2534, a truly historic Grand Prix car. There followed two ERAs, the first being the Hon Patrick Lindsay's R1B "Beauval" with 2.4-litre engine and Martin Morris in R11B, also with a 2.4-litre engine. Then came the Hon. Amstel Rothchild in the Maserati 2507 that Roy Salvadori used to race, followed by David Clark's reconstructed Maserati BCM and Sir John Venable-Llewellyn in ERA R4A now with 1500 c.c. engine. Chris Mauzy brought the ex-Sturtevant "monoposto" Alfa Romeo home next ahead of his brother Peter in ERA R9B and Patrick Maish in ERA R1B. Macpherson in his ex-Ken Wharton Cooper-Bristol and Bill Morris in ERA R1B "Hanneman" completed the list of those who did the full 10 laps. Paul Getty (Talbot-Lago), Godfrey St. John (Bugatti Type 51), Nick Mason (Connaught A-type), Martin Dean (Talbot-Lago) and Simon Phillips (Lotus 16) completed 9 laps, Pilkington (Talbot-Lago), Norman (Maserati 250F) and Maurice Tringnant (Lotus 16) all retired, the last-named French Grand Prix driver in one of Bruce Halford's cars.

Everyone enjoyed the sights and sounds (and smells) of these famous old cars and on Friday afternoon they had a practice session immediately after the Formula One session. While many of the Formula One people looked on some of the mechanics were taking photographs of cars long before their time and Alan Jones and the Williams designer Patrick Head climbed over the pit wall to have a closer look at the cars assembled in the starting grid area before starting practice. Alan Jones was "tingering" a 250F Maserati because his dad used to race one in Australia, and Patrick Head was taking a close interest because his cousin was an ace at the Talbot-Lagos. What both Jones and Head had not realised was that historic cars have to be push-started, there were no on-board self-starters in those days and as there were no pit crew helpers they found it themselves ready to go push-start an awful lot of the cars. As they climbed back over the wall, breathing heavily, they grinned and said "that was the result of ignorance, we wondered why you stayed behind the wall".

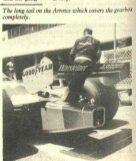
On Saturday evening there was a pleasant champagne party given by Mott and Chandon for the "historic" drivers, their helpers and friends

and unlike the Formula One drivers who waste good Mott and Chandon making the bottle and squirting it over officials and photographers the "historic" drivers all drank it with decorum and pleasure. And so did their helpers and their friends. It was nice to see the Renault team-manager Jean Sage at the party (in spite of the engine trouble that the Renault team were suffering, for he loses old cars and has two of these GT Ferraris of his own back in the states).

For anyone who didn't like old cars or the best new ones there was a galaxy of racing and entertainment throughout Saturday and Sunday, with races for every type of saloon and for small single-seater. I am afraid I cannot work up much enthusiasm for one-make racing as I like more racing, not slow racing and fifty 85 Renaults rushing round the circuit do not attract me. Nor did a vast number of colored boxes on wheels which the programme called Leyland Control cars. Curiosity got the better of me and I felt forced to discover what a Leyland-Control was. It turned out to be a BMC Mini made in Italy by Innocenti. I could not understand why they were racing against each other. I would have thought that a contest between Minis and RS Renaults would have been much more fascinating.

At one point Hans Herrmann was doing some laps in a short-wheelbase, cut-board front-brake, Mercedes-Benz W196 Grand Prix car from 1955, though I never did discover why, and then there was a French motorcyclist who jumped his motorcycle over the Marlboro start-line bridge. He took off from an enormously high ramp and landed on another one of equal height the other side, so that in reality he only jumped a height of a few feet, though the motorcycle attained a great height from the actual ground. Some multi-colored parachutists did a superb job of landing in the start area with the handicap of the Minis doing its best to blow them off course, and jet-planes soared about the sky. If worth watching I never did discover why, and then there was just have one motor-car to watch as an afternoon of entertainment, instead of two very long days. Had the FOKA contingent not turned up the French GP would probably have broken even with a handful of spectators, for Renault would have undoubtedly taken part for no money other than prize money, as would Alfa Romeo, and Enzo Ferrari would have probably agreed to send his team for no start-money just to annoy FOKA, as he does not really like "Mr Ecclestone and his gang". — D.S.J.

The long tail on the Aronco which covers the gearbox completely.



Continued on page 1218

THE TISSOT THAT LAPS BRANDS IN 1 MINUTE 17.54 SECONDS.



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Notes on the Cars at Paul Ricard

WITH THE Formula One scene in a state of flux at the moment and the season reaching mid-way, technical progress is not surprisingly slowing down, though detail work is still very active and improved lap times in testing at Silverstone and Brands Hatch indicate a remarkable forward progress. Shortly before the French Grand Prix Ferrari announced his new Formula One car to replace the current F1. This was the 126C, a 1½-litre V6 with exhaust turbo-charging quoted as developing 540 h.p. At the moment it is not known when it will replace the T5, but Villeneuve had been driving it on test at the French Fiorano track and all for giving it a run in the French GP but Ferrari engineers thought otherwise. Ferrari's With the Ferrari "turbo" on test it was not surprising to find three unchanged T5 cars in the Paul Ricard paddock. They were 946 (Scheckter), 945 (Villeneuve) and 944 (T-car).



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HABITAT: Common to tyre dealers throughout the British Isles.



SWITCH TO MICHELIN



FRENCH GP

Top: Alan Jones, hopefully heading for the World Championship, after a well deserved win at Paul Ricard, where he drove a planned and very determined race.

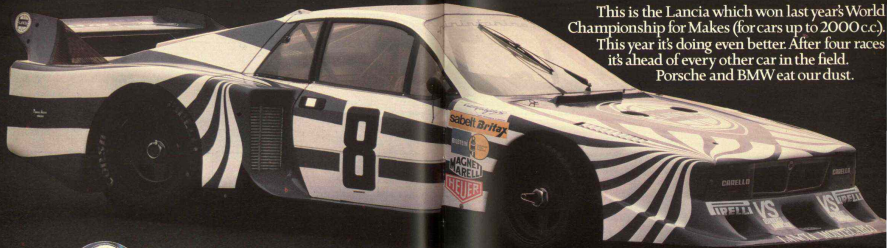
Right: The Williams FW07B of Alan Jones leads the Ligier of second place man Didier Pironi. The Williams' perfect handling more than made up for any speed advantage the Ligier may have had on the straight and Jones made full use of this to keep his position ahead of Pironi.

Bottom: Rene Arnoux (Renault) drove a brilliant race under difficult conditions, battling hard throughout the event to keep ahead of Carlos Reutemann's Williams.



Lancia in battledress.

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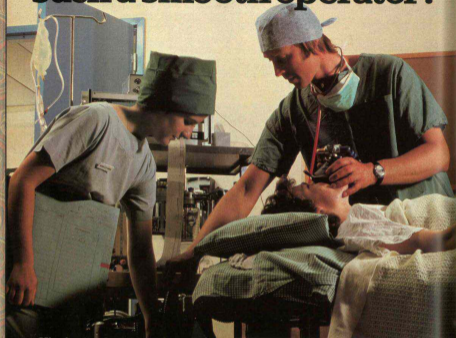
FRENCH GP

Top: After a tremendous start, Jacques Laffite exploited his advantage by driving really hard until his front tyres started to wear. By which time Alan Jones was not far behind. Laffite was passed by Jones on lap 35, finishing the race in third place behind Piquet, who squeezed past on lap 43.

Left: A consistent drive by Nelson Piquet in his new Brabham BT 49 took him to fourth place.

Bottom: Merio Andretti finds himself the filling in an Arrow sandwich during the early part of the race. Moss leads, Piquet follows and John Watson (who eventually passed the others) brings up the rear.

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BRITISH GRAND PRIX

SUPPORTING EVENTS

AS HAS become customary at Grand Prix events, the paying public at Brands Hatch were given the opportunity to see rather more than a Formula 1 race alone. In addition to the supporting races, there were many displays and demonstrations, amongst which the RAF Harrier (top right) was prominent. The Vandervell Formula 3 race on the Sunday morning (centre) was won by Kenny Acheson (March Toyota) from Stefan Johansson in a similar car. Willie Green won the Lloyd's and Scottish Historic Car Championship race (left) driving the JCB Dino



Ferrari, from Alain de Cadenet in his DBR Aston Martin. The Tricentral Saloon Car Championship Race was stopped after 16 laps due to a pile up and the result was given to Jeff Allam in a Rover 3500 (lower left) while the previous day the BMW Procar race had provided much excitement with a number of interesting incidents such as the one pictured below right.

(For brief report on the supporting races see page 1160.)



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Primo leads Ligier team mate Laffite and the rest of the field away from the start.

BRITISH GRAND PRIX

When the dust had settled a remarkable starting grid was sorted out from the two days of testing and tuning. On pole position with a time of 1 min. 11.064 sec. was the ruffled, but determined Didier Pironi in the blue and white Ligier. In second place, but nearly half-a-second down, was Jacques Laffite in the second Ligier, and then came Jules and Reuvenian in the Williams cars and Piquet in his Benetton, so close to each other that second places of decimals, or hundredths of a second separated them, all five

drivers in the select 1 min. 11 sec. bracket and all of them more than five-and-a-half seconds faster than the existing lap record, and a little over five seconds faster than the previous best lap ever recorded at Brands Hatch. While some people were throwing their hands up in dismay and apprehension, I found it all very exciting. The Alfa Romeo were looking pretty good, and Prost had raised McLaren's hopes, while the Tyrrell drivers actually brought a smile to the wood-merchant's hatches (features with their tenth and eleventh places. The Renault team were no higher than they expected to be on the twisty and tight little Kentish circuit, but the Ferrari team were in despair, with World Champion Schekker next to last and Villeneuve not very far ahead. Lotus were a little happier, with Andretti in ninth place, from where he could at least see the front of

the grid, unlike the Arrows team who were right down the back. Hector Rebaque had got quietly on with his job, and qualified comfortably, as had Keegan, but Mr. Wilson was very depressed at being last, finding that real Formula One racing is a bit different from Aurora racing which is called Formula One. Ungart had another great social "gastronomic" orgy for their customers and clients with only a non-starter to celebrate and Fitzgald just scripped to near the back of the grid with his new car. When you realise that David Wilson was the slowest of the entire entry, and her best time of 1 min. 16.315 sec. was faster than Ronnie Peterson's pole-position winning time of 1978 and (over than Nelson Piquet's existing lap record set up in 1979, it makes you hold your head and say "what!"

Although rain was forecast for Sunday it was

PRACTICE TIMES			
No.	Driver	Friday pm	Saturday pm
1	A. Schuster	1:15.378	1:16.207
2	G. Villeneuve	1:14.354	1:14.290
3	V. Villeneuve	1:14.255	1:14.556
4	D. Pironi	1:14.211	1:13.899
5	H. Rebaque	1:15.307	1:14.220
6	J. Williams	1:12.713	1:12.624
7	A. Prost	1:12.758	1:12.634
8	M. Surer	1:14.980	1:13.400
9	C. de Angelis	1:14.817	1:13.850
10	J. Larrousse	1:17.214	1:16.906
11	J. Villeneuve	1:16.278	1:13.149
12	P. Andretti	1:14.379	1:13.307
13	L. Di Grego	Withdrawn	Withdrawn
14	K. Narayana	Entry	Withdrawn
15	F. Albonetti	1:14.680	1:14.680
16	F. Rosberg	1:17.198	1:16.848
17	D. Jones	1:13.159	1:14.038
18	G. Rossetti	1:15.208	1:12.128
19	D. Pironi	1:13.984	1:11.817
20	A. Jones	1:11.743	1:11.356
21	J. Jones	1:11.528	1:11.528
22	A. Jones	1:11.629	1:11.629
23	J. Jones	1:15.947	1:14.561
24	M. Surer	1:17.470	1:16.623
25	L. Chaves	1:16.223	1:14.517
26	M. S. Wilson	1:17.624	1:16.315
27	R. Keegan	1:16.350	1:16.280

ENTRY									
No.	Driver	Ret.	Team	Car Type	Engine	Tyre	Main Sponsors		
1	Jordi Schuster	DNF	Team	F115	Renault	Goodyear	Team Agip		
2	Gilles Villeneuve	DNF	Lotus	F115	Renault	Goodyear	Goodyear		
3	Villeneuve	DNF	Lotus	F115	Renault	Goodyear	Goodyear		
4	Didier Pironi	DNF	Williams	F118B	Williams	Goodyear	Williams		
5	Hector Rebaque	DNF	Williams	F118B	Williams	Goodyear	Williams		
6	Nelson Piquet	DNF	Williams	M22B	Williams	Goodyear	Williams		
7	John Watson	DNF	Williams	M22B	Williams	Goodyear	Williams		
8	Mark Blundell	DNF	Williams	M22B	Williams	Goodyear	Williams		
9	Michael Surer	DNF	Lotus	F115	Renault	Goodyear	Goodyear		
10	Christophe Bouchut	DNF	Lotus	F115	Renault	Goodyear	Goodyear		
11	William Berrisford	DNF	Lotus	F115	Renault	Goodyear	Goodyear		
12	Jan Lammers	DNF	Engel	N80B	Renault	Goodyear	Engel		
13	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
14	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
15	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
16	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
17	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
18	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
19	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
20	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
21	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
22	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
23	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
24	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
25	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
26	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
27	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
28	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
29	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
30	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
31	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
32	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
33	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
34	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
35	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
36	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
37	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
38	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
39	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
40	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
41	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
42	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
43	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
44	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
45	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
46	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
47	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
48	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
49	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		
50	John Watson	DNF	Williams	F118B	Williams	Goodyear	Williams		



Nelson Piquet (Brabham) held on as eventual winner Alan Jones (Williams) during the early stages of the race, and finished second some 11 seconds behind. Piquet that it would hold off until the late afternoon, but just in case, one or two teams brushed up on their wheel-charging drill at the end of the morning warm-up period. The only unfortunate occurrence was that Cheever stopped with engine trouble on the Onda and his team had hurriedly to prepare their second car. For the rest all was as new or as it was ever going to be. Arnoux was in the T-Renault, de Angelis was in the T-Lotus and Korpas had taken over Mr. Wilson's car. There had been a lot of work going on through Saturday evening. Alan Jones had decided to race his regular car, number 7, though the new one was all warmed-up and ready to go should he change his mind. During the interval between the end of the warm-up period and the preliminary for the race most people had lunch, but the mechanics were all busy with final preparations, fitting the fuel tanks, checking everything, mounting the correct wheels and tyres, preparing the spare parts, arranging tools and equipment for any emergency and all the hundred and one other things necessary before a race. Meanwhile the drivers all dutifully went to the official "driver briefing" as called for in FISA regulations, which was held in a coach at the end of the pits. They were then expected to climb into the passenger seats of a parade of MG cars for a lap of the circuit, and then find time for a sandwich and a glass of milk and prepare themselves for the 3 p.m. start, so it was not surprising that many of them opted out of the parade. The whole time-schedule was much too tight.

In good time all 24 cars left the pit lane and were driven round on the grand tour and then Pironi led them away on a pretty fast "time-ster" parade lap to the start. The red light came on, revs rose, clutches bit and then the green light shone and the field surged towards Paulock Bend with Pironi in the lead with Laffite on his left. Pironi's start was superb but Jones was not as good and as he tried to take the inside line Laffite moved over on him and they are it out in good clean competition with

the Williams right on the inside edge, until the Australian had to give in and the second Ligier followed the first down the hill and up to Dreads Hairpin. Pirens powered away, confident that Laffite would be doing his best to make things difficult for the opposition. By the end of the opening lap Pironi had already pulled out a measurable lead, and it was quite obvious that Jones could do no more than hold on to Laffite, while Nelson Piquet was right with them. Restenmann was leading the rest and Piniapali was bringing up the rear. By the end of practice and qualifying it seemed that we were in for an exciting battle between the two Ligiers and the two Williams, with a Brabham in amongst them for good measure, but it needed only a handful of laps to show that this was not going to happen, and the Pirens was running away into the distance, Jones and Piquet could only just stay with Laffite and Restenmann (Williams) leads Marc Amon and Jariiro (Ferrari).



Restenmann was in a different race. For an exciting moment it looked as though Watson was overtaking Jabouille's Renault, but then the French car coasted to a stop with a seized engine. Laffite was pulling away from Jones and Piquet and by 10 laps it was all over, or seemed to be, with the two blue and white French cars and their French drivers out-speeding everyone and looking fast, safe and steady. In third place came the Williams of Alan Jones, with Piquet's Brabham in his wake, then came Restenmann on his own, followed by the two Alfa Romeo in the order Depailler, Giacomini. In eighth place came Daly (Cyrill) on his own and team-mate Jariiro was in ninth place, just behind Andreini's Lotus. The two McLaren's were next and then there was a long gap before Villeneuve's Ferrari and the second Lotus appeared. Korpas, Surer and Reynaud were having a nice dice of little



Arnoux (Renault) appeared off the fast lane by a gaggle of other competitors.

consequence and Arnoux was doing the best he could under the handicap of bruised ribs. Bringing up the new mare Patrice Schekter, Marc and Piniapali as Cheever went into the pits to try different front tyres. Enzo de Angelis was unhappy with the feel of the spare Lotus and stopped at the pits as did Pironi when he found he could not pass Watson, and he changed front tyres. Then when Giacomini realised Daly was closing on him, he too stopped to change tyres.

On lap 17 it looked as though Pironi was in trouble, for Laffite was closing on him and on lap 18 he was quite close. On lap 19 Laffite went by into the lead as Pironi stopped drastically with a soft front tyre and by the time he reached the pit

lane Jones, Piquet and Restenmann had got by. There was some confusion in the Ligier pit and they subsequently changed all four tyres, but not in one smooth operation, so that by the time Pironi rejoined the race he was down in last place, two laps behind his leading team-mate. From a dominant 1-2 the Ligier team had gone to 1-2-1, but it immediately became 1-2-0 as Villeneuve pulled into the pits with a sticking side-skirt and engine trouble on his Ferrari. While all this was going on Cheever vented off onto the centre grass patch of Clearways as the right-rear suspension rocker-arm broke and the rear wheels took charge of the directional stability. Everything was falling apart now, for Depailler dropped out of the



STARTING GRID

25	D. Pironi (Ligier-Cosworth V8)	11:17.504 sec.
26	J. Laffite (Ligier-Cosworth V8)	11:17.504 sec.
27	A. Jones* (Williams-Cosworth V8)	14:05.181 sec.
28	C. Restenmann (Williams-Cosworth V8)	11:17.504 sec.
29	N. Piquet (Brabham-Cosworth V8)	11:17.504 sec.
30	B. Giamacini (Alfa Romeo V12)	11:17.504 sec.
31	M. Amon (Alfa Romeo V12)	11:17.504 sec.
32	J. Jabouille (Renault V6 12)	11:17.504 sec.
33	A. Arnoux (Renault V6 12)	11:17.504 sec.
34	J. Schekter (Ferrari V6)	11:17.504 sec.
35	M. Surer (Alfa Romeo V12)	11:17.504 sec.
36	J. Piniapali (Alfa Romeo V12)	11:17.504 sec.
37	M. Depailler (Alfa Romeo V12)	11:17.504 sec.
38	J. Villeneuve (Ferrari V6)	11:17.504 sec.
39	J. Korpas (Alfa Romeo V12)	11:17.504 sec.
40	J. Surer (Alfa Romeo V12)	11:17.504 sec.
41	J. Piniapali (Alfa Romeo V12)	11:17.504 sec.
42	J. Villeneuve (Ferrari V6)	11:17.504 sec.
43	J. Korpas (Alfa Romeo V12)	11:17.504 sec.
44	J. Surer (Alfa Romeo V12)	11:17.504 sec.
45	J. Piniapali (Alfa Romeo V12)	11:17.504 sec.
46	J. Villeneuve (Ferrari V6)	11:17.504 sec.
47	J. Korpas (Alfa Romeo V12)	11:17.504 sec.
48	J. Surer (Alfa Romeo V12)	11:17.504 sec.
49	J. Piniapali (Alfa Romeo V12)	11:17.504 sec.
50	J. Villeneuve (Ferrari V6)	11:17.504 sec.
51	J. Korpas (Alfa Romeo V12)	11:17.504 sec.
52	J. Surer (Alfa Romeo V12)	11:17.504 sec.
53	J. Piniapali (Alfa Romeo V12)	11:17.504 sec.
54	J. Villeneuve (Ferrari V6)	11:17.504 sec.
55	J. Korpas (Alfa Romeo V12)	11:17.504 sec.
56	J. Surer (Alfa Romeo V12)	11:17.504 sec.
57	J. Piniapali (Alfa Romeo V12)	11:17.504 sec.
58	J. Villeneuve (Ferrari V6)	11:17.504 sec.
59	J. Korpas (Alfa Romeo V12)	11:17.504 sec.
60	J. Surer (Alfa Romeo V12)	11:17.504 sec.

Did not start qualify: 14. J. Lammers (Ligier) M111 1:11.150 sec. 15. R. Badoer (Porsche) 1:11.150 sec. 16. M. S. 43 Mr. G. Wilson (Williams) FW18 1:11.150 sec.

* Time recorded in Williams FW18B
 ** Time recorded in Lotus 81
 *** Time recorded in Renault RS27
 **** Time recorded in Ferrari 312T2
 ***** Time recorded in Ferrari 312T3/S4

N.B. Time in brackets are best lap in race and number in bold is one which it was achieved.

running to change front tyres, Villeneuve was back in again and Marc broke his steering wheel. Depailler's Alfa Romeo broke its engine and Laffite was well on to lapping the mid-field runners. As he lapped Surer, who was in ninth place, he ran wide out of Clearways and got on the



The "cold and ruthless" Prost about to be passed by team mate Ligier when one of the front tyres of his Ligier started to lose pressure.

loose stuff with his left wheels, and shook his fist at the young Swiss as he came back on to the track. This was at the end of lap 27. Two laps later his left tyre was showing signs of deflating and he was getting into some wild slides on right-hand bends. By the time he was on lap 31 he knew he had trouble, but it was too late and the tyre split circumferentially near its outer edge and the Ligier slid off into the run-off area at Hawthorn Corner and was out of the race. A smiling Alan Jones inherited the lead and from a position of total dominance the Ligier team had disappeared, except that Pironi had other ideas and was already up to seventh place and going faster than anyone on the track. He had caught and passed Depailler. Before he retired, Moss before his pit-stop, Fittipaldi, Arnoux, Patrese, Schaeckler and Keegan and was now after Prost. When Schaeckler was lapped by Daly, who was running in a good fourth place by now, he went into the pits to change tyres. Arnoux was in the pits for a long time while a plug on a rear caliper which was leaking fluid was replaced.

By half distance, which was 38 laps any hope of excitement had gone and it was just a case of watching Jones do a good master-driver's job of Depailler. Alfie Rowan stopped to change front tyres, but to no avail as the engine broke shortly afterwards.

work in a car that was going superbly, a real credit to the Williams team preparation. Piquet was a distant second and Reutemann a distant third. Daly, Andretti and Jarar followed, in that order, all on the same lap as Jones, but not for long, and already lapped were Watson, Giacomelli, Surer and Rebaque while Pironi was charging up through the field as was Prost, albeit at a slightly diminished rate to that of the Ligier driver. Tailing along still were Patrese, Fittipaldi, Schaeckler, Keegan, Moss and Arnoux, and then Villeneuve disappeared from the end of the field when his Ferrari engine broke.

Apart from admiring Jones' smooth driving and the stability of the Williams the only interest lay in Pironi's progress. He had no hope of regaining the lead but he could still pick up plenty of places and between lap 38 and lap 48 he caught and passed Surer, Rebaque, Giacomelli and Watson, which put him into seventh place, but he hadn't finished. While Andretti was fumbling with a recalcitrant gear-change Jarar passed the Lotus, then Pironi passed it and then Andretti retired at the pits. Jarar was very neat for Pironi, which moved him up to fifth place and then he came up behind Daly, no doubt remembering what

happened in practice. This time Daly was more than justified in not giving way, as fourth place was at stake and he knew it. Knowing he was being bottled by Pironi he can be excused for getting in the way when Alan Jones lapped him but by lap 62 Pironi had the Tyrrell in his sights. Before he could deal with it the left rear tyre on the Ligier failed and Pironi oversteered onto the grass on the inside of Woodfields Corner, at the far side of circuit, and his race was run as he came to rest with the tyre tangled mess around the rim. While some drivers will charge up from last place with passion and excitement, driving right on the ragged edge of disaster and playing it right up to the line, as for example Arnoux and Villeneuve have done in the past, Pironi's progress was cold, hard, ruthless, unemotional and a bit "spooky". He left the lap record at 1 min. 12.568 sec. (125.660 m.p.h.) having done more than a dozen laps consecutively in the 1 min. 12 sec. bracket, while everyone else was in the 1 min. 13 sec. bracket, and yet no sense of achievement was apparent. In the past people said Niki Lauda was a "machine" not a human being; they should look at Didier Pironi, a driver of the "computer" type!

As the television cameras watched him climb out of fourth place, despite being packed hard by Pironi before the latter suffered tyre failure.



SET TONIGHT ALIGHT

VEUVE DU VERNAY



Keggs (Williams) leads Rebaque (Brabham — left) and Surer (ATS).

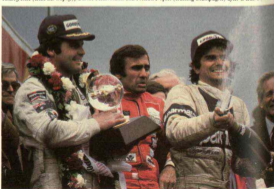
THE BRITISH GRAND PRIX — Formula One — 70 laps — Brands Hatch — 4,206 kilometres per lap — 219,856 kilometres — 1st and 2nd rounds

1st	Alan Jones (Williams FW18B)	1 hr 38 min 48.228 sec. — 202.276 k.p.h.
2nd	Nelson Piquet (Brabham BT55)	1 hr 39 min 00.226 sec.
3rd	Carlos Rebaque (Brabham BT55)	1 hr 39 min 02.913 sec.
4th	Derek Daly (Tyrrell 017)	1 lap behind
5th	John Watson (Williams FW18C)	1 lap behind
6th	Alan Probst (McLaren MP4-2)	1 lap behind
7th	Nelson Piquet (Brabham BT55)	2 laps behind
8th	John Watson (Williams FW18C)	2 laps behind
9th	Riccardo Patto (Lamborghini A3)	3 laps behind
10th	John Watson (Williams FW18C)	3 laps behind
11th	John Watson (Williams FW18C)	3 laps behind
12th	John Watson (Williams FW18C)	3 laps behind
13th	John Watson (Williams FW18C)	3 laps behind
14th	John Watson (Williams FW18C)	3 laps behind

Fastest lap: Didier Pironi (Ligier J11) 1:16.941 on lap 54, in 1 hr 38 min 56.368 sec. — 209.299 k.p.h. (1st round)
Retirements: Jean Pierre Joubert (Renault RE20) engine failure, on lap 7; Eric de Angelis (Lotus 87) suspension trouble, on lap 18; Eddie Cheever (Haas FA17) rear suspension failure, on lap 19; Deshaun (Lola Renault 1792) engine failure, on lap 21; Jacques Laffite (Ligier J11) 15.629 tyre failure, on lap 21; Williamson (Ferrari 1175) oil engine failure, on lap 36; Berndt Schnoor (Lola Renault 1792) accident, on lap 43; Marco Angelini (Lotus 87) gearbox trouble, on lap 57; Mario Surar (ATS 0422) engine failure, on lap 60; Didier Pironi (Ligier J11) 15.641 tyre failure, on lap 64.

24 starts — 14 finishes

Alan Jones (with the trophy), Carlos Rebaque and Nelson Piquet (winning champagne) after it was all over.



of the cockpit and remove his helmet and balaclava there was no sign of emotion, satisfaction, frustration, anger or disappointment — it was just Didier Pironi, driver of the Ligier racing car.

It was now really all over. Prost had caught and passed his team-mate, when then went into the pits to change tyres. Surer's spirited drive came to an end when his engine blew up in mid-corner and he spun off onto the grass at South Bank and the burly Alan Jones was another very satisfying race for the Frank Williams team and their Saudi Arabian sponsors and for Leyland Vehicles. The ubiquitous Ford-sponsored Conworth DFV engine had done it again, as had Mike Hewland's gearbox, Goodveer tyres, and Ferrado, Lockhard, Kone, Champion, Speedline, Mobil, and all the other branches of engineering that Patrick Head co-ordinates so successfully around his FW07 design, not forgetting all the fabricators, fitters, machinists, welders, riveters and mechanics who build and prepare the cars. It was all these and more beside he was referring to when Jones said after the race "I'd like to thank everyone in the Williams team for making this day possible for me".

Nelson Piquet followed his home, slowing towards the end as his tyres wore down and Rebaque was third, everyone else being a lap or more behind. Thankful for small mercies the Tyrrell team settled fourth and fifth, which was a change from gathering up wrecked cars afterwards, and Prost was sixth with a drive after his pit stop that showed his true potential. Rebaque did well to finish non-stop in seventh place in his first drive in a "weekend" car. The courageous Arnoux was last and too far back to be officially classified as a finisher.

Practice had floundered to deceive. What had appeared to be a fantastic battle between the Ligers and Williams had fallen flat, but nevertheless it was a popular victory and the huge crowd gave Alan Jones the reception he deserved, not only for winning the British Grand Prix but for all the other races he has won which few of the British spectators have been fortunate enough to witness. Now they had seen him in action they really showed their appreciation. — D.S.J.

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A feeling that you're holding a masterpiece of camera engineering that has evolved through 60 years of intensive research and development. A feeling that you're holding a legend.

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In the 35 mm range, the tradition of simplicity and perfection continues.

The SL35E combines split image and

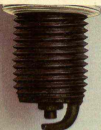
microprism focusing. Its 16 LED readout in the viewfinder will even memorize light readings, with a wealth of unique features that include a special all-metal, vertically oriented focal plane shutter.

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MOTORCRAFT SUPER -
AFTER 12,000 MILES



COMPETITIVE BRAND -
AFTER 12,000 MILES

The new Motorcraft Super spark plug. By comparison, others can only be inferior.



Motorcraft introduce a remarkable new copper core spark plug—the Super. It's superior in every way.

Rigorous road and laboratory tests have proved it—the Motorcraft Super outlasts all other equivalent copper core plugs known.

For example, we compared the Motorcraft Super with competitive brand copper core plugs after a series of 12,000 mile road tests.

The Motorcraft Super plugs were still going strong. Electrode erosion was minimal, and they needed no resetting during the test.

But the competitive brand plugs showed severe electrode erosion, even disintegration of the centre electrode in some cases.

What makes the Super last longer than the others? Quite simply, its special electrode design makes it tougher.

The side electrode and outer shell of the centre electrode are made from an extra strong nickel-chromium-iron alloy.

Motorcraft Super copper core plugs are designed to cope with the extremes of modern-day motoring.

A longer insulator tip and a heat-conducting copper insert in the centre electrode ensure peak performance through the widest possible range of engine temperatures.

Motorcraft Super spark plugs have a much higher resistance to cold fouling than ordinary plugs. This is particularly important in today's stop-start traffic.

So with Motorcraft Super you can rely on easy starting, smooth running, and peak fuel efficiency.

There are other copper core spark plugs. But only Motorcraft Super gives you all the benefits of copper core

design and such a long maintenance-free service life.

You'll recognise the Motorcraft Super by its 3 red rings and red lettering on the insulator. And remember, it's fitted and recommended by Ford.

As you would expect, Motorcraft Super spark plugs cost more than ordinary plugs, but then they are worth more.

Motorcraft Super—the world's finest spark plug.



Parts to fit most cars,
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Frankly, you could be forgiven for asking what an oil designed to save you petrol is doing in a racing car.

Bear with us and we'll explain.

Independent trials of BP VF7 carried out by the AA have already proved our point about fuel economy.

(Against three 20W/50 multigrade oils, they found BP VF7 reduced fuel consumption by an average 6.8%.)

But it seems some people still need

convincing about the all-round efficiency of a light viscosity oil.

Hence, our decision to run VF7 in some of the most gruelling test beds in driving.

A Formula 2 engine is designed to develop 300 b.h.p. at 9,500 r.p.m.

It has to cope with everything from cold starts to running temperatures of 90°C.

All within the kind of tolerances that would make a production engine scream

for mercy.

So how's VF7 been making out?

Under the bonnet, we've discovered that engine temperatures are running cooler.

In other words, there's demonstrably less resistance from the moving parts in the engine.

Even more significantly, power output has gone up.

Marginal differences, perhaps, but the kind that can prove crucial under

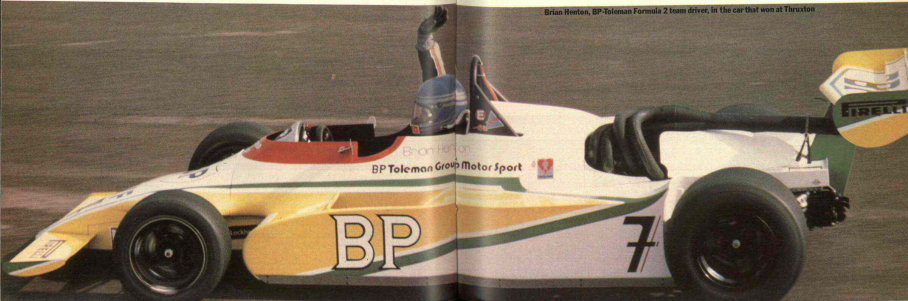
race conditions. In the opening European championship race at Thruxton, Brian Henton took the chequered flag with Derek Warwick close behind in the second BP-Toleman car.

Not surprisingly our racing colleagues are rather blasé about BP VF7's ability to save petrol. But they really perk up when you start talking about performance.



“Thanks to BP VF7, I’m now getting up to 7 miles a gallon.”

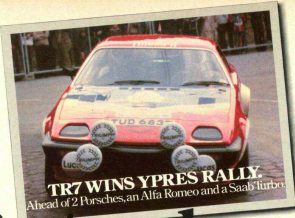
Brian Henton, BP-Toleman Formula 2 team driver, in the car that won at Thruxton





YPRES 24 HOUR RALLY

PICTURED above, apparently created by two extremely reflective gentlemen, is the Triumph TR7 V8 driven to first place in this predominantly tarmac event in Belgium by Abingdon crew Tony Pond and Fred Gallagher. Best placed of the twenty British crews, apart from the winners, were John Weatherley and Peter Gray who were sixth in Clifford of Salsop's Talbot Sunbeam Lotus, pictured left on typical cobbles. Second place went to Belgians Robert Drogmans and Alain Geron in a Ford Escort (below) which they hired from former driver Tony Mason.



TR7 WINS YPRES RALLY.
Ahead of 2 Porsches, an Alfa Romeo and a Saab Turbo

Part exchange available for all Porsche, Alfa Romeo and Saab Turbo owners.

The Ypres 24 hour rally, one of the toughest rounds in the European Rally Championship, ended in an all British victory when Tony Pond, driving a TR7, won it for the second time.

He won convincingly, beating Bernard Beguin (French champion and second in the European

Championship).

And leaving behind a star studded field including 2 Porsches, an Alfa Romeo Turbo, a Fiat Arbarth, several Ford RSs, a Talbot Lotus and a Saab Turbo.

In fact, his nearest rival was a full nine minutes behind.

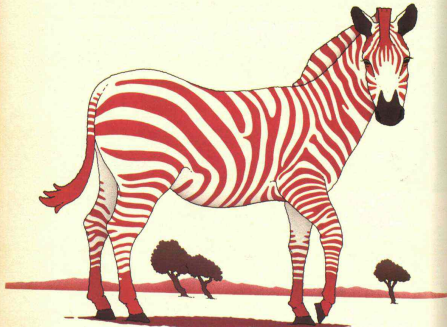
Proving again that the TR7 is one of the most exciting cars you can buy.

So if you're thinking of buying one of the cars

it out-performed, think again.

And if you already own one of them, you'll find a Triumph dealer in Yellow Pages who all things considered, will give you a very reasonable trade-in price.

TR7 **Esso**
Drophead and Fixed Head.



Red Stripe Strong Lager.
Separates you from the herd.

FORMULA ONE TREND OF DESIGN

WHEELS

ALL THE Formula One teams are in agreement on two things where wheels are concerned and they are that wheels are of light alloy and have a single nut centre fixing. These wheel nut fixings were discussed in this series in MOTOR SPORT in November 1979. By far the most popular wheel in use is the magnesium DVMAG wheel and these British made wheels are used by Ligier, Williams, McLaren, Tyrrell, Ensign, ATS, Fittipaldi, Arrows and Shadow. Apart from Williams they all use the standard four-spoke design, but last year Williams found a tendency for the four-spoke wheel to crack at the base of the spoke, at least when it was used on the FW07. This year Williams use a stronger three-spoke design and have had no more trouble; they only use DVMAG front wheels. As Goodyear supply 13 inch tyres to all these teams, their rim diameter is settled for them, though they can specify their own amount of offset from the centre-line of the rims to the mounting flange, and their own ideas on brake

"A Formula One racing wheel makes an eye in a strange looking object, bearing little resemblance to the wheel of most people know them. They are little more than shaped alloy tubes."

caliper clearance. With the exception of the Williams team all those mentioned use DVMAG wheels front and rear and recently this British firm have been making 15 inch diameter wheels for use with the latest "tall" Goodyear tyres.

Williams use Italian SPEEDLINE wheels on the rear as they are cheaper than DVMAG and when you consider that a team needs sixty or seventy wheels in stock to race two cars and a T-car, price can be important. The SPEEDLINE wheel is very different from the DVMAG in that it is made in three pieces rather than a single casting. There is an aluminium centre to which the two separate halves of the rim are attached by a ring of small nuts and bolts. An added advantage of the SPEEDLINE is that a damaged rim can be replaced, rather than throwing the whole wheel away, and also variations in rim width can be tried without having to pay out for a new set of wheels, for different rims can be bolted on to existing hub centres. As with DVMAG a designer merely has to give SPEEDLINE the offset required, the position of the attachment flange and the desired caliper clearance and you leave the rest to them. Ferrari and Lotus use SPEEDLINE wheels for both front and rear and they supply 13 inch diameter and 15 inch diameter.



"The Alfa Romeo team and Italian Campagnolo cast magnesium alloy wheels. They are an old established Italian wheel firm from near Bologna."

cost a team anything from £200 to £350 each so that Goodyear producing a new tyre will cost a team anything up to £1,000 to try them out on two cars if the diameter is changed.

Brabham design their own wheels, a throwback to the Alfa Romeo connection, and they have a contract with the Italian firm MOMO, who make steering wheels, to have their name on the special Brabham wheels. The castings are done in England by Ken Alloys and they are machined by the Brabham team. In Italy the name CAMPAGNOLLO has long been known in the world of wheels, their gold-bond cast magnesium-alloy wheels used to be used on all types of competition Ferraris. Today they only supply Alfa Romeo in the Formula One world, though the Millenium team also have a supply of SPEEDLINE wheels as well.

The French firm of GOTTI made the alloy wheels for the Renault team and they also supply to Osella. These are similar in construction to the SPEEDLINE wheels in that the rim is in two parts which bolt to a hub centre.

When you think that each car in a team needs one set of wheels to race on, possibly two more sets in reserve for different types of tyre, another set for wet weather tyres, and possibly two sets, plus at least a spare front and a spare rear, making a minimum of 23 wheels per car. If you have a two-car team, with two spare cars, such as Lotus have, this means 88 wheels. Apart from the initial outlay, which can be anything from £17,500 to £50,000 there is the matter of carrying them around and storing them. The tyre firms take all the tyres back after a race, apart from a set per car, and the wheels are usually stored in long aluminium tubes, each containing a set of four, and these tubes are then stored in the transporters. Any sizeable team will delegate one mechanic to look after wheels and tyres and they all have their own trolley or carrying devices to move the wheels and tyres about the paddock and pits, for sometimes the Goodyear or Michelin tyre depots are situated a long way from the pits. A familiar sight in the paddock is a vast pile of wheels and tyres apparently travelling along on their own, but behind them, and directed by them, is a hard-working mechanic who seldom stops travelling from depot to pit during practice. Some of them are real artists at balancing and moving a pile of wheels and tyres, and it is quite fascinating to watch, especially as they steer them in and out of milling spectators in places like Osterveichring or Zolder. — D.S.J.



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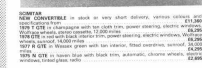
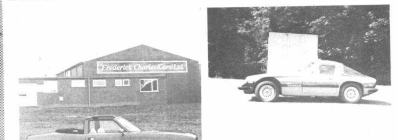
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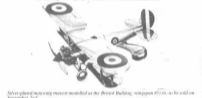
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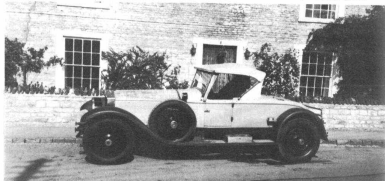
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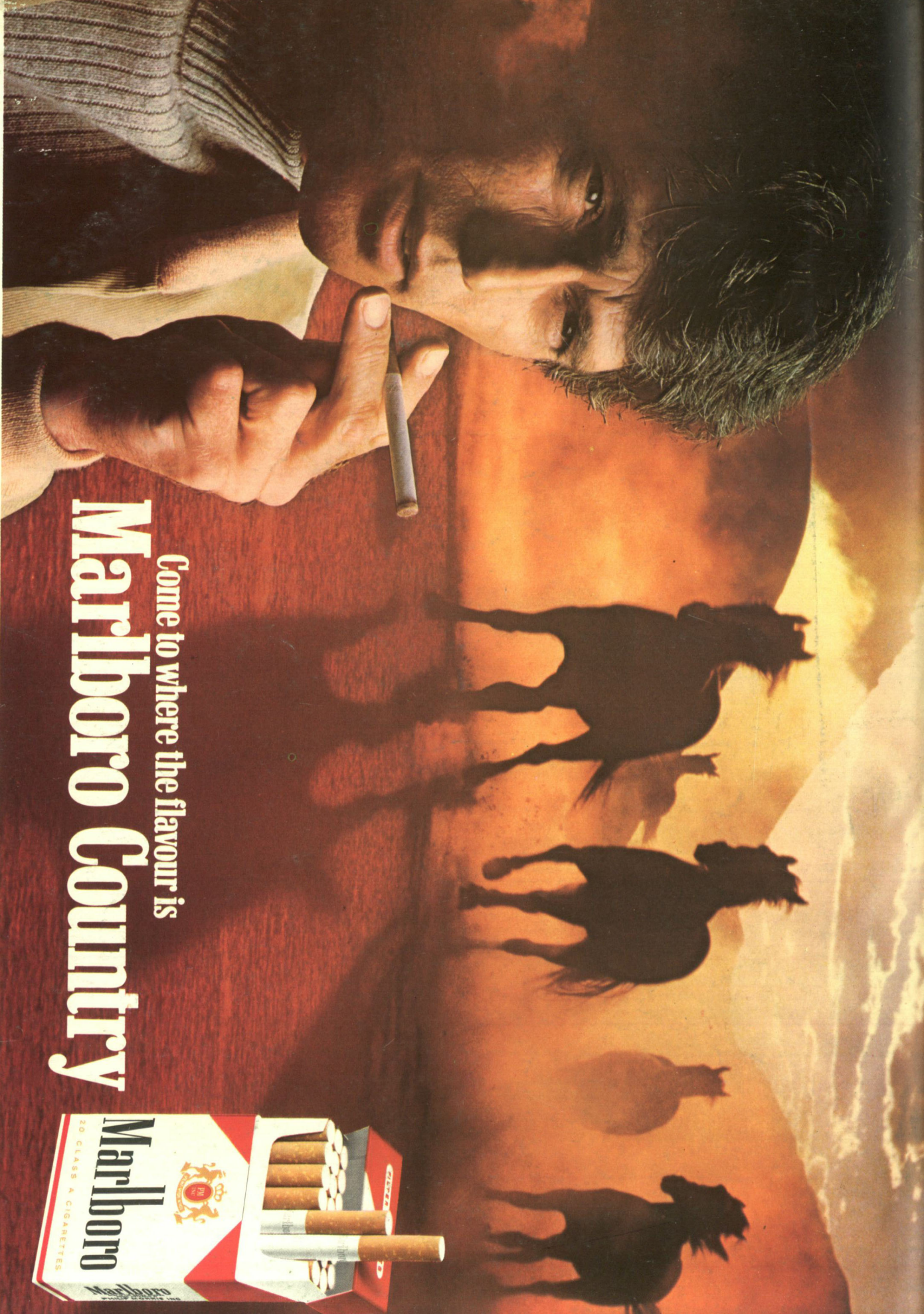


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