

MOTOR SPORT

The Authoritative Voice of The Sport



JAGUAR 3 PORSCHE 0

Brooklands Campbell Circuit

BMW 735i Test

Prost's Brazil Triumph



Rothmans

KING SIZE



**REAL KING SIZE
FLAVOUR**

THE BEST TOBACCO MONEY CAN BUY

MIDDLE TAR As defined by H.M. Government

**Warning: SMOKING WHEN PREGNANT CAN INJURE
YOUR BABY AND CAUSE PREMATURE BIRTH**

Health Departments' Chief Medical Officers

MOTOR SPORT

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An extra two cylinders give the compact limousine seven league boots, though there are few exterior clues.

FRONT COVER

The era of German domination of long distance sportscar racing may at last be at an end. Factory and privately-run Porsches have been roundly beaten at all three season-opening World Sportscar Championship events by Tom Walkinshaw Racing's Jaguars, in the hands of John Watson, Jan Lammers, Eddie Cheever and Raul Boesel. Boesel is pictured leading Lammers on the way to a comfortable victory at Jerez. **WSC, page 438.**

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MATTERS OF MOMENT

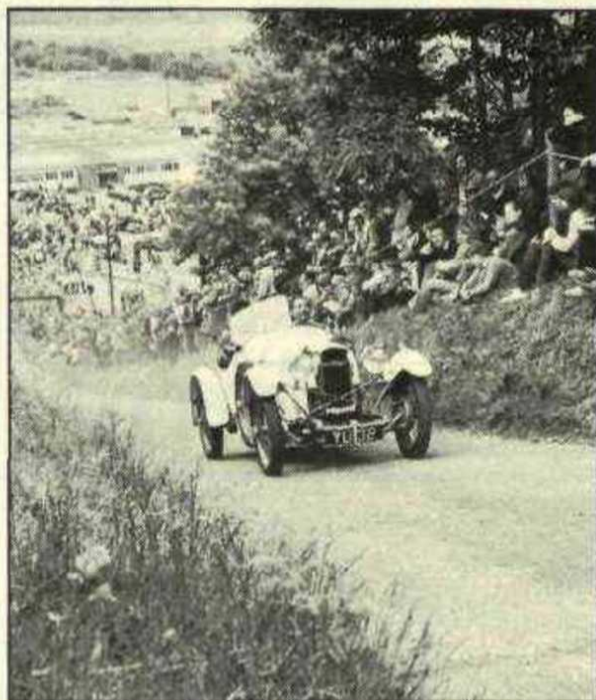
This year sees the 80th Anniversary of Brooklands Track, and the 50th birthday of the opening of its Campbell "road" circuit. The Brooklands Museum Trust is celebrating this with a big assembly of invited guests and historic vehicles on June 7, and the Brooklands Society with its 20th annual Reunion on June 28, a more active gathering which includes demonstrations and timed runs.

Meanwhile, it is splendid news that Sir Peter Masefield, MAC Eng, has agreed to act as Chairman of the Elmbridge Brooklands Museum Trust, and that seven other influential persons are among the first Trustees. Sir Peter is a former Chairman of the Imperial War Museum, and, as Chairman of London Transport, established its Covent Garden Transport Museum.

Exhibits such as the Straight/Duller Duesenberg, the Joyce AC, "Loch Ness" Wellington and replicas of Avro 504 and Santos-Dumont Demoiselle (on loan from the RAF Museum) will enhance the Brooklands collection, which is scheduled to open to the public in 1989.

The Museum has asked British Telecom to provide an original telephone switchboard. This it will perhaps do, but only if historical accuracy is ensured, as its "Technology Showcase" dislikes artistic licence — a most commendable attitude.

Did you know that the original wiring of the Track was completed in just 15 days, involving more than 33 men (who worked from 6am to 9pm daily and laid more than 50 miles of wire and nearly four miles of poles), a Crossley gas-engine to drive a generator, and a



An Amilcar on the Test Hill during the Brooklands Society 1982 Reunion.

Brooklands Collection

direct line to the BARC office in Pall Mall? And this in spite of delays caused by the passage of contractors' trains, and the need to use extra stays as the telegraph poles were on a continuous curve, and to lay cables beneath the track through five subways.

Such conditions would probably cause today's Telecom engineers to strike forever!

Insurance Warning

All manner of events, for all kinds of vehicles from ancient cars to classics, will soon burst out all over the country — gymkhanas, autojumbles, runs, rallies, elegance contests, and many more.

A pertinent note of warning for competitors is sounded by Arthur Freakes, editor of *Coventry Spires*, the magazine of the progressive Hillman Owners Club. It is to ignore events which do not provide insurance cover for any accidents which may occur to persons

or property on a rally field.

Your policy is unlikely to render you immune from such damages, and recent claims on entrants have amounted to £10,000. So be careful not to sign away the organisers' liability when sending in your entry forms.

The RAC approves events at which you are asked to insure against injury to *yourself and your property only*, and some organisers take out full indemnity insurance anyway. It would be wise to ignore those who do not!

Congratulations!

As advocates of speed and endurance records, we cannot ignore the magnificent achievement of American pilots Dick Rutan and Jeanna Yeager, who flew non-stop round the world in the improbable Teledyne Continental-powered Voyager monoplane in just over nine days, at 115.8 mph.

It reminds us of how, when Russia claimed the absolute distance flight record, C G Grey of *The Aeroplane* got his technical staff onto their slide-rules (no pocket calculators then!) to prove that, unless it had landed secretly to

re-fuel, their machine's achievement was impossible. This may not have been the best way of improving East/West relationships, but it did uphold Britain's records of 5309 miles by a Fairey monoplane in 1932, followed by 7158 miles by a special Vickers Wellesley in 1936.

By 1962, a USAF B-52H had flown non-stop for 12,532 miles. Now Rutan and Yeager have increased this to a fantastic 25,012 miles — aviation's last "first", you might say! Congratulations!

Club News

May 30-31 sees the Railton Owners Club national meeting and annual dinner at the Woodlands Park Hotel in Stoke d'Abernon, Cobham, Surrey. The dinner itself costs £12.50 per head, and a weekend package deal is offered at £57.50 (including two nights accommodation). Club secretary is Barrie McKenzie, Fairmiles, Barnes Hall Road, Burncross, Sheffield S30 4RF.

The Austin Swallow Register is holding a rally to mark the 60th anniversary of the A7 Swallow two-seater, with other Swallow-bodied cars and former company employees invited. It takes place at the Belfry Hotel, Milton Common, Oxford on May 10. The Register knows of 139 Swallow A7s, and some 20 other Swallow-bodied cars.

More than 80 competitors have registered for the Alfa Romeo Owners Championship this year, in five classes. The series is run by the BRSCC in conjunction with the AROC. The fifth of fourteen races is at Cadwell Park on May 4, and the sixth at Mallory Park on May 25.

Ferrari Owners' Club Secretary Godfrey Eaton has retired after 20 years in office, and Ken Bradshaw has been elected to the post. The club has now secured permanent premises at 231 Station Road, Balsall Common, Warwickshire CV7 7EG.

Owen Motoring Club's Graham Hill Trophy Sprint and Concours will be running at Curborough sprint course near Lichfield on Sunday May 31, and entry forms are now available from Mrs S Matthews, Healey Lodge, 17 Peachley Gardens, Lower Broadheath, Worcester. The Club has historical links with the Owen Racing Organisation, and Hill won the 1962 World Championship in Sir Alfred Owen's BRM.

Some 500 entries are expected for the Pre-War A7 Club's big Autokarna on May 31 at Wollaton Park, about two miles from the A614 ring-road.

Members of all major clubs are invited to take part in the sixth Supercar Club Testday at Goodwood on Bank Holiday Monday May 25, which will allow them to drive their cars at speeds above those permitted on public roads. Applicants to drive or spectate should send an sae to M S Pullen, 44 Sussex Road, Haywards Heath, West Sussex RH16 4ED.

Area 9 of the Jaguar Drivers Club is organising the Jaguar Sprint Meeting at Beaulieu on May 17, when the motor museum, driving tests, autojumble and concours will be among the attractions. The JDC area representative is John Hedges, 118 Rownhams Lane, North Baddesley, Southampton SO5 9LQ.



A Little Gold Makes John Player Special.

MIDDLE TAR As defined by H.M. Government

Warning: MORE THAN 30,000 PEOPLE DIE
EACH YEAR IN THE UK FROM LUNG CANCER

Health Departments' Chief Medical Officers

AROUND AND ABOUT



British broadcasting at the Sarthe.

Le Mans goes On Air

For the first time ever British spectators at this year's Le Mans 24 Hour Race will be able to follow the event on radio. Sponsored by Jaguar, Radio Le Mans will be on air for a total of 94 hours, broadcasting a full race commentary with documentaries, interviews, music and public announcements.

The new station was recently officially launched by the 1986 World Sportscar Champion Derek Bell at the RAC's Pall Mall club premises. Radio Le Mans will go on air from Tuesday June 9 through to Sunday June 14, and full support for Radio Le Mans has been given by the race organisers, the Automobile Club de l'Ouest. At present no

details are available about the station's frequencies, but it will have a broadcasting range of 25km on FM.

Personal PA Ltd is the company responsible for the organisation of Radio Le Mans, and has run similar operations at Silverstone and Brands Hatch for the past two years during the British and European Grands Prix.

A professional team of commentators will run the station. Harry Turner from Radio Le Mans said: "The Silk Cut Jaguar team knows that many of the British spectators who attend Le Mans do so to support it. The team feels strongly that this support should be recognised by an English language radio service."

MAY FIXTURES

C—Closed. CI—Closed Invitational. R—Restricted. N—National. INT—International.

Date	Organiser	Venue	Event	Type
May 1-3	South Wales AC	Cardiff, South Glamorgan	International Welsh Rally	INT
May 2-3	BOC	Prescott, Cheltenham, Gloucs	Hill Climb Championship	N
May 3	Aston Martin OC	Brands Hatch, Fawkham, Kent	Race Meeting	R
May 3	750 MC	Mallory Park, Leics	Race Meeting	R
May 3	FAM Sammarinese	Imola, Italy	San Marino Grand Prix	INT
May 3	VSCC	Curborough Sprint, Lichfield	Sprint Championship	C
May 3-4	BARC	Thruxton, Andover, Hants	Race Meeting	INT
May 4	BRDC	Silverstone, Towcester	British Formula 3 Championship	N
May 4	BRSCC	Oulton Park, Tarporley, Cheshire	May Day Car Races	R
May 4	BRSCC	Snetterton, Norwich, Norfolk	Race Meeting	R
May 4	BRSCC	Castle Combe, Chippenham, Wilts	Race Meeting	R
May 4	BRSCC	Cadwell Park, Louth, Lincs	Race Meeting	R
May 7-10	ASAC de la Corse	Ajaccio, Corsica	Tour de Corse (WRC)	INT
May 9	BARC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
May 9-10	BHRC	Brands Hatch, Dartford, Kent	Race Meeting	N
May 9-10	BRDC	Silverstone, Towcester, Northants	Silverstone 1000km (WSC)	INT
May 10	ASA Dijon Prenois	Dijon, France	European Touring Car Championship	INT
May 10	Vallelunga ACI Sport	Vallelunga, Italy	Formula 3000 Championship	INT
May 10	VSCC	Wiscombe Park, Honiton, Devon	Hill Climb	C
May 10	BRSCC	Mallory Park, Leicester	Race Meeting	N
May 10	SMRC	Ingliston, Edinburgh	Race Meeting	R
May 14-16	AC Livorno	Island of Elba, Italy	Rally Isola d'Elba (ERC)	INT
May 16	HSCC	Oulton Park, Tarporley, Cheshire	Historic Car Races	R
May 16	Westmorland MC	Barbon Hill Climb, Kirkby Lonsdale	Hill Climb Championship	N
May 16	RAC of Belgium	Spa-Francorchamps, Belgium	Formula 3000 Championship	INT
May 16	Manx Auto Sport	Douglas, Isle of Man	Manx Stages Rally	N
May 17	BARC	Donington Park, Derby	Race Meeting	N
May 17	RAC of Belgium	Spa-Francorchamps, Belgium	Belgian Grand Prix	INT
May 17	BARC	Brands Hatch, Dartford, Kent	British Formula 3 Championship	N
May 17	BARC	Snetterton, Norwich, Norfolk	Race Meeting	N
May 17	MG CC	Battersea Park, London	MG London to Brighton Regency Run	R
May 21-24	AC Brescia	Brescia, Italy	Mille Miglia Retrospective	—
May 23	MG CC	Silverstone, Towcester, Northants	Race Meeting	R
May 23	OPRC	Oulton Park, Tarporley, Cheshire	Signal Radio Car Races	N
May 23-24	Anderstorp Racing Club	Anderstorp, Sweden	WTC and ETC Championships	INT
May 23-24	BARC	Gurston Down, Broadchalke, Wilts	Speed Hillclimb	N
May 24	750 MC	Mallory Park, Leicester	Race Meeting	R
May 24	BHRC	Brands Hatch, Dartford, Kent	Race Meeting	N
May 24	SSCC	Knockhill, Dunfermline, Fife	Race Meeting	R
May 24	USAC	Indianapolis, USA	Indianapolis 500	INT
May 24	RAC	Bath/Beaulieu Brands Hatch/Silverstone	International Classic Run	N
May 25	BRDC	Silverstone, Towcester, Northants	Classic Car Races	N
May 25	BARC	Thruxton, Andover, Hants	Race Meeting	R
May 25	BARC	Donington Park, Derby	Race Meeting	R
May 25	BRSCC	Castle Combe, Chippenham, Wilts	Race Meeting	R
May 25	BRSCC	Mallory Park, Leicester	Race Meeting	R
May 25	SRC	Snetterton, Norwich, Norfolk	Race Meeting	R
May 28-31	South Swedish Rally	Sweden	South Swedish Rally (ERC)	INT
May 29-31	MC Mirage	Belgium	Haspengouwrally	INT
May 30	500 MRCI	Kirkistown, Belfast	Race Meeting	R
May 30-June 5	ATC of Greece	Athens, Greece	Acropolis Rally (WRC)	INT
May 31	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	R
May 31	BRSCC	Snetterton, Norwich, Norfolk	Race Meeting	R
May 31	Automobile Club of Monaco	Monte Carlo, Monaco	Monaco Grand Prix	INT
May 31	JDC	Mallory Park, Leicester	Race Meeting	R
May 31	750 MC	Donington Park, Derby	Race Meeting	R
May 31	SMRC	Knockhill, Dunfermline, Fife	Race Meeting	R
June 4-6	AC Palermo	Sicily	Rally Of Sicily (ERC)	INT
June 6-7	BRDC	Silverstone, Towcester, Northants	Anniversary Race Meeting	INT
June 6	MCMRC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
June 6-7	HSCC	Brands Hatch, Dartford, Kent	Historic Racing	INT
June 7	BARC	Snetterton, Norwich, Norfolk	Race Meeting	N
June 7	VZM Terlaemen	Zolder, Belgium	European Touring Car Championship	INT
June 7	BRSCC	Donington Park, Derby	Race Meeting	R

Ligier-Alfa Split on Eve of Rio

After Alfa Romeo took a year's sabbatical from Formula One in order to develop a brand new four-cylinder turbocharged engine, the Italian firm's partnership with the Ligier team ended even before the first race of the year had been run.

Ever since it was taken into the Fiat organisation, it had been felt that Alfa wished it had never got involved in F1 again. Fiat wanted a strict pecking order established, whereby Ferrari represented the group in F1, Lancia in rallying and Alfa Romeo in the touring car arena.

Unwittingly, René Arnoux gave Alfa its let-out clause in a verbal outburst over the engine's performance at a pre-season Imola test session. Arnoux, fed up to the back teeth with the engine's poor standard of reliability, not to mention its abysmal track performance when compared with the Honda-engined cars, verbally vented his spleen about the situation.

It was an outburst which sent Italian journalists racing to grab the nearest telephone and, the next day, Alfa senior management was incensed to see the whole matter laid out for public scrutiny in the national newspapers.

This was just the excuse Alfa needed. It announced to the Italian press that Arnoux's outburst represented a breach of contract, and that its partnership with Ligier was over. It then telexed these facts to a furious Guy Ligier.

Ligier responded with an appeal to Fiat overlord Gianni Agnelli, but Alfa Romeo was not to be swayed. Unable to compete in Brazil, the French team threatened legal action against the Italian car company.

In an effort to placate Ligier, Alfa

responded by offering six engines and a handful of technicians for the first three races of the year, after which Ligier would be expected to make other arrangements. But it is understood that a pre-condition of this reprieve would be the dropping of the planned legal action. Ligier decided to decline the offer.

As we went to press, the team was casting round for an alternative source of engine supply: Motori-Moderni, Mader BMW Megatron and naturally-aspirated Cosworth DFZ are all possible choices. Whichever route he finally takes, Ligier reckons he will be back on the F1 trail by the end of May.



René Arnoux — verbal outburst.

F1 Superlicence Row

The sport's governing body, FISA, and the top Grand Prix drivers crossed swords during the fortnight's run-up to the Brazilian Grand Prix, over the introduction of success-related fees for Formula One superlicences.

Without bothering to inform, let alone consult, the drivers, FISA's Executive Committee took this decision last December. The fact that they waited until two weeks before the Brazilian GP to break the news to the competitors suggested that FISA knew full well there would be trouble.

When the tariff was published, the drivers reacted predictably. The basic charge of 5000 French francs seemed fair enough, but when

1000 francs per point scored was added, calculated on the basis of the 1986 Championship, a few of them went through the roof. Nigel Mansell, with 72 pts scored, faced a charge of 77,000 francs (about £8,000) while Derek Warwick, for example, only had to pay about £550.

World Champion Alain Prost was appointed to hold "talks" with FISA, but, once they have the bit between their teeth, there is precious little scope for "talking" with FISA's Jean-Marie Balestre and FIA Vice President of Commercial Affairs Bernie Ecclestone. Between them, the two men completely control international motor racing. They talk, everybody else listens . . .

The drivers were indignant. They could well afford the money, but they felt a point of principle was at stake. Prost simply tried to get the point over that, if FISA got away with these arbitrary charges, perhaps they would quadruple them without warning in 1987.

At the end of the day everybody paid up, but the drivers at least secured an agreement that the fees would be index-linked to inflation for the next five years. Prost, diplomatically, called it a compromise.

However, neither Balestre nor Ecclestone felt so sympathetic. Through a FISA communique, Balestre trumpeted that this was no compromise, pointing out that the drivers merely conformed with the regulations.

Bernie let it be known that he thought most of them were overpaid and could well afford to pay up. He told Riccardo Patrese, his own Brabham team leader, that he could pay up by Thursday afternoon prior to the Brazilian GP or find another job. Ecclestone is not known for his overt sympathy towards drivers in general!



Alain Prost — drivers' delegate.

Canadian GP Cancelled

Following a legal row between two brewery sponsors which threatened to drag on into the summer, the FISA has announced that the Canadian Grand Prix, scheduled to take place at Montreal's Circuit Gilles Villeneuve on June 14, will not now take place.

The cancellation brings the total of races on the calendar back down to 16, the total beyond which FISA and FOCA once agreed it should not expand.

Although the Detroit GP will no longer be 'paired' with the Canadian race, with which it was to share the freight expenses of the Grand Prix teams, it will still take place on its own the following Sunday, June 21.

FORMULA ONE

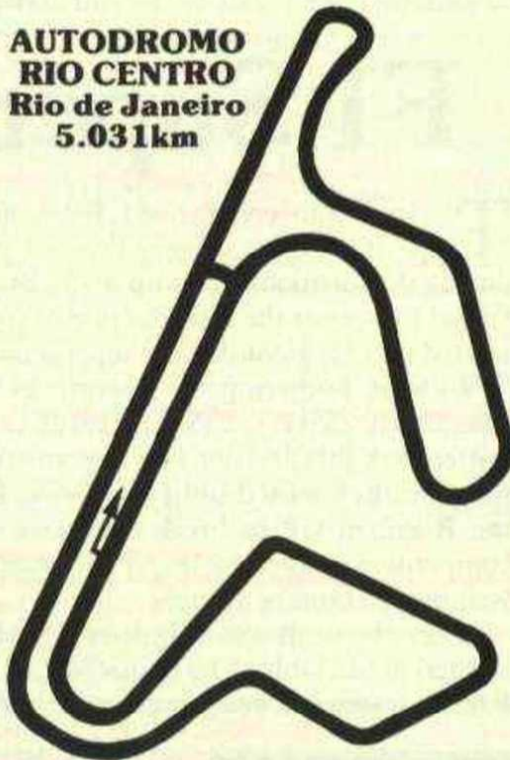
RACE DETAILS

		Fastest Lap
1 Prost	6th lap 1; in the lead lap 13; smooth driving allowed run through with two tyre stops; lost lead briefly laps 17 to 20; won impressively	1.35.811 (45)
2 Johansson	10th lap 1; moved up steadily to 2nd lap 28; passed by Senna and Piquet; finished worthy 3rd; first race with McLaren	1.35.299 (43)
3 Palmer	"Guest drive" for Tyrrell team; 17th lap 1; drove good race in unsupercharged group; finished 10th to win category	1.41.495 (26)
4 Streiff	18th lap 1; ran mostly near back of field; finished 11th; felt very unwell all day	1.43.049 (23)
5 Mansell	Hesitant start; 5th lap 1; 2nd lap 8; tyre stop lap 12; back to 2nd lap 20; left rear tyre burst lap 45; slow to pits; finished 6th	1.34.602 (49)
6 Piquet	Led to lap 7; tyre stop; back to 12th; climbed to 2nd lap 35; two more tyre stops; finished 2nd; fastest lap	1.33.861 (42)
7 Patrese	9th lap 1; ran as high as 7th; retired lap 49. loose battery and damaged radiator	1.36.846 (44)
8 de Cesaris	Lost lot of ground on opening lap; dropped from 13th to 20th; recovered to 10th; retired lap 22, differential trouble	1.38.194 (19)
9 Brundle	First race for Zakspeed; 16th lap 1; retired lap 16, turbocharger trouble	1.40.683 (4)
10 Danner	21st lap 1; ran near back of field, finished 9th	1.40.112 (38)
11 Nakajima	First Formula One race; 14th lap 1; kept station remarkably well; finished praiseworthy 7th	1.38.482 (40)
12 Senna	2nd lap 1; moved into lead lap 8; tyre stop; dropped to 8th; back to 2nd; another tyre stop; retired lap 53, engine failure	1.35.312 (48)
14 Fabre	Last lap 1; finished last 6 laps behind winner	1.43.129 (27)
16 Capelli	First race for March-Cosworth DFZ; non-starter. no engines after failure in morning warm-up	—
17 Warwick	First race for Arrows; 11th lap 1; moved to 6th lap 15; retired lap 21, engine failure	1.36.553 (18)
18 Cheever	First race for Arrows; 12th lap 1; climbed as high as 6th lap 36; lapped lap 39; retired lap 53, engine failure	1.33.978 (48)
19 Fabi	3rd opening lap; retired lap 10, turbocharger failure	1.36.511 (5)
20 Boutsen	4th opening lap; passed by Mansell and Prost; kept in touch until tyre stop; lapped lap 41; finished 5th in first race for Benetton	1.35.737 (50)
21 Caffi	19th lap 1; retired lap 21, engine failure	1.44.130 (3)
23 Campos	15th lap 1; black flag lap 4; disqualified for overtaking on warm-up lap	1.40.714 (2)
24 Nannini	13th lap 1; retired lap 16, left rear suspension breakage	1.39.108 (16)
25 Arnoux	Entry withdrawn; no engine	—
26 Ghinzani	Entry withdrawn; no engine	—
27 Alboreto	8th lap 1; moved 10th on lap 6; tyre stop back to 13th; climbed to 8th; spun off lap 59; classified as finished	1.35.733 (37)
28 Berger	7th lap 1; stayed ahead of Alboreto; tyre stops; finished 4th on same lap as winner; good debut race with Ferrari	1.35.769 (54)
30 Alliot	Lola-Cosworth DFZ; entry withdrawn; car not ready	—

QUALIFYING TIMES

		Friday	Saturday	Pos
Prost	McLaren	1.29.522	1.29.175	5
Johansson	McLaren	1.31.343	1.30.476	10
Palmer	Tyrrell	1.37.488	1.36.091	18
Streiff	Tyrrell	1.38.822	1.36.274	20
Mansell	Williams	1.27.901	1.26.128	Pole
Piquet	Williams	1.27.822	1.26.567	2
Patrese	Brabham	1.32.001	1.31.179	11
de Cesaris	Brabham	1.32.402	1.34.115	13
Brundle	Zakspeed	1.37.235	1.36.160	19
Danner	Zakspeed	1.36.178	1.35.212	17
Nakajima	Lotus	1.34.445	1.32.276	12
Senna	Lotus	1.29.002	1.28.408	3
Fabre	AGS	1.44.126	1.39.816	22
Capelli	March	1.43.580	2.02.966	23
Warwick	Arrows	1.32.531	1.30.467	8
Cheever	Arrows	1.33.084	1.32.769	14
Fabi	Benetton	1.30.439	1.28.417	4
Boutsen	Benetton	1.30.166	1.29.450	6
Caffi	Osella	1.39.931	1.38.770	21
Campos	Minardi	Disallwd	1.33.825	16
Nannini	Minardi	1.33.980	1.33.729	15
Arnoux	Ligier		Entry Withdrawn	
Ghinzani	Ligier		Entry Withdrawn	
Alboreto	Ferrari	1.31.210	1.30.468	9
Berger	Ferrari	1.31.444	1.30.357	7
Alliot	Lola		Entry Withdrawn	

AUTODROMO RIO CENTRO Rio de Janeiro 5.031km



STARTING GRID

5	N. Mansell (Williams-Honda V6) 1 min 26.128 secs
6	N. Piquet (Williams-Honda V6) 1 min 26.567 secs
12	A. Senna (Lotus-Renault V6) 1 min 28.408 secs
19	T. Fabi (Benetton-Ford V6) 1 min 28.417 secs
20	T. Boutsen (Benetton-Ford V6) 1 min 29.450 secs
17	D. Warwick (Arrows-BMW 4-cyl) 1 min 30.467 secs
2	S. Johansson (McLaren-Porsche V6) 1 min 30.476 secs
11	S. Nakajima (Lotus-Honda V6) 1 min 32.276 secs
18	E. Cheever (Arrows-BMW 4-cyl) 1 min 32.769 secs
23	A. Campos (Minardi-Modeni V6) 1 min 33.825 secs
3	J. Palmer (Tyrrell-Cosworth V8) 1 min 36.091 secs
4	P. Streiff (Tyrrell-Cosworth V8) 1 min 36.274 secs
14	P. Fabre (AGS-Cosworth V8) 1 min 39.816 secs
1	A. Prost (McLaren-Porsche V6) 1 min 29.175 secs
28	G. Berger (Ferrari V6) 1 min 30.357 secs
27	M. Alboreto (Ferrari V6) 1 min 30.468 secs
7	R. Patrese (Brabham-BMW 4-cyl) 1 min 31.179 secs
8	A. de Cesaris (Brabham-BMW 4-cyl) 1 min 32.402 secs
24	A. Nannini (Minardi-Modeni V6) 1 min 33.729 secs
10	C. Danner (Zakspeed 4-cyl) 1 min 35.212 secs
9	M. Brundle (Zakspeed 4-cyl) 1 min 36.160 secs
21	A. Caffi (Osella-Alfa Romeo V8) 1 min 38.770 secs
Non-starter:	
16	I. Capelli (March-Cosworth V8) 1 min 43.580 secs

RESULTS

Brazilian Grand Prix, Rio de Janeiro, April 12 61 laps of 5.031km circuit (306.891km/190.686 miles)

Pos	Driver	Car/Engine	Time
1st	Alain Prost	McLaren MP4/3-Porsche V6t/c	1 h 39 m 45.141 s
2nd	Nelson Piquet	Williams FW11B-Honda V6t/c	1 h 40 m 25.688 s
3rd	Stefan Johansson	McLaren MP4/3-Porsche V6t/c	1 h 40 m 41.899 s
4th	Gerhard Berger	Ferrari F187-Ferrari V6t/c	1 h 41 m 24.376 s
5th	Thierry Boutsen	Benetton B187-Ford V6t/c	1 lap behind
6th	Nigel Mansell	Williams FW11B-Honda V6t/c	1 lap behind
7th	Satoru Nakajima	Lotus 99T-Honda V6	2 laps behind
8th	Michele Alboreto	Ferrari F187-Ferrari V6t/c	(not running) 3 laps behind
9th	Christian Danner	Zakspeed ZAK 861-Zakspeed 4 cylt/c	3 laps behind
10th	Jonathan Palmer	Tyrrell 016-Cosworth V8DFZ	3 laps behind
11th	Philippe Streiff	Tyrrell 016-Cosworth V8DFZ	4 laps behind
12th	Pascal Fabre	AGS JH22-Cosworth V8DFZ	6 laps behind
13th	Eddie Cheever	Arrows A10-BMW 4 cylt/c	retired on lap 53
14th	Ayrton Senna	Lotus 99T-Honda V6t/c	retired on lap 51
15th	Riccardo Patrese	Brabham BT56-BMW 4 cylt/c	retired on lap 49
16th	Andrea de Cesaris	Brabham BT56-BMW 4 cylt/c	retired on lap 22
17th	Derek Warwick	Arrows A10-BMW 4 cylt/c	retired on lap 21
18th	Alessandro Caffi	Osella FA1H-Alfa Romeo V8t/c	retired on lap 21
19th	Alessandro Nannini	Minardi M186-Modeni V6t/c	retired on lap 18
20th	Martin Brundle	Zakspeed ZAK 861-Zakspeed 4 cylt/c	retired on lap 16
21st	Teo Fabi	Benetton B187-Ford V6t/c	retired on lap 10
22nd	Adrian Campos	Minardi M186-Modeni V6t/c	retired on lap 4
23rd	Ivan Capelli	March 871-Cosworth V8DFZ	Withdrawn after practice

Fastest lap: Nelson Piquet 1 min 33.861 secs on lap 42 (192.962 kph)
Winner's Average Speed: 184.592 kph. **Conditions:** Very Hot

Brazilian Grand Prix



Exerting minimal strain on his tyres and his boost control valve, World Champion Alain Prost cruised to his third Brazilian Grand Prix win in four years.

One of Grand Prix racing's most endearing characteristics is its unpredictability. Just when one driver or team seems to have established a set pattern of dominance, somebody close comes along and upturns our careful calculations.

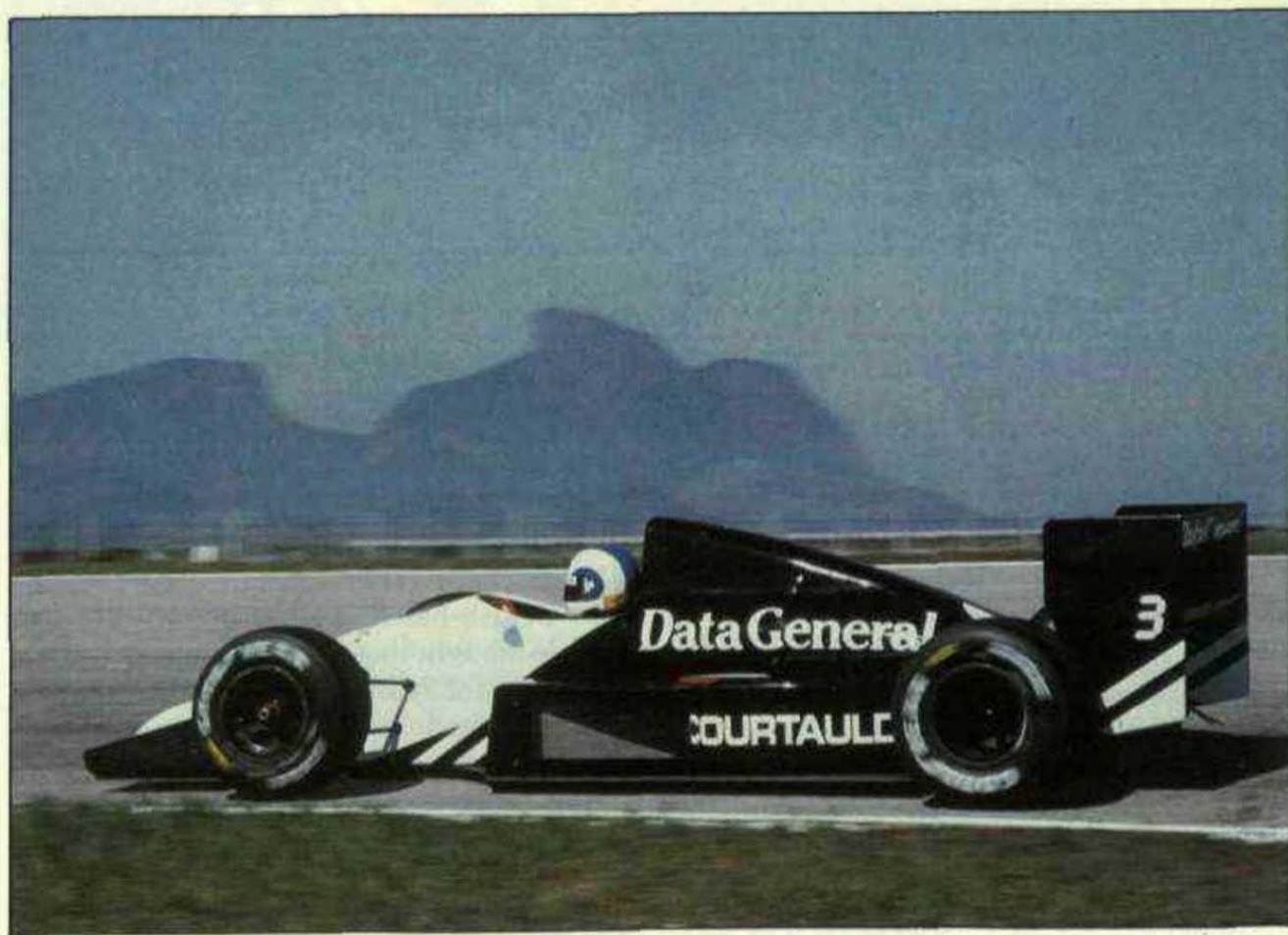
Yet at Rio on April 12, twice World Champion Alain Prost proved to the world that, whatever anybody else might be doing, his presence as *the* driver of the 1980s looks set to be sustained through a fourth consecutive season with the McLaren International team.

Writing an over-view of any particular race is a difficult task immediately after it has taken place. Yet even though the specific lessons of the 1987 Championship-opener have yet to fall into place, Prost's role as F1's most glittering star has long since slipped into pin-sharp focus.

With a week to go before the race, Teo Fabi's new Benetton-Ford B187 had been the talking point after lapping a few seconds clear of the field in the last pre-season test at the Brazilian track. The night before the race, Williams-Honda seemed to have the whole affair tucked up in advance, Nigel Mansell and Nelson Piquet monopolising the front row, almost two seconds ahead of their rivals. But, if you had examined the way things were developing in fine detail, you would have seen that Prost was an ever-present threat.

Most drivers who have won a World

A Joy to Behold



Jonathan Palmer received a late call-up by Tyrrell and won the unturbocharged "division two" race.

FORMULA ONE



Piquet leads Senna, Fabi, Boutsen, poleman Mansell, Prost, Berger and Alboreto off the line.



Cheever's Arrows passes the crowded pitlane, and Senna's parked Lotus, towards the end of the race.

Championship suffer from what Jackie Stewart once described as "post-championship blues". After the massive surge of effort required to sustain a title challenge, the following year frequently sees an unconscious, but perceptible, dropping off in form. A touch of relaxation creeps in, bred by relief at the success of the previous year's efforts. Stewart admits it happened to him and so does Niki Lauda. It probably didn't happen to Juan Manuel Fangio, nor to Jim Clark. And it certainly hasn't happened to Prost.

When McLaren's gifted chief designer John Barnard left the team to set up Ferrari's new British-based engineering office, many people thought that the McLaren spell might be broken for Prost. The Frenchman admired and respected Barnard, and was obviously concerned over his departure.

But McLaren pressed on to build the revolutionary MP4/3 which ran for the first time in anger at the second Rio test. It may have looked quite similar to the 1986 MP4/2C, but it was a new car conforming to a totally

new set of technical regulations.

Not only did its monocoque have a smaller fuel cell purpose-built to contain 195 litres but its Porsche-built TAG V6 turbo engine had been carefully revised, the German engineers and McLaren technicians giving a lot of thought as to how best to incorporate the mandatory boost control valves which are required by the 1987 F1 technical regulations as a means of limiting power output in qualifying.

With the maximum boost permissible being set at 4 bar, McLaren did all its calculations and came to a reasoned conclusion. Satisfied that its V6 engines never ran anywhere near 4 bar in race trim, they decided that the best thing would be never to operate near the point at which the valve would be activated. Thus the McLaren-TAG/Porsche operated throughout the Brazilian GP weekend at no more than 3.6 bar.

It is therefore no surprise to report that the team had no problems at all with its boost control valves, while those teams which tended to use them a bit like a rev limiter (i.e. forcing as much boost pressure through the engine as possible until the valve was activated) suffered a spate of problems with the valves going wrong. "My pop-off valve cut in at 3.2 bar, and I didn't have any power as a result" is certain to become one of the classic driver excuses of the 1987 season.

However, from the outset, Prost could not be ignored. He drove a brand new MP4/3 which had never turned a wheel, the test car being relegated to the role of team spare. He qualified fifth on the grid with the bare minimum of technical troubles and, significantly, was the only non-Honda-engined car to top 190mph on the long Autodromo Riocentro back straight.

Meanwhile, the Williams FW18Bs looked set to run away from their opposition. Nigel Mansell and Nelson Piquet made the battle for pole position their own personal feud, the Brazilian just pipping England's ace in the last five minutes of Friday qualifying, but Nigel reasserting himself on Saturday. Ayrton Senna was third in the ambitious new Lotus-Honda 99T, fitted with computer controlled active suspension designed to sustain a constant ride height whatever the car's attitude on the circuit, and Fabi qualified fourth in the new Benetton.

Alongside Prost on row three was Belgian Thierry Boutsen in the second Benetton, while the fourth row saw Gerhard Berger in the new Ferrari F187 lining up alongside Derek Warwick in the Arrows A10, its 'upright' BMW engines dubbed 'Megatrons' to please the team's new sponsors. Other interesting new and not-so-newcomers included Japan's first full-time Grand Prix driver, Satoru Nakajima, in the other Lotus-Honda and the nomination by Mr Ecclestone of Andrea de Cesaris to drive the second Brabham BT56 alongside Riccardo Patrese.

Brazilian Grand Prix



The Benetton B187, equipped with a Ford engine and an even more startling livery for 1987, finished fifth in the hands of Thierry Boutsen.

For better or worse and in anticipation of the new 3.5-litre naturally-aspirated Formula One coming along in 1989, we also had a non-turbo "Group B" in which Ken Tyrrell's cars for Jonathan Palmer and Philippe Streiff looked well in control.

The first race of the Grand Prix year was run in absolutely searing conditions of sub-tropical sunshine, the ambient temperature nudging 35°C (about 96°F). From the start it looked as though Piquet might run away with his home race, the Brazilian leading fellow countryman Senna for the first few laps after Mansell finished lap one fifth. But the Williams-Hondas were both destined to run into major overheating problems.

Piquet was in the pits at the end of lap six having paper debris cleaned out of his radiator intake ducts and Mansell was to be similarly hampered from early on. What was rather strange, however, was the fact that the temperatures hardly came down at all after the ducts were cleared. When Prost had a similar problem, the temperatures on the TAG V6 dropped back reassuringly once the unrestricted airflow resumed. That tended to point to a fault in the Honda engine's cooling system, which was scheduled for detailed scrutiny before the next race in Europe.

Prost hung on with the leaders from the

start, finishing lap one in sixth place. By lap 11 he was second behind Senna and he took the lead for the first time on lap 13. He dropped to fifth when he stopped for tyres on lap 16, but fought back to the front on lap 21. From then on, the World Champion held the lead for the remaining 40 laps, even staying ahead through a second tyre stop. He never looked ruffled, the car performed perfectly, he conserved his tyres magnificently. It was a joy to behold.

Meanwhile, the supporting cast encountered endless problems. The Williams-Hondas eventually wound up a disappointing second (Piquet) and sixth (Mansell), while a host of minor gremlins blighted the Benetton challenge. Fabi was sitting right behind the leaders when his Ford engine began misfiring, then it lost boost pressure and he retired with turbo failure.

The two Ferrari drivers hung on as best they could, the new F187 with its compact 90° V6 engine not looking significantly better than the unloved 1986 car over the bumps. Despite grappling with a fourth gear which proved reluctant to stay engaged, Berger hauled up onto the tail of team-mate Alboreto in the closing stages of the race, surging by to claim fourth place on the long back straight just as the Italian's car lost the vertical



The AGS-Cosworth, sporting a 1970's-style airbox, gave Pascal Fabre his F1 debut.

"fences" beneath its aerodynamic rear under-tray in a spectacular sheet of sparks. A few laps after being passed by the Austrian, Alboreto spun off into retirement just before the left-hand hairpin onto the back straight.

After a cautious and conservative performance in qualifying, McLaren's new number two driver Stefan Johansson did absolutely everything expected of him, to come home third in his first race for the team. There was a time when he was running second, albeit some distance behind the World Champion, but eventually he yielded to Piquet's pressure.

In the non-turbo division, the new Tyrrells finished first and second, Palmer one lap ahead of an extremely sick Philippe Streiff who chose to race the spare car after suffering with a persistent misfire throughout practice. At this early stage in "Division 2", there are no real challengers to Uncle Ken's cars.

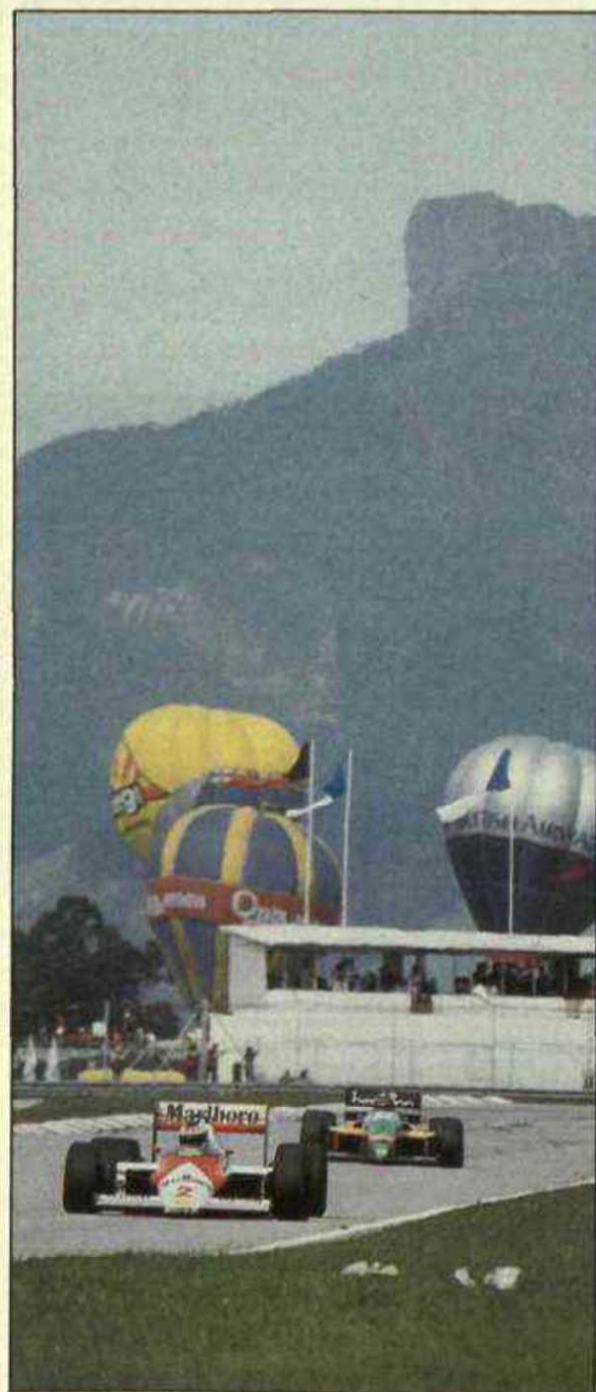
The works March, based round an F3000 monocoque and consequently with insufficient tankage to go the full race distance, had to be withdrawn on the morning of the race after its second major engine failure in as many days. The team needed to conserve its third

Cosworth DFZ V8 for testing its first pukka F1 chassis, which promises to be ready for the San Marino GP at Imola next month. From that point, I expect Ivan Capelli to give the Tyrrells something to think about.

Meanwhile, Prost had won his third Brazilian Grand Prix in four years for McLaren, the 26th triumph of his F1 Championship career. There is nothing to suggest he is anything less than totally committed to winning a third World Championship, topping Jackie Stewart's record of 27 Grand Prix victories, and establishing

himself for good as one of the greatest drivers in the history of the sport.

Incredibly, there are still people who have reservations about the diminutive Frenchman. Perhaps it is because he is so unobtrusive, handling his car with a delicacy and mechanical sympathy that makes him unexciting to watch. Why that should cause people to think any the less of him is something I have never been able to fathom. At Rio this year he shone like the star he unquestionably is. The Prost/McLaren partnership is on the verge of passing into motor racing legend. **AH**

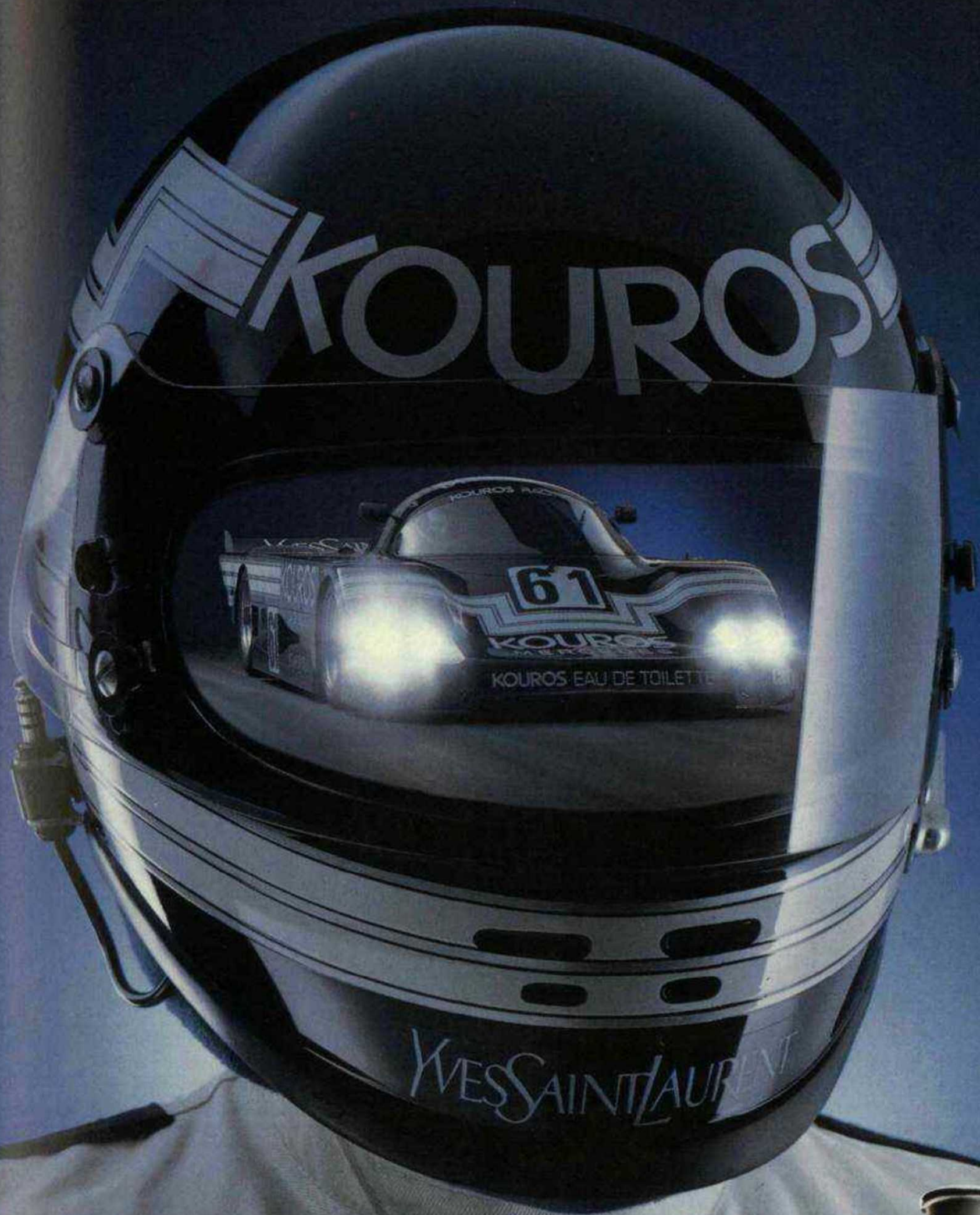


Johansson came third in his first McLaren drive.



The Williams-Hondas of Mansell and Piquet dominated qualifying but could not defeat Prost.

KOUROS The winning fragrance.



WORLD SPORTS PROTOTYPE CHAMPIONSHIP

YVES SAINT LAURENT





WILLIAM GRANT'S · THE STUDENT

1887 This was no ordinary year. For it was the apex of a pioneering era, when men dreamed of moving mountains.

One such man was the Reverend Hamish Range-Croft. Another was our own ancestor, William Grant of Glenfiddich.

Being famed for the fire of his sermons, the Highland parson set out in his Human Mole Apparatus upon a journey to the core of the Earth.

There, he dreamed of verifying the existence of brimstone, returning with samples to strike fear into the hearts of his flock.

William Grant, more modestly, dreamed of building a distillery with his own hands.

Nevertheless, he was to shake the core of the distilling world.



With his virtually unparalleled knowledge of his craft, his whisky was to become spoken of in hushed reverence as the stuff that drams are made of.

And one hundred years later, we his descendants continue to be an independent distilling family.

As for the Reverend Range-Croft, it is believed that his endeavours took him down in the world.

In the record books, he is listed as the first victim of "Range-Croft's Syndrome". The malady which is now known, in popular parlance, as "Tunnel Vision".

1987

F THAT DRAMS ARE MADE OF

WORLD SPORTSCAR CHAMPIONSHIP



The start of the race and the season at Jarama. Cheever and Lammers lead impressively for Jaguar, ahead of Baldi's Liqui Moly Porsche.

A winter of intensive development on the Silk Cut Jaguar Group C cars paid off with two fine victories in the opening rounds of the World Sports Championship at Jarama and Jerez late in March.

John Watson and Jan Lammers won the first, their XJR-8 beating the Derek Bell/Hans Stuck Rothmans-Porsche 962C by 1.6sec at the end of the 360km 'sprint', and a week later Eddie Cheever and Raul Boesel won the Jerez six-hour race (nominally of 1000km), one of the toughest in recent memory.

Both Rothmans-Porsches suffered PDK transmission problems, and only eight cars were classified at the finish, but Bell and Stuck remained firmly in the championship race by finishing third, lacking fourth gear.

The Joest Porsche and Kouros Sauber Mercedes teams had yet to make their 1987 debuts, and the Kremer's "junior team", Kris Nissen and Volker Weidler, firmly established themselves in the formula by finishing fourth at Jarama and second at Jerez.

The results placed the Silk Cut Jaguar team at the head of the Teams Championship with 40pts, trailed by Rothmans-Porsche on 27, Kremer Porsche Racing on 25 and World Champions Brun Motorsport on 14. The standings in the Drivers Championship are closer, with Cheever and Boesel on 32pts, Stuck and Bell on 27, Nissen and Weidler on 25, and Watson and Lammers on 20.

Britain's leading C2 Division teams, Spice Engineering and Swiftair Ecurie Ecosse, dominated both races and were, in fact, the only C2 teams to finish at Jerez, splendidly

Jaguars Reign in Spain

taking fourth and fifth places overall.

What concerns the privately run Porsche teams now is the pace of development by the factory teams, which in Spain were four or five seconds a lap faster. There were, in effect, two races, with Silk Cut Jaguar and Rothmans-Porsche fighting for the lead, and Kremer, Brun Motorsport and Liqui Moly racing for the lower places. For the past four years the factory and customer teams have been closely matched, and Joest, Kremer and Richard Lloyd Racing have been able to win on occasions, but that era may now be ended.

Silk Cut Jaguar, run by Tom Walkinshaw, has carried out 64 changes to the Tony Southgate-designed car, changing the designation from XJR-6 to XJR-8. The carbon fibre/Kevlar chassis has been changed in detail, the inboard suspensions have been heavily revised, and the cars now run with 6.9-litre V12 engines giving 700bhp in race trim. The bodywork has been refined too, and the sum total is designed to make the cars more reliable, faster with good economy, and more comfortable for the drivers.

The driver line-up has been changed too, retaining Eddie Cheever (as team leader) and

Jan Lammers, and bringing in John Watson and Brazilian Raul Boesel. John Nielsen is Cheever's deputy when the American is competing in Formula One races.

The V12-powered Jaguars remain at the minimum weight of 850kg, and the newly built works Porsche 962Cs are on the limit too, despite the use of PDK semi-automatic transmission. The gearbox has been lightened by 8kg, new bodywork saves 20kg, and the cars have such features as smaller oil tanks and lighter batteries.

The works cars are powered by fully water-cooled 3-litre flat-six engines with twin turbochargers, as they were last year, and on seeing substantial improvements in lap times the customers are now urgently requesting similar power units; their norm is a 2.8-litre engine with air-cooled cylinder barrels.

The factory engines are, perhaps, marginally more powerful without impairing economy, but greater factors are at work: the factory's preparation, the car's lightness, the PDK's full-power gearchanging, the latest in Dunlop Denloc tyres with Kevlar belts, and of course the Hans Stuck factor when it comes to qualifying!

Jarama Cup and Jerez 1000km

Porsche's driver team is unchanged, although Jochen Mass and Bob Wollek made prior commitments with IMSA teams before the factory's programme was decided and will miss several races, including the first and third, at Jarama and Monza.

In Jaguar's favour is FISA's new ruling that competitors must use commercially available fuel, banning the toluene additives which 'pack' the fuel's density and favour teams with turbochargers. Porsche's Peter Falk and Brun's Peter Reinisch thought they had lost 30bhp as a result, claiming a mere 640bhp, but there was absolutely no evidence of this in qualifying.

New Dunlop tyres, which are lighter and have better consistency through their life, are supplied to the factory Jaguar and Porsche teams. The Silverstone-based Liqui Moly Equipe was Goodyear's only representative in Spain; Kremer Porsche Racing has a contract with Yokohama (which part sponsors the team); and Brun Motorsport came close to signing a Goodyear contract in February, until Michelin made the Swiss an offer they could not refuse. The delay cost Brun's three cars competitive tyres in Spain, but new rubber was being made available for Monza.

Joest Racing's new factory-supplied Porsches were not ready to race in Spain, while Kremer and Brun had made progress in safety but not in speed. They use honeycomb aluminium monocoques, made by John Thompson in England, which are believed to be safer in a severe accident (Kremer had the cars built after losing Manfred Winkelhock and Jo Gartner within a year). They are stiffer — "it feels more like a proper racing car" says Brun's co-driver Frank Jelinski — although perhaps 10-15kg heavier.

The Liqui Moly team also has a honeycomb chassis, updated to 962C specification, with a longer wheelbase, and driven by Jonathan Palmer and Mauro Baldi. They have taken special steps to reduce weight, including an entirely new rear body section with a separate wing, and need ballast to achieve the 850kg weight limit, to become the most competitive non-factory Porsche team.

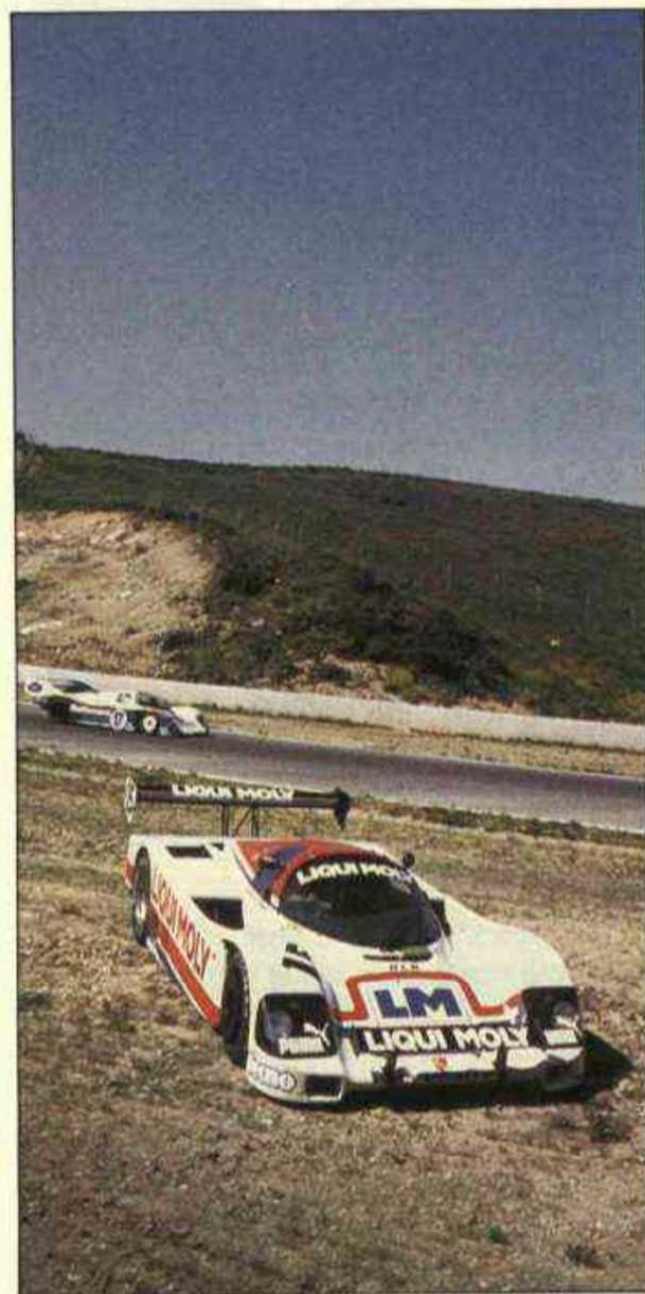
The two Spanish races were run on difficult, twisty circuits, with averages below 100mph, and indicated that Jaguar has met most of its objectives. The XJR-8s are fully competitive and the driver team is superb; but reliability is still not 100%, as it will need to be at Le Mans when Rothmans-Porsche concentrates on cars with normal five-speed transmissions.

Jaguars had never been on pole position before, but at Jarama they dominated the front row of the grid with Cheever quickest at 1min 14.541sec and Lammers second on 1min 14.698sec. Stuck was extremely close at 1min 14.710sec, declaring that "except for the Le Mans cars, this is the best Porsche I have ever driven."

Mauro Baldi was the quickest private-team driver at 1min 16.372sec, and in the 1min



Gordon Spice on his way to a C2 class victory at Jarama in his own chassis.



Jonathan Palmer's stricken Porsche at Jerez.

17sec bracket were the Brun team drivers Oscar Larrauri (with Jesus Pareja), and Frank Jelinski. Kremer's Nissen and Weidler were seventh fastest at 1min 17.427sec, and Gianfranco Brancatelli (with Massimo Sigala, in the third Brun Porsche) was eighth.

Stuck made a bad start in the Jarama race, needing to enrich the fuel mixture to start the pace lap; that was all the encouragement Cheever and Lammers needed and they pulled away from the rest by eight seconds in six laps. Stuck carved through the field,

taking third place from Baldi after four laps, and his task looked a little easier when Cheever stopped early, on lap 45, with the Jaguar's oil pressure warning light flashing. Fuel and oil were added and Boesel continued (behind Baldi) while Lammers led Stuck.

Boesel took the lead midway through the race, but an extra stop was scheduled for his Jaguar, since it had not been able to take on the full 90 litres needed to complete the distance. So the key to the race now was the battle between Bell, who led after refuelling, and Watson.

The two drivers are great friends, neighbours in Bognor Regis, and both hold an MBE. But could Watson, with all his Formula One experience, manage to pass the sportscar World Champion? After following for ten laps he took his chance under braking for the Le Mans curve, and then pulled away while Bell concentrated on his fuel consumption. It was great racing, and a proud day for Britain.

Boesel came back strongly after the Jaguar's second stop and attacked Bell for most of the last 20 laps, but unlike Watson was unable to pass. Once he hit the back of the Porsche, sending it sideways out of the Bugatti turn, and that spurred Bell to increase his revs and pull away; Boesel was then handicapped by poor engine pick-up due to a faulty fuel pump.

Watson was badly delayed by Palmer two laps from the end, and seconds after a heavy collision the Liqui Moly Porsche's left-front tyre exploded on the main straight. Palmer kept control and drove round slowly to wait for the chequered flag, falling from fifth to eighth place. The Kremer Porsche was fourth, three laps down, and the three Brun cars took the next places with drivers unhappy with their tyres and engine power.

Walkinshaw was absolutely delighted with his drivers and the cars. After the trip south to Jerez the cause of the oil leaks (the T-car had also been affected during practice) was traced to faulty breathers on the tanks, and the Jaguar team was in a confident mood.

This was another slow track, with 16

WORLD SPORTSCAR CHAMPIONSHIP



The train in Spain: Stuck, Lammers, Mass and Cheever dispute the lead in Jerez.

corners in 4.2km. Walkinshaw protested the length of the race, since no-one could possibly run 1000km within the six-hour limit, but this was rejected by the stewards; the Scotsman's contention was that the turbo teams could gain an advantage by raising their boost to burn their full allocation of fuel, but the fear proved unfounded.

With Mass and Wollek joining Rothmans-Porsche the contest with Jaguar was evened up, and Stuck got his revenge by claiming pole position at 1min 29.19sec. Cheever was second fastest at 1min 29.38sec but then found himself disqualified from the meeting for failing to sign-on! On appeal he was allowed to race, but was fined \$5000 and his practice time was disallowed.

Lammers moved up to the front row with a time of 1min 29.94sec followed by Mass on 1min 30.82sec, while Cheever's Jaguar was qualified by Boesel at 1min 32.93sec on race compound tyres.

Overtaking is difficult at Jerez, and for the first half-hour the four leaders went by like

a train, Stuck leading Lammers, Mass and Cheever. They were fighting hard and made a wonderful show for the spectators.

Lammers was the first to fail when the front-right stub axle broke, the Jaguar arriving at the pits on three wheels. Nearly ten minutes later the Dutchman continued, but after 65 laps the XJR-8 failed Watson with a broken driveshaft. At the beginning of the race Palmer had kept with the leaders for four laps but then dropped back to a respectful distance, and his Liqui Moly car was an early retirement lacking drive to the wheels.

Cheever took the lead briefly after the second fuel stops, but with Mass chasing hard he was pushed over a kerbstone by Frey's C2-class Alba, and the front body supports were damaged. The Jaguar dropped back, but kept second place as Bell's Porsche was now misfiring badly at high revs.

Within a few minutes of taking over, Boesel made an unscheduled stop to have the nose section secured better with bungee straps and went a lap down on the Rothmans-Porsches,

which now looked very secure. Nissen and Weidler were three laps behind, and content to run for a good place at the end.

Porsche's PDK transmission has never won a full-distance race, and at three-and-a-half hours Bell stopped in the pits lane without any gears. Thirteen minutes later he was sent out in fifth place, with all the gears except fourth, so he too was driving to finish. An hour later Wollek was in dire gearbox trouble too, and the leading Porsche retired.

Cheever and Boesel now had the race in their hands, the Kremer and Rothmans-Porsches presenting no threat at all at three and six laps distance, and the race speed dropped sharply in the last 90 minutes.

The two surviving Brun cars were in trouble too, Brancatelli's delayed by a fuel leak and a broken spacer in the rear suspension, and Larrauri's by a broken top link which allowed the left rear wheel to emerge from the bodywork. Emilio de Villota's Kremer Porsche lost a good contest with the Danone-sponsored Spice C2 car then stopped to have a broken driveshaft changed, and ran the last two laps without water in the engine to finish eighth and last.

Fourth and fifth overall were the Spice and Swiftair Ecurie Ecosse teams, separated by just 35sec after six hours of duelling. Gordon Spice and Fermin Velez were marginally quicker on the track, but lost perhaps half a minute to Ray Mallock and David Leslie at each pit stop, due to a faulty starter motor.

Despite the arrival of new or improved C2 teams (those of Martin Schanche and Thorild Thyrring) Spice Engineering and the Swiftair-sponsored Ecurie Ecosse look as hard as ever to beat. In professional style they ran through both races without any difficulty, Spice assisted by the Spanish driver Fermin Velez (the only man who looks up to Jan Lammers!), who brought Danone sponsorship and enabled the Silverstone team to start the season with the full quota of 40 points.

Ecurie Ecosse's World C2 Championship in 1986 with the rally-bred Metro V6 engine proved that the Ford Cosworth 3.3-litre DFL is not invincible, but the V8 has been honed to perfection for sportscar racing and is the choice of Ecurie Ecosse this year. The DFL's reliability is near enough absolute when properly prepared, and economy (with a Lucas management system) is good enough for the cars to run at least 90% of the overall winner's distance on 60% of the fuel allocation.

The leading turbo teams are very competitive in practice, as Schanche and Thyrring have shown, and may eventually beat Spice and Ecosse, but the blend of speed and economy is difficult to achieve in a full race distance.

Schanche's co-driver Will Hoy claimed the C2 pole at both Spanish tracks. The Lucky Strike Argo JM19B is a much improved version of last year's JM19, weighing 709kg

Jarama Cup and Jerez 1000km

empty, which is 130kg lighter. That sort of improvement makes a vital difference in a formula controlled by fuel economy, but a faulty consumption gauge dropped the Argo back at Jarama and towards the finish Schanche had an unfortunate collision with Nissen's Porsche, the Argo being badly damaged in a long journey across the infield and over a ditch.

In the space of five days the Lucky Strike team took the Argo back to Jo Marquart's factory at Snetterton, had it repaired and drove to Jerez, a round trip of 2000 miles. The repair, which took 48 hours, involved reskinning the floor of the monocoque, making and fitting new suspensions, under-car venturi, a rear subframe, and repairing the bodywork.

The Argo arrived at Jerez just as the morning practice began, and in the afternoon Hoy made the fastest time — although the car wasn't properly balanced, he had never driven on the track before, and Goodyear doesn't supply qualifying tyres to its only C2 representative! But in the race Schanche had another unfortunate accident, moving into the path of Pareja's Porsche, and then the Zakspeed turbo four-cylinder engine failed.

Thorkild Thyrring has put together an excellent C2 team, with Leif Lindstrom driving. The Dane has the latest Tiga GC287 chassis, looked after by constructor Howden Ganley and powered by the latest Ford-Hart BDT-E 2.1-litre turbo engine. At Jarama the car was third in the C2 class, running out of fuel as it crossed the finishing line, and at Jerez the Tiga showed itself to be fast and



Double poleman Will Hoy (in car) and Martin Schanche fine-tune their C2 Argo's electronics.

RESULTS

Jarama 360km (109 laps), March 22

1st:	John Watson / Jan Lammers	6.9 Silk Cut Jaguar XJR-8	2h 29m 53.60s
2nd:	Derek Bell / Hans Stuck	3.0t/c Rothmans-Porsche 962C	2h 29m 57.93s
3rd:	Eddie Cheever / Raul Boesel	6.9 Silk Cut Jaguar XJR-8	2h 30m 07.33s
4th:	Kris Nissen / Volker Weidler	2.8t/c Kremer Porsche 962C	106 laps
5th:	Oscar Larrauri / Jesus Pareja	2.8t/c Brun Porsche 962C	106 laps
6th:	Gianfranco Brancatelli / Massimo Sigala	2.8t/c Brun Porsche 962C	105 laps
7th:	Frank Jelinski / Walter Brun	2.8t/c Brun Porsche 962C	105 laps
8th:	Jonathan Palmer / Mauro Baldi	2.8t/c Liqui Moly Porsche 962C	104 laps
9th:	Gordon Spice / Fermin Velez	3.3 Spice Pontiac DFL C2	100 laps
10th:	Emilio de Villota / Paco Romero	2.8t/c Kremer Porsche 962C	99 laps

economical until the gearbox broke.

The C2 category is becoming better supported, and certainly more varied, than the main C1 class. Ecurie Ecosse will run a second car at Silverstone for Mike Wilds and Nick Adams, ADA's new car should appear, Hugh Chamberlain will run his new Spice-Hart, Duncan Bain his new Tiga-'Metro' V6, John Bartlett his Bardon with Saab turbo power, and the French ALD team is building a new car with Audi Quattro turbo power. The Midlands Ark Racing team is due to appear again with a DFL engine after a year's absence, and Charles Ivey's Porsche 956-

powered Tiga will resurface too.

An increasing number of teams, apprehensive of the cost of C1 racing, find the C2 category very attractive, and it now fulfils the role intended for it. The C1 class may be more precarious than it looks, as the factory Porsches and Jaguars race away over the horizon leaving disgruntled Porsche customers (and few others) in their wake.

Public support is growing steadily, but is still not at a level which would allow Group C to become a 'big money' category like Formula One. The rise of C2 is something to pay attention to.

MLC

RESULTS

Jerez 1000km (890km in six hours), March 29

1st:	Eddie Cheever / Raul Boesel	6.9 Silk Cut Jaguar XJR-8	211 laps
2nd:	Kris Nissen / Volker Weidler	2.8t/c Kremer Porsche 962C	208 laps
3rd:	Derek Bell / Hans Stuck	3.0t/c Rothmans-Porsche 962C	205 laps
4th:	Gordon Spice / Fermin Velez	3.3 Spice Pontiac DFL C2	199 laps
5th:	Ray Mallock / David Leslie	3.3 Swiftair Ecosse DFL C2	199 laps
6th:	Gianfranco Brancatelli / Massimo Sigala	2.8t/c Brun Porsche 962C	188 laps
7th:	Oscar Larrauri / Jesus Pareja	2.8t/c Brun Porsche 962C	186 laps
8th:	Emilio de Villota / Paco Romero	2.8t/c Kremer Porsche 962C	162 laps



Ray Mallock and David Leslie's colourful Ecosse posted second place in its class at Jerez, as it had at Jarama one week earlier.

It may be too soon yet to claim that Jaguar has Porsche on the run in the World Sportscar Championship, but John Watson and Jan Lammers took a faultless victory in the Monza 1000km race on April 12, and put the Jaguar company firmly at the top of the Teams' Championship.

Three successes in four weeks is a marvellous start to the new season for the Silk Cut team run by Tom Walkinshaw, and although twice delayed on their way to second place, Derek Bell and Hans Stuck did not look able to beat Jaguar in their Porsche 962C.

Sir John Egan looked delighted as he stood in the pouring rain to watch Lammers take the chequered flag, but Walkinshaw was far from pleased that a certain 1-2 victory had slipped away. As the rain set in 20 minutes before the end of the race, orders were given for the two XJR-8 drivers to stop for grooved tyres. Lammers came in at once but Raul Boesel, 50 seconds behind, chanced an extra lap and paid the full penalty with a trip into the sand-trap from which the car did not emerge.

Bell and Stuck would have settled for third place and 12 points after making two unscheduled pit stops, but were as pleased as winners to take 15 points and move into the lead of the Championship, by a margin of two points over Watson and Lammers.

Jochen Mass and Bob Wollek, in the second Rothmans-Porsche, had led for 28 of the first 58 laps, but seemed to be yielding to the Jaguars when a turbocharger failed them; their car went 14 laps down, and was still 14 laps behind when it finished in sixth place.

In past years the Rothmans-Porsches have sometimes enjoyed the luck of the devil, taking victories even when seemingly beaten, but in the face of well-engineered and well-organised opposition from Jaguar, the tide seems to have turned. Walkinshaw will not underestimate Bell and Stuck for a moment, though, for if they don't win they'll probably finish second or third, and will keep on scoring points relentlessly. Last year technical development of the PDK semi-automatic transmission and, latterly, of anti-lock brakes, took priority, as well it might so long as customer teams had the measure of the opposition.

Now, the emphasis is shifting towards total competitiveness, evidenced by the substitution of a normal 5-speed manual transmission in Bell's car the night before the race. The PDK had been troublesome on Saturday afternoon, and the decision to abandon the



For the third time in four weeks the works Porsches succumbed to the TWR Jaguar team.

Big Cat-trick!

system was made easier by the presence of board members Peter Schutz and Prof Helmuth Bott, whose ultimate approval was needed. The drivers made no objections at all, even though the full-throttle changes possible with the PDK made the car perhaps a second per lap faster.

The Kremer Porsche team was absent, racing in Japan, but Reinhold Joest started his season late with two brand-new 962Cs for Klaus Ludwig/Piercarlo Ghinzani and "John Winter"/Stanley Dickens. They, and the Liqui Moly Porsche of Mauro Baldi/Bruno Giacomelli, would join Brun Motorsport in chasing the factory Porsches and Jaguars, but the weekend got off to a bad start with a spate of Porsche engine failures, eight altogether, in the two days of testing and qualifying. Richard Lloyd's team lost two engines in one day, Brun's four engines in two days, and as usual the quality of Italian fuel was suspected.

The Rothmans-Porsches and Silk Cut Jaguars had experienced no problems, though, and it is more likely that the customers' turbo-sixes hadn't been 'mapped' properly for the high-speed circuit (the two in Spain allowed averages of below 100 mph). Technically the rules were broken when the Porsche teams, including the factory's, went out and bought fuel from a nearby garage rather than accepting the brew provided by the organisers, but with valuable engines at

stake there were no quibbles.

The opening laps of the race provided an excellent battle for the lead between the two works teams, though Stuck lost nearly a lap early on due to a puncture and Baldi a similar time after colliding with a C2 car and having the nose panel changed. Klaus Ludwig joined the battle, though his Joest Porsche has not yet been tuned finely enough to be a race leader, and the Brun team Porsches were again disappointing (especially Oscar Larrauri's, which broke its exhaust manifold on the opening lap, and retired).

The Jaguars seemed to have a slight edge over the Porsches, and were running more economically too, but midway through the race Porsche's challenge fell apart. Bell had a rare incident when following Giacomelli's Liqui Moly Porsche, a five-car train having to brake hard at a chicane to avoid a backmarker. Bell suddenly buried himself right up to the windscreen under Giacomelli's car, spun, and made a stop to have the Porsche checked. That, and the earlier puncture, put him two laps down.

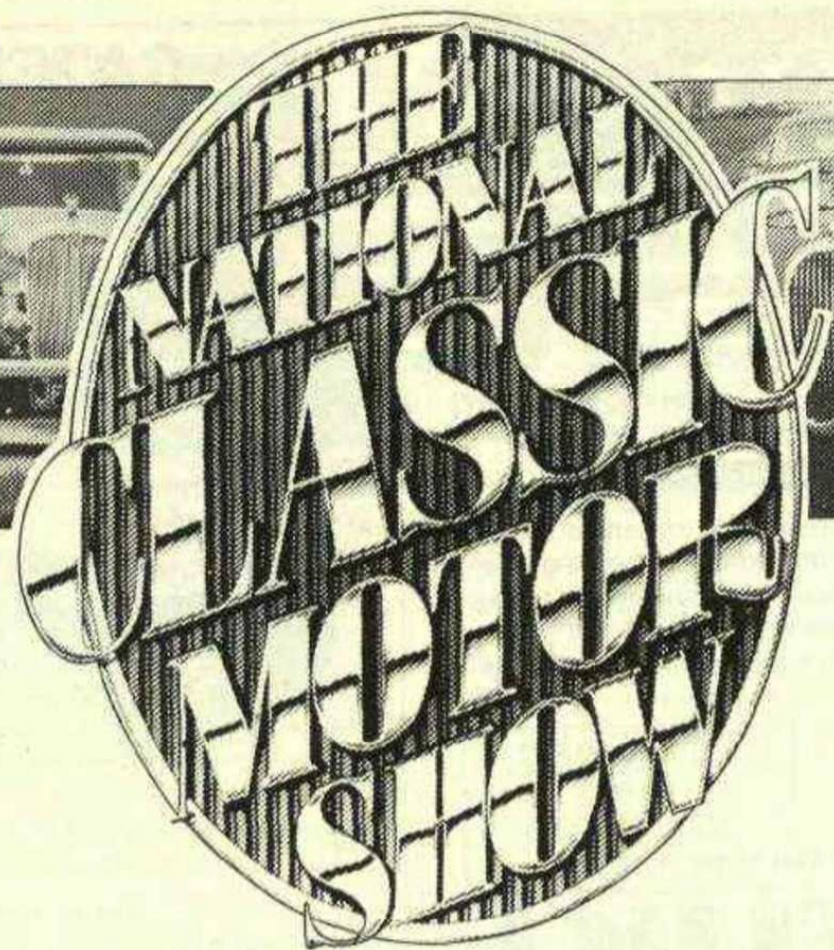
A piston broke in Ludwig's car at half distance, and then the Mass/Wollek Porsche was in the pits for 23 minutes having its turbocharger changed, leaving the Silk Cut Jaguars unmolested.

Despite the arrival of some attractive newcomers to the C2 class, most with turbochargers, the contest was again almost exclusively between Spice Engineering and Swiftair Ecurie Ecosse, and for the third time in succession Gordon Spice and Fermin Velez, in the Danone-sponsored Spice Pontiac, gained a narrow advantage over Ray Mallock and David Leslie. After six hours of racing at Jerez, Spice was 35 seconds ahead of the Ecosse, and after five hours round Monza Spice was 37 seconds ahead; races don't usually come much closer than that! MLC

RESULTS

Monza 1000km (173 laps), April 12

1st:	John Watson/Jan Lammers	7.0 Silk Cut Jaguar XJR-8	5hr 03min 55.37 sec
2nd:	Derek Bell/Hans Stuck	3.0t/c Rothmans-Porsche 962C	171 laps
3rd:	Frank Jelinski/Jesus Pareja/Oscar Larrauri	2.8t/c Brun Porsche 962C	168 laps
4th:	Stanley Dickens/John Winter/Klaus Ludwig	2.8t/c Joest Porsche 962C	167 laps
5th:	Gianfranco Brancatelli/Massimo Sigala	2.8t/c Brun Porsche 962C	165 laps
6th:	Jochen Mass/Bob Wollek	3.0t/c Rothmans-Porsche 962C	159 laps
7th:	Gordon Spice/Fermin Velez	3.3 Spice Pontiac DFL C2	156 laps
8th:	Ray Mallock/David Leslie	3.3 Swiftair Ecosse DFL C2	156 laps
9th:	Hervé Regout/Joël Gouhier	2.6t/c Cougar-Porsche	142 laps
10th:	Helmut Munda/R. Seher/D. Heinzelmann	3.5 URABMW C2	142 laps



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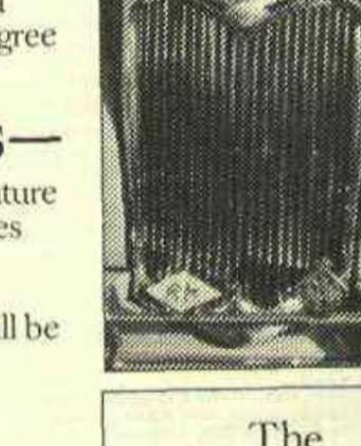
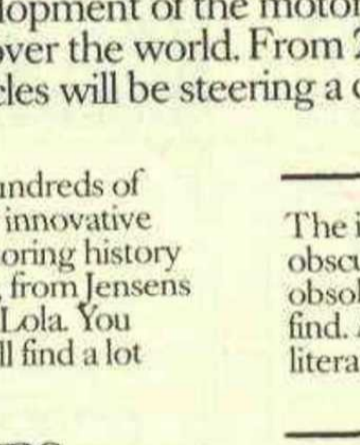
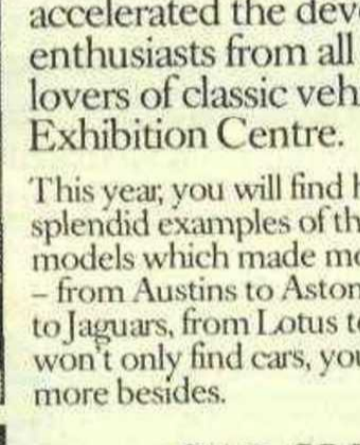
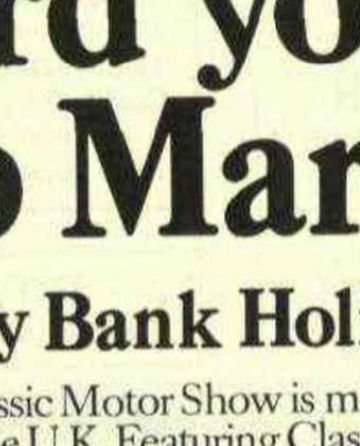
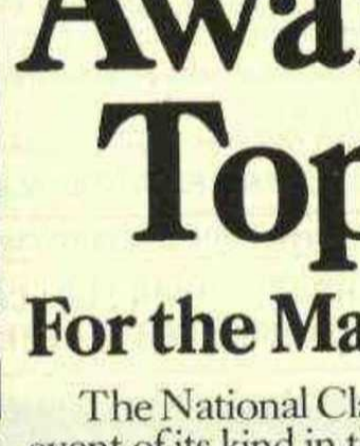
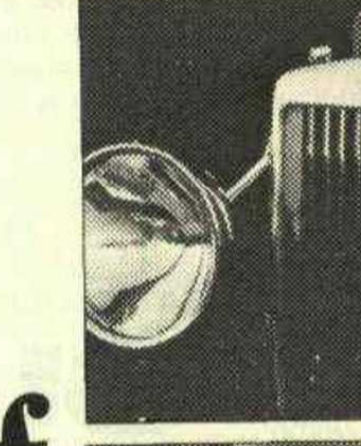
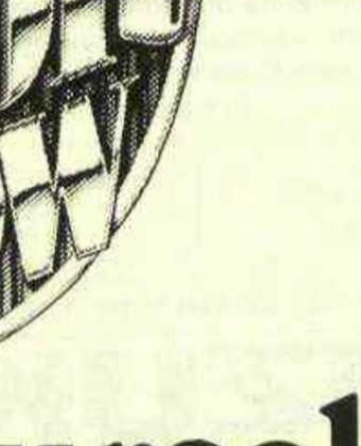
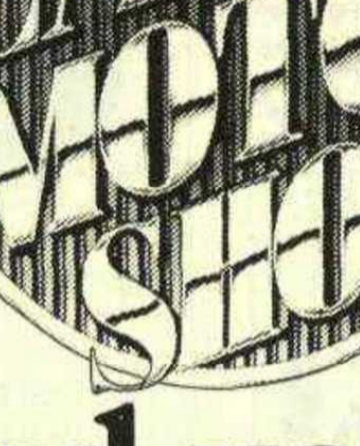
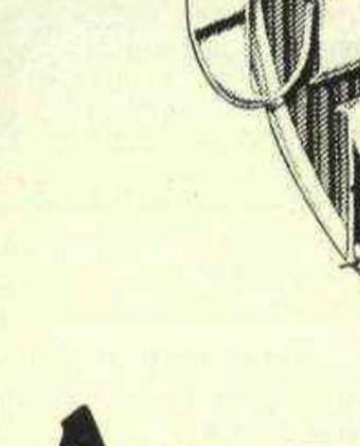
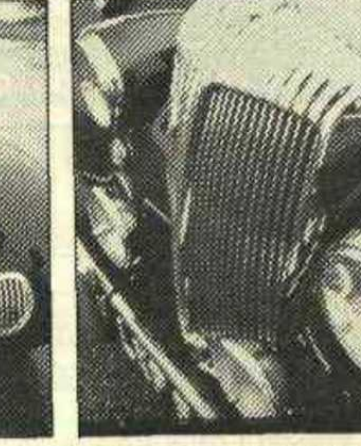
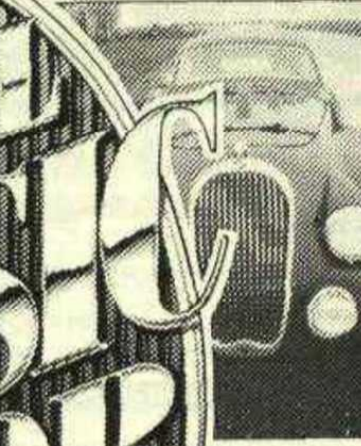
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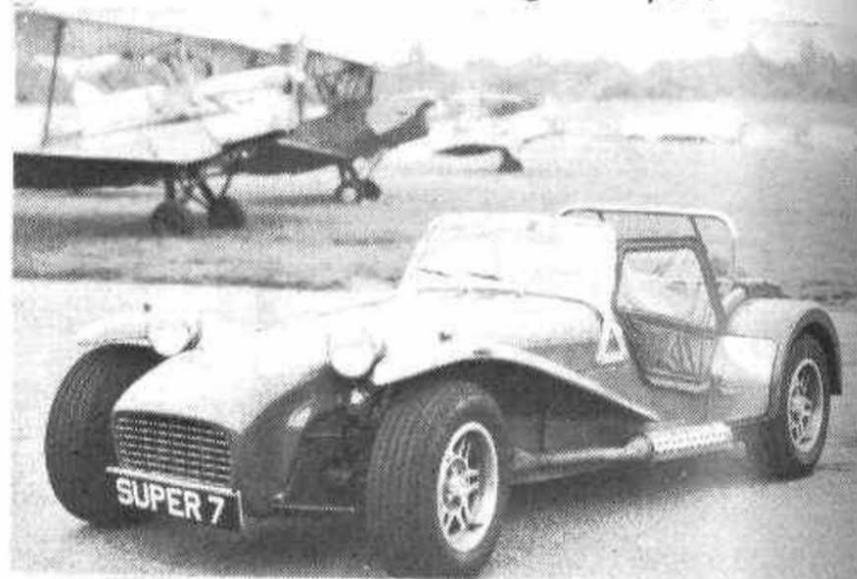
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LETTER FROM DSJ

Dear AH,

We take the telephone and the postal services very much for granted, though some people grumble about them, but life would be very dull without them. Most days there is something interesting in the post about racing cars or racing, and when I manage a day at home in the workshop there are usually two or three phone calls; about racing cars and racing naturally.

In one week the communications from the outside world to my Hampshire Hideaway scored letters and phone calls about Alfa Romeo, Mercedes-Benz, Maserati, Alta, Porsche, Delahaye, BRM, Bugatti, Tyrrell, Williams, Ferrari, McLaren, Lagonda, Riley, MG, Frazer Nash and BMW. Never a dull moment, and people still ask "What do you do when there is no Grand Prix racing?"

There are fellow enthusiasts who are into classic cars who get letters and phone calls about Jaguar, Aston Martin, Triumph TR, Austin, Morris, Ford, Fairthorpe, Nash Metropolitan, Doretto, Hillman Minx and so on; or veteran enthusiasts who are involved in de Dion, Daimler, Humber, Panhard, Benz and so on. The ramifications of the motor vehicle are enormous and there is something for everyone. I suppose if I had grown up being interested in postage stamps life would be equally full and absorbing, if not quite so active.

Among the many letters was one from Paul Frère about that closed-circuit lap record set up at Nardo by Mercedes-Benz which I mentioned recently, and on which Karl Ludvigsen corrected me in our correspondence pages last month. I said that the C111 Mercedes-Benz was Wankel-powered and Ludvigsen pointed out that it was not but had a turbocharged V8. Paul was involved with record breaking with the Mercedes-Benz C111 record car when it was powered by a diesel engine in 1978 and took the 500km record at 199.9mph and the 12 hours at 195.4mph.

The C111/3 had a frontal area of 1.47 sq metres, a cd of 0.183 and the engine developed 230bhp. For the closed circuit lap record of 251.02mph the car had a blunter front end, with a large tray-shaped wing at the front to give more down-force and small, low-positioned wings on each side of the body at the rear. These wings were asymmetrical, providing more downforce on the left-side to compensate for roll on the Nardo track banking which is designed for "hands off" driving at 150mph. At over 250mph there was considerable side-force being generated. On the diesel-engined version at 200mph there were no aerodynamic aids, they merely used stiffer springs on the right-hand side.

Dr Hans Liebold drove the C111/IV when it set the 251mph lap of the Nardo track and the V8 engine was a production iron-block unit, as used in the 450 SE cars at the time (1979) which had been bored out to give 4.8 litres with two KKK turbochargers. It gave

Pre-Selectors

500bhp and was effectively the fore-runner of the aluminium-block V8 used in the Mercedes-Benz Sauber Group C car. In spite of the down-force aids on the C111/IV its cd was fractionally better than the diesel car, at 0.182, which suggested that had they used the blunt nose earlier the diesel records would have been set at over 200mph.

My confusion probably came from living in the past, because the original C111 experimental Mercedes-Benz was used for testing 3 and 4-rotor Wankel engines. What is interesting is that Daimler-Benz AG in Stuttgart may not be in racing these days, but their Research and Development Department are very much in touch with the high speed world of today and tomorrow. When they set their sights on the closed-circuit lap of 251mph they were actually aiming at 400kph (248mph). I would imagine their next objective would be 500kph (310mph), not 300mph.

Another very interesting letter from someone who knows what he is talking about was from W R G (Bill) Morris who races "Hanuman", the ex-Bira/Chula ERA, and had the honour of rebuilding and racing "Romulus", Bira's first ERA. In my book on the Maserati 8CM number 3011, which has just been published, I got in a muddle over the gearbox Whitney Straight had installed.

I have driven many cars with pre-selector boxes, and they are great fun and so simple to use; you pre-select your gear with a quadrant lever but nothing happens until you press and release the left pedal, which on most cars is connected to a clutch. On a pre-selector the pedal is coupled directly to the gearbox and operates on the friction band selected; this band clamps onto a drum containing sun-and-planet gear wheels and the drive from the engine goes through this set.

You select second gear on the cockpit quadrant, the mechanism pre-selects the next set of sun-and-planet gear wheels, and to change up into that ratio you merely press and release the "clutch" pedal. Changes are almost instantaneous and totally silent; you cannot make a noise on a pre-selector box, but you can destroy it by abuse, like anything else.

This mechanism was invented by a Mr Wilson and a number of firms made gearboxes to Wilson patents, including Armstrong Siddeley, ENV, Talbot, Lanchester and Daimler. I have never understood the complications of all these firms and Mr Wilson's patents, and said that the Straight Maserati used an ENV/Wilson box.

Bill Morris, who knows about these things having overhauled and rebuilt many pre-selector boxes, especially those used in ERAs, has now made it all quite clear to me. Armstrong Siddeley made special racing

pre-selector boxes, using Wilson patents and the Maserati in question has one of these.

Bill says in his letter: "if you had cleaned you spectacles and looked closely at the brass plate on top of the gearbox you would have read 'Armstrong Siddeley to Wilson patents' . . . and another plate which gave the instructions that it was not to be messed about with by idiot grease monkeys, but sent back to 'Um Tum Tiddeley' for overhaul and repair."

These racing gearboxes are recognisable by their elektron castings and were used by ERA, HWM and Connaught. They could transmit up to about 280bhp. Armstrong Siddeley made bigger versions which could cope with 450bhp, all of which will make the present-day Grand Prix gearbox designers smile when they look at their gearboxes which have to transmit over 1000bhp.

Shortly, after Bill Morris' informative "correction letter" about the Maserati book, a letter arrived from Austria. It was from "Lofty" England, late of Jaguars and now retired in the gentle and friendly Austrian countryside. He was a mechanic in the Whitney Straight team in 1934 and worked on the Maserati 8CM about which I have written, and was most helpful with my research into the car's history.

He was quick to point out that the gearbox was an Armstrong Siddeley-built one, not an ENV, and also mentioned that Whitney Straight sold one of these special racing gearboxes to Nuvolari in 1934 for his new Maserati (chassis no 3018). "Lofty" said: "The first time I met Nuvolari was at the Nice GP in 1934, when I had to go along to his pit to see if he was happy with the pre-selector box and to make sure it was set up properly."

Another letter about the Whitney Straight Maserati came from Dan Margulies, about his last win with the car in historic racing. This was in 1961 at Silverstone at the BRDC International Trophy meeting and Dan's letter said: "The BRDC presented a nice cup, which is sitting in my office as I write to you."

An agreeable letter arrived from Brian Redman in Florida, USA, who is running an American-owned Porsche agency and still driving in various races and Historic events. He is driving a new Porsche 962 in IMSA racing and said he was "still having a great time — being paid to have fun!"

He added that a sobering thought was that he was 50 years old in February and has been racing for 29 years, but he hadn't figured out why he didn't make enough money as a professional racing driver to retire to Monte Carlo! I always put Brian Redman in the same category as Derek Bell. Motor racing enthusiasts. They'd get bored lying around a swimming pool with the "beautiful people".

You and I would as well!

Yours, DSJ



Ford declined to send a team to Portugal, after last year's spectator tragedy, but Joaquim Santos drove this privately entered Sierra Cosworth.

The Monte Carlo and Swedish rallies, first two rounds of the 1987 World Rally Championship, gave a clear demonstration of at least one effect of the prohibition of Group B cars and the switch to Group A by teams making serious bids for the championship. The drastic reduction in power and the increase in weight made cars visibly slower, which was only to be expected, although some people expressed disappointment that the change had detracted from the excitement and spectacle of the sport, a view we do not entirely share.

A less obvious but equally pertinent effect was the reduced strength of the cars. Bodywork and crew protection are substantially stronger on the Group A cars, but items such as suspensions and transmissions can no longer be made as beefy as they were in Group B.

This effect did not manifest itself in the first two rounds of the year as they were both on smooth roads, but the Portuguese Rally was an altogether different proposition and the comparatively fragile Group A cars did not take too readily to the rough roads.

Ease of servicing was also affected, for it takes longer to change certain components on a Group A car than on a much-modified Group B car. The development of Group B was not confined to increasing power, strength and reliability — equally important was the

Group A Shows its Fragility

facility to replace parts such as gearboxes, axles and suspensions without undue delay. The components of Group B cars were therefore engineered so that they could be replaced quickly, but this is not yet the case with Group A cars.

The Portuguese Rally provided the first opportunity for Group A cars to be put to the test on rough roads in the heat of competition, and the outcome for some teams was both unexpected and disappointing. Mazda, for instance, the team which was victorious in Sweden, lost both its cars with transmission failure, whilst even the winners in Portugal, Markku Alén and Ilkka Kivimäki in a Lancia Delta HF, used up shock absorbers at such an alarming rate that the team's entire stock was used up and a further supply had to be flown in from Italy.

For some years, the opening stages of the Portuguese Rally were on tarmac roads in the region of Sintra, not far west of Lisbon. These

attracted such vast crowds that competing cars were faced with running the gauntlet between massed ranks of spectators eager to get so close to the passing cars that they could touch them as they went by. It was almost inevitable that a serious accident would happen, and it did last year when a car ran into the crowd, killing several people and injuring many others.

Until then, the organisers had not been too concerned about the spectator problem. Crowd control was virtually non-existent, and in any case they understood only too well that merely watching is not enough for Portuguese crowds; they want to join in!

But the outcry after this serious accident was so vociferous, and the unprecedented withdrawal from the rally of the leading professional crews so immediate, that for 1987 they were forced to take steps to lessen the risks to both competitors and spectators.

The notorious loop of stages near Sintra was

RALLY REVIEW



Markku Alén led for most of the rally, but his Lancia's mechanical frailty nearly cost him victory.

taken out of the rally, a guide to safe spectating published widely, and plastic ribbon put up along special stages to indicate the lines beyond which spectators were not allowed to pass. Alas, those ribbons were not always in the correct places, whilst some spectators ignored them and others regarded them as solid barriers behind which they would be beyond the reach of cars going off the road.

In place of the Sintra stages was one which used the racing circuit at Estoril, where cars left the start in "heats" of eight cars, at ten second intervals. Later a similar stage was held on a specially constructed road at Braga, using mixed surfaces rather than all tarmac.

FISA has referred to such tests as "Super-Special Stages", and even laid down standards such as complete spectator isolation and the provision of facilities for live television coverage. The implication was that this was something new, but of course such stages have been held in Britain for many years, the RAC Rally having visited Silverstone, Ingham, Castle Combe and Brands Hatch, to name but a few. The feed-on-feed-off system of running a circuit stage has even been used on the old motorcycle racing circuit at Mynydd Epynt.

Even in Portugal the use of a circuit stage is not new. The replacement of Sintra by Estoril was like turning the clock back to the event's early days, when the opening stage consisted of several laps of the banked oval at Jose Alvalade cycle stadium in Lisbon itself.

Despite efforts to persuade spectators that their own lives, those of competitors and even that of the rally itself would be in jeopardy if they stood in dangerous positions, this year there was again a fatal accident. On one of the northern stages a car went into a crowd of spectators standing on the outside of a bend, killing one and injuring several others. There was a delay while ambulances went in, but the

rally was not halted and there were no withdrawals.

However, some searching questions are being asked concerning the future of the Portuguese Rally and its status as a World Championship qualifier. FISA professes to be constantly in pursuit of improved safety standards, but much of its action in this respect is totally misdirected.

The shortening of overall distances, for instance, and those of individual stages, does nothing to improve safety. Whatever argument there was in favour of such reductions can no longer apply, for cars are now much slower and the need to lessen driver fatigue has gone. Furthermore, increasing distances would reduce spectator concentration, and that can only be for the good of the sport.



Argentinian driver Jorge Recalde reached the top ten in his Fiat Uno Turbo.

Neither Audi nor Ford sent their teams to Portugal, whilst both Peugeot and Austin Rover are still without suitable cars since their 205 T16 and Metro 6R4, respectively, were effectively banned.

It is interesting to note that Peugeot's legal action against FISA for prematurely ending Group B has succeeded. The action was based on the fact that Peugeot's enormous financial investment in their Group B cars was, at one stroke, reduced to total loss, and we gather that the damages awarded were of equally huge proportions, far higher than FISA could be expected to afford. Whether there will be negotiations between Peugeot and FISA for concessions, in return for a reduction of the amount of damages, remains to be seen. But if the regulations governing eligibility are changed again, further legal action from other manufacturers may result.

The main protagonists in Portugal were Lancia, Mazda, Renault and Volkswagen, rather a lean field of professionals compared with past years. Lancia and Mazda were expected to fight for the lead, for the VW Golfs were far less powerful and Renault operates on a slim budget and with a relatively small support organisation.

But it didn't turn out that way. Both Mazdas retired with transmission failures, whilst Lancia had so much trouble with shock absorbers that Renault came very close indeed to winning.

The route was divided into four legs, two of them further divided so there were six effective parts to the rally. As usual, that part of Portugal which is to the north of Lisbon was used, most of the action being concentrated in the central and northern part of that area. In all, there were 37 special stages.

Although the Ford team was not taking part, there were two privately prepared Sierra Cosworths from Britain for Spanish driver Carlos Sainz and Portuguese driver Joaquim

Portuguese Rally



Starring again despite brake and clutch failures was Kenneth Eriksson's two-wheel drive Volkswagen Golf GTi.

Santos. On the circuit stage at Estoril it was Sainz who took a marginal lead, but when the leaders emerged from the first dirt road stage over the mountain at Montejunto, Alén (Lancia) and Jean Ragnotti (Renault 11) had moved ahead to share first place. After one more stage, the Lancia driver was in front.

On the next stage the lead switched again to Ragnotti, and there were some very surprised faces indeed when the French team showed itself to be a match for the might of Lancia. But the situation did not remain for long; when the first leg ended after six more stages Alén was back in the lead — by just 17 sec —

and all three Lancias had been given new gearboxes.

Ragnotti had experienced failing brakes, Alén indifferent handling, whilst Salonen's Mazda needed both its centre differential and gearbox replaced. Ingvar Carlsson's second Mazda had its sumpguard removed in order to



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alleviate overheating — a risky remedy indeed, although there were no mishaps on this occasion. François Chatriot's works Renault 11 lost its alternator and its lights until the fault was traced to a broken wire, whilst Kenneth Eriksson had a substantial scare when his Volkswagen Golf completely lost its brakes on a fast, downhill section; he managed to keep the car on the road, but it was a very close thing. Later, the fault was traced to a loose bleed nipple. Sainz's opening heroics came to nothing when first his Sierra's shock absorbers overheated, then it shed a wheel, then stopped altogether with a defunct turbocharger.

Rain before the second leg made the going very slippery indeed. The Mazda suspensions left much to be desired, and both cars needed new gearboxes. Biasion's Lancia came to a stop when its engine unaccountably went dead, and no amount of pushing by spectators would get it going. Eventually, the suggestion came by radio that they should try switching

to the spare fuel pump, and when this was done the engine burst into life. The need to have the broken pump replaced at the next service point meant that there was no time to have new suspension parts fitted, and urgency turned to near chaos when Kankkunen arrived with a broken front strut.

Ragnotti's brakes were still poor, whilst Eriksson had a strut seize completely, which resulted in the car leaning at an alarming angle from then on. Salonen's transmission replacements did nothing to quell an ominous noise, which persisted even after a suspect half shaft was changed. Eventually, all drive vanished, and the car went no further.

Another to retire was Erwin Weber. Having put his VW Golf off the road and down a bank, he was being pushed back by spectators when another car promptly knocked it back down again, with no chance of getting away.

At the end of the second leg Alén's lead over Ragnotti was nearly two minutes, but

Lancia's shock absorber breakages had reached alarming proportions and already there were doubts as to whether there would be enough to complete the rally. And all the time Ragnotti was uncomfortably close behind.

Biasion, in the meantime, was plagued by an enormous problem when his gearbox jammed in second and there was no opportunity to have it changed. He had to complete no fewer than six stages in second gear before there was time for replacement, and by that time the inevitable overheating had affected the engine.

Lancia likes to have its support helicopter land immediately adjacent to service areas, so that its crew have no need to walk or be provided with ground transport. This was its undoing at the short stop in Regua. The pilot made an approach into a confined area between buildings, came to the hover, then manoeuvred backwards in order to leave enough space for servicing when the cars arrived. The aircraft got a bit too close to a parked pick-up truck and as it descended its tail rotor ripped through the vehicle's tailgate like a circular saw. The fairly new Squirrel helicopter was unable to fly again and it took another complete day before Lancia was able to organise a replacement.

In the meantime, Lancia's shock absorber problem had become serious, and Alén was obliged to slow down and make sure he avoided holes and rocks. Even when the fourth leg started, the new consignment of shock absorbers had not arrived from Italy, and Alén's dampers broke even on the short tarmac stretch at the start of the rough Arganil stage. His lead over Ragnotti dropped to four seconds, and concern gave way to alarm.

Finally the new shock absorbers arrived. Thus rejuvenated, Alén pulled out the stops, and wasted no time halting Ragnotti's advance and increasing his precarious lead to more comfortable proportions.

Carlsson had already gone out when his Mazda's gearbox broke, just as Salonen's had, whilst Eriksson lost his Volkswagen's clutch and had to make stage starts with the ignition key. Later, he went off the road and put a rear wheel badly askew, but nevertheless went on to finish an excellent third.

Biasion's troubles were by no means ended by new shock absorbers. A petrol pipe came off, then he collected a puncture, and then broke a driveshaft. As if that were not enough his steering broke, and the whole lot cost him 29 min in road penalties. However, when his car was healthy his times were excellent, and he was fastest on more stages than anyone.

Lancia's lead in the championship has now extended to 27 points over Mazda, whilst all three leading drivers in the category are Lancia men — Kankkunen, Alén and Biasion in that order. The next round is the Safari, but Mazda is not going to Kenya, and Lancia is only sending one car, to be driven by local man Vic Preston Jnr.



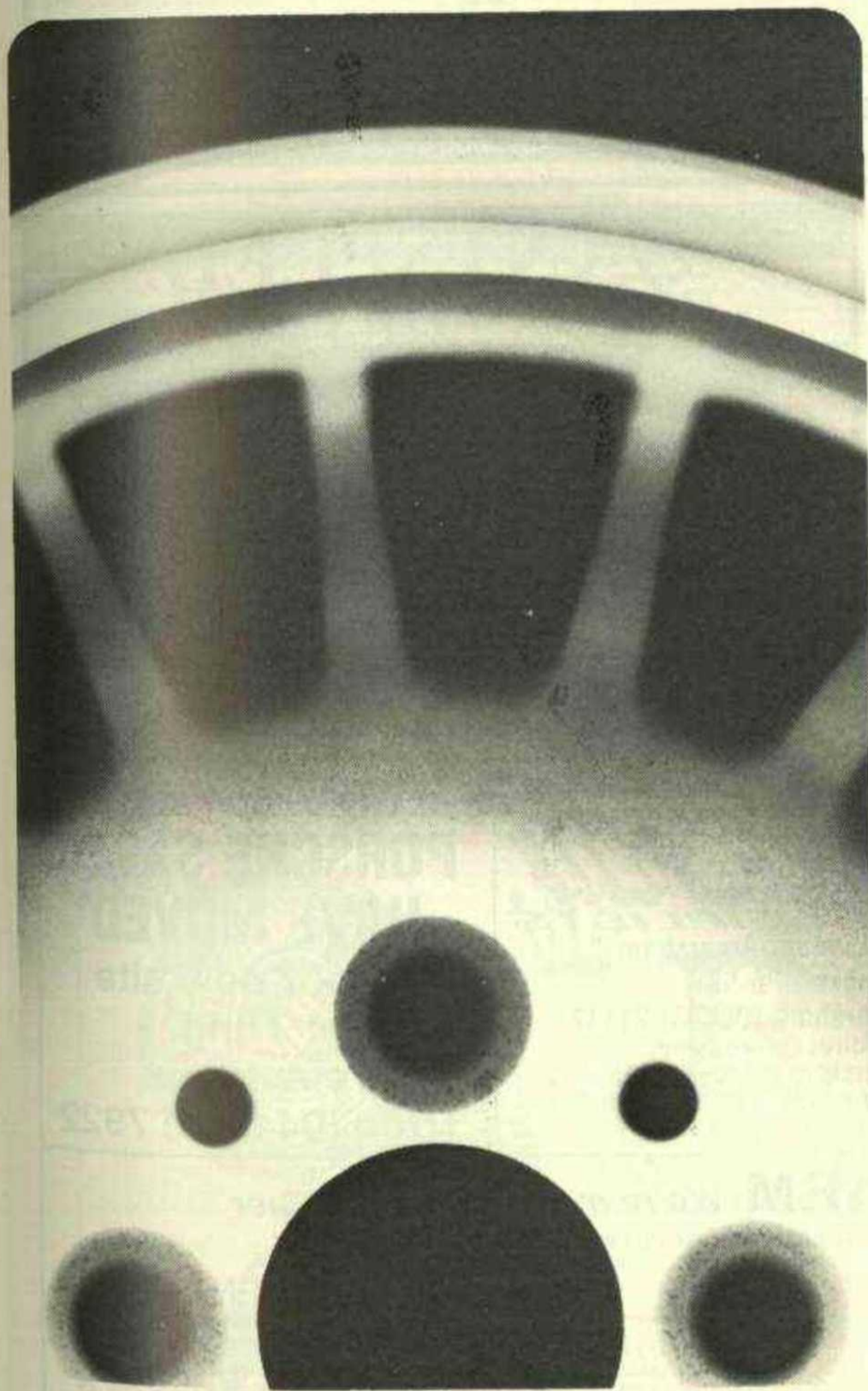
Jean Ragnotti's two-wheel drive Renault 11 Turbo was a surprise early leader and finished second.

RESULTS

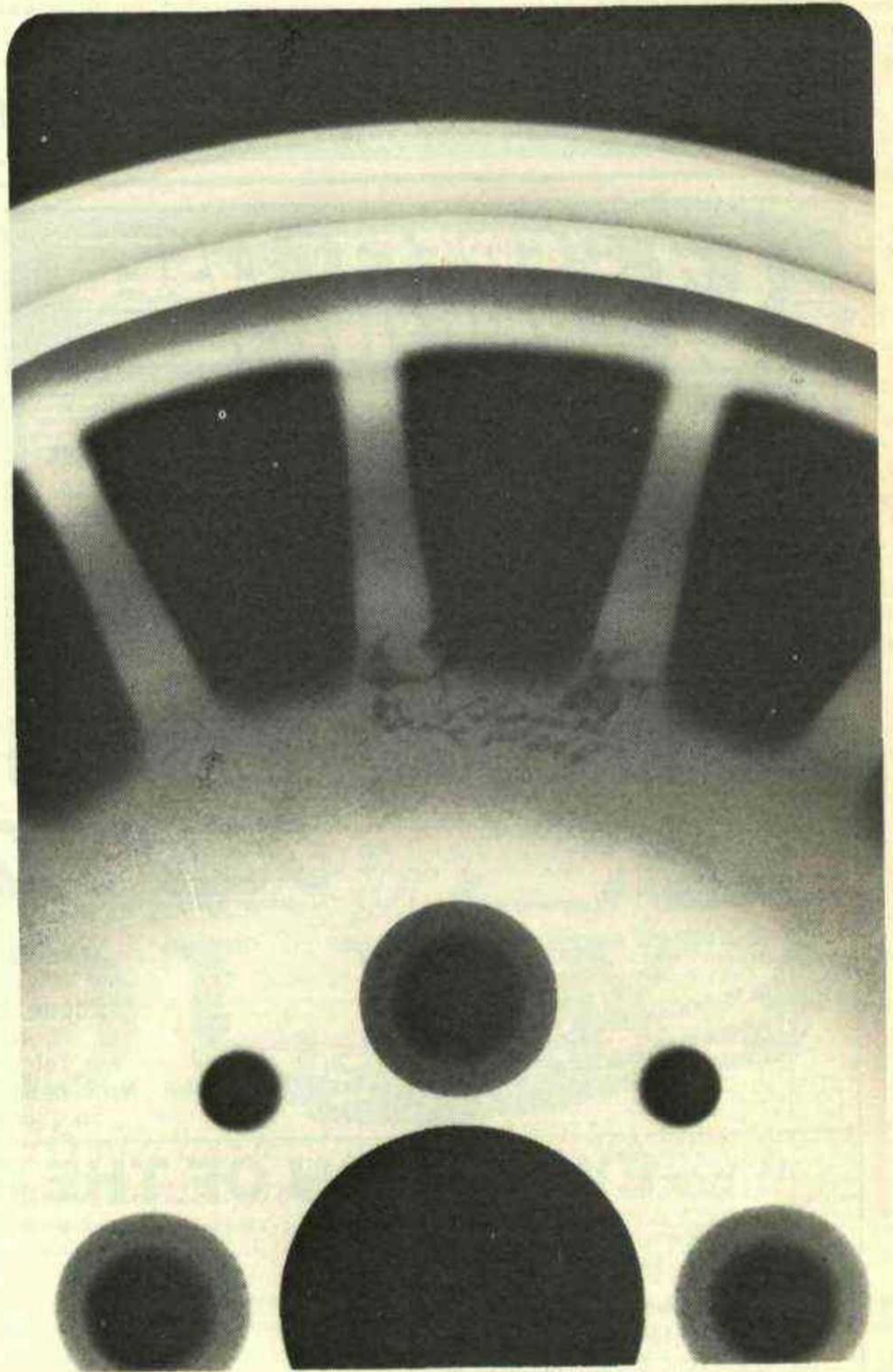
Portuguese Rally, March 10-15

1st:	Markku Alén (SF) / Ilkka Kivimäki (SF)	Lancia Delta HF4wd, GpA	7h 09m39s
2nd:	Jean Ragnotti (F) / Pierre Thimonier (F)	Renault 11 Turbo, GpA	7h 12m32s
3rd:	Kenneth Eriksson (S) / Peter Diekmann (D)	Volkswagen Golf GTI, GpA	7h 14m37s
4th:	Juha Kankkunen (SF) / Juha Piironen (SF)	Lancia Delta HF4wd, GpA	7h 20m46s
5th:	François Chatriot (F) / Michel Périn (F)	Renault 11 Turbo, GpA	7h 25m14s
6th:	Georg Fischer (A) / Thomas Zeltner (A)	Audi Coupé Quattro, GpA	7h 29m07s
7th:	Rudolf Stohl (A) / Ernst Rohringer (A)	Audi Coupé Quattro, GpA	7h 38m18s
8th:	Massimo Biasion (I) / Tiziano Siviero (I)	Lancia Delta HF4wd, GpA	7h 44m05s
9th:	Joaquim Santos (P) / Miguel Oliveira (P)	Ford Sierra Cosworth, GpA	7h 52m59s
10th:	Jorge Recalde (RA) / Jorge del Buono (RA)	Fiat Uno Turbo, GpA	7h 55m09s

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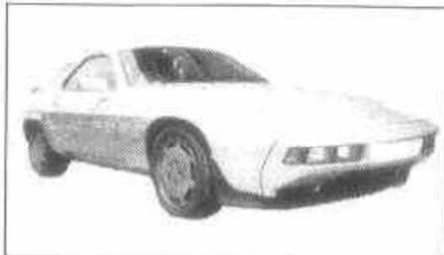
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P.S. Has anyone got a photo of the original Iver site? It's long since demolished.



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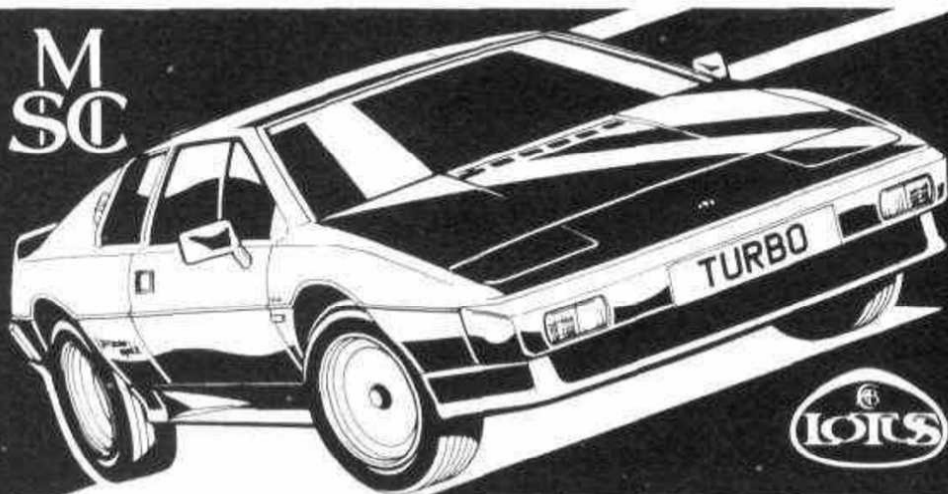
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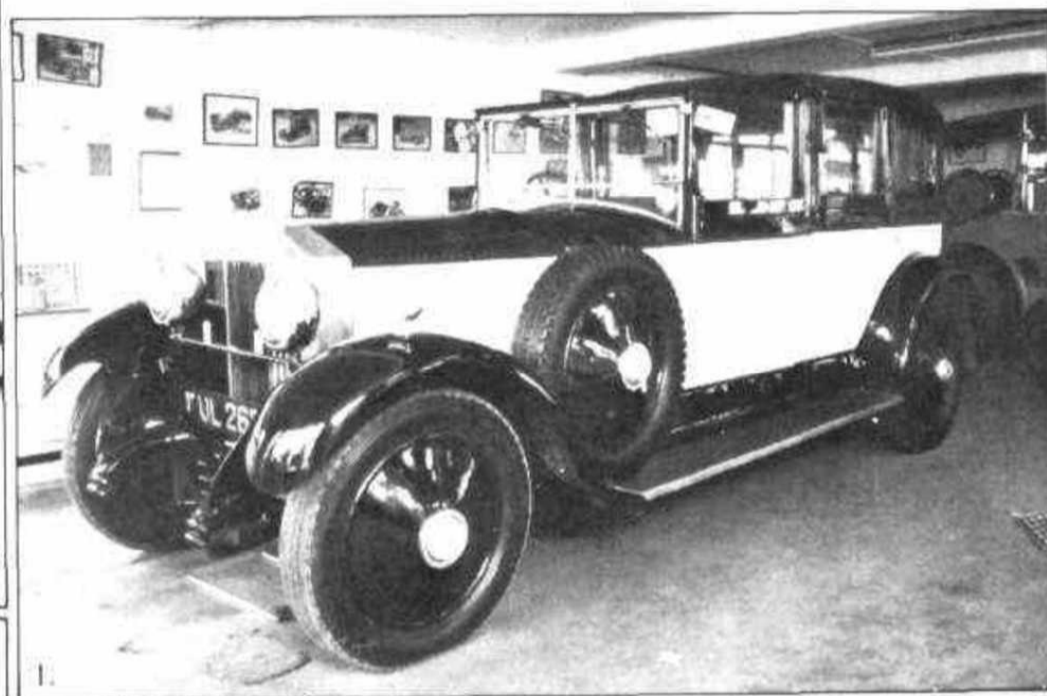
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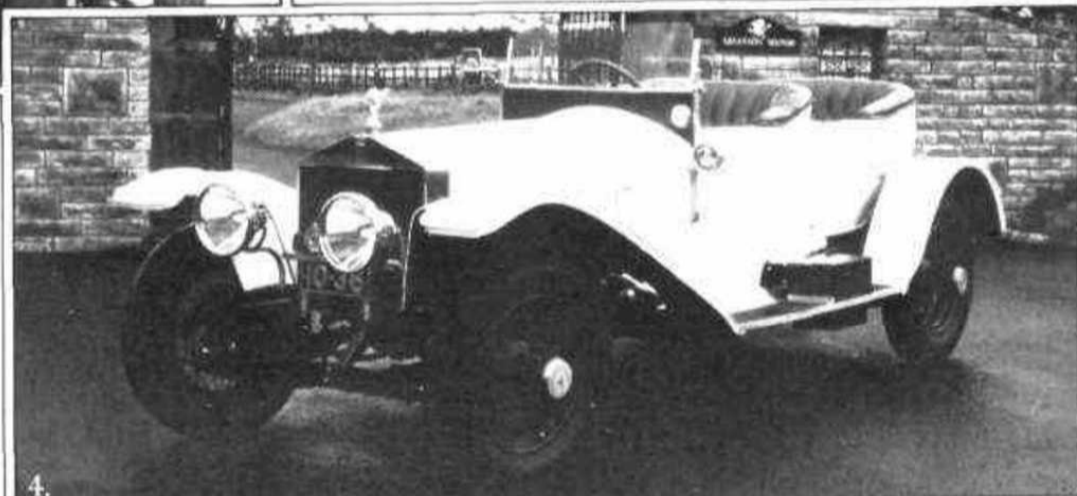
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ROAD TEST



Despite its size, BMW's latest model has an elegant profile which belies the fact that it is a generous five-seater.

For Sporting Sybarites



Rosewood strips reinforce prestige air of typically BMW cabin.

Thank heavens I can now purge my conscience of a long-held secret, a secret made all the more easy to confess thanks to the profile of the new BMW 735.

You see, I always thought that the old 7-series BMWs were saddled with one monumental handicap; oversized rear ends. They always put me in mind of a good-looking girl whose hips were too big. My colleagues tell me that is a sexist remark and, if it is, then I'm sorry. But that is how I felt about the displaced range of Munich's biggest saloons. Fine from the front, but too tubby from the rear.

However, when I first set eyes on the new 735 I came over quite dewy-eyed. It had the same effect on me as a snatch of a long-forgotten, yet somehow familiar, piece of music — a curious after-taste which left a lingering glow.

I admire the Mercedes 560SEC and respect the Jaguar XJ6, but, from a purely visual point of view, I don't think I've got quite so excited over the looks of a big saloon car since I was a kid. Somehow, while Stuttgart continues to plough its own distinguished, if lofty, furrow and Coventry tinkers with a 20-year-old profile, BMW has somehow managed to put its design finger on something quite elusive and subtle. An exciting new shape in saloon car motoring.

Of course, the 735iSE is something of an interim model in the eyes of many enthusiasts. Its six-cylinder engine has done yeoman service in various sizes over the years, but the pinnacle of the range will be the yet-to-be-announced 750 5-litre V12 which is scheduled to become available on the UK market at the

BMW 735iSE

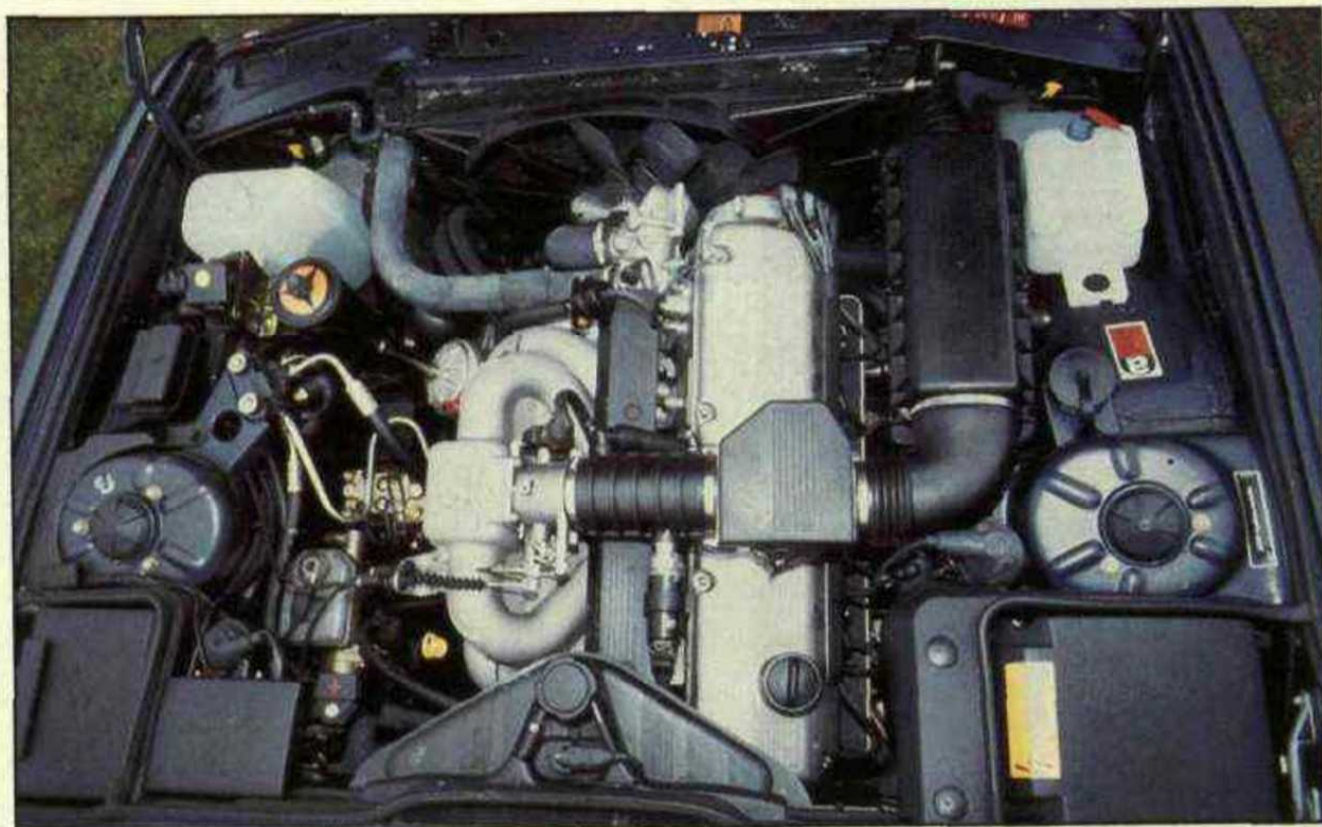
end of the year. Yet there is no way anybody could accuse BMW of skimping in any way on its smaller-engined models.

The 735i and the 735iSE are the first two models from the 7-series range to arrive in this country. By the time these words are read, the 730i and 730iSE should be available, followed by the 750 in just over six months. The launch of the 7-series in this country has been heralded by an extrovert television and poster advertising campaign in which BMW emphasises that the new car has cost somewhere in the region of £700 million in development.

BMW(GB)'s Managing Director has described the 735s as "the car for the sporting sybarite". A neat, and not altogether inappropriate piece of alliteration: its all-round ability as an agile and secure high-speed limousine makes it a strong contender in the upper echelons of the luxury saloon market.

In producing this car, BMW was replacing a range of models which had been on the market for a decade. The old 7-series had its supporters, but it never quite cracked the Mercedes market in terms of its perception. On the basis of our week with the 735iSE, Stuttgart should be concerned about its new rival from down the autobahn.

With a mere 250,000 cars per year out of a total production of thirty million catering for the lucrative upper segment of the market,



A straight-six today, a V12 tomorrow.

BMW has obviously done a tremendous amount of homework on the new 7-series, and it shows. To that end, the first 400 production models never reached the public; they have been driven only by BMW staff in order to check for possible faults. Once this test period has finished, they will be destroyed.

One of the 735iSE's much-touted qualities is its silence. BMW acoustic engineers developed new techniques to ensure that this goal was achieved although, while there is no doubt that the 735i is very refined indeed, I was aware of some wind noise at high speed (perhaps rather more than I expected),

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ROAD TEST



BMW 735iSE

despite a new door seal design which incorporates an air tube. When the window closes, the displaced air presses the rubber sides of the seal more closely against the glass.

The BMW cossets its driver in a world of soft leather and tasteful instrumentation. In the past many people have been critical of the Munich marque for quoting a 'bargain basement' tax-paid price in its brochures, which does not accurately reflect the price of a representatively 'loaded' machine. Not so with the 735iSE.

Included in the 'basic' £24,850 price tag is anti-lock braking, power steering, central locking, electrically controlled windows, alloy wheels, tinted glass, trip computer, front fog lights, first-aid kit, rear seat head restraints, electric front seat adjustment, heated exterior mirrors, door locks and washer nozzles, headlamp wash facility and an electrically-controlled sliding roof.

The SE model we tested comes equipped with the four speed automatic transmission with "sport", "economy" and "manual" modes. It also has air conditioning, cruise control, rear seat reading lights, alloy wheels with TRX tyres, rear window blind and air conditioning. Its price is £31,750.

As a comparison between the three modes, the 735iSE covers 0-60 mph in 9.0 sec (sport), 9.1 sec (economy) and 15.8 sec (manual). That last figure is slow because in "M" the car automatically starts off in second; thereafter no auto-changes take place, and the driver can select ratios with the lever.

The six-cylinder 3430cc Bosch Motronic-injected engine has a familiar feel to it. Looking back to the first of the 3.5-litre units, you can appreciate just what a gradual process of refinement has been continuing over the past six or seven years. Smooth and willing to rev freely, this unit still retains a shrill metallic rasp at high revs, but this is in no way intrusive. All in all, it is suitably muted and deferential.

At low speeds the ride is a little on the choppy side, but this smooths out at over 60 mph to impart an overall feeling of snug stability. Ride quality is excellent, the handling firm enough for the car to be thrown around with considerable élan, yet in no way harsh enough to compromise the limousine side of its nature. If there was one aspect of the 735iSE to attract mild criticism, it was the super-sensitive steering.

In confined spaces which require large

fading quite dramatically after emergency stops from high speed. But the sheer consistency of the four-wheel disc set-up (ventilated at the front) combined with the magic of ABS made the 735iSE "bullet proof" in this respect.

Shod with 225/60 VR15 radials, the 735i also has tremendous grip. Even on a slippery road, full-bore starts are handled superbly by the excellent independent rear suspension and the low-profile rubber. Delicately spoked alloy wheels enhance the car's overall chic image.

During the course of our test, the 735iSE averaged 19.8 mpg. This is certainly a very impressive figure, for while the automatic transmission was in "economy" mode for some of the time, there was also some very fast running at our Bruntingthorpe test track.

Not generally a fan of trip computers, I did like the driver's read-out immediately below the main instruments, which is activated by pressing the end of the left-hand steering column stalk.

The three-mode automatic transmission is controlled by a switch on the central console just to the right of the selector lever, and a warning light on the main fascia reminds you which mode you have selected at any one time. Best not to switch from economy to sporting mode under hard acceleration, though, as the sudden surge of revs imparts the same feeling that changing into second at 80 mph does on a regular manual box.

Internal appointments are lavish. The electrically adjustable front seats provide excellent support, and more range than even we required. The heating is electronically controlled by two temperature wheels on either side of the fascia, determining temperatures for each side of the car. Air conditioning was an additional option on our test car, further enhancing its overall appeal.

In pure engineering terms, one cannot but admire the technology which has gone into this high performance luxury saloon. Claimed to be the first car in the world to use a brand new "ellipsoidal" headlight system, the first with anti-damage front bumpers, neat rear

Model: BMW 735iSE.

Maker: BMW GmbH, Munich, West Germany.

Type: Four-door five-seater saloon.

Engine: In line six-cylinder. 3430cc (92 × 86mm). 220bhp at 5700rpm. Bosch Motronic injection and management system.

Transmission: Three-mode four-speed automatic driving the rear wheels.

Suspension: (front) double-joint spring strut axle with displaced castor, positive steering roll radius and anti-dive characteristics. (rear) independent, trailing arms (swept back at 13°), anti-dive and anti-squat characteristics.

Brakes: Ventilated discs at front with single piston caliper. Non-vented discs at the rear with integral drum hand-brake. ABS anti-lock facility incorporated.

Steering: Power-assisted ball and nut system.

Wheels and tyres: 7J × 15in light alloy rims shod with 225/60VR 15 Michelin TRX radials.

Performance: 0-60 mph, 9.0 sec; 50-70 mph, 4.5 sec; maximum speed 141 mph.

Economy: 19.8 mpg. Estimated, 25.4 mpg (best).

Price: £31,750 basic, tax paid.

Summary: Another in the latest crop of high-quality, high-performance sporting limousines. Visually mouthwatering, its only fault is a slight lateral body movement which exaggerates normal minor steering adjustments at speed.

seat belts with upper anchorages at the centre of the rear seat back and bottom anchorages to the outside of the seat cushion, the 735iSE is a fine piece of hardware. Whether you rate it superior to its rivals from Jaguar and Mercedes is a purely objective view, depending on personal tastes, old prejudices and hardened preconceptions. AH



||| LUNCH WITH...

"The dividing line between honest genius and dishonest genius is very narrow. Colin

Schumacher struggles to get the joke at Murray's



INDUSTRY INSIGHT

Super- or turbocharging? Or both, for ultimate pick up and top end performance? What do the forced induction engineers foresee as likely developments to defend their high performance territory?

"There are strong indications that supercharging and turbocharging have a lot of life left in them as fresh sources of extra performance from the much-abused internal combustion engine." (MOTOR SPORT, March 1972).

For a magazine not generally given to prophecy the above passage was an unusual departure, but one which still seems to hold its value today. Although an increasing number of manufacturers have opted for the twin overhead camshaft, central spark plug, and quadruple-valve combustion chamber as their preferred route to performance in an emissions-conscious era, developments in both super- and turbocharging will ensure mechanical diversity amongst performance units of the nineties.

However, such variety will only be evident outside Formula One, because of the ban on forced induction from 1988. This is relevant to the road cars we discuss here because there is a natural element of knock-on F1 glamour which has helped widespread sales acceptance of KKK, Garrett AiResearch and IHI turbochargers.

When Grands Prix are totally devoted to four-valve-per-cylinder (or many more, if Yamaha's Japanese Formula Two success proves relevant) motors of Cosworth ilk, will the turbocharger lose its TV glamour? Or will the industry simply heave a sigh of relief that no longer can Messrs Hunt and Walker describe yet another smoking hulk of former High Technology as "definitely yet another turbo failure for XYZ racing..."

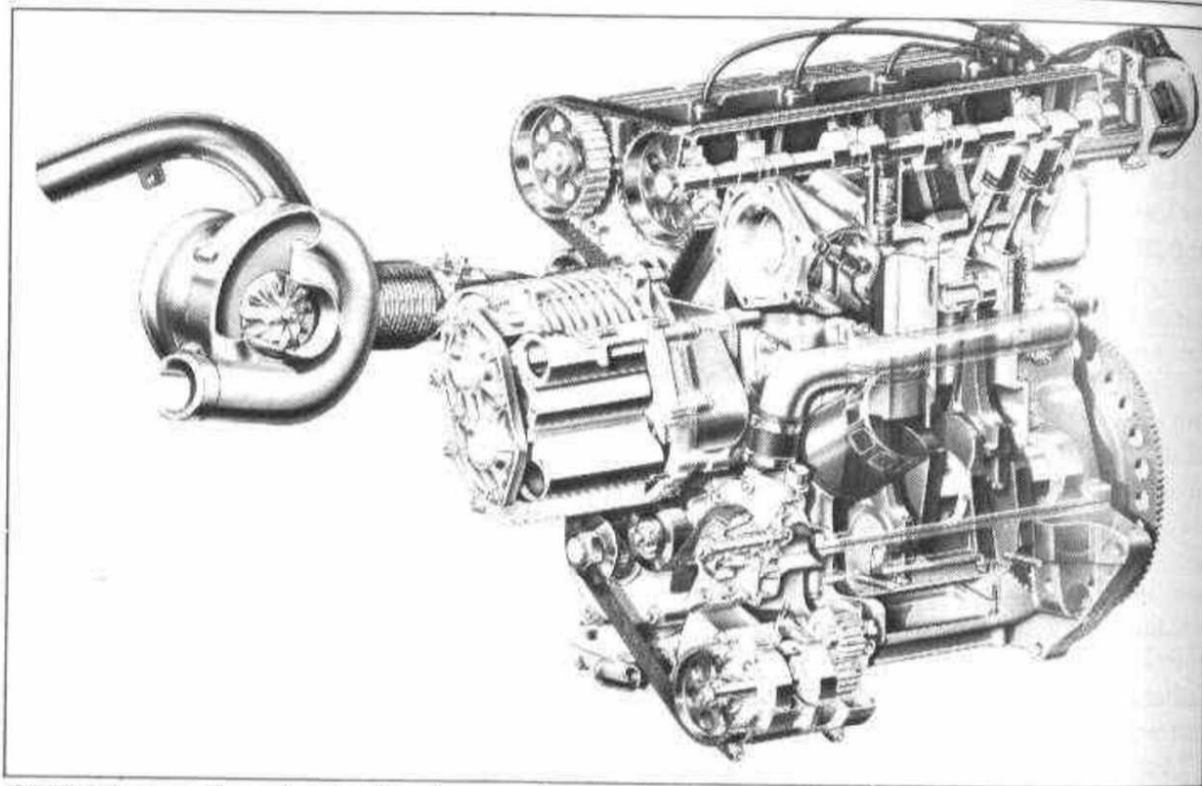
Today's turbocharging industry is very large scale business indeed. In 1985 Garrett AiResearch alone accounted for "approximately 1.2 million turbochargers, representing more than a 50% share of worldwide production." True, a lot go onto diesel engines rather than into the high performance market, but consider the following:

"Since 1978, over 250,000 turbochargers have been supplied to Saab from Garrett Automotive Ltd, the Garrett Group's UK turbocharger manufacturing operation. In August 1986 it produced its two-millionth turbocharger, a TB-03 unit for Saab."

That British manufacturing base has been at work since 1972 in Skelmersdale, Lancashire. It employs 630 to produce 350,000 turbos annually; in 1972 the output was just 3500. Now we can see why Skelmersdale was the subject of a £10,000,000 investment scheme announced last year.

British market cars to use Garrett turbocharging go through the alphabet and price possibilities, from Austin Rover (Montego and Maestro), via Bentley's enormous V8, to Volvo's surprising four-cylinder units.

Garrett defends its enormous worldwide



Old hat for aeroplanes but startling for a car, Lancia's turbo-supercharging scheme for the S4 rallycar.

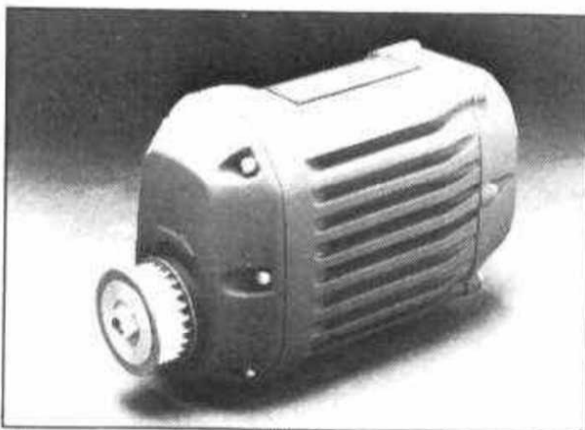
Deep Breathing

market share through 1300 dealer outlets, all controlled by their Torrance, California, HQ. This USA base is the area from which the Formula One turbos emerge, although Group A development work is done by local centres: thus the Ford RS types, including the evolution Cosworth Sierra RS, have been assigned to Skelmersdale.

Garrett itself is just one automotive division within Allied Signal Inc, the others including brand names such as Bendix, Fram and Autolite.

Late last year Garrett vice-president Paul Craig, responsible for business development and future product planning, told me how Garrett planned to meet the challenge of the new ceramic turbocharger generation in Japan. I also asked him to comment on the stated intention of turbocharger stalwarts Renault to produce 16-valve cylinder-head designs without turbocharging. Did this not pose a long term threat to international turbocharger sales?

Mr Craig smiled affably, and if he was



The neater and more efficient Sprintex may usher in a new era of mechanical supercharging.

worried about the future he certainly managed to keep that fear contained. "I'm confident about our future, we're right at the cutting edge of turbo development. I think we can not only continue to supply 50% of the world market for turbochargers, but also aim for 20% growth!"

Craig acknowledged that Nissan already sold ceramic rotor turbochargers to the public, but like many other industry observers he noted that sales were confined to the Japanese market in 1986. In broad terms he expected turbocharger development to concentrate upon ceramic rotors, "electronically controlled variable-nozzle turbine housings" and lightweight metals. Tomorrow's turbos would be smaller and feature "dramatically improved responsiveness."

The company said that such improvements "are being tested by many of Garrett's customers and may be used on production vehicles before 1990."

More specifically, Garrett's work is aimed at cutting over-publicised "turbo lag". In racing this can be simply a driver's excuse, whilst on the road most sensitive drivers have little difficulty in extracting the best from current electronically-managed units.

However, to meet the instant response of the 16-valve machines from Toyota, Honda, Mercedes and BMW, the turbocharger industry seems to be pinning its faith in the lighter ceramic rotor. Garrett comments that "substituting ceramics for conventional alloy-based rotors has shown improvements in vehicle acceleration of up to 20%."

Garrett expects its silicon-nitride ceramic to survive happily in the 1000C/190,000rpm environment of the turbo. Yet the primary

Forced Induction

appeal is that a lighter rotor will accelerate to boosting speeds faster than its predecessors, given that both are working on the same flow rates from the exhaust system.

The variable nozzle is one approach to the idea that the ideal turbo should adjust to the flow rate being provided from the exhaust. At low rpm a small nozzle would increase turbine inlet pressure with a corresponding bonus in gas velocity, but at higher speeds the nozzle area would be electronically increased so no restriction was imposed on exhaust flow.

I said this was one approach. The American military also funded research into varying the angle of turbine blades with the same exhaust gas speed benefits in mind. To my knowledge it showed promise on multi-litre diesel vehicles, but I have yet to see it applied to small petrol-fuelled engines.

The list of regular turbocharger users in 1987 makes an impressive contrast with 1978, the year in which Saab popularised the high performance turbo in Europe and extended turbocharging beyond its BMW and Porsche base. For nine years ago there were only eight turbo cars listed on the world market; now there are more than 100.

However, the turbocharger is not without its detractors. Oddly enough the two leading power packs in Formula One qualifying come from manufacturers who rarely offer the public turbocharging: BMW and Honda.

BMW was a true European pioneer in racing the 2002 (1969) and selling the same model (1973-74) with turbocharging. Yet it confined subsequent turbocharged car sales to the previous 7-series (745i) or current turbo diesels.

Similarly, Honda offers the Japanese public turbocharging, but in Britain it stresses four-valve-per-cylinder similarities with its F1 car, omitting the turbo angle completely in its sales approach.

Honda and BMW are amongst the most respected engine manufacturers in the world, with Honda the versatile giant in comparison to Bayerische Motoren Werke. Both must believe the public is best served by the durability and economy aspects of the non-turbocharged power unit. Both have experience, wide experience, of turbocharging, yet it is not on their sales lists.

Significantly you also find Daimler-Benz outside the Turbo Club for petrol-fuelled cars, whilst manufacturers such as Toyota and Lancia have hedged their bets with superchargers as well as turbochargers.

As an alternative, superchargers are now showing signs of a production renaissance in Europe and Japan, but the numbers are still infinitesimal in Europe when compared to turbochargers. However, forced induction around a variety of engine-driven superchargers (as opposed to exhaust gas energy for the turbocharger) has improved efficiency.

MOTOR SPORT readers will be familiar with the fact that Roots principle superchargers tend to supply excellent low to mid-range

(say 1000-35000 rpm) torque and bhp figures, but their efficiency as air pressure pumps drops off as engine rpm rises.

Lancia tackled this deficiency on its 1.8-litre/450-plus bhp rallying engine by adding a KKK turbocharger to the Abarth-manufactured, rotary air displacement, Volumex supercharger system on the S4 Group B car. They got this to work with fearsome effect in World Championship rallying, and the roadgoing cousin (1.8 litres/250 bhp) was noisily effective too.

However, research into improving the supercharger's solo efficiency has yielded such promise that some major league operators are convinced of its future commercial merit. The Japanese multinational bank group Sumitomo (which also owns Dunlop) has signed an agreement with Clydebank-based Fleming Thermodynamics Ltd, to manufacture and market its Sprintex-branded unit.

Sprintex units work on the principle of twin-screw spiral compressors which revolve in precise proximity without touching. These Teflon-coated alloy-steel shafts produce claimed levels of thermodynamic and compression efficiency well beyond those of either Roots supercharging or turbocharging. The makers claim a "virtually flat" engine torque curve results, and that was my experience in a 1.9-litre Peugeot GTi. It would rev with typically "Pug" eagerness, but its forte was locomotive pulling power in fourth and fifth.

Fleming Thermodynamics is a 12-man outfit, and the precision demanded within the units limits production to a couple of examples per week. Sprintex may yet be another example of UK creativity being exported to achieve manufacturing success. However you can buy Sprintex-equipped conversions from a number of UK agents; the Peugeot I tried and liked was marketed as the

Lynx by Skip Brown Cars at Taporley.

It is not a requisite of supercharger research that you be one of the many smaller scale British operations which have kept faith with such systems over the years. Within Volkswagen's enormous R&D facility at Wolfsburg, where they measure operating budgets in units of a billion Marks, a lot of attention has been paid to the G-charger.

This engine-driven supercharger has been under development since 1978 "to overcome the poor efficiency of the pre-war Roots supercharger and the noise of the vane supercharger." It works upon the principle of eccentric spirals, one within the fixed alloy casing, the other moving within to generate air pressure.

At present 40mm spirals are used, thus the G40 name for 500 supercharged Polo GTs presently trickling onto the German market. A further 500 will follow for France, but VW does not foresee extensive production for the G-charger Polo at present. The Germans admit that the demands of developing their own electronic fuel and injection management, plus the precision engineering needed on a repeatable basis, delayed development far beyond expectation.

VW has developed larger capacity G-chargers, but 60mm seems to be the practical limit, serving a 1.8 or 2-litre power unit in place of Polo's 1.3 of 115 bhp. Initial independent reports seem to back up VW's claims of extraordinary performance — over 120 mph, 0-60 mph in around 8 sec, and 29 mpg in hard use — for the Polo G40 GT.

There is much production engineering yet to be completed before we see it in a truly popular VW such as the Golf. Lancia's abandoned attempts to popularise its Volumex-branded supercharger show that the public has yet to see supercharging as a true turbo alternative.

JW



Foremost in forced induction for many years, for both racing and road cars like this 25 V6 Turbo, Renault now plans to concentrate on unblown multi-valve technology.

Six-Pointed Star

Outwardly there is barely a clue to indicate any difference, but then that is never the Mercedes way of doing things. Just as your four-cylinder 200 saloon might easily be mistaken for your neighbour's faster and dearer 300, so the appearance of the six-cylinder unit in the compact 190 shell could pass unnoticed altogether, at least from the outside.

So far the attractive little 190 has been offered in three guises, all powered by widely differing four-cylinder engines: the basic carburettor version with 105 bhp, then the most popular, the 190E, fuel-injected to produce 122 bhp, and finally the Cosworth-developed E-2.3 16, sold in limited quantities as an excuse to go racing. The Cosworth remains the most powerful (188 bhp) and the most expensive of the small Mercedes at £22,600, since the newcomer slips neatly in below it to offer extra refinement for everyday motoring, rather than to upstage its prodigious performance.

Transplanted straight from the bigger 260E saloon, the six displaces 2599cc, and like the 3-litre version in the estate tested last month, utilises mechanical/electronic fuel injection, with all auxiliaries driven by a single V-belt. While the power figure of 166bhp does not approach the Cosworth, the torque ratings are reversed, the bigger six boasting 188 lb ft against the four-valve four's 173 lb ft. This relative lack of torque is what spoils an otherwise brilliant performer: on the right roads the 2.3 16-valve excels, demonstrating its race breeding, but it is hard to progress smoothly through jammed traffic and towns.

Not so the new 2.6: this is a particularly relaxed unit, whirring in near-silence to its power-peak of 5800rpm and hitting the single-carriageway limit in 8.9 sec (add 0.1 for the auto). It does not feel especially rapid, a measure of the quiet and comfort inside, but a long journey is probably where the car will get into its stride.

The small saloon shares the complex five-link rear suspension of the mid-range cars, gaining thereby something of that limousine-smooth deportment, but with an extra responsiveness thanks to a less massive body.

There are no other changes to the interior: clear but unobtrusive dials complement large simple controls, including a single stalk on the left covering indicators, flash, and that fascinating and effective eccentric-sweep wiper which clears most of the flush-bonded screen (and which Jaguar would do well to copy). All Mercedes sold in Britain include the automatic device which instantly takes up any seat belt slack in the



event of an accident, and the famous airbag and ABS are optionally available on all models.

While mechanical refinement even of these compact cars is up to M-B's expected standards, the size compromise shows up both in the limited rear seat space, and the rather short doors front and rear. Yet it feels as solidly constructed as other Mercedes, and offers many of the same options, such as self-levelling rear suspension (although internally-adjustable headlamps are standard) and the electric memory seat system.

Minus options, but including the power steering and central-locking, the 190E 2.6 overlaps the range of middle-sized Mercs in price: the new compact weighs in at £18,000, which would buy a 230E with extras. So it cannot simply be the lure of a "cheap" Mercedes which sells the 190 range.

The appeal of the compact size must also be significant; yet, surprisingly, the 190 2.6 is actually 3mph slower, albeit at a respectable 134mph, than the larger car using the same size engine. Apart from the 2.6 badge, only wider slots in the front spoiler and the twin-exhaust pipe hint at the extra pair of pistons.

While the five-speed manual box allows decent progress to be made in an unfussed manner, the four-speed automatic is more reluctant: even in "sport" mode it is over-keen to change up, and slow to kick-down, with a bit of a pause before speed begins to build.

But fitting the same box to the Cosworth 2.3 16, another new combination, has produced an altogether more satisfactory result: with a torque converter to keep the engine spinning at the right sort of speeds, the low-speed flaccidity disappears, replaced by a welcome flexibility. Inevitably, the auto loses the responsive edge which allows the driver to trim the attitude of the manual car with great accuracy, but it becomes a truly enjoyable sporting automatic, of which there are rather few.

GC

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ROAD IMPRESSIONS



Handsome and aerodynamic — Car of the Year Carlton in GSi clothing.

The Good, the Bad and the Ugly

Three separate slots in the Vauxhall range have each been topped with new high-profile performance variants. Most important of these is a 3-litre version of the newest Carlton, the GSi 3000, with a top speed of just under 140 mph, but the by-now very familiar Cavalier and Astra models both benefit from the development of a new range of engines which includes a 1.8 and a 2-litre.

Although essentially the same engine appears in both the Cavalier SRi 130 and the new 2-litre Astra GTE, there is a substantial difference in output: Cavalier sports 130 bhp (hence its new nametag) while poor old Astra GTE 2.0i makes do with 124 bhp, a variation which Vauxhall says is the result of different exhausts.

Torque, on the other hand, is tipped in favour of the GTE — at 127.6 lb ft it is a little below the Cavalier's 132.8 lb ft, but the bigger car needs to stretch to 4600 rpm to attain that, while the Astra peaks at only 2600 rpm, which radically improves its driveability.

Previously the 1.8-litre unit used in the GTE was harsh, noisy and inflexible, making fast journeys a trial. But driving the 2-litre car recently I was most impressed by the whole package; the chassis is unchanged, but the new-found willingness of the power-unit emphasises the crisp and stable gait of the little car. It is easy to change direction, and the

steering feels precise and responsive, while the improvement in flexibility makes the car more relaxing to drive quickly, and faster to boot. 0-60 mph has dropped a little to 8.7 sec, but in-gear acceleration has improved tremendously, with a maximum of 127 mph, while the buzziness has gone completely. At last the GTE is a serious rival to the rest of the GTi field, at £9499.

No new badges and only minor equipment changes accompany the new engine: there are new alloy wheels, what Vauxhall calls 'Lazer' trim inside, and foglamps in a deep front spoiler which contributes to the low drag factor of 0.30. But it still ain't pretty.

The company executive plumping for the £10,195 Cavalier SRi 130 will be able to see visible changes: redesigned front spoiler, side trim and rear lights, body-coloured mirrors, and the same alloy wheels as the Astra GTE. What he will not get, however, is the same class of handling as the GTE.

Being a heavier car, a 0-60 time of 9.5 sec is not unexpected. But I was taken aback, jumping from the predictable and foursquare Astra, to find how woolly the steering of the bigger car was under acceleration, and how unstable it felt under braking. This, allied to unrelenting understeer and a fair amount of roll, despite revised rear springing and gas dampers, made me quite content to return to

base. And that new front grille does the car no favours — it looks cheap and tacky.

But before the Vauxhall supporters club starts to write letters to these offices, let me praise the lovely lines of the new Senator/Carlton. Voted Car of the Year 1986, it is very recognisably a product of Wayne Cherry's GM design studios, using many of the elements to be found in the Astra — the family nose, the lipless wheel arches and partly-concealed rear wheel, the continuous rocker-panel treatment smoothing airflow over the wheels. But while I have never felt the Astra was a visual success, the greater size of the Carlton achieves a real modern elegance.

I was particularly struck by the interior styling: soft sculptural lines and a clear logical layout make this a satisfying car to sit in, with a quality feel which echoes the car's executive intentions. Driver comfort in the GSi's sport seats is augmented by the adjustable steering column and by a doubly-adjustable lumbar facility, while both front and rear occupants have height-adjustable belts.

The latest crop of essential extras comes with the Carlton GSi 3000, such as double-security locks, windscreen radio aerial, heated washer nozzles, trip computer, and electric headlamp levelling. And with a push-through boot which includes shackles for attaching luggage, this big five-seater saloon will also carry large loads.

Under the curving bonnet is a 3000cc version of the single-cam inline six from the Senator and Monza, producing 177 bhp and incorporating a clever vibration-damping flywheel. The result is an extremely smooth unit which, attached to a five-speed gearbox of light action, propels the big car past 60 mph in some 8.8 sec. A limited slip differential is standard.

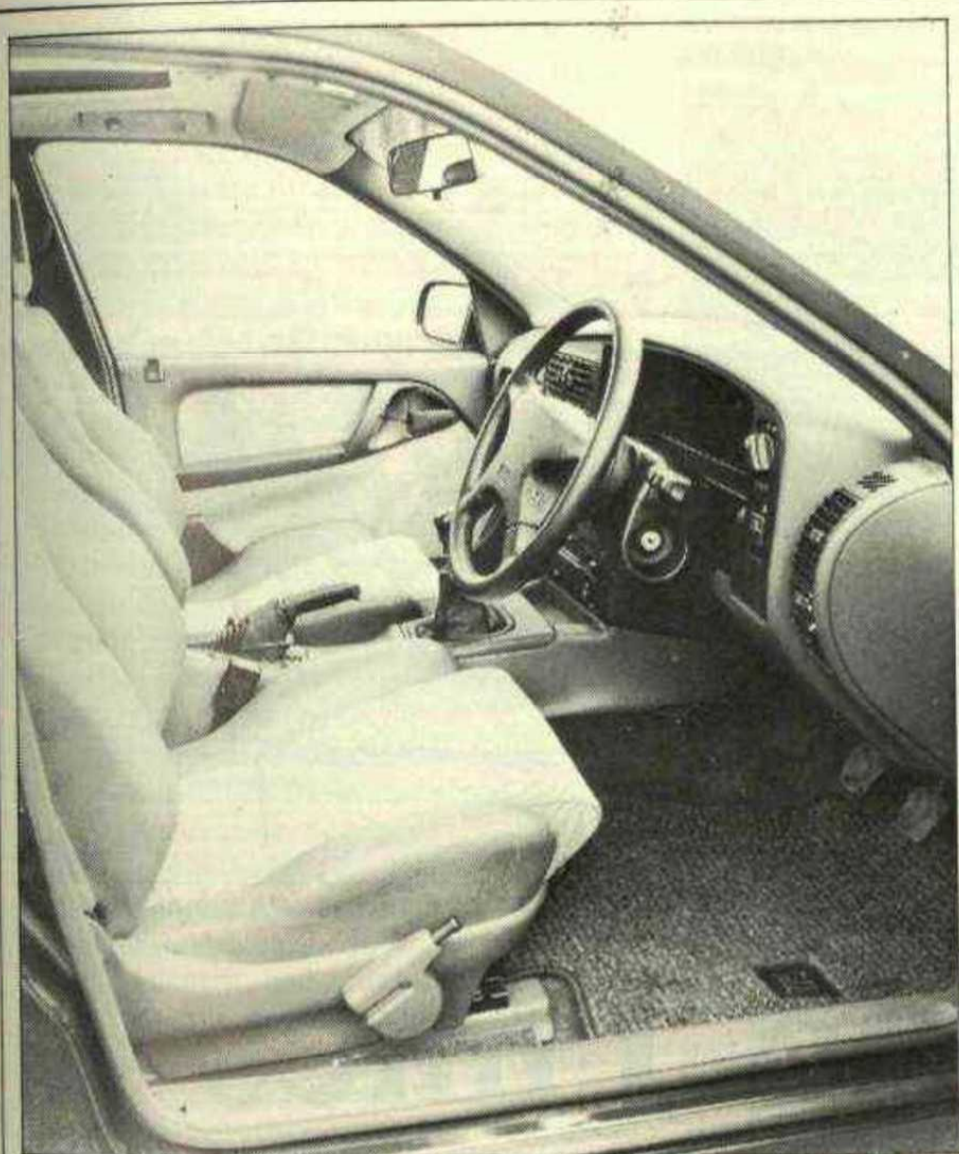
GM is the latest manufacturer to offer a degree of passive rear wheel steering as pioneered by Porsche on the 928. This reduces the likelihood of spinning by introducing rear wheel toe-in under certain circumstances, and GM labels this, along with self-stabilising compliance of the front suspension, as ACT, or Advanced Chassis Technology. For the GSi, the suspension has been lowered a full inch at both ends, springs and dampers uprated, and huge 11in ventilated discs installed at the front as befits a saloon capable of 140 mph.

It is a big car, but it has precise and impressive road-holding which makes it a pleasure to hurry even through the smaller roads, with not too much power-assistance to the steering, a good sporting ride compromise, and superb braking from the big discs (plus ABS, another "standard extra").

There is something of the look of a production saloon racer to the GSi, with its low suspension, rear aerofoil, and deep spoilers and sills, though a glance through the tinted windows at the leather-trimmed seats and wheel would soon dispel that comparison. The price is £16,999.

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Sporting Vauxhalls



Carlton cockpit — functional, attractive, and satisfying in use, with a quality air.



Second facelift for the Cavalier includes unappealing slotted grille. SRi 130 has deeper spoiler.



Finally endowed with the necessary zing, the Astra GTE has become twice the car, despite its hunchbacked profile.

30/3
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THE STORY OF . . .

One of the less well known cars appearing in HSCC racing is Roger Ealand's Rejo Mk4. It is one of a dozen cars designed and built by Rod Easterling in the early sixties, cars so well constructed that Colin Chapman offered Easterling a job as a designer.

Rejos were designed for club racing and within that restricted ambition were successful, their most outstanding characteristic being their ability to remain competitive at their chosen level for season after season. John Anstice Brown, for example, took delivery of his Rejo Mk 6 in 1964 and was still able to win the *Motoring News*/Castrol Special GT Championship seven years later.

Rod Easterling himself had little in the way of engineering background. An apprenticeship lasted just five weeks, there was a short period with a firm making scientific instruments and then into printing for several years, interrupted by National Service in the RAF. For the past thirty years he has been selling silk. His engineering he picked up through experience, by reading books, and by attending meetings of the London Special Builders Group of the 750 MC.

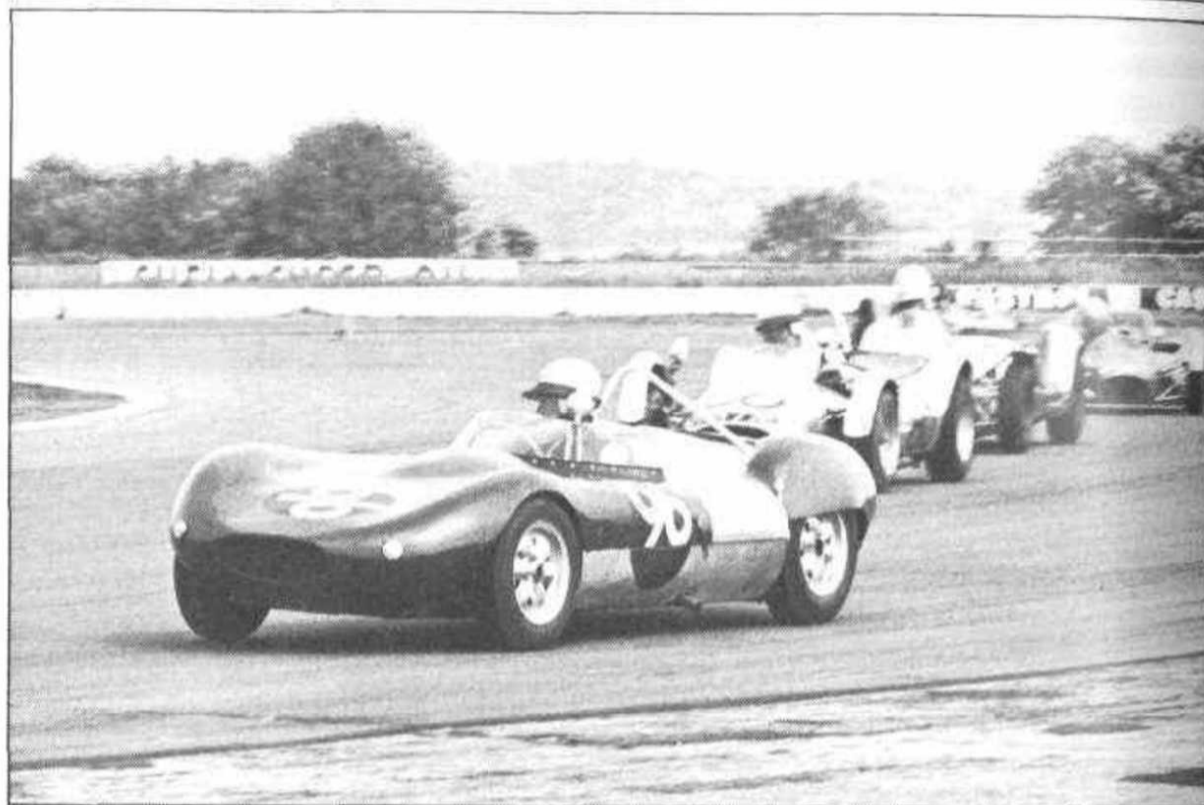
These crowded meetings, started in 1958, were attended by the likes of Eric Broadley, Len Terry, Brian Hart, Don Sim and others following in the footsteps of that other great 750 MC member, Colin Chapman. It was a time not only of young designers exploring their craft, but of an explosion of interest in special building with dozens of firms offering bodysells and performance components generally to convert Ford Tens and Austin Sevens into sports and/or racing cars.

"Rejo" derives from the initials of Rod Easterling and Jim Osborn who originally met while both young amateur cycle racers, Rod winning the Southern Counties Championship at Goodwood in 1950 when he was just 18. In 1956 Rod bought a second hand Lotus 6 as a road car and, once it was paid for, began tuning its Ford E93A engine, helped by Jim and two local brothers, Ron and Dave Inglis who also owned a Lotus 6.

Beginning in 1957, Rod soon found himself a front runner in 1172 racing, generally finishing fourth or fifth behind more sophisticated Lotus 9s and 11s and Eric Broadley's first Lola. Jim Osborn drove the car occasionally as well as racing a Ford 100E van which was quick due to being lighter than the equivalent saloon. In one sprint at Snetterton, the two friends each won their class in it, Jim running the van as a saloon, Rod as a sports car!

Before long Rod laid plans to build his own car but before he sold the Lotus he drew a copy of the frame and helped the Inglis brothers build it up, but with wishbone front suspension replacing the Lotus swing axles. Dubbed the Rejo Mk 1, it was written off at Silverstone after only a few races.

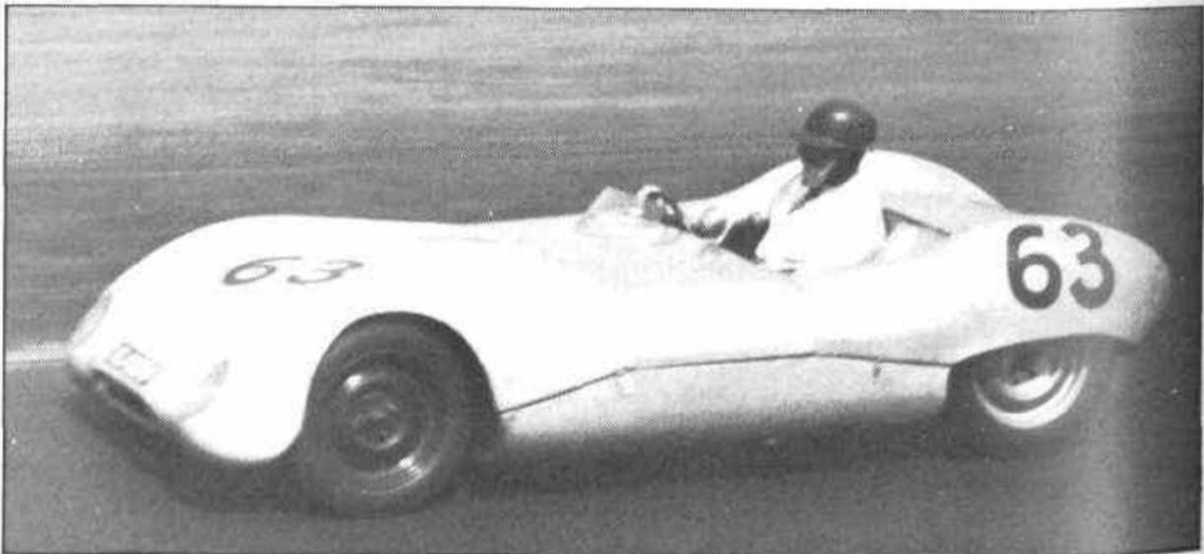
Rejo Mk2 followed soon afterwards and was the first one-off built with fully-enveloping bodywork specifically for the 1172



Jeff Ward's Rejo Mk 4 being followed through Becketts by Terrier, Lotus 7, and Jenoby at Silverstone in 1966.

(Photo: Harold Barker)

Rejo Times



Designer and builder Rod Easterling at the wheel of the Rejo Mk 2.

Championship. It came about as a result of a team effort between RE, JO, and the Inglis brothers, and during its construction, Rod discovered an unexpected talent for aluminium welding which had defeated professional welders. Eventually Rod's little workshop attracted a steady stream of customers wanting aluminium welded.

Under the immaculately finished shell of Rejo Mk2, which had a hint of the Lotus Eleven at the front and a dash of Lola Mk1 at the back, was a rugged brazed spaceframe. Front suspension was by unequal wishbones while an IRS system made up around a modified A35 rear axle was quickly abandoned when parts broke. This used non-splined half shafts in conjunction with lower wishbones, along the same lines as contemporary Elvas and Lolas. Realising he was not up to the job, yet, of making it work, Rod put

the idea on the back boiler and substituted a live rear end located by trailing arms.

This he raced a few times in 1959, but never as often as he would have liked, for he could not afford to. Despite the fact the car had a racing exhaust and no proper lights it was used for daily transport and any enquiring policeman seemed able to turn a blind eye to its blatant illegality when offered a look at the engine. At about the same time, the foursome made another, very similar, car for the Inglis brothers. This became the first Mk3, and was different in that it had a restyled tail section with little fins. It did not last long, for one of the brothers wrote it off while racing.

Undeterred, the little team built up another two Mk3s for the Inglis brothers and Rod, in a small but well-equipped lock-up garage in Blackheath after a normal day's work. Both cars featured very light (actually flimsy)

fibreglass body sections front and rear. Rod's car (Mk3/3) retained the live rear axle while Ron and Dave Inglis' car had irs, since they had obtained an Elva diff casing into which A35 internals were fitted.

As it turned out, the marginal superiority of theirs car was cancelled out by it being slightly heavier, so the two cars had virtually identical performance. During 1961 all three drivers scored wins in the 1172 Championship and contemporary race reports commented on the high standard of turn-out of the little team.

At the end of the season, it was decided to thicken the body shell (during one race Rod had the disconcerting experience of a tear gradually opening up the bonnet, like opening a sardine can) and the body sections were offered for sale at £55 a pair, plus £7. 10s. for a windscreen. Six sets, all made by Heron Plastics from Rod's moulds, were sold, one of them to the United States.

At the same time, copies of the drawings were also available for sale. Rod cannot recall how many sets of plans he sold (we're talking very small numbers). John O'Sullivan, a Southend dentist, had a car built up from the plans ready for the 1962 season. This was fitted with a Coventry Climax FWA engine and complied with Appendix C regs, which meant, among other things, fitting doors through which a regulation-sized block of wood could pass.

Another Appendix C car was sold to Pat Ross-Tuppin, who also had a Climax engine fitted along with irs, this time using a Gemini FJ diff casting, and alloy wheels. Though only lightly modified Mk 3s, these two cars carried a Mk 4 designation.

So far as serious Appendix C racing was concerned, these cars were obsolete before they were completed, for at the January 1962 Racing Car Show Elva showed its new Mk6 and Lotus its new 23, two rear-engined sports/racers which were to spell the end of small capacity front-engined cars. Ross-Tuppin, though, put in a number of performances in club racing which indicated that his Rejo-Climax was close to, or even on a par with, the best front-engined cars. At Brands Hatch on July 1, for example, he battled for the lead of the small sports car race with Angus Clydesdale (Lola), Terry Bone (Gilby) and Peter Gethin (Lotus) until crashing on his last trip through Clearways while leading.

During 1962 no fewer than five Rejos were seen on British circuits. At Snetterton in June, they scored a 1-2-3 in class in a Sports & GT race (Easterling, Ron Inglis, Ross-Tuppin). On the same day, Rod took the 1172 Championship round, with Parker finishing fifth.

Ron Inglis took two wins, five seconds and two thirds in the 1172 Championship that year, finishing third overall close behind Arthur Mallock (U2) and Alan Wershart (Lolita, the re-named first Lola). Easterling, in an abbreviated season, took a win, a second



The first Rejo Mk 3 with fibreglass bodywork, Rod Easterling (left) and Dave Inglis in attendance.

and two thirds, hanging up his helmet at the end of the year. He simply couldn't manage all the work his hobby had led him into and drive as well.

Ross-Tuppin's Mk4 was bought by Jeff Ward in 1965 and used by him in 1172/1200 racing until 1971, his best year being 1967 when he finished third in the Championship. The car still sits in his garage in Corby and Jeff has all the Rejo jigs, moulds, and drawings.

John O'Sullivan's car also had an engine transplant, the Climax unit being replaced by a Ford-Cosworth. In this form, O'Sullivan raced it for several seasons with a fair degree of success, then it passed through several hands to re-appear in HSCC events driven by Roger Ealand.

Easterling's own car was sold to Arthur Cook, who had previously raced an 1172 special called the Wavendon Wombat. Since



Jim Osborne (left) and Rod Easterling.

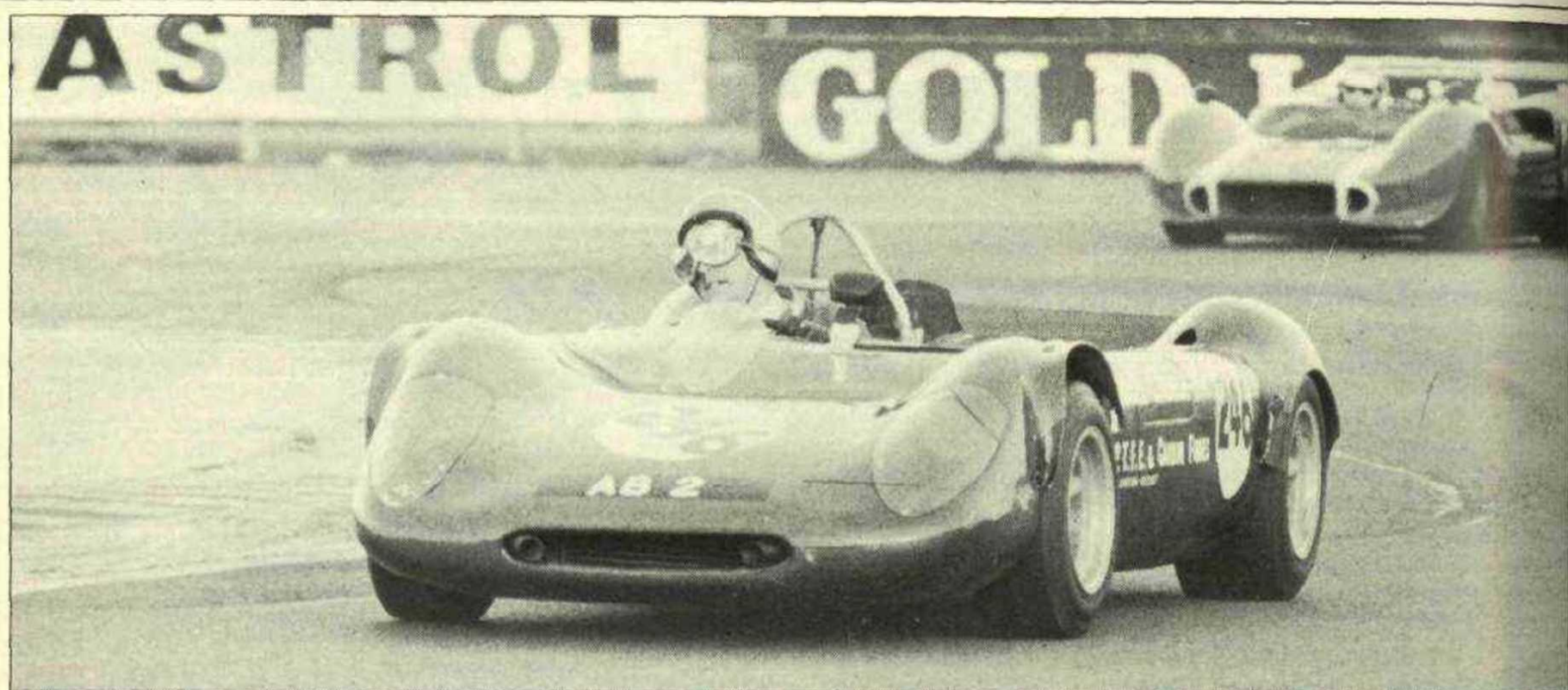
Easterling did not give his cars chassis plates, it is not known whether this car survives, but one Mk3 is known to be in France and another, considerably modified, is owned by Jerseyman, Kevin Hennelly. Last year Hennelly received a joint Man of the Meeting award for his achievements with the car at the Bouley Bay hill climb.

By the time Rod retired from driving in 1962, the foursome which had built the early cars had broken up. The Inglis brothers moved away to new jobs in the motor trade and Jim Osborn had combined his day-time work as an instrument maker for Parkinson Cowan Measurements with another full-time job, as Dennis Taylor's mechanic in Formula Junior, though he continued to turn out parts for Rod Easterling during his lunch breaks.

While the four men worked together, there had been talk of establishing Rejo as a production car maker but as the ad hoc team broke up, Rod put such thoughts aside. Ironically, it was when he was on his own that Rod began his most ambitious project, the Rejo Mk6. There was no Mk5: "I called the next one Mk6 for a stupid and sentimental reason — I'd started with a Lotus Mk 6."

The Rejo Mk 6 was an advanced design by any standards for its day, but the fact that it was designed and wholly constructed by one man, in his spare time, makes it truly remarkable. It would have been a considerable achievement had Rod built a single car, but as it was he constructed a run of three. The cars were to be both his apex and his swan song as a designer.

For the first time, Rod turned to semi-monocoque construction and the Mk 6 chassis was made with two side tubes and floor pan with multitubular subframes front and rear. On advice from friends in the aircraft



John Anstice Brown's Mk 6 in a late season race at Thruxton in 1971. This was the most successful Rejo ever made.

industry, Rod chose laminated Dural fastened with Adval rivets and araldite for the monocoque section. Those same friends assisted him with wind tunnel testing of a wooden model of the body, which was made from rolled aluminium with fibreglass sections front and rear.

Suspension front and rear was by wide-based wishbones with inboard, near-horizontal, coil springs and damper units, and was fully adjustable. Front uprights were Triumph Herald (naturally), Lockheed 9¼in FJ-spec brakes were used all round, and on the first car, built for Arthur Cook, the engine was a 1600cc Cosworth-Lotus Twin Cam unit producing 145 bhp and driving through a Hewland Mk4 gearbox. It was ready for Cook to race in April 1964.

Cook, a wealthy industrialist, made no pretence of being a hot-shoe. He was a man of mature years who raced for fun, though remembered for the immaculate turn-out of his cars. Still, he put in solid performances and won some races on his home circuit, Silverstone. Sadly, he wrote the car off and retired from the sport.

Pat Ross-Turpin was going to have the second Mk6, but as the build time lengthened he handed over his place in the queue to Bernard Parker. Parker damaged the car's monocoque in early testing, setting Easterling's schedule back further, and kept it only for a few races before selling it to Peter Loakman, who had taken third place in the 1966 1172/1200 Championship with the irs Rejo Mk3. Rejo buyers were nothing if not loyal to the marque!

It is not hard to understand why when one sees a Rejo; they really are beautifully built and engineered, their quality comparing favourably with the best work of their era. Owners speak enthusiastically of their predictable handling, ideal for the clubmen for

whom they were produced. How a top-line driver might have regarded them in their day is something we will never know.

Loakman eventually converted the car to comply with the short-lived F100 sports car series, one of John Webb's less happy ideas, which was based around the Firestone F100 road tyre. With a fairly standard Ford 1300 GT engine fitted, Loakman eventually crashed the car at Silverstone in 1971 and wrote it off.

Journalist and club driver John Anstice Brown took delivery of the third Mk 6 late in 1964, and this proved to be the most successful car Rod Easterling built. Writing in *Motor* in January 1965 Brown said: "Bill Brown of Cosworth mentioned that the firm had decided to produce a limited number of "ultimate" Formula Junior engines which had, up to then, been used only in Cosworth's

own Junior. This engine, which was a forerunner of, and mobile test bed for, the SCA Formula Two unit is characterized by downdraught Weber carburettors and leaves the works with a 120+ bhp output."

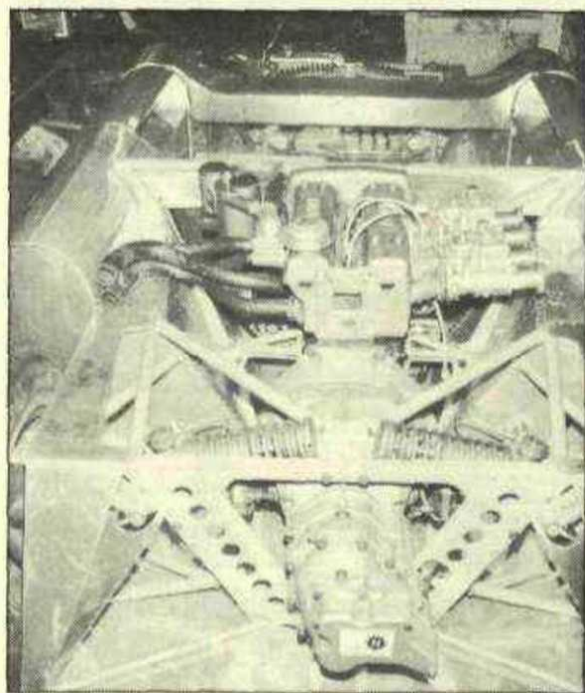
These engines were very special, the crankshaft alone costing as much as a standard Ford 105E. Anstice Brown raced the car for several seasons, emerging overall winner of the 1971 *Motoring News/Castrol Special GT* Championship, and retains the car to this day — the sole surviving Rejo Mk 6.

The effort of building the three cars, which consumed all his spare time for the best part of two years, was such that Rod had no chance to even go and see them perform. "Eventually," he says, "I was simply not getting enough out of it for all the effort I was putting in." He abruptly turned his back on motor racing.

On the advice of Len Terry, Colin Chapman made an approach to Rod in early 1965. "Your name has been given to me as a potentially very competent race car designer and builder, and I am wondering if you would be interested in a senior position at Lotus on this kind of work." After an interview in which Easterling stressed that he was an amateur whose draftsmanship was shaky, Chapman offered him a design job on an unspecified Lotus project. Rod thought about it, but for various reasons turned down an offer which he has every reason to consider an accolade. Chapman wrote that he would always be willing to help Rod should he ever reconsider his position.

Of the 12 cars known to have been built, either by Rod Easterling or by others to his drawings, four are known to survive, together with a Mk 3 chassis frame now in the possession of Roger Ealand. His 1962 Rejo Mk 4 in HSCC events is currently the most visible sign of a by-way of motor racing history.

ML



Rear of the Mk 6 showing the near-horizontal spring/damper units.

More Colouring.

(7lbs of paint.)

More Preservatives.

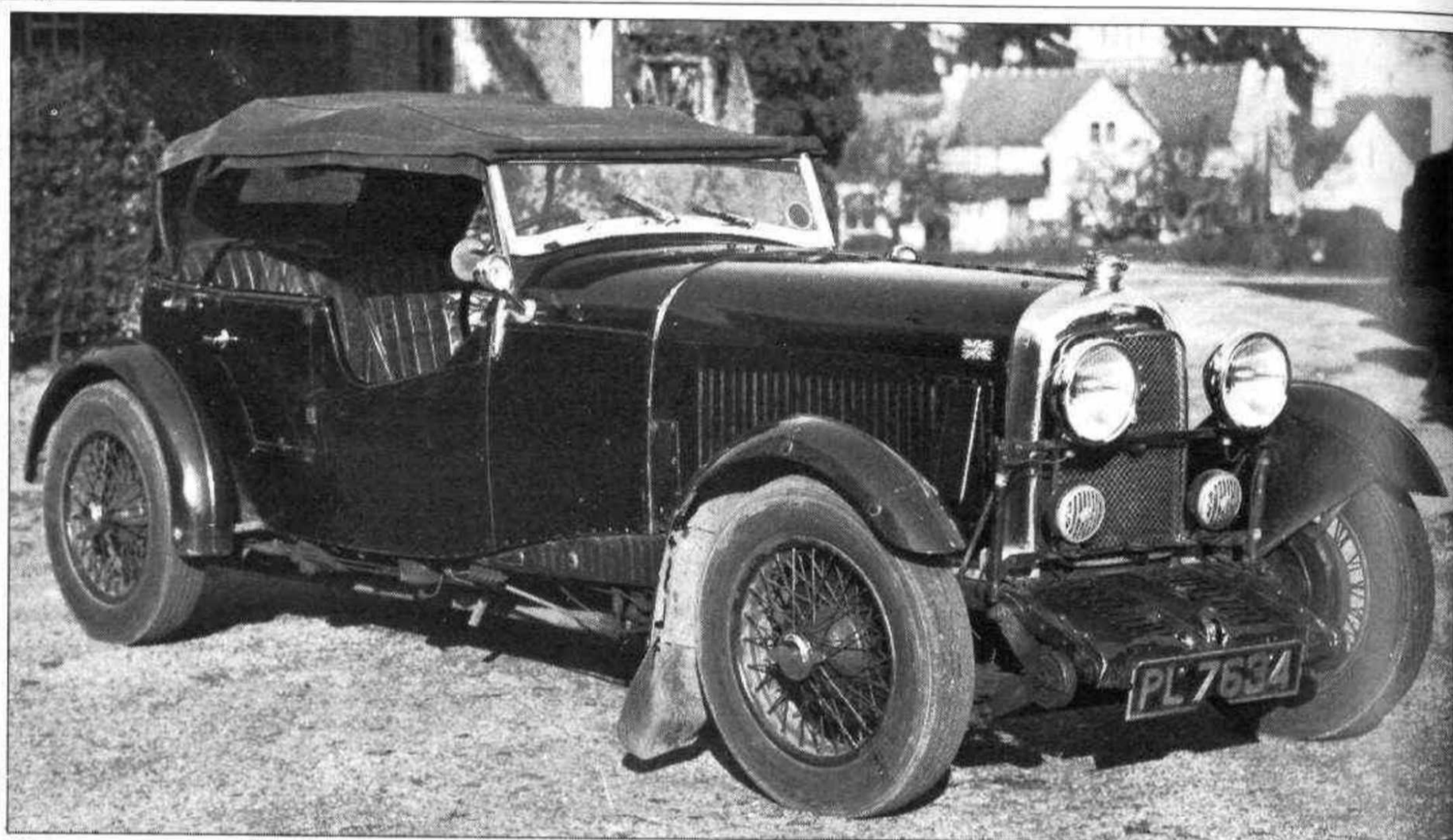
(Injected with 120 litres of wax. Plastic liners under front wheel arches. Galvanized nuts and bolts. Aluminised exhaust. Special, long-life underseal.)

More Additives.

(Dual-circuit brakes. Self-stabilizing steering. Rear seat belts. Safety cell and crumple zone.)



VETERAN TO CLASSIC



Most exciting of the 2-litre line of Lagondas was the low-chassis supercharged version.

Known as the 14/60hp, Lagonda's first 2-litre model marked a rather dramatic change in style by the Staines firm. Its immediate predecessors, such as the 12/24 hp, were light cars; but the 14/60 led Lagonda towards the market for highly attractive sports cars, even if this was not at first apparent.

The first, staid, 14/60 dated from 1925. The designers were Arthur Davidson of Lea-Francis, who was responsible for the unusual engine, and A E Masters who laid down the chassis. W R Buckingham was given the task of styling the bodies, as he had been for the later 12/24 light-cars, and Arthur Thatcher designed the radiator.

The 2-litre Lagonda had a long-stroke four-cylinder engine of 72 x 120mm bore and stroke (1954cc). The valves were inclined at the traditional 90 to give hemispherical combustion chambers, and there were two camshafts. However, instead of these being twin overhead camshafts, as on the 3-litre Sunbeam for example, they were located high on opposite sides of the cylinder block; valve prodding was through near-vertical rockers bearing on the outer sides of the cams. You might well call them *underhead*-camshafts.

There was a good reason for Davidson adopting his unconventional arrangement. In the mid-vintage years carbon formed quickly on piston crowns and cylinder heads, and valves soon suffered likewise and pitted their seats. The DIY (not that the term had been invented) motorist was

constantly lifting the cylinder head of his engine, to see what was going on inside, scraping away at the unwanted carbon which caused detonation, and grinding-in the valve seats first with coarse, then with fine, grinding paste. You bought the paste in double-ended tins of "coarse & fine", but try finding that today!

Carrying out these chores with a twin-cam head involved lifting a heavy chunk of metal and, worse, losing the valve timing in the process. (If you owned a fixed-head Bentley, Bugatti or 3-litre Sunbeam you were tempted to send it to the makers or agents for its regular decoke, and you received a hefty bill afterwards. If you were working on your Singer Nine (or Junior) you could hang the top timing sprocket on a peg and hope to preserve the timing, but I gather it didn't always work!).

Davidson saw that if he designed a conventional twin-cam engine the customers would hesitate to buy it, fearful of what would confront them when it became due for decoking. This was no idle fear — I once owned a very secondhand ohc Rhode which

I confidently decided to decarbonise, but re-timing even its single "upstairs" camshaft defeated me, and had to be left to an experienced friend. With the Lagonda's underhead camshafts, the head could be lifted without disturbing the valve-timing, yet the advantage of light reciprocating valve-gear was retained.

Full marks to Arthur Davidson, then. Had he drawn his engine at a slightly later date, one might think inspiration had been gleaned from the high-push-rods layout of the new Riley 9; but it would have to have been much later to be accused of cribbing the similar high-camshafts of Hugh Rose's Lea-Francis. Davidson dispensed with push-rods, his ingenious design incorporating just the rockers, adjusted by eccentric fulcrums.

Alas, most engineering advantages have converse snags, and in the case of the Lagonda's twin underhead camshafts these were tortuous inlet and exhaust tracts. There were two-stage chains at the front of the engine, driving the camshafts, and the cylinder block was integral with the crank-

Staines' First Sports Car

The 2-Litre Lagonda

case. The crankshaft ran in five 2in-diameter white-metal bearings, with pressure lubrication from a Rotoplunge pump on the front of the timing case, and pump cooling. Ignition was by a BTH magneto, and those notoriously tortuous inlet tracts were fed by a sidedraught Zenith 30HZ carburettor, *via* a water-heated manifold. The petrol tank held 12 gallons, Autovac supplied.

The chassis into which this interesting new engine was installed was conventional, with half-elliptic springing, Hartford damping, separate gearbox, axle-ratios of 4.67:1 or 5.44:1 depending on body-type, very effective Rubery four-wheel-brakes, a Lagonda dry-plate clutch, and a 10ft wheel-base.

The 14/60 may have been heavy and staid, but the use of machined hemi-heads with central plugs, machined ports, lightweight pistons and the light valve-gear with double valve-springs which could be removed without lifting the head, surely showed Davidson had a sports-car in mind? This came in July 1927, in the guise of the 2-litre Speed Model.

At this time, the impact of Le Mans and the various long-distance sports-car races run at Brooklands made cars of this kind well worth marketing. Long, flowing front mudguards, nearside doors only, a lowered fabric-covered aluminium four-seater body with cut-away for the driver's right elbow, raised cr, closer gear ratios, more advanced valve-timing, Bentley-like BHB pistons, other engine modifications and a 4.2:1 axle ratio made this Speed Model Lagonda a highly desirable motor-car.

It was priced at £675, when a Speed Model 3-litre Bentley cost £1125, and was guaranteed to do 80mph. Although no road-test reports claimed to have seen this, and it is difficult to know how Lagonda substantiated its claim, better than 70mph was possible, which for a 2-litre car was no disgrace (it took a really good short-chassis 3-litre Bentley to do its alleged 82 mph maximum). Lagonda proudly exhibited the new Speed Model at Olympia in 1927.

The timing of the Speed Model was right, for it was an enthusiast's make, appreciation for which had been fostered by the Lagonda Fête Days at Brooklands since 1926, and by the competition appearances of these cars driven by private owners.

I had a sad experience of such a fête as a schoolboy. My mother's friend of long-standing was secretary to a Mr Longden, an agent for Stanton iron-pipes, with an office in Victoria Street. He owned a 2-litre Lagonda and decided to take a young nephew to this Brooklands day of short races and driving-tests. Asked afterwards if it was enjoyable, he said yes, but his nephew spent the day reading a book and showing no interest whatsoever. My mother remarked that I would have given my left hand (or



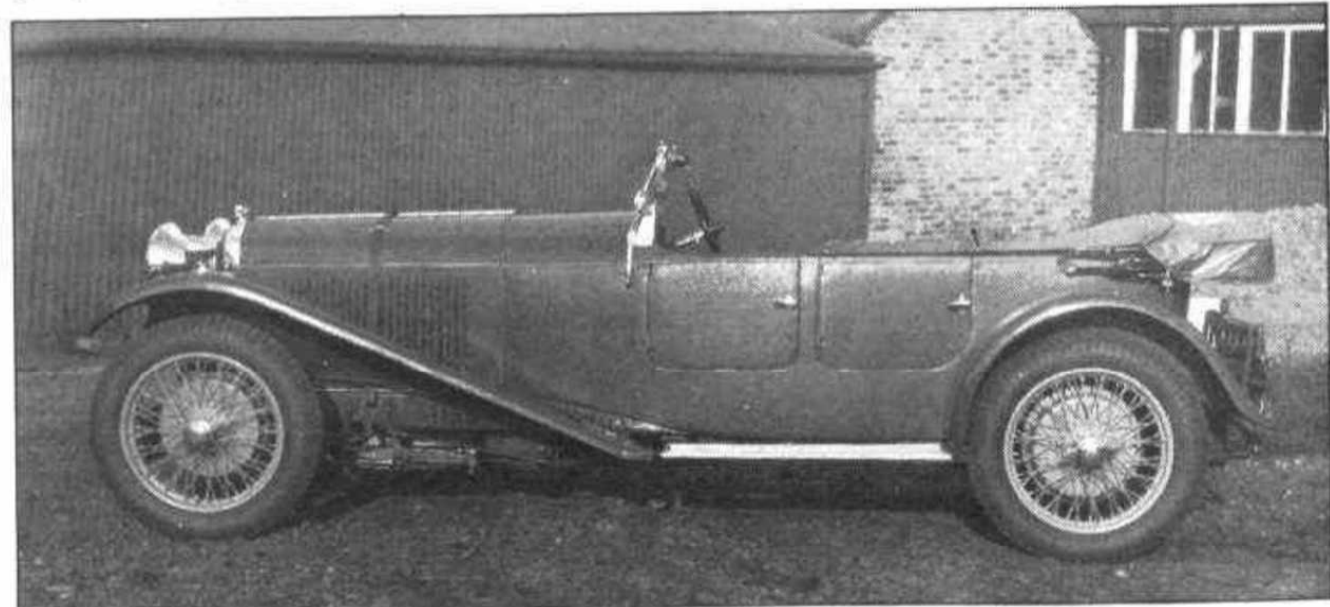
A 2-litre tackles the 1932 MCC London-Edinburgh Trial.

possibly my right hand, as I am left-handed), to have gone and her friend passed this on, to be told that, had he known, he would have been delighted to have taken me instead! The disappointment lingers, and if any Lagonda Club member has a programme of what I think was the 1927 or 1928 event, I would be amused to discover in what races Mr Longden took part, and in which Lagonda. Incidentally, the Lagonda Fête is to be revived this year at Brooklands on May 31.

I have said that no road tests of the Speed Model admitted to an 80 mph maximum. One exception was MOTOR SPORT, which claimed 86 mph from YT 9880, borrowed for a weekend from Gaffikin Wilkinson & Co of Hanover Square. But this was a speedometer reading, on a slightly falling gradient. The tester said he did not doubt the accuracy of the speedometer and would give the reason later, but he never did; so perhaps one should take his quote of a two-way top speed of approximately 78 mph (52 mph in second and 72 mph in third gear) with the proverbial pinch of salt.

The only criticisms were low-geared steering, a trace of roll when cornering quickly, and the lever for dipping the headlamps beams being so placed that it was all too easy to mistake it for the gear lever. Otherwise, all was praise, especially for the springing, light steering and the brakes, although the steering box attachment bolts and the Hartfords had to be tightened to overcome severe wheel wobble at about 60 mph. The Lagonda averaged 44 mph over the twisting road from Kings Lynn to Cambridge, topped Brockley Hill beyond the Edgware Road at 55 mph, cruised happily at 60 mph and gave around 24 mpg.

In 1929 the chassis was lowered, and then came the blown 2-litre engine, which obviated the power loss of those tortuous induction passages. Powerplus, No 9 Cozette and No 5 Zoller superchargers were used at different times. The car MOTOR SPORT tested in 1930 (PL 2089) had a Zoller compressor and the former sweeping front wings, whereas the blown cars normally had cycle-type mudguards. The radiator had had to be moved forward to accommodate the



The supercharged version of the 90mph low-chassis 2-litre, with non-standard wings.

VETERAN TO CLASSIC

supercharger, but these low-chassis blown 2-litres were handsome cars.

The one we tested did 92 mph flat-out, and held 90 without complaint for a considerable distance at Brooklands, when several laps at full throttle scarcely warmed it up. Acceleration figures were 0-30 mph in 5 sec, 0-40 in 9 sec, 0-50 in 12 sec and 0-60 in 18 sec.

The issue containing the test report was quite a Lagonda number, and it netted ten pages of advertising directly related to the car, including one showing the corner site of Lagonda's showrooms at Albemarle Street. Incidentally, the 2-litre is sometimes said to have had a difficult gear change, but none of the testers agreed. The specification included pneumatic upholstery and a fly-off hand brake.

Around the time of the introduction of the blown 2-litre, I wrote with the arrogant confidence of a schoolboy to *The Autocar*, saying I thought the better system of supercharging was to blow air through the carburettor. Mercedes-Benz gave me my first taste of 100 mph, in a 36/220, to confirm this; Lagonda Ltd thought I should see the other side of the coin, so I went down to Staines, to meet one of the Directors, Mr Cranmer, and was given an exciting drive round the local by-roads in one of the new blown cars. No doubt both runs arose from the anticipation of a lucrative adult who might become a customer; the fact remains that they met a schoolboy.

These blown 2-litres sold for £610 as a chassis, £775 for the tourer and £875 for the Weymann saloon in 1930. The makers proudly quoted 0-70 mph in 22.6 sec and 0-90 mph in 50 sec, as achieved by *The Motor*.

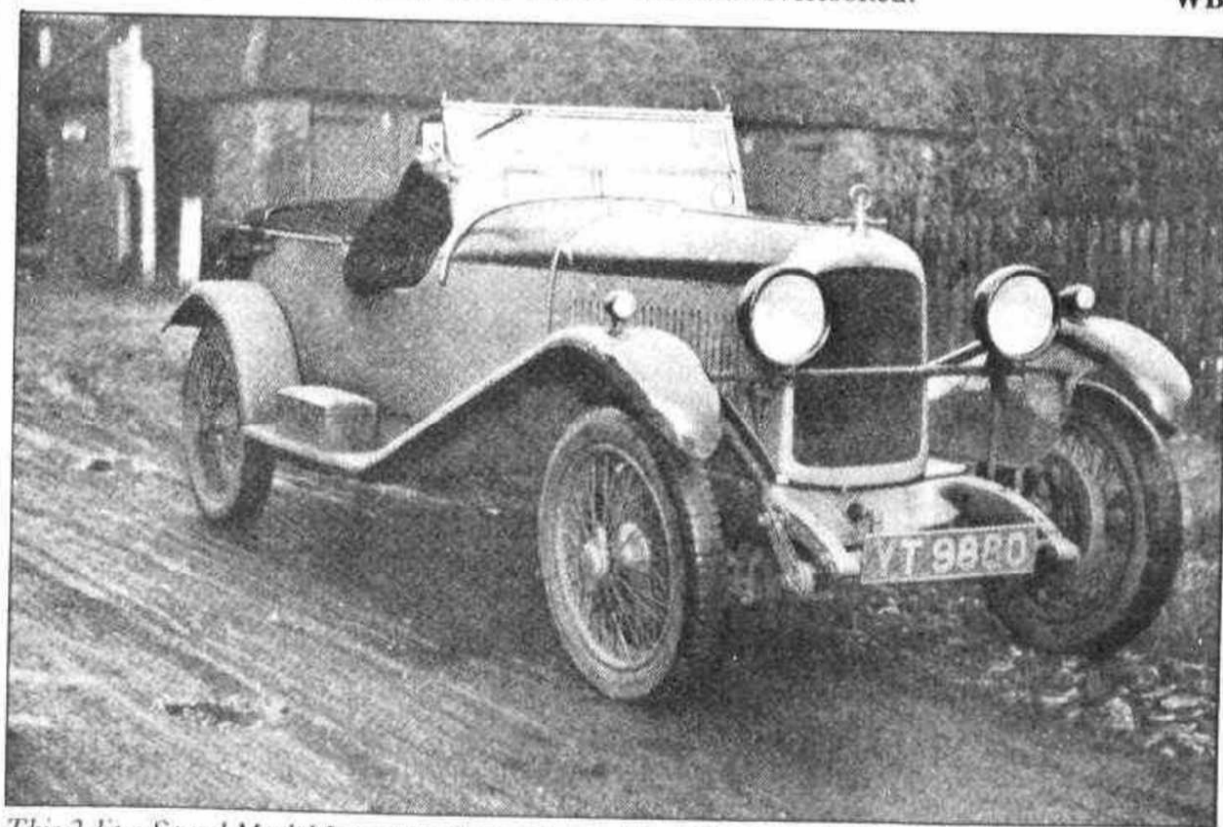
In those days MOTOR SPORT published used-car tests, and in 1931 a 1929 2-litre

Lagonda sports model was lent by Gaffikin Wilkinson. It had the 4.4:1 axle-ratio, could have been bought for "in the neighbourhood of £225", and attained 40, 60 and 70 mph in the three upper gears. It was suggested that, with a little attention, 75 mph would be possible, so these cars were "goers". This one gave more than 24 mpg, driven as hard as possible over a difficult route, and piston slap was the only sign of engine wear. Once again the gear shift was warmly praised, and the quietness of the cogs was attributed to the fact that the gearbox had never required rough handling.

Two-litre Lagondas were not outstanding in racing, but some worthwhile results were obtained. As early as the 1927 Whitsun Brooklands Meeting, Cranmer entered a black 2-litre for sales manager Frank King in the 90 mph Long Handicap. "Unknown" cars usually received harsh handicaps, and from the 47 sec mark King was unplaced. But he did the final lap at an impressive 81.37 mph, suggesting a top speed of around 85 mph.

In more important races, there were notable results such as 1-2-3 in the 2-litre class of the 1929 JCC "Double-Twelve", the team prize in the BARC Six-Hours Race, third in class behind two Alfa Romeos in the RAC TT, and second in class to an Alfa Romeo in the 1930 "Double-Twelve".

The final fling of the 2-litre was the refined "Continental" model, which retained the smooth-running four-cylinder engine and the generally accessible aspect of the original car. By now, though, the company was involved with more litres and more cylinders, which were to lead to successful racing accomplishments, such as an outright win at Le Mans in 1935. The 2-litre which started along this road deserves not to be overlooked. **WB**



This 2-litre Speed Model Lagonda was road-tested by MOTOR SPORT in 1928.

V to C Miscellany

Glass construction at the new Gallaher Ltd offices at Weybridge, which have engulfed the best part of the old Members' Banking at Brooklands, were reported on recently in a *Glass Age* article called "On the right track at Brooklands". The reader who sent us the cutting suggests it could more appropriately have been headed "On the wrong track"!

It refers to the £12 million, 81,000 sq ft office complex, but gets its facts about the Track wrong. It quotes a lap distance of 1 3/4 miles, whereas it was 2 3/4 miles, and says the Track enabled the LSR to rise from 72-115 mph in four months in 1907, whereas in fact this stood at 121.57 mph to the Stanley steamer when Brooklands opened. This was not beaten until 1909, by Hemery's Blitzen Benz, which did 125.95 mph.

Laurie Weeks is researching Blackburne-engined Morgans, of which some 20 are still thought to exist. Four Moggies were at last year's Grand Canyon Rally in Arizona: three 1934 Super Sports and a 1939 Super Sports.

It may come as a surprise to learn that, apart from its interest in Javelins and Jupiters, the Jowett CC has 116 of the 7/17 and 8hp flat-twin models (including trucks and vans), on its books, dating from 1922 to 1940. And it knows of 126 more, so it could be said that the "little engine with the big pull" is pulling well! The Jowett 10/4 is much rarer; only six members own them, although there are 18 more on the Register covering the period 1936 to 1939. No doubt examples of all these will be seen at the National Jowett Rally at Powys Castle, Welshpool, on May 29-31.

Following our publication of a picture of a Tapley Performance Meter (MOTOR SPORT, February 1987), a reader has sent us a copy of the maker's literature. These meters were made at Totton, Southampton, and used for testing a car's pulling power. Later, a Tapley Brake Testing Meter with two scales and a Brake Efficiency Meter were introduced; we well remember one of these hurtling around the floor of a 1930 Sunbeam 16 we had taken for its MoT test, the meter having broken away when the very effective 1931 Sunbeam hydraulic braking system was applied. Tapley quoted a percentage of total weight as 75/25 front/rear wheels at 100% braking efficiency, and the standard meter sold from £4.15/-, with electric light 7/6d extra.

Hugh Conway takes me to task for saying the truth behind the disqualification of Viscaya's Bugatti at Le Mans in 1920 may never be known. The mechanic's version of what happened appears on page 329 of his book *Bugatti*, reviewed last month. **WB**

COYS AUCTION

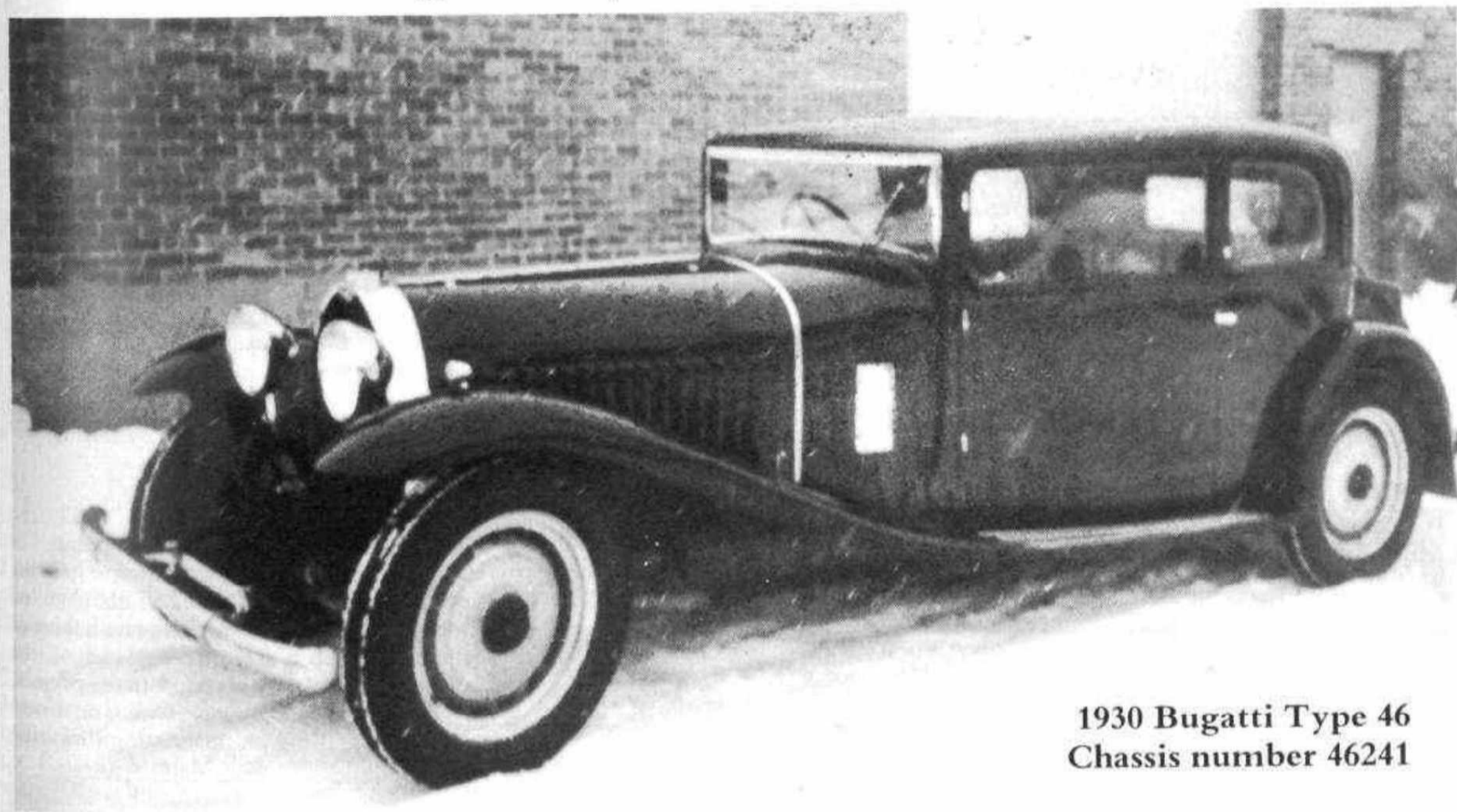
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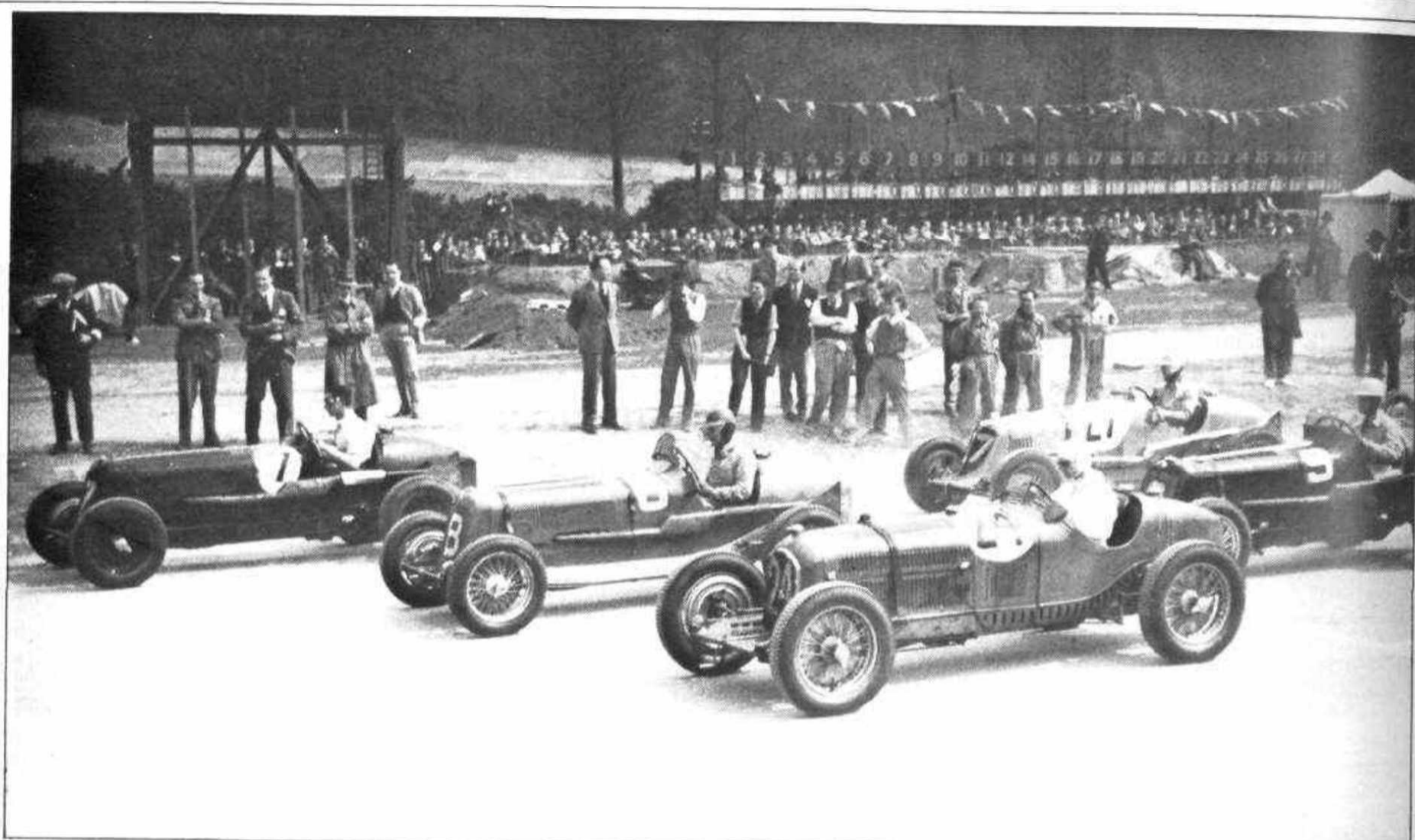
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BROOKLANDS CAMPBELL CIRCUIT



The 22 cars lined-up in rows of 3-2-3, and at the start Peter Walker in Whitehead's ERA (No 7) jumped into the lead, followed by Earl Howe's ERA (No 8) and Bira's Maserati (No 27). Staniland in the Tipo B Alfa Romeo (No 24) made a slow start.

Road and Track



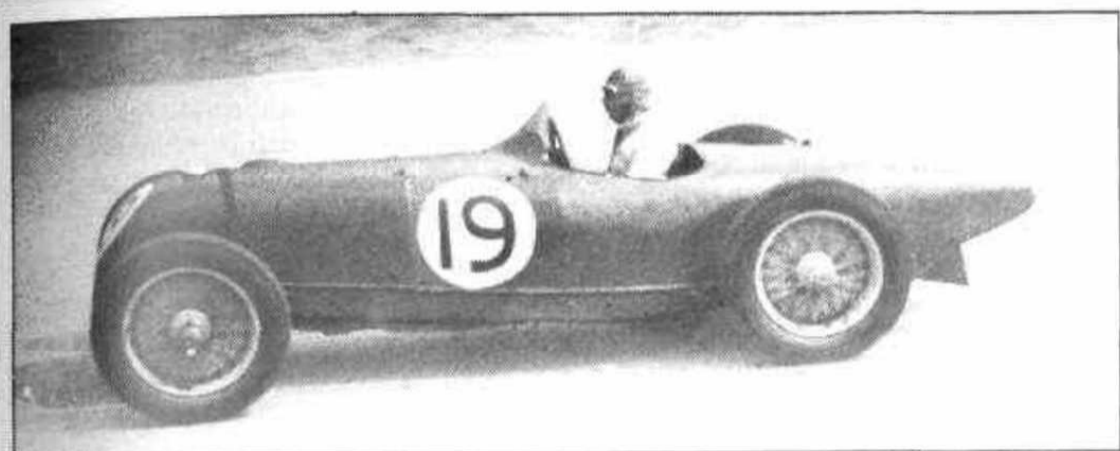
The most spectacular car in the race was the twin-engined Bimotore Alfa-Romeo of Austin Dobson, which ran as high as second place before transmission trouble put it out on lap 31.

Fifty years ago, on May 1, 1937, the Campbell Road Circuit opened at Brooklands, allowing road-type racing events within the confines of the banked track. Sir Malcolm Campbell, the holder of the Land Speed Record, was one of the instigators, and gave his name to the project.

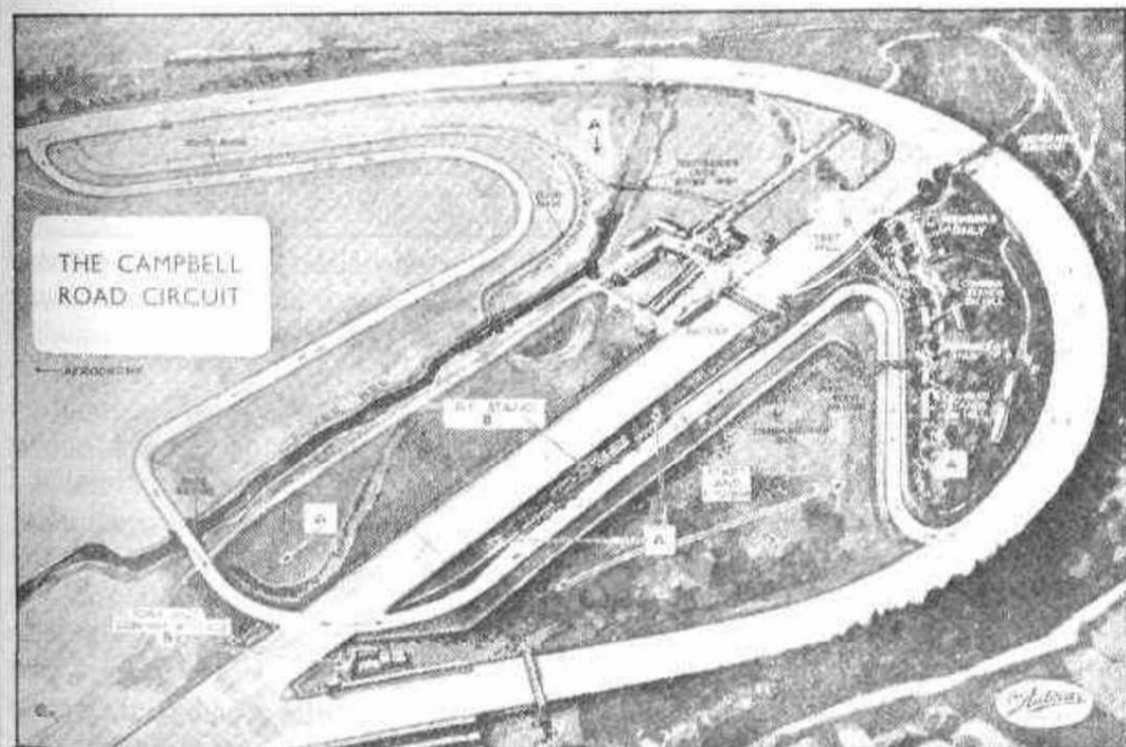
The pits and starting area were on a new straight, parallel with the existing Finishing



Bira looks a bit dishevelled, but very pleased, after winning the first race on the new circuit.



Making a rare appearance was a Dixon 2-litre Riley, running with a supercharger and a coat of paint over the aluminium body, as well as a cowl over the Riley radiator. It was driven by Charlie Dodson, but retired with engine trouble.



This map from the official Campbell Trophy programme shows the layout of the new road circuit, which ran anti-clockwise using a large part of the existing banking. Admission to enclosures marked A cost 5/-, and transfer to B areas a further 5/-.

Straight, and the circuit cut through the Members Hill to join the banked track. It utilised the Members Banking and part of the Railway Straight, before turning left to wind across the Brooklands infield, across the Finishing Straight and rejoin the new pit area.

The inaugural race, the Campbell Trophy, was over 100 laps of the 2.26-mile circuit. With £250 to the winner, an impressive field of 22 cars took part in the massed start. Winner was "B Bira" driving Prince Chula's 8CM Maserati at an average of 69.06mph ahead of Teddy Rayson in a 4CM Maserati, Anthony Powys-Lybbe's Monza Alfa-Romeo and Dennis Scribbans' ERA. These were the only drivers to complete the 100 laps, six cars being "flagged-off" and the rest retiring.

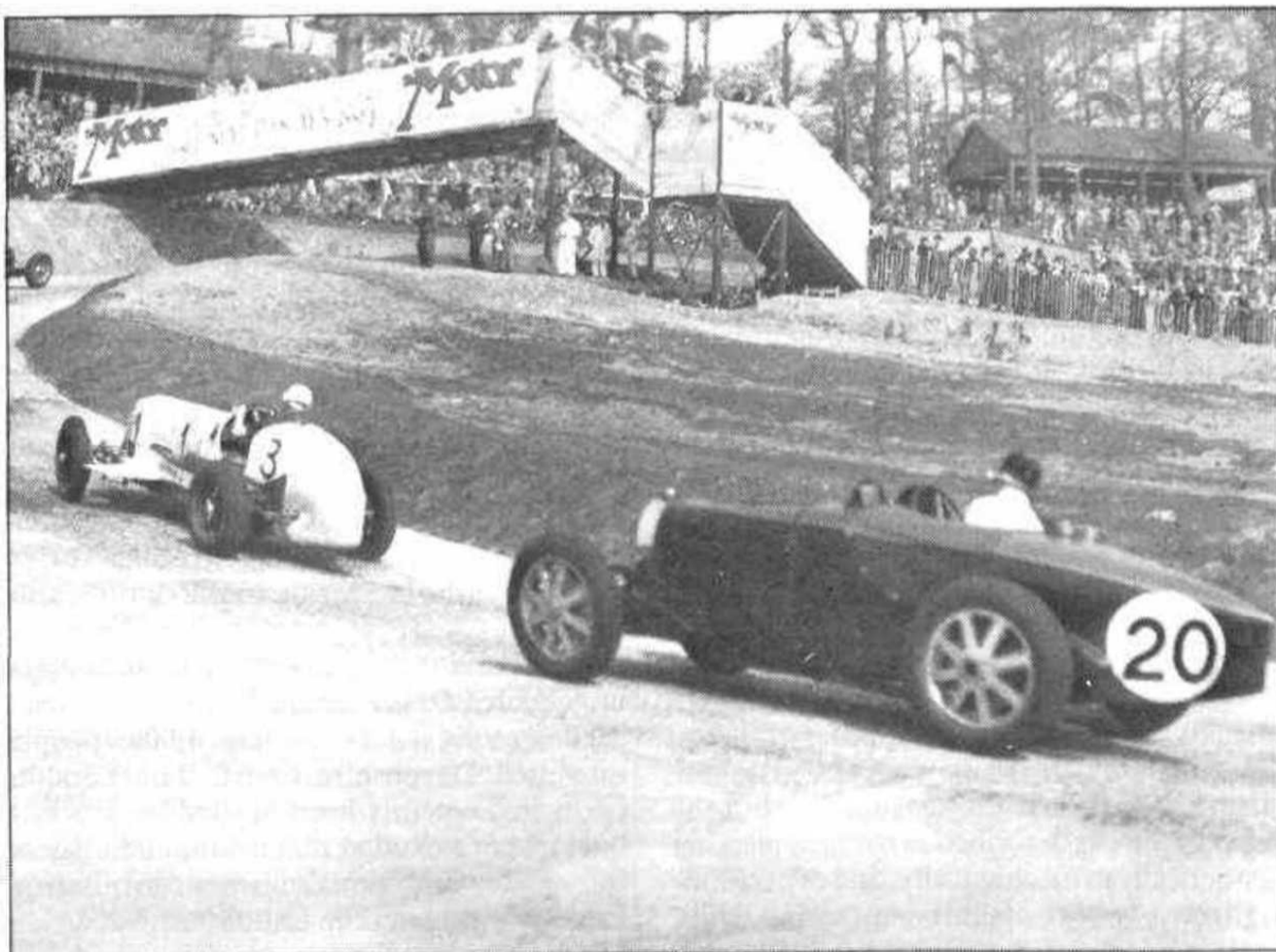
The Campbell Road Circuit was in regular use until August 1939 for long-distance races as well as short handicap events, and proved very popular with drivers. Parts of the circuit still remain within the Brooklands Museum Heritage Site.

The accompanying photographs were taken by R H Fuller except where otherwise indicated.

DSJ



Since they joined the banked part of the track at fairly low speed, there was no need for cars to use much of the banking. Here R L Duller is seen in Ashby's 3.2 litre Alfa Romeo Tipo B, which finished seventh.



The first corner was the Test Hill Bend in front of the main public enclosure. Arthur Dobson (ERA No 3) is seen leading Mervyn-White (Bugatti No 20). (Photo: MOTOR SPORT)

VETERAN TO CLASSIC

Concluding Owen John's 1925 diary, there was his Christmas journey described in the last instalment, over wintry roads, in a new Lanchester 21.

This reminded him of his very first ride on an "autocar", an after-dinner jaunt from Birmingham to Stratford-on-Avon driven by Millership, the great demonstrator for the Lanchester Company, as a young man whose place was not to remark or to interfere. The only trouble had been a puncture, throughout which the engine was kept running, very smoothly, unlike those of most other veteran cars at idle.

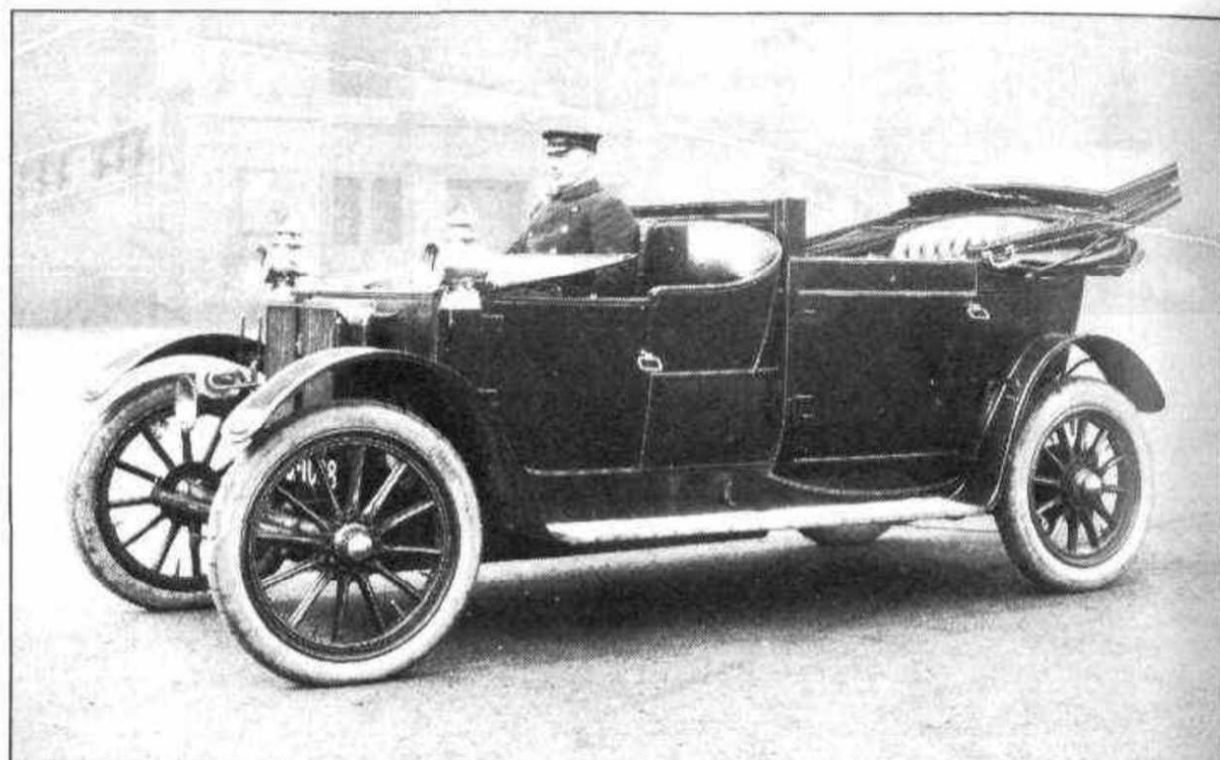
Then, around 1910, OJ had described the Lanchester as an ideal town car. He and Walter Staner, then editor of *The Autocar*, were driven "all over and up and down the Cotswolds in full bloom" on seats screwed to the latest of these chassis, to disprove the town-car stigma. Staner drove very fast, apparently, and later remarked of the unconventional Lanchester engine that it was "rather like having to go to school all over again". That day OJ had met the "Lygon Arms" in Broadway and Fish Hill for the first time.

Now, some 15 years later, his "Christmas car" was the newest Lanchester 21; and of course, he was full of praise for it — especially its springing, which was always so good on these cars. This Lanchester had a good testing, for the snow on the Cotswolds and on along by Cirencester and the Upper Thames was very deep indeed. And on the downs above Swindon, on the way to Beckhampton, it was deeper than OJ had experienced for many years.

At Devizes the snow had disappeared, but no sooner had they passed over the Frome and up the steep little hill by Farleigh Hungerford Castle (this had been handed over to the National Trust, which OJ heard had not improved it) and above Radstock than it returned, and the drifts were deep on the Mendip hills.

OJ commented on the sort of Marine Drive which had replaced the once wavy line of road across Burrington Coombe. After they turned right at Worle (with an inland lighthouse) for Woodspring Priory (founded by one of the murderers of Becket, and then one of the largest dairy farms in the west of England), OJ hoped that the proposed big road joining Clevedon to Weston and Burnham to Minehead would become a mecca for automobiles which hold four persons, not for those holding forty. He was presumably thinking of what was to become the present-day A39/A38/A370 (M5) route.

Incidentally, there is no mention of the return from this Christmas journey, but the Lanchester was described as being as pleasing aesthetically as mechanically, and of performing town work, country motoring, hill-climbing and flat-out running equally well. OJ concluded that only its bigger sister, the Lanchester Forty, would be able to do all



Walter Staner, Editor of *The Autocar*, is said to have remarked of the pre-1914 Lanchester demonstrated to him and Owen John: "It's like going back to school all over again."

The Roads of the 1920s

these things any better.

Although by 1926 our roads were becoming more congested, OJ wrote of very little of the country being spoiled by a superfluity of other cars or by roadside advertisements.

However, he was concerned about indiscriminately-sited petrol stations competing to be the first to be found at the entrance to a village or town. These new clusters of petrol pumps he regarded as unfair to garages in the villages and towns themselves, run by people who had supplied motorists for many years, and apparently the retail trade was watching such developments. Now, of course, petrol stations are everywhere, prime sites being just such as were beginning to appear sixty years ago. We take their ugliness for granted, although it is sometimes disturbing when blinding neon lights distract one on an otherwise inky-black night run.

Another matter which OJ felt obliged to air in 1926 was the increasing traffic confusion in London itself. A new artery had been opened into Piccadilly from Berkeley Square, causing unprecedented traffic jams which OJ envisaged getting worse when 4,000 people inhabited Devonshire Court. The London parks had recently been opened to taxis but buses were excluded therefrom, and OJ was full of very ambitious schemes for relieving London's growing congestion, none of which has appeared to this day.

Incidentally, he remembered from his youth the days when the Strand would be

blocked by traffic, so that even a hansom-cab whose driver preferred this route to the then almost-deserted Embankment would fail to get to the Temple on time, and he was obliged to wait until another night before eating his dinner there. So OJ had a legal upbringing, as it were . . . Many years after OJ had set down his observations, I remember how confusing it was, when driving from east London to west, to find that private cars were no longer permitted along Oxford Street, and how conspicuous I felt, having inadvertently followed a taxi along the forbidden route . . .

Early in 1926 OJ made a journey to the Black County, where he tried the latest Bean 14, with its four-wheel-brakes — although these were not the novelty they had been two years before. He thought the badly-driven motor lorries in this area made motoring a butterfly existence (ie, short-lived) without good brakes. Those on the Bean functioned wonderfully.

The car itself was sturdy, sound, quick and capable. Its best testimonial, said OJ, lay in the fact that Australia was finding out how it could do everything any American car could do, with the added merit that it lasted three times as long and needed infinitely fewer replacements and overhauls — words which even now may make members of the Bean CC hold their heads that much higher!

At this time, early in 1926, OJ was sceptical of those who claimed to have "touched 70mph". How often, and for how long, he

AFN Diamond Jubilee

wondered? On most roads, anything over 50mph became a succession of blind corners and hidden crossings. Then such speed was uncomfortable, unless in cars specially constructed for it, yet there were those whose only talk was the pace they got out of their "old buses".

OJ confessed to liking to get along, and said his family told him he was no slower than he used to be. He was seldom passed, save by cars which either cost three times as much as his or were built for no other purpose than to make a noise or to swank with. I hope he was not including Bentleys and 30/98s in that category! OJ asked where were all those swift lightnings that one heard so much about at the Olympia Shows?

Well, the roads of those 1920s were narrow and twisting, and part of the problem with high speeds was keeping a car out of the camber and finding somewhere safe to pass the many slow vehicles. I remember that, as kids, we encouraged the driver of an Overland tourer to see how far he could unwind its ribbon-reading speedometer; something the low side of 60 was a great thrill, and that speedometer was probably "fast". I recall a favourite sport was to wait at a certain south London blind junction to see the near-misses, accompanied by toots on bulb-horns and the squeal of brakes. Once it was more than just a near-miss, when a Morris Oxford tourer, in spite of 4WB, hit an ABC and ended on the grass verge, without injury to the occupants or more than superficial damage to the cars, but causing alarm for all concerned.

Speed was usually moderated by the majority of drivers in the 1920s, which was partly why they went down to Brooklands to see brave folk lapping at 100 mph and over. Even after World War Two the most important road out of London to the north, the A1, was narrow and tortuous, so it was difficult to average much over 50 mph even when young, lead-footed, and in a car of the calibre of the new 4¼-litre Bentley.

Another topic which concerned OJ was photography, and early in 1926 he was hoping to one day have a camera which would do everything required merely by pressing the button. Well, the Canon AF35M I use these days does just that, so progress has certainly been made. **WB**

Earliest Surviving British Car?

Dr Alan Sutton's Malvern-Santler, which is now on show at Cardiff's Industrial & Maritime Museum, is claimed to be the earliest surviving car used in Britain, which may well cause something of a stir in VCC circles. It was joined at the Museum by two sisters of the Santler family. The VCC has dated the car (bought at a 1986 London auction) as experimental in 1889, reaching its present form by 1894 or earlier. **WB**

To celebrate AFN Limited's 60 years of motor trading and the retirement of its popular MD, John Aldington, a very enjoyable party was held at the Brooklands Museum in March.

It bristled with well-known AFN characters, including Don Aldington, Mrs HJ, and many VSCC "Chain Gangsters". A wonderful display of AFN-associated vehicles occupied the paddock, from which even Ferraris were excluded, and 146 guests and 84 staff-guests lunched in the enormous Clubhouse restaurant, to period jazz.

The cars ran from three GNs (Stafford-East's ever-popular "Kim II", Ridley's BSA-GN, and Mrs Skinner's i o e vee-twin) to the latest Porsches. I counted eleven "proper" Frazer Nashes, from John Aldington and Hare with their 1925 cars, to David Holland's once-supercharged ex-JOC Samuel Blackburne-Nash, which I must often have seen racing at the Track.

This was but one of three Blackburne-engined 'Nashes present, and Holland kindly gave me a brisk Test Hill ascent in it, at around 3200 rpm. "Kim II" crackled up slowly, as it was on high-ratio sprockets. John "Aldy" also had his 1951 FN; Tony Crook brought the first production Bristol 400; and the Bill Roberts ex-Ken Wharton Bristol-engined F2 single-seater, and even the ill-fated TT FN-DKW were present.

BMW's ranged from immaculate 328s and a 1935 319/45 drophead, to a big 327 dh coupe; and where else would you have seen together an Isetta 3-wheeler, an immaculate single-cylinder Porsche diesel tractor, and a DKW scooter?

Freddie Giles rushed back from the VSCC Wessex trial to make a dashing ascent of the Test Hill in Janet's Porsche 944, Michael

In the Trojan Wars

The small but keen Trojan OC holds its Northern Trojan Rally at the British Commercial Vehicle Museum at Leyland, Lancashire on June 14.

The cover of its current magazine reproduces the old advertisement comparing the joys of holidaying in a Trojan with the agonies of train travel. One notes the man, his wife and three children in the car, perhaps suggesting that its splendid springing was more conducive to pregnancy than the A7's harder suspension, a Chummy A7 having room for only two kids.

The windscreen is shown open on this Trojan, but, as the Club says, this was not so much to enjoy fresh air as to replace the underfloor fumes and heat drawn up by a closed screen, to the discomfort of front seat occupants whose clothes came to smell like old oil drums! **WB**

Bowler drove his well-known 1934 Frazer Nash, and there were Porsches from a 1951 356 to the latest 911 Turbo SE.

Nostalgic photographs from DSJ's AFN archives adorned the restaurant walls, and helped make this a most enjoyable day. Similar club gatherings will be held at Brooklands Museum throughout the year, so it seems Locke King built more durably than even he might have expected! **WB**

V to C Miscellany

The tenth Sandwell Historic Vehicle Parade, the largest in the Midlands, takes place at Dartmouth Park, West Bromwich on May 10. A parade of around 300 pre-1968 vehicles will start from the Savacentre complex in Oldbury at 10.15am. Spectator admission is free, and entry forms are available from G Price, 37 Comberford Drive, Tiffany Green, Wednesbury, Sandwell, West Midlands WS10 0UA.

The Bentley OC kilometre sprint at Wymeswold, Loughborough (off the A6006) on June 7 is open to the BOC, AMOC, Lagonda OC, Ferrari OC, BMW CC and the Historic Register. Profits go to charity. Entry fee is £16 to C Leverell, 31 Westminster Gardens, Marsham Street, London SW1.

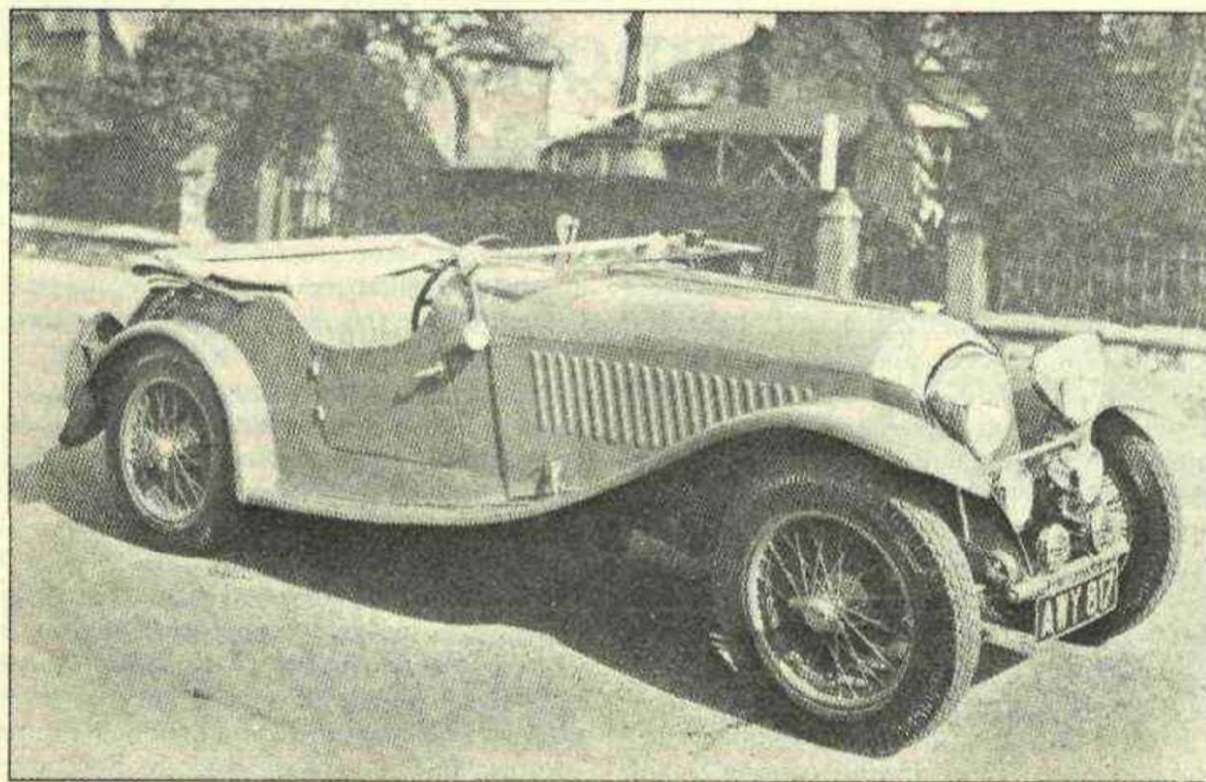
Coasting Ltd of Oldbury tells us that it has a stock of back-axle parts, shock-absorbers and brake spares covering Edwardian chain-drive to 1950s Ford Zephyrs—residue from the legendary Clares Motor Works stock.

Preston & District VCC has its Ribble Run for pre-1940 vehicles on May 17, from Preston to Stonyhurst, and its Elf Oil Preston to Morecambe Run on July 12. Details are now available from: J A Fellows, 301 Chapel Lane, New Longton, Preston, Lancashire PR4 4AB.

This year's Irish National Gordon Bennett Rally is on July 10-12. The organisers are the Irish V&CC, Clenthorpe, 4 Temple Gardens, Dublin.

The Ner-a-Car owner we mentioned last month has found another ABC motorcycle. It has been off the road since 1926, but its Jarvis valve-gear and original Walsall registration number are intact. The plot is to have it running again for the 1989 Arbuthnot Trial, in which its sprung rear-end will be quite legitimate!

Reporters should never assume things! Miss Threlfall, who drove a Frazer Nash in the VSCC Barton Stacey driving tests is a niece of Tom's, not his daughter. **WB**



The Leidart's name derived from that of its makers, Leith Huddart and Co of Pontefract.

The Leidart-8

The inter-war Ford V8 engine was such a smooth and inexpensive powerplant that it is no surprise that it was the basis of several sports cars made by small-output producers. The best-known and quite the most successful of these was Allard, and the most handsome Jensen, whose use of Ford V8 power was deliberately glossed over in Press descriptions. Other sports cars to use this clever power-unit were Batten Special and JBM, the latter assembled from overhauled used components.

One largely forgotten exponent of this formula for a fast sports job was the Leidart-8, which was announced during the summer of 1936. It was the idea of Leith Huddart & Co of Pontefract in Yorkshire, who stole something of a march on others working on similar lines by having a chassis of their own. This was of heavy section, with reversed quarter-elliptic springs as on a Bugatti, and half-elliptic front springs, damped by Hartford triple friction shock-absorbers. There were substantial chassis cross-members, and a low build was achieved by slightly upsweeping the side-members to the rear. Ground clearance, however, was declared as 6in under the twin silencers, there being separate exhaust-pipes from each bank of cylinders.

The company had been tuning competition cars and on its Leidart it carefully balanced the engine components, fitted dual carburettors fed by electric fuel pumps, and Scintilla Vertex magneto ignition, then a popular means of converting from coil to magneto. The ratio of the steering gear was raised, and a 4.0:1 back-axle ratio used. An open propeller-shaft worked in conjunction

with a torque-stay to the gearbox cross-member. Rod and cable brake operation was retained but there were plans to have hydraulic brakes on future Leidarts.

The appearance of this sports two-seater, priced from £400 depending on the equipment supplied, was rather like that of an inflated Morgan 4/4. The specification embraced Rudge centre-lock wire wheels shod with India Super 5.2518 tyres, two rear-mounted spare wheels, Scintilla headlamps, screen wipers and horns and a pair of Desmo spot-lamps. Wheelbase measured 8ft 5in and the weight came out at 19 cwt. A maximum speed of 100 mph was claimed. The Ford gearbox had a remote-control lever and the windscreen folded flat.

It seemed the Leidart might have a successful future. The company was planning to introduce a 9ft-wheelbase chassis, and apparently had coachwork facilities or a friendly bodybuilder in tow, as a four-seater at £425, a drop-head coupé at £550 and a £575 sports saloon were in the pipeline.

The first two-seater (Reg No AWY) was supplied to one H P Barren of Leeds. He entered it for the 1936 Yorkshire SCC's speed trials at Wetherby Grange (seat of Sir Ronald Gunter, who had raced a 30/98 Vauxhall, a Bugatti, a Bora and a blown Lea Francis at Brooklands and who competed himself in a 4½-litre Lagonda). Running in the class for supercharged cars up to 3 litres and non-supercharged cars up to 5 litres, Barren won with a run in 37.12 sec, beating the owner of the estate's Lagonda by 0.03 sec and another Lagonda by 0.55 sec.

It all seemed quite promising, yet nothing more was heard of the Leidart-8. **WB**

V to C Miscellany

The Daimler & Lanchester OC, which incorporates the Lanchester LD 10 Register, is making an effort to recruit more members to its already active organisation (Secretary John Ridley, The Manor House, Trewyn, Abergavenny, Gwent NP7 7PG). In the January issue of its magazine, *The Driving Member*, it listed 34 enrolled since last October, whose cars range from a 1924 Lanchester 21 to a 1978 Daimler Double-Six, and include seven Daimler SP250 sports cars.

The British Salmson OC makes a point of putting servicing data on the inside covers of its monthly *Newsletter*. If you need this, membership would seem to be advisable. The editor is Steve Higginbottom, 168 High Street, Winslow, Buckinghamshire MK18 3DQ, and present membership is around 50.

The 1986 *Yearbook* of the Aston Martin OC is a very impressive publication, running to 76 magazine-size pages. It not only reports in text and pictures the highlights of the last season, but contains an erudite 19-page illustrated article on the origins of the B & M Aston-Martin, researched by Alan Archer.

International Alvis Day this year is scheduled for May 17 and will be held at Duxford airfield.

We are informed by M J Mutch that the means of padlocking the steering of his 8.3 hp Renault is definitely an original fitting.

The Wessex Trophy in the VSCC's Wessex Trial was won by R Low's trials-type 1929 A7, in a tie with C Pipkin's 1929 A7. The Edwardian Trophy went to Hickling's Dodge, the Andrew Blakeney-Edwards Trophy to C Rides' Riley 9, and First Class Awards were won by W Uglow (HRG), M Garfitt (FN-BMW), T Threlfall (Ford), H Monro (30/98) and T Llewellyn (Bentley).



Stringer's A7 won a second class award in the Wessex Trial. (photo: Tom Threlfall)

The car from Sochaux has come a long way in the affections of British buyers since the 1920s, when advertisers thought it desirable to include in their announcements the words: "You pronounce it PUR-JO". Now the respected French make is being produced in Coventry, Britain's once-proud Motor City, at Ryton.

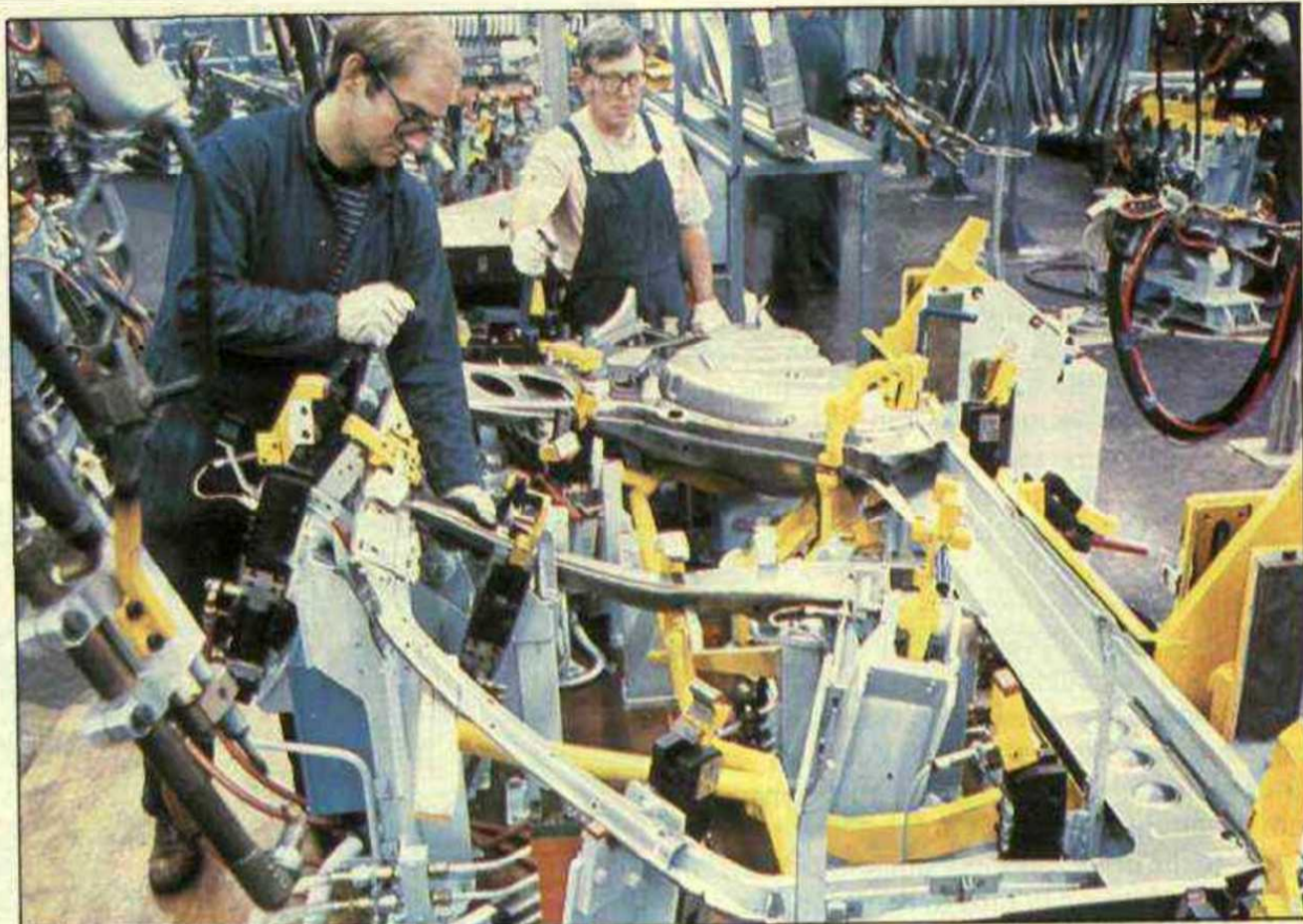
I remember what an impressive car in its day was the Peugeot 201, with its slim build, ingenious overhead valve-gear and effective brakes. I went to see Peugeots being made at Sochaux, near Belfort, in 1959, in the days of the 203 and 403 when French cars had a character, and an aroma, all their own.

The factory employed many women operatives, as it still does, much of the machinery was driven by overhead-beltting, and new cutting machines had just been installed for making the worm-drive of the back axles. A bronze worm wheel was then a feature of these individualistic Peugeots, although no-one seemed to know quite what were the advantages of this form of final-drive!

Ironically, our visit to the Sochaux plant 28 years ago was made in a Sunbeam Rapier saloon, then a model in the Rootes repertoire, flown across the Channel in a Bristol Freighter belonging to the now long-defunct Silver City Airways.

Since then many changes have occurred. In 1977 Peugeot took over Chrysler's European operation, which had taken over the Rootes Group business in 1974, which explains why you now find Peugeots at Ryton, where "Rootesmobiles" were made from the mid-1930s. Production of the Simca make, under the Talbot name, also continued at Ryton for some time.

Driving to Ryton brought back a few memories. I used to know the factory quite



Multi-welding body sides for a four-door 309.

The Lion in Ryton

well, having seen Sunbeam-Talbots and Talbot Solaras and others made there, of which I thought the 1981 Talbot Tagora a rather nice 2.1-litre car.

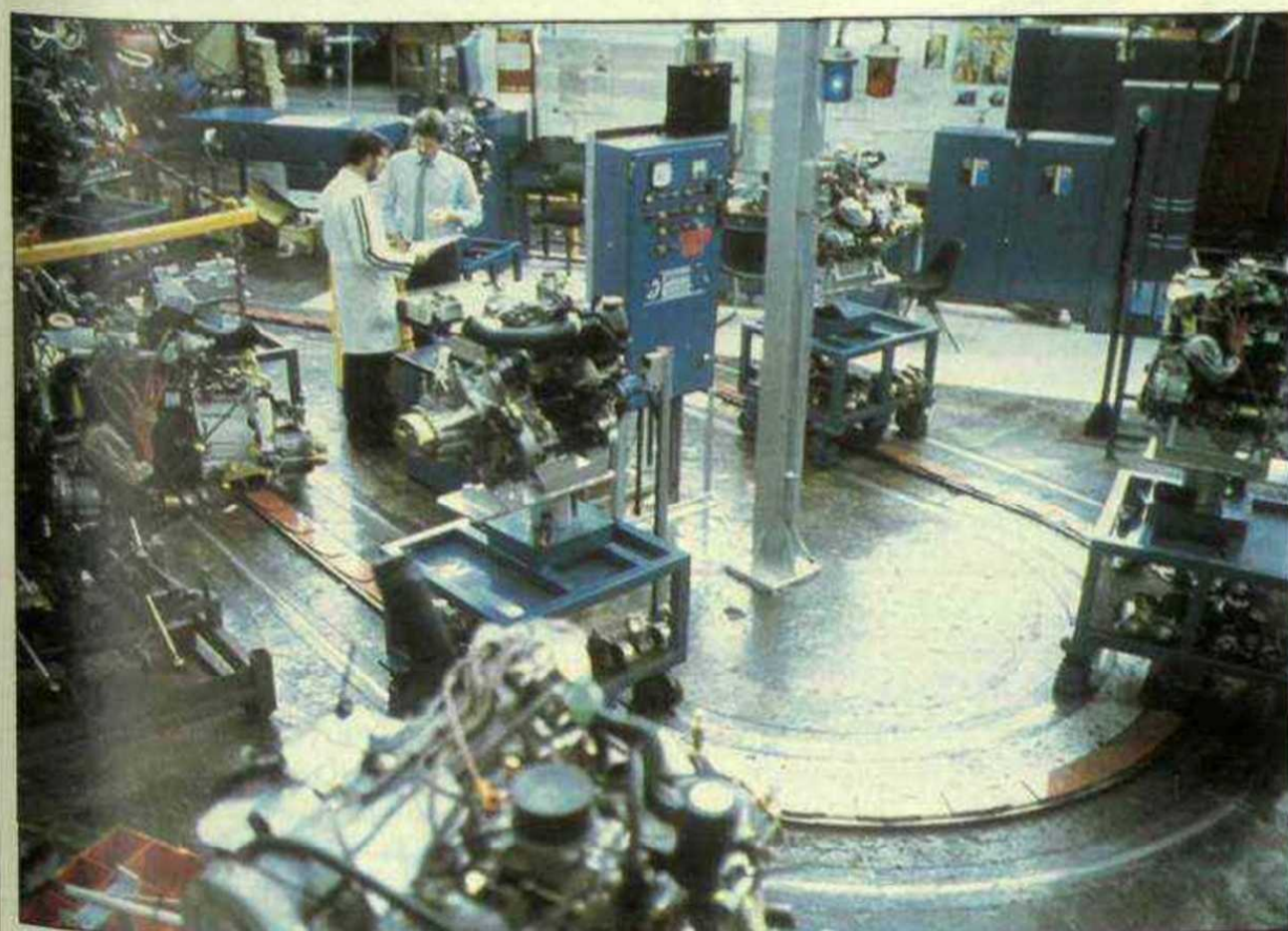
I remember, when my wife was running it,

how the STD Register was generously entertained at Ryton, the great Louis Coatalen sending Albert Divo over from France as his representative. Puzzled he may have been in those embryonic days of historic car gatherings, but the equally great Albert at least saw some cars of the sort he used to race . . .

The old Ryton plant was seen as ideal for manufacture of the Peugeot 309, and Peugeot-Talbot invested £3 million in it. This is administered by the chairman Jean Boillot (a famous name, but no racing connection, I believe!) and Geoffrey Whalen, the British managing director.

At present only the 309, in three- and five-door variants, is being made at Ryton, to a capacity production of 1250 per week, but a Montego-sized saloon will soon follow. A start was made in November 1985, and viewing the plant today one is impressed by the vast unobstructed floor-space under one roof, and by the fact that a test track has been constructed behind the factory on Peugeot-Talbot land. Interestingly, it is the old Chrysler test track at Bruntingthorpe which MOTOR SPORT now uses for performance testing.

Construction takes place mainly on floor-level chain-conveyors, but the bodies are elevated for the painting processes. Considerable use is made of computers for checking



Assembled engine/gearbox units travel on automated trolleys.

accuracy of assembly during and after construction. Most welding is carried out manually. Assembly lines wind back and forth, the sequence of build at Ryton being multi-welding of the understructure and bulk multi-welding of both body sides and roof/windscreen area, this being a two-stage manual spot-weld line.

Completed body shells then progress for the fitting of front wings, bonnet, and so on, at the metal finish-line. Inspection takes place at various stages, and it is interesting that Peugeot-Talbot employs separate "quality auditors" for this purpose. Here, computers discover fit-faults and the like *before* the body leaves the line.

Body panels come from the plants at Poissy and Valenciennes but 66% of British components are used, such as Hills Precision body trim and parts, Goodyear tyres, Dunlop wheels made specially for Peugeot, and Lucas/Rists electrics. The 309 floor-pan is moved automatically to a storage bank before it goes to the body assembly buck. Side panels are attached by small tabs to the floor pan, to ensure accurate automatic welding.

The preparation of body shells for painting follows accepted practice, with the proviso that the standard must meet the six-year rust warranty. Computer-controlled sprays apply primer, oven baked at 177°C for 15 min, and the final coat is baked for a further 17 min at 127°C, using Estabell rotary sprayers. Metallic colour receives a clear varnish finish, and wax is pressure-injected into chassis box sections. The factory was completely re-equipped before Peugeot production started; many of the tools are of P-T's own construction, others coming from Renault.

After painting, body details such as electric harness, trim, headlining and glass are fitted, and along the line a water test is carried out by immersing the bodies in a reservoir.

The test track outside the factory incorporates pavé, undulations, corners and a longish straight, while brakes can be tested in a covered area to contain noise. Here headlamps are set, using big mirrors *above* the cars, and other electrics are tested for defects. The aforementioned "quality auditors" do special extra checks on a number of cars every day, and about one in eight 309s go on a 25-mile road test. The electrics, which can give much trouble even on modern cars, are checked on a "Contev" machine.

Quality at Ryton is regarded as matching the best in Europe, and the 2000 operatives seem proud of the cars they produce. It is good to remember that the Peugeot family still owns more than half the company's shares, and the success of the 205GTi is a notable achievement in a long line of very desirable, durable cars of distinctive character.

Some engines are built in the former Humber factory at Stoke, and it is here that the spares service is linked to the main dealers by a department adjacent to the computer centre, from which spares can normally be



Peugeot's three-box 309 is the only model built at Ryton so far (to a capacity production of 1250 per week), but in time the factory will start manufacture of the 405, a mid-sized saloon.

turned around within 24 hours. Peugeot-Talbot uses computers for tracking cars throughout the build processes, for quality checks, and at Tile Hill for linking the main dealerships with the spares supplies. The UK plants currently contain five mini-computers, 25 micro-computers and more than 100 terminals.

It was fun to be back at the Ryton plant, and even more fun to drive away from Stoke and down Humber Road in a Peugeot 309 SR

Injection, which has the same 1.6-litre engine as the enchanting 205 GTi. Both are lively little cars, which uphold the great Peugeot tradition. It is significant that, in Britain, 20% of 205 sales are of the GTi, but in Europe only some 13% to 14%. Rally successes may well contribute to this situation.

Export cars, as well as those for Peugeot's 500 British dealers, go out from Ryton, and there is a trace of Simca still in the smaller power units built at Stoke.

WB

After visiting Peugeot at Ryton, I drove away in a jolly representative of the small cars from that factory, a 309 SR Injection. We have written a good deal about various Peugeot models in recent issues of MOTOR SPORT, so we can perhaps be brief about this top performance model of the 309 range.

It must be said at once, however, that it is fun to drive, has an electrifying performance for its size (being powered by the same transverse fuel-injection engine that has made the 205 GTi such an outstanding little car), seats which remain comfortable all day, and a distinct economy in terms of petrol consumed; it is altogether a most convenient concept.

It might be termed a "booted hatchback", having the convenience of five doors, including the lift-up tailgate, and a split rear seat for greater luggage space. The gearchange is slick, and steering and braking are in keeping with its 0-60 mph acceleration in under 9 sec and 115 mph top speed.

The instruments are easily read and the unexpected oil pressure and oil temperature gauges welcome, if uncalibrated. The fuel gauge did not fall from a "full" reading for many miles, and is not entirely consistent at the lower end of its scale — but that is a minor niggle, as a low-level warning light obviated running dry.

Many of the 309's convenient items of



My Pleasure

equipment are those found in many cars of the 1980s; but rear seat belts, map-reading lamp, fuel-filler flap opened by a lever between the seats, load-adjustable halogen headlamps, two external mirrors and a laminated windscreen might be quoted as bonuses. The main thing, however, is that this little Peugeot is such a pleasure to drive quickly, yet very

smooth and flexible in fifth gear. Violent application of power can make the front wheels spin under getaway, the 1580cc all-alloy ohc engine poking out an impressive 115 PS/DIN bhp at 6250 rpm. Casual use of the accelerator does promote some kangaroo action, but anyone using a 309 SRi seriously will not permit such bad habits.

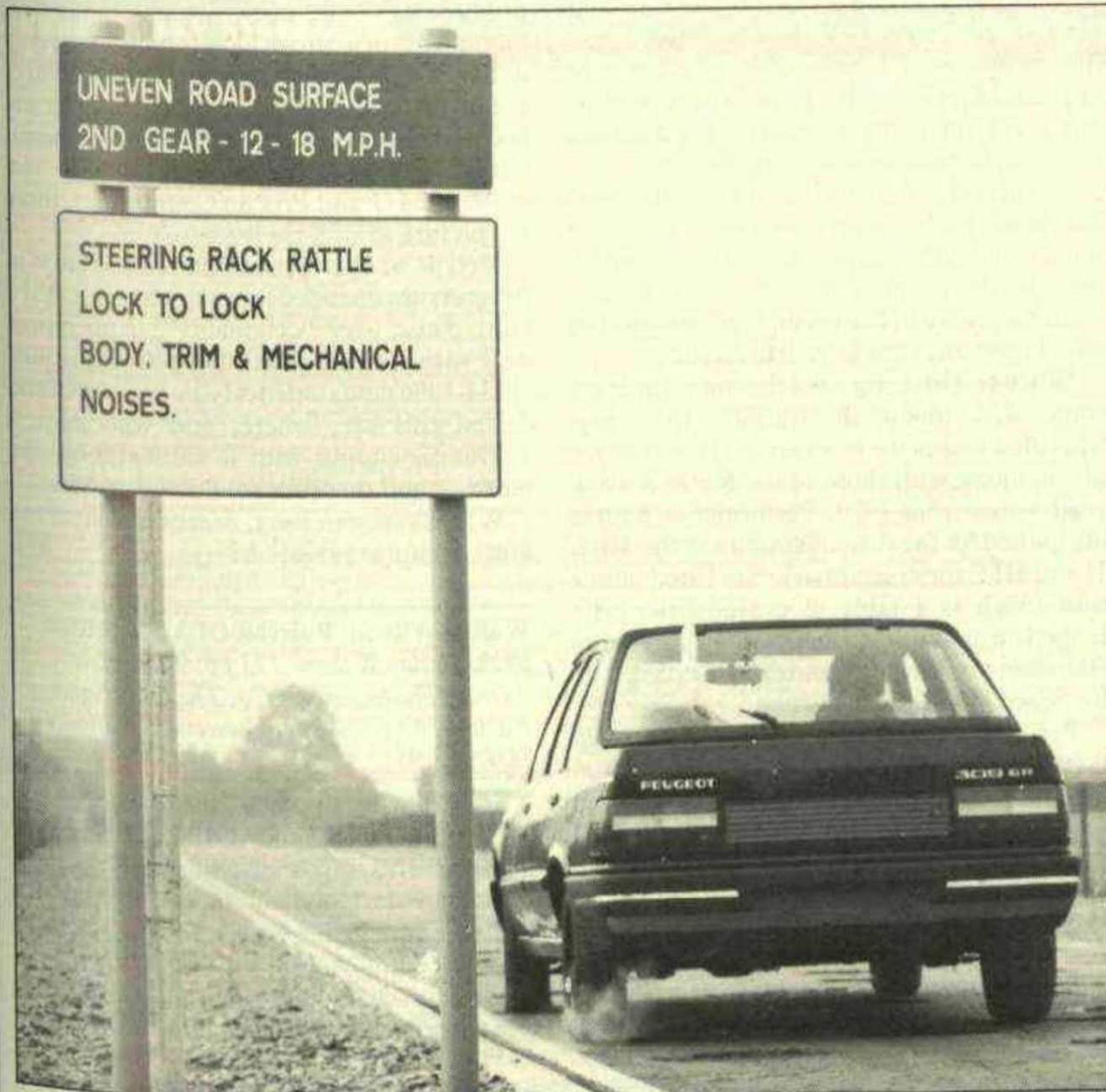
The test car had Goodyear NCT HR65 175/65 HR14 tyres (part of the 66% British-supplied components which go into these Ryton Peugeots) central door-locking and electric control of the front windows. Fuel consumption was 30.27 mpg, rising to 38 or more on unhurried journeys — but this is hardly the way most of us would conduct this cheeky and obliging little car. With all-round independent suspension and rack-and-pinion steering, it is priced at £8795.

I used it for 1200 miles, including a day's drive of 210 miles to look at some Somerset seaside resorts, since the Severn Bridge (toll again 50p per car) and the M5 bring them within a reasonable distance of Wales. We choose about the wettest April Fool's Day ever, for a drive through industrialised Avonmouth, dignified Clevedon and tripperish Weston-Super-Mare.

At Worle we enquired about Woodspring Priory, where Owen John, whose diaries we have been studying, spent Christmas 1926, having driven there in the latest Lanchester 21. Ashbourne sub-post-office not only directed us to this and the "inland lighthouse" OJ refers to, actually an observatory, but found us a picture of the ancient Priory (still there, still farmed) for which they refused payment.

As we drove back to hillier and more remote Wales, I reflected that the Peugeot 309 had taken us to Somerset faster, and probably with less effort, and more comfort than OJ's big Lanchester over 60 years earlier, fine car though that was.

WB



A newly-built 309 undergoes rough road testing on the Ryton test track.

BOOK REVIEWS

Rosemeyer! A New Biography

by Elly Beinhorn Rosemeyer and Chris Nixon.
(Transport Bookman Publications Ltd, 8
South Street, Isleworth, Middlesex TW7 7BG.
Price £29.95p.)

Most books about pre-war motor racing, in my view, suffer from narratives rather akin to telephone directories; they offer a lot of detail without actually telling you what things were like. Prior to reading this volume I knew of only two books which vividly painted a picture of the pre-war international racing scene. Now I know of three — and two of them have been written by the same man: Chris Nixon.

I have to confess I am completely out of step with our editor on the subject of Nixon's other work, *Racing the Silver Arrows*. I line up with the majority opinion that it is a breathtaking volume which exerts an almost hypnotic attraction. I felt so strongly that I must have it that I paid full price for it and was not disappointed.

I was also happy to pay for my copy of *Rosemeyer*, since our review copy seems to have gone "walkies", and I can only say that I am equally impressed with this revamped version of the great German driver's biography, initially written by his widow before World War Two.

The book says as much about Elly Beinhorn, Rosemeyer's wife, as it does of the dashing Auto Union ace who died in a record attempt on the Frankfurt-Darmstadt autobahn in January 1938.

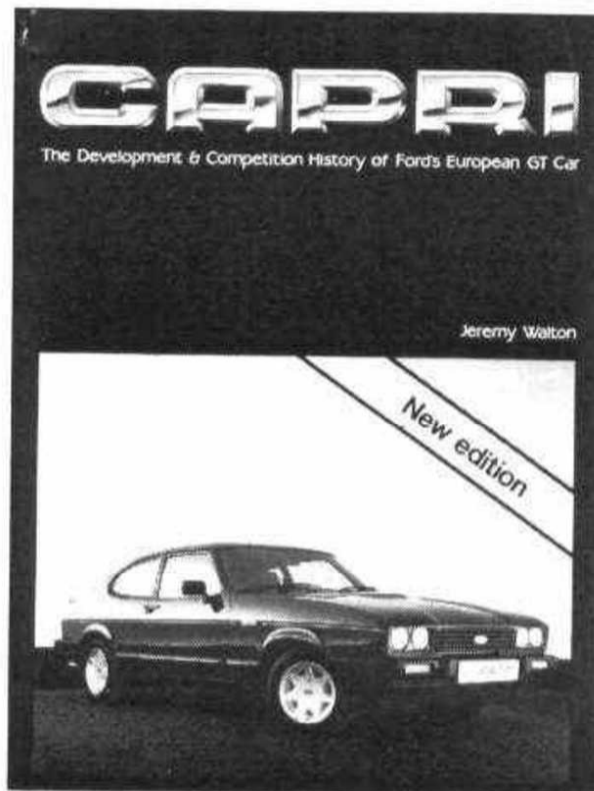
At the time, Elly was Germany's most celebrated young aviatrix, becoming a household name with her flights around the world in the 1920s and 30s. Two years older than Rosemeyer, she wasn't exactly swept off her feet from day one by the cheeky, super-confident young man, but the story of their romance, their life together and his racing exploits makes absolutely compelling reading.

I am not at all surprised that the original edition sold over 300,000 copies in Germany shortly after Rosemeyer's fatal accident.

Elly Beinhorn was a strong-willed, coquettish young girl, with a tremendous independence of character and not one to be easily impressed. Bernd Rosemeyer had a youthful and uncomplicated breeziness, infectious enthusiasm and glittering driving talent — a cross between Alain Prost and the late Gilles Villeneuve. Together they were one of Europe's most glamorous couples, always in the public eye, living life in the fast lane.

Only 1000 editions of this book have been published, in an enterprising joint venture between Nixon and Frank Stroud of Chater and Scott, the motoring book sellers. It is expensive, but worth every penny, and the introduction describing how Nixon and the now-80-year old Elly came together to update the original book is a story in itself. Great stuff!

AH



Capri — The Development & Competition History of Ford's European GT Car

by Jeremy Walton. 311 pp, 9 3/4" x 6 3/4". (GT
Foulis & Co, Sparkford, Yeovil, Somerset
BA22 7JJ. £14.95).

It was very perspicacious of the Haynes Publishing Group to bring out this new edition of Jeremy Walton's Ford Capri history just as this famous GT car has gone out of production — for the Capri will be seen on our roads for many years to come and will continue to rank high with enthusiasts.

Launched in the summer of 1980, the book has been fully revised to cover all Capri models and their competition histories (which include the author's races!). So here is a valuable record of a covetable car, by a person who knows his stuff as well as anyone.

When you have digested the story, there are some 220 mono illustrations to enjoy. Specifications of the race cars of 1969-1980 are given, along with those of the RS & X-Pack road Fords from 1970. Performance figures are quoted for the various editions of the Mk I, II and III Capris, landmarks are listed, and a nice touch is a table of personalities who helped to make it all happen, from Rauno Aaltonen to girl racer Hannelore Werner. The foreword is by Stuart Turner.

Personal experiences are often the most fascinating part of such books, and Walton gives his likes and dislikes of the thirty varied Capris he has driven, some of them provided by MOTOR SPORT. There will be no need to look further for all you need to know about Ford's successful GT model.

WB

Former car salesman James Ruppert lets us into the secrets of his trade in *Dealing with Car Dealers* (Haynes, £2.95), but I think it may amuse these gentlemen as much as it will instruct the customer-buyers.

WB

Maserati 3011 — The Story Of A Racing Car

by Denis Jenkinson. 113 pp, 8 1/2" x 10".
(Aries Press/Andrew Deutsch, 105-106 Great
Russell Street, London WC1. £19.95).

This is the full life-history of just one racing car, the famous 3-litre Maserati 8CM 3011. A great many of those who watched or follow pre-war racing will remember it as the Whitney Straight/Chula/Bira car. In fact, Harry Rose raced it between Straight and Chula, and it has had six more owners since then.

The current owner, David Heimann, persuaded Jenks to set down all that is known about this very successful (one might well say "loveable") car while he was having it painstakingly restored for Historic racing. So we have a book in the authoritative and accurate DSJ style, exuding enthusiasm and covering the long history of a car which survived crashes and increasing age to set up a most remarkable run of successes.

A landscape format undoubtedly suits a book which has innumerable evocative photographs, including colour, to embellish the text. DSJ has dug up some very interesting "new" studies of this long-lived Maserati — there is even a 1938 colour print from the camera of Louis Klemantaski. The publishers are to be congratulated on the very fine production of the book, which stands as a monument to a car we look forward to seeing in many more races. The many fine pictures are in sequence and so properly support the text; when one reads of how the Maserati out-accelerated all the opposition at the start of the 1934 Grand Prix du Comminges, there is a picture to endorse it.

Details of the meticulous rebuild now in progress are included, perhaps causing DSJ a faint pause over "originality"! Appendices deal with specification, competition results (1934-1986) and statistics (who has owned and driven this car, where, and who kept it working), ending with a bibliography and index — and there are colour end-papers.

What more can I say, except that here is a great tribute to a great car?

WB

Walter Wilson: Portrait Of An Inventor

by A Gordon Wilson. 173 pp, 9" x 5 1/2".
(Gerald Duckworth & Co, The Old Piano
Factory, 43 Gloucester Crescent, London NW1
7DL. £9.95).

Written by a son of the inventor, and edited by Rodney Dale of Self-Changing Gears Ltd, this book tells primarily of the birth and development of the well-known Wilson pre-selector gearbox. This author is not biased in favour of his father, explaining his difficult character, which lost him friends, as well as his undoubted engineering genius.

The foreword is by Colonel P H Horndern DSO, who, perhaps thinking the son was unusually frank, makes it very clear what a

BOOK REVIEWS

great benefit the Wilson gearbox is, not only in military warfare, but on cars, buses, lorries, motor-boats, railway vehicles — and racing cars.

The author enlarges on the racing theme, and mentions Pierre Wimille bringing a Bugatti to the Coventry factory to have such a gearbox fitted. The story of the struggle to get the gearbox accepted is fascinating: Vauxhall was interested until the GM takeover killed the idea, and the patents were filched from Wilson by Daimler and in later times by Alvis, but he persevered until his death in 1957 (so that Self-Changing Gears Ltd is now a thriving concern transferred last year from British Leyland to Cummins Engines Co, as the tailpiece by its MD explains).

Largely the book is the story of the tank, from its inception in 1915 to the present, because Walter Wilson was very closely associated with this. But the early flying experiments of Percy Pilcher, the Wilson-Pilcher and Armstrong-Whitworth cars and the Hallford lorry figure in the early part of the biography, as does Wilson's association with the Hon C S Rolls.

Members of the Armstrong Siddeley and Daimler & Lanchester owners clubs will find much of interest here. Sir J D Siddeley was perhaps the kindest of those linked with the

revolutionary gearbox venture. R-R folk will note that there was a move at one time to use two Rolls-Royce Phantom car engines in a tank, a machine which for many years used very primitive prime-movers.

Gordon Wilson writes with a sympathetic, if never quite forgiving, understanding of his father's character. His book is a reflection on the changing face of the motor industry from WW1 to today, and on the changing social scene. Wilson's many homes are referred to, as is the Darracq he used until 1908.

The subject of this biography retired as MD of Self-Changing Gears in 1956. Those early days with tank transmissions, and his work on his own jet engine at the same time as Whittle, make fascinating reading; as a reviewer I have to read too many books, but I just couldn't put this one down. **WB**

Video: Shell History of Motor Racing

Volumes I, II, and III. (Duke Marketing, PO Box 46, Douglas, Isle of Man. 70, 53, and 55 minutes. £24.95 each.)

What a delight to be able to enjoy such evocative film footage at home. The Shell films offer three full hours of constant action including more or less all the famous

races, cars and drivers through half a century. Inevitably, each year is heavily condensed, but the overall picture is fascinating for anyone who has not seen film of the Edwardian heroes wrestling with their giant mounts over dirt roads, or Chassagne battling with the Deussenbergs at Le Mans.

There are two of the six films on each cassette, moving from Pioneers, with footage from as early as 1902, through the Golden Age, covering Indianapolis and the maturing European scene, and on to The Titans — glorious shots of Carracciola and Rosemeyer, Mercedes and Auto-Union with superchargers wailing, trouncing the rest of Europe. This section ends with a real treat — a peek over Hermann Lang's shoulder as he threads his 1937 GP Mercedes around the Nurburgring during a nostalgic return to the track years later.

Alfa Romeo's lovely Alfetta 159 dominates the coverage as it did the racing post-war, and the last cassette takes us up to the new World Championship, and then 1951 and Jaguar's Le Mans glory.

£75 sounds a lot, but I am quite sure that those who buy will play and replay this collection; if forced to choose, take Volume II, The Titans — the perfect recipe for armchair time-travel. **GC**

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LETTERS

Speed and Safety

Sir,

Mr Lyon and Mr Goodman have risen to the bait contained in our March editorial. I can see nothing therein which detracts from the well-known fact that speed, *properly used*, is not necessarily dangerous. It is hysterical views about ordinary driving that may well give the DoT pause, were higher motorway speed-limits to be contemplated. That is why I criticised some of Mr Lyon's views.

Does he really believe that modern cars need checking over daily, as for an MoT test, before starting a 200-mile run? His reference to blood sugar levels is beyond me—I just wonder why, after regularly driving nearly 400 miles in a day as well as spending some time in the office, at over 70 years of age, going as fast as my capabilities allow, which involves overtaking one or two other vehicles, a recent blood-test gave me a clean bill of health . . .

Mr Lyon was writing of ordinary driving, not racing, being troubled about loss of control while sounding the horn, which few racing cars would have, outside races like the late lamented Mille Miglia and Targa Florio. So Mr Goodman's comments about Mansell at Adelaide and his Prescott hill-climb pupils, whom he advises to keep both hands on the wheel whenever possible, scarcely apply, although F1 drivers change gear quite frequently and adjust boost valves; I find myself wondering whether Mr Goodman prefers his pupils to use automatic gearboxes?

WILLIAM BODDY
Editor, *Motor Sport*

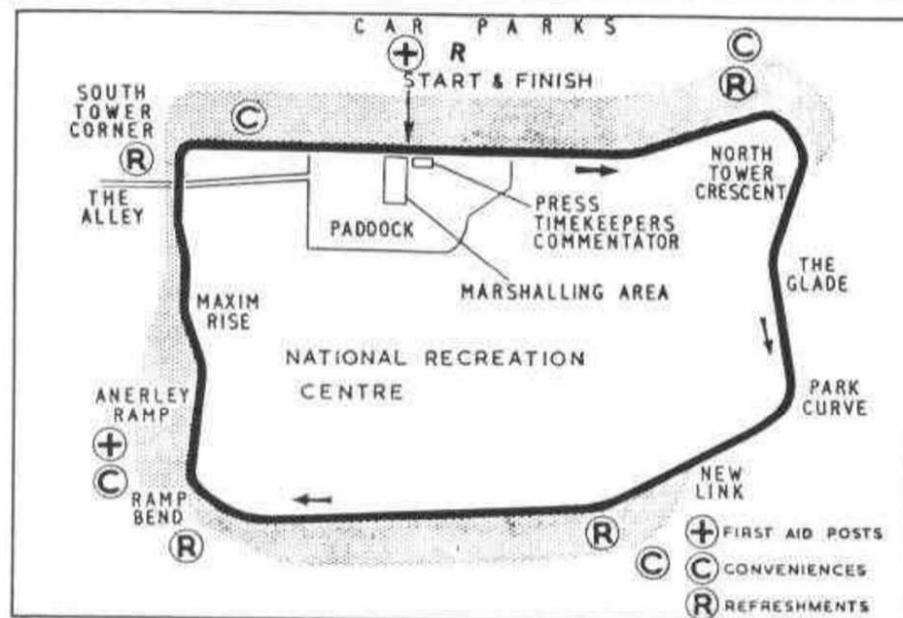
Who's Hysterical?

Sir,

I have just read *Matters of Moment* (*MOTOR SPORT*, March 1987).

Is it not yourself who is getting hysterical, by taking all John Lyon says too literally? I have been reading Mr Lyon's articles in *Motor* and, as a mediocre driver, have found them very helpful and illuminating.

Surely his point about regular



Crystal Palace circuit in 1967.

stops on long journeys makes sense? I hardly think he was trying to compel you to eat or go to the loo *every* time you stop!

As for his point about keeping two hands on the wheel, you dismiss the need for this as rubbish. Surely the driver who keeps both hands on the wheel is less likely to be caught unawares than one casually steering one-handedly?

Should I become sufficiently incapacitated to require a chauffeur to drive me about in my Alvis 12/50 or Star 18/50, John Lyon would certainly get the job!

ROBERT BRITCHER
Staplehurst, Kent

Pryce's Royale

Sir,

Thank you for your article on the late Tom Pryce. You may be interested to know that the prototype Royale RP11 F3, Chassis No 1, pictured in the article still survives. In fact I have nearly completed its restoration, ready to run it in the 1600 F3 class in the BRSCC Libre Championship.

Alan Cornack of Royale Racing UK has been particularly helpful with the supply of knowledge and parts to assist me. Although I have all the original Triumph uprights and wishbones to suit, the car now features 'production' items such as magnesium uprights, centre-lock wheels, separate cockpit and nose cone, bodywork and wings.

M J YOULES
Smallfield, Surrey

Bolt Upright Tazio!

Sir,

Presumably Joe Bayley's "Laid Back" letter (*MOTOR SPORT*, April 1987) was a stir? In the photos, Nuvolari's head is further forward than his shoulders, whilst Farina's head is angled backwards.

Nuvolari was described by the motoring Press as "sitting bolt upright with arms flailing at the wheel" or "hunched over the wheel", and in some photos he is leaning forward like a jockey urging his steed on.

Moreover, in the cars Nuvolari drove there was not much room for lying back, and if he'd tried it (being a bit on the short side) he would not have been able to see where he was going!

Watching Nuvolari drive an Auto Union was the greatest sight in motor racing ever, and the like will not be seen again.

TONY BROOKE
Harrogate, Yorkshire

Cooper-Zephyr

Sir,

Does any erudite reader of *MOTOR SPORT* know what happened to the Cooper-Zephyr which Rosemary Seers drove, and with which she made FTD at Stapleford in 1956?

The car dated from 1954-5 and had a Zephyr 2262cc engine with Ford 3-speed gearbox and ZF diff. The body was of aluminium and fibreglass with detachable hardtop, and registration number was RKT 930.

JOHN WILLIS
Guildford, Surrey

Short Circuit

Sir,

Your photo feature on the Crystal Palace motor racing circuit (*MOTOR SPORT*, April 1987) reminded me of my own rather more recent visit there, and prompted me to dig out my copy of the programme, which was for the International Trophy Meeting held on Spring Bank Holiday, May 29, 1967.

As at the inaugural meeting the programme included a circuit map, and comparing it with the original plan I was interested to notice that the inner loop of the circuit had been eliminated, and replaced by a new link between the apex of Fisherman's Bend and the exit from Stadium Curve. This shortened the lap distance from 2 miles to 1.39 miles. If the picture at the top right of your feature is anything to go by the new link must have had quite a downhill gradient, and I now wish I had watched the races from there.

Elsewhere in the programme is a list of the day's competitors which reads like a *Who's Who* of late sixties early seventies racing drivers, and coincidentally (considering April's Diva article) an advertisement for Duckhams oil showing Doug Mockford and his Valkyr.

COLIN WARD
Yateley, Camberley

Veiled and Mysterious

Sir,

As a schoolboy I spent many holidays at Eastbourne, and I can recollect seeing a veteran car in use in the town, around 1928 to 1930. To the best of my memory the car had a lofty tonneau type body, and wooden-spoked, iron-shod wheels—small diameter at the front, and very much larger diameter at the rear. Final drive was taken to the nearside rear wheel by a massive chain. The clutch was extremely fierce and, on starting, the vehicle would give a pronounced jerk; the nearside rear wheel would spin on the stone blocks in the gutter, giving rise to a shower of sparks.

The chauffeur, an elderly man who wore a Cornish

fisherman's type of cap (similar to that favoured by the late Colin Chapman), went to the rear of the vehicle to start it.

The vehicle appeared to be of greater antiquity than the veterans I had observed on the Thames Embankment on the Brighton Runs of those days. I saw it briefly on two occasions parked outside a bank awaiting the owner, who appeared to be an elderly lady, ornately dressed in the fashion of the early 1900s, and very heavily veiled.

In the late 1920s and early 1930s, such a vehicle would have attracted considerable attention if it had appeared on London streets, but as the Eastbourne residents passed by without displaying any interest, I assume the vehicle was a common sight. Maybe some Sussex resident has clearer recollections of the vehicle, and its eventual fate?

N R CROFT
Brentwood, Essex

Low Lead Fuel

Sir,
Being interested in high performance cars, I endeavour to have all engine settings and mechanical adjustments as near as possible to the manufacturer's specifications and to use the recommended fuel to ensure I get the best from my vehicles.

The purpose of this letter is to convey the frustration I feel in not being able to purchase *real* four-star petrol anymore; that is, minimum 98 octane four-star.

In the handbook for my Jaguar XJ12 it states if you cannot obtain 98 octane fuel you should drive at a more sedate pace until you can again fill-up with the correct grade. I believe four-star is now rated, if you're lucky, at 96 octane because of the decreased amount of lead being added by the petrol companies. I have not noticed any problem with my XJ12, but I would like to be able to fill up with minimum 98 octane because I think the engine would prefer it.

I am now hearing many stories from my colleagues at work of the problems being caused by this low-lead fuel — tales of severe pinking or the alternative of much-retarded

and gutless engines.

I feel that if low-lead petrol had to come, we should have been given five to ten years warning before the octane rating of four-star was lowered, to enable those of us with vehicles having engines that require this fuel a chance to wear them out in peace and not to suddenly make 98 octane four-star unavailable.

JOHN E FOREMAN
Malvern Wells, Worcs

Yimkin Days

Sir,
I much enjoyed *The Story of Diva* (MOTOR SPORT, April 1987) since Don Sim (and Yimkin) were responsible for the first Mini that I raced in 1961.

I well remember arriving outside Yimkin's premises in Cadogan Lane, where Don was working, in the road, on a Mini which belonged, as I recall, to Marsh Midda. Don showed me the car as a come-on to doing business, and described Midda's car as "in the nature of being a bit experimental". By these words, redolent of "works backing" and "prototypes" to my youthful mind, I was completely convinced, among the likes of Jonathan Williams (with whom I was sharing a flat), John Aley, Jackie Oliver and Christabel Carlisle.

I think Don has got his dates a bit wrong, since I recall him being associated with Yimkin throughout most of 1961, while developing his links with Tunex, who built a not very successful Austin Healey Sprite for me in 1962. At that stage I got close to racing a Diva (before the Sprite was ready) but a couple of laps of the Brands Hatch Paddock convinced me that it would be all too easy for my size 10s to press all three pedals at the same time.

Don also fails to remind us of his Yimkin co-director, one Mrs Herbert, a lady of strong, even robust temperament, who always wore a hat that would not have been out of place at a Tory Party Conference.

Happy Days! Cheap too!
SHERIDAN THYNNE
Williams GP Engineering
Didcot, Oxfordshire

Self-Inflicted Ruin

Sir,
John Perrett's allegation (MOTOR SPORT, March 1987) that the people who buy foreign goods are the cause of Britain's industrial decline is ludicrous! People do not buy foreign goods to spite Britain — they buy them because British goods don't offer them what they want!

The decline of Britain's industries is primarily due to the attitude of the intellectually able in discouraging their offspring from entering industry. As a result, it is starved of the leadership and intellect needed to make it a success. And our governments and institutions do not know how to make industry flourish.

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C R SMITH
Pinner, Middlesex

Silent Memories

Sir,
Regarding DSJ's letter (MOTOR SPORT, March 1987), I was saddened to read of the RAC ruling regarding the fitting of silencers on all cars at hill climbs, having been a keen follower of the sport for the last 35 years, travelling up from West Wales to Shelsely and Prescott about four times a year.

I know the Labour Party have their loony left; it seems as if some of them have infiltrated the RAC. The only things we have left are memories.

M LEWIS
Lampeter, Dyfed

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BMW 323i 1984. Henna red, 5sp, alloys, P6 tyres, sports susp & s/wheel, s/r, tints, PDM, 1/fogs, r/cass, etc, low mileage, s/hist, unmarked
£8,495

BMW 320i 1984. Sapphire blue met/blue cloth, 5sp, sunroof, tints, PDM, c/lock, r/cass, etc, s/hist, very low mileage
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BMW 316 1984. White/blue cloth, 5sp, s/roof, tints, PDM, 635 stripes, overmats, r/belts, r/cass, etc, aerial, 25,000m, s/hist, pristine
£6,695

FORD SIERRA RS COSWORTH. White, 5sp, alloys, P7s, ABS, ESR, e/tints, PDM, r/cass, etc, 1 owner, 3,000m, like new
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FORD CAPRI 2.8i Special 1987. Delivery mileage, choice of 3, red, white or black, all 5sp, alloys, L/P tyres, half leather, s/r LSD, tints, PDM, r/cass, etc (Huge saving on list price)
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FORD ESCORT 1600i Cabriolet 1985. Red, 5sp, alloys, L/P tyres, PDM, ultrasonic alarm, r/cass, 1/mileage, s/hist, 20,000m
£7,295

JAGUAR XJS Cabriolet 1986. Signal red/black leather, 5sp, alloys, L/P tyres, pas, a/c, e/tints, c/lock, r/cass, etc, 1 owner, 17,000m, s/hist, beautiful
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MG MIDGET 1500. Blaze, black trim, Rostyle wheels, hood bag & tonneau, etc, 1 owner, only 2000m, as new, collectors item
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OPEL MONZA GSE Coupe 1985 (C). White/black velour, 4sp, switchable auto, PAS, alloys, ESR, c/lock, e/tints, PDM, w/wide, r/cass, etc, 1 owner, 12,000m
£10,995

RANGE ROVER VOGUE. 4 door, 1984, Derwent blue met/grey velour, auto, pas, alloys, c/lock, e/tints, PDM, lamp grille & bail bar, 20,000m, s/hist
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PORSCHE 911 CARRERA SUPERSPORT 1986. Guards red/black leather, 5sp, alloys, L/P tyres, ESR, c/lock, elec sport seats, e/tints, PDM, 1 owner, 20,000m, s/hist, stunning
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PORSCHE 911 Carrera Sport 1985 Mdl. Silver, full blue pinstripe cloth, 5sp, alloys, P7s, ESR, c/lock, e/tints, PDM, e/seats, F&R fogs, r/cass, etc, 1 owner, 27,000m, s/hist, pristine
£25,995

PORSCHE 928 1980. Choice of 2, silver, auto, pas, alloys, L/P tyres, a/c, ESR, cruise, e/tints, c/lock, PDM, r/cass, 1 with 928S side mouldings, etc. Both in lovely condition, s/hist, from
£12,495

PORSCHE 944 1985. Guards red, 5sp, alloys, L/P tyres, pas, esr, e/tints, PDM, F&R spoilers, 1/fogs, r/cass, 4 spk etc, 1 owner, 20,000m, s/hist
£16,495

PORSCHE 944 1984 (B). Diamond black metallic/black cloth, 5sp, alloys, P6 tyres, ESR, e/tints, alarm, r/cass, etc, 34,000m, s/hist
£14,995

PORSCHE 944 1984 Mdl. Guards red/black leather, 5sp, forged c/coded alloys, 215 tyres, esr, 1/fogs, e/tints, PDM, alarm, sp/seat, r/cass, (factory skirts & r/valance etc), 42,000m, s/hist, stunning car
£14,995

PORSCHE 944 1984 Mdl. Black, black logo cloth, 5sp, alloys, L/P tyres, e/tints, sport seats, coin/cass rack, r/cass, 1 owner, 18,000m, s/hist
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PORSCHE 944 1985 Mdl. Guards red/black trim, 5sp, alloys, P6 tyres, s/r, e/tints, PDM, r/cass, pas, 1 owner, 43,000m and lovely, s/hist, hence
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PORSCHE 924 1985. White/black cloth, 5sp, turbo alloys, P6 tyres, ESR, e/tints, PDM, r/cass, elec aerial, 20,000m, s/hist, pristine
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PORSCHE 924 1984 Mdl. Black/black cloth, 5sp, alloys, ESR, e/tints, PDM, ultrasonic alarm, r/cass, etc, 37,000m, s/hist, magnificent
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PORSCHE 924 1983. Choice of 2, Pewter metallic, 5sp, s/roof, alloys, P6 tyres, etc, 1 with turbo wheels, e/tints, r/cass, PDM, s/hist, superb 1/mileage examples
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PORSCHE 924 TURBO 1981 (X). Guards red, 5sp, alloys, s/roof, e/tints, PDM, r/spoiler, r/cass, 4 spk syst etc, Superb, s/hist
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PORSCHE 924 TURBO 1981. Havana, 5sp, alloys, P6 tyres, s/roof, e/tints, PDM, F&R spoilers, Ultrasonic alarm, r/cass, 4 spk syst, etc, Lovely example
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TRIUMPH TR8. 1978 US spec, LHD, russett brown/beige cloth, auto, pas, alloys, air con, s/roof, tints, PDM, r/cass, 36,000m, exceptional condition
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TVR TASMEN 280i Convertible 1985. Black, grey trim, 5sp, c/coded alloys, L/P tyres, e/tints, PDM, remote alarm & c/lock, r/cass, etc, 14,000m, s/hist, Stunning example
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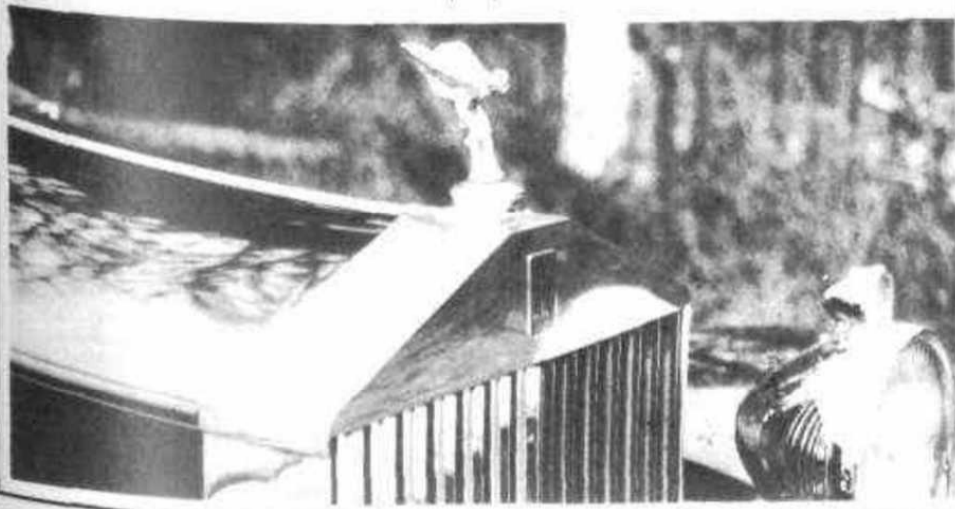
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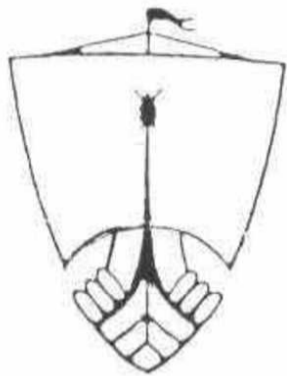


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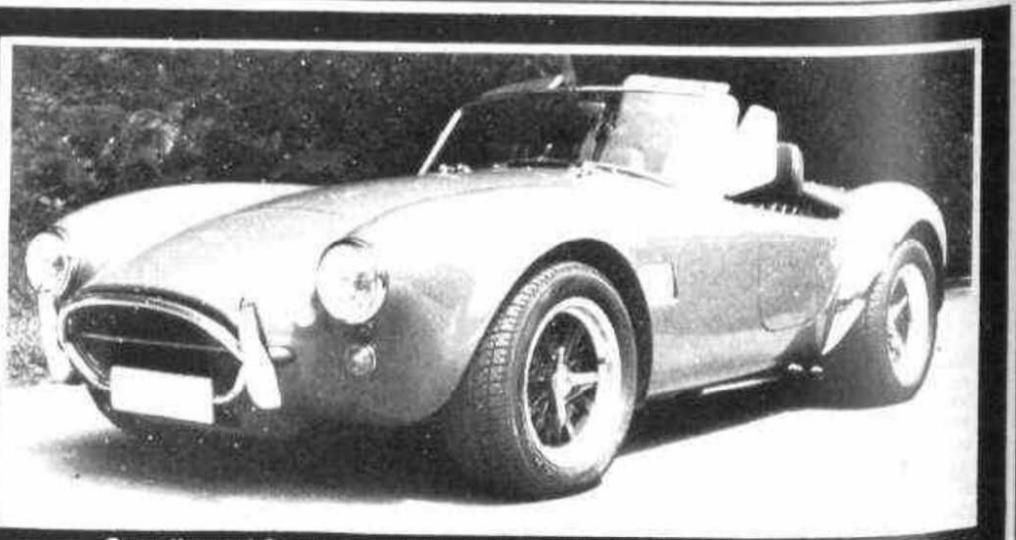
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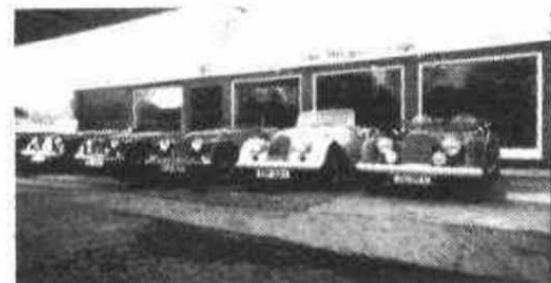
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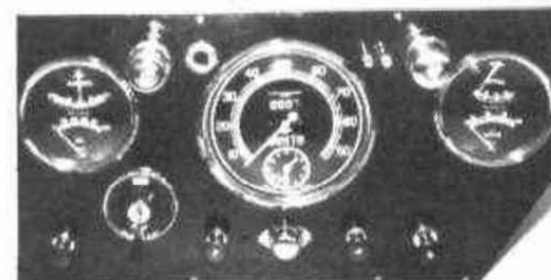
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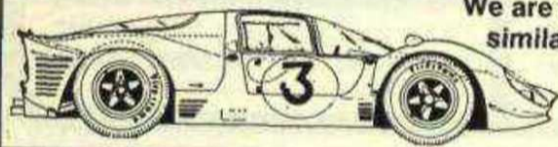
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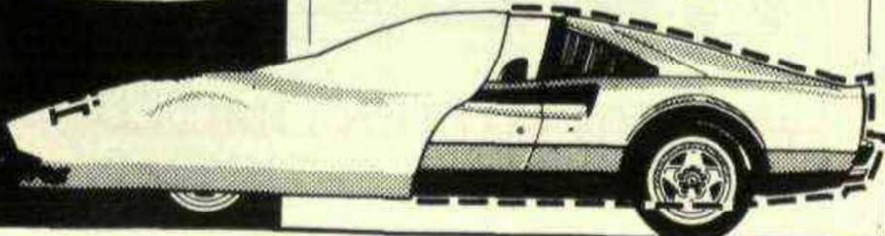
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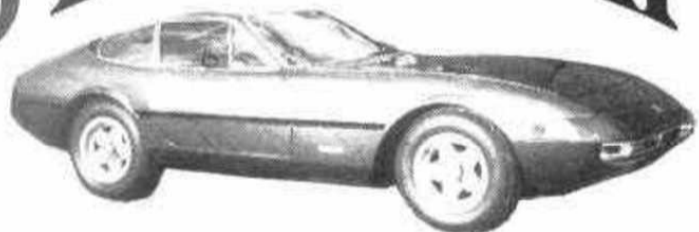
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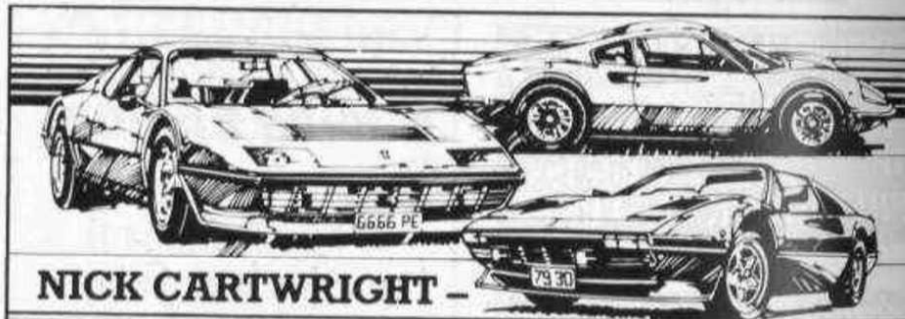
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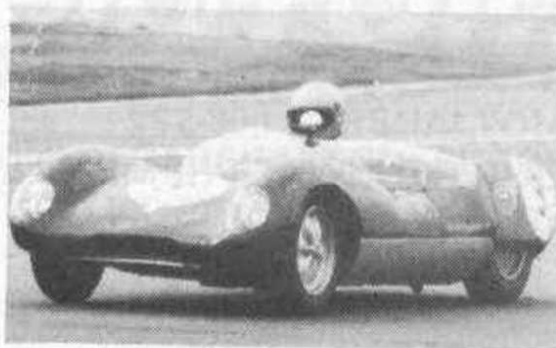
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 1983 (SERIES) LOTUS ESPRIT TURBO. Red, 1/2 leather, 18,000 miles.
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 1984 FERRARI MONDIAL. Black, 12,000 miles.
 1983 (SERIES) FERRARI BOXER 512 BBi. Rosso red, 27,000 miles.
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 1979 FERRARI 308 GTB. Red, 45,000 miles.
 1978 FERRARI 308 GTS. Blue, history, 48,000 miles.
 1978 FERRARI 308 GTS. Red, history, 23,000 miles.
 1978 FERRARI 308 GTB. Blue, 31,000 miles.
 1974 FERRARI DINO 246GT. Silver, 55,000 miles.
 1973 FERRARI DINO 246GT. Met. pewter, 22,000 miles.
 1973 JAGUAR E-TYPE Roadster. Auto. White, 2 owners.

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 1983 PORSCHE 911 TURBO. Guards red, 23,000 miles.
 1981 PORSCHE 911 TURBO. Black, 39,000 miles.
 1987 PORSCHE 911 CARRERA TARGA SPORT. Red, 300 miles.
 1986 PORSCHE 911 CARRERA TARGA SPORT. Black, 8,000 miles.
 1986 PORSCHE 911 CARRERA TARGA SPORT. Iris blue, 15,000 miles.
 1985 PORSCHE 911 CARRERA TARGA SPORT. Meteor metallic, 27,000 miles.
 1985 (SERIES) PORSCHE 911 CARRERA COUPE SPORT. Guards red, 18,000 miles.
 1984 PORSCHE 911 CARRERA CABRIOLET SPORT. Red, 28,000 miles.
 1984 PORSCHE 911 CARRERA CABRIOLET SPORT. Slate blue, 21,000 miles.
 1984 PORSCHE 911 Carrera Coupe. Ice blue, 31,000 miles.
 1983 PORSCHE 911 SC SPORT TARGA. Red, 28,000 miles.
 1983 PORSCHE 911 SC TARGA. Red, 49,000 miles.
 1983 PORSCHE 911 SC SPORT COUPE. Silver, 34,000 miles.
 1983 (MODEL) PORSCHE 911 SC COUPE. Red, 48,000 miles.

1983 PORSCHE 911 SPORT COUPE. Zinc, 55,000 miles.
 1982 (SERIES) PORSCHE 911 SC SPORT TARGA. Mocca black, 25,000 miles.
 1986 (SERIES) PORSCHE 928 S2. Auto, black, 3,000 miles.
 1986 PORSCHE 928 S2. Auto, met wine red, 9,000 miles.
 1984 PORSCHE 928 S2. Auto, slate blue, 34,000 miles, leather, s/r.
 1983 PORSCHE 928 S. Harvest gold, 39,000 miles.
 1983 PORSCHE 928 S. Slate blue, 31,000 miles.
 1979 PORSCHE 928. Auto, mocha black.
 1986 PORSCHE 944 TURBO. Guards red, delivery mileage.
 1986 PORSCHE 944. Black, 5,000 miles.
 1986 PORSCHE 944. Guards red, 5,000 miles, air con.
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 1985 PORSCHE 944. Gold, 12,000 miles.
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 1984 DE TOMASO PANTERA GTS. Red, 21,000 miles.
 1986 TOYOTA MR2. Red, 9,000 miles, one owner.
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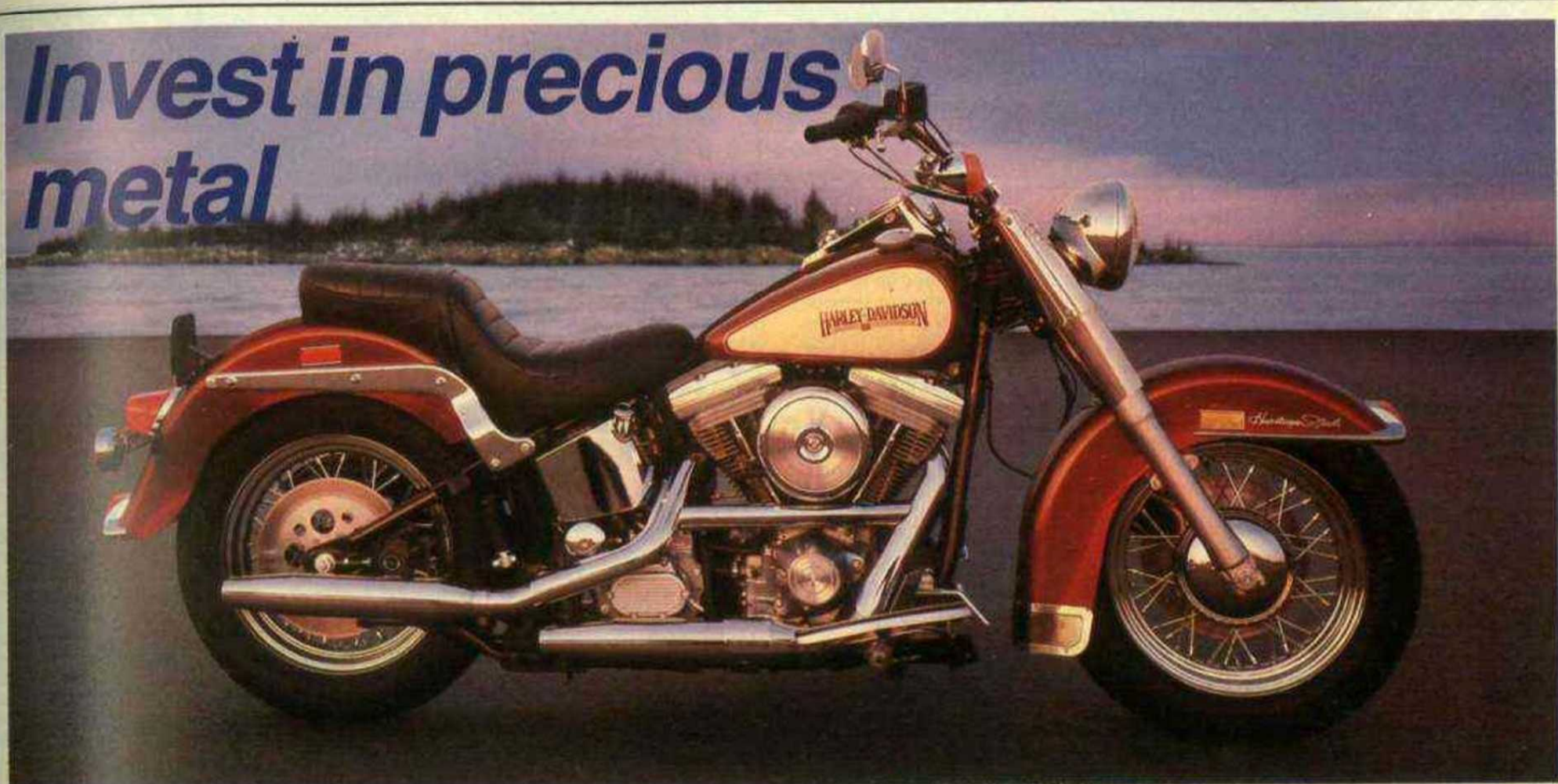
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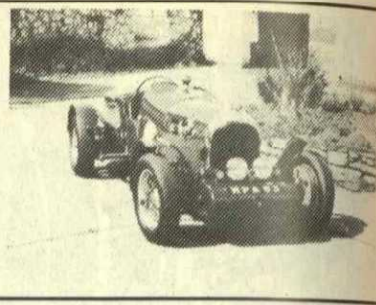
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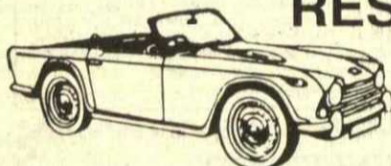
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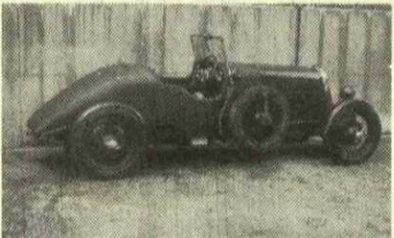
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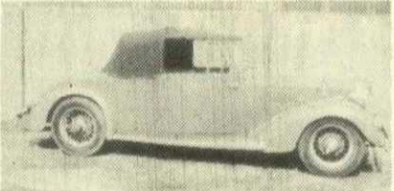
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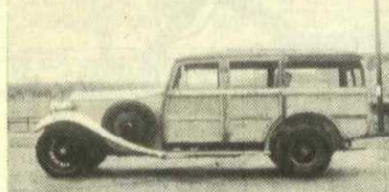
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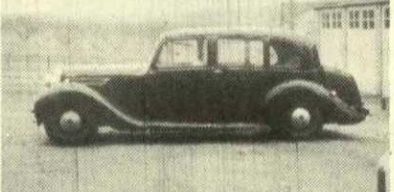
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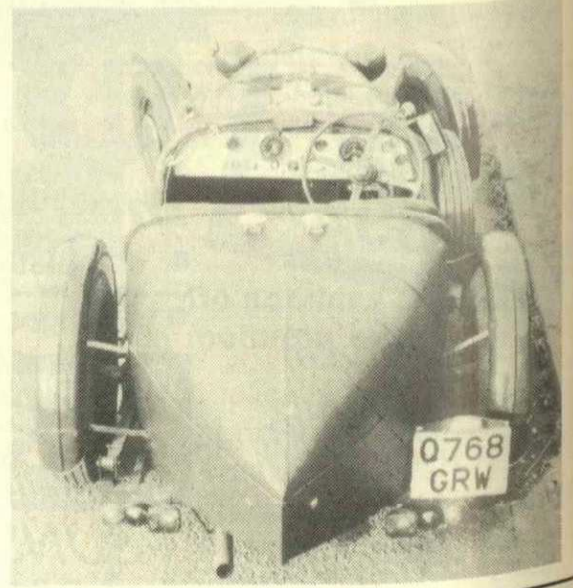
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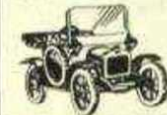
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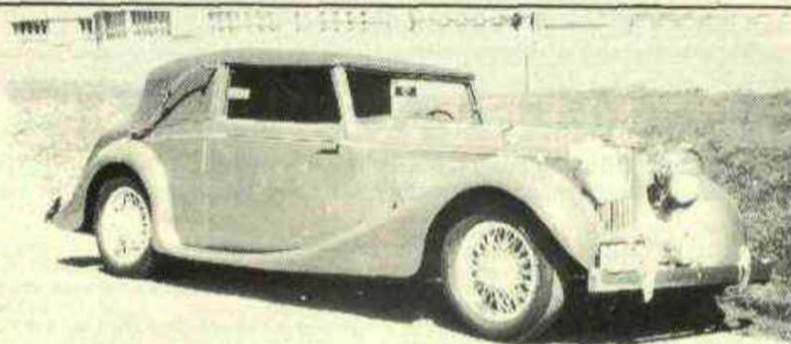
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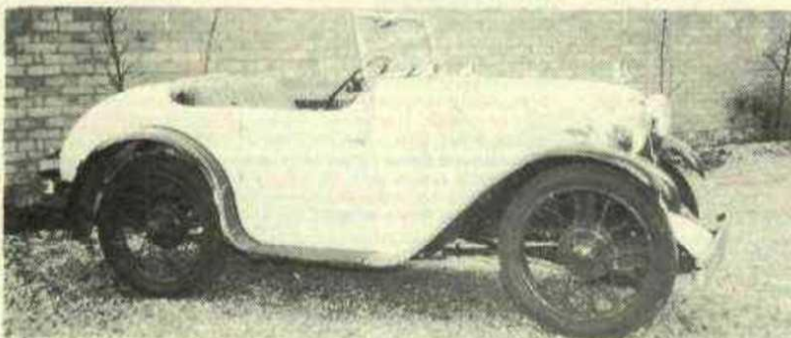
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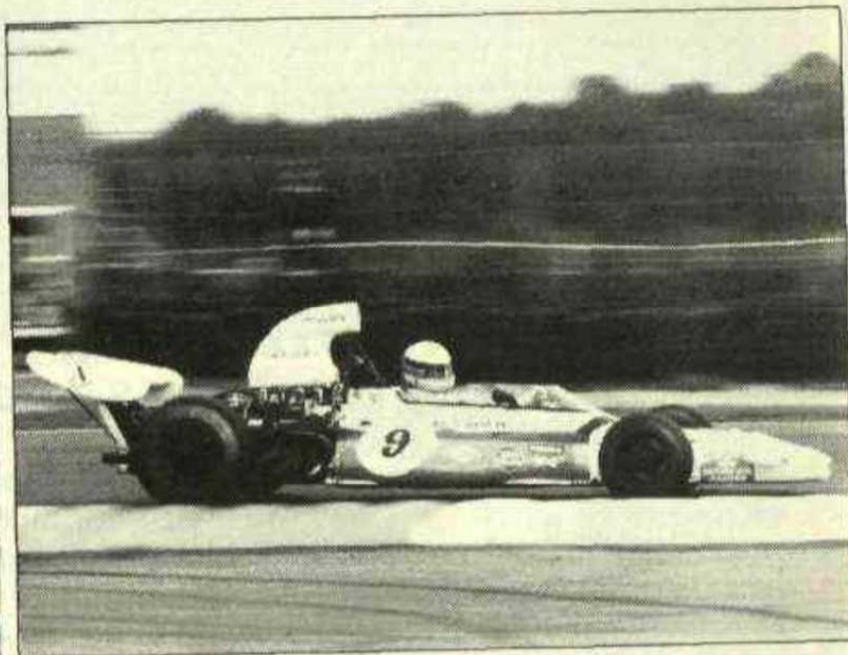


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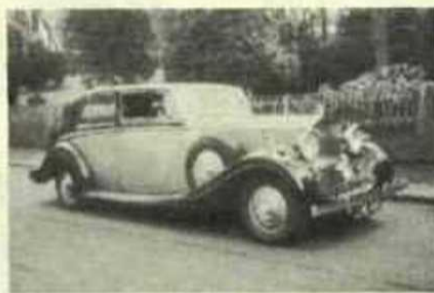
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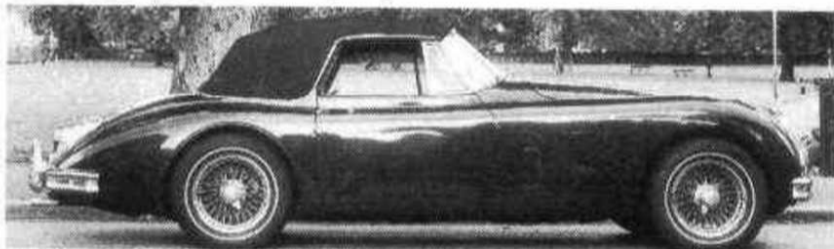
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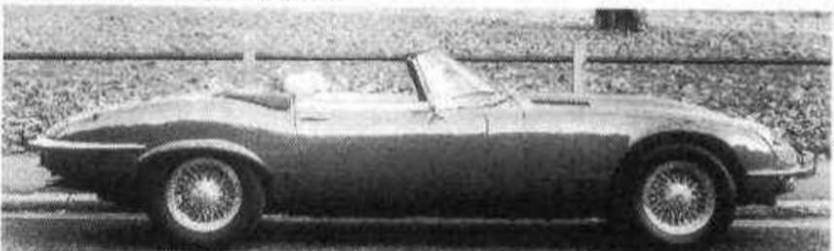
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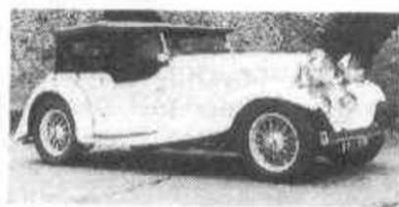
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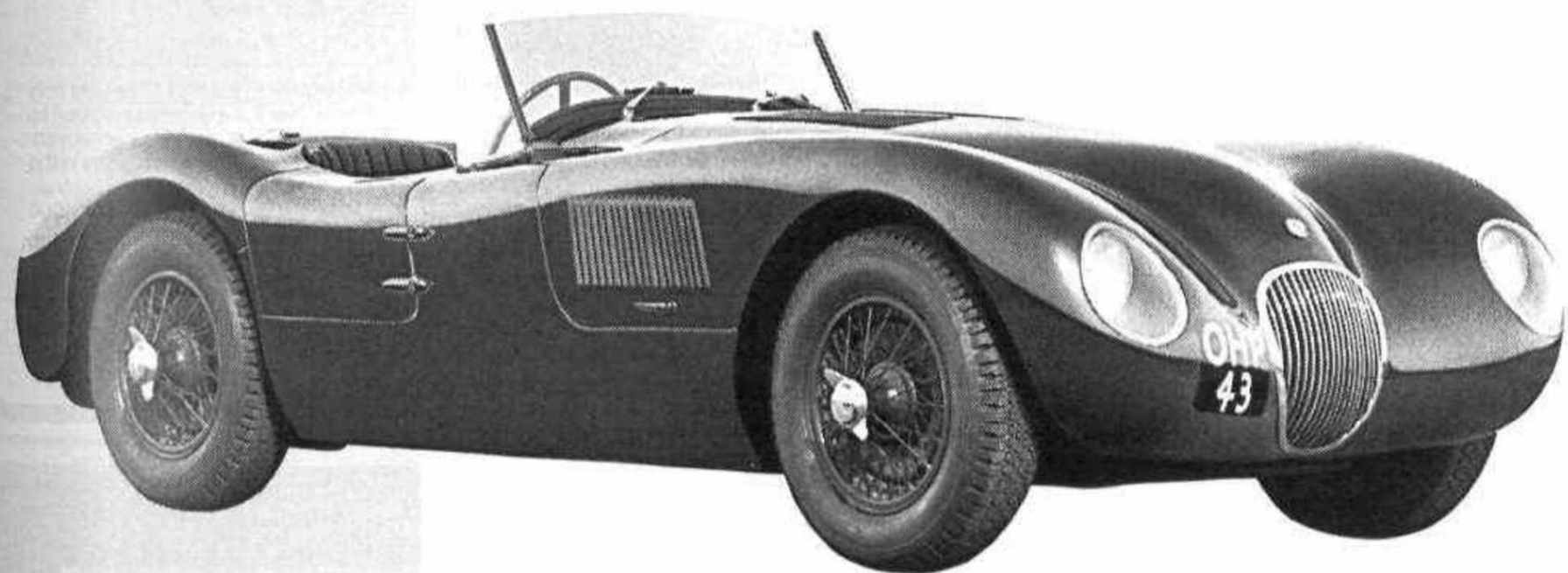
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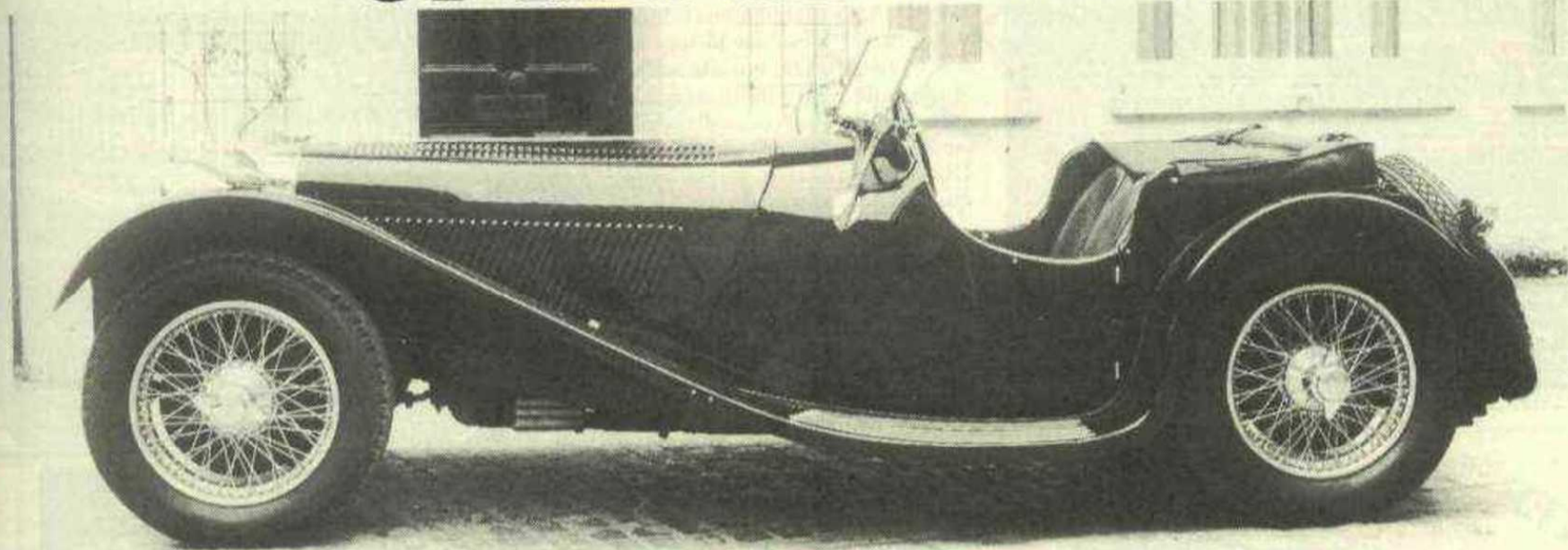
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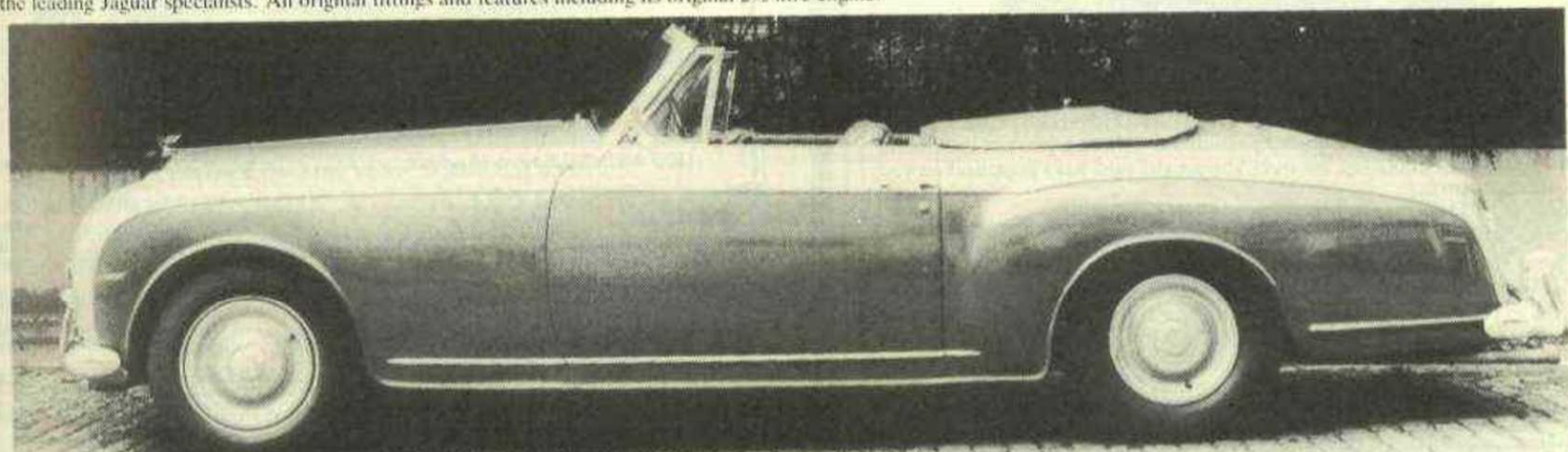
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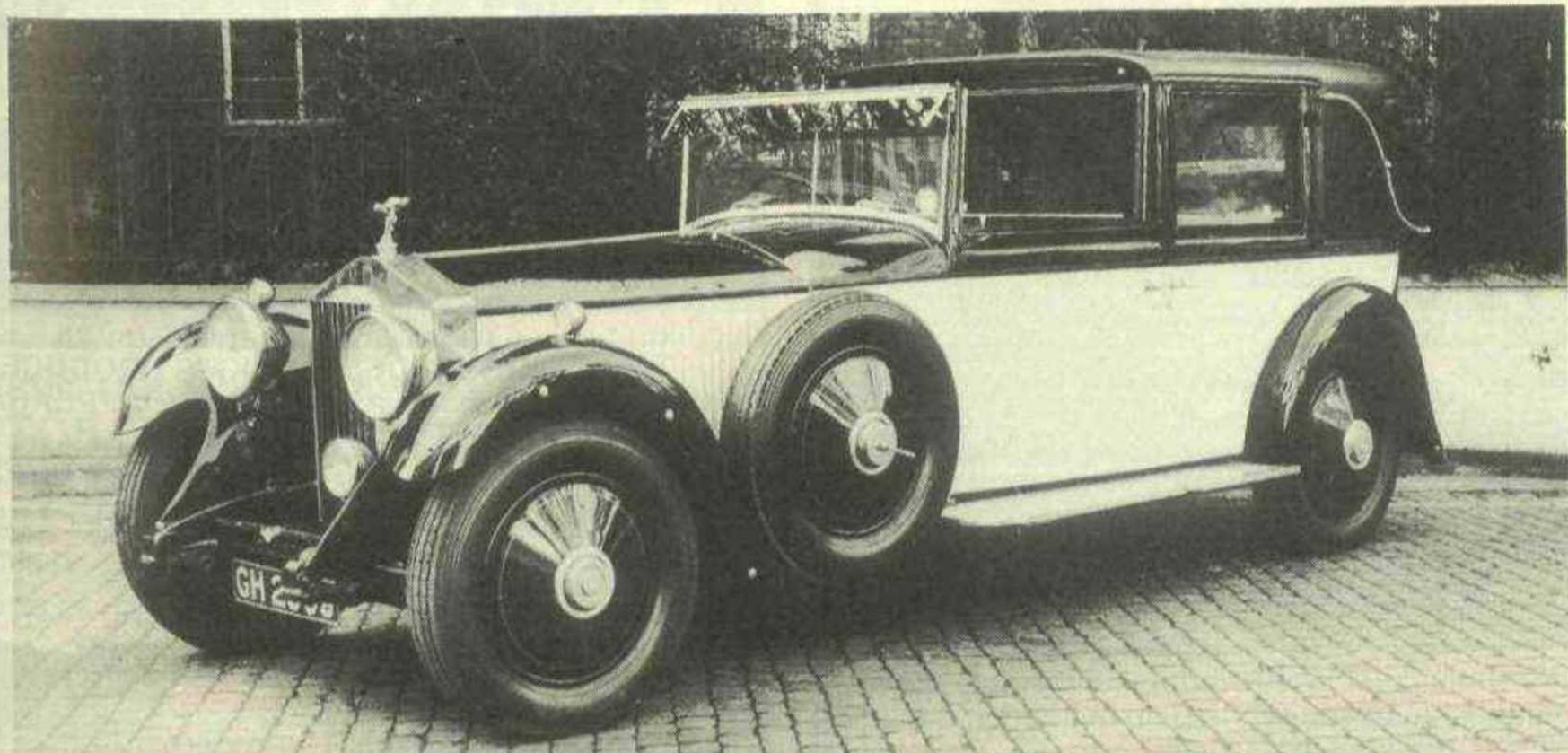
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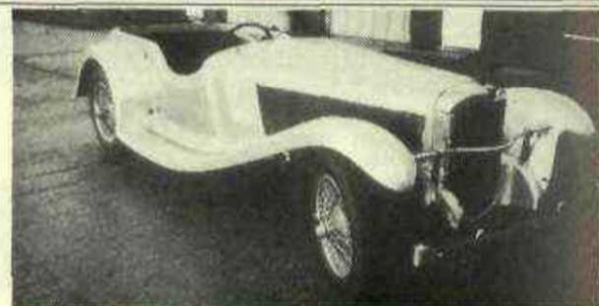
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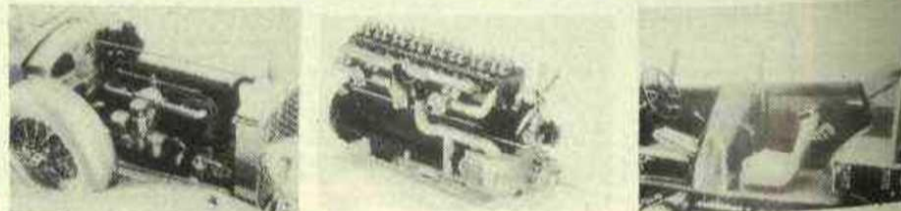
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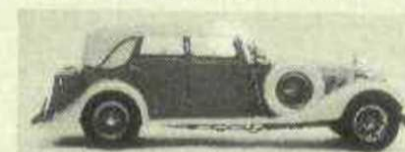
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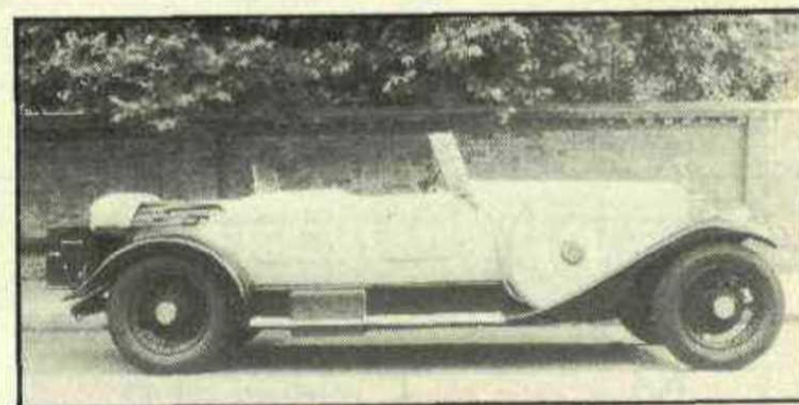
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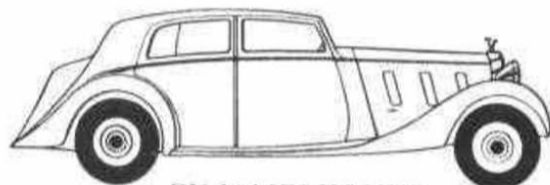
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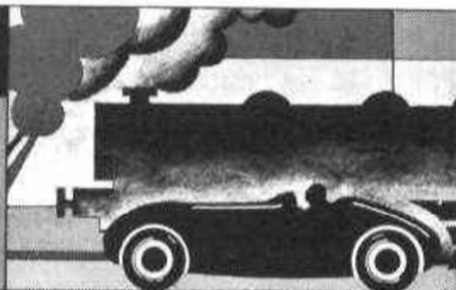
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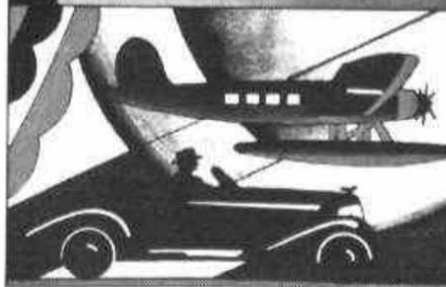
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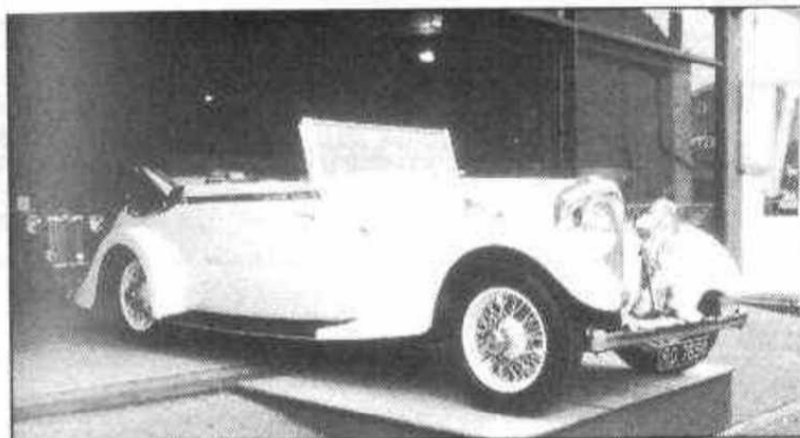
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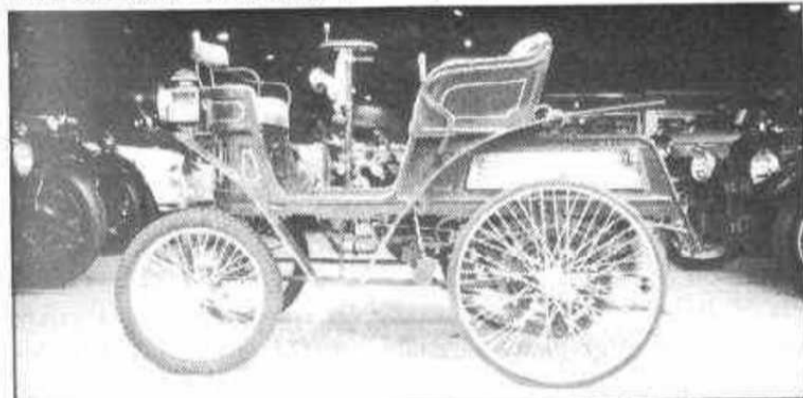
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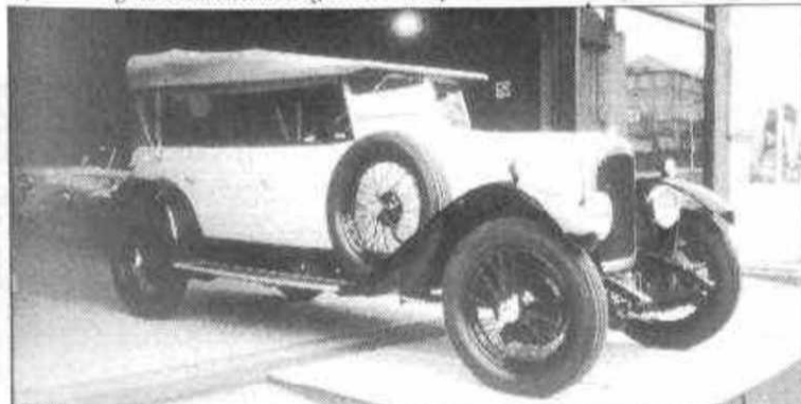
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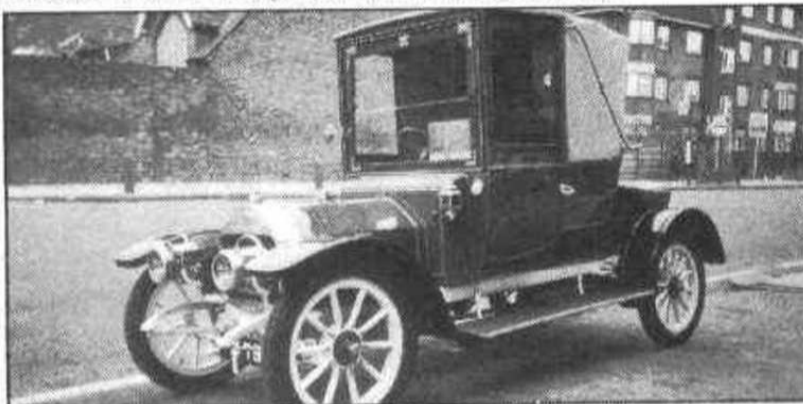
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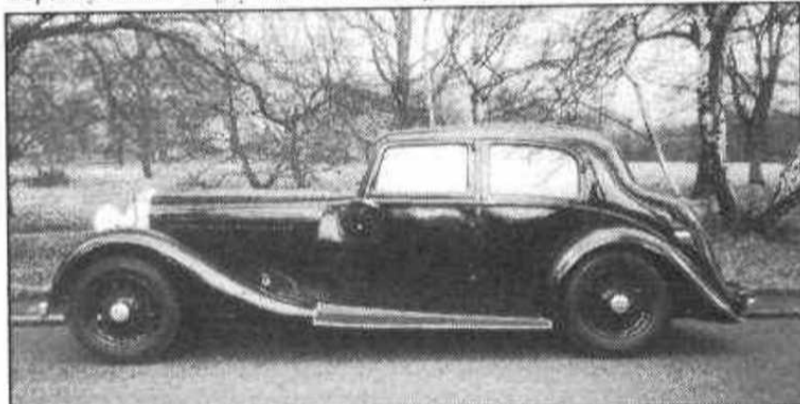
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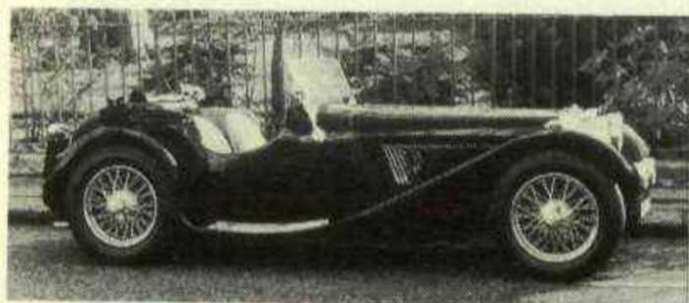


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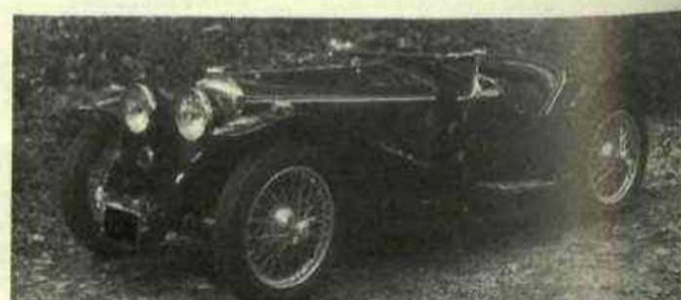
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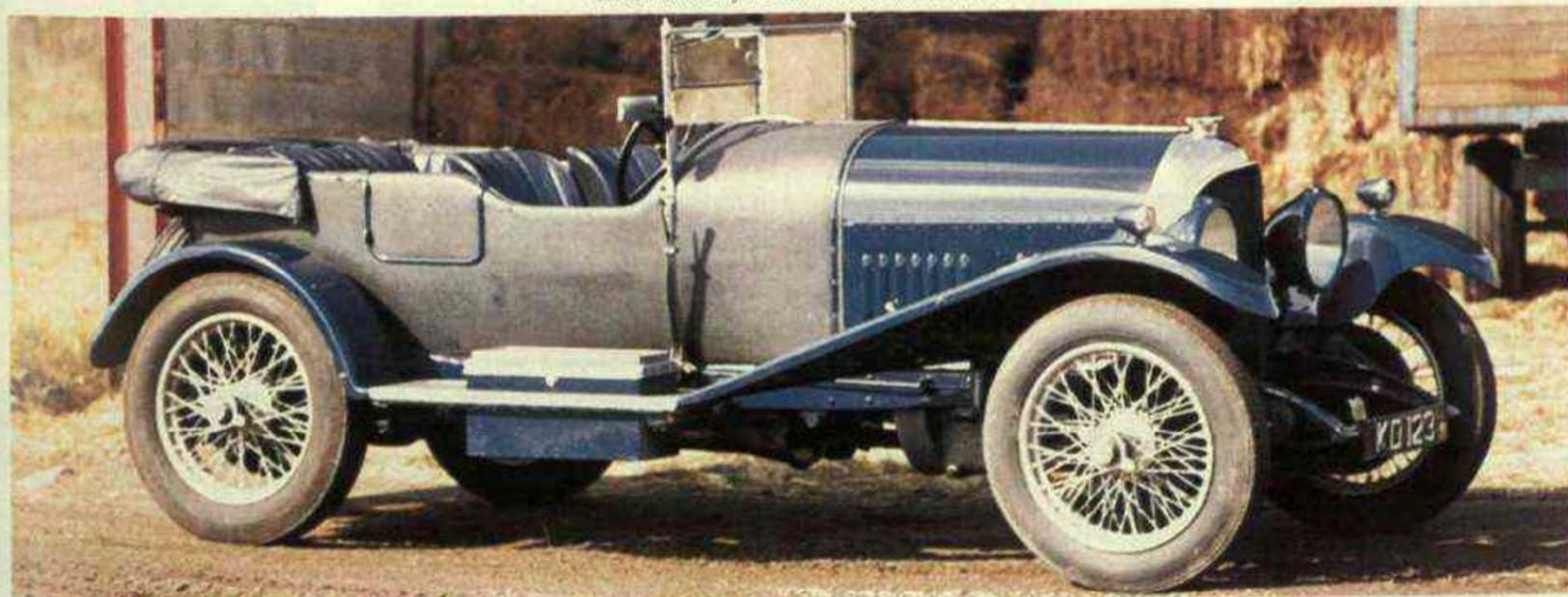
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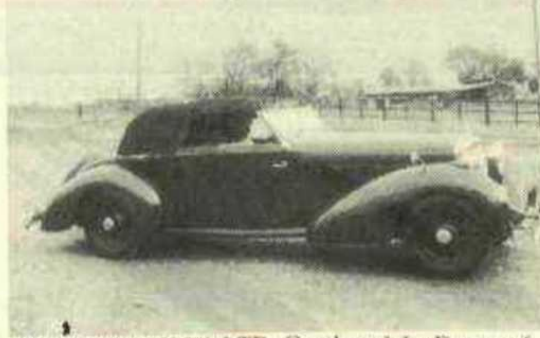
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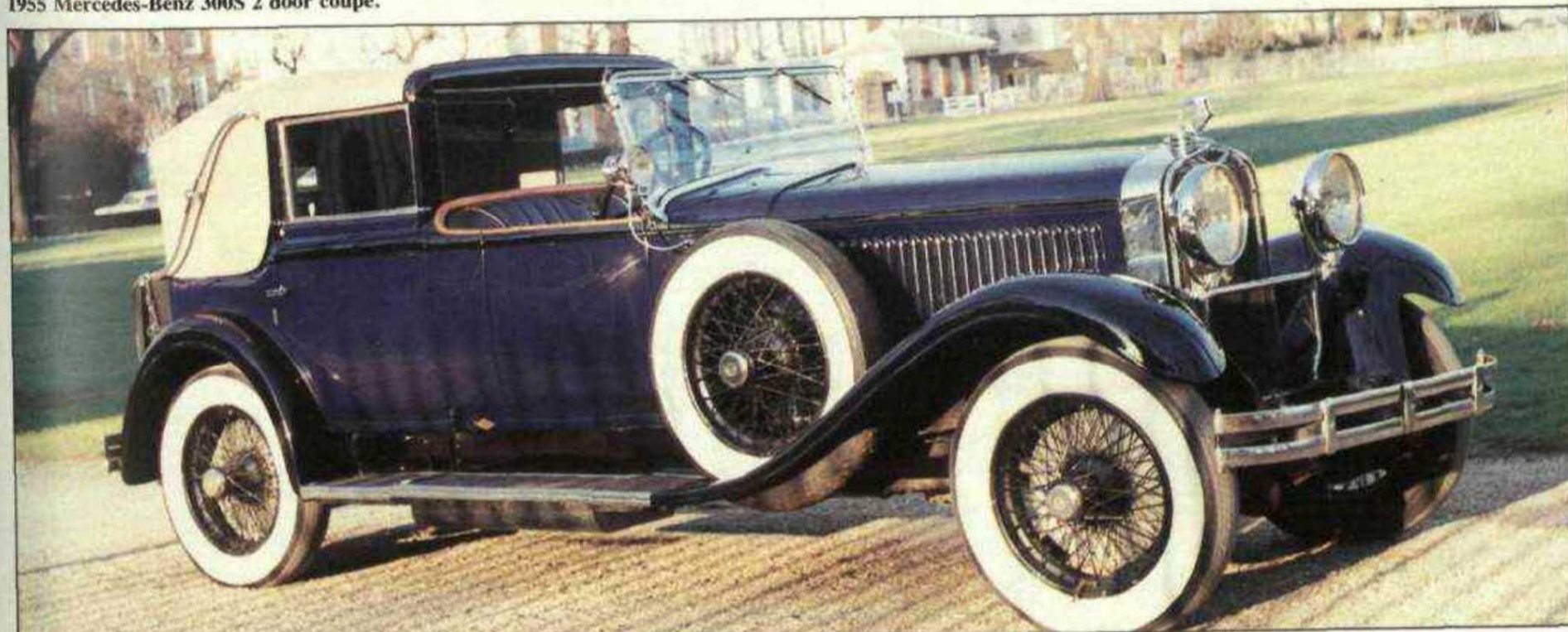
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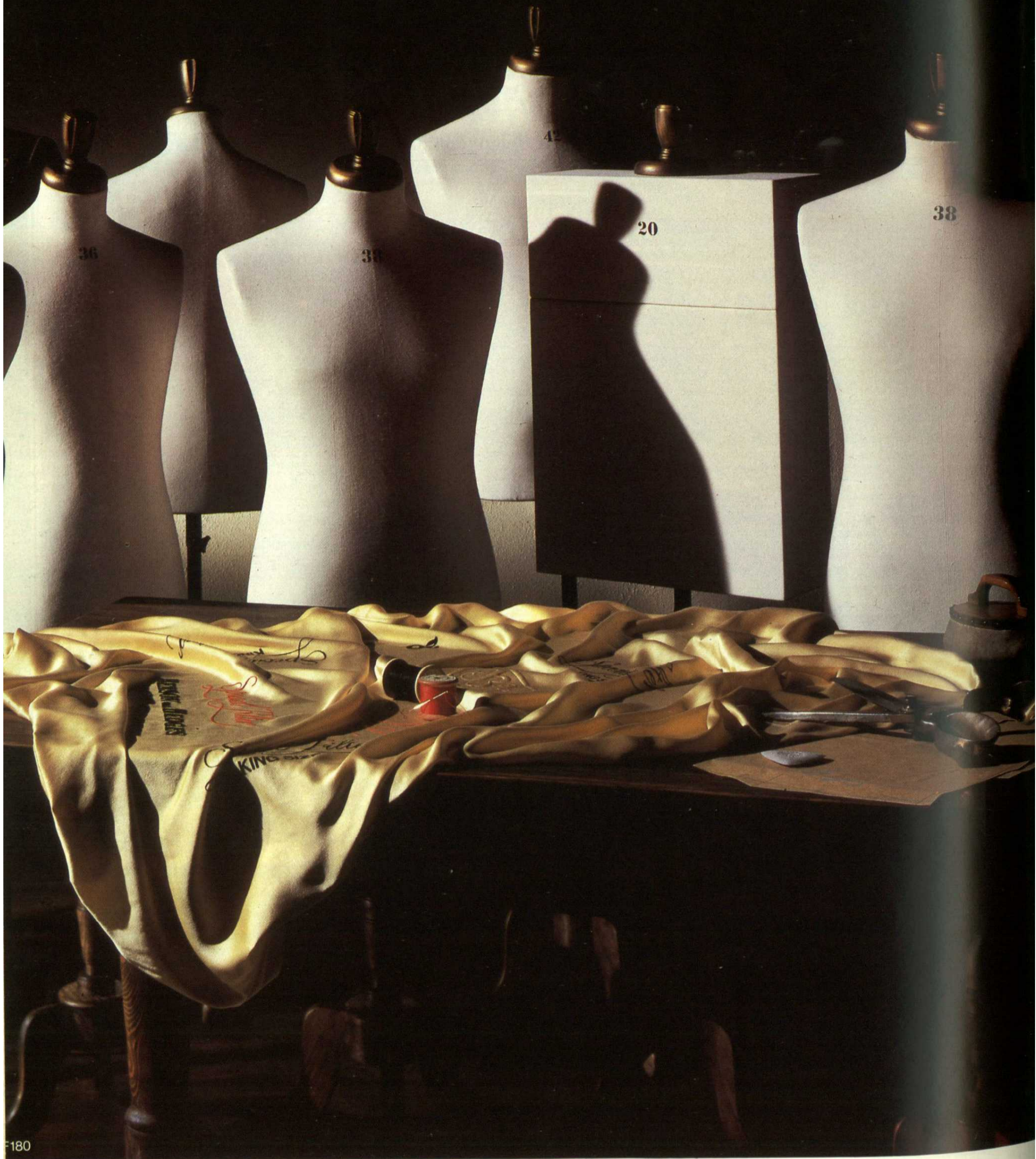
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