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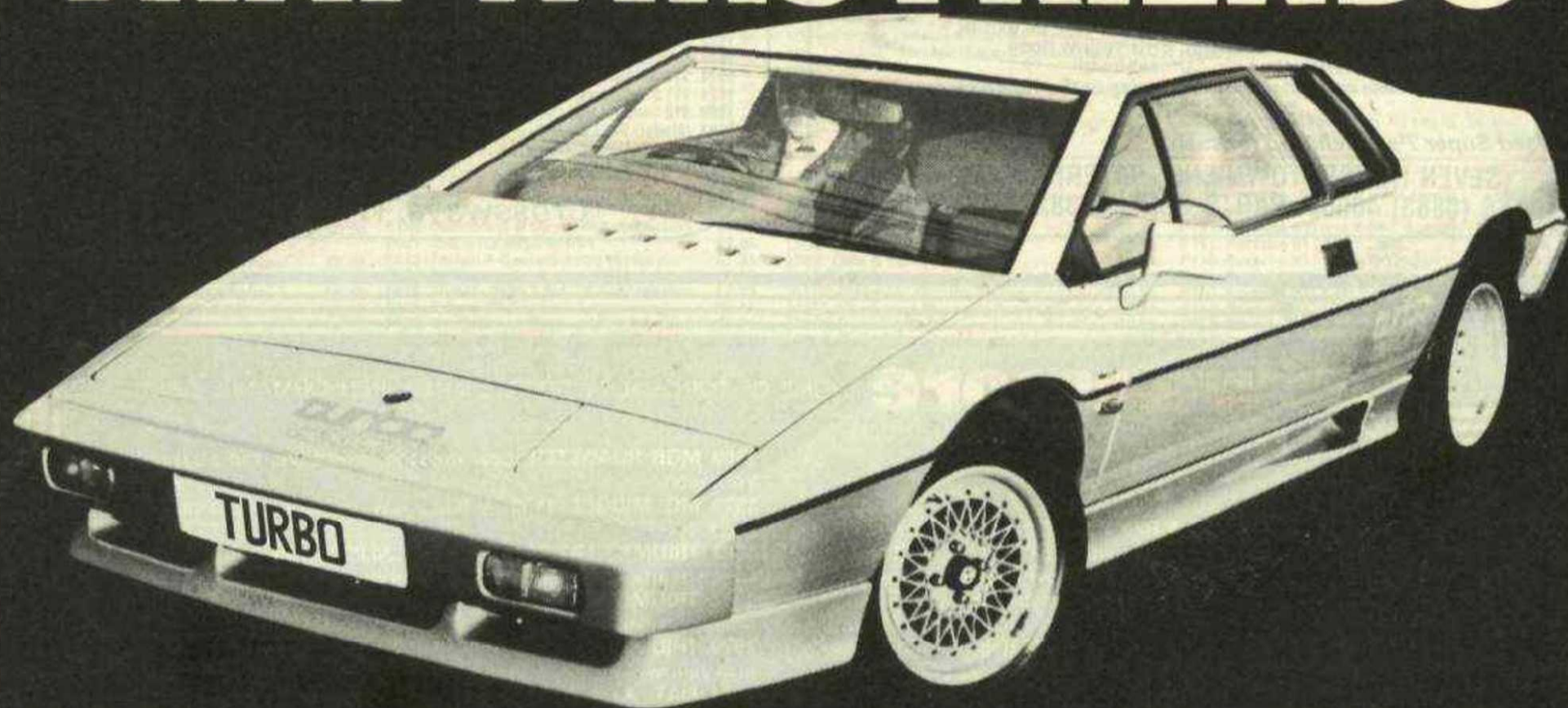
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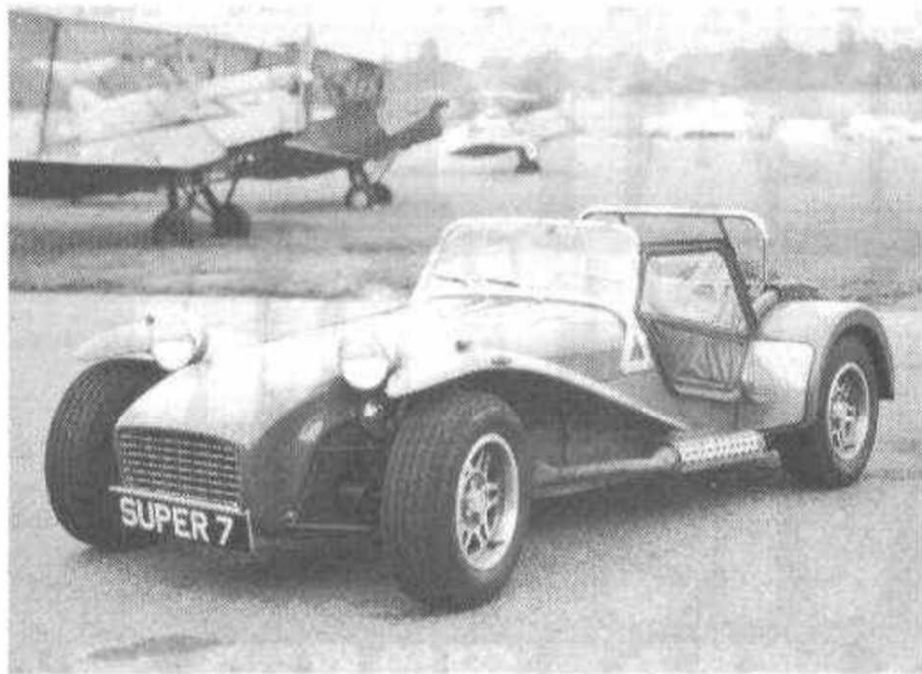
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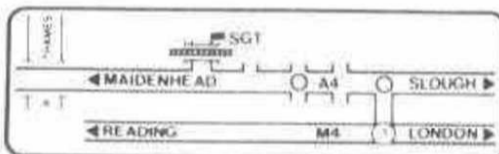
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1982 (Y) Oct	400i Automatic, 1983 model, metallic blue with beige hide, air conditioning, stereo, TRX tyres. 33,500 miles.	£25,995
1982 (X) Feb	Mondial 8. Silver with red hide, black carpets, air conditioning, TRX tyres, stereo. 20,000 miles.	£20,995
1981 (X) Aug	Mondial 8. Red with black interior, air conditioning, TRX tyres, stereo. 17,800 miles.	£19,995
1984 (B) Aug	308 GTS QV. Red with magnolia hide piped in red and red cloth inserts, red carpets, air conditioning, P7 tyres, Speedline rims, deep spoiler, rear aerofoil, Blaupunkt stereo. 4,900 miles.	£31,995
1981 (X) Nov	308 GTSi. Black with red hide and red carpets. Air conditioning, deep spoiler, TRX tyres. 21,600 miles.	£22,995
1980 (W) Aug	308 GTS. White with red hide, wide wheels, air conditioning, stereo, electric mirrors. 33,600 miles.	£21,995
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1978 (T) Aug	308 GTS. Red with black hide, wide wheels, deep spoiler, sports exhaust, Panasonic radio / cassette. 26,000 miles.	£17,995
1982 (X) Jan	308 GTBi. Red with magnolia hide, red carpets, air conditioning, deep spoiler, TRX tyres, Pioneer stereo. 23,500 miles.	£20,995
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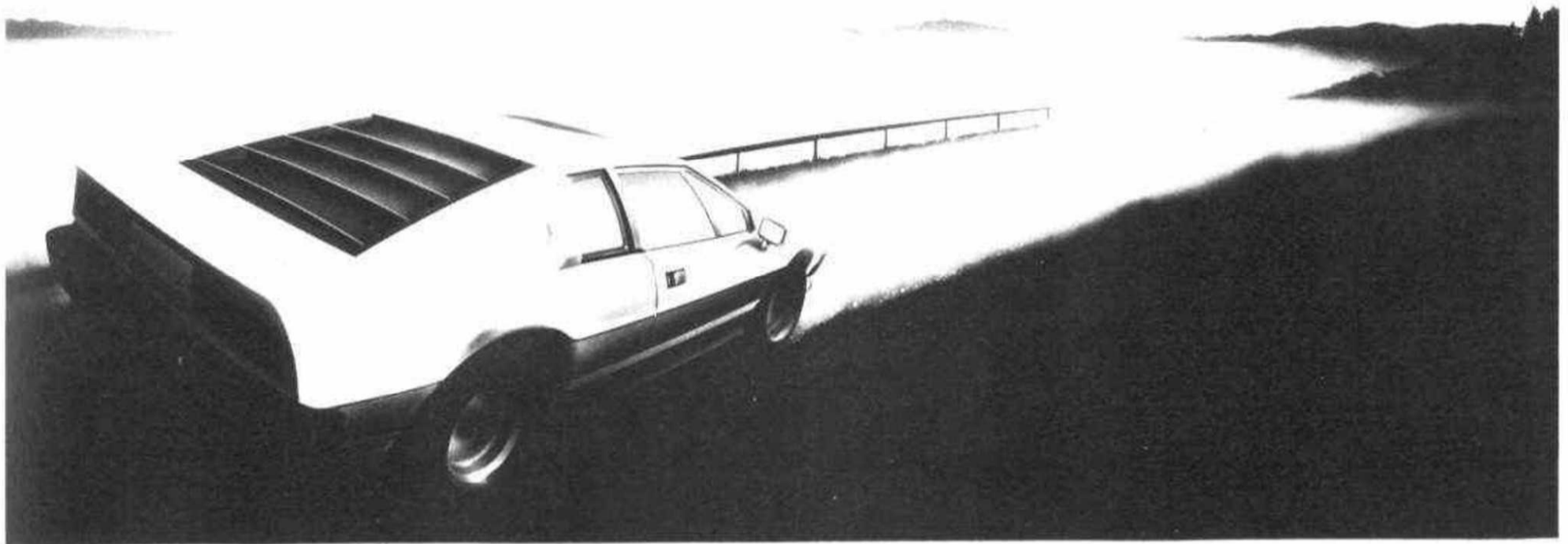
Ferrari 275 GTS. In rosso chiaro with black hide. 44,000 miles, history.	£32,500
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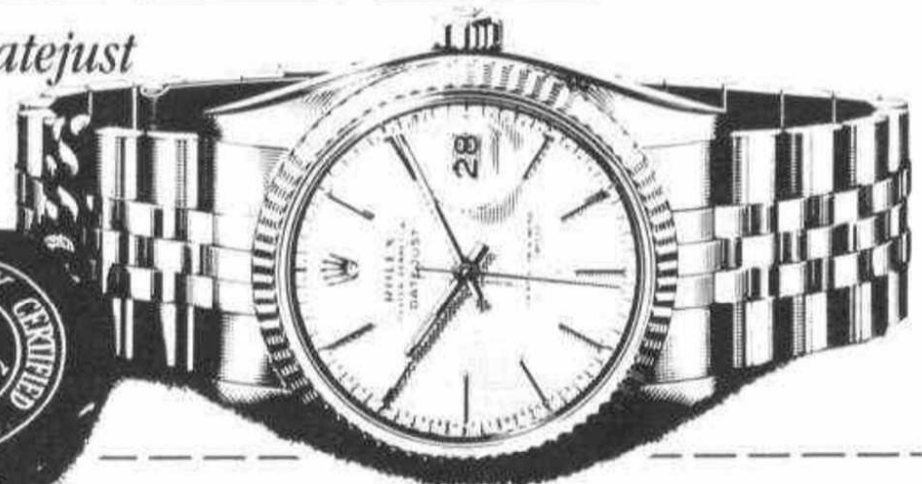
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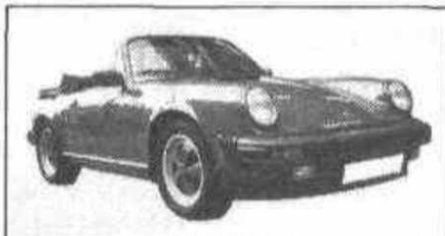
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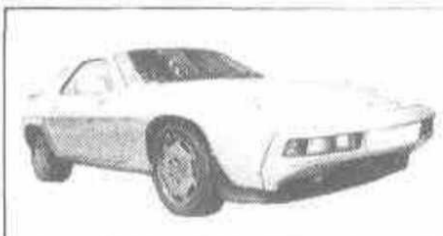
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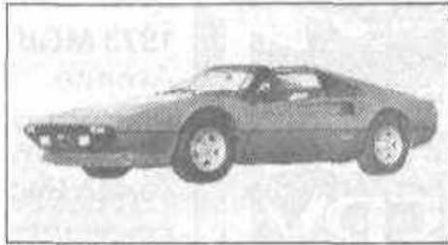
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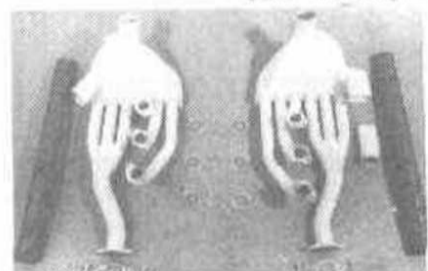
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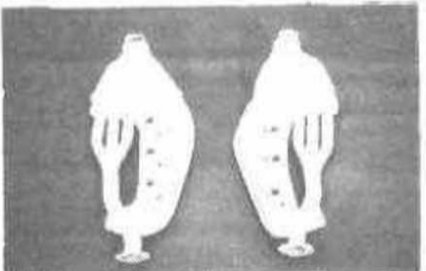
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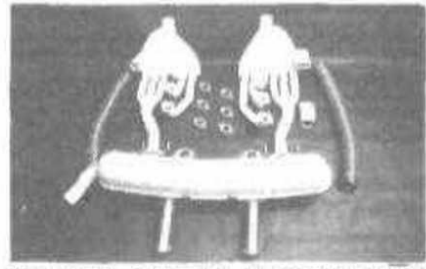


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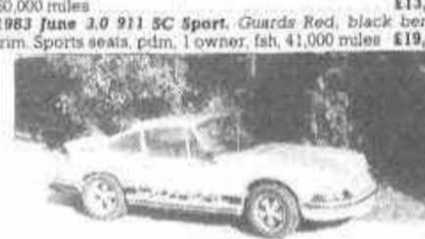
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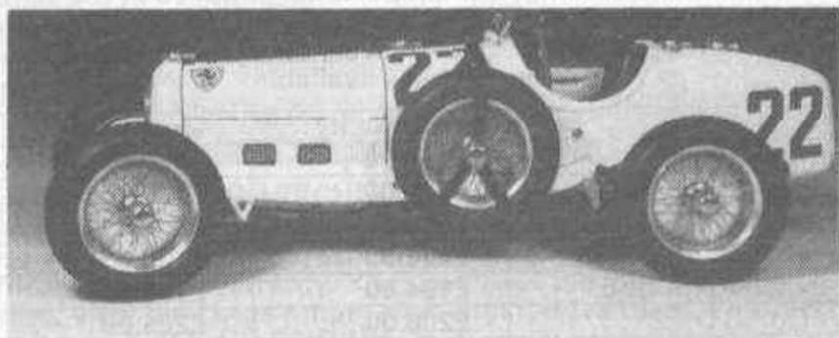
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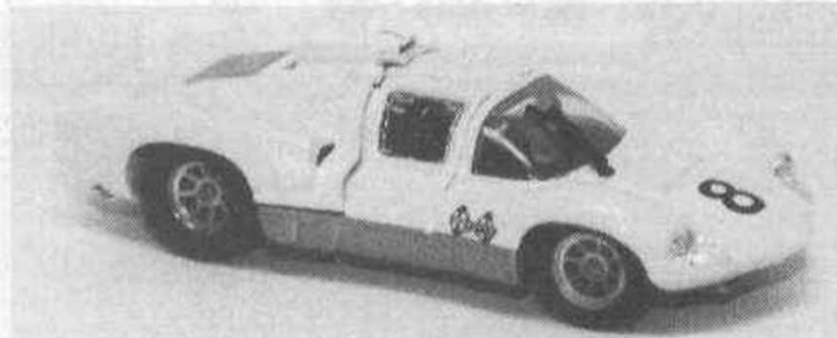
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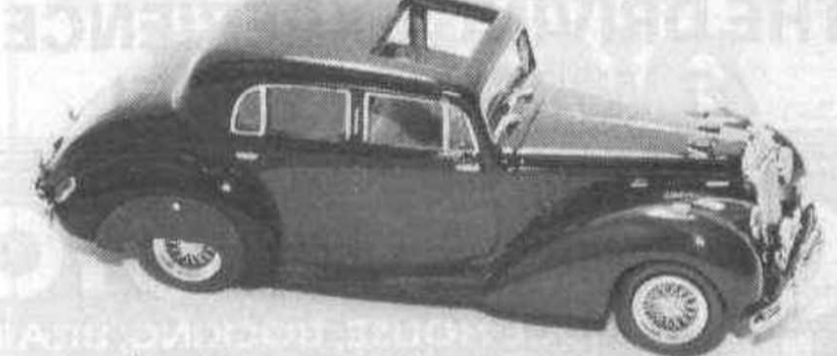
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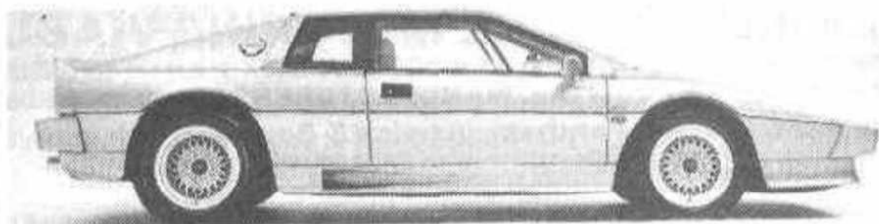
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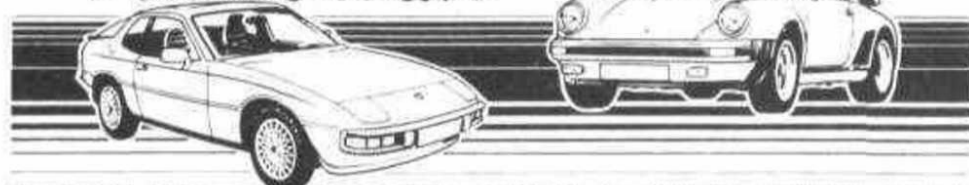
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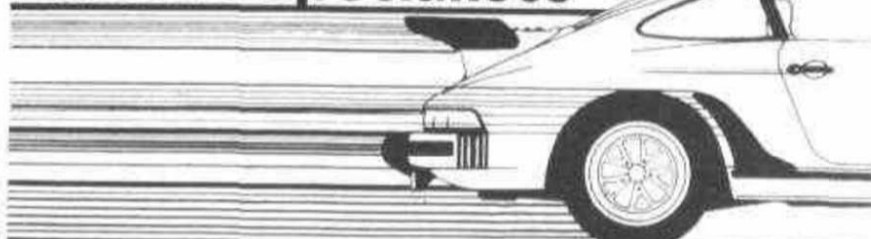
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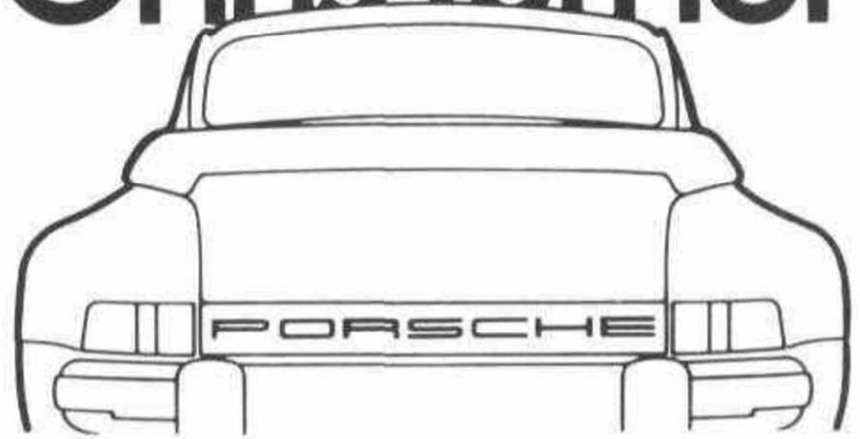
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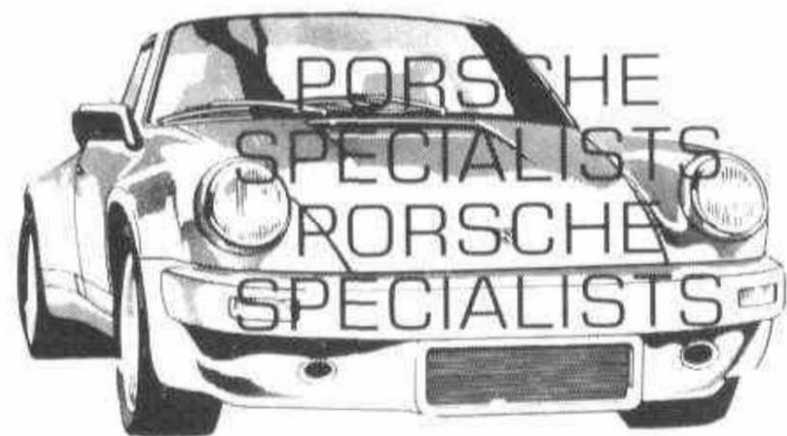
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FRONT COVER PICTURE: Didier Pironi just holds off Gilles Villeneuve during their battle for the lead of the 1982 San Marino Grand Prix at Imola, a race which the Frenchman won against team orders from his colleague, causing an enormous cloud of bad feeling which lasted until Gilles was killed practising at Zolder a fortnight later. This problem of discipline with two top drivers in an F1 team is examined in our "Two at the Top" feature starting on page 184 of this issue.

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Matters of Moment

■ A Good Start To The Year

1986 was less than a fortnight old before the motor racing fraternity had two things to celebrate. One was Robin Herd's CBE in the New Year Honours List and the other was the Racing Car Show in the Alexandra Palace Pavilion. Mr Herd's award, in recognition of the achievements of March Engineering, is a welcome sign that the British motor racing industry is officially recognised as valuable both in terms of export earning and prestige abroad. The presence, at the opening of the Racing Car Show, of Mr Norman Lamont, Minister for Trade and Industry, is further evidence of official recognition. On both counts, we say, "And about time too!"

We congratulate Robin Herd on his well-deserved honour and we congratulate the BRSCC for organising a show which attracted over 25,000 visitors and, as promised, revived the atmosphere of those shows of the early Sixties, an atmosphere which was lacking in recent shows at the Cunard Hotel. Linking these two agreeable occasions is a common denominator, the British motor racing industry.

Being so close to home, the motor racing industry is sometimes taken for granted but it's one of which every Briton, and not just racing enthusiasts, should be intensely proud. In 1985, well over 90% of the world's single-seater races, excluding purely local formulae, were won by cars built in Britain. This included all bar one of F1 races, all CART races, all F3000 races and the Japanese F2 Championship as well, and that's to say nothing of the junior formulae.

When Ford wanted to build a rally car to present itself internationally, it could have turned to any one of its facilities around the world, yet it turned to our industry and though the car has yet to be proven, a list of those involved in the project demonstrates something of the richness of our industry: Cosworth, Ferguson, Pilbeam, Brian Hart, ART (Tony Southgate and John Thompson), Aston Martin Tickford, JQF Engineering and Hewland.

Britain's motor racing industry should serve as an example to the rest of British industry. There are no unions, and nor does there need to be, for excellence is rewarded. On the other hand, nobody holds down a job in management because of personal wealth or family connections — ability is the sole criterion. Would not some radical improvements be made if this were true throughout British industry?

Employers and employees alike are united in a single aim, which is success. There is no bureaucracy, problems have to be dealt with, and solved, immediately and to Hades with the idea of knocking off at five and calling a meeting for Tuesday week. The craftsman has respect and can have pride in his work. A gifted mechanic is recognised for his worth. A man may come from humble origins and yet, like Ron Dennis, by graft, talent and risk, can rise to the pinnacles of achievement. The British motor racing industry is a perfect model of Western ideals at work. We build F1 cars, the Russians build obsolete Fiats.

Excellence is the key-word in motor racing for, when the flag drops, the faldral stops. Motor racing is not the place for the whinger, the whiner, the "if only" man, or the dilettante. It is for the achiever, the winner, the person who cares what he's doing. He can be a driver, a designer, a welder or a "gofer", but if he's good at what he does he gets both recognition and reward — and that is just. If you polish wheels better than anyone else, then every serious team will bid for your wheel polishing expertise.

If the rest of Britain operated to the same high, and hard, standards, as our motor racing industry operated, from the motor home with its smoked glass windows to the guy who shivers at Becketts on a cold, dank, day in October, then this country's future would be assured. No, "assured" is a weak word, it would be *guaranteed*.

Motor Sport Fixture List for February

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
January 23rd-26th February 1st-2nd February, 2nd.	Rovaniemen Urheiluautoilijat Autoliitto IMSA Weston Super Mare MC	Rovaniemi, Finland Daytona Speedway Circuit, Florida, USA Warminster	Arctic Rally (European Rally Championship round) (INT) Daytona 24 Hours (INT) Longleaf Stages Rally (Motoring News Rally Championship round) (R)	— — 08.45
February 2nd February 7th February 7th-9th February 8th February 9th	HDLCC Galway Motor Club Union Mecanisee Spa Caernarvonshire & Anglesey MC Harrow Car Club and Hampton & District MC	Live & Let Live Inn, Neen Sollars, Shropshire. Eyre Square, Galway Belgium Llandudno Brands Hatch Circuit, Nr. Fawkham, Dartford, Kent	Geoff Taylor Sporting Trial (R) Galway International Rally (INT) Boucles de Spa (European Rally Championship round) (INT) Skip Brown Rally (N) CCS Sprint Meeting (R)	— 10.30 09.00 — 12.30
February 14th-16th February 15th February 20th-23rd February 21st-23rd February 21st-23rd	International Swedish Rally Forest of Dean MC Pena Motorista Diez Por Hora De Lacy MC ADAC Niedersachsen e V Sportabteilung SHRA Mantorp	Karlstad, Sweden St Piers Golf and Country Club, Chepstow Lloret de Mar, Barcelona City Hall, Bradford Germany	Swedish Rally (World Rally Championship round) (INT) Wyedean Stages Rally (N) Costa Brava Rally (European Rally Championship round) (INT) National Breakdown Rally (INT) Sachs Winter Rally (European Rally Championship round) (INT)	— — — — —
February 21st-23rd	SHRA Mantorp	Sweden	Snow Rally (Hankiralli) (European Rally Championship round) (INT)	—
February 23rd March 2nd	BARC BRSCC	Cadwell Park Circuit, Nr. Louth Lincs. Brands Hatch Circuit, Fawkham, Nr. Dartford, Kent	Race Meeting (N) Race Meeting (N)	— —
March 2nd March 4th-9th	BRDC Automobile Club of Portugal	Silverstone Circuit, Nr. Towcester, Northants. Estoril, Portugal	Race Meeting (N) Rally of Portugal — Porto Viro (World Rally Championship round) (INT)	— 09.00

Obituaries

The Hon Patrick Lindsay

PATRICK LINDSAY died on January 9th at the age of 57 after an illness of several months. Known to the public most of all in his capacity as Christies' Fine Art consultant and auctioneer, and keen pilot of his own Spitfire aircraft, he will be remembered in the motoring world for, amongst much else, his enthusiastic and successful racing of the ex-Bira ERA R5B, and one of two Maserati 250Fs he acquired.

Having learned to fly while at Oxford, Lindsay began racing in the early '50s in an HWM-Alta, before buying "Remus" in 1959. A keen traveller and skier, he loved fine machinery and collected a number of very desirable cars, including the 24-litre Napier-Railton, and several aircraft, which he flew from an air-

strip at his house. Adventurous in all things, he competed in the London to Sydney Marathon in Keith Schellenburg's 8-litre Bentley, and in 1984 flew the Channel in a replica of Bleriot's monoplane.

His activities in diverse fields were extensive, and his irreplaceable brand of gentlemanly bravado will be widely missed. MOTOR SPORT extends its sympathies to his wife, Lady Annabel, and their four children.

Jean Rondeau

WE REGRET to report the death of French racing driver-cum-constructor, Jean Rondeau, who lost his life in a road accident shortly after Christmas. Rondeau was killed instantly when his Porsche was struck by a train after he became stuck on a level crossing.

Rondeau, who was 39 and single, was best known for his 1980 success at Le Mans, when he shared the victory spoils in the 24 Hours with Jean-Pierre Jaussaud. It

was the first, and only, time that the classic race had been won by a driver using a car of his own construction.

Recently, his sportscar successes had been limited, although his Le Mans factory produced competitive Formula Ford 1600 chassis, which carried off the first two French FF1600 Championship titles.

MOTOR SPORT extends its sympathies to his family and friends on their sad loss.

Prince Bira

"B. Bira", the racing synonym for Prince Birabongse Bhanuban of Siam (now Thailand), educated at Eton and Cambridge, made a very great impression on the motor racing scene before the war, driving for his cousin Prince Chula until he came of age. Starting at Brooklands with Riley and MG cars, "Bira" was given the ERA R2B "Romulus" for his 21st birthday. This was the start of a very successful career as an

amateur, racing in Britain and on the continent for Chula's White Mouse Stable, using three ERAs and a 2.9-litre Maserati. "Bira" also drove various sports cars.

He took the BRDC Gold Star in 1936, '37 and '38 and continued racing after the war with Maserati and Simca-Gordini cars etc, as well as with the ERA "Hanuman". His successes continued to mount up, now as a professional racing driver. He drove a new 250F Maserati in 1954, winning at Chimay, but after finishing first in the New Zealand Ardmore Grand Prix of 1955 he retired.

"Bira" was a skilled pilot, flying with his Gemini home to Bangkok in 1952/'53 about which he wrote a book, and another hobby was sculpturing, his work being shown at the Royal Academy. In recent times he turned to yacht racing in the Mediterranean, in spite of somewhat poor eyesight. Born in 1914, "Bira" died in London this winter of a heart attack. — W.B.

Club News

THE XK Register of the Jaguar Drivers' Club has published some fixtures for the forthcoming months: first, on May 4th, a road navigational rally is being held, followed on June 29th by International XK Day at Wellington Country Park, near Reading. In addition, at the JDC race meeting at Mallory Park on May 26th, there will be a race for XKs and DB2 Aston Martins. The Register Secretary is John Bridcutt, Post Office, Market Lavington, Devizes, Wiltshire.

East Cornwall and West Devon are where the Launceston and North Cornwall Motor Club is organising the Launceston Trial on Sunday February 9th. Competing

for the Fulford Cup will be some 100 cars and motorcycles which will face at least eleven Observed Sections before the finish at the White Horse Inn, Newport, Launceston. Regulations are available from Les Connett, 3 Norman Close, 1 Highweek, Newton Abbot, who would be pleased to hear from volunteers to help marshal the event.

A Winter Weekend in Shropshire has been arranged for members by the Saab OC, which will take place on March 14th, 15th and 16th. Church Stretton is the base for this family weekend, which will be followed later in the year by the Club's National Camping Weekend on July 11th, 12th and 13th. Club Secretary: Ken Warner, 4 Nursery Road, Alresford, Hants.

Looking even further ahead, the Alfa Romeo Giulietta Register and Enthusiasts Club are planning a gathering at Monthery for the Historic Racing Weekend; although the dates are yet to be confirmed, it looks like being either June 28th-29th or July 5th-6th. Those interested could attend the local meet at the Felbridge Hotel, Felbridge, W. Sussex on Sunday February 23rd, or write to Tony Stevens, Ferncliffe, Openwoodgate, Belper, Derbys.

Regulations and entry forms are already available for the 1986 Esso Bristol to Weymouth Vintage Vehicle Run, scheduled for June 8th. Apply to: Yeovil CC, Old-Car Section, Keith McGee, 38, Kenmore Drive, Yeovil, BA21 4BQ. This year marks the 40th.

Anniversary of the Vintage Motor Cycle Club and its Founder, C. E. Allen, BEM, has asked us to help the Club contact as many members of the Club as possible who joined in the year 1946/47 but who are no longer members — they are asked to write to him at 111a, High Street, Ibstock, Leics., LE6 1LJ or ring him on 0530 62025. He reminds us that D.S.J. came to the first meeting, on the Hog's Back in April 1946 and sat on the Club's original Committee. The new Competition Secretary of the VSCC Light Car and Edwardian Section is Jim Thompson of Pioneer Automobiles, Andover Road, Whitchurch, Hampshire, RG28 7RL who is, we believe, busy preparing for the usual Section Welsh Week-End in April.

The 1986 International Racing Season

At last, the 1986 calendar has been finalised, though some events like the proposed F3000 race at Thruxton have been withdrawn by the organisers. The BARC has decided that they cannot afford a Formula 3000 event this year, costs having risen dramatically with no likelihood of crowd attendance increasing. Rather than risk its club-members' money on another financial disaster it has wisely decided to leave F3000 to richer organisations.

The long-distance racing scene has been given a new title, which certainly sounds better. It is now called the World Sports Car Championship in place of the World Endurance Championship, so if Derek Bell wins it again in 1986 he will be World Sports Car Champion, and Porsche will be World Sports Car Champions.

FORMULA ONE

For Drivers' and Manufacturers' Championships

Mar 23	Brazilian GP	Rio de Janeiro
Apr 13	Spanish GP	Jerez
Apr 27	San Marino GP	Imola
May 11	Monaco GP	Monte Carlo
May 25	Belgian GP	Spa-Francorchamps
June 15	Canadian GP	Montreal
June 22	Detroit GP	Downtown Detroit
July 6	French GP	Dijon-Prenois
July 13	British GP	Brands Hatch
July 27	German GP	Hockenheimring
Aug 10	Hungarian GP	Budapest
Aug 17	Austrian GP	Osterreichring
Sept 7	Italian GP	Monza
Sept 21	Portuguese GP	Estoril
Oct 12	Mexican GP	Mexico City
Oct 26	Australian GP	Adelaide

Reserve entry: S. African GP — Kyalami

N.B. No Dutch GP is scheduled nor a European GP (at the moment)

WORLD SPORTS CAR CHAMPIONSHIP

Apr. 6	Mugello	Italy
Apr 20	Monza	Italy
May 5	Silverstone BRDC	England (Monday)
May 31/June 1	Le Mans 24 Hrs.	France
June 29	Norisring	Germany
July 20	Brands Hatch	England
Aug 3	Mosport	Canada
Aug 24	New Nürburgring	Germany
Sept 14	Spa-Francorchamps	Belgium
Oct 5	Fuji	Japan
Nov 23	Surfers Paradise	Australia
Dec 7	Selangor	Malaysia

FORMULA 3000 (3-litre Unsupercharged)

Apr 13	Silverstone BRDC	England
May 4	Vallelunga	Italy
May 19	Pau	France (Monday)
May 25	Spa-Francorchamps	Belgium
June 8	Imola	Italy
June 29	Mugello	Italy
July 20	Enna-Pergusa	Sicily
Aug 17	Osterreichring	Austria
Aug 25	Birmingham	England (Monday)
Sept 14	Jerez	Spain
Sept 28	Le Mans (Bugatti Circuit)	France
Oct 26	Curaçao	West Indies
Nov 9	Sao Paulo	Brazil
Nov 16	Goiania	Brazil

As racing spreads throughout the world, all under the control of the *Federation Internationale de l'Automobile* (FIA) the list of countries running International race meetings for some category or another becomes very impressive, and they are not *all* on the Formula One list, or even its proposed list. There are International events, either restricted or free-for-all in New Zealand, Australia, United States, Canada, Japan, Soviet Union, Argentina, Chile, Brazil, Malaysia, and Puerto Rico, as well as France, Germany, Italy, Great Britain, Holland, Belgium, Finland, Sweden, Norway, Czechoslovakia, Hungary, Spain, Portugal, Denmark, Austria, Poland, East Germany and Eire. Motor racing is truly an International sport and doesn't only happen at Silverstone or Brands Hatch!

EUROPEAN TOURING CAR CHAMPIONSHIP

Mar 31	Monza	Italy
Apr 6	Donington Park	England
Apr 13	Hockenheim	Germany
May 4	Misano Adriatico	Italy
May 18	Scandinavian Raceway	Sweden
June 8	Brno	Czechoslovakia
June 15	Osterreichring	Austria
July 6	Salzburgring	Austria
July 13	Nürburgring	Germany
Aug 3	Spa-Francorchamps	Belgium
Sept 7	Silverstone RAC TT	England
Sept 14	Nogaro	France
Sept 28	Zolder	Belgium
Oct 12	Estoril	Portugal

FIA HISTORIC CHAMPIONSHIP

Apr 6	Monza	Italy
May 4	Brands Hatch	England
May 11	Zandvoort	Holland
June 1	Brands Hatch	England
June 29	Montlhéry	France
Aug 17	New Nürburgring	Germany
Aug 31	Salzburgring	Austria
Sept 28	Vallelunga	Italy

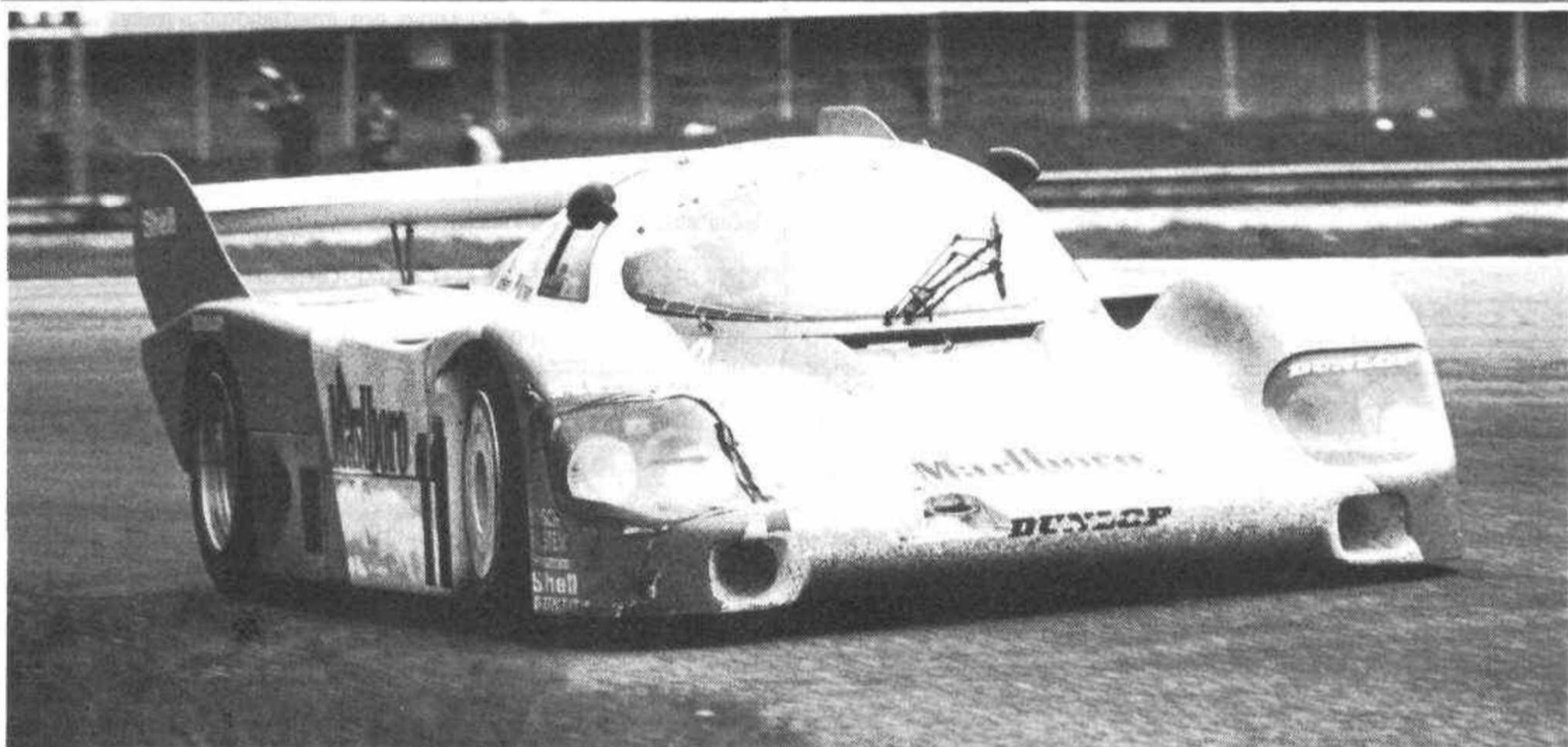
EUROPEAN MOUNTAIN HILL-CLIMB CHAMPIONSHIP

Apr 27	Draguignan-Ampus	France
May 11	Falperra	Portugal
May 18	Montseny	Spain
June 1	Rechberg	Austria
June 15	Ecce Homo	Czechoslovakia
June 29	Macerata	Italy
July 13	Potenza	Italy
July 20	Cesana-Sestriere	Italy
Aug 10	Mont Dore	France
Aug 17	St Ursanne-les-Rangiers	Switzerland
Aug 31	Schauinsland	Germany
Sept 7	Turkheim-Trois-Epis	France

EUROPEAN RALLYCROSS CHAMPIONSHIP

May 4	Nordring	Austria
May 18	Hameenlinna	Finland
June 22	Essay	France
Aug 10	Ingelmunster	Belgium
Aug 17	Valkenswaard	Holland
Sept 7	Lyngaas	Norway
Sept 20	Lydden Hill	England (Saturday)
Oct 5	Estering	Germany
Oct 12	Knutstorp	Sweden

W.E.C.



World Endurance Championship, 1982-85

Porsche's grip is relaxing at last!

TOO SOON though it certainly is to write an epitaph for the current Group C sportscar formula, what we have seen so far will never be regarded as anything but a Porsche benefit just as was the 3-litre/5-litre championship of 1968-1971, and the Group 5 "silhouette" formula of 1976 to 1981. For although it is expected that Rothmans and the factory Porsche team will scale down its efforts during 1986, customers Reinhold Joest, Erwin Kremer, Walter Brun and Richard Lloyd all operate teams easily capable of winning races, and have enough accumulated experience to keep an upper hand to the end of 1987, at least. Salvation is on the way, however, from the TWR Jaguar team — and from Japan where Nissan, Toyota and Mazda will emerge soon enough with strong teams, and not a moment too soon!

Although Group C has, so far, turned out very much like Group 5 the history is rather different. Porsche spent all of 1974 and 1975 preparing the Turbo model for Gp5, a production derived racing car so efficient that potential rivals were scared off. BMW gave a good account of itself with the 3.5-litre CSLs, the "leftover saloons", and even won three races, valiantly, in 1976 when Porsche's wonderwagen ran into homologation difficulties with the air-to-air intercooler shape. Who, however, will forget Ronnie Peterson's handling of the turbocharged CSL, sideways and tyre-smoking its way round Silverstone? A pity about the transmission, though! Once BMW's Jochen Neerpasch perceived that he hadn't got the equipment to beat the Porsches he turned the Munich company's attention towards Formula 1, and the Zuffenhausen firm had such domination that it developed the "ultimate" car in 1978, the 24-valve 935/78, raced it three times, then withdrew from top-class racing to concentrate on development of the 924 Carrera GTR, the 944 prototype, and things like that.

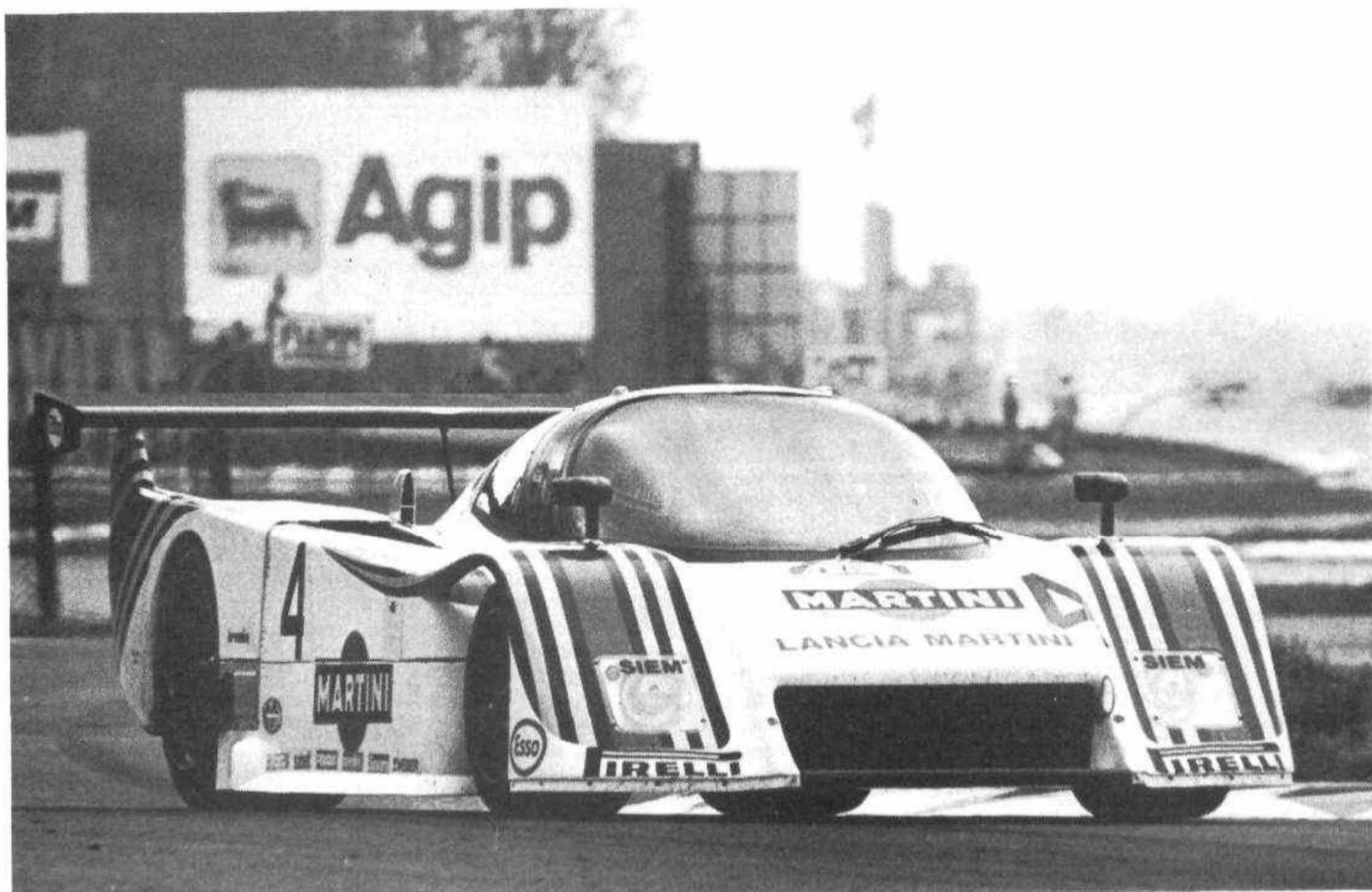
THE FIRST four years of Group C can be summed up in two words. "Porsche dominance". (Above) The Reinhold Joest-entered 956 winning at Monza in 1983.

In the latter half of 1981 FISA was still dillying and dallying about the new fuel consumption formula, named Group C and due to commence in 1982. Most entrants, real and potential, would have preferred the formula to start in 1983, and indeed the final details were only finalised in December, but Group C was born on January 1st, 1982 and was seen as a fresh approach to old problems. The C1 cars would weigh a minimum of 800 kilograms and could use an engine of any capacity so long as it did not consume fuel at a rate of more than 60 litres per 100 kilometres, or 4.708 miles per gallon. Thus almost any number of manufacturers could build chassis and get "stock" engines off the shelf, and provided they could develop around 600 bhp in turbocharged or normally aspirated guise they'd be in business.

There were some stipulations about the cars, but not many. The total length was not to exceed 4,800 mm, nor was the width to exceed 2,000 mm. Then, to limit the dreaded ground effects so well exploited by Grand Prix constructors, the floor had to contain a flat plate measuring at least 100 cm x 80 cm.

And how effective has this been? The Porsche 956s delivered to customers early in 1983 produced about 1,200 pounds of downforce, but such has been the pace of development in under-car aerodynamics that by 1985 this figure had grown almost three-fold, to around 3,500 pounds; in the case of the Nigel Stroud-designed Richard Lloyd Racing 956B, the figure is even higher at about 4,200 pounds. A figure well in excess of 4,000 pounds is also produced by the Tony Southgate-designed TWR Jaguar XJR-6, which means that twice the car's static weight is pressing, or pulling down the chassis through the corners, producing cornering forces of between 2g and 3g.

In turn, that makes the difference between taking Eau Rouge, at Spa, in fourth gear with an uneasy feeling, or flat out in fifth with the car glued to the road, as some were last September. The downforce figures quoted are at least as high as in Formula 1 before the "flat



LANCIA has been the only team to consistently challenge Porsche in Group C. Its cars have been staggeringly fast in qualifying, with Patrese being close to a 150 mph lap at Silverstone but have been fragile over full race distances.

bottom" rules were introduced, and it is remarkable that the visible shape of the Porsches, for instance, has changed so very little in the past four seasons.

Lap speeds, too, have improved dramatically. At Silverstone last May Riccardo Patrese was knocking on the door of the 150 mph barrier, circulating his Lancia LC2/85 ten seconds per lap quicker than Alboreto's time of 1982 in, admittedly, the little 1.4-litre turbocharged "barchetta" that the Italians produced in an attempt to scoop the Driver's Championship title; it was, anyway, quicker than Ickx and Bell in the Porsche 956 on its debut outing, handicapped as this entry was by the six-hour duration of the event, though still on 600-litres of fuel. Similar gains have been seen on other tracks where comparisons are possible, for instance at Spa where Patrese set a sportscar lap record at 2 min 21.18 sec in the little Lancia. Last September Jochen Mass set a new mark at 2 min 10.73 sec, and these are race speeds, not qualifying times. As in Formula 1, qualifying is almost meaningless as Lancia claimed one pole position after another with special 800 bhp engines, filled with new pistons, cams, valves, higher compressions and bigger turbos. What that has to do with eking out the current ration of 510-litres of fuel in a 1,000 kilometre race no-one really knows, but it's good for the spectators and, therefore, good publicity for the formula, so let's leave it at that!

If the GpC formula started out full of hope and promise, the subsequent history is a catalogue of lost opportunities. Cars seen on a fairly regular basis during 1982 included the Porsche 956, the Lola T610, Sauber SHS C6, Rondeau M382C, Ford C100, the Joest Porsche 936C, the Kremer C-K5, the Grid-Plaza S1, the WM-Peugeot and the Aston Martin Nimrod, a wide selection of chassis and engines even if the Cosworth DFL, in 3.3 of 3.9-litre forms, powered half of them. We did not, yet, have a C2 class and the 3.3-litre was pretty uncompetitive, while the 3.9-litre favoured for the Ford C100, the Rondeau, the Lola, the Sauber and the Grid had such severe harmonic

vibrations that it tended to destroy ancillaries such as starter motors, electrical systems, engine mountings and so on.

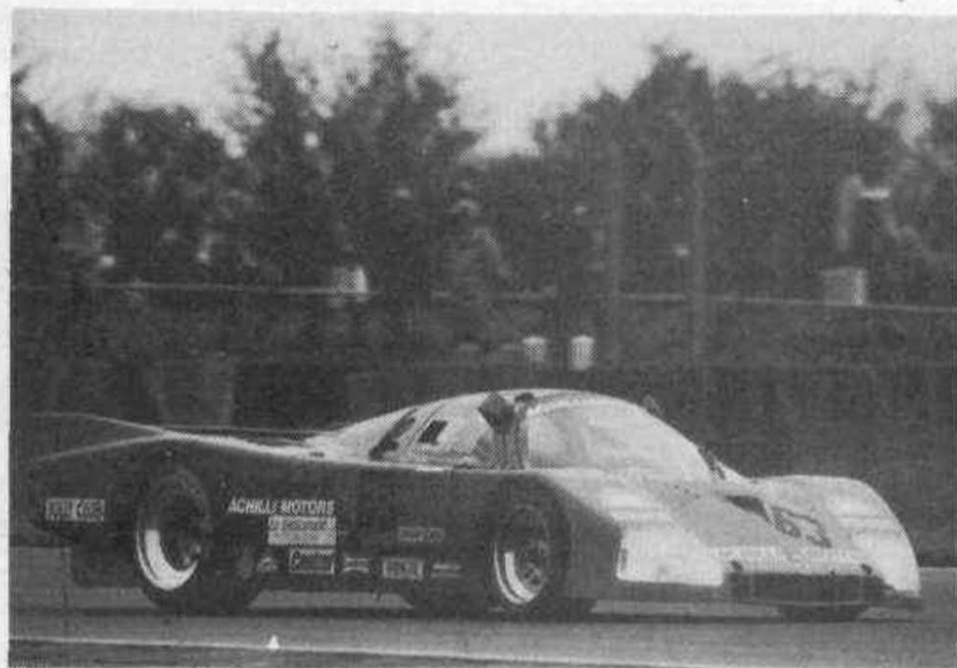
Keith Duckworth was adamant that good installation would cure these ills, but he also revealed to us that he planned to fit balancer shafts such as are employed in the Porsche 944 engine, as well as adding a mild turbocharger system to boost the power from, say, 590 bhp to anything the teams desired, 700 bhp if need be. The C100 itself, originally designed by Len Bailey, was making good progress midway through 1982 and was beginning to get results (fourth and fifth at the Brands Hatch 1,000 kms, Jonathan Palmer's first good sportscar result if you remember, with Desiré Wilson). Ford had chosen a different version of the car, designed by Tony Southgate for Alain de Cadenet, to carry the colours with preparation by Zakspeed, and the plot looked very promising indeed for 1983.

There is a story, apocryphal perhaps, that during (or maybe after) a good lunch, Ford's newly appointed motorsport supremo Stuart Turner asked Keith Duckworth if the turbo version of the DFL would be competitive. "No chance" the enigmatic Duckworth is supposed to have said, believing that Turner would realise that his tongue was in his cheek. Turner said little more, but went back to Warley and added the C100 endurance project to his hit list of 1983 programmes to be axed!

In itself, that was the worst blow to befall Group C endurance racing, for not only did we lose the C100 but all the stuffing was knocked out of the Rondeau programme — the likeable constructor from Le Mans had finished a close second to Porsche's 956 in 1982 — also Sauber, Lola and Grid, for Turner additionally withdrew the development budget for the turbo DFL and killed it off for three lean years. Had Turner looked through and beyond the C100 racing car, at the basic logic of the fuel consumption formula, he might well have concluded that for very little money he could have the Ford name on a 3.3-litre DFL turbo that would sustain a whole "kit car industry", much as the DFV itself did between 1967 and 1983. Duckworth's DFX turbo Indycar engine has sustained



FORD's original Len-Bailey-designed C100 was uncompetitive but Tony Southgate's replacement was extremely promising. During the car's initial testing, however, the programme was axed along with a turbocharged version of the Cosworth DFL engine. (Right) The Giannini-Alba of Finotti and Facetti was initially very successful in C2.



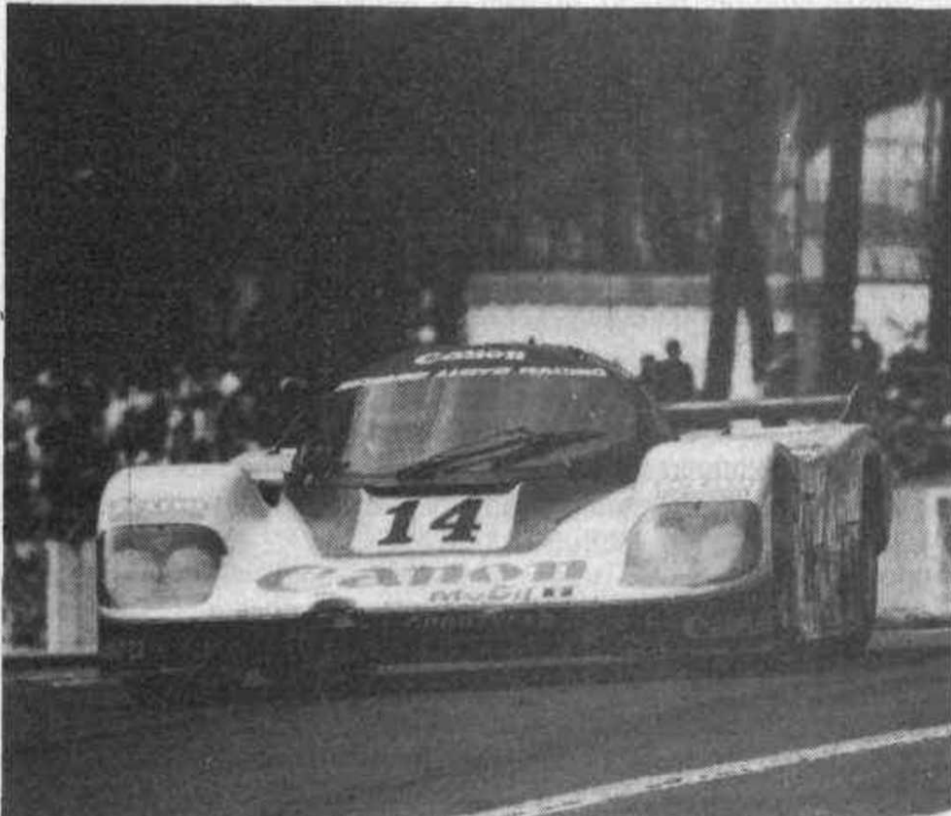
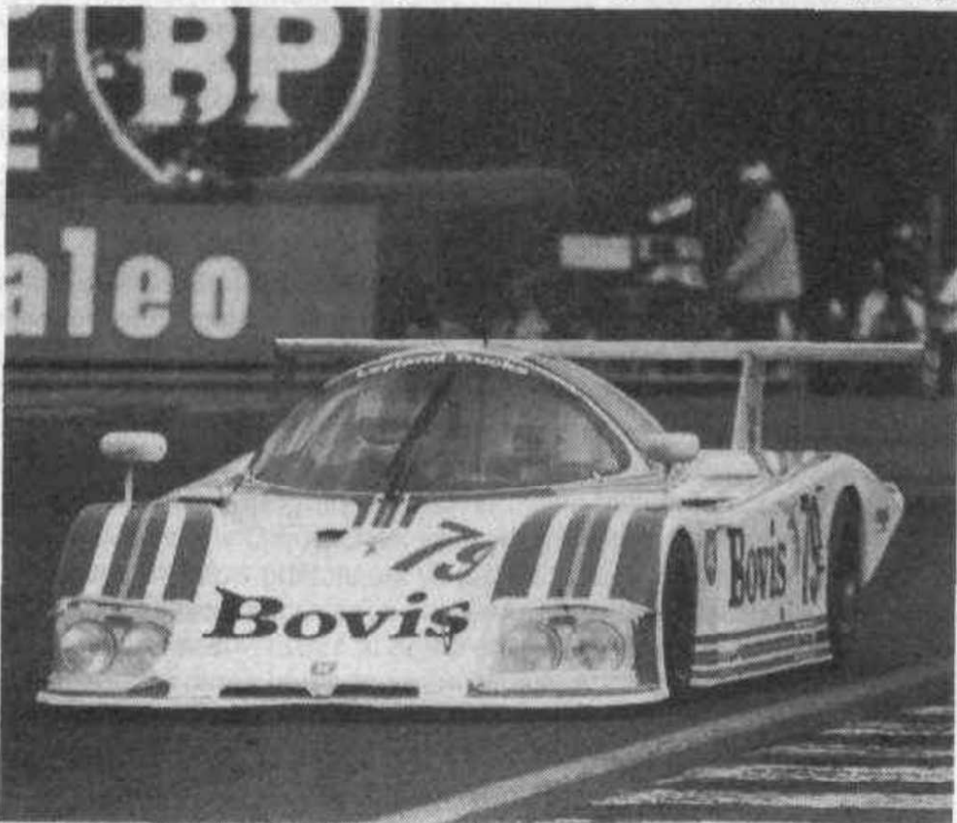
the reputation of the remarkable DFV concept, and only now, in 1986, will we have a chance to see the 3.3 DFL turbo in action in Tim Lee-Davey's Tiga. A lot could hang on that!

If Stuart Turner knocked one large nail in to Group C's prospects, Cesare Fiorio didn't do the formula much good when he elected to chase the World Endurance Championship for Drivers title in 1982. Porsche got on like good boys in preparing the 956 in record time, but when it made its debut in May 1982 it was well beaten on scratch by the 1.4 litre turbocharged Lancia Group 6 car, also purpose-built around existing parts with full ground effects, skirts too, and marvellously light and economical. FISA had given the old Group 6 a stay of execution for a year to ensure decent grids, and were none too pleased to see the Italians producing a new car which, although ineligible for Constructors' points, would win three races outright and put Patrese into a strong position for the driver's title. Porsche had other ideas, and Lancia had their come-uppance at Brands Hatch when, after one of the most exciting races of the entire formula, Jacky Ickx beat Patrese by a scant 4.6 sec to lift the title. Better still, it was the first World Championship ever won by the popular Belgian, one that was long overdue.

In 1983 Lancia-Martini started to make amends with a pukka Group C car, the chassis designed by Gianpaolo Dallara (formerly with Lamborghini, where he designed the Miura), the bodywork by Arrigo

Gallizio's GStudio near Turin, and the V8 engine supplied — not with good grace — by Enzo Ferrari. The LC2/83 was not commissioned until October 1982 which meant that Porsche had a full twelvemonth start (and six victories to prove it!). And poor weather, which meant that Fiorio's team did no dry-track testing, ensured that when the Group C car made its debut at Monza in April 1983 no-one had any idea that the Pirelli radial ply tyres were inadequate for the speeds and loadings, bursting asunder at regular intervals. Silverstone brought no better luck and Pirelli seemed to be in all sorts of trouble with its Formula 1 programme too, so a rapid decision was made to ride out the '83 season with Dunlop's crossply tyres of an old compound, for the only rubber available off the shelf for the 19-inch rear rims was suited to the Porsche 935.

Add, then, difficulties in developing the Weber-Marelli fuel injection system to attain the correct consumption, and an inevitable weakness in the Hewland DG gearbox, which was not designed for such applications, and you will understand the problems encountered by Lancia-Martini during 1983. They did manage to win the Drivers' Championship race at Imola late in the season, against private Porsche entries, but had another lacklustre season in 1984, due to handling and fuel consumption problems as much as anything else, and won only the Kyalami 1,000 kms which was renounced (only for financial reasons) by virtually all the Porsches.



GROUP C2 has been a lively class dominated by the Spice-Tiga. It has also seen the successful revival of Ecurie Ecosse (above left) with a Ray Mallock designed (and driven) Cosworth DFV-powered car. Though looking like a standard Porsche 956, the GTi Engineering car (right) has been extensively altered with a carbonfibre monocoque and an underside which gives a significant increase in downforce.

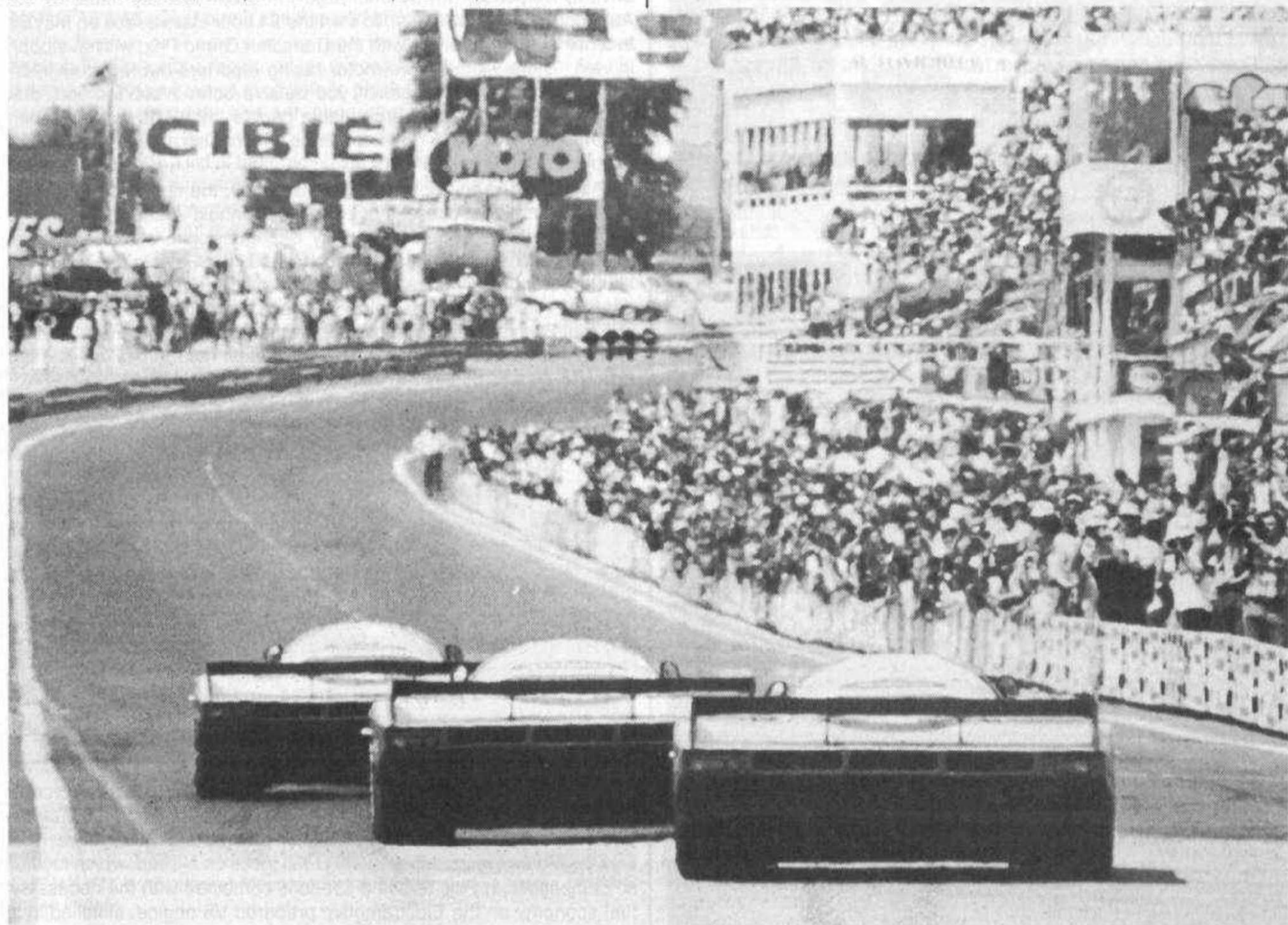
The past season was a whole lot better for Lancia. Under the new technical direction of Ing Claudio Lombardi the chassis were much improved and, although they were surprisingly the original "tubs" built early in 1983, the track was taken out to the full 2,000 mm which benefited the handling considerably; so too did the contract with Michelin for the exclusive supply of tyres. The Fiat Group also managed to establish the correct economy with a full 3-litre engine, which Porsche could not, so although you can safely ignore the 40 bhp power advantage claimed by the Italians, the 12% torque advantage (506 lb ft at 5,200 rpm, against Porsche's 451 lb ft at 4,500 rpm) was real enough, and a distinct advantage.

Still, though, Lancia showed a remarkable propensity for snatching defeat from the jaws of victory but maintained its record by claiming a late-season success, at Spa-Francorchamps on September 1st. Bob

driveshaft on the "BEST" PDK entry at Selangor last December.

Against such a crushing display of Teutonic efficiency, what chance do the others stand? Well, Porsche's own customers have won nine Group C races, and without question the star team is that of Reinhold Joest, from Abtsteinach, who won five of them: Mugello in 1982 with his 936C, Monza and Mugello with the 956 in 1983, Le Mans in 1984 and Le Mans, again, in 1985. The two 24-hour successes were superlative, especially the 1985 rendition when he beat the factory Porsches and Lancias, and of course Joest was the one who beat the factory on the first occasion the private teams were able to meet the Rothmans-Porsches on equal terms, at Monza in 1983. The Kremer brothers, Richard Lloyd / Canon, Walter Brun and John Fitzpatrick each won a Group C race.

Other than Lancia's three successes, non-Porsche victories include



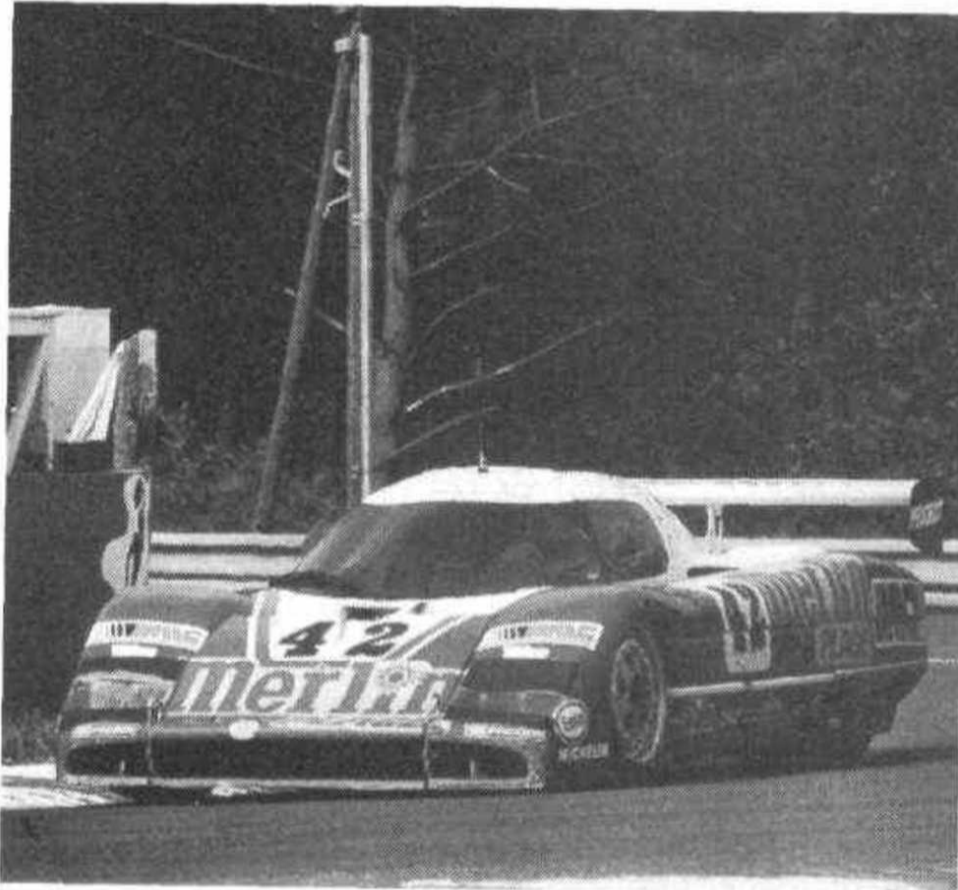
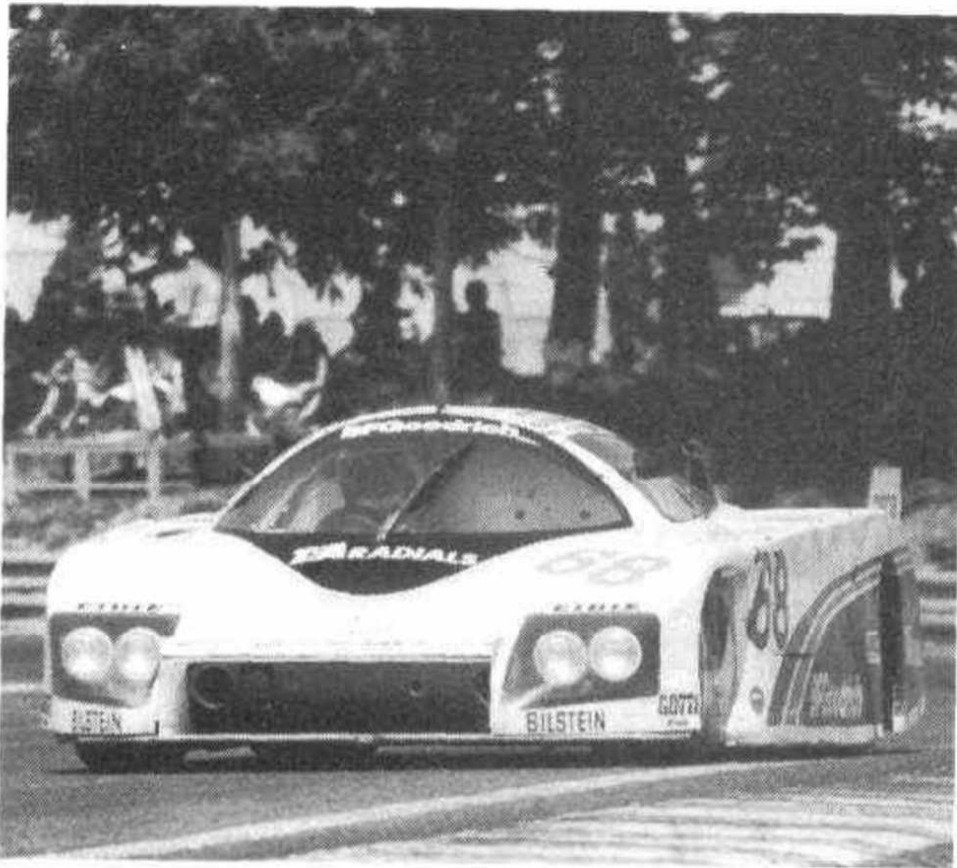
THREE works Rothmans-Porsche 956s at Le Mans in 1982 where they scored a steam roller 1-2-3.

Wollek, Mauro Baldi and Riccardo Patrese would surely have won even had the race gone the full distance, and it was a terrible shame that Stefan Bellof's death should mar for Lancia its first defeat of Rothmans-Porsche.

Which brings us, inevitably, to the crux of the formula. Before the start of the 1986 season the score sheet shows that in four seasons the Rothmans-Porsche team directed by Peter Falk has made 60 starts, has finished 49 times (invariably in the points), has won 25 races and been defeated seven times (and since they started, technically, at Fuji in last October's monsoon we count that one too!). The 11 DNFs include three crashes (Mass, Bellof and Ickx one apiece, while Derek Bell's card is unblemished), one disqualification (out of fuel), two "retirements" (Fuji), and merely five mechanical failures: engines at Le Mans on one car apiece, in 1983 and 1985, a turbo on the "MIX" car at Hockenheim, a PDK transmission failure at Imola in 1984 and a

two for Jean Rondeau in 1982 (Monza and the Nürburgring) and one for March-Nissan at Fuji last October. It's not much of a record, is it, for four years of World Championship motor racing?

What started out in 1983 as the Junior class, but is now named C2, has proved much more colourful. Looking back, 1983 was a pretty awful start when Martino Finotto's Giannini-Alba team was the only respectable one, faced with such opposition as the Harrier-Mazda, plus works Mazdas at Silverstone and Le Mans. The following season was a lot better with Gordon Spice and Ecurie Ecosse joining the fray, along with the Gebhardt brother's team and although Finotto secured the title by means of early season successes his luck began to ebb away midway through the season; in fact, the Mosport 1,000 Kms in August 1984 was the last occasion when the Alba team won any trophies, finishing third, fifth and sixth overall in a poorly supported event. From that point onwards it has been Spice Engineering and



(Top) GOODRICH's Mazda-Lola at Le Mans in 1984. (Middle) PEUGEOT-WM, also at Le Mans, but this time in 1985. (Below) TWR's works Jaguar XJR-6s will complete a full 1986 programme. The white & purple livery of the team's new sponsor makes the previously all-green cars look markedly different.

Tiga-based chassis most of the way, with strong intervention from Ecurie Ecosse and Gebhardt from time to time. One thing that is certain is the reliability, power and economy of a well-prepared Cosworth-DFL 3.3-litre V8, which has been *de rigueur* for successful placings in the past 18 months.

Can we look forward to 1986 with any great degree of optimism? As one of the most ardent supporters of sports car racing I would like to say yes, but realistically Group C is still hanging on by its fingertips. The deaths of Manfred Winkelhock and Stefan Bellof not only robbed endurance racing of two leading drivers, but probably determined all the Formula 1 team managers to keep their expensive, heavily promoted chargers under lock and key in 1986. Maybe one or two, the likes of Jonathan Palmer and Thierry Boutsen, will escape the net to drive in Porsches, but by and large the great sacrifice made by the Automobile Club de l'Ouest, to start the 24 hour classic race on May 31 in order to avoid clashing with the Canadian Grand Prix, will have been in vain. There will be more motor racing reporters but few truly international drivers to promote. If you believe John Webb's creed, that motor racing is all about promotable people (men and women), then the omens are not very good, for those drivers also attracted, or helped to hold, the big-time sponsors.

That brings us to another crux of Group C, the financial side. Even with his dazzling successes at Le Mans Reinhold Joest's team seems to have spent its annual budget by September, and others are much worse off. In fact Rothmans-Porsche and the Roy Baker Tiga-Ford teams were the only ones to undertake the full 1985 programme, which does not make life any easier for the race promoters. Consider, if you will, that Bernie Ecclestone has secured a \$150,000 prize fund budget for the Formula 3000 Championship, for each race that is, while each of the 15-20 cars taking part costs around \$60,000.

The Porsche 956 and 962C customer cars, on the other hand, cost at least \$200,000 apiece yet the total minimum prize fund for each race is now \$50,000, to be shared among an average of 30 C1 and C2 entries. The economics simply do not, cannot, make sense. Despite all the obstacles to be overcome, however, privateers Joest, Kremer, Brun, and hopefully Lloyd and Fitzpatrick, will continue to operate at the highest level they can manage. Rothmans-Porsche will pull back a bit and mount a limited programme of perhaps five races (Silverstone, Le Mans, Nürburgring, Spa and Fuji), Lancia-Martini may contest only a short programme . . . and that leaves the Gallahers Silk Cut TWR Jaguar team, which is committed to a full programme.

Tom Walkinshaw's cars will be lighter and more competitive, perhaps capable of winning on level terms, and it will not be beyond the team's capabilities to win three or four races and, by dint of being there, pick up enough points to scoop up the Teams' Championship.

As usual the Silverstone and Le Mans races should be the outstanding ones pitting the Jaguars against the Lancias and all the Porsche teams, plus the Japanese manufacturers if Mazda, Nissan and Toyota all decide to attend the British round to prepare their new, or revised cars for the 24-Hours. Much interest will focus on Nissan, which looked so competitive at Fuji, to see if speed is combined with the necessary fuel economy on the Electramotive prepared V6 engine, installed in a March chassis. Mazda will wheel out the triple-rotor 757C, though not as yet with turbochargers, and Toyota, we believe, will continue for the time being to rely upon the 2.1-litre four-cylinder engine . . . but for how much longer? When Japan's number one manufacturer decides that it's time to move, rivals had better watch out.

It does seem that, after four seasons of almost total domination, the king (Porsche) is tiring, if not dying, and perceives that the public wants to see a new order. It may be two more seasons before the Stuttgart firm, or its customers, is no longer a regular race winner, but Jaguar's turn is surely coming; the Japanese will attempt to take the citadel by storm when they feel ready, have no doubt, and these injections may prove to be precisely what Group C needs to arouse greater public interest. If only Ford and GM would become involved too, sportscar racing could benefit from a great infusion of capital, technology and excitement. Even now the Group C formula has hardly justified itself, and may still not do so in 1986, but beyond that there is much hope.

M.L.C.

On Collecting Autographs

A LOT of us got carried away by motor racing while we were still at school. As well as collecting cuttings and photographs of racing events, long before we ever saw a motor race, we also longed to stand near enough to one of our racing driver heroes to actually ask him for his autograph. I know I took a long time to pluck up courage to ask my first hero for his autograph, and only then after I had carefully prepared a school exercise book with drivers' pictures, cut from magazines, stuck in alongside a list of their racing successes.

I felt I now had something tangible and worthwhile for them to sign. Naturally all racing drivers were heroes to me, so my book was very full of pictures, but not all the pages were autographed. It was a question of opportunity, starting at small club events such as speed trials, and working my way forwards to actual race meetings. My spectating days were limited to the smaller National events, which naturally limited my autograph collecting, but there was one great day at the Crystal Palace track when two famous Grand Prix drivers paid a visit, one to race a 1½-litre Maserati and the other to give a demonstration of a Grand



THE WAY IT WAS: Stirling Moss signing autographs while having morning coffee in Italy.

Prix car. By patience and diligence I acquired both autographs, and my day was made when the British Grand Prix "ace" looked at my book and said "That's a very nice book" and gave me a superb signature right across the page. The other "ace", an Italian, merely scribbled his surname under his photograph, barely looking to see what he was signing. But no matter, it was my first Italian racing driver autograph. Another famous British driver, who signed my book on a practice day at Brooklands, gave me a fine signature in full, first name and surname, and then looked through the book and said "You have done a lot of work putting this book together". I can hardly convey what those words meant to me. I suppose encouragement is the best word, but more than that it justified all the work and patience, for my hero was in effect telling me that what I was doing was correct. It meant that I was on the right lines. Hopefully I am still on the right lines, though over the years there have been many people who have told me "... you don't understand ..." or "... you are way off beam ..." Oddly enough, I am still totally involved in Grand Prix racing and enjoying it as much as

ever, while they ... I wonder what they are doing now?

It was not always possible to have my autograph book with me, and my saddest day was when I saw the World Champion, though he wasn't called that in those days, in a car showroom, making a publicity / courtesy visit. Sadly I could only ask him to sign my small note-pad, but he did that with a smile and a twinkle in his eye. When I got home I carefully cut out the page and almost reverently pasted it into my album alongside his photo and his impressive list of Grand Prix victories. In those days, before I could afford to buy motoring magazines, I used to cycle to the local library and sit in the reading room and copy out the race results of the European races. I failed an awful lot of examinations in those days because, as my school report once said, I spent more time drawing and dreaming about racing cars than concentrating on Mathematics. Looking back at some of those school books, and later technical college folders, I was surprised just how many contained sketches of Grand Prix cars, either in the middle of lecture notes or on the front cover. A sure sign that my mind was not on "Heat engines" or "Workshop Practices and Processes", and they were my favourite subjects. Some subjects, like Chemistry or Electrical Engineering, did not contain drawings, they didn't contain much in the way of lecture



THE WAY IT IS: Alain Prost signing autographs through a wire mesh barrier at Monza after the Italian GP.

notes either! I was probably in the Library copying out the results of the Italian Grand Prix at Monza.

Looking at my autograph album I began to wonder why I stopped collecting autographs, for I clearly did stop, and fairly abruptly. While collecting I was a spectator looking over the fence, waiting for the opportunity to get into the paddock after the racing was over. Or occasionally going to practice, when you were allowed in the paddock. Although I enjoyed all this, I desperately wanted to get on the "inside", not to collect autographs, but to become involved in racing. My actual participation began on a very small scale at a club speed trial when one of the competitors with an MG allowed me to help push-start it in the paddock, and then let me accompany him up to the start-line. A great moment for me, especially as I did not have a pass of any sort. This enthusiasm for getting involved progressed until I got myself a part-time job as a mechanic, complete with official mechanic's ticket. I never looked back, and never went back to being a spectator and I realise now that that was when I stopped collecting autographs. I was

part of the "inside" scene, albeit a minuscule part, but nevertheless I was officially on the inside. I can see that part of the fascination of autograph collecting was the challenge of getting into the paddock, or finding the drivers who all lived in a distant and remote world to that in which I lived. Once on the inside I was living in their world, so there was no challenge any more, and there were many more fascinating things to see and do. They were still heroes, those racing drivers, and they still are.

Today in my job as race-reporter I am able to stand among the World Champions, or have a cup of tea with Derek Warwick, and they are all part of life, but they are all still my heroes though I don't need their autographs any more. The challenge for me now is to find out why they did this, or why they did that, or what they would do if . . .

When I see young enthusiasts nervously waiting for Alain Prost to leave the Marlboro motor-home in order to ask him for his autograph, I wonder where they will finish up. Some of the German and Austrian enthusiasts have superb photo albums, full of colour portraits of drivers that they have taken themselves, and it is nice to see Niki Lauda or Nelson Piquet taking trouble in autographing their own photographs. I hope they realise just how much it must mean to the owner of the book. Not all autograph collectors are like this unfortunately, too many of them merely offer grubby bits of paper, and I wonder what happens to those bits of paper. I don't think many of them get pasted into albums. Some do for sure, but you can't tell which ones.

The whole business of autograph collecting has expanded and

developed over the years, and now it is all too easy to write to a racing driver and ask for his autograph, some people even write and *demand*, such is the "democratic" world in which we live but there can't be much satisfaction in getting an autograph by post. Many drivers have their own Fan Clubs, who will supply autographs, and many teams have full-time Public Relations men who will supply their drivers' autographs, and this distancing of the driver from the public is something that has expanded with the growth of public following of Grand Prix racing. The cautious, polite, schoolboy has had to give way to a milling throng that has got so out of hand that World Champions have to be protected by wire mesh and whisked away by helicopter. The chance of the lad with his autograph album meeting the World Champion alone is now very remote, which is sad for the dyed-in-the-wool racing enthusiast, but on the other hand, if he cannot get to the races he can sit at home and watch it all happening in glorious technicolour and can actually listen to his heroes talking to Murray Walker. Though that is not always a good thing!

I often have a chat with enthusiastic MOTOR SPORT readers at race meetings who have their small sons with them, and I will say "I hope he appreciates what a super dad he has, bringing him to the British Grand Prix at that age." Some dads will say sadly, "I'm afraid he doesn't enjoy it, too many people and too much noise." Others will say "Oh yes, and he's a devoted Rosberg fan." As I look at the beautiful model of a Williams that the small boy is holding, dad will add "I'm going to have to buy him a new model car for 1986, aren't I?" Enthusiasts all.—D.S.J.



Replicas

THIS could be the last word on Replicas (or fakes), or it could be the beginning of a whole new world. Daimler-Benz AG of Stuttgart has made 11 replicas of the Benz three-wheeler of 1886, which it claims was the first automobile in the world! The original three-wheeler built by Karl Benz resides in the Deutsches Museum in Munich, and these replicas have been built by Daimler-Benz to commemorate the 100th birthday of the automobile. France considered that it invented the automobile and celebrated its 100 years in 1984, while Great Britain celebrated the 100 years in 1985.

Some 20 years ago I recall visiting the Daimler-Benz museum workshops in Unterturkheim, to see half a dozen brand-new Daimler V-twin engines being built. The Stuttgart museum own Gottlieb Daimler's original engine and when approached to sell it by numerous expanding and affluent museums it flatly refused to consider the idea, but instead offered to make replica engines for museums of long standing.

Its recent production run of Benz three-wheelers can hardly be called fakes, being made by the parent firm, but equally they are not 100-year-old originals. They are 1986 three-wheeler cars built to an 1886 design, to which Daimler-Benz has total rights. But where do we go from here?

If Daimler-Benz put the 38/250 Mercedes-Benz back into production I am sure it would sell as many as it did in the nineteen-twenties, but I wonder at times if we are not losing our sense of direction. — D.S.J.

THE 1986 production run of Benz three-wheelers, built by Daimler-Benz to the 1886 design of Karl Benz.

Road Impressions



Fiat Uno Turbo ie

A little Cracker!

WHEN Fiat introduced its turbocharged Uno to the UK in July, the combination of the British Grand Prix and our production schedule meant that we were unable to attend its launch. We regretted it at the time and our feelings were compounded as we received reports on the car from colleagues. Still, over Christmas we were compensated by a longer than usual road test during which this perky little car proved to be a delightful companion.

Fiat has married the turbo to the engine exactly right, which is not surprising since the engine was designed with the turbocharging option in mind. There is nothing of the "Turbocharger? What turbocharger? Whoops! Ah, that turbocharger" which you get with some units, particularly with small engines. This unit's action is progressive, the boost actually comes in at around 2,500 rpm but you only know that by watching the instruments for it's very willing at the bottom end of the range.

The iron-blocked engine, transversely mounted and tilted 18 degrees forward, is fitted with a water-cooled IHI turbocharger, Bosch electronic fuel injection, electronic ignition with knock sensor and oil radiator. It's well over-square (80.5 x 63.8 mm) with an alloy head, a sohc, and it delivers 105 bhp at 5,740 rpm and 108 lb ft torque at 3,200 rpm, which are impressive figures for 1,299 cc.

Drive is through the front wheels (naturally) and there is a slick, pleasantly-weighted, five-speed gearbox (from the Strada 105 TC)

which is quick and precise when on the move but which frequently required double de-clutching when selecting first or reverse. The ratios have been chosen for practical driving conditions and the longish third gear makes most overtaking very easy.

This being the top of range Uno, there are a number of special features: alloy wheels (the spare is steel) fitted with 5 1/2 in J x 13 in Pirelli P6 tyres; front air dam with integral fog lamps; "Turbo" transfers along the sides (something I'd remove, for the Uno is an ideal "Q" car as the owner of a Porsche 924 discovered); and, on the car I drove, a glass sunroof. This latter item was presumably added to bring up a price to ensure exclusivity and also to pitch the car in the market against the Peugeot 205 GTi, its direct rival. At £6,899 the Uno comes £246 cheaper than the Peugeot, and is better equipped. The trouble is that the sunroof is recessed which limits the already skimpy head room — even though I'm only 5 ft 9 in tall, my hair brushed the roof and I dreaded hitting a pot hole. Wind noise becomes noticeable at 80 mph and at 95 mph it is intrusive and most of it at that speed seems to centre on the sunroof.

Fiat UK has substituted the sunroof for central locking and now offers it as a £200 optional extra, but it's one to be avoided by the tall. The odd thing is that there seems no reason why the front seats, which are comfortable but a little lacking in lateral support, should not be lowered by an inch or so by relocating the securing bolts in the floor pan. The height of the seats can also affect one's view of the main dials and I found the top of the steering wheel obliterated the most crucial

segments of both the speedo' and the tach' which could be serious in the latter case for the orange and red sections are marked only on the circumference of the dial.

The indicators and horn are operated by a steering column stalk while the lights, wipers and washers are controlled by long-levered switches mounted on the dashboard and can easily be used with one's finger tips. Less admirable are the heater controls which are located too low on the dashboard to be easily seen while on the move.

Most of the rest of the detail design is good. There is a handle to raise the tailgate for example (lots of room in the boot and the rear seats have a 60/40 split) which is always welcome on a hatchback for the tailgates frequently become filthy and not every maker seems to have realised this. There is a large single windscreen wiper which was well tested and passed with flying colours and, bliss!, both the front and rear washers can be operated without a mandatory four wipes which, in some conditions, are two or three too many. On the other hand the panel covering the boot has to be removed and stored if the rear seats are to be folded forward. This is fairly common practice but then I'm used to the superb practicality of my Golf GTi.

On the road, the engine puts down its power entirely without fuss, you have to accelerate fairly hard in the wet to get wheelspin or a hint of wheel tramp and even in almost uniformly rotten driving conditions, I experienced only occasional slight torque steer — most impressive. Front suspension has coil springs, telescopic dampers, lower wishbones and a floating stabiliser bar while, at the rear, is a torsion axle located by semi-trailing arms, coils springs and telescopic dampers.

The Uno's ride is a good compromise, imparting a taut feel with comfort and the rack and pinion steering is light and precise with a fair, but not exceptional, amount of feel. Much of the test period was conducted in wet or icy conditions which did not equate with spirited driving and in such conditions I had reservations about the amount of bite from the front wheels in cornering. This seems to be down to the Pirellis which do like to have heat in them.

On the odd dry day during the test, however, the car was transformed. Then you could power it through corners with complete confidence. The understeer present in the wet (and cold) then vanishes and one is left with neutral steering. This little car has cracking performance, a genuine top speed of 120 mph and a 0-60 mph time of 8.3 seconds. There's a little roll, true, but in most practical terms it will hold its own in most company, short of exotica, and is particularly outstanding when it comes to applying quick squirts of power.

It begs comparison with the Peugeot 205 GTI, as it has been deliberately priced against it and the raw performance figures are similar. It doesn't give the driver the sheer pleasure of the 205, the brakes (discs all round, ventilated at the front) are good but do not have either the bite or the feel of the Peugeot. It has a better ride comp-

Toyota Celica 2.0 GT

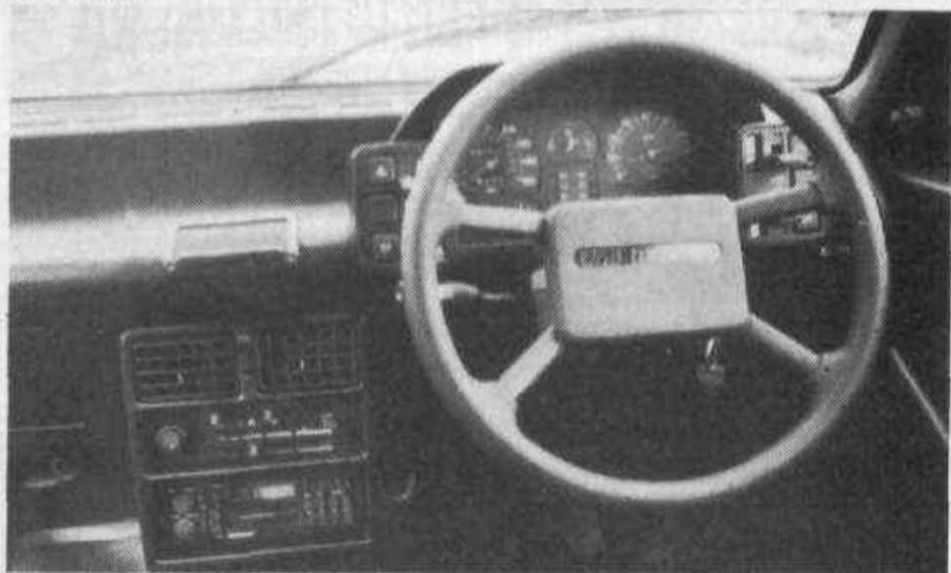
TOYOTA'S top-selling coupé has taken another step forward with the introduction of the fourth generation Celica. Notable about the all-new car is that it has gone front-wheel-drive, and it won't be long before a 4WD variant appears. The 16-valve fuel-injected twin-cam engine is not, as had been rumoured, a bored-out version of the lovely MR2 unit; instead, it uses the block of the Camry, though the alloy head is very similar to that of the little mid-engined car. Output is a healthy 147 bhp coupled with 133 lb ft at a rather high 4,800 rpm, but the unit is not as sweet as the MR2, sounding rather thrashy at the high revs which are necessary to get the best out of it. Toyota claim 8.5 sec for the 0-60 mph sprint, going on to 131 mph.

Four Macpherson struts tie down the body, giving a good ride with their nitrogen-filled dampers, and the standard speed-sensitive power steering is a decent compromise between feedback and insulation from shocks. Traction is excellent, to the point where it really is difficult to distinguish any front drive effects, and the Celica will corner very quickly indeed without fuss. But most overtly significant, both for

JAPANESE STYLING has improved steadily over the years, and the Toyota's sleek new body is a sporty and handsome offering.



LUGGAGE SPACE is surprisingly generous for such a small car, the rear seats have a 60/40 split and the low rear sill makes stowage easy. A distinctive steering wheel marks this Uno as the Turbo model, but unfortunately can also mask the most important segments of the speedometer and tachometer.



romise, and a smoother engine, but neither the handling nor the grip quite match the standards set by the 205; but then hardly anything does.

The 205 remains the best performance "Supermini" from a driver's point of view but when one takes a family into consideration, the perspective shifts. The Uno is roomier and has much better boot space. It returned an overall average consumption of 31 mpg and, all things considered, is a thoroughly practical car for the motorist who wants sparkling performance on some occasions but is also mindful of family needs on others. — M.L.



Toyota and the Japanese car industry in general, is the body styling. I think this is one of the most attractive cars to appear out of the new crop of soft shapes, and it is very low-drag too. It is a hatch with split rear seats of a reasonable size, although front headroom is inadequate under the standard-equipment sunroof — I ended up with grease from the mechanism stuck to my hair. Very unpleasant.

Only one version comes to the UK (other engines and a notchback are available elsewhere) and I shall not list the standard equipment — if you can think of it, it's included in the price £12,000. However, I do feel, perhaps cynically, that there *is* one missing option — that of saving money through a more basic specification. The UK market has shown itself prepared to bear the higher prices of more luxurious specification, and many importers, showing admirable business sense, do not offer base models. It is difficult to complain, since the customer knows he is getting more equipment for his extra cash, and those manufacturers up against import quotas do not want to be hamstrung with complex model ranges. But surely there must be a proportion of buyers who, given a fixed budget, would prefer to devote a bigger proportion to engineering and performance?

However, if your budget does run to £12,000, the Toyota *is* good value: it boasts a sophisticated power unit, pretty lines, and I much enjoyed driving it. — G.C.



Inside, the cockpit layout is rather good, with convenient and obvious controls (once you have discovered that the rear window is heated by pulling out the fan knob), decent ventilation, and useful stowage compartments.

The six-light styling does not improve the looks of the Astra's bland ovoid shape, being only slightly better than the Astra estate. However, the Belmont offers all the Astra's strong points plus more cargo space, and including the option of a sporty engine, often denied to this class of family car. Prices: 1300L — £6,210, GLSi — £8,095. — G.C.



Vauxhall Belmont

IN A SLIGHTLY puzzling reversal of roles, the last few years have seen a change of emphasis in the ranges of the larger manufacturers. The hatchback concept matured in the small and medium-car section, while larger cars, especially those with a prestige image, remained broadly set in the "three box" pattern, with the notable exception of the Rover SD1. Now a new generation of luxury hatches — Granada Scorpio, Saab 9000, Renault 25 — is occupying showroom windows alongside a fresh crop of newly-booted small to medium hatchbacks.

The success of the VW Jetta, Ford Orion, and Fiat Regata has indicated a demand for this type of body; perhaps the extra security of a boot is tempting, or more likely the extra luggage capacity. The latest entry is from GM, the Vauxhall Belmont. GM say that such a model was intended for the Astra range all along, but there will be no equivalent Opel model for Europe.

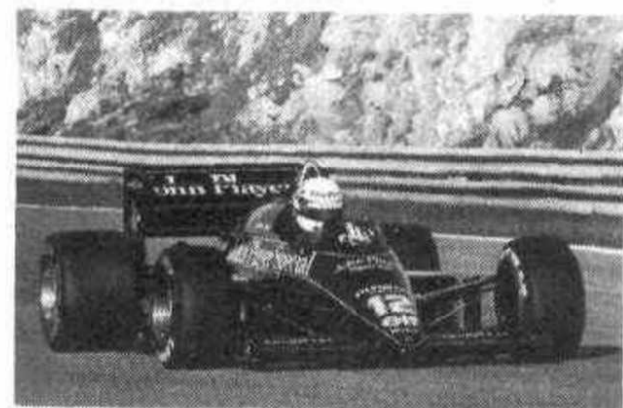
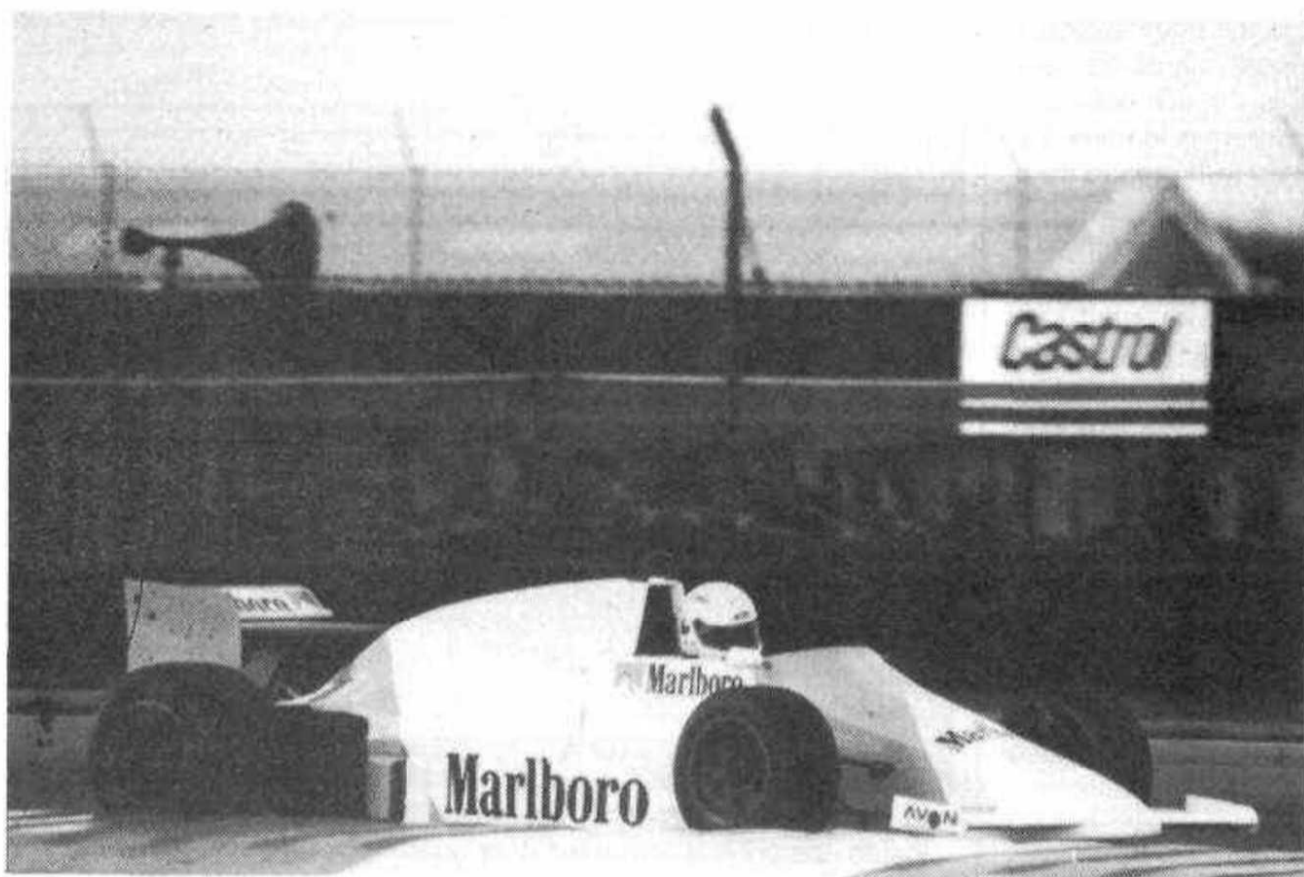
Using the same underpan and suspension as Astra, the Belmont also offers the same engine choice (1.3, 1.6, 1.8i and diesel) in three trim levels, and drag figures are good enough for even the 54 bhp diesel to reach 94 mph. With the 115 bhp injection unit from the Astra GTE, the GLSi will do 124 mph, and all the petrol engines will run on unleaded fuel. GLS and GLSi cars include alloy wheels, 175/70 tyres, electric locking, sunroof, and electric mirrors, and have firmer suspension settings. Rear seats on all models fold down separately, allowing a useful combination of layouts for cargo.

Not surprisingly, the Belmont feels very like an Astra to drive, a safe, mild understeerer with no vices, but all feel rather soft, even the top injection model. The 1.8i does not sound particularly happy at high revs, although it delivers its power through a healthy section of the rev-range.



BELMONT STYLING is dubious especially rear three-quarter view, but the usefulness of the large boot and folding rear seats may offset this for many potential customers. Interior layout is good, as are equipment levels.

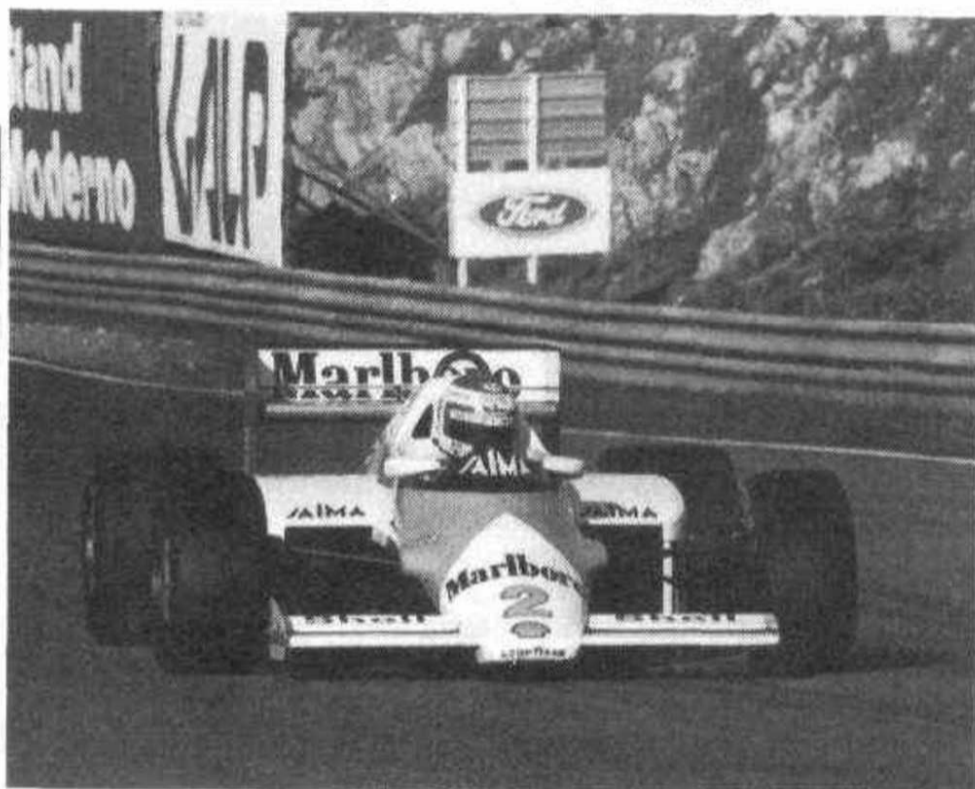




MARCH had its latest F3000 design, the 86B out at Silverstone in early January (left), Emanuele Pirro, who finished third in last year's Championship, shakes down the car he will drive for Onyx Racing. Compared with the 85B, the most obvious difference is the high, bulbous, engine cover. (Above) Ayrton Senna testing his Lotus at Estoril in December. No other driver was on hand to share the team's testing and, as we went to press, no decision had been made about a second driver. We are going to have to become used to some new driver / car combinations in 1986. (Below left) Patrick Tambay tests the Beatrice-Lola at Brands Hatch and (right) Keijo Rosberg gets to grips with a McLaren at Estoril.

Seen Testing . . .

Shell Oils
Grand Prix of Europe 1985



ALTHOUGH John Macdonald had not ruled out F1 this year when we spoke to him in early January, he will be fielding a team of F3000 (left) cars based on the RAM 03. Phillipe Alliot was at the wheel when the car shook down at Silverstone. (Below) Familiar car, unfamiliar helmet. Mick Thackwell took part in the Estoril testing sessions at the wheel of a Williams FW 10B.



Book Reviews

"Land Speed Record — From 39.24 to 600+ mph" by Cyril Posthumus and David Tremayne. 303 pp, 10 in × 8¼ in. (Osprey Publishing Ltd, 12-14 Long Acre, London WC2E 9LP. £17.95).

We have always admired the very complete coverage that this book about the World's Land Speed Record gave to this fascinating subject since it was written by Cyril Posthumus and published by Osprey 15 years ago. Not only did Cyril give very full descriptions of all the successful attacks on the fastest-ever record from the earliest times, but he included fine photographs, drawings, plans and colour-plates of the more important cars, and also a complete tabular breakdown of the LSR, details of the unrecognised and unlucky contenders, and the untried and "paper" projects, again with photographs and plan-views of these cars, a section covering what became of the cars and where some of them might be seen, and even a comparison in the specifications and building cost of such LSR vehicles, from the 1899 electric-powered *La Jamais Contente* to the 1970 *Blue Flame*.

All this made Posthumus's book the finest possible on its specialised subject, the definitive work on the LSR; and one of the best motor-racing books to boot. The snag was that it had become out-of-date. So what an excellent thing that it has now been brought right up to the minute, with the account of how Richard Noble won the record back from America "for Britain and for the hell of it", in 1983, contributed by David Tremayne, Editor of our sister weekly publication *Motoring News*. Because, if Cyril was just the person to dig into the archives about past LSR achievements and failures, David was the very chap to write about Noble, because he met him in 1977, was present at each of the *Project Thrust* attempts, and on the final run up to success acted as the team's Press and PR Manager. We are also reminded that he has driven a rocket-dragster at Santa Pod from 0-200 mph in two seconds, which passeth understanding. . . .

The book continues to provide the fullest coverage of the LSR saga, because all sections have been updated and descriptions included of those new cars intended to rob Noble of his record, which are

even now being developed. I can only conclude by saying of this very excellent book, as I say very seldom: "Highly recommended!"

W.B.

"The Maserati 250F" by Anthony Pritchard. 71 pp. 8¼ in × 5 in. (Aston Publications, Bourne End House, Harvest Hill, Bourne End, Bucks, £4.50)

This little soft-cover book appears to be the first in a "Classic Competition Cars" series and although the Maserati 250F has been thoroughly documented by now, the many pictures, of which seven were supplied by our associated company, LAT, are nice to look at, and Roy Salvadori has written the Foreword. The book concludes with a table of Maserati 250F chassis numbers, and racing successes. We note that in the former list the histories are not carried far enough to try to sort out the vexed problem of fakes and replicas, but that in these numbers, running from 2501 to 2525, four of the chassis numbers are quoted as not allocated to 250Fs; there is a good up-dating of the rest. — W.B.

"Vintage Motor Cars". Shire Album No 146. 32 pp. 8¼ in × 5¾ in. (Shire Publications Ltd, Cromwell House, Church Street, Princes Risborough, Aylesbury, Bucks, HP17 9AJ. £1.25.)

This small soft-cover book provides an excellent introduction to vintage cars and the vintage movement in general, with details of museums to visit and about the objects of the VSCC. More than that, it looks back at the 1920s motoring scene, and contains 43 pictures of vintage cars of all kinds, the racing scene not being neglected, and there is a 30/98 Vauxhall chassis drawing, a bibliography, and the colour front cover depicts a 1923 A7 and a 1928 Bean tourer at the National Motor Museum at Beaulieu. Altogether, very good value and this would make a good present for those on the brink of ownership or interest in the older motor cars. — W.B.

Those who want the special Ferrari edition of the *de luxe* magazine *Hors Logne*, in English with the exception of much of the quality advertising, can obtain it from Motor Racing Publications Ltd, address above, for £6.95. — W.B.

"Ghia — Ford's Carrozzeria" by David Burgess-Wise, (Osprey, 12-14 Long Acre, London WC2E 9LP. £12.95)

Ghia must be considered as one of the more erratic of the great *carrozzeria* — some exceptionally pretty cars are interspersed with long series of overweight, even clumsy-looking bodies as various ideas were hammered out to the bitter end. Burgess-Wise's text illustrates in detail the internal shifts of power and loyalty which led to the link-up with Chrysler from 1952 onward, and later the De Tomaso/Ford connection implied in the book's subtitle, and he has used his own position within Ford to explore Ghia's archives. Thus all the important projects are charted both in text and in pictures, and the company's convoluted history carried right up to its current place as Ford's "styling think-tank", responsible for the RS200 profile as well as recent showcars like the Barchetta, the lovely Brezza, and a breathtakingly beautiful body for the AC 3000 ME which must surely be one of the lost "greats" of automotive design.

A refreshing education for anyone with an aesthetic interest in cars, this is £13 well spent. — G.C.

"Architect Of Wings — A Biography of Roy Chadwick, Designer of the Lancaster Bomber", by Harald Penrose. 246 pp. 9¾ in × 7 in. (Airlife Publishing Ltd, 7 St John's Hill, Shrewsbury, Salop, SY1 1JE. £14.95).

I found this a most absorbing book, for who better to write a biography of the great aeroplane designer than the talented Harald Penrose, who has seen it all himself from the inside and who knew personally many of the personalities the book includes? There is, of course, the problem with biography that quoted speech has often to be assumed, but Penrose copes with this in his "Author's Alibi" and although he seems to have had very little correspondence to work from, he writes a vivid, interesting biography, which rings true and is also a pretty full history of the Avro Company, from the very early days to the sad loss of Roy Chadwick in the accident to the Tudor II on a test flight, caused by the aileron controls having been changed over during some work on the aeroplane that

was not, apparently, entered on its history sheet. So Roy Chadwick was killed, so unnecessarily, on that crash at Shirfold Farm, Woodford, as the more the pilot, Bill Thorn, tried to control the cross-wind yaw the less he was able to pick up a wing-tip, which touched the runway and resulted in the horrific crash.

This biography runs from the pioneering days up to that unhappy end, with Chadwick well into the design of the Avro Vulcan bomber; but it is for the Lancaster that he will be forever remembered. It is superbly illustrated, with pictures not only of Avros of so many kinds but of rival machines of other makes. It is almost printers' error-free, although they were not sure how to spell Grey, the famous C.G.G., Editor of *The Aeroplane*. . . .

There is a touch of motoring interest provided by a picture of the Swift cyclecar that Roy Chadwick bought in celebration of his election as an Associate Fellow of the Royal Aeronautical Society, in 1917, and a few references to Model-T Ford vans used by Avro and others in those days, and to the Armstrong Siddeley cars in which Chadwick drove about, in more lucrative times.

Recommended! — W.B.

JUST to rub salt in winter wounds, the early-ripeners amongst travel guides are here. Egon Ronay's **Guide to 500 Good Restaurants in the Major Cities of Europe** is the weighty title of a thick paperback from the AA (Farnum House, Basingstoke, Hants) which strikes a fair balance between economy and luxury in its choice. Good clear maps of each city — £7.95. Now in its third manifestation, the **BMW Guide to French Hotels** has spread its net of establishments near autoroutes, simplifying advance planning for overnight stops. Descriptions are brief, but there is a colour photograph of every hotel and detailed directions. The price is £3.95.

Consultant Editor on the BMW Guide is Richard Binns, who has made a cult success out of his privately-published culinary Koran, **French Leave**. His unashamedly personal and forthright opinions on his own selection of 600 restaurants make FL3 lively reading, and personal experience confirms his sound judgement. Where due, praise is spiced with blame, but

when Binns (who visits every establishment he mentions) praises highly, the gourmet will not be disappointed.

There is a persuasive honesty about this guide which makes it a Best Buy at £5.95, and it is available from his small family publishing concern, Chiltern House Publishers Ltd., Chiltern House, Amersham Road, Amersham, Bucks. — G.C.

"Lancia Stratos — 1972-1985"

compiled by R. M. Clarke 100 pp, 8 in x 11 in (*Brooklands Books, Holmerise, Seven Hills Road, Chobham, Surrey*. £5.95)

Stratos lovers are bound to be pleased with this paperback which follows the Brooklands pattern of compiling all published roadtests and reports in one volume. Inevitably those photographs which were originally in colour suffer somewhat in black and white, but generally the reproduction is clear. Excluded are those articles which touched only the extraordinary Bertone creation of 1970 which was the first Stratos; it is the completely redesigned 1972 Stratos HF rallycar which stars. The earliest reports were written when Lancia's own twincam engine was still being considered for the car, but of course it was the Ferrari Dino V6 which finally powered the stubby and striking little coupé to its many rally successes, and the enthusiasm it generated in print is all here in this compilation, which includes four articles from MOTOR SPORT.

G.C.

In the wake of its splendid studies of "British Bus Systems" The Transport Publishing Co Ltd of 128 Pikes Lane, Glossop, has devoted No 8 in the series to the Dodds/AA Motor Services by Bill McGregor, covering in the expected detail and remarkable pictorial recording the story of this Troon transport concern. So here is a New Year treat for transport followers, priced at a modest £7, or £8.95 in caseboard form. It is nice that this 96-page 11½ in x 8 in publication marks the 75th Anniversary of the Dodds business. — W.B.

Another popular series with a standard format is "Super Profiles" from Haynes of Yeovil, the recent titles in which are "Austin Healey 100" by John Wheatley, "Datsun Z" by James Morris, and "Ginetta G15" by John Rose. These informative books require no detailed description; they cost £5.95 per volume.

W.B.

Brooklands Books have brought out two BMW road-test report

soft-cover books, all of them devoted to *Car & Driver* material, the first for the years 1957-77, the second for the period 1977-85. It is unusual for this publisher not to diversify. The price of each book is £5.95, or £6.50 post free from Bookstop, Holmerise, Seven Hills Road (close to Brooklands Track, which is presumably the reason for the company's name), Cobham, Surrey. — W.B.

Jan P. Norbye has written the 176-page, soft-cover book "VW Treasures By Karmann", which is very full coverage of the special-bodied Beetles and VW Sciroccos, those Karmann-Ghias I used to covet years ago, and the various convertibles, etc. It is obtainable from Connoisseur Carbooks for £11.95, or for £13.75 post-free. — W.B.

Shire Publications of Princes Risborough is branching out on the motoring field, with its very inexpensive but nicely illustrated and written little books. To those on Veteran Motor-Cars and Vintage Motor-Cars can be added "The London Taxi" by Nick Georgano, "Classic Motor-Cars" by Jonathan Wood, "The MG" by F. Wilson McComb, and "Steam Cars" by Richard J. Evans, each of which costs only £1.25, the reference numbers in the Shire Album being 150 to 153, respectively. A standard layout is observed and lists of other reading matter, places to visit, etc, appropriate to the subjects, are included, although we see that in his taxi coverage Georgano has omitted the very first book, "Taxi", by the then Editor of *Punch*, perhaps because this book has long been out of print. — W.B.

Pryor Publications of 75 Dargate Road, Yorklets, Whitstable, Kent CT5 3AE have come up with a book called "Great Uncle Fred's War — An Illustrated Diary, 1917-1920", which will be of interest to those who like First World War history. It has pictures of many aspects of that war, including American Holt tractors in action, an RFC Crossley tender, RAF-type Leyland truck and aeroplanes like the Bristol Fighter, Albatross Scout, Newport 17, BE2c and SE5a, and it costs £7.95, or £9.15 post-free. — W.B.

Photographic fans will be glad to hear that Airfile of Shrewsbury have now published the second volume of aviation photographs of Charles E. Brown, edited by Anthony Howard. "Camera Above The Clouds — 2" sells for £14.95.

W.B.

CARS IN BOOKS

FROM "Swans Reflecting Elephants — My early Years" by Edward James (Weidenfeld & Nicholson, 1982, edited by George Melly) we learn that the great British eccentric, who lived at the time of this book at West Dean in Sussex, where HM King George V attended shooting parties, had a Rolls-Royce when he was in America before the war, which figured in his pranks, and that when he went to Rome he got an Alfa Romeo which he drove at speed, waved on by the *carabinieri*. In fact, James was an Honorary Attaché to the British Embassy in Rome, and at that time kept his own Rolls-Royce and chauffeur. It was used to take his bride, the Austrian singer Tilly Losch, to the church on Fifth Avenue for his wedding, but before that he was let down by a secondhand Rolls-Royce, his first car of this make, which had only done 1,200 miles but broke down outside Reading when he was taking Clementine Churchill to hear her son Randolph make his maiden speech at the Oxford Union. The old and stupid chauffeur being unable to make the Rolls go, they had to continue the journey in a taxi at a cost of £20, arriving just as the speech was ending. Edward James, who had a present of one million pounds on his 21st birthday, had aeroplanes which he flew himself, looping the loop on occasion, but their make isn't divulged.

To feed this long-lived feature,

Greeting The New Year

ON New Year's Day the traditional VSCC meeting was arranged by Mike Garfitt, who came with his smart Frazer-Nash BMW, at "The Verzons" just outside Ledbury. Some 55 appropriate cars attended, together with a great concourse of more modern machinery parked without. This hostelry is under new management but the Proprietor carried on the welcome practice of presenting a bottle of whisky to the driver of the pre-war car coming the longest distance. This again turned out to be A. G. Stephens, in his 1935 4½-litre Lagonda, with some 120 miles, from Neath.

Austin 7s and Morgan three-wheelers predominated, one very rorty specimen of the latter breed driven by a girl, so women's lib was satisfied. The A7s were of almost every type, from Chummy and early coupé to Ruby and Nippy, the Welsh trio being led by Seymour Price's Chummy, followed by his Nippy and an Opal two-seater. It was nice to see the Salmson-powered Lombard on the road, newly bodied, and the Type 109 Delahaye that came on a trailer last year also roadworthy this year. There was a 3-litre Bentley chassis immodestly displaying its missing mechanicals and body frame, but perhaps that will be a runner by 1987. An immaculate "Chain-Gang" Frazer Nash and Ihd Model-A Ford coupé defied the "dirty" roads and all the better-known vintage makes were represented — Lancia Lambda, Lea-Francis, Austin 12/4, Alvis, Lagonda, Riley, Humber, MG, etc, with lone examples of 11/22 hp Wolseley tourer and sports Salmson, and of course, Moffatt's GP Bugatti. Edwardianism was represented by the Buick. Not to be outdone, in the road outside an early Ford Prefect saloon that looked as if it had just emerged from a new-car showroom carried in its rear window the slogan "At The Head of its Class" and a modern Morgan had "Peking-to-Paris inscribed along its bonnet. — W.B.

D.S.J. has drawn my attention to an interesting passage from "After You Marco Polo" by Jean Bowie Shor (McGraw-Hill Books) about her journey from Venice to Peiping. Meeting the Shah in Iran the author remarks that she had heard he had "a fast sports car, a Frazer-Nash with triple carburetion" (whatever that means) and soon the Shah of Iran and her husband Franc were talking about motor-cars. Then the car arrived at the picnic lawn and after looking at the engine and the interior, off they went, the Shah and Mr Shor, for a fast run, "siren screaming". The Frazer Nash is described "as underslung yellow two-seater shaped like a torpedo". A few days later a picture of the car, with the Shah and Franc in it, appeared in the window of a local photographic shop. The shop's owner was asked by Mrs Shor to remove it, in case His Majesty objected to this picture showing him in close proximity to a foreign journalist, but next day the picture was back in the window, but the Shah was alone, his passenger having been touched out!

This ties in with a reference in Jenkinson's book "From Chain Drive To Turbo-charger — The A. F. N. Story" (Patrick Stephens, 1984) to the very pretty Carrozzeria Touring-bodied prototype Frazer Nash Spider with Bristol engine shown at the Geneva Show of 1947, which went to the Shah of Iran, although at that time the car, which carried Frazer Nash badges, was cream, with green upholstery.

— W.B.

Focus on Formula 3000

WHEN F3000 was first mooted to replace F2 which was fading fast in terms of grids, driver advancement and all-round popularity, it was greeted as potentially the best new category for years. There were promises of television coverage and being the featured supporting race to four European Grands Prix and it was to be packaged by FOCA. Whatever anyone says about FOCA, it's impossible to deny that Bernie Ecclestone's organisation has done a superb job in popularising F1, as proven by the amount of television coverage it now receives.

Practically every young hopeful you spoke to last year said, "In 1985 we'll be doing F3000 for sure. I'm speaking to people right now and we're 90% there." From Italy during the winter came the news that more than 100 Italian drivers "planned" to be in the formula.

Even allowing for the fact that drivers are notoriously optimistic when discussing their plans (they have to be in order to keep their sanity) things looked promising. Moreover, it appeared there might be more variety among the machinery than we'd been used to in the dying days of F2 for, apart from the inevitable Ralts and Marches, there would be cars from Lola and AGS, machines promised from the likes of Minardi and Reynard, and the option of running converted ex-F1 cars.

Early on, though, the organisers of the Hockenheim and Nürburgring rounds announced that they could not see how they could get a financial return on the \$100,000 outlay which FOCA required to stage the race and though FOCA came to the rescue of the Nürburgring race, it had to be cancelled because of snow. Hockenheim fell by the way-side, however, and so, later, did the proposed round at Mugello. Not a promising start.

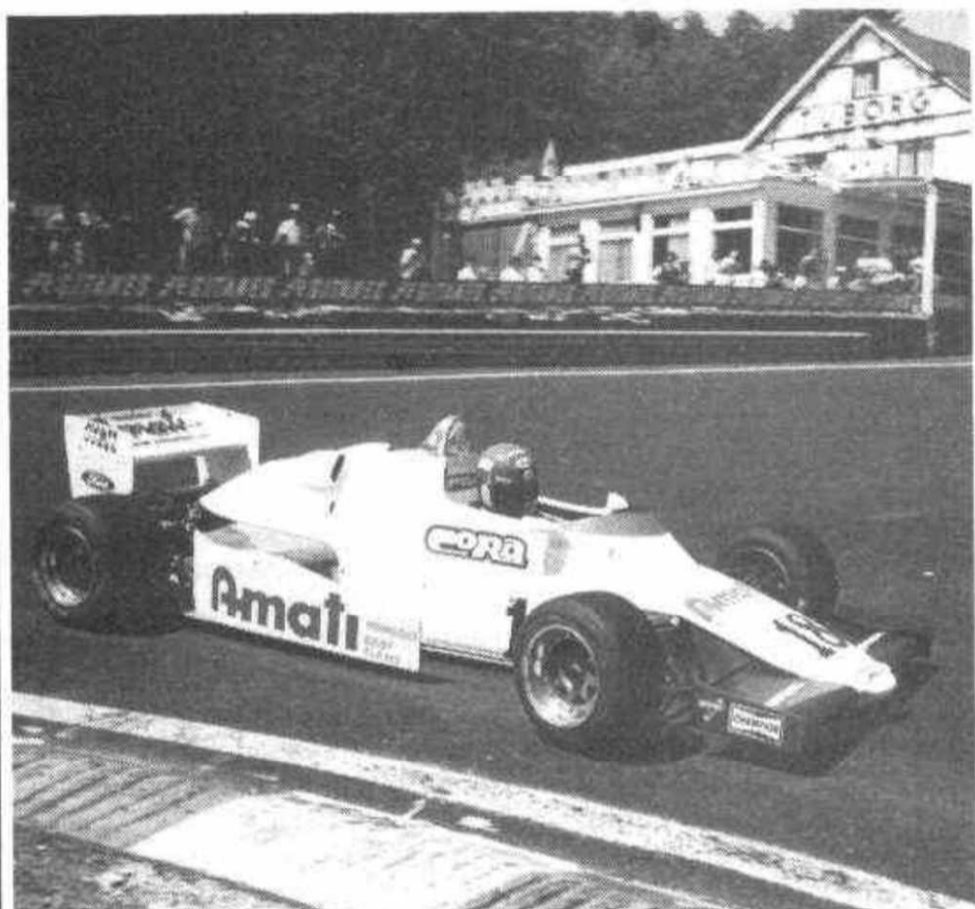
Not long into the 1985 season, F3000 was beginning to look like F2 with fields averaging 17 cars, comprising two works Ralts, an AGS, a good measure of Marches and a few assorted make-weights. To the casual observer, it seemed to be the mixture as before: small grids and a general lack of finance. Only six driver/team combinations were to contest every round, and they filled the top six places in the Championship.

What is easy to overlook, though, is that the mechanical reliability of the cars was extremely impressive and most of the starters were still running at the end of races. Seventeen cars started the race supporting the Austrian GP and sixteen were classified as finishers. Bob Sparshott, the entrant of Christian Danner, who clinched the title at the final round, enjoyed a 100% reliability record, something virtually unknown at this level of racing, and most professionally run teams had, leaving aside accidents, 80+% reliability records. The other point in the Formula's favour is that it has been a driver's formula and the racing has generally been close over entire race distances. Three drivers, Mike Thackwell (works Ralt), Emanuele Pirro (works Onyx Racing March) and Christian Danner (BS Automotive March) went to the final round at Donington with a chance of securing the title and it is rare that a Championship is more closely matched than that.

Still, the series which took place did not live up to close-season optimism. F3000's birth was not helped by the fact that, though the idea had been around for some time, the final regulations were published fairly late in the day and some potential sponsors, constructors, teams and drivers preferred to wait and see what happened before committing themselves.

Some teams, notably PMC and Barron, decided to field ex-F1 cars, PMC with two brand new Williams FW08s and Barron with a brace of ex-works Tyrrell 012s. One can understand the immediate attraction of this idea, for both are proven designs and the F1 connection must have been an advantage when approaching sponsors (West End racing, East End prices) but it was a course doomed to failure. The best result achieved by either team was Lamberto Leoni's third at Pau in a Williams and neither team lasted the season.

Bob Sparshott says, "I chose to go with March because its 1984 F2 car was a particularly good one and I felt March would progress naturally to a competitive F3000 car." He was right, the March 85B was competitive right out of the box and was an ideal customer's car. Genoa Racing, running on so tight a budget that it could not afford a



THOSE TEAMS which ran ex-F1 cars soon found they had made a wrong choice. (Above) Lamberto Leoni, seen here at Spa, produced the best result for such a car when he brought his Williams FW08 home third at Pau. (Below) Even the talent of Roberto Moreno could not make the Tyrrell 012 a front runner.



transporter, nonetheless entered the March with which Capelli won the Austrian round Sparshott's private March team, running on a fairly tight budget, secured the title. "It seemed to me," says Sparshott, "that an adapted F1 car was unlikely to work for a number of reasons. We never ran with more than 125 litres of fuel yet an F1 car carries 220 litres which is getting on for 200 lbs more in load so the weight distribution of a F1 car was unlikely to be optimum for F3000 and that's something you cannot change.

"Again, most runners used Avon crossply tyres while current F1 cars are built around radials larger than the tyres we use. F1 cars are designed to carry massive wings, not the F2-size aerofoils we use and the size of the wings are built in to the basic design. I could not see an F1 car working in F3000."

Some of the same considerations must have affected the Lola T950 which was an adaptation of an Indycar design. It always looked far too beefy for its intended job and the size of the fuel cell seems to have affected weight distribution. Mike Blanchet of Lola says, "When you start the season with compromises, you go through the season with

compromises. In the short space of time available to us, we built an adapted Indycar and quite frankly it wasn't up to the job. We seriously underestimated the level of competition." The best result achieved by a Lola was sixth at Spa (when the F1 race was cancelled) in the hands of Juan Manuel Fangio III, the great man's nephew.

It's interesting, though, that with March's F3000 designer, Ralph Bellamy, moving to Lola, there is renewed interest in the marque and when we spoke to Sparshott early in January he had not committed himself either way. Lola intends building ten cars in 1986.

As always, Ron Tauranac produced a car capable of winning races and between them, Mike Thackwell and John Nielsen took the chequered flag five times, though one was Nielsen's win in the non-Championship race at Curacao which was tacked on to the season in 1985 but is an integral part this year. The general consensus is, though, that these successes were more down to the drivers than the cars which were marginally not quite as good as the Marches.

One thing which has gained everyone's approval is the engine regulations. All the 1985 runners used Cosworth DFV units, though motors from Honda and Motori Moderni are rumoured to be on their way. All are limited to 9,000 rpm by a "black box" produced by Glen Monk. This gave a few problems early in the season but they were quickly ironed out. There is no reason why normally aspirated 3-litre ex-F1 Alfa Romeo or Ferrari engines should not be used. While it would doubtless offend Ferrari's style to do so, the Alfa Romeo unit has been mentioned as a possibility and since Alfa Romeo seems intent on building F1 customer engines for 1987, taking a taste of F3000 could be on the cards.

John Judd of Engine Developments, who built the engines used by the works Ralts, is of the opinion, however, that the rev limiter will equalise any engine which enters the formula, in much the same way



BEST CAR of the 1985 season was unquestionably the March 85B seen above left in the hands of Christian Danner who surprised everyone by taking his first single-seater victory at Pau and who then went on to win the Championship with a further three wins and a 100% reliability record in BS Automotive's private car. John Nielsen proved an able team-mate to reigning F2 Champion Mike Thackwell in the Ralt team. Thackwell took three wins in his Ralt RC85 to finish runner-up in the series while Nielsen finished fourth.

that the 24 mm air restrictor regulates F3 engines. Judd's own VW-based F3 engine has *apparently* been superior but John is the first to say that a great deal of its popularity has been due to fashion and the convenience of having the builder in Britain. He feels much the same situation would apply in F3000 if other engines came in. If a driver wins a race by skill alone, but with a particular engine, then everyone else must have that engine.

Talking of the current state of affairs in F3000, Judd says, "Whereas the DFV in F1 trim delivered its useful power between 7,750 and 11,000-11,500 rpm, peaking at 520 bhp, we now tune them to deliver between 6,000 and 8,950 rpm with a maximum output of around 455 bhp. To take the power lower down the rev range we have to hurt the top end and I'd be surprised if, without the rev limiter, one of our engines would deliver 480 bhp.

"We use special camshafts while most others use Cosworth cams which, depending on the type, are better either at the top or bottom end of the range. We've done tests and know that ours are better than the best Cosworth cams at the lower end and also better than those Cosworth cams which are designed to deliver at the top end. Having said

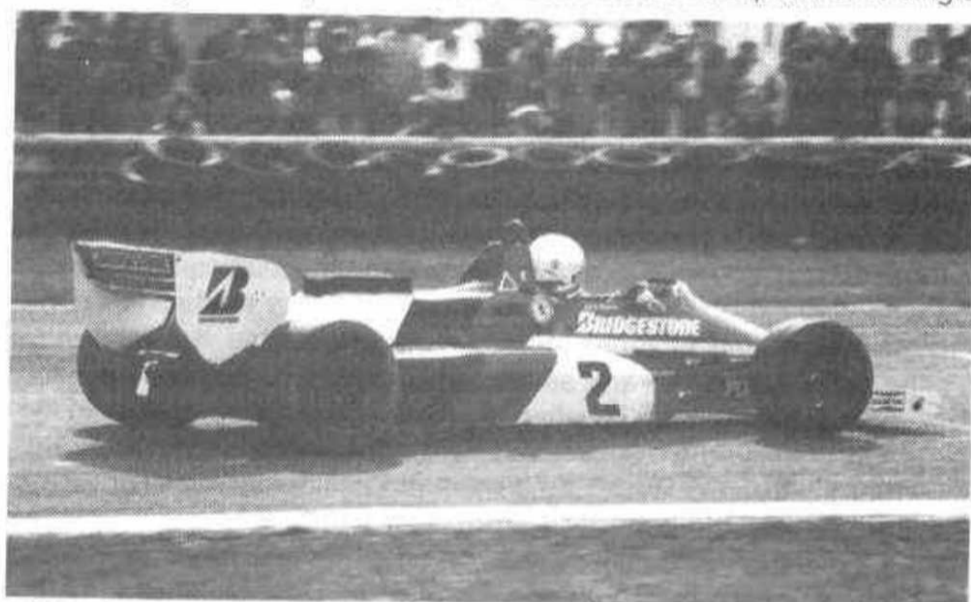
that, we don't hear from our drivers that our engines are better than the opposition, we're talking of only 10-15 bhp from 450/5 bhp, and it's hard to judge anyway because only the two Ralts use our engines." For the record, Alan Smith of Derby built the engine in Christian Danner's car while Alan Peck of Northampton built those in the works Onyx Marches and both team managers were delighted with what they received.

Mike Earle, of Onyx, says, "This year instead of a driver complaining that so-and-so's engine was better we were getting drivers saying that everyone had equal power and couldn't we find them more. When planning a season, and costing it, engines are always a headache because of their reliability. Towards the end of F2, our BMW units were stretched and we were getting a lot of expensive blow-ups. We had just one in 1985 and because of the relatively low price we paid for it, it was cheaper to scrap than rebuild. The engines have given the formula stability."

Methods vary from team to team and the cost of rebuilds vary from builder to builder but Sparshott reckoned to do 1,200 miles between rebuilds which cost a typical £5,000 a time. Last year, the cost of routinely rebuilding BMW F2 engines was about 60% greater and they were nowhere near as reliable.

We put to Sparshott and Earle the hypothetical case of a competent, but not special, driver looking for a pay drive, the sort of man for whom a team would do a professional job but whom they would not subsidise, and asked what sort of money they might be looking for. Sparshott quoted £250,000 for a full season with testing wherever it was possible to test, while Earle's figure was a little higher. Mike quoted £280,000 for a driver who arrived with his money in good time and could spend more of the winter testing, though with less testing the cost would drop.

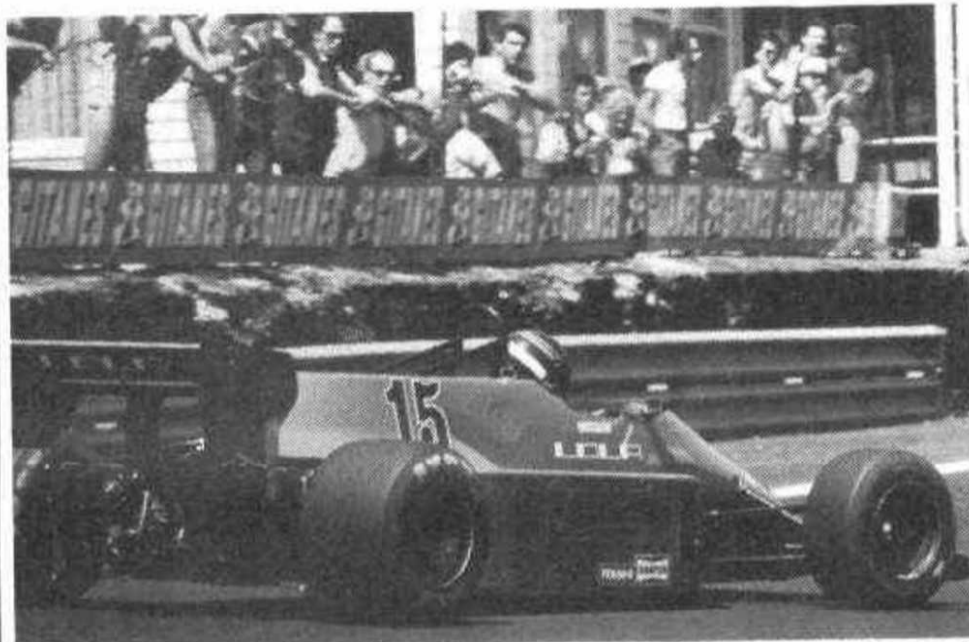
One other feature of the 1986 season which should help promote close racing and keep down costs would be the adoption of a single



"control" tyre which had yet to be chosen at the time we went to press. Only Avon and Bridgestone contested last year's series and while Bridgestone took 11 wins to Avon's two, the raw statistics do not tell the whole story.

The crossply Avons were as quick as the radial Bridgestones, which cost twice as much, but Bridgestone had greater depth in its customers and tended to last the distance slightly better. When Christian Danner switched to Bridgestones he started to win, but this is not a simple equation. During Danner's entire previous racing career he had used nothing else but radials and so his switch was not so much a change of constructors but a change of tyre construction. There was also a psychological change for, at Vallelunga, he held third place behind Nielsen's Ralt though he could possibly have overtaken him. At the end he seemed pleased with his third and was surprised at finding his team upset at having lost second. That seemed to fire him up and he took four wins and two thirds from the remaining seven races and, at Spa, made his F1 debut in the Zakspeed.

F3000 is being touted as a stepping stone to F1 for drivers, constructors, teams and race organisers but there is still an enormous gap



SURPRISINGLY UNCOMPETITIVE were the cars from Lola and AGS. (Left) Johnny Dumfries had a couple of outings in a works Lola T950 but could manage no better than 10th at Dijon. (Right) Philippe Streiff managed one third and four fifth places in the AGS JH20, a development of last year's F2 car. AGS has announced a combined F3000/F1 programme for 1986, the F1 car to have a Motori Moderni engine.

between the two categories. John Macdonald of RAM reckons it costs a minimum of \$2,000,000 to put one F1 car on the back of a grid (how much it costs to put one regularly in the top six is something which is not openly discussed). This means it is at least six times as expensive to be a no-hoper in F1 than it is to be a potential champion in F3000. Macdonald will be in F3000 this year with cars designed by Gustav Brunner before he went to Ferrari. These are purpose-built carbonfibre F3000 cars, broadly based on the 1985 RAM 03 but with only the gear-box casing in common. Before Brunner left he had designed a "B" version of the RAM 03 but while Macdonald is still hoping to do F1 in 1986 it's a fairly long shot. If the F3000 car works well, he will consider building a limited number for customers.

It would be pleasant if F3000 could occupy a position similar to Division Two of the Football League, a recognised stepping stone into F1 and a formula into which F1 teams could be "relegated" but with the chance of promotion again. The trouble is that the financial gap between the two formulae is now so huge that it's hard to see how the step upwards could be accomplished on a regular basis.

There are, however, factors which could make such a thing possible. One is television and a lot will depend on FOCA being able to sell television coverage widely. 1986 should see a lot of the races televised but the crucial question is whether other countries will take the coverage. A sponsor who receives good coverage in F3000, and Mike Earle believes that the 1986 season will give sponsors a handsome return for their investment in a way which 1985 did not, might be encouraged to take a team up into F1.

The next question revolves around drivers. There are a shrinking number of F1 seats so will displaced F1 drivers feel that a season in F3000 would be beneficial? It's more likely that Eddie Cheever, say, or Andrea de Cesaris will look towards Indycar but if ex-F1 drivers do choose F3000, then the formula could take on a new dimension.

In the late Sixties and early Seventies when the likes of Stewart, Rindt and Hill raced in F2, it enhanced the category. When Derek Bell took third place at Thruxton one year, it meant something for we had a yardstick against to measure his performance. It's impractical to expect Rosberg or Senna to race in F3000 but a Cheever or de Cesaris, both known quantities, could do nothing but good.

The trouble is that displaced F1 drivers have tended to be reluctant to move down a division, in a way in which soccer players frequently do, but have usually opted for parallel forms of racing such as Can Am, Group C or Indycar.

You cannot expect a driver to gamble with his career but if F3000 fulfils its potential in 1986 then, next year, we might see displaced F1 drivers moving into it which will further strengthen the formula and, by a snowball effect, will make it into a real Division Two. Doubtless it will also mean that there will grow a wealthy elite, but when Manchester United spent a year in Division Two it brought in the crowds, was good for the Division, and did not hinder lesser clubs from being promoter with it.

Apart from money, the problem for any team trying to break into F1 is to tie up an engine deal and, at present, there is no competitive F1 engine available to regular customers in the way which the Cosworth DFV was. If a team has not a competitive engine available if it comes up with the money, it has a hard time speaking to sponsors. If the right engine (perhaps the new Ford-Cosworth V6?) became a customer engine at a realistic price then the position would change.

Among F3000 teams, and even below, there is no shortage of people wanting to emulate the example of Frank Williams and Ron Dennis. Bob Sparshott has ambitions to become a manufacturer in his own right (his firm currently does subcontract work for both March and Lola) but, in the present climate, has to realistically restrict his ambitions to F3000. Not so long ago, Mike Earle had a sponsor eager to go into F1 but, after much heart-searching, decided that there was insufficient money to do the job properly. John Macdonald has not ruled out a RAM F1 programme for 1986 but is not holding his breath for a sponsor. AGS has announced a joint F3000/F1 programme for 1986 with the F1 car, powered by a Motori Moderni engine scheduled to appear at Monza. Possibly AGS knows something about the engine which has escaped the rest of us.

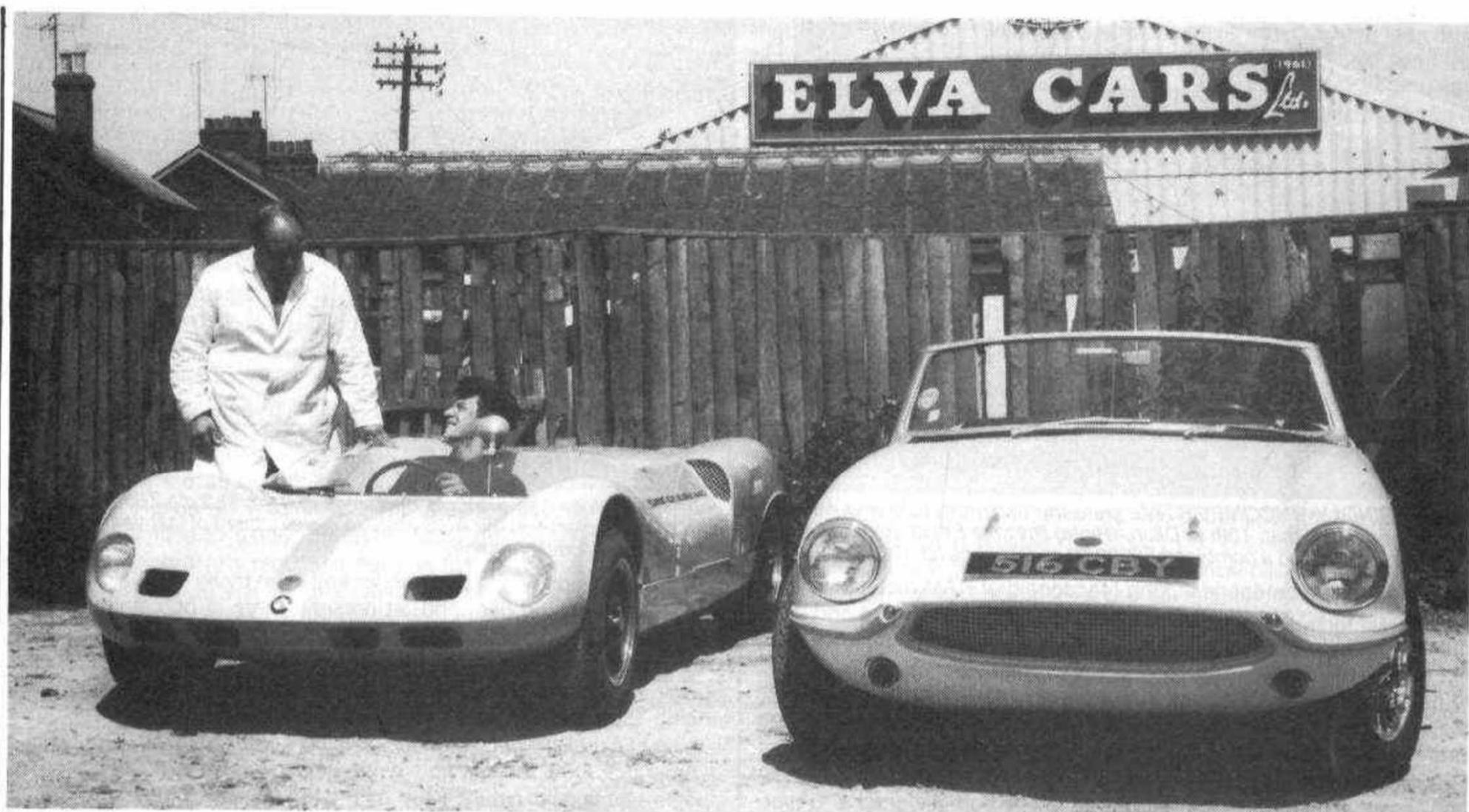
In the short-term, hopes that the formula will act as a Division Two in the soccer sense, are unrealistic and, in any case, it has still to establish itself. All the signs, though, are that 1986 will be a good season with healthy fields. It is also attracting entries from F3 teams (Eddie Jordan Racing, Madgwick Motorsport and West Surrey Racing) in a way which F2 did not. It has an obvious attraction for drivers as a sensible step between the 170 bhp of F3 and the 1,000+ bhp of F1 qualifying. For sponsors, it promises cost-effective television coverage and for organisers it gives an opportunity to stage an international single-seater at a fraction of the cost of a Grand Prix.

It seems certain, for example, that F3000 will be the feature event in the Birmingham street meeting in August, with MCD providing the organisation.

The other side of the coin is that, before Christmas, the BARC passed up its chance to stage a race as the highlight of its traditional Easter Monday meeting at Thruxton. It cannot see how it could gain a return on the \$150,000 which the package cost this year.

That's a disappointment for anyone who in past years has known in advance where he'll be on an Easter Monday but it is to the BARC's credit that it made an early decision. We possibly have too much easily accessible quality racing in Britain but there must be many countries where F3000 could become the premier event of the year and play its part in promoting the sport world-wide. This year, F3000 is not a European Championship but an International one.

The ingredients are promising but, as anyone who has ever tried to bake knows, having the right ingredients is not the same as making a successful cake. What the formula has in its favour, though, is the determination of all involved that it will succeed and the maiden season has been noticeably free from disputes. It looks good. — M.L.



Elva

(continued from last month)

The 1960 Formula Junior season was the most significant season in the history of post-War motor racing, indeed, perhaps the most significant season ever. Previously, the small specialist makers in each country had rarely competed directly against each other. The number of times when, say, works Lotus Elevens had met works Stanguellini 1100s were remarkably few. Formula Junior provided the opportunity for all the small companies which had catered for national racing, to compete against each other internationally.

Always one to spot a trend, it was in mid-1959 that Nichols had Elva build an FJ car before any of his rivals though Elva was not the first British maker of an FJ car. It was a simple, slim, front engined car with Lockheed drum brakes (outboard at the front, inboard at the rear), coil spring and wishbone front suspension and independent rear suspension with lower single arms, fixed-length driveshafts and trailing radius arms. Initially a tuned BMC Series "A" engine was fitted (though Chris Threlfall's works car once had a lined-down Hillman Minx unit — just once) and the engine drove through a four-speed BMC gearbox via a propshaft articulated to pass downwards between the driver's legs (there was a sturdy guard!) and so through a transfer box to a centrally mounted differential.

On September 6th 1959, at Cadours, France, against the best Continental opposition, Bill de Selincourt scored a memorable victory. Then at Brands Hatch on October 4th, Mike McKee, De Selincourt, Chris Lawrence and Peter Jopp took the top four places in the first British race to be organised specifically for FJ cars.

The big event of the year, though, was the Boxing Day Brands Hatch meeting with new cars from Lotus, Cooper, Lola and Gemini (driven by Jim Clark in his first single-seater race). Peter Arundell and Chris Threlfall in the works cars both had Mitter-tuned three-cylinder two-stroke DKW units which were powerful but temperamental. The new cars from Lotus, Lola and Cooper all had teething troubles and Arundell won easily with Threlfall in third place.

The most important race to win is always the last one of a season and Elva received an astonishing number of orders. Some have written that as many as 150 FJ-1s were produced but the Elva Owner's Club

TONY LANFRANCHI, Elva's works driver, sitting in his Mk 7-BMW outside the works in 1964, and chatting to the company's general manager, Bill Meace. Lanfranchi had a very successful season in the car, winning the Autosport Championship. Alongside is an example of an Elva Courier Mk 4.

believes that 69 is the more likely figure with an additional 15 Scorpions. Within four months, however, the Cooper and the Lotus 18 had established themselves as the cars to beat in Europe with the Lola Mk II emerging as perhaps the best of the front-engined cars.

When Elva later ran into financial difficulties, 15 Scorpions were built by one of Frank's companies Ryetune. These were re-bodied front-engined FJ cars but the change of name and body was necessitated by the delicate financial situation. Most had DKW engines.

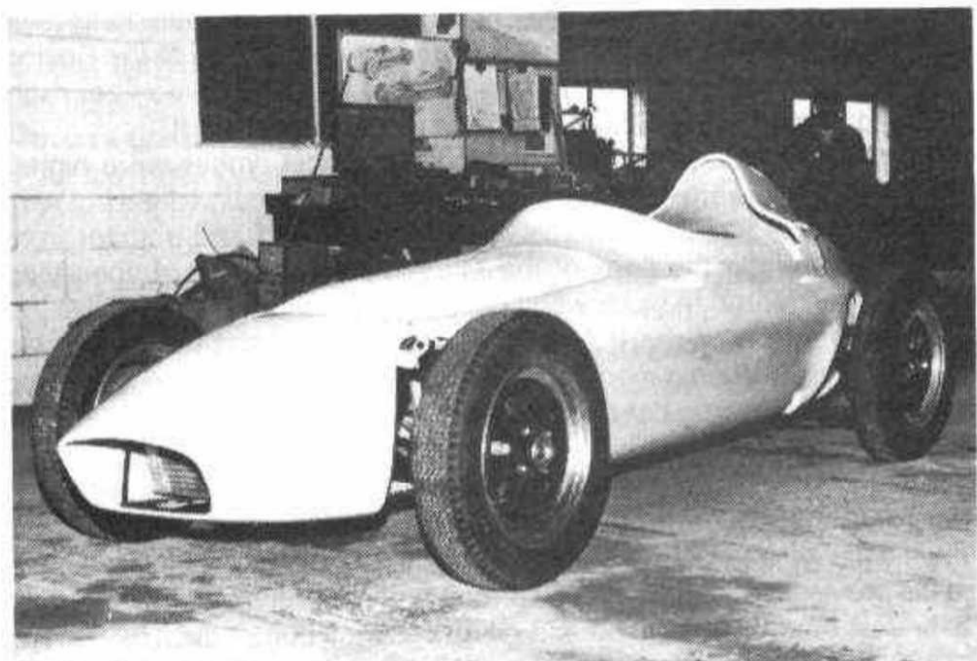
In looking for a power advantage, Nichols had passed over the Ford 105E engine which had just been announced with the Anglia and went instead for DKW. Chapman had meantime commissioned Cosworth to develop the Ford unit and when Keith Duckworth and Mike Costin produced a winner, Chapman insisted on exclusivity for Lotus buyers. The engine perhaps flattered the Lotus 18.

Across the Pond, though, Charlie Kolb's Elva-BMC swept all before it and became perhaps the most successfully Elva built. Jim Hall and Hap Sharp scored many wins in their DKW-powered cars and Pedro Rodriguez drove a Scorpion.

Although it was clear that the rear-engined revolution had arrived, Elva was so busy fulfilling its orders that it was quite late in the year before the second generation Elva FJ car made its debut. This was in the British Empire Trophy at Silverstone on October 1st. In appalling conditions, Chuck Dietrich, on his first visit to the circuit, brought his BMC-powered car home behind the Lotus-Fords of Henry Taylor and Peter Arundell, beating the likes of Trevor Taylor and Denny Hulme.

While the first FJ car was helped by being the first series-produced British car on the scene, the new car had to fight for a place in the sun against a new establishment in the formula. It still sold but not at the heady rate of the original car. By the end of 1960, though, Elva was producing an average of four to five cars a week with Couriers accounting for around three quarters of the sales, with the rest being divided between the FJ car and the MkV sports-racer. Most were going to the States and Frank was a regular trans-Atlantic commuter.

In January, 1961, *Autosport* carried the news that Elva was to go into production with a run of F1 cars, to be powered initially by the Coventry Climax FPF engine. There were to be two works cars and four on sale



TWO EXPRESSIONS of one basic model. On the left is a works Elva-DKW FJ car pictured at Goodwood early in 1960 while, on the right, is a "Scorpion" FJ car which was built by Ryetune. The Scorpion was a re-bodied Elva made by a Frank Nichols subsidiary and marketed under a different name when the parent company ran into financial difficulties.

to customers. Frank today wonders where the story came from, Formula One had no part in his scheme of things for he could not see how it could possibly pay. Leaving aside the crash which was shortly to befall Elva, it's an interesting decision when compared with the courses which Lola and Lotus were to follow.

Shortly after that "news" item in *Autosport* came a blow which shattered the smooth development and expansion of the company. Walter R. Dickson ran into severe financial problems and was hiked off to gaol. It seems that rather than him being outrightly crooked, it was a case of trying to juggle too many plates in the air at once with the result they all crashed to the ground.

Despite having proven itself to be a useful dollar earner, Elva was denied a loan by the government and so the old company was liquidated. In the States, Carl Haas took over the importation of Elvas and spent some time trying to sort out the existing financial tangle. It's pleasant to record that when the Beatrice F1 team was launched early last year, Carl Haas' guests included Frank Nichols and Burdette Martin for Elva was responsible for bringing Haas into the business side of the sport.

With financial backing from Haas and others, Frank was able to set up Elva Cars (1961) Ltd and buy back many of the liquidated assets from the receiver. The Courier project was sold to Trojan, which was then trying to diversify, somewhere between three and four hundred Couriers had been made in the Hastings works in the previous three years. Just 210 were to emerge from Trojan's Croydon works over the next four years. "I think Trojan underestimated the problems of making specialist cars," says Frank.

Trojan had been making light trucks and vans and had realised that the days of these were numbered against competition from larger firms which were investing in more advanced vehicles. Around the time that

the company bought the Courier project, it also began to produce karts (the Trokart was cheap and initially quite successful) and the Trojan 200 bubble car which was the old Heinkel design. In addition, Trojan imported Lambretta scooters. Neither the karts nor the bubble cars lasted very long, while scooters, which had been considered quite chic for a while, were shortly to decline in popularity. Despite passing through various updates and revisions, the Courier project was dead within four years.

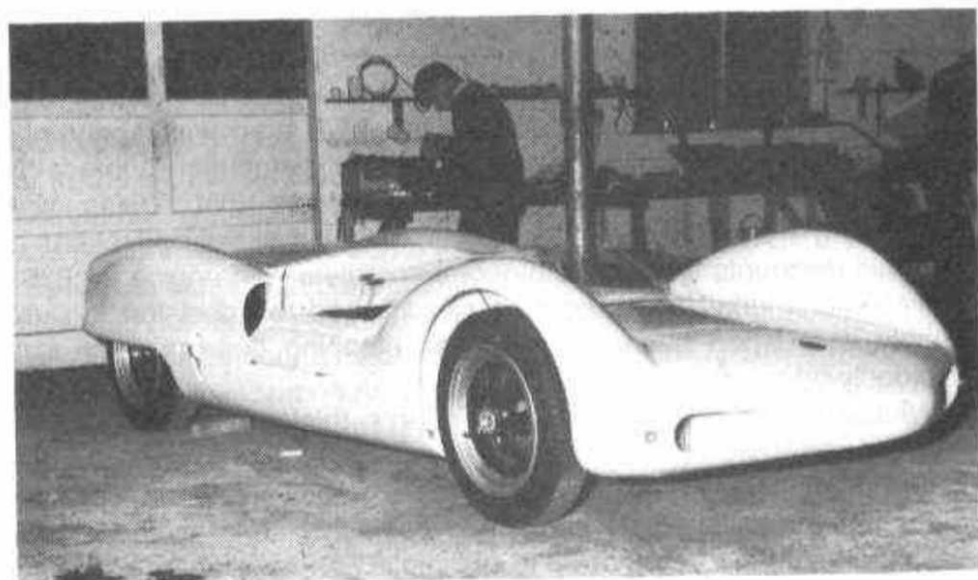
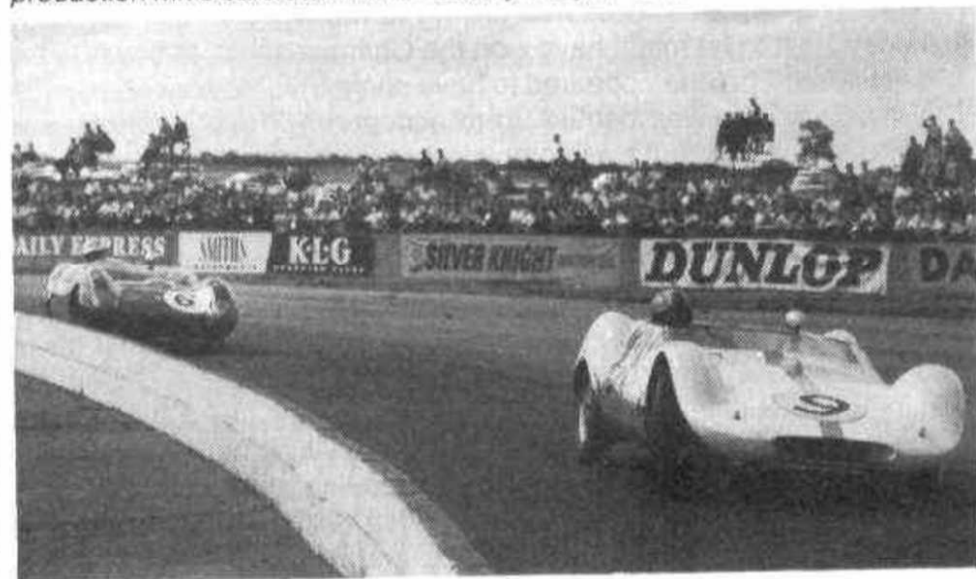
Working from smaller premises in Rye, Elva got back into its stride, though on a much reduced basis. The rear-engined FJ car, the "200" series, and the MkV, a remarkably low updated version of the IV, formed the 1961 range while Keith Marsden was pressing ahead with two new models. Neither of these cars sold well, perhaps 20 Juniors were made and ten MkVs. Neither was a particularly successful car though Chuck Dietrich who scored a total of 65 wins with the various Elvas he owned, managed ten consecutive victories in the Mid-West with his Junior.

The first of the "new" Elvas was another FJ car, the "300" series, which was intended as the 1962 customer car and which may have been the lowest single-seater production racing car ever made. It appeared at the Whit Monday Goodwood meeting but the driver, Chris Meek, crashed at the chicane doing no good either to himself or the prototype. Six were built in all but none scored any notable successes except in the hands of Chuck Dietrich.

Bernard Cowdrey of the Elva Owners Club has been working on a compilation of Elva competition results and would like to hear from anyone with information. Letters will be forwarded.

Based on the FJ car was the MkVI sports car which used a 100 bhp Coventry Climax FWA engine developed by Henry Weslake. This appeared just before the Lotus 23, which featured Lotus' twin cam

CHUCK DIETRICH, the most successful Elva driver ever, understeering his Mk V through Club Corner at Silverstone in 1960. On the right is one of the first production Mk 6 cars seen at the factory early in 1960

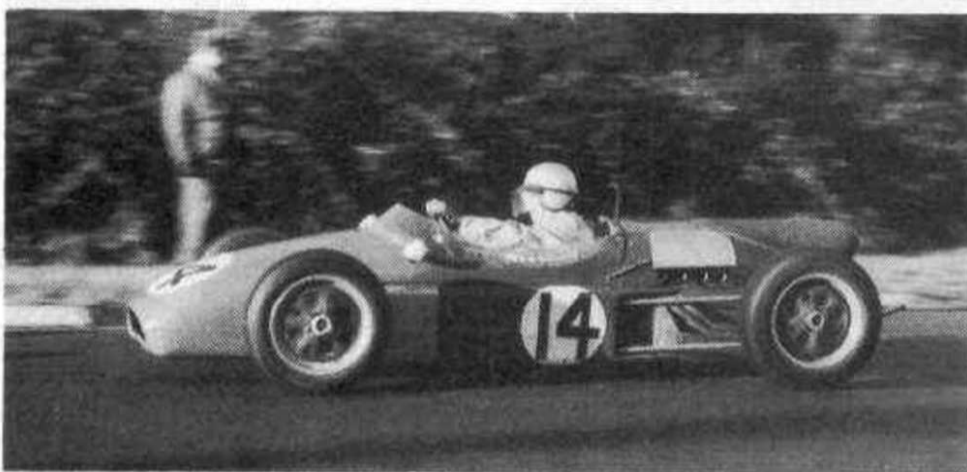


version of the Ford 105E engine and which proved the better long-term bet. Chris Ashmore, in the first MkVI, caused a sensation at the Boxing Day Brands meeting by embarrassing Graham Hill's three-litre, rear-engined, Ferrari Testa Rossa, sharing the fastest lap with it.

The MkVI had a low slippery shape (the wheel arches were higher than the windscreen), with two little nostrils to take in air, a light but very stiff triangulated spaceframe, wishbone, coil spring and damper front suspension along the lines of the MkIV. While rivals were specifying disc brakes, Marsden stuck with Lockheed/Alfin drums (outboard at the front, inboard at the rear). A number of engine options were available but all drove through a modified VW gearbox. It was a decided advance in small sports racing car design — until the Lotus 23 appeared shortly afterwards.

Though results suggested otherwise, there was not a great deal of difference between the Elva and Lotus chassis in terms of merit, the main difference lay in the engines. Chapman had been typically astute in his provision of a suitable power unit and Nichols had to hunt around to find an answer.

1962 was a mixed season. Paddy Gaston crashed the works MkVI early on at Oulton Park and Bill Moss, who took over the drive, injured himself badly in the FJ car at Reims. Still, Gaston was able to win his



SIR JON WHITMORE at the wheel of a "200" series Elva FJ car during the Boxing Day Brands Hatch meeting of 1960. On the right is an early example of the astonishingly low "300" series FJ car. Both models were hampered by not having the best engines and by Elva's policy of not subsidising rising stars in a serious programme of racing. Neither were very successful either in terms of wins or cars sold and production switched thereafter exclusively to sports cars.

class in the Aintree International and Chris Ashmore and Robin Carnegie won the two-litre class in the Nürburgring 1,000 kms. Dizzy Addicot, using an Alfa Romeo engine in his MkVI trounced strong Lotus opposition to win the 1,300 cc class in the Guards Trophy sports car race at Brands Hatch in early August and, at the Boxing Day Meeting, brought a 1.5-litre Alfa Romeo-engined MkVI home second to Mike Beckwith's Lotus 23 in the Silver City Trophy race.

Twenty-eight of these cars were made, with two-thirds going State-side. Meanwhile Elva was acting as a consultant to Trojan and that year saw a Mk3 Courier which could be supplied complete for £965, or £716 as a kit. There was the promise of a restyled Courier, Mk4 with irs, in the offing. Unfortunately, to increase cockpit space, Trojan moved the engine of the Mk3 forwards with the result that the handling was diabolical. In its capacity as a consultant, Elva moved the engine back where it ought to be and restored the handling at some cost to comfort.

One can understand why Trojan made the modification, there is a larger market for comfortable sports cars than there is for uncompromising ones, and the aim was to produce over 500 Couriers a year. What is more difficult to understand is why Trojan was apparently baffled when a conscious change in weight distribution altered the handling characteristics of the car. It seems that Trojan was floundering in every direction for early in 1962 it was selling Trokarts at massive discounts (you could buy one complete with engine for £25), the scooter market was declining rapidly, and the decision to build bubble cars when everyone else was stopping building them was decidedly odd.

Whatever the reasons behind Trojan's thinking, Keith Marsden pressed ahead with the Mk7 sports/racer in Rye.

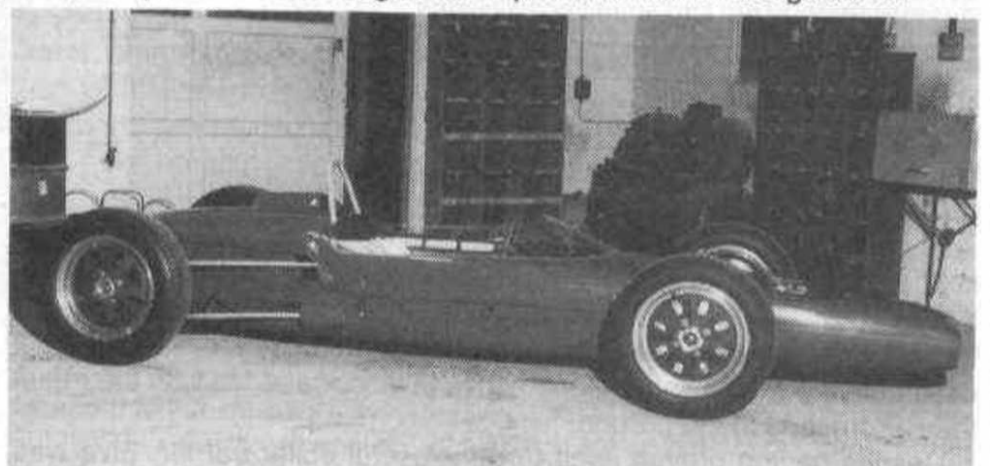
The Mk7 Elva followed similar lines to the VI but beneath the smoother, lower, fibreglass shell there was a new car. The spaceframe had been lightened and, at 73 lb complete with brackets, it was 12 lb

lighter than the MkVI. Front suspension was new, too, with unequal wishbones ball-jointed to a magnesium upright and, at last, drum brakes gave way to discs. Thirteen inch wheels replaced 15 inch wheels, reducing unsprung weight and allowing a lower, neater, bodyline.

At the rear, fixed length driveshafts gave way to splined shafts with an anti-roll bar.

In production terms the VII was highly successful, 29 were built in Mk VII guise and 42 of the lightly revised VIIS were made and these were fitted with a wide range of engines, including Coventry Climax, Ford and Osca but two are particularly interesting: BMW and Porsche. Nichols helped bring BMW back into motor racing as an engine supplier after the Bavarian company had begun its recovery from near bankruptcy in the Fifties. A lot of background work went into the deal, the object of which was to give Elva a distinct power advantage over its rivals.

Elva, Alex von Falkenhausen of BMW, Frank Webb of Nerus Engineering and Ted Martin, who designed the dry sump conversion, came up with a racing two-litre engine, based on the 1,500 cc unit which first appeared in 1950. This gave 182 bhp at 7,200 rpm and 156 lb ft torque at 5,000 rpm and fed through a five-speed Hewland HD5 gearbox.



At the same time that the BMW deal was being worked out (1962/3), Nichols, Haas and Ollie Schmidt, an American Porsche distributor, were making overtures to Porsche for the supply of the flat four 1,700 cc dohc engine. The original idea had been Schmidt's and it was a bold one for Porsche had previously turned down such overtures. Dr Ferry Porsche, supported by Huschke von Hanstein, the racing director, and Herbert Linge, Porsche's test driver, agreed to supply the engines and one must ask why.

The reason they gave is that Elva was already well known and respected, there had been lots of racing Elvas in Germany, and some Couriers. I suspect, though, that the real reasons were that Porsche was looking for further expansion in the American market and also wanted to monitor British chassis and suspension developments for Porsche bought one of the cars and fitted it with an eight-cylinder engine. With it, Herbert Muller finished second in the 1964 European Hill Climb Championship — behind Edgar Barth's similarly-engined Porsche RS Spyder. Muller was driving to team orders and so it was just possible that he might have won the Championship, at any rate the 1965 two-litre Porsche appeared to have some Elva influence.

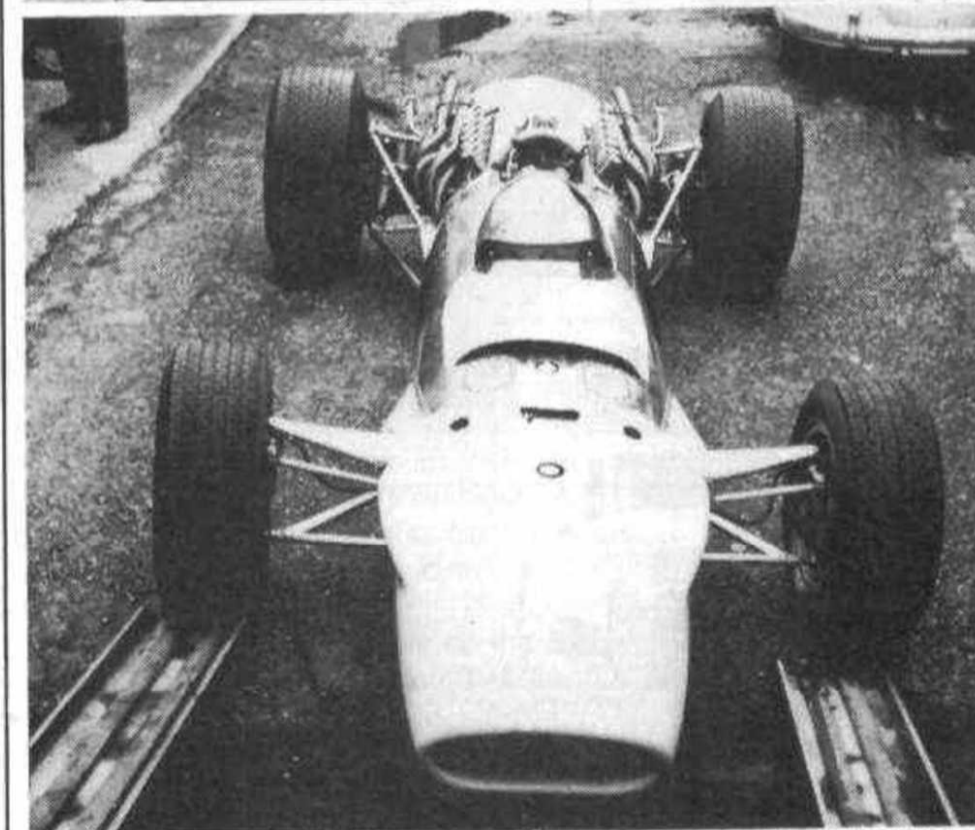
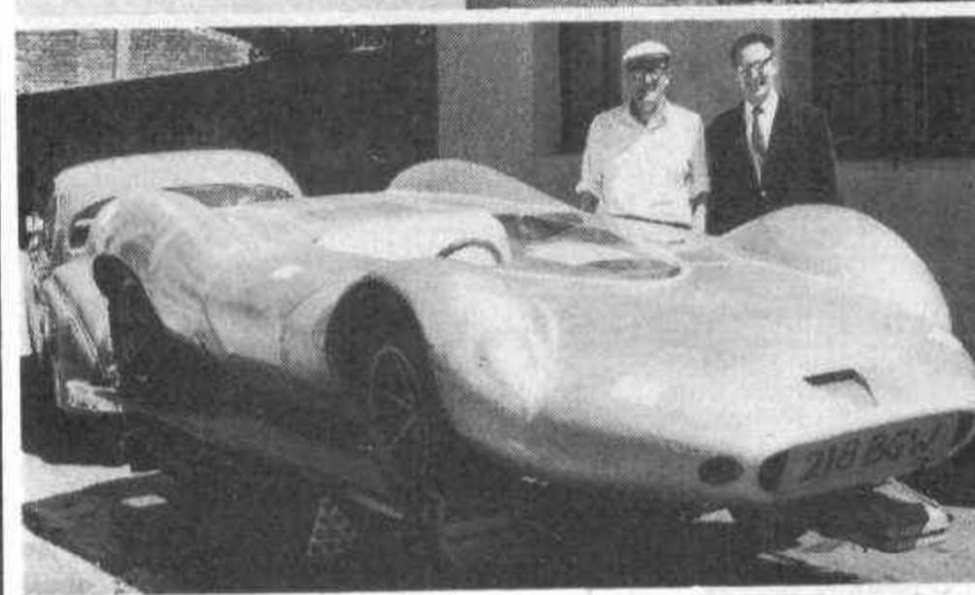
A Mk 7 chassis was beefed up to accept the Porsche engine and five-speed gearbox and was completed on August 22nd 1963, arriving in the States just before the Elkhart Lake Road America 500 race on September 8th. In its maiden race it faced 60 other entries of the order of Cobras, Ferraris, E-Type Jaguars and Porsches. Bill Wuesthoff, a noted Porsche exponent, promptly put the car on pole!

Everything had been done at such short notice that a second driver had not been signed but no fewer than 11 other entries had been nominated as a relief driver on the grounds that the car of at least one of them would be out of the race by the time Wuesthoff was ready to hand over. Dr Sodt's famous law was operating at full strength, however, and the cars of all 11 nominees were going strong. Permission was then sought from Roger Penske, and granted, to allow Augie

Pabst to take over after his stint in Penske's Ferrari GTO.

Pabst had not even sat in the car at the point he took it over but he swept on maintaining Wuesthoff's lead and the car scored a memorable victory, even though it went largely unnoticed here. It was the first time that so small an engined car had won the RA 500 and the race itself was second in prestige only to Sebring. It was hailed as a "David and Goliath" act and 15 orders were immediately placed for replicas.

Nineteen Elva-Porsches were made all told including the one bought by the Porsche works which was given a Porsche designation. Though these were successful in the USA not one of them was bought in



FROM THE TOP. The Elva GT 160 which was the star of the 1964 Motor Show. Only three examples were built. After severing his connections with Elva, Frank Nichols joined forces with Len Terry to form Trans-Atlantic Consultants. The partnership was short-lived but produced a relatively unsuccessful Can-Am car for Shelby and the BRM P126 for the Owen Organisation.

Britain and, indeed, only one ever raced here. That was in the 1963 Boxing Day Brands meeting (so much of Elva's fortunes seem to be tied up with that event) and Mike Beckwith brought it home a lacklustre fifth on a greasy track.

At the Racing Car Show in January 1964, the Mk VII-BMW was shown for the first time, Tony Lanfranchi was announced as the works driver and, for the first time for Elva, this was a full works drive. Lanfranchi was to repay this faith with a good season in his BMW-powered car, eventually emerging as the *Autosport* Champion. Trevor Taylor came close to winning the Tourist Trophy with another Mk VII, but was scuppered by dynamo failure. Lanfranchi says now that the Elva was a good car but, in his opinion, not quite up to the contemporary Lotus and Brabhams.

At the same time that the 1964 racing plans were revealed, it was also announced that Trojan had taken over Elva. Trojan had ambitious ideas, which included F1, and also had the resources to implement those ideas. It must be remembered that long after Nichols departed, Trojan did build F5000 cars and an F1 car, designed by Ron Tauranac.

Trojan was still producing the Courier in Croydon, though at a rate of only about one a week, Elva was making Mk 7s at a similar pace, and the first car of the Trojan-Elva marriage was conceived, the GT 160. The plot of this car was simple, and it was brilliant. An Elva Mk7 chassis, a two-litre BMW engine and a GT body designed by Trevor Fiore and built by Fissore of Turin.

When it was shown at the Earls Court Motor Show in October 1964, it created a great deal of attention, was widely acknowledged as the "Star of the Show", and many orders were placed.

Unfortunately, the idea was impractical. If the chassis had to go to Italy to be bodied, then there always had to be a comparatively large number of cars "in the pipeline" and a small company could not support that. The new Labour Government imposed a 15% import surcharge which immediately raised the price of the car. The CSI imposed a new ground clearance regulation which meant that the 160 GT would have to be re-designed. The Fissore body was anyway too heavy.

Frank says now that his idea was to fit the car with a fibreglass body designed and built in England and, with hindsight, says that the ideal solution would have been to hand it over to Ogle Design.

Only three 160 GTs were made, though Elva had been geared up to make the 100 minimum then required for homologation. One of these cars was entered into a number of classic races by Anglian Racing Developments, but it failed to finish any.

An updated version of the Mk7, the Mk8, appeared at the end of 1964 and a total of 21 were made (nine Mk8s and 12 examples of a revised "S" model) but then the company took a new direction with the construction of customer versions of Bruce McLaren's McLaren M1 sports-racing design, the forerunner of the McLaren Can-Am car. Most "customer" McLarens were built by Trojan/Elva up to 1971. Nichols was disenchanted, he'd seen his company grow, fail, grow again and then gradually slip away from his control. Though the name "Elva" was associated with McLaren sports-racing cars for a while, it was eventually dropped but by that time Keith Marsden had gone to Ford and Nichols had resigned for "health reasons", as they say in diplomatic circles.

Nichols was not quite through with racing and he joined forces with Len Terry to form TAC (Trans-Atlantic Consultants). TAC built a Can-Am car for Shelby and a chassis for BRM but the partnership did not last long and, besides, is not strictly part of the Elva story. Nichols backed away from the sport and for the next 20 years built up a series of successful businesses. His current interests revolve around Lochin Marine of Rye ("Lochin" being a near-anagram of "Nichols") which makes fibreglass-hulled boats mainly for Customs and Excise use and rescue services. One of Lochin's boats is the only commercially-designed hull ever to be bought by the Royal National Lifeboat Institute in its 150 year history. The grocer's errand boy has not done badly.

With Elva celebrating its 30th anniversary in 1984 and the Historic movement gaining greater ground both here and abroad, Nichols has been in some demand as guest of honour at various meetings, mainly in the States. His cars are as successful there in Historic racing as they were when they were new but, the irony continues, they are not often seen in British Historic racing. — M.L.



Rally Review

Morocco Rally Revived

BACK in the early Seventies, when the East African Safari did not stick to all-weather roads, when the Acropolis was an absolute road race and when the first leg of the RAC Rally ran for three days and two nights without a major rest stop, there was an event in the International Rally Championship called the Morocco Rally.

It ran through both mountains and desert, but the desert going was by no means a compass-bearing trek across featureless sand flats. Competitors had to work really hard all the time, for the desert tracks were rough, rocky, often twisty and crossed many boulder-strewn dry river beds. In the mountains of the High Atlas the roads twisted mercilessly around unguarded drops, and at the end of a 40 mile stage co-drivers were hoarse from the sheer volume of notes they had to read and drivers limp with perspiration and aching arms and shoulders.

It was not a road rally, but the stages were so long (the longest was 500 miles!) that seconds were of no significance whatsoever and even minutes were not all that important. Fuel and tyres were left in dumps in the long stages, Peugeot once resorted to dropping spares by parachute in terrain where a fixed-wing aircraft could not land, and Fiat started a ball rolling by hiring a helicopter of the Royal Bodyguard Flight for service support.

In those days the event was not the exclusive preserve of professionals and local drivers, although a works crew usually won, and we well remember the exploits of British privateers like Philip Cooper who braved the dangers of the desert in a Mini and Richard Martin-Hurst who used an Escort into which a 3.5-litre Rover V8 engine had been squeezed.

Alas, for a variety of reasons, not the least of which was a falling off of financial backing, the event was held for the last time in 1976 and the Championship, which by then had been accorded the respectability of "World", lost a qualifier of unique character.

But in the Eighties negotiations began to revive the rally and in 1985, with backing from Marlboro, Royal Air Maroc and others, it was held again after a gap of nine years. Originally planned for September, it was postponed until December and the limited planning time meant that it only attracted 20 starters. Furthermore, snow in the High Atlas resulted in the cancellation of some stages,



OLIVIER TABATONI'S Citroën Visa (above) descends one of the few remaining dirt sections of Tizi'n Test. Service schedules are sometimes very tight, as this Blydenstein crew (below) discovered on their way down a mountain in a Nissan Patrol.



and the outcome was an event which was a mere shadow of what it might have been.

There were other shortcomings too, notably with route and timetable planning, whilst the roadbook was anything but precise in places, but with careful polishing the rally could well return to its former level of popularity and become a candidate for

As expected, the majority of competitors were French privateers, although there were five from Morocco itself. Favourites were Shekhar and Yvonne Mehta in a Blydenstein-built Nissan 240 RS attended by British mechanics and managed by Bob Freeborough, whilst a similar, but not identical, car was driven by Paul-Marc Meylan from Switzerland.

Two small but tractable 4-w-d Citroën Visas were brought by French drivers Olivier Tabatoni and Eric Chantriaux, whilst Paul Hadley, who has several of the old Morocco Rallies under his belt, was the only British privateer, with Philip Bird in an Opel Manta.

Starting and finishing at Casablanca, this 20th edition of the Morocco Rally had an original route of 5,172 km, divided into five legs and stretched between 8 am Monday, December 9th, to 3 pm on the Saturday. In that period there were some 86 hours (plus lateness) of actual running time and some 47 hours (minus lateness) of rest. Had the timetable been reorganised, the rest stops rearranged and road sections shortened, it would have been far more compact (but still vast compared with European events) and much improved — which we understand is the plan for 1986.

The first leg of 300 km ran as a loop from Casablanca on the Monday morning, with one stage of 108 km. The second went overnight north-eastwards to Fez, with four stages making 389 km in the total distance of 1,110 km. The third ran for 1,143 km down to Marrakesh, via three stages totalling 445 km, and the fourth looped for 963 km around Marrakesh, with four stages making 450 km. The final leg went firstly to the far South, then returned to Casablanca, via five stages making 962 km out of 1,656 km.

Practice, for the few who indulged in it, was decidedly tricky, partly due to slow going on the very, very rough roads, partly because of car breakages — the Mehtas, for instance, were stuck for 28 hours with a broken gear-box — and partly due to the inconsistency of the roadbook and its many ambiguities. On some stages, therefore, the front runners had notes; on others they didn't, and the difference was noticeable.

There had been much rain on the eve of the start, and several dry *wadis* in the first stage had considerable water flowing in them. Much of it was very slippery, too, but it was nevertheless Mehta who made best time, more than eight minutes ahead of the 4-w-d Visas of Tabatoni who had two rear punctures, and Chantriaux for whom this was the first major rally on dirt roads. Meylan was fourth fastest in the other Nissan. A Peugeot 504 pick-up (the Kenya practice is becoming



GREUET comes close to submerging his Escort's engine during a river crossing.

widespread) lost half an hour off the road, and veteran Frenchman Georges Houel plugged his Renault Fuego's leaking differential with a roll of toilet paper! Hadley and Bird stopped soon after the stage, their Manta's engine broken.

Of the four second leg stages, the second, at Oulmes, was extremely tricky, and many found the roadbook almost impossible to follow and took wrong roads in the darkness. Indeed, Tabatoni lost 35 minutes on Mehta, Chantriaux another 18, whilst the others were much further behind. At the end of that leg, Mehta had extended his lead over Tabatoni to 50 minutes, whilst Chantriaux was another 50 minutes behind.

After Fez, the first real desert stage was that old classic leading southwards from

Missour via Talsinnt to Gourrama, and here again, navigation along the 137 km stage was difficult if you were using the roadbook rather than your own notes. Mehta was again fastest, beating Tabatoni by nearly an hour. Chantriaux took the wrong track and lost the best part of two hours, but he nevertheless kept his third place.

Due to snow on the high pass of Tizi'n Isli, the second stage of the leg, from the famous river crossing at Rich, alas now by-passed, was cancelled. The third, beginning in the gorge at Ouaouzarht, just South of Beni Mellal where the little airstrip served as a refuelling stop in the old days, had also been cancelled, and it turned out that the Missouri stage was the only one in a leg of 1,143 km. This gave everyone plenty of service



RIVERS often hide more sinister dangers such as rocks and boulders, and they have to be treated with respect.

opportunity during the long journey to Marrakesh, so most cars had been rebuilt before they got to the closed park.

The fourth leg began with a crossing of that unbelievable High Atlas pass. Tizi'n Test, now mostly covered in spoilsport tarmac but nevertheless a frightening spectacle for those unaccustomed to roads along narrow ledges overlooking huge, unguarded drops. Afterwards, there was a completely superfluous road section to Tazenakht where, after a short stop, the rally retraced its path to a second crossing of Tizi'n Test, in the opposite direction — but at least it gave mechanics time for excellent sustenance at the inn called *Au Sanglier qui Fume* (the smoking piglet) at the northern foot of the pass.

The return to Marrakesh, via another stage through Amizmiz, brought more pleasant temperatures to the seven survivors after the bitter cold and the biting winds of the High Atlas. The second trip over Tizi'n Test gave Chantriaux best time, whilst Tabatoni lost five minutes with a puncture. The descent of the northern side was this time a road section rather than a stage, and some didn't relish its tightness. Only Mehta cleaned it, after making sure that his service stop was as rapid as possible. Going fast downhill is not to everyone's liking!

At Marrakesh, Mehta's lead over Tabatoni was about an hour, whilst Chantriaux was more than another hour behind. The gaps were indeed substantial, and Meylan at seventh place was nearly 10 hours behind the leader after much trouble with his car.

More cancellations reduced the stage distance of the final leg, but at least one of the famous "Transmarocaine" tracks, from Foum Zguid to Zagora and on via Tazzarine to Rissani, was kept. Concerned that they would take wrong roads and become hopelessly lost in the dark (none had notes for this one), competitors agreed in advance to meet after 20 km and continue in convoy. The precaution paid off, although only four of them came through together, two stragglers later making it through on their own. The 504 pick-up of Roland Streit and Valerie Dubaut had holed its radiator and broken its suspension in a very rough drift, whilst Gilbert Mazoyer, just after Rissani, went off the road in his Visa and co-driver Jean-Louis Ranc went through the windscreen. Fortunately, a military helicopter soon took him all the way to hospital at Casablanca where his injuries were found not to be serious.

On the way to Casablanca the two Citroën crews playfully ambushed the Mehtas with snowballs, such was the feeling of relief among those who had survived the rigours of this arduous rally and were approaching its end. The event had many shortcomings, as we have explained, but it would take very little to put these right and produce a competition which would be an asset to the World Championship.

One thing we haven't mentioned is the

overwhelming hospitality of the country people. Policemen will give you packets of almonds, whilst mint tea and excellent Moroccan bread seems to be produced at a moment's notice, without any thought of payment. It is indeed a fine country in which to go rallying, with a strong car, of course!

G.P.



VAILLS AND SEGOND brought their Peugeot 205 GTI to the finish, in fourth place.

Into 1986

JUST as good forests can never develop from stunted trees, so rally championships, whether spanning the world or confined to a county, can only be successful and popular if their qualifying rounds are each of the highest quality. To procure and encourage this, championship organisers should adopt a general policy of non-interference and, within a very broad band of uniformity, allow rally organisers freedom and licence to run their events as they wish.

Alas, FISA has made so many needless demands upon World Championship events in the past several years that organisers spend more time ensuring conformity to the rule book than getting on with the job of running first class rallies. Fortunately, despite the pressures of Paris, they have usually succeeded in producing rallies of continuing high calibre.

However, a dilution of toughness has become apparent, and a limit on overall distance will certainly affect such rallies as the Safari, which has been obliged to reduce its length of 5,000-plus kilometres merely to satisfy a FISA whim. It may be in order to limit the distance of some (but not all) European rallies which use high traffic-density public roads as link sections, but there is absolutely no need for this to include the plains and bushlands of Africa. Indeed, such an attempt to further Europeanise the Safari is more than just meddling with its make-up; it is criminal, and its organisers would have done

RESULTS	
1st : S. Mehta / Mrs Y. Mehta (Nissan 240 RS, GpB)	18 hr 44 min 22 sec
2nd : O. Tabatoni / M. Cadier (Citroën Visa 1000P, GpB)	20 hr 06 min 58 sec
3rd : E. Chantriaux / Miss Bernard (Citroën Visa 1000P, GpB)	21 hr 37 min 06 sec
4th : G. Vaills / P. Segond (Peugeot 205 GTI, GpA)	30 hr 49 min 25 sec
5th : P.-M. Meylan / M. Duvaut (Nissan 240 RS, GpB)	31 hr 44 min 58 sec

20 starters, 5 finishers

better to resist than to conform.

The flat insistence on conformity may, of course, be the result of pandering to manufacturers who fear for the limited endurance of their sophisticated machinery. After all, it would not look at all good if such cars were beaten by simpler ones just because they are more reliable over long distances; witness Toyota's two successive victories in the Safari!

Another blanket demand by FISA has been insistence that there should be at least three weeks between one World Championship event and the next. In principle this is reasonable, for teams need time in which to prepare, but to insist on changes which make impossible demands on organisers' resources is downright dictatorial, helps no one, and could even lead to a reduction in the overall quality of the championship.

Several events have moved their dates, including the Rally of the Thousand Lakes which has shifted by a week, out of August into September, and at Central Finland's latitude the change in climatic conditions could be quite noticeable.

Of far more significance, however, was FISA's requirement that the Marlboro Safari Rally should move away from its traditional Easter weekend. One might have appreciated a request for a change amounting to a week, but FISA seems to be insisting that just two days would be enough to conform to the new rule. Such a small change would produce a negligible advantage for competing teams, but the serious difficulties created



A SAFARI CONTROL out in the bush may have to be manned for a whole day, or a night, or both, and whole families often combine the work with a camping expedition.



for the organisers are tremendous.

The whole of Kenya makes way for the Safari, such is its immense national as well as international importance, and it is vital that it should take place during a national holiday when working traffic is minimal and the thousands of officials are free to offer their services. Normally it runs from Thursday to Easter Monday, and a ridiculous two day postponement, which wouldn't be noticed by works teams, would do no more than create needless local hardship.

At the time of writing there is still some doubt concerning the actual start and finish

dates of the Safari, and even its overall distance (which FISA wanted to reduce from 5,000 to 4,000 kilometres) but we sincerely hope that the organisers will resist FISA's attempts at meddling with one of the finest, if not *the* finest, classic endurance rallies in the world, one of which they know very little and appreciate nothing. It is worth comparing, incidentally, the intervals between the first four events in the 1986 World Championship. Just check the accompanying calendar and you will see what we mean.

FISA seems to be concerning itself a great deal with easing the paths of professional

teams, in certain ways at least, and one sometimes wonders whether there is a long term plan to transform rallying at its World Championship level into something like the circus of Formula One racing, with all its attendant business deals and closed shop restrictions, and so gradually squeeze out all but the most well heeled of private entrants.

However, negotiating with a F1 team, which has no actual sales figures to consider, is one thing; dealing with a car manufacturer whose business it is to sell motor cars and make a profit for itself and its shareholders, to whom rallying is really no more than a sales-promoting publicity tool, and whose competitions managers have no real boardroom voices, is quite another. They could, one supposes, expand on the present methods of some privately sponsored teams and turn rallying into a profit-generating activity in its own right. Perish the thought!

In the accompanying list, all 13 events are qualifying rounds of the World Championship for Drivers, and the best eight scores will be taken into account at the end of the year. Only 11 of them (all except Ivory Coast and Olympus) are qualifying rounds of the World Rally Championship for Makes, and in this series only the best seven scores will be counted.

WORLD RALLY CHAMPIONSHIP 1986

Monte-Carlo Rally (MC)	January 18-25
Swedish Rally (S)	February 14-16
Portuguese Rally (P)	March 4-9
Marlboro Safari Rally (EAK)	March 30-April 3
Tour of Corsica (F)	May 1-4
Acropolis Rally (GR)	June 1-5
Clarion New Zealand Rally (NZ)	July 3-9
Argentina Rally (RA)	August 3-10
Rally of the Thousand Lakes (SF)	September 4-7
Ivory Coast Rally (CI) (Drivers Only)	September 23-27
Sanremo Rally (I)	October 12-18
Lombard RAC Rally (GB)	November 16-20
Olympus Rally USA (Drivers Only)	December 5-8

The European Rally Championship continues to be as unwieldy as ever, and one gets the impression that its numbers may be swelled by those events which aspire to World Championship status but fail to achieve it, then being cast the European crumb by way of compensation.

There are no less than 48 qualifying events, in four groups of descending importance of eight, eight, 22 and 10. Each group has a coefficient, from four to one, by which points scored are multiplied before being taken into account.

Nineteen countries are represented in the list, the number of events in each being as follows: Italy six; France, Belgium, Spain five; Germany four; Bulgaria, Portugal, Great Britain three; Finland, Czechoslovakia, Yugoslavia two; Greece, Cyprus, Austria, Sweden, Turkey, Poland, Switzerland, San Marino one.

The Championship of the Continent of Africa continues to be administered by FISA and the list contains nine events for 1986.



HUGE CROWDS at the start of the Safari Rally demand an army of officials, most of whom can only give their services during a holiday such as the Easter weekend.

Among them is Southern Africa's Castrol Rally which starts in South Africa and finishes in Swaziland, but we have occasionally noticed that points totals published by the organisers of some other events in the series sometimes conveniently ignore the Castrol Rally, presumably for political reasons, which is a great shame, as it's a fine event using excellent forest stages.

Two late additions to the series are the Namibia Rally and the Morocco Rally, the latter event, after its revival in December after a gap of nine years, being a contender for eventual return to the World Championship series.

Another regional Championship is that of the Middle East, although it attracts competitors in comparatively low numbers. This year there are but four qualifying events listed, the Qatar Rally (February 20-21), the Jordan Rally (April 23-25), the Oman Rally (October 29-31) and the Dubai Rally (December 4-5).

Among the end-of-year edicts announced by FISA is one which smacks very strongly of "if you won't let me run your game, I'll take the ball away". In December there was a single-venue event in Italy in memory of Attilio Bettega who was killed in the 1985 Tour of Corsica. It was for invited drivers, was well televised and was run on lines similar to those of the ralliesprints which appear on British television.

It turned out to be highly popular and was well supported by works teams and their drivers, but for some unaccountable reason it did not receive FISA's blessing. Indeed, the Fiat group, which was backing the competition, sent a private aircraft to Paris to collect FISA officials only to have it ignored completely.

The extraordinarily pompous pronouncement by FISA declared that A and B seeded drivers, and those who held super-licences, would be prohibited from taking part in such events, unless an application for exemption had been approved by FISA following a written application by the driver's national club, accompanied by an "explanatory dossier".

It went on . . . "The FISA executive committee condemns the organisation of events and series of events which are entered on the off-road calendar and which accept cars and drivers from the World Rally Championship, such as, for example, the event organised by the Formula Rally Organisation, which cannot fail to harm the World Rally Championship. These events will not be entered on the international calendar".

What possible harm such an event, supported in this case by drivers who were friends of Attilio Bettega, can do the World Championship, is beyond our comprehension. The harm is more FISA's doing than

that of event organisers, for the so-called governing body is penalising drivers' success by curbing the scope of those who climb the ladder and achieve an A or a B seeding.

Incidentally, a new rule for this year declares that points in World Championship rallies can only be scored by holders of super-licences. We all know that in some events points are scored by local competitors who stand no chance of improving their scores outside their own countries, but nevertheless the rule is unfair on the privateer who may do very well indeed to get into a first ten, and then be denied points simply because he only has an ordinary international licence.

Another new rule for 1986 is one which places a ban on all aerial movement of mechanics (or equivalent personnel), spare parts or tyres during the running of special stages of any rally of any FISA championship. Rallies without special stages will not be included in this rule, and, presumably, although it does not say so, the use of aircraft as aerial radio relay stations is not prohibited.

FISA has often said that it is desirable for organisers to have helicopters standing by to provide medical assistance or rapid casualty evacuation, but some organisers do not have the finance to provide such aircraft, and in such cases it has been left to the good offices of works team to divert helicopters from their service plans to evacuate an injured person — as happened during last year's Safari when Peugeot sent their service helicopter to take an injured privateer to hospital.

A strange sentence in the air assistance rule states that "The manufacturers will have to collaborate with the officials so that, at the start of the special stages, all the crews may be informed of the state of the road". Does this really refer to information gained by works teams as a result of aerial recce of a section (rather than a special stage), or does it refer to data collected by ground personnel such as ice-note crews or those in mud cars? In either case, it is an impertinence to expect hard-earned and costly reconnaissance information to be handed over on a plate.

Finally, we would like to mention another dictatorial rule by which FISA attempts to interfere where it has no right to do so — in national rallies. They say that if the organisers of a national event obtains the approval and co-operation of a neighbouring country to run part of their route through that country, it will be necessary first to obtain FISA approval even though the event only has national status.

Where does this leave South Africa, we wonder, where the co-operation is such that national events frequently cross the border into Swaziland? What if a weekend event organised from Luxembourg is able to run some of its stages in neighbouring Belgium? In such cases, interference by FISA is unwarranted, and co-operating clubs such as these should be free to run their events where they wish. — G.P.

AFRICAN RALLY CHAMPIONSHIP 1986

Zaire Safari Rally	Zaire	February 19-23
Marlboro Safari Rally	Kenya	March 30-April 3
Castrol Rally	South Africa	June 20-23
Zimbabwe Challenge Rally	Zimbabwe	August 9-12
Namibia Rally	Namibia	August 28-30
Ivory Coast Rally	Ivory Coast	September 23-27
Great Lakes Rally	Burundi	October 10-12
Rally of the 1000 Hills	Rwanda	December 5-7
Morocco Rally	Morocco	To Be Announced

Historic Feature



GEOFFREY TAYLOR, creator of the Alta, driving the first of these little cars in the 1931 MCC Land's End Trial in which he gained a silver medal.

THE SPORTS-MODEL ALTAS

ALTA, the product of keen engineering fettler Geoffrey Taylor, is a comparatively neglected sports-car. Even books devoted expressly to sports cars either omit it or give it very little space. Yet this admittedly small-production British make not only made a number of successful competition appearances but Alta engines were used by British racing teams of the calibre of HWM and Connaught. It is, however, with the sports Altas that I am now concerned.

The prototype was built by the cheerful, plump, balding Taylor as a one-off special, to fulfil his ambition to possess a more exciting version of the Riley Nine, of which he had had experience, and much admired. The ploy was to put an advanced all-alloy, twin-camshaft engine with wet cylinder liners into a very low-hung chassis. Working in a disused stable on an old 4 in Drummond lathe, Taylor completed his ideal car in 1928, naming it the Alta, a trade name applied to the light alloy cylinder heads for Austin 7s which he supplied to those making "go-faster" cars of that make. The engine of this Alta had a bore and stroke of 60x95 mm, giving a swept volume of 1,074 cc. The oh-camshafts were driven by a vertical shaft at the back of the cylinder block, using bevel gears at the base and skew gears to drive the camshafts. The tulip-shape valves were inclined at 90-deg., and Taylor machined the con-rods from the solid, and made his own pistons.

The Alta crankshaft was of Nitralloy, machined from a solid billet, and it ran on three plain bearings and had a ball thrust-race. Two SU carburettors on the off-side were fitted, and there was a four-branch exhaust manifold on the near-side. A large petrol tank was mounted behind the engine, the bonnet being hinged at the back. Radiator and dumb-irons were neatly cowled-in and the chassis frame was very low, passing beneath both axles. The tubular front axle had shackles arranged in tension, instead of in compression, to improve rigidity, and the rear springs were quarter-elliptics. The bonnet-line extended to the very brief scuttle and the two-seater body had metal panels, fabric covered. Cycle mudguards were fitted and Taylor devised a winged-badge for the radiator stoneguard. Cable-operated brakes with 12 in drums were part of the specification and Taylor devised his own non-synchromesh four speed-and-reverse gearbox, with the gear-lever mounted directly on top of it. The gear-ratios were 13.0, 9.3, 6.2 and 4.4 to 1. The final drive was by a torque-tube-enclosed propeller shaft. The weight of this Alta worked out at 12½ cwt. It was registered PK 4053, and Taylor used this interesting little car for all kinds of competition-work, ranging from racing at Brooklands to MCC trials sprint events, and even grass-track racing, and it gave demonstration runs on the dirt-track at Wembley Stadium. Ever ingenious, Taylor is said to have devised his own means of substituting an extra-low bottom-gear for reverse, in order to defeat observed sections such as

Beggar's Roost, and re-start tests, in MCC long-distance trials.

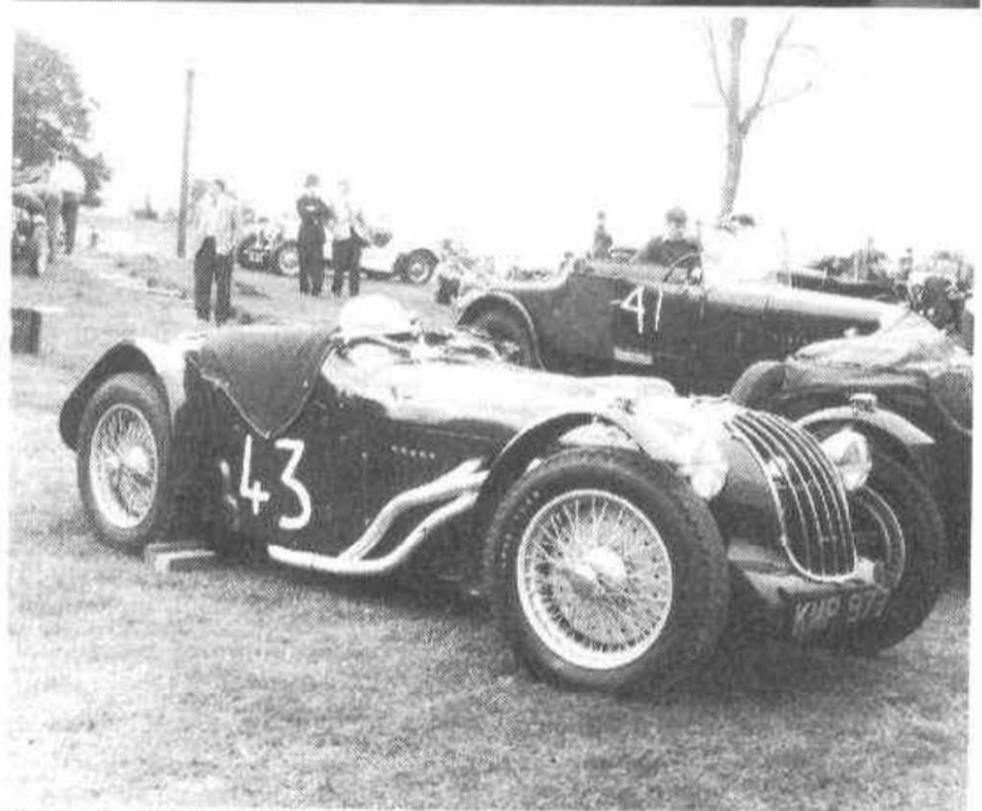
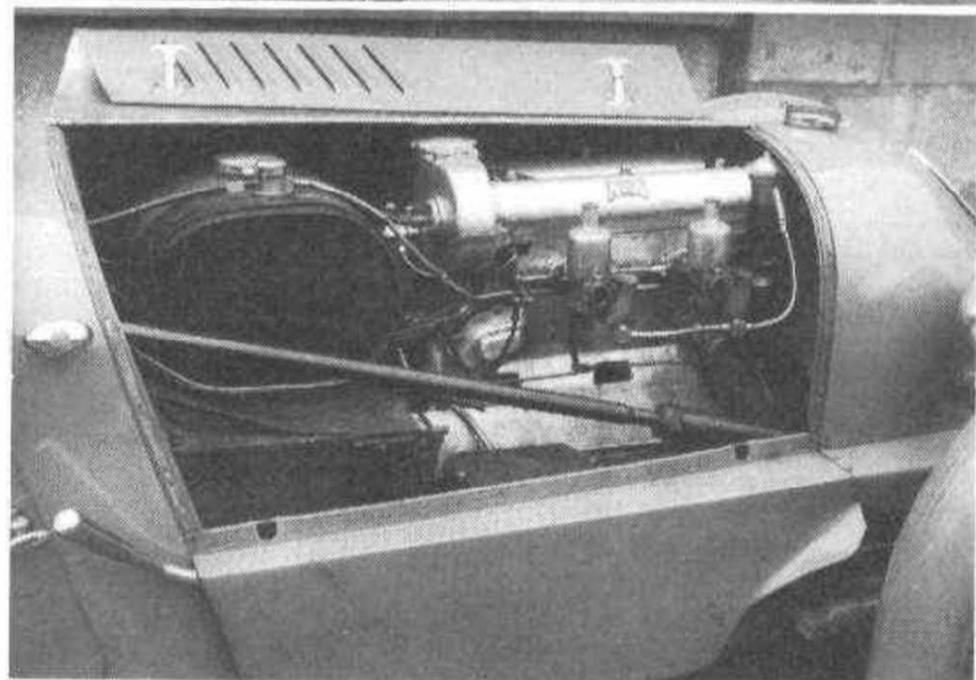
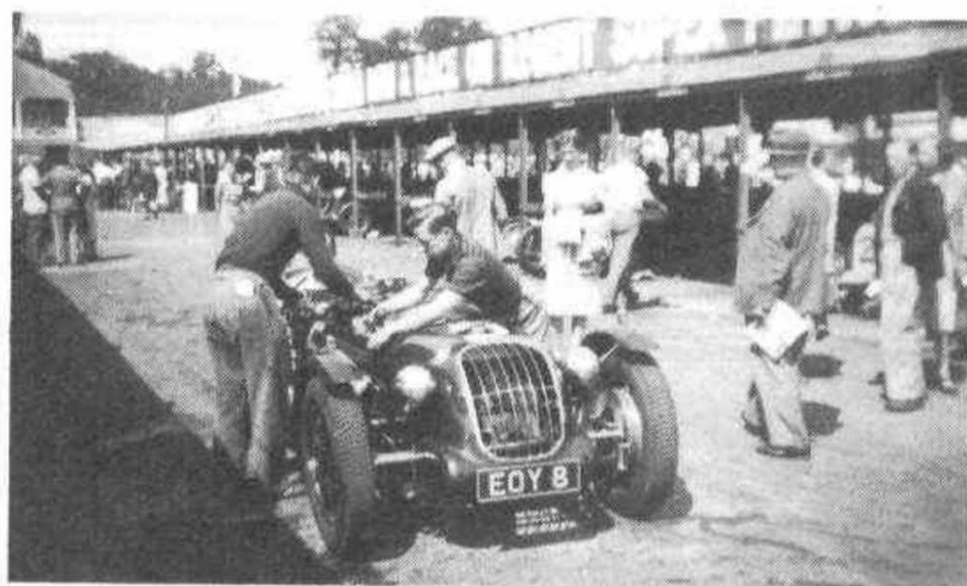
Not unexpectedly, such an active and advanced little sports-car attracted attention — where else could you find an all-alloy engine construction, even of head, block/crankcase, sump, and camboxes? Interest became such that by 1931 Geoffrey Taylor decided to go into production. He built his own factory on a piece of ground he had acquired at Fuller's Way, beside the Tolworth spur-road of the Kingston By-Pass. I used to call in there to see what was afoot, combining this with visits to H. R. Godfrey in the HRG works close by. With his faithful works-manager, H. J. Griffiths, Geoffrey made a few changes to the Alta to facilitate manufacture, using standard pattern Rubery Owen chassis side-members, inverted I think. The first 1,074 cc production Alta was given chassis no. 11. Taylor later experimented with a supercharger on his own Alta and after he had made 20 unblown 1100s he made a car with a Marshall supercharger for A. J. Cormack of The Cormack Steamship Co Ltd of Leith in Scotland, with which the owner, running the car in racing trim, broke the Class G Brooklands' Mountain lap-record at 73.56 mph in 1934. (Cormack also had a 1½-litre racing Alta, with which he took the same lap-record in Class F, at 77.13 mph the following year, but I am here dealing only with the sports Altas.)

Probably to aid production methods, by 1933/34 other modifications were carried out. The oh-camshafts were now driven by a series of chains in place of the vertical-shaft, the valve-angle was altered to 68 deg, the noisy "crash" gearbox was replaced by a "self-change" ENV box, and the torque-tube gave place to an open propshaft with Hardy-Spicer universal joints. Taylor had proved proficient even at making his own superchargers and Roots blowers of his design, boosting at about 8½ lb/sq in, were fitted to later 1100s. The gear ratios were changed slightly, giving a top gear of 4.66 to 1, and these production Altas had normal hinged bonnets, the fuel tank in the tail, and the cowl was changed for one of more aggressive contour. To cope with the increased power in blown form radius rods were added to the back quarter-elliptic springs.

Having once had my knuckles rapped, as it were, by *The Aeroplane* for supplying a horsepower curve for a light-aeroplane engine that Taylor had designed, which they found subsequently had not been built and therefore could not have been bench-tested, I am reluctant to quote power and performance figures for Alta cars, and I note that the Editor of *The Autocar* said he was unable to accept the figure of 325 bhp at 5,800 rpm which an owner had quoted for his supercharged 2-litre Alta racing car. . .

However, there is no doubt but that these sports Altas were effective cars. The first production 1100s were priced at £350, and four-seater versions were available. A second car was built for Viscount Curzon, also in December 1931, which he used in MCC trails (GT 1617). In the summer of 1932 J. Ludovic Ford took delivery of another 1100 two-seater, which he ran at Le Mans and in the TT, only to be rewarded with retirements from both races. The following month the fifth car, PJ 7294, went to J. E. R. Finch, another enthusiast who drove his Alta (in spite of the low build!) in MCC trials. By the summer of 1933 seven of these 1100s had been delivered to owners, the last to Geoffrey's elder brother Cecil, this being the third of the four-seaters, and an engine had been supplied for the racing Horton Special.

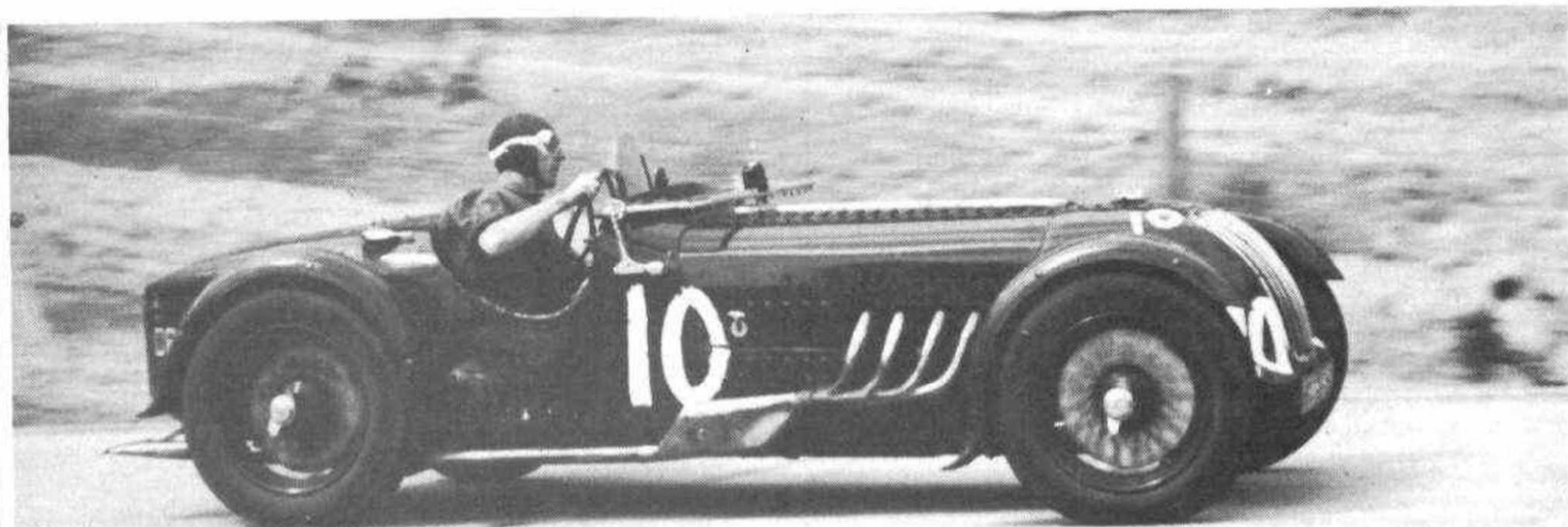
The policy continued to May 1935, by which time the emphasis was on the blown cars, starting with the aforesaid Alta for Mr Cormack, which was built as a racing car with Marshall supercharger, but was registered and equipped for the road. Peter Whitehead, while still at Jesus College, Cambridge, had a narrow-bodied car with the new radiator cowl, which he used for trials and sprints, winning his class at Syston Park and at Shelsley Walsh and in stripped form for racing at Donington Park, and the last of the three blown production 1100s went to A. C. Lace, being sent direct to the IoM for the Mannin Beg race (car No 25R1S), in which it was run stripped. Lace continued to race it in 1935, then sold it to the Cambridge undergraduate A. A. Millard, as a road-equipped sports-car (DPJ 929), which the new owner ran in trials and in JCC Brooklands' events, etc. Another keen Alta driver was Mrs. Patricia Oxenden, who lived in Jersey. She had driven the prototype car at Brooklands, attended by Taylor and Griffiths, and in 1934 she took delivery of a two-seater Competition Model, priced at £385, which was fitted later with a pre-selector gearbox, and a supercharger. She



(Top) A TEENAGED D.S.J. working on Cowell's 2-litre s/c Alta in the paddock at Brooklands, Whitsun 1939, on the occasion of the "Fastest Sports Car Race" in which it placed fourth. (Middle) The engine of the 1,074 cc Alta. Note the twin SU carburetors and how the big petrol tank occupied the scuttle. This was the second production Alta, built for Viscount Curzon, the late Earl Howe. (Bottom) The last pre-war Alta was this 1½-litre s/c model seen here in the Prescott paddock at a VSCC hill climb in the Sixties.

won a Brooklands' Ladies Mountain Handicap with it in 1935, at 64.02 mph, doing two laps at 66.86 mph. Incidentally, although a Marshall blower was used for Cormack's car, thereafter Alta-type superchargers were used.

Taylor had become more interested in building racing cars and engines for same, and had increased the dimensions of his basic



W.W.S. BENNETT winning the 1938 "Star" Gold Trophy on the Brooklands Campbell Circuit in his 1½-litre s/c Alta.

engine to 69 × 100 mm (1½-litres) and to 79 × 100 mm (2-litres). Having dropped the 1100s at chassis no 25, he made six of the larger-engined sports Altas between December 1935 and June 1939, of which two had the 1½-litre engine, one of which was un-supercharged. One of these went to Berlin and the others, in sequence, to Dr Williams, W. W. S. Bennett, C. J. Pink, K. Gammon, and M. Townshend, the last of these being the aforesaid non-blown 1½-litre. Chassis nos commenced at 54S.

The 1100s had a wheelbase of eight feet and as the two-litre Altas had the same or a very slightly-longer wheelbase, they were light and exciting cars. Indeed, 90 mph was claimed for the 1½-litre sports model, priced at £498 in 1938, or at £525 as a four-seater, with the blown job at £575. The fierce two-litre sports model was said to be capable of 97 mph and prices were the same as for the 1½-litre models, with Rudge wheels shod with 17 in × 6.00 in tyres. All these models were listed but the output, as we shall see, was very limited.

Usually Alta sports-cars had pointed GP-type tails but the first of the two-litre cars had a spare wheel in the tail. It used an Alta blower and ENV pre-selector gearbox and was sold back to Altas by Dr Williams in 1936, who sold it to A. H. Beadle, a driver who later had a racing two-litre Alta. Bob Cowell bought it in 1939 and it is this car in which D.S.J., who has helped me materially with this article, had his first experience of 100 mph on the road. Cowell's friend John Clarke used this two-litre, FF4515, re-registered EOY8, for speed-trials at Lewes, Weatherby, Poole, etc and George Abecassis also borrowed it, and won a Crystal Palace race in it. Cowell himself ran it in the "Fastest Sports Car" race at Brooklands, being placed fourth overall after lapping the Campbell circuit at 63.17 mph and the Mountain circuit at 70.20 mph, and this car was second to Hugh Hunter's 2900B Alfa Romeo at Poole speed-trials in 1939, driven by Clarke. After the war Cowell sold it to John Heath, who did well with it, in sports-trim, at Chimay in 1947 and it became the first HWM-Alta.

Bennett's 1½-litre car was used for racing and sprints, and it won *The Star* Gold Trophy Campbell circuit race at Brooklands, after a lap at 63.36 mph. Abecassis used it at the Crystal Palace, finishing second in the Crystal Palace Plate race and the Imperial Plate race in 1938, fourth in the Sydenham Plate race and third in the Crystal Palace Plate

race in 1939. (This is the Alta, 55S, Reg No DP 4167, that was stolen after a Brooklands Reunion appearance, for which it had been lent by the Black Collection, and disposed of to Australia, the thief being apprehended and fined a mere £500, giving him a profit of some £4,000!) The last sports Alta built before the war was 70N (Reg No KMP 977), that unblown 1½-litre, which appeared at Prescott in the 1970s. It was made nearly a year after Geoffrey Taylor had supplied a smooth two-litre two-seater, 66S (Reg No GPL 3), to K. Gammon, which was raced at the Crystal Palace in 1938. The best of these two-litre sports Altas was no doubt capable of something in the region of 120 mph, and the racing Altas, like those of Bartlett, Jucker, Cowell/Wakefield, Lord Avebury, Harvey-Noble/Robin Jackson, Charles Mortimer, and the 1½-litre car of Cormack, were even more illustrious, those of Jucker (who was killed racing the first one), Abecassis, Hunter, Beadle and Lady Mary Grosvenor being proper single-seaters — but that is another story... In fact, ten racing Altas were built, three with the coil-spring all-round independent suspension, one with torsion-bar springing.

The sports-cars were made in very small numbers, over the period December 1931 to June 1939. The total was 18, not including the prototype, the breakdown being: 12 1100s, of which nine were two-seaters, three were four-seaters, three of the two-seaters being supercharged. Two had the 1½-litre engine, one of which was supercharged. Four were two-litre sports-cars, all of which were supercharged and all had two-seater bodies. Of these, the whereabouts of six of these Alta sports-models is known, and the prototype, PK 4053, is in America; Taylor was so attached to it that he said he would never part with it and he left it in his will to Abecassis who, after keeping it for a few years, sold it to an Alta enthusiast in the States. Taylor had used the car as his "guinea-pig", putting a blower on it which stuck out through a sloping radiator cowl, and in 1935 altering the front-end to the new curved radiator cowl. He didn't cease using this 1928 car until about 1936/'37. Incidentally, cars with the shaft-driven oh-camshafts can be recognised because the exhaust pipe is on the left, or near, side, those with chain-driven oh-camshafts having the exhaust pipe on the right, or off, side. So *total* Alta production was 28 cars, not counting the prototype. — W.B.

Getting It Right!

WE HAVE never been averse to owning up when errors creep in and to get things absolutely right, need to say that the Award with which Bill Boddy was honoured by the Guild of Motoring Writers last year is the *Harold Pemberton Trophy*, not the Howard Pemberton award. This Trophy was created by journalist friends of the late Major Harold Pemberton, DSO, motoring correspondent of the *Daily Express*, to be awarded to the holder of the Brooklands lap-record. When no longer valid after Brooklands closed in 1939 it was given to the GMW; unfortunately the original Trophy was stolen in 1983.

We did the Ford Granada Scorpio 4×4 an injustice in saying that Ford quote its 0-60 mph acceleration time as eleven seconds. In fact, it can do 0-60 in 9.4 seconds. In the colour feature on the two B&M Aston-Martins the carburettors on Neil Murray's "Green Pea" are on the *near*-side of the engine, as a photograph confirmed, not on the *off*-side as stated in the text, and the Austin used for the National Benzole economy marathon referred to on page 48 was an A50, *not* the fictitious A501 as printed. And the driver of a Brescia Bugatti at Madresfield has had his name rendered several ways; it was, in fact, Shorthose... Our apologies!

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- 1985 944 Lux, sapphire, S/R, PDM, 215/60's, 5,000 miles. £17,750
- 1985 (B) 924 Lux, white, sports seats, PDM, S/R, 4,000 miles. £13,950
- 1983 (Y) 924 Lux, white, PDM, 29,000 miles. £10,000
- 1984 (A) Carrera Sport Coupe, GP white, blue pinstripe, sports seats, colour coded wheels, 7,000 miles. £24,500
- 1985 (B) 944 Lux, sapphire, black grey check, S/R, PDM, 215/60's, rear skirt, 11,000 miles. £17,350
- 1984 (A) 944 Lux, pewter metallic, PDM, 15,000 miles. £14,995

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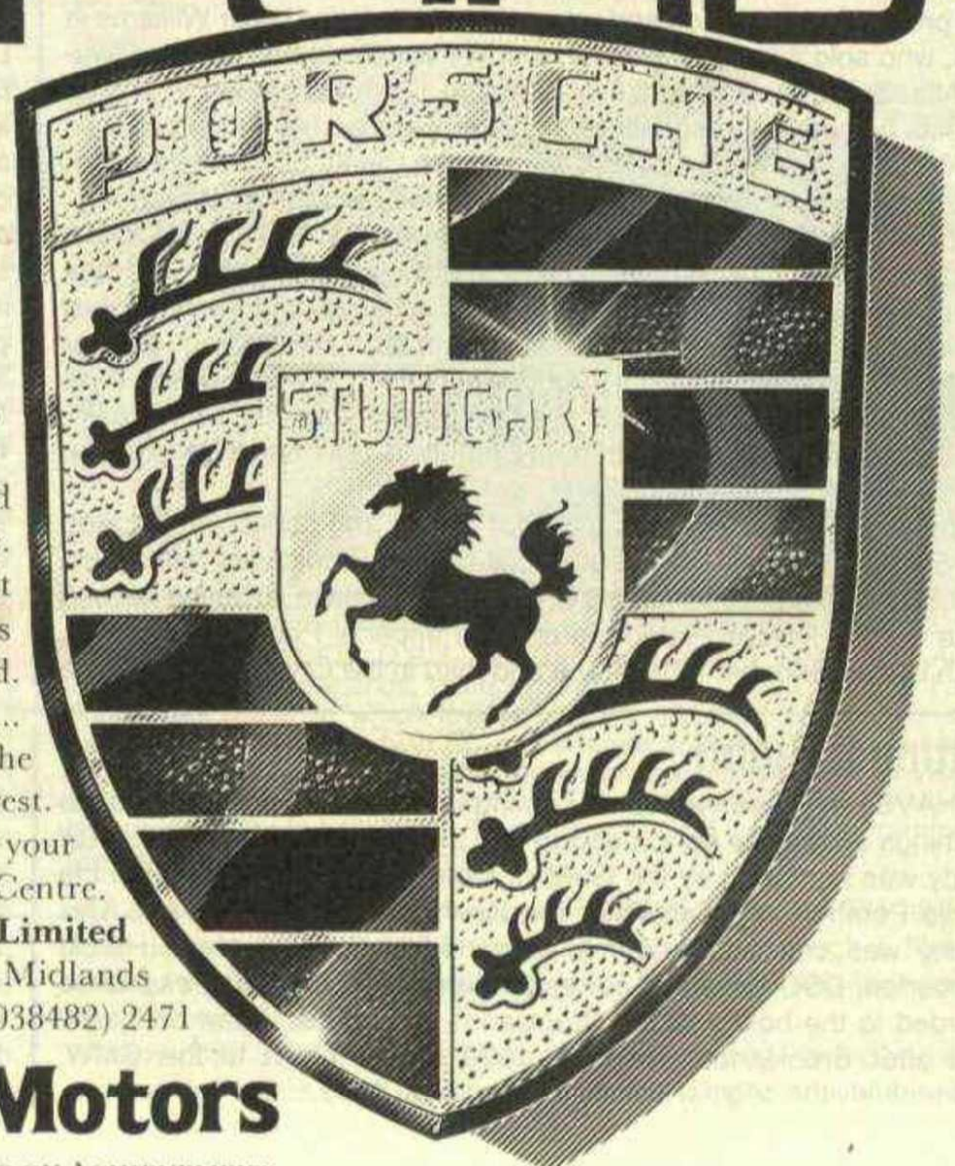
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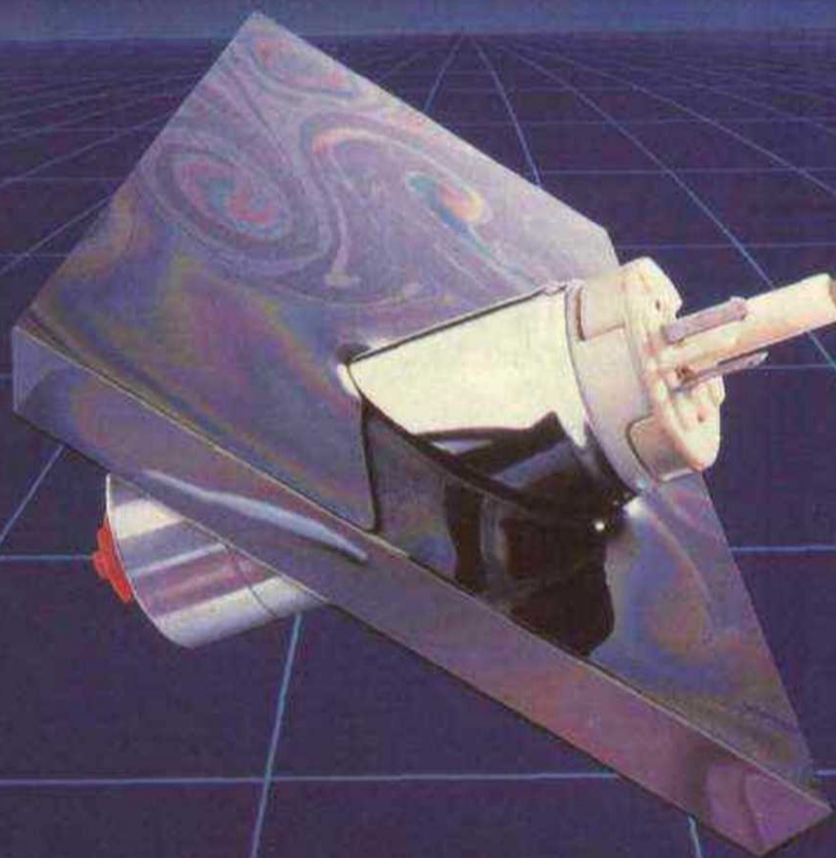
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Road Test

Porsche 924S — Little Brother Bounces Back

FOR a car that the Company never intended to sell, Porsche's 924 has been rather successful. It was meant to be a VW, designed and developed in a consultative capacity, as are so many projects at the Weissach technical centre; when VW's new managing director cancelled the project, Porsche chose to cut its losses and sell the little coupé as a "starter" model.

That is a story which has been often recounted, and it seems to have been the most memorable thing about the car. It was regarded rather scornfully by many people, 911 owners and wishful thinkers alike, as not being "a real Porsche", and is even now sometimes described as "the one with the van engine", an unfair taunt, since the sohc engine was developed from the Audi 100 unit, and it was a detuned version which found its way into the VW LT van, not *vice versa*.

On the car's introduction in 1977, the novel rounded styling also excited mixed opinions — or in other words some disfavour, but the arrival the following year of the stunning 928 not only confirmed this new and influential design trend, but in using a similar mechanical

layout established the new pedigree line.

But what most people desired about the 924 was above all the name. Along with BMW, the Porsche badge has become the sought-after symbol of success, and even the basic model has virtually as much *kudos* in the general eye as a Turbo. So the "borrowed" car has sold in large quantities — 130,000 — since its inception, and, significantly for Porsche, their figures say that nearly one-third of UK owners go on to the next step and buy a 944.

There has been more than one performance variant of the 924, of which the Turbo is the most often seen and the Carrera GT the most talked-about, and it is the influence of the latter and its Le Mans derivative which is obvious in the 944's jutting front wings and squatter stance. It is my opinion that the high and flat-topped rear arches are a mistake, drawing attention to the visual weak spot of the 924 which is the heavy expanse above the rear wheel, but the buying public seem unmoved by this and the 944 has become the best-seller in the range. This has rather overshadowed the 924 (or "nine-twenny-four" as the





ALL-GLASS HATCH lifts easily to reveal shallow luggage platform with full-sized spare tyre. A neat roller-blind fixed to the backs of the folding seats conceals valuables. Window stays fairly clean but there is some distortion when looking through the curved sections.

American English spoken at Weissach has it), which has received only minor changes since the Turbo faded out in favour of the '44.

So at last something exciting has happened to the baby. The 2-litre has been elbowed out by the four-cylinder 2.5 unit much acclaimed in the 944. However, to avoid embarrassment, the compression ratio has been dropped to restrict power to 150 bhp and torque to 144 lb ft, a loss of 13 bhp and 7 lb ft respectively. Other advances have filtered down to the S, like the alloy rear semi-trailing arms, and discs finally replace the rear drums. But all this is underneath — thank heavens for the new (to the 924) alloy "telephone dial" wheels which refresh a familiar shape. They are the only visible difference; Porsche have chosen not to do the obvious and add a new spoiler to the slightly chinless front. With production costs so similar for the two shells, there was a plan to sell the 944 with the 2-litre engine as the bottom package, but disappointing performance and little cost saving has resulted in the reversal of this idea so that the old shape continues unaltered but with the

LEATHER sports steering wheel is standard on 924S. Fascia now matches 944 and is attractive and simple; effective heating system lacks fresh air supply.



improvements detailed above.

Finished beautifully in that Guards Red which seems so intense, the 924S exudes that level of quality engineering which retains so many customers. Even the VW door handles seem to fit in because everything fits together so well. The interior is now identical to last year's 944 (although this year's 944 will have the dash of the new Turbo) with tasteful pinstripe cloth door panels (£88 extra, and you can't have them if you have spent the £1,000 on leather seats). In fact, the prospective buyer will have to do some careful arithmetic: the 924S is £14,985, the 944 £18,234; allowing for power steering, standard on '44 but an option on '24, the price difference is only £2,750. Add only the leather seats (£1,000) and wide wheels and tyres (£1,557) and the gap is virtually bridged. And let's be honest, we would all rather have the 944, wouldn't we?

As a matter of fact, from inside, one begins to wonder if the choice is so easy. All those sensations which so impressed me about the 944 seem to be present in the new car. The precision of the imperceptibly assisted steering, the unflappable ride, the unstinting urge of the quiet engine, the confident feel of the brake pedal, — a sense of engineering and dynamic balance which led me more than once into allowing clearance for the wide arches of the 944 before remembering what I was driving. So the difference must be in the performance, then?

PORSCHE 924S

Maker: Porsche AG, Stuttgart.

Importer: Porsche Cars Great Britain Limited, Bath Rd., Calcot, Reading, Berks.

Type: Front-engined, rear drive 2+2 sports coupé.

Price: £14,985.

Engine: Water-cooled, fuel-injected in-line four-cylinder with twin balance shafts, longitudinally mounted, sohc, 100 mm x 78.9 mm, 2,479 cc. Max. power: 150 bhp. Max torque: 143.8 lb ft at 3,000 rpm.

Transmission: Rear transaxle, five-speed manual. (3-speed automatic optional).

Suspension: Front, Macpherson struts. Rear, semi-trailing arms, transverse torsion springs, telescopic dampers. Anti-roll bars front and rear.

Steering: Rack and pinion.

Brakes: Servo-assisted ventilated discs all round.

Wheels: light alloy, 6J x 15, 195/65 VR 15 tyres.

Fuel Economy: 23 mpg urban claimed: 19 mpg measured.

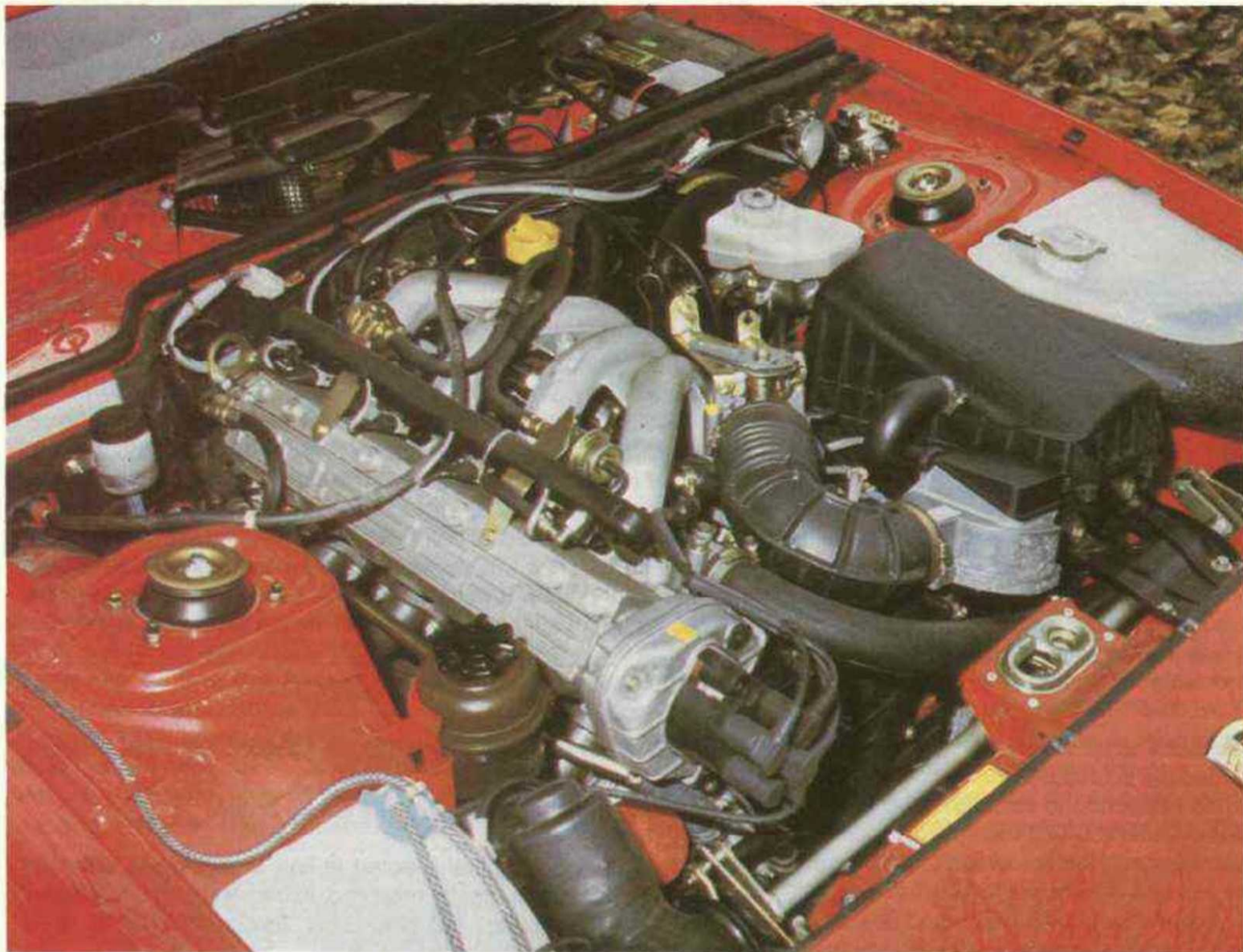
Performance: 0-60 mph — 8.1 sec. 30-50 mph — 2.8 sec. 50-70 mph — 4.3 sec. 70-90 mph — 5.8 sec. Max. speed: 137 mph peak, 133 mph average.

Dimensions: Length, 165.8 in. Width, 66.34 in. Wheelbase, 94.5 in.

Summary: Previously unexciting coupé has been brought alive by its refined new engine. Enjoyable handling and performance combined with a practical layout make for desirability. Expensive option list too easily levels cost up with more powerful stablemate.

Unfortunately, the last 944 MOTOR SPORT tested was before the advent of our Leitz electronic test gear, otherwise one could make a direct comparison. As it is, the 924S comfortably beat not only its own quoted acceleration figures, but also those of its big brother. With a 0-60 mph time for the 2-litre car of some 9.6 sec, I was expecting with the S to aim for Porsche's own 8.5 sec figure. In fact it consistently achieved 8.1 sec, 0.3 sec better than the 944 ought to be. Similarly, the projected maximum of 133 mph went by easily, the car just nudging the 137 expected of its sibling. What these figures demonstrate, far from any start-line wizardry, is the feeling of understatement with which the vehicle performs. But Porsche thoroughness has ensured that the 944 is, in fact, quicker still.

The architecture of the car, as the French so nicely put it, joins the front engine to the rear transaxle by a rigid torque tube on which is mounted the short gear-lever. The change is swift, the syncro tough enough to cope comfortably even with the two snatched shifts which are required on the way to 60 mph at the test track, and the five ratios feel well spaced with third being a lovely urgent gear to be in on an



SQUEEZED in between the strut mountings, the all-Porsche four-cylinder engine has a belt-driven single camshaft and twin contra-rotating balance shafts to cancel out vibration. The unit is thus exceptionally smooth for a four, with good torque characteristics although it does not sound very exciting. Arousing more attention than the new wheels was the test car's number plate — THE 924S — which prompted the quite serious comment from an onlooker: "Cor, she's in good nick for her age, ain't she, mate!"

interesting road. Also standard now is the four-spoke leather wheel of perfect size which adjusts vertically, plus electric windows, mirrors, and rear hatch release, the hatch swinging smoothly up of its own gas-sprung volition. The rear wiper, cleverly enclosed in a box hung on the glass, is quite important at low speed when rain falls onto the hatch, but the little button is hard to locate on the central tunnel below the driver's elbow. Other details such as light switches would benefit from being rid of the parts-bin philosophy — Porsche AG's design skills are of an exceptionally high order, as the overall fascia layout, uncluttered and logical, confirms, and the little VW/Audi rocker switches are below par. But that is a quibble beside the handbrake lever. I can see that it would be difficult to mount the lever centrally due to the torque-tube, but the knuckle-barking squeeze to grab this very distant item from its slot between seat and door quickly became a pain in the — well, the shoulder actually. The pains elsewhere were due to the seat. Even an hour's drive had my back aching, a disappointment in such an enjoyable car, but one which I suppose I should ascribe to some personal spinal oddity rather than to the otherwise hip-hugging chairs. And here is yet another car with no independent fresh air vents — £15,000 to drive with the window open.

Willing at any revs, the power unit extends from canter to gallop above 3,000 rpm, even though the torque peak is at this figure. But watch out for the red line — at 6,500 the Digital Motor Electronics unit (or DME) goes on strike with what sounds like asthma. Let us be thankful that the days of valve chatter are gone, but there was something rather devil-may-care about "the factory says six-two, but I reckon she's safe to seven ..." Still, the choke-free instant-start blessings of fuel injection are now widespread, with ever-better economy, and spiced in the case of the Porsche by the surprise on the garage attendant's face when he hears that it takes 2-star. Sadly the factory figure I could not beat was fuel economy: instead of the urban figure of 23 mpg, I managed 19 mpg, but one must always pay for one's pleasures.

Although the generous stretch available to the driver's legs might imply otherwise, the 924S is relatively small, and the occasional rear seats are no more than that. Nevertheless, they are better cargo racks in the upright position than folded down to make the flat deck, although

the latter will be preferable for suitcases. A full-sized spare tyre sits upright in the tail, while on either side are useful wells for oddments, and the whole compartment can be covered by a neat roller blind.

MacPherson struts support the front of the car, while the rear rides on generously sized alloy semi-trailing arms with transverse torsion bars, and continuous development has endowed the car with a pleasant ride insulated from the worst effects of "high-relief" road-mending. Inevitably, the 195/65 VR 15 Continental tyres thump across cats eyes and the like, but have commendable adhesion even in rain, adding to the very good traction that the axle offers. Under cornering, mild understeer fades away with increasing throttle until the car balances nicely and only on the tightest bends will the rear tyres break away under power, something which they do smoothly and briefly.

Apart from the blind spot of the rear pillar, the car feels nicely in tune with its driver at all times; it is relatively quiet, a lot of detail work having gone into, for instance, the door shuts which are completely sealed at roof level, and its stability is unaffected by potholes even while cornering.

For the driver who needs no more space than this, the chief disadvantage of the 924S would seem to be how close it is to the admirable 944, rather than the other way round. — G.C.





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PARIS-DAKAR RALLY THAT THIS EVENT has grown enormously in popularity can be gauged by the fact that over 100,000 spectators turned out for the prologue stage held just outside of Paris; but this was nothing compared to an estimated crowd of 300,000 which turned up for the start at Versailles. Starting from the top left and going clockwise over the two pages, we have the 4wd Opel Kadett of Colsoul and Lopes which currently is fitted with a Manta 400 engine but is later to receive a Zakspeed unit. Next, Jackie Ickx at the wheel of the twin-





turbo 4wd Porsche 959. The small car in the event was the Citroën 2CV of David and Pierre while, below it, the Mitsubishi of El Fodil and Forlini is offset by part of the huge crowd. Crossing the Sahara on a motor bike or trike is not everyone's idea of fun but there was an impressive two and three-wheeled entry exemplified by Seiler's Honda. Andrew Cowan, who finished second last year, is seen at the wheel of his Mitsubishi while a long-wheelbase version (no. 251) was driven by Russell Gooding. Finally, on the far left, is the Range Rover of Jean Ragnotti, winner of the 1985 Tour de Corse.

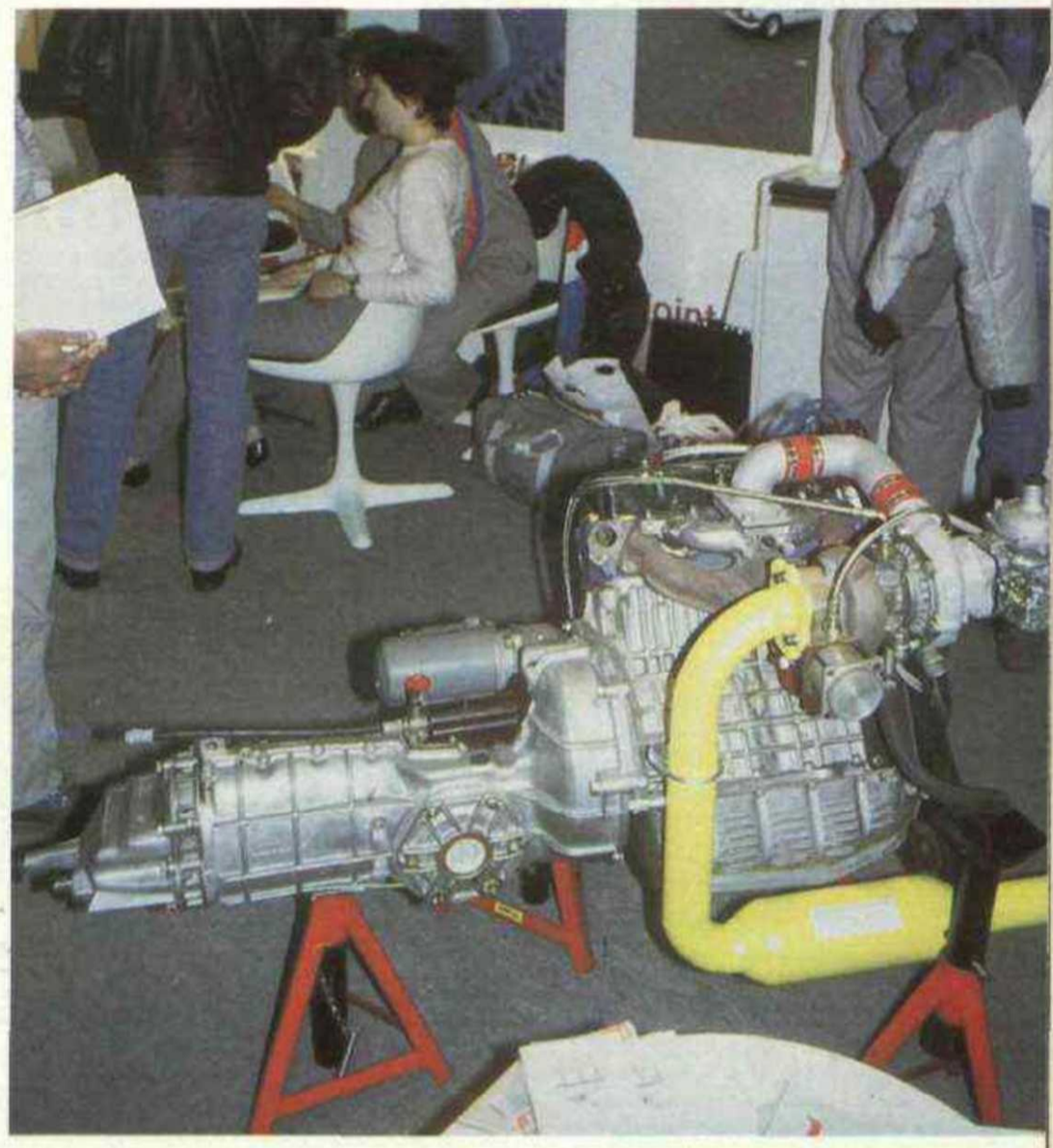
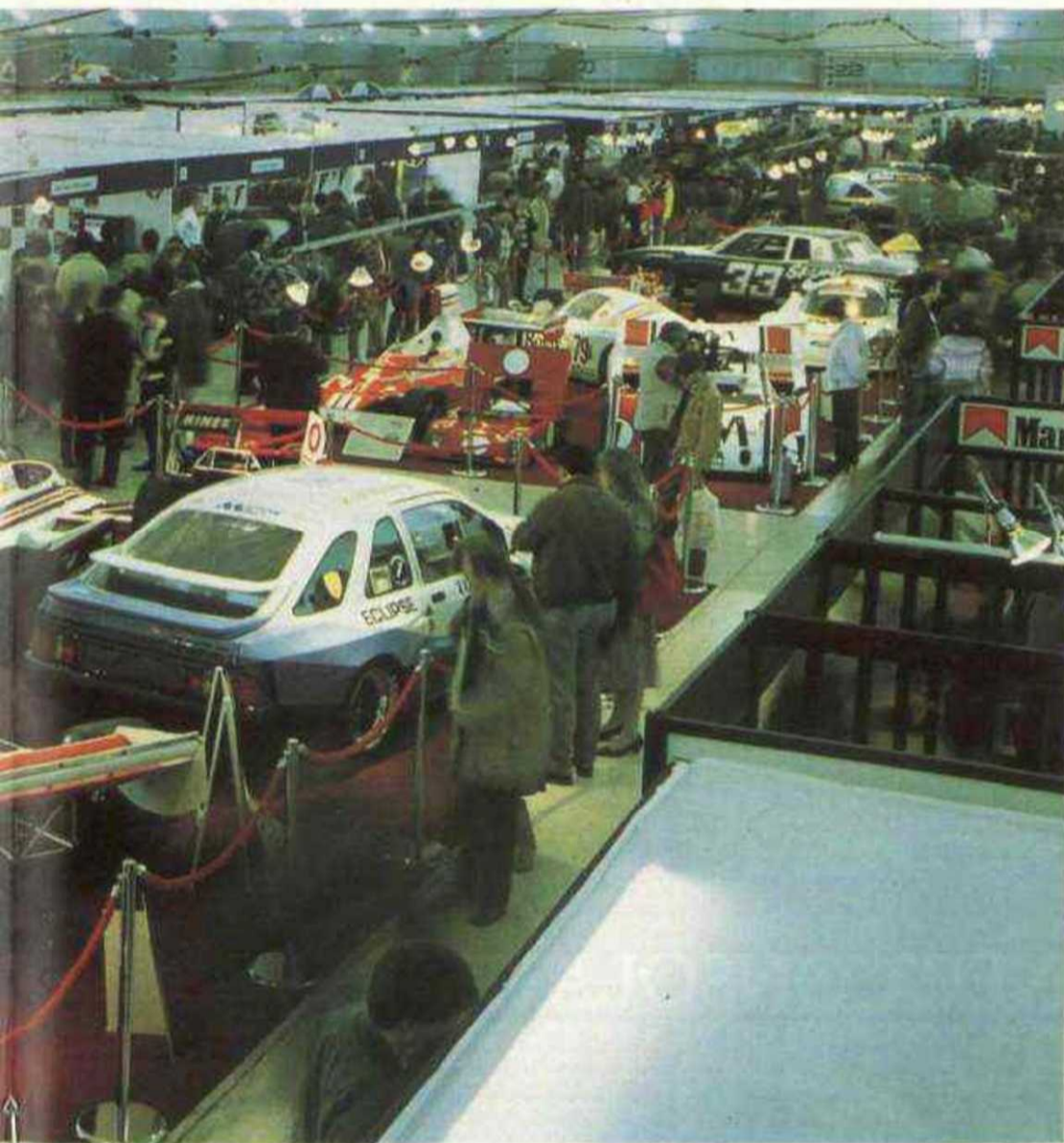


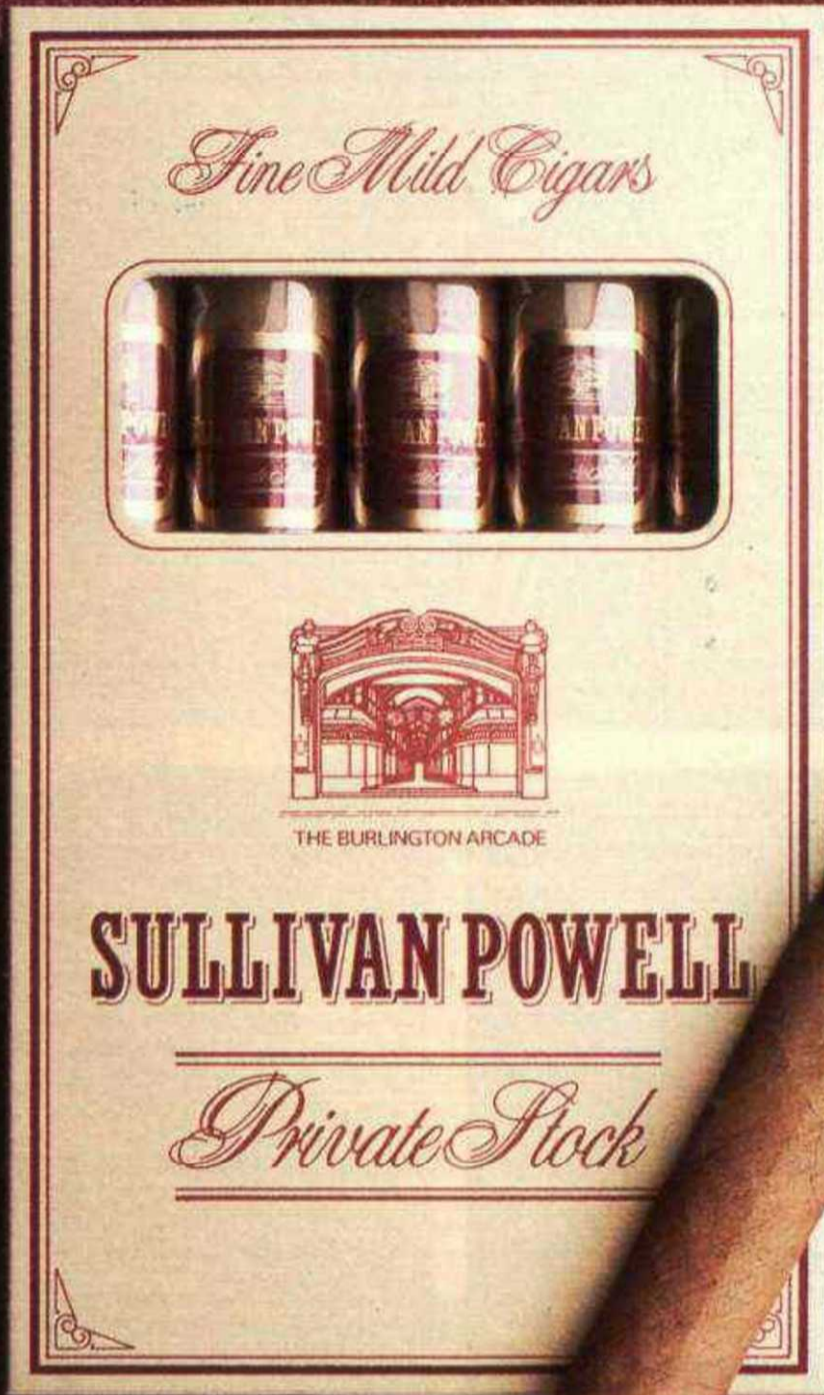


BRSCC RACING CAR SHOW

(Clockwise from top left) AL UNSER SNR's Penske March, with which the veteran racer became 1985 CART Champion, graced the Jim Russell Racing Drivers School stand. MARTIN BRUNDLE, who opened the show and gave his usual support to Racing for Britain by signing autographs on its stand, gets to grips with the slot car track while Barry 'Whizzo' Williams finds something sensational on the far side of the circuit. TV-AM's Gary Champion does a piece to camera from the cockpit of Alain Prost's McLaren MP4/2B. LLANELLI BOROUGH COUNCIL had taken a stand to promote the Welsh Motor Sports Centre at Pembrey as well as local firms with motoring and/or sporting links of which this engine conversion by Hargreaves Engineering is an example. RALLY DRIVER Jimmy McRae was present to sign autographs for fans. A NEW component car whose progress we have been following with interest is the Tripos and we shall be testing it in the Spring. ULSTER now has a second racing car constructor in Mondiale. These Leslie Drysdale-designed cars have begun to make some impact, particularly at home and in the States. DENNIS PRIDDLE's Chrysler-engined Topfuel dragster delivers 2,500 bhp and accelerates from 0-100 mph in under a second. In the centre is a general view of the show which emphasises the rich variety of both exhibits and trade stands.







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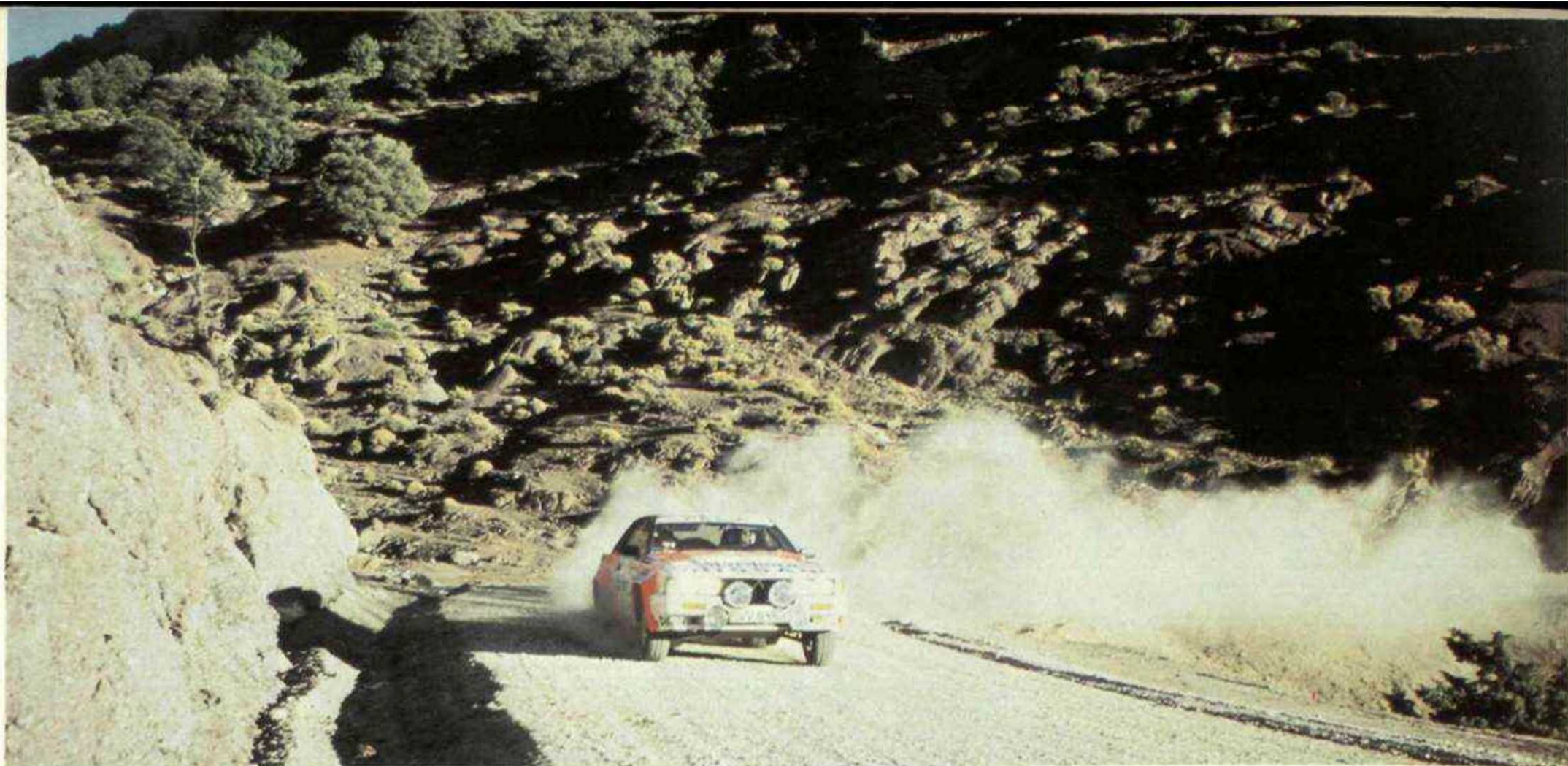


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Morocco Rally

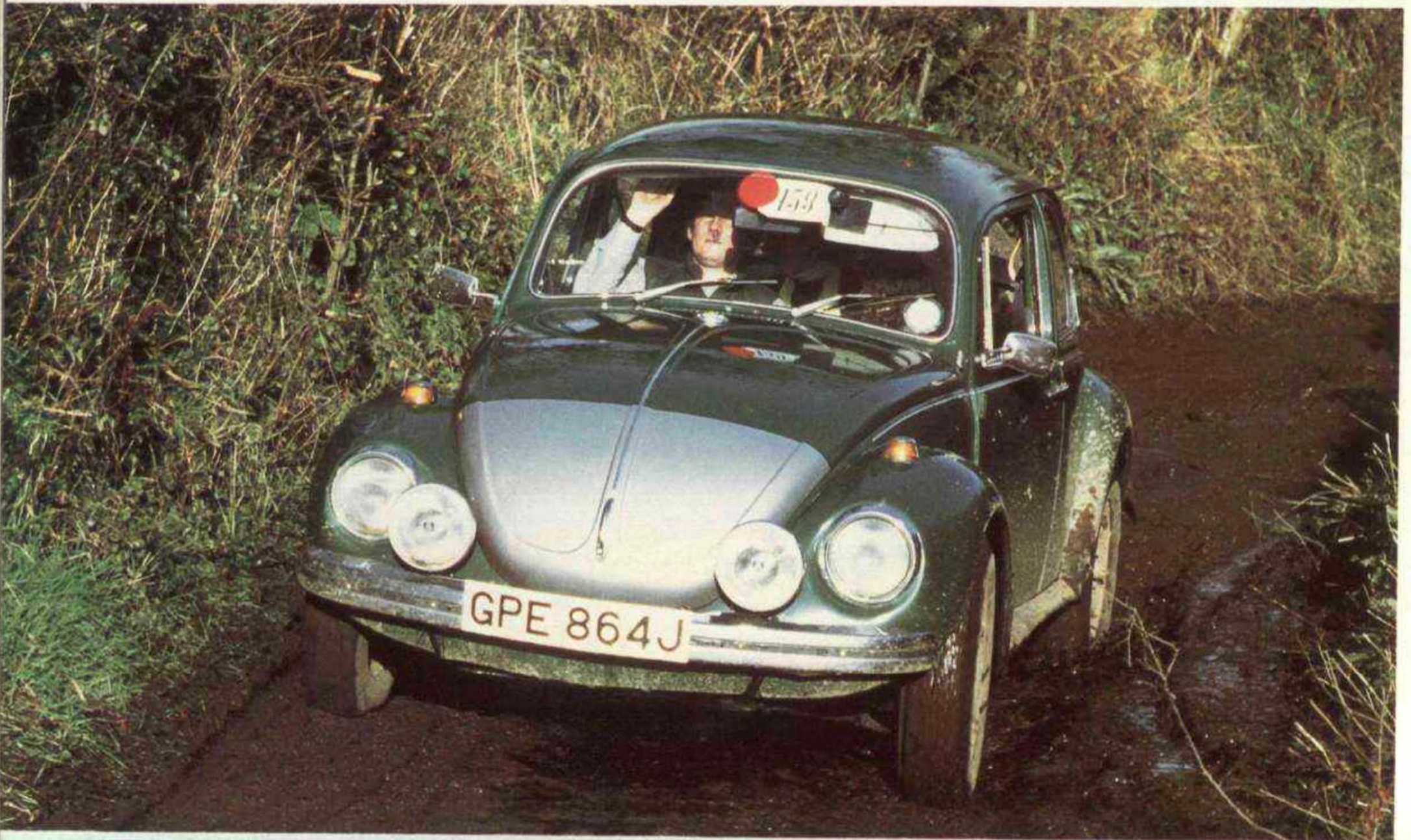
DESCENDING the northern side of Tizi'n Test, a tight road section not a special stage, are winners Shekhar and Yvonne Mehta in the Nissan 240 RS (above). The little 4wd Citroën Visas of Olivier Tabatoni and Eric Chantriaux (pictured left with the reservoir of Bin el Ouidane in the background) did well to finish second and third, whilst Paul-Marc Meylan, seen below fording a river on the first stage at El Khatouat, made fifth place in his Nissan, all of 13 hours behind the winners.

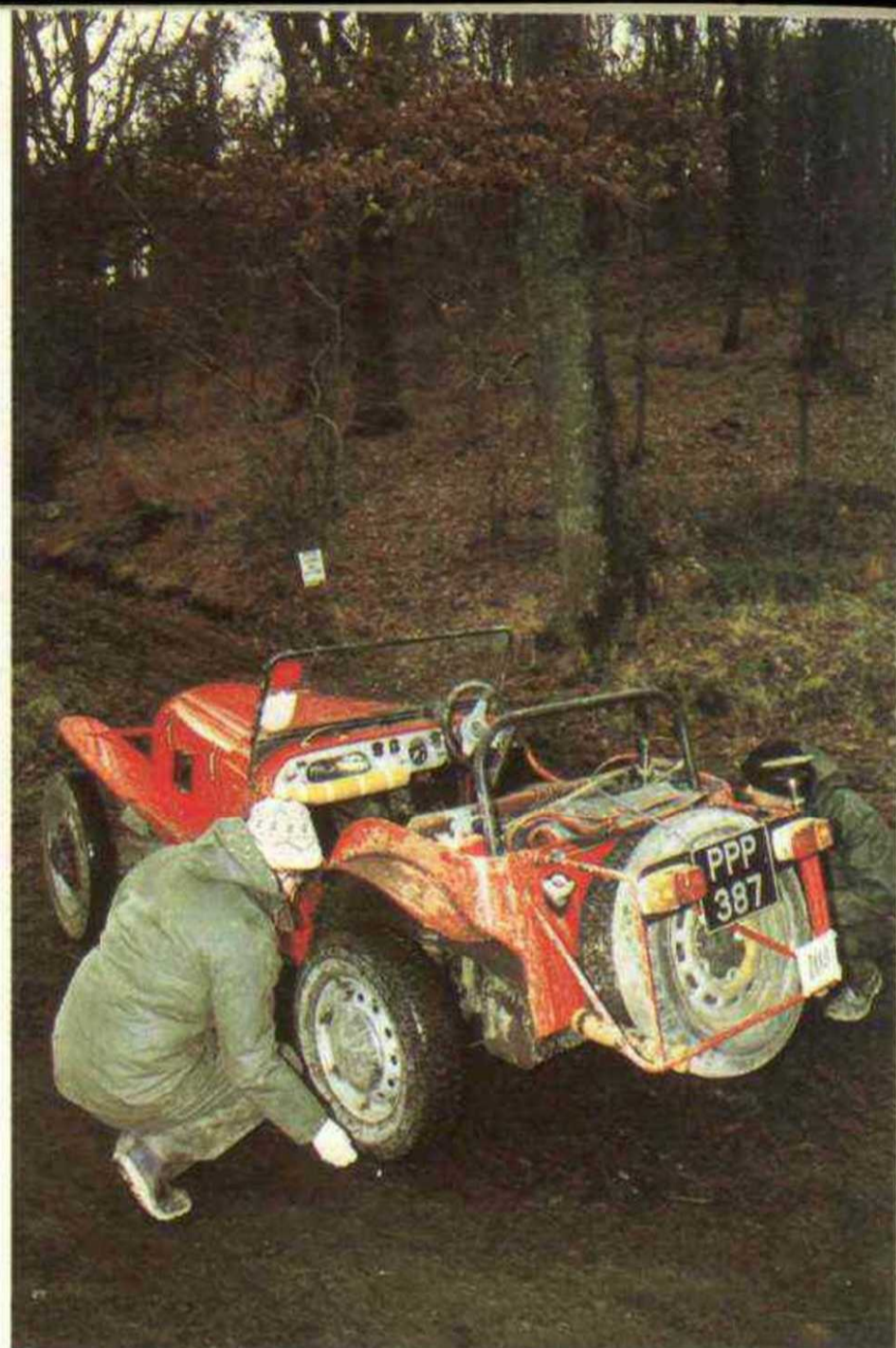




Exeter Trial

INTERMITTENT RAIN made the going slippery for the 58th Exeter Trial, organised by the Motor Cycling Club in January. Above, J. G. Wood's Dellow which had a sticky moment on Norman's Hump. Beetles abounded, as always: Ryle's 1800 cc example, below, carried two spare tyres and three back seat passengers to aid traction.

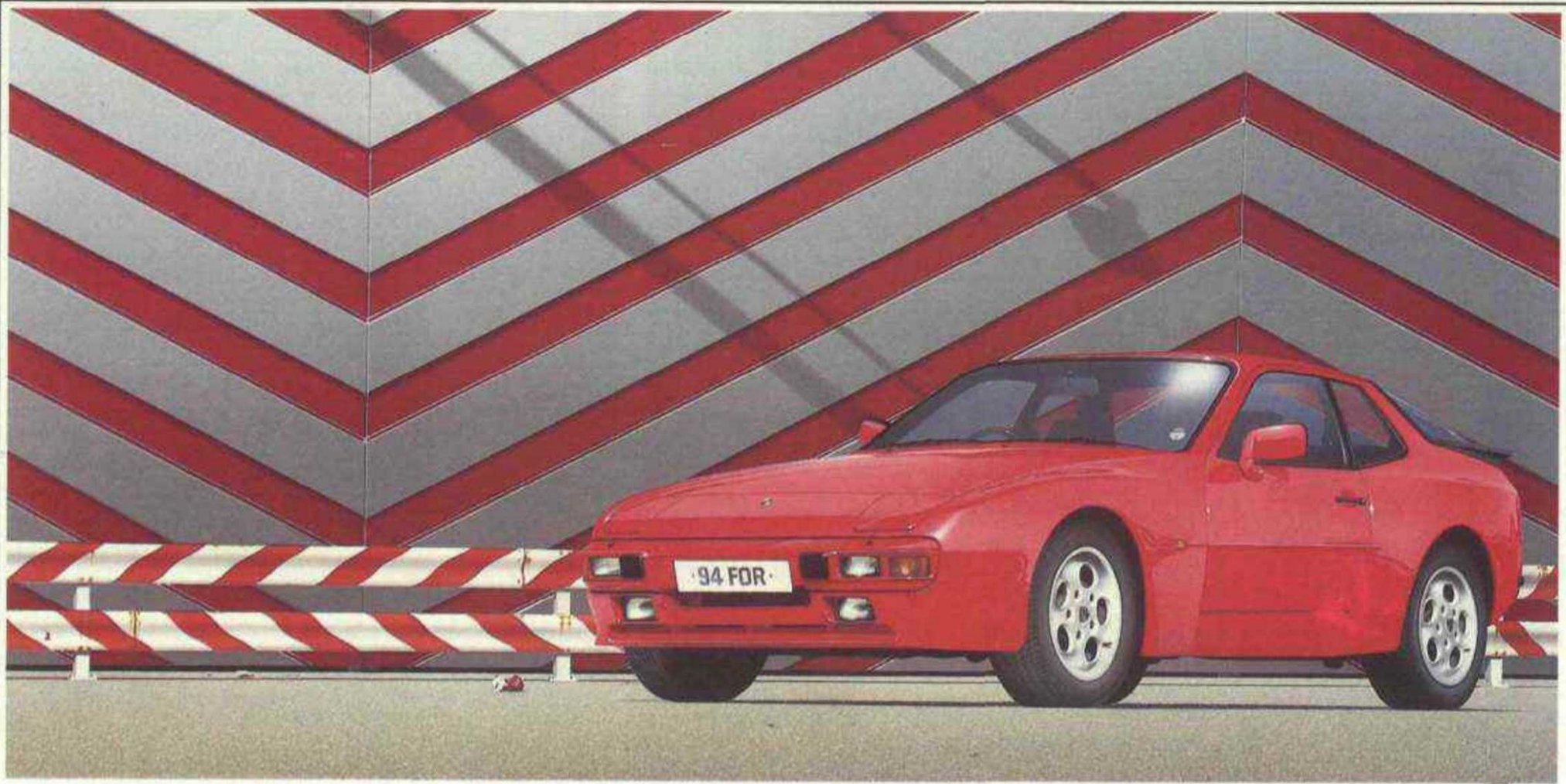




MG OWNERS always make a good showing on the Exeter: above, the 1938 MG TA of N. R. Wood makes steady progress on Simms, while below, B. J. Smith's 1936 PB entertains the onlookers at Fingle. Also seen at Fingle are J. Clarkson and passenger, right, letting air out of the rear tyres of the Dellow-like Gregory Special to improve the grip.



BRAM



Michael Engel

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SERIES

Two at the Top



AYRTON SENNA bears the responsibility for prompting this particular article! When Team Lotus's number one driver decided to veto the recruitment of Derek Warwick as his team-mate at the start of the year, his attitude provoked a wide-ranging debate amongst the Formula One fraternity. But, aside from questioning whether it is prudent in the long term for a team to allow its number one driver to dictate terms, Senna's strategy set me thinking about the pros and cons involved when two star performers come together, side-by-side, driving for the same manufacturer.

Over the years there have been many examples of this phenomenon. Some combinations have grown into positions of strength, such as Stirling Moss with Juan-Manuel Fangio at Mercedes-Benz in 1955, or Francois Cevert with Jackie Stewart from 1970 to 73. Others have been put together with a calculated confidence, such as Colin Chapman's pairings of Jim Clark / Graham Hill and Emerson Fittipaldi / Ronnie Peterson, while others have come about almost by accident in the way that Mario Andretti and Ronnie Peterson found themselves paired together at Lotus in 1978 or Niki Lauda inherited Alain Prost as his driving partner at short notice when the Frenchman switched from Renault at the end of 1983. The purpose behind having a strange driving team is to ensure that if one drops out, the other car has a near-equal possibility of winning. But the other side of this coin sometimes involved dealing with thinly-suppressed hostility, lack of trust between the two drivers and an air of suspicion with both men keeping an eagle eye on each other's equipment to make sure that neither is afforded an unfair advantage.

Of course, there has been a major shift of emphasis in terms of loyalty over the past 30 years. In the three and four car squads operated by Alfa Romeo, Ferrari, Mercedes-Benz and Vanwall in the 1950s, a strong team spirit prevailed and, to a large extent, the individual ambition of a particular driver was often subjugated to the overall good of the manufacturer. Over the past three decades, an increasing amount of all-round interest in the World Drivers' Championship has tended to imbue drivers with a more selfish point of view. Often, they become individuals who just happen to drive for the same team, spurred on by as much competitiveness (even antagonism) to their nominal team-mate as to any driver in a rival team.

GREAT DUO: Jim Clark and Graham Hill lap Chris Irwing's 2-litre BRM during the 1967 British Grand Prix at Silverstone. The Lotus 49-Cosworth V8 was in a class of its own at the time and Ford was anxious to have a top class driver in both Lotus seats.

Enzo Ferrari, of course, added another dimension to the task of running two or more top drivers in a team. The Grand Old Patriarch of Formula One has never denied that his ambitions are always focussed towards winning the Constructors' Championship but that has never prevented him allowing a free-for-all on the circuit, where team driver is set against team driver. Sometimes team orders have been invoked, but on other occasions the contest has been left open for the drivers to squabble all the way to the chequered flag.

At Monza in 1956, a spontaneous sense of generosity and respect for his elder colleague prompted Peter Collins to relinquish the cockpit of his Lancia-Ferrari, thus enabling Juan-Manuel Fangio to clinch another World Championship title. By that stage in his career the Englishman was widely regarded in some quarters as a World Champion in the making himself, but that did not prevent him from giving up an outside chance of taking the title. Of course, Collins and his team-mate Mike Hawthorn epitomised the post-War breed of enthusiastic amateur racers — amateur in the sense that they enjoyed their driving with an obvious gusto and zeal — and Peter reckoned (wrongly, as it tragically transpired) that there was still plenty of time left for him to do all the winning he wanted.

Always anxious to maximise its chances of winning races, the highly professional Mercedes-Benz team did not shrink from signing that other British rising star, Stirling Moss, to run alongside Fangio throughout the 1955 season. The Argentinian ace was at the absolute zenith of his Grand Prix achievement, mid-way through a career which would bring him a total of five World Championships. More importantly, he was shrewd enough to appreciate Moss's star quality and obvious promise. But there has never been any remote hint that Fangio ever felt anything but totally confident in his position as team leader. He was certainly not paranoid about the presence of a brilliant new boy racing with him — a problem which would afflict several top names in the years that followed!

Of course, the Fangio/Moss partnership at Mercedes-Benz was

highlighted by that great day at Aintree when Moss won the 1955 British Grand Prix, slipping ahead of his team-mate on the last lap to win by barely a length. Much has been written about this historic moment and Moss has frequently gone on record as saying he has never been *quite* certain whether or not Fangio handed him the race. Stirling reckons that if that was the case, then Fangio did it with an almost magical sleight of hand, not in any way wishing to detract from the Englishman's great day on home soil.

Again, Fangio was a *team* man. If, as has been suggested, the Mercedes-Benz management was keen for Moss to win in Britain as a gesture towards placating the anti-German feeling which remained following the Second World War (only ten years past in the history books, remember) it is inconceivable that the great Argentinian ace would have even murmured any objection. Nor would he have made it public.

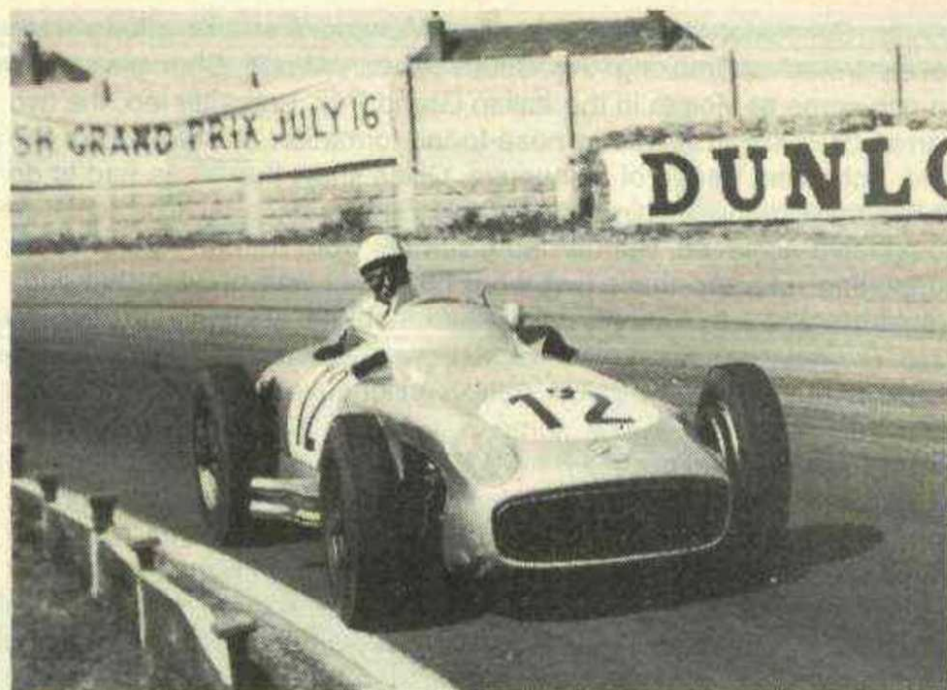
You might like to contrast that sunny afternoon in Liverpool, almost 31 years ago, with the events that took place in the closing stages of the French Grand Prix at Paul Ricard as recently as 1982. Despite suffering a recent run of bad luck, Alain Prost still retained an outside chance of winning the World Championship, and the Renault team management was anxious for him to be given the maximum assistance to achieve that ambition.

René Arnoux, by no means a slouch, had qualified his Renault RE30B on pole position fractionally ahead of Prost, but had agreed that he would allow Alain through to win should the two cars find themselves running in 1-2 formation at the head of the field. This is precisely what happened, although in the closing stages of the race Prost dropped back some 20 sec, grappling with understeer caused by a broken ground effect side skirt. Arnoux clearly thought that this changed the game plan and, despite receiving signals from the pits instructing him to drop back, speeded up and won the race. For Renault, the tense atmosphere which reigned in the paddock afterwards detracted from the achievement of a 1-2 finish in front of the marque's home crowd. It was a classic example of a driver putting personal ambition ahead of team priorities, although many people sympathised with Arnoux in his dilemma.

Frank Williams never made a more cogent remark than stating that a driver was merely an employee of the company for which he races. "I have almost eighty people working for me," said Williams a few years ago, "and my number one driver may be my most *important* employee — but he is still an employee." Ironically, at the start of 1981, the Brazilian Grand Prix at Rio de Janeiro saw Carlos Reutemann win against team orders from Alan Jones, a performance which earned him a "fine" from the Williams team when it came to paying out the prize fund. Carlos simply could not reconcile himself to "throwing" a race when the moment came to do so. Wins don't stare you in the face very often, certainly not for the Formula One driver of the 1980s, and again, many people sympathised with Reutemann. Not Alan Jones, though, the man he beat across the line that afternoon. . . .

In Ronnie Peterson and Gilles Villeneuve, Grand Prix racing had two of its most honourable drivers ever. Back in the summer of 1973, Peterson tried to help Emerson Fittipaldi win his second consecutive World Championship. Ronnie had been recruited by Colin Chapman at the start of the season and quickly proved himself probably the fastest man of all in the Formula One firmament. But at the Osterreichring, he deliberately deferred to Fittipaldi in order to help keep the Brazilian's title chances open. Victory in this Austrian Grand Prix fell into Peterson's lap after Fittipaldi's Lotus 72 dropped out with a broken fuel line, but that in no way detracted from the spirit of the gesture. But when the Italian Grand Prix at Monza came round, it was every man for himself. Peterson was generous, but not *that* generous! He wasn't prepared to concede another victory, and led his team-mate over the line to win!

Just over four years later, Ronnie's career was in a decline. He spent a frustrating 1977 season grappling with the troublesome Tyrrell P34 six-wheeler, then anxiously cast around for a fresh opportunity the following year. He found it in what looked like the least likely place — Lotus. Colin Chapman signed him up as number two to Mario Andretti. Ronnie had attracted some personal sponsorship which, in effect, enabled him to "buy" his seat at Lotus — the funds thus realised



STIRLING MOSS at Aintree during the 1955 British Grand Prix. Did he beat Fangio or did the World Champion allow him to win on home ground?

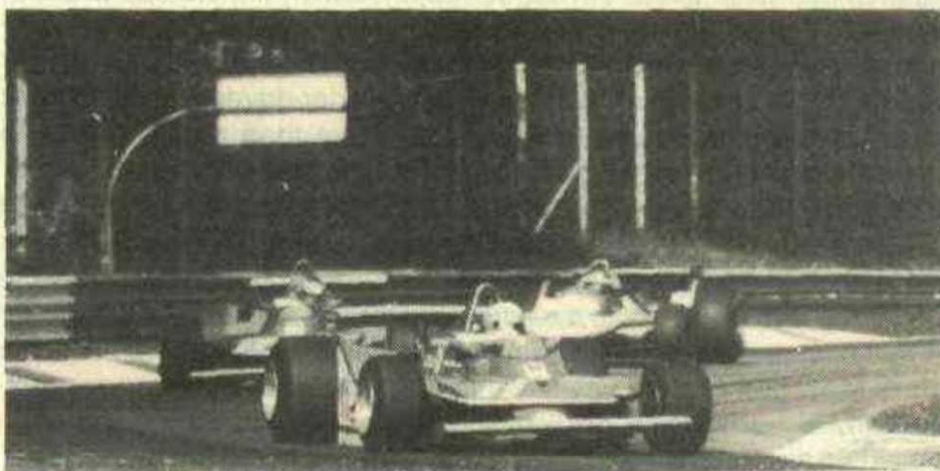
enabled Chapman to pay Mario's driving fee, by then getting pretty expensive!

Andretti admits that he was apprehensive about the arrangement when he first heard about it, feeling that Ronnie was too good to have to take a step backwards in this manner. Privately, he was worried that Ronnie might go against his word and try making it a race to the World Championship. He need not have been concerned: Ronnie spent most of the year following in Mario's wheel tracks and the combination of their driving talent and Chapman's sensational Lotus 79 will long be recalled as one of the great Grand Prix racing partnerships. Sadly, Peterson died from injuries sustained in an accident at the start of the 1978 Italian Grand Prix and an heroic chapter was closed for good. Andretti described him as "one of the most honourable, thoroughly good guys I have every met. . . ."

Some partnerships look doomed from the outset, yet flower unexpectedly and productively. Such was the situation at Ferrari at the start of 1979 when Jody Scheckter joined the team, replacing Carlos Reutemann as partner to Gilles Villeneuve. Jody was a little World-weary by this stage in his career, anxious to have one last big shot at the World Championship which seemed to have eluded him so consistently over the previous five years. People worried about how his sometimes-grumpy manner would mesh into the Maranello way of doing things.

In this case everything worked out famously. Scheckter and Villeneuve got along wonderfully well, emerging as close friends by the end of their first season together. Jody had an almost paternal affection for the French Canadian new boy, recognising in his uninhibited driving style some of the qualities which he himself had displayed as a novice back in late '72 and early '73. For much of the year they were rivals for the title, yet it says much for Scheckter's nerve and personality that he refused to be ruffled after Villeneuve won at Long Beach and Kyalami early in the year.

SCHECKTER leads Villeneuve at Monza in 1979; The French Canadian played second fiddle all the way to the chequered flag, assuring Jody of the World Championship.



After Scheckter won at Zolder and Monaco, Ferrari's efforts were concentrated on making the South African World Champion. The crunch came at Monza in the Italian Grand Prix. Lap after lap, the two Ferrari 312T4s circulated in nose-to-tail formation at the head of the field, Scheckter ahead of Villeneuve. Gilles knew that all he had to do to win the Championship was to pass Scheckter, a task he feels he could have achieved. But he had given his word that he would play a supporting role and that's just what he did. "I was praying that Jody would break down, though!" he winked as his only comment after the race.

At the start of 1982, unfortunately, Villeneuve discovered that not everybody behaved in the same way as he did. When team-mate Didier Pironi slipped past to win the San Marino Grand Prix at Imola — against team orders — Villeneuve was consumed with inner fury. He was adamant that Pironi had cheated him and he vowed he would never speak to the Frenchman again. "From now on, when I see his car out on the circuit, I will treat it just like a Brabham, a Lotus or a McLaren," he insisted. Alas, two weeks later, Gilles was killed during practice for the Belgian Grand Prix at Zolder. The two men never made their peace . . .



AGAINST TEAM ORDERS Carlos Reutemann (leading) beat Alan Jones in the rain-soaked 1981 Brazilian Grand Prix. Frank Williams and Patrick Head were not amused. . .

Villeneuve was one of those drivers imbued with a high level of self-confidence, an inner conviction that he was the best. Like Peterson, he was worried about no other driver and did not feel challenged by anyone nominated as his partner. By the same token, the late Jim Clark had no reason at all to object when Graham Hill was signed to join Team Lotus at the start of 1967.

Chapman's new Lotus 49 was to re-write the parameters of Grand Prix car performance in the second half of that particular decade and the Ford Motor Company, which financed the manufacture of the Cosworth DFV V8 engine, was anxious that another prestige "name" should join Clark in the Lotus line-up. The twice World Champion Scot did not take exception to this decision, confident that he could beat Hill anyway. But, when one thinks of his status within the motor racing World at the time, he might well have been forgiven for trying to object to Hill's nomination. That he didn't provides another insight into the man's true quality.

It is nice to see a new boy developing under the tutelage of an experienced Champion, but so frequently such partnerships are torn asunder when one or other moves off to another team. Either the new boy feels his progress is being thwarted by the more experienced driver who he thinks is keeping him down, or the older driver feels he should be off to collect his pension elsewhere before the new lad begins to make a fool of him. Happily, it is not *always* like this!

Ken Tyrrell was lucky to have a fine "teacher/pupil" team between 1970 and 73 in Jackie Stewart and Francois Cevert. Stewart had been instrumental in selecting Cevert from the Formula Two maelstrom and the young Frenchman was a willing pupil throughout their time together in Ken's team. Tyrrell admits that Francois absolutely idolised Jackie in every way, wanting to emulate his achievements in every respect. Stewart, in turn, felt in no way threatened and came to look upon Cevert as his protégé.



DISCIPLINED: Ronnie Peterson follows Mario Andretti dutifully round Druids during the early stages of the 1978 British Grand Prix at Brands Hatch. Peterson adhered to the terms of his contract scrupulously throughout the year.

By the middle of 1973, Stewart not only knew that he would be retiring at the end of the year, but also appreciated Cevert was getting to the point that he could run quicker than him in some circumstances. The intention was that Francois should assume the team leadership in 1974, sliding into the number one berth logically and unobtrusively in the wake of Jackie's retirement. Sadly, it wasn't to be: a brutally destructive practice accident at Watkins Glen on the eve of the United States Grand Prix left the racing World mourning the man who looked likely to become France's first World Champion.

For sheer philosophical resilience, three times Champion Niki Lauda takes some beating. He has been paired with some extremely high calibre team-mates during his decade at the top of Formula One — and has never batted an eyelid about any of them! He got on well with Clay Regazzoni between 1974 and 76, sustained a healthy disdain for Carlos Reutemann in 1977 and then switched to Brabham where he worked with John Watson and Nelson Piquet, both of whom became good friends.

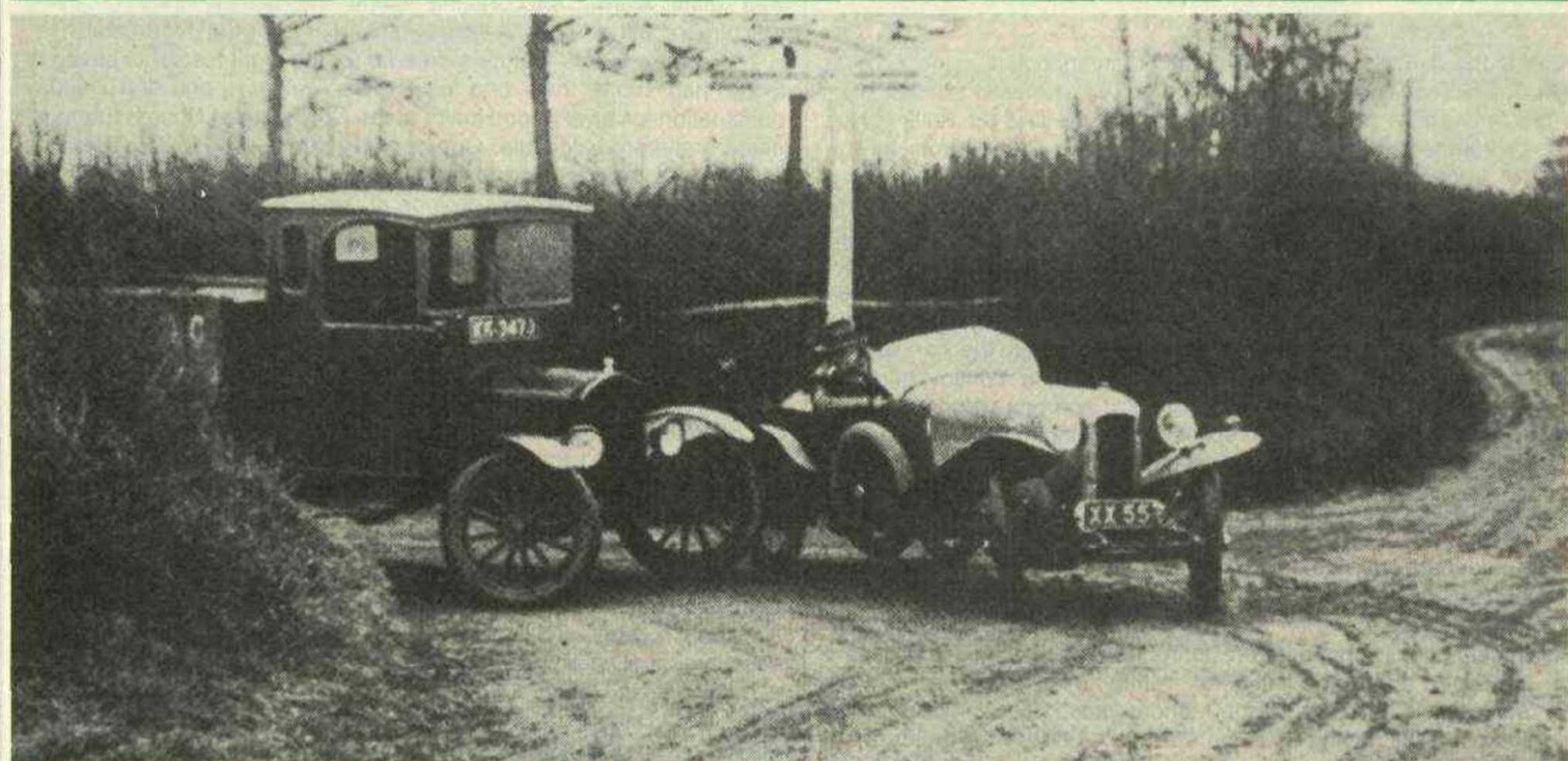
After his "interregnum", Niki returned to the cockpit with McLaren at the start of 1982. Here he met up with John Watson again and the two men formed a mature, sensible partnership. When Watson was replaced by Alain Prost at the start of 1984, Lauda held his peace but seemed slightly concerned that the Frenchman had arrived on the scene. Yet Prost praises the Austrian as being absolutely honest, open and direct. "If he thinks you are an idiot, Niki will tell you to your face," said Alain admiringly. Seasoned and experienced hands who have accumulated more Grand Prix wins between them than anybody else racing regularly in 1985, Prost and Lauda conducted themselves as adults. And when Lauda took off the gloves at Zandvoort last summer and administered a rare beating to Prost, the Frenchman simply applauded his team-mate's performance once the race was over. They were both Big Boys operating in a Big Boy's World.

It is unlikely that Prost will feel slighted by Keke Rosberg's position in the McLaren International team this coming season, nor Nigel Mansell by Nelson Piquet's recruitment by Frank Williams. But Grand Prix racing drivers can be complicated individuals, unpredictable and frequently volatile. Many of them are true thoroughbreds of their chosen calling — and display the temperament which also sometimes goes hand-in-hand with that star quality.

It is the dream of many a team manager to have the World's two top drivers starting from the front row of the Grand Prix grid in his own two cars. But it is not always plain sailing by any stretch of the imagination and, just as Nelson Piquet objected to Ayrton Senna's inclusion in the Brabham team at the start of 1984, so Senna has now tried to protect his position at Lotus — before the first car has rolled out onto the circuit at the start of the New Year.

By the time these words are read, we should know whether he has been successful in keeping Warwick out — or whether the Lotus management has decided that two top drivers are better than one. A.H.

Veteran-Edwardian-Vintage



To Trail or not to Trail . . .

A CONTEMPORARY magazine has commented editorially on the VSCC's decision to penalise in future those competitors who bring cars to its trials on trailers by a matter of 10 points. It argues that the VCC does not so penalise pre-1918 cars going on trailers to its events (although on the Brighton Run, quite rightly, there is disqualification for those whose veterans are followed along the route by trailers). The point is also made that the VCC uses easier routes or separate events for the more-breathless motor-cars. Well, that is expressly the purpose of the VSCC's Light Car and Edwardian Section.

There was a time when we got quite apoplectic on seeing vintage cars coming to driving tests and races and other events on trailers. But in recent times, what with the increase of traffic on our roads, the value of Motorways for reducing time on long journeys, the high cost of tyres for vintage vehicles, and the cost of taxing a car for a one-day event, we have relaxed this view and now stand quite placidly by, as trailed vintage cars roll into VSCC paddocks. So perhaps the rule has been introduced too late? If it is confined, as the contemporary's editorial says, to vintage *trials* it makes more sense, because the VSCC includes public roads for such events, so saving on tax does not enter into it. Even so, it may result in fewer entries, and could be difficult to enforce. Of course, if they arrive with a competing car on a trailer they will own up! But how does one interpret the rule, to the satisfaction of both Club and competitor? One entrant may have such a long haul to the event that he stays overnight nearby, and drives his competition entry to the venue the next day. Hand on heart, he or she can say the car arrived under its own power. But the fellow who had intended to hide away the trailer a few miles from the event, but on the same day as the event, may feel the answer to did you or did you not trail may have to be "Yes". This well-intentioned rule could cause problems and may have come a bit late in the day, although the thinking that prompted it is entirely commendable. — W.B.

MOTORING AS IT WAS — The roads of the 1920s were so free of traffic that the niceties of parking had yet to be perfected, as this Model T Ford van, obstructing the Amilcar, reminds us.

A Pioneer Ford Dealer

ON November 7th, 1910 Henry Ford disembarked at Southampton after his voyage from America and later the same day — for Ford did not hang about — Percy Hendy appended his signature to a Dealership Agreement with the Ford Motor Company of England, becoming the first Ford Main Dealer in the British Isles. This is recorded in a little booklet "The History of Hendy Lennox — 1910-1985" published by the Hendy Lennox Group, of Chandler's Ford, near Eastleigh in Hampshire, a group embracing eight companies in the area.

The origins of the Hendy Lennox Group go back to 1859, to Percy's father's clothing and bicycle shop in Whitchurch, which he moved to Southampton. There the Falcon bicycles were assembled and when motoring arrived F. A. Hendy was an early owner of a two-cylinder Benz, which the Group still owns. In 1899 the firm took on agencies for Benz and Bolleé vehicles. They began to deliver cars all over the country and on one such journey the late Percy Hendy was taking a Benz to the Lake District when, on a hill near Shrewsbury, a belt broke and in turning into the bank as the car ran backwards, it fell on its side. However, some convicts—were working nearby and they lifted the Benz onto the next carter's dray that came along, and repairs were done in the town. The Company expanded and by 1911, when the £115 Model-T Ford was being made in Trafford Park, Manchester, staff from Hendy's Above-Bar Garage used to go to Manchester and drive cars and commercials back to Southampton. In 1913 premises were acquired in Bournemouth, and in Southsea the following year, the former still occupied by the Company. During the 1914/18 war Hendys was engaged on Fordson tractor servicing and repair, essential to feeding the Nation, and the subsequent rapid development of the

Group is well told and illustrated in the booklet, from the early times, up to the present, when it employs some 600 people and sells 10,000 new and used vehicles annually. We were interested to note that the Chandler's Ford tractor depot was opened in 1938 by Sir Malcolm Campbell, who was a friend and motor-racing contemporary of Gordon Hendy, grandson of the Group's founder, who raced Austin 7s at Brooklands from 1925 onwards. We do not know if any of these booklets are still available but those who are interested in Ford history might do worse than apply to the Hendy Lennox Group's Advertising Manager at the Chandler's Ford address, mentioning MOTOR SPORT. W.B.

V-E-V Odds & Ends — According to an obituary notice in the *Toronto Star*, Job Scragg, who died at the age of 101, a master painter, had, before he went to Canada in 1907, painted the first six Rolls-Royce chassis-frames and later put the finely-detailed coat-of-arms on the body of Lady Eaton's Cadillac. In Canada he founded a chain of body-painting shops, which he sold when spray-painting became universal, because of his love of painting with brushes. From another paper, the *Andover Advertiser*, we learn that when Sqn Ldr Ian Little was testing his Rotabuggy air-and-road machine before the war it was towed by "a supercharged four-litre Bentley", as the fastest car Little could then find, the jeep becoming airborne when the car was in second gear, before a substitute was found in a Whitley bomber. Four-litre is obviously a misprint for 4½-litre and one wonders whose blower-4½ Bentley this was? A replica of the flying-jeep can be seen at the Wimborne Aviation Group's Museum at Middle Wallop, the original having disappeared after it was damaged in a heavy landing at Beaulieu aerodrome, following a parachute drop.

The older cars look like being committed to some long runs this year, with the RAC having a marathon for Classic automobiles, the VCC re-enacting the Prince Henry Trial, and the MCC celebrating its 85th Anniversary by holding a run from John O'Groats to Land's End. This is due to happen during the last week in May, over a 1,017-mile route, pre-1931 vehicles starting on the Monday, post-1931 vehicles on the Thursday, and all having to arrive at Land's End on the Saturday to qualify for an award. The run for the older cars and motorcycles will embrace a night and day route of 348 miles, to Moffat, then a journey of 162 miles, to Harrogate, a 188-mile run to Warwick and a 163-mile haul to Exeter, for the final 154 miles to the finish, an impressive performance for any vintage car or motorcycle that accomplishes it. The more recent cars and motorcycles will have to run right through to Warwick before their night halt. Sponsorship is to be permitted, it is hoped to keep entry fees to those of trials-level, and the three-foot-high Schulte Cup, first awarded in 1908, will be one of the awards. This JO'G to Land's End Run is a replica of an actual MCC event that followed the Club's famous reliability trials, of which the London-Edinburgh-London started in 1904, the London-Land's End-London in 1908 and the London-Exeter-London Trial in 1910. It is well worth joining this oldest of British Motor Clubs and applying now for entry forms, mentioning MOTOR SPORT, to H. M. Tucker-Peake, Upper Stonecroft, Finmere, Near Buckingham, MK18 4JA. Entries for the End-to-End Run are already coming in, from a 1911 Renault to a 1985 Porsche.

Apart from all that, in the forthcoming Mille Miglia re-enactment Lord Montagu intends to partner HRH Prince Michael of Kent in the ex-Count Lurani Austin-Healey saloon that won its class in 1948. Returning again to the article on model cars in last December's issue, Ted Inman-Hunter has sent us a most interesting copy of a booklet listing the Meccano Prize Models that won awards in a 1914-15 Meccano competition. One of the winning models is a Meccano chassis with slightly-vee radiator, a simulation of a fan-cooled four-cylinder engine, half-elliptic suspension, and working steering, clutch, gearbox and brakes, etc. Wheels of suitable size were apparently not then available, so these were made up and bolted to Meccano pulleys. The interesting part is that the builder was none other than F. Gordon Crosby, of Leamington Spa, who was to become the famous motoring artist. No wonder that in later times he built his small son a petrol-engined miniature car in which he could ride! — W.B.

The VSCC at Enstone

IT HAS been said somewhere that any proof the present-day Frenchman needs to endorse his view that the English are mad is provided by the annual Boulogne Bicycling Weekend of the Vintage SCC. Even the English themselves get some confirmation, on seeing owners of stark, weather-protectionless sports-cars of aged lineage taking part in apparently pointless driving-tests in mid-winter, as on the Enstone plateau between Oxford and Chipping Norton on December 7th. Fortunately, this time the sun shone from a cloudless sky and it was quite warm, encouraging some interesting kinds of flying machines (I will not use the term aeroplanes) to join in, overhead.

There were 63 pre-war cars entered for the eight tests, but seven of these had more than one pilot. The weather, and the midday punctuation for a very good lunch at the Crown Inn at Church Enstone, made it all very enjoyable. One cannot really report driving-tests, but goes to see the cars and to meet people. So let us just say that first there were the Edwardians to look at, with Hickling in his racy 1917 Dodge Four Roadster, Roger Collings on his Mercedes (which is actually a veteran only its performance makes one forget this), Hamilton-Gould with his 1909 2.1-litre 14/16 hp Darracq tourer with big exhaust-whistle and the "reversed-Ds" radiator-badge, and the Collings girls sharing the impressive 1912/13 4.7-litre Züst torpedo-tourer. Watching the last-named doing one test, we observed that one daughter clouted a marker-pylon whereas the other daughter didn't; but high-compression horses will not drag the name of which one was which from us. . . .!

There was some controversy, of the nicest kind, as to whether drivers were intended to put both wheels or a back wheel only between close-set kerbs in test-6 and Anthony Rawlings did the former, very quickly and neatly, in his large 1929 Talbot 14/45 tourer. Jane Tomlinson must be a weather-prophet, as she had changed her saloon A7 for a Chummy, and it was evident that 30/98s don't mind trials but seemingly are careful to avoid the dts, for not one was to be seen, although Julian Ghosh arrived late, in a car with a V12 engine, but not of the VSCC kind. . . Alison Moores was going well in her Ulster A7 with the big back boots, Ward used an Alvis Silver Eagle Special thus shod all round and with a special two-seater body, Smalls had a 1½-litre Riley called a "Redstart", to puzzle the Riley Register historians perhaps, and anyone who wanted to be sure of not getting lost on the approaches to Falmouth had only to study the blanked-off "radiator" of the Threlfall-family BSA, or maybe they could have indulged in a little target practice for Bisley, using the BSA bulls-eye on the dickey-lid. As if to cock-a-snoot at the absent 30/98s, Sanders' nice 1926 3-litre boat-tailed Bentley sported a bonnet-strap. The Upstons, predicting the weather correctly, drove a hoodless A7 Chummy. In the first test, called "Lexington Avenue" for a reason that escapes us, drivers had to sprint quite a long way to the finish after parking their cars, but whether this is a new move on the part of the VSCC to contribute to the Nation's fitness, or was done to ensure that only active competitors took part in the rest of the frolics, we do not know.

There was interesting variety among the entrants, with Pritchett in a smart side-valve 11.9 hp Riley, Britnell in his back-anchored Type IS 1926 De Dion Bouton, the Lees with a flat-nose Morris Cowley, Dearden-Briggs proving that his 1922 900 cc Amilcar is less frail than it appears, Rosoman with his 9/20 hp Humber, Conway Junr in the Type 44 Bugatti tourer, President Marsh in flying helmet and Type 13, Binns in his HRG (do they perform better in their Anniversary year?), while it was nice to observe the good Amilcar attendance, with Lee's Salmson "1½-seater" to support them, or *vice-versa*, and to see Knight's OM and Tony Jones' Cup Model A7 out again, and we can confirm that even the Edwardian Züst did not hold up modern traffic on the run home. . . — W.B.

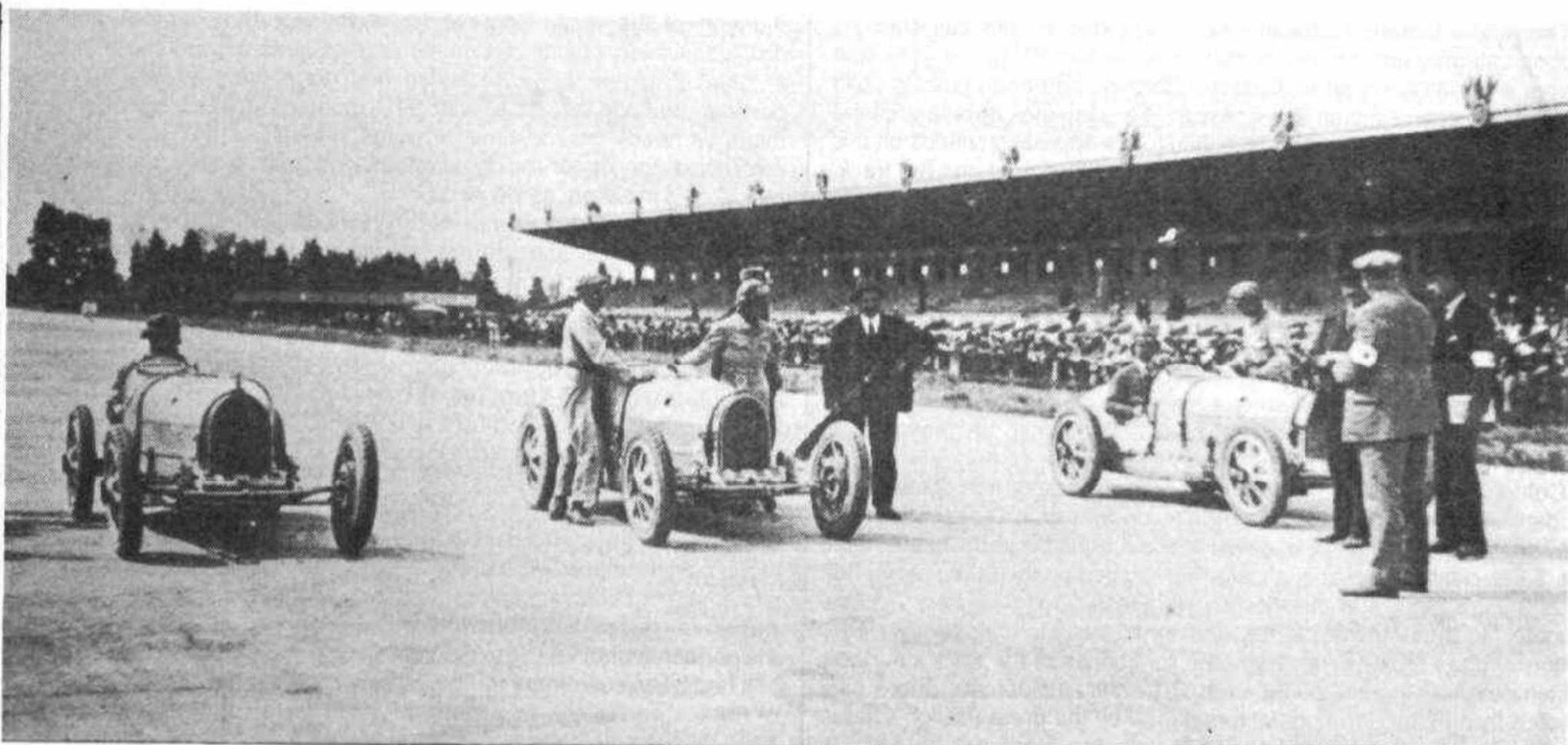
RESULTS

First Class Awards: C. Hamilton-Gould (1909 Darracq), P. J. Livesey (1922 Amilcar), D. R. Marsh (925 Bugatti), D. J. Lee (1927 Salmson), M. R. Garfitt (1937 Frazer Nash BMW), E. C. Leith (1930 A7).

Light Car: B. Dearden-Briggs (1924 Amilcar).

Edwardian: Miss A. Collings (1912/13 Züst).

Touring: C. S. A. Lees (1927 Morris).



A FORLORN FRENCH RACE TRACK

WITH forthcoming plans for the partial restoration of the old Brooklands Motor Course likely to come to fruition in the not too distant future, I feel tempted to recall another track that was nothing like as popular or successful as the one at Weybridge, yet which ironically has survived, it could be said in a more complete, if derelict, state. I refer to Miramas.

The Miramas Track, a good 30 miles from Marseilles in France, was the idea of racing-driver Paul Bablot. When I wrote about those drivers with exceptionally long racing careers I might well have included Bablot. He took third place in the 1906 Targa Florio and was still driving for Hispano Suiza up to about 1923. In between he had been a member of the Brasier, Lorraine-Dietrich, and Delage teams. Indeed, he finished in 12th place for Brasier in the 1907 French Grand Prix, even if the car was only able to average 51.8 mph, to the winning Fiat's 70.5 mph. Driving one of the big chain-drive 15-litre Lorraine-Dietrich GP cars in 1912 Bablot failed to finish. He then transferred to the ever-improving Delage team and in the Grand Prix, he came home 4th, although he failed to finish in 1914. Before this he had vanquished Peugeot's driver, Boillot, in the 1911 *Voiture Legeré*, for Delage.

After this Bablot put it all behind him and concentrated on the building of a race track not too far from his native city of Marseilles. Perhaps the successes of Hugh Fortesque Locke King's Brooklands had spurred this ambition, coupled to the fact that close to Paris the Monthéry Autodrome was being built, and with motoring on a post-war ascendant, a race venue by the busy port of Marseilles, and far from the other course at Paris, no doubt seemed an assured winner. What was more, this track, at Miramas, was easy to construct. The barren piece of land called La Crau, between Salon and St. Chamas, consists of a dead-level plain with a floor of sand stones, some 20 miles long by 20 miles wide. In this desolate place, which is crossed by the main PLM railway line from Paris, Bablot proposed to build his track, in the Eastern corner. The ground was already level, concrete could be made readily from the stones that lay all about, and the value of the land for any other purpose was almost nil.

In the early spring of 1924 concrete-mixers and armies of steam-rollers moved in, to begin work on the almost flat five-kilometre circuit. The form was symmetrical, the corners being at a radius of 475 metres, giving them a length of almost 1/3rd of a mile, which was deemed sufficient to obviate the need for more than a 3% banking. (At the Indianapolis Speedway in America, where the bends are much tighter, with a radius of 840 ft, a 16 2/3% banking was deemed sufficient for the first 50 ft of the track-width the top 10 ft being banked

THE FRENCH GRAND PRIX came to Miramas in 1926, a farcical race in which only these three 1 1/2-litre Bugattis with, at last, superchargers, competed, Goux winning, but de Vizcaya retiring early and Costantini being flagged-off, many laps in arrears.

at 36 2/3% with a 2% banked approach to these turns). The Miramas straights ran into the bankings on 250-metre parabolic curves. The surface was formed of a thin layer of cement over the stones, which apparently made for an uncomfortable ride. The track, the first in France, was in a private park of 988 acres surrounded by a seven foot high wall nearly five miles round with a tunnel in the course.

Confident that with a race course in such a promising location and with the growing interest in motor-racing large crowds would be attracted, Bablot arranged for very large and well-appointed grandstands to face one straight, able to hold some 50,000 people and garages for the racing cars were provided. A four-storey control-tower faced the other straight, behind the row of permanent pits. Miramas Track which had cost perhaps £100,000, was ready by July 1924 and it was opened in the presence of the Minister of Public Works, the President of the ACF and the Prefect of the Bouches-du-Rhone Department. An all-embracing programme was planned for the first meeting, as was to happen at Monthéry later that year, French logic suggesting presumably that the crowds might be won over if every kind of racing, from motorcycle events to those for big racing-cars was provided, even though at Miramas this meant starting at 7 am and not finishing until the evening. Miramas had stolen a considerable march on Monthéry, for the Paris Autodrome wasn't opened until October 1924, with a *two-day* mixed meeting, composed of 100-mile class events that bred monotony, although Parry Thomas in the Leyland-Thomas lapped at 131.89 mph, whereas at Miramas lap-speeds, it seems, were at that time in the region of only 95 mph. The stands at Miramas on that opening day were but half-full, suggesting an attendance of only 25,000 or less.

At that inaugural Miramas meeting the 101-mile Autodrome Cup all-comers' race had been won by the Argentinian driver d'Algaza in his Sunbeam, at 91.34 mph, from Arthur Duray driving a D'Aoust and Albert Guyot in a Guyot, and the onlookers had to watch an even longer, 155-mile, contest for the Cyclecar Prize, which was taken by the Amilcar of Orello, at 61.75 mph, with Asdrubal's Amilcar in second place, beating Bac's Salmson. An attempt was made to liven up the featureless 3.1-mile circuit in 1925 by staging the 313-mile Provence GP there. The regulations stipulated atmospherically-induced cars, so the STD racing department removed the blowers from the team of "Invincible" Talbot-Darracqs and sent Segrave, the amateur Count Conelli, and George Duller down to do battle.

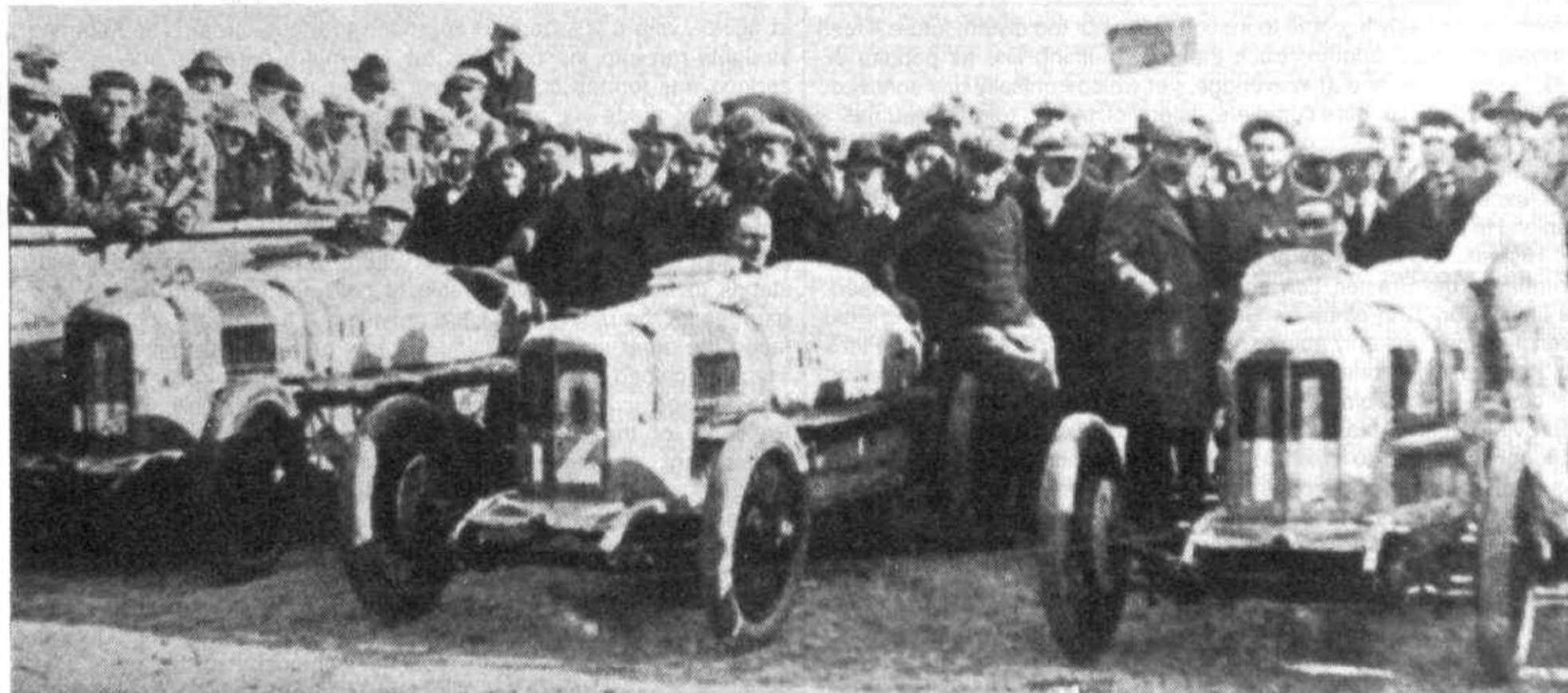
The race apparently attracted 42 entries, divided into four classes, the top category for cars of unlimited engine-size. To give a very faint flavour of road-racing an artificial hairpin bend had been built, of solid concrete on one of the straights, which, it is said, took out many of the entrants, it presumably being difficult to judge approach speeds on this flat and otherwise full-throttle track. Turning sharp-right into the track, Duller hit a milepost and bent his T-D's front axle, but this was rectified, and the STD team finished 1,2,3 in the 1½-litre class, and 1,2,4 overall, against far bigger-engined cars, Segrave winning at 78.8 mph, with Conelli following him in, but Vidal's 2-litre Bugatti occupying third place after Duller had been slowed by some of the T-D's h.t. leads coming off. Some accounts of the race say it was intended for standard sports-cars, which is why the blowers had to disappear from the T-Ds, but, if so, they must be reckoned among the more improbable "sports-cars" ever to get round any race regulations. Especially as they ran in stripped racing-trim!

Comdr. Glen Kidston, RN drove very well, to take fifth place in his Bugatti. The 1,100 cc-class was a Salmson walkover, Didier winning at 62.7 mph, from Buc. The Bugattis of Vidal, Kidston and Cozette took the 2-litre class. Massias in an Alfa Romeo tied up the 3-litre class, but at only 66.5 mph, and other finishers included Magnier in a 1½-litre Bugatti, De Bremont in a Mathis, and Jonan's La Licorne. The 24-hour-record Bignan broke a valve and the roughness of the track's surface eliminated the Bugattis of Savon and Dufour. Incidentally, there had been a flying-start, the competitors paced by the great French aviator Sadi-Lecoq, and the main award was the Hartford Cup, which suggests that the André-Hartford shock-absorber people had been persuaded to get involved. It all sounded rather inviting, had not Miramas been badly placed, for the wild *mistral* to blow across it,

morning of the race. Segrave found these rather farcical, and he disliked this very cold track and the way spectators wandered about on it. Chief Engineer Louis Coatalen had gone down to see his cars perform, perhaps because, with STD money running out, he felt this might be nearly the last time he would see them race. He was a true enthusiast for motor-racing who enjoyed just seeing and hearing racing-cars in action, as we all do.

Segrave was again winner of the Harford Cup, in one of the 1924 200 Mile Race Darracqs, but at first his car wouldn't run properly (too cold?) and, when it did, inaccurate pit-signals almost cost him the race, as Grover-Williams' Bugatti was closing up fast; but this was rectified at the very last moment, and Segrave won the 155-mile Hartford Cup race at 81.8 mph, with Moriceau second in the yellow single-seater record-breaking 1½-litre Talbot-Darracq. Williams was third, and again the Salmsons wiped-up the 1,100 cc category. Zubiaga's Austin 7 was victorious in the 750 cc class, beating the Octo driven by Berthe, a make from a factory by the Seine which, unlike the Ratier and the Vagova, was never specified as a competitor for the British baby in England. Miramas had shown itself to have a surface very hard on tyres, but it is interesting that the single-seater Talbot managed second place without the advantage of front-wheel brakes, although the hairpin bend had been retained. Segrave, having won twice, was now the permanent holder of the Hartford Cup.

It had been customary for the French GP to be held in different parts of France each year, to spread the benefits to various regions, so in 1926 the Grand Prix was due to go in late June to Miramas, it having been run in 1925 at the just-completed, interesting Monthéry road-circuit that joined the banked Paris track. Unfortunately, the changed GP formula of 1½-litres had caught out the leading contestants,

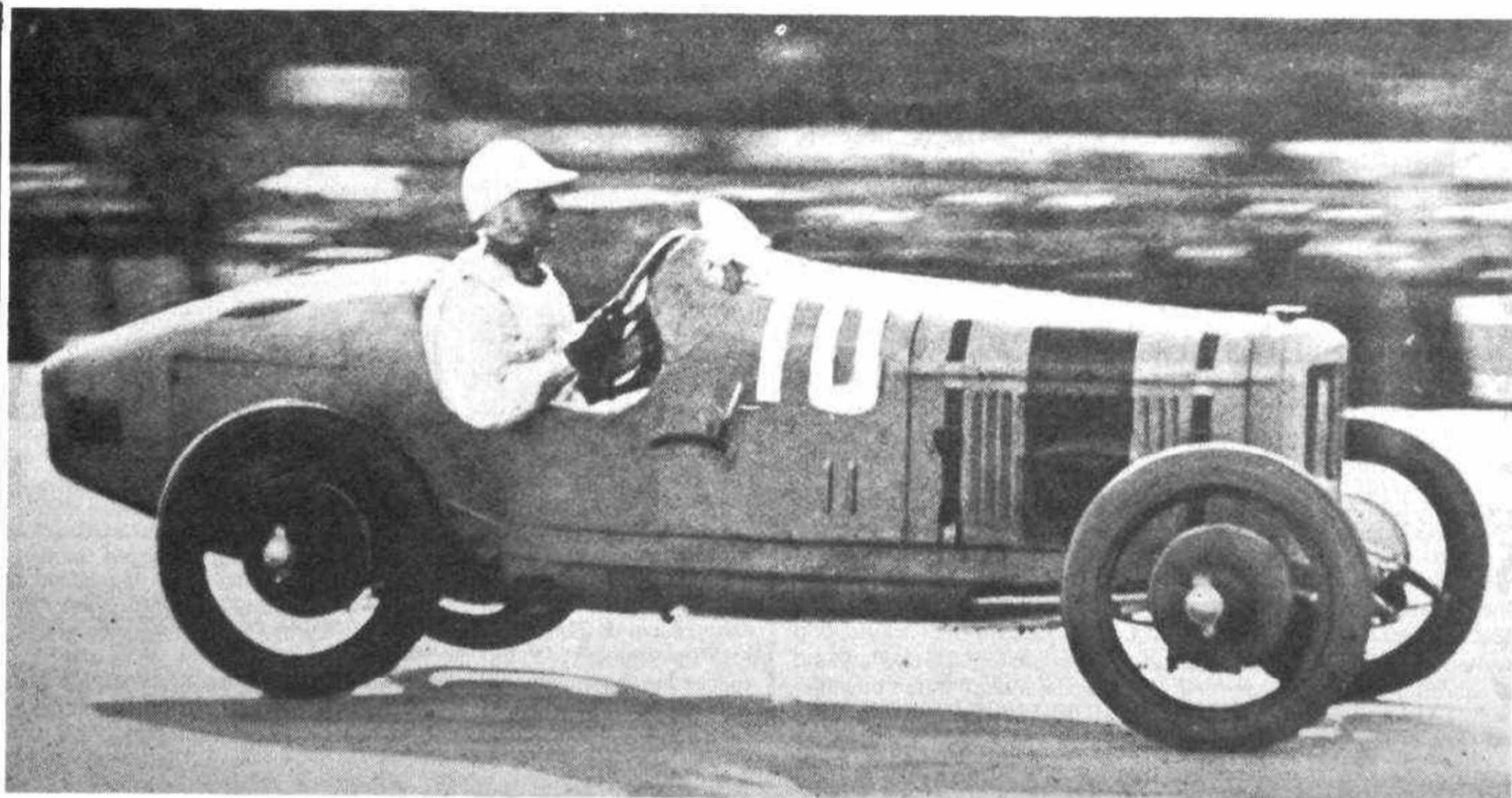


THE VICTORIOUS DARRACQ team after its 1, 2, 3 success in the 1925 GP de Provence at Miramas.

accentuating its bleakness; they say that, to protect its trains, the PLM had erected a screen of cyprus trees beside the line to the Riviera where it crossed the La Crau plain. . .

The following year, in 1926, this GP de Provence was repeated at Miramas. This time it was definitely for racing cars, so the STD team reinstated the T-D's superchargers. Segrave, now the fastest-man-on-earth by reason of his LSR with the 4-litre V12 Sunbeam at Southport, was entered, and 12 days after his record run he travelled down to Marseilles, picking up engineer Bertarione at the Suresnes factory in Paris on the way. The new straight-eight Talbots were not ready, so the old four-cylinder, eight-valve T-Ds were entered, for Segrave, the young French driver Bourlier, and ex-mechanic Moriceau. A good entry had again been received, necessitating 50 km eliminating trials on the

whose cars were far from ready, and the only entries promised to Miramas were teams of STD and two-stroke Sima-Violet cars. The Monthéry GP had been a financial failure and with Miramas so far from the centre of the French Motor Industry there was little enthusiasm for the 1926 race. The President of the AC de Marseilles pleaded that success or failure meant life or death to the new track, and the President of the ACF and the influential Chevalier René de Knyff both slated the French newspapers and the Press in general for showing too little interest. Disaster was in sight when STD withdrew, Delage was known to be unlikely to enter after the close of normal entries (at 5,000 francs per car), and only a lone Sima-Violet was promised, which itself failed to materialise. The regulations omitted the usual cancellation-clause should insufficient entries be received and so it was agreed that even if only *one starter* came forward, the race was on! As it transpired, Ettore Bugatti sent three Type 39A straight-eight GP Bugattis. But that was all, for this once-so-prestigious race. . .



It was even worse than it seemed. Few spectators were prepared to spend a whole hot summer day at the dismal circuit, even less so when Vizcaya retired with piston failure after 46 of the 100 laps (310.8 miles). The fuel was blamed, as it was for the poor showing of Costantini's Bugatti. That left Jules Goux, and to his credit he drove more or less as if pursued, in an attempt to entertain such onlookers as had stayed to watch. It took just over four hours and 38 minutes for Goux to be declared the winner of this pathetic French Grand Prix, at an average speed of 68.16 mph, his best lap having been at 79.4 mph. His only surviving team-mate and the only additional runner, after Vizcaya had dropped out, was flagged-off 15 laps in arrears. *This must rank as the most farcical premier motor race of all time.* . . .

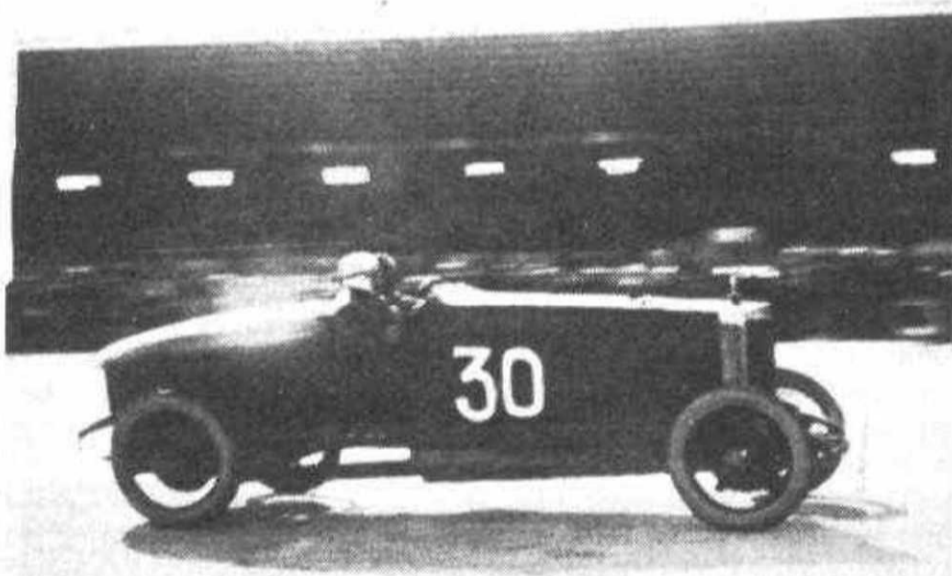
This did not prevent Miramas being used that same year for the *Voiturette* Race of the ACF. Salmson won the 1,100 cc section, an Austin 7 the 750 cc class. In 1926, too, the Carcassonne Renault agent, who was the President of the Marseilles AC, took a 951 cc 8.3 hp Renault and a team of drivers to Miramas and broke several long-distance class records, including the 10,000 miles at 49.17 mph, the ploy being a six-day marathon, which was accomplished at 50.4 mph. Even then there was unpleasantness, for a thunderstorm stopped the little car for an hour just after it had averaged 51.44 mph for 10,000 km, and later two hours were lost when the replenishment depot caught fire. . . .

Miramas then lay dormant until revived for the Marseilles Grands Prix of 1932 and 1933. The great drivers came again to Miramas for these two GP events, Sommer, Nuvolari, and Moll (whose Bugatti challenged their Alfa Romeos by finishing third in 1932) and Chiron and Fagioli, who with Moll, achieved the 1, 2, 3 Alfa victory of 1933. Bonuses had been offered that year to those who led at five-lap intervals and Nuvolari netted ten of these before his 2.9-litre Maserati retired with back-axle trouble. The year before his 2.6-litre *monoposto* Alfa Romeo had set what seems to be the all-time Miramas lap-record, of just under 125 mph, the hairpin bend presumably having been deleted; this was a commendable speed on this virtually unbanked track. The place ran true to form in 1933, the day very hot, spectators, as Segrave had found in 1926, still wandering onto the course, one of whom caused Pierre Felix to spin in avoiding him, and maybe it was the rough surface that resulted in a wheel coming off Dreyfus's Bugatti, causing slight injury to another spectator.

The presence of such drivers had brought large crowds out to Miramas in 1932. Unfortunately, the 1933 race resulted in a fatal

MAJOR (later Sir) H. O. D. Segrave on his way to victory in the Darracq, in the 1925 GP de Provence.

accident to Baron de Waldhausen, who died in near-by Salon hospital after his Alfa Romeo had overturned, seemingly the only Miramas fatality.



THE GP DE PROVENCE was divided into classes and the three-litre category of the 1925 race was won by this Alfa Romeo, driven by Massias.

This support might have looked like a turn-up for this unfortunate track, yet when a well-known motoring author visited it a year later, during a tour of racing circuits old and still current, in his MG Magnette, he wrote: "After an hour's run (out of Marseilles) over narrow and winding roads, following the uncertain guidance of derelict signposts, a battered-looking concrete wall was seen at the side of the road. Two barred gates were found, their approaches thick with grass and weeds, then the main entrance to the track was reached. It was blocked by a flimsy barricade of wire, and behind this lay what, at first sight, appeared to be a typical French farmyard, with chickens pecking about the littered ground and a black dog sleeping in the sun. Only a small girl was in sight, and when she had been persuaded to remove the barricade, the Magnette was driven on over a grass-grown road,

passing executive offices that had become the residence of the family to whom the little girl belonged. The way led across a field and through a row of trees to an open space, at the far side of which reared what must be one of the finest grandstands in all Europe. It is as splendid as it was on the day Miramas was opened in 1924, but it looks out on a scene of complete desolation.

"Its bars are filled with cobwebs and dust; its grimy windows are broken. The control tower has been gutted, its electrical-wires and all its fittings torn out, every floor is heavy with grit and dust, and the only life is that of the giant moths which, when disturbed, batter themselves against the windows. The once-splendid sheds, built to garage racing-cars, now form shelters for farm tools and what should have been a well-equipped workshop is now a byre."

It seems odd that this is how the British traveller found Miramas, so soon after some of the greatest racing drivers in Europe had contested a major race there, especially as others, of similar fame, were to race there in the Three-Hour Sports-Car events of 1936 and 1937, the Delahayes of Paris, Schell and Brunet dominating the first of these and the Talbots of Sommer, Comotti and Divo finishing in 1,2,3 formation in the latter. . .

The Miramas track was never much used for record-attempts, although a Peugeot 301 did take the Class-F 24-hour record there in 1932. But by the time WW2 had broken out 90% of World and International Class records had been made or broken at Monthéry and the score for Miramas was — nil. Yet, derelict though it had become, Miramas survived intact as a motor-course. It was used by Simca to set some long-distance records with an Aronde in 1953, and unless my memory is at fault a new-car release was staged there within quite



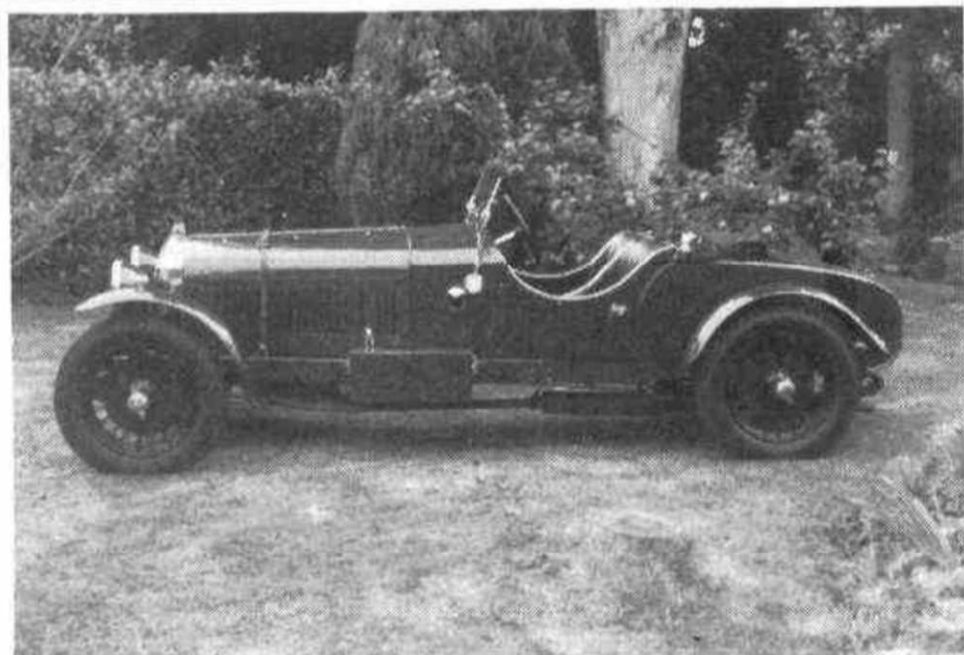
SEGRAVE driving the winning 1924-type 1½-litre supercharged Darracq in the 1926 GP de Provence at Miramas, the last time one of these cars won after what had been such an astonishing domination of 1½-litre racing (since 1921) that they became known as the "Invincible Darracqs". Segrave is seen negotiating the hairpin or chicane.

recent times. It may be that, if you are holidaying in the Carmargue this summer, you will want to try to find this forlorn and forgotten French race track, which has, after all, outlasted others far more famous.

—W.B.

VEV Miscellany

Mic Comber is hoping that some gaps in the history of the 1500 Super Sports Alfa Romeo, which he has owned for the past 23 years, can be filled in by readers. The car was imported early in 1929, along with others, by Mr Stiles of Alfa Romeo (British Sales) Ltd, who wrote about this for MOTOR SPORT after the war. Edgar Fronteras, who was associated with Stiles, had the car, Reg No GU 9699, and it was driven in the Ulster TT by Ramponi and in the JCC Brooklands' "Double-Twelve" and the Irish GP in Phoenix Park by Fronteras, who was also the entrant on all three occasions. It was given a heavy-looking dh coupé body in 1934 and it is thought to have been owned by a lady for a couple of years, from 1936. By the time Mic Comber bought it yet another body, a doorless two-seater by Yimkins, probably put on in the 1950s, had replaced the original very light two-seater body. In 1957 a Mr A. J. D. Sims, of Streatham, had the Alfa Romeo, which today has a replica of its original body. If anyone knows more about the car, particularly its history from 1929 to 1934, when it may have done more racing, Mr Comber would like to know. Letters can be forwarded.



MIC COMBER'S Alfa Romeo 1500 which ran in the 1929 "Double-Twelve", Phoenix Park and TT races driven by Fronteras and Ramponi. Its early history is obscure.

A 1921 10.4 hp Calthorpe is being rebuilt from parts found in the basement of a jeweller's shop in the Welsh town of Barry and a partly-restored chassis found some years later. This year's Ulster TT Commemorative Events will include the Craigtantlet hill-climb on August 1st and 2nd and the Commemorative Run round the famous Ards circuit on August 8th, followed by a lunch the next day. This is a great occasion, not to be missed, especially for those owning actual TT cars or identical or other vintage / pvt vehicles, these being the categories recognised by the Ulster VCC for the occasion. The registration fee is £10. TT personalities are also welcome: details from Desmond Botley, Hilltop Cottage, Drumhirk Road, Comber, BT23 5NN. Regulations are already available for the 49th Pioneer Motorcycle Run of the Sunbeam MCC, which is scheduled for March 23rd from Epsom to Brighton. Write to: Lt-Col A. J. Ayers, 59, Beechwood Road, Sanderstead, Surrey, CR2 0AE.

We referred last month to Roger Collings' project of building a sort of road-going "Chitty-Bang-Bang", using a 27-litre Liberty V12 aero-engine in a pre-1914 chain-drive Mercedes chassis, thus perpetuating a practice that was more common in the early 1920s than is sometimes realised, so that quite a few aero-engined monsters flew about the roads. Roger is just the sort of person to overcome any problems. A radiator will have to be found, but an Hispano Suiza "cooler", bigger than that of an Alfonso model, may be adapted, but what is needed at present are carburettors for the Liberty engine. The Vintage Motor Cycle Club is celebrating its 40th Anniversary this year and would like to hear from those who were members in 1946 and those early years, or from anyone who knows of any such ex-members. The Club was the idea of C. E. Allen, BEM, then Cpl Allen, who wrote to MOTOR SPORT in December 1945 asking for support for a club for motorcycles made prior to 1931, and suggesting that there could be said to be an affinity between a Bentley and a Sunbeam, a 30/98 and a Norton, an Aston Martin and a Rudge, an Alvis and an AJS, a Riley and a Velocette, and an AC and a Scott, in terms of vintage cars compared with vintage motorcycles. The Club now has more than 5,200 members. Its opening meeting was held at the Hog's Back on April 26th, 1946 and there is to be a similar lunch near to this location on April 27th, 1986, for founder and early members. If you can help locate any of the latter who have dropped out, please contact the Secretary, Jim Hammant, Red Oaks, Mill Road, Lower Shiplake, Henley-on-Thames, RG9 3LN (0735-224282). —W.B.



Letters

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

Historic Safety

Sir,

It is generally known that the RAC MSA is seriously looking into the possibility of making it mandatory for Historic Single Seater Racing Cars to be fitted with a Roll Bar or Cage and / or Seat Belts.

Whilst I am fully aware that Motoring Sport in this country needs to keep a clean image with regard to safety, I find the prospect of trying to equip any pre-war race car with a roll cage to be totally impractical and unnecessary for the following reasons:

1) Historically, there is not a bad safety problem in this form of racing, for I cannot recollect a driver being killed in a pre-war car at any meeting in the last 20 years — the last fatal accident I can remember being to a young and wild chap driving a Salmson at Silverstone in about 1962. If one looks at ERAs in particular (without which, it is doubtful historic racing would have reached the heights it has), in over 50 years of these cars being raced, all seventeen of them almost solidly, only one driver has ever been killed and that was pre-war and he was wearing a cloth crash hat! That is not to say there have not been narrow squeaks, but these are bound to happen on the odd occasion for all sorts of reasons.

2) To try and fit a roll cage to such cars as ERAs, Maseratis, Alfa-Romeos and the like, to protect a strapped in driver upside down at say, over 100 mph is a horrible prospect, a) because the driver sits high up, b) most of the cars weigh more than 14 cwt. The cage would have to be very substantially built and fixed very firmly to the channel chassis with supports running both forward and aft of the cockpit area. The cars would resemble something from the American dirt speedways.

3) Having assembled such a structure to these cars, further problems then arise. The strength of the structure would have to be such that it would affect the flexing of the chassis which is generally known to exist and assist the suspension of the cars where firm leaf springs are used (as on most pre-war racing cars). Also, the C of G would be raised a small amount.

In my view both these would have a detrimental effect to the general safety of the cars.

4) Most people who race pre-war cars are, I suggest, a good deal more careful of their cars and in the driving of them, than competitors who race up-to-date cars, a) because they are never going to become the Prosts and Piquets of this world, b) their investment has usually been quite enormous both in man hours and monetary outlay, and c) the cars are an investment, both to themselves and the Motor Sporting history of this country — mine is my Pension Fund.

Finally, I find it quite absurd that the RAC MSA should be contemplating such a move when they have not even taken the most important step of ensuring that competitors wear appropriate safety clothing such as fire-proof overalls and ensuring that all skin is covered with at least some form of protection.

These comments, I stress, are made with reference to race cars with channel chassis or similar. I do not think the same arguments apply to race cars with tubular frames or chassis where coil springs are fitted.

I would ask anyone who has the interests of pre-war racing and racing cars at heart to write to the RAC MSA pointing out the absurdity and over-reactionary nature of their discussions. Do it now — it might be too late by the start of the 1986 season.

Leafield, Oxon W. R. G. MORRIS

Elva Memories

Sir,

I was pleased to see your article on Elvas, and for your background, as one who knew Frank Nichols well during the mid-50s, thought you might welcome a little extra detail.

Frank told me he had some "sponsorship" from Esso for the 1955 Tourist Trophy but was short of £50 for the transportation! I gave him a cheque and had free engine mountings on my 1955 Series II chassis!

POR 621 had the first fibre glass body off the aluminium "former" which, originally, I was to have, just like your picture of Scott-Brown on page 25.

The "B works" car really went, provided the flywheel didn't come adrift, as at Brands, in practice for a test run at Goodwood, after which I gave him his first order.

Here the four Amals went over centre when relinquishing the lead after the first lap past the pits, so I had to spin it at the next corner, and oiled a plug. The engine from that car went into an Anglia for the six hour relay at Silverstone.

I was to drive it, with Cuff-Miller in a similar Anglia and A. N. Other.

Unfortunately Frank let someone try it on the circuit, before I arrived, and he must have over-revved it, because after coming round leading the MG Magnette team on the final lap, a valve chipped and all steam went!!

When Frank was doing well in America, I suggested that he ought to insure through the ECGD, but he had great faith in his importer, so went bust again.

Incidentally, my IOE head was porous, very confusing in a new car running on special carbs with slide throttles. It was treated with special resin and gave no further trouble.

The low speed torque of those 100Es was great fun at, say, the Brighton Speed Trials when paired with an expensive Climax device.

Mine had a beautiful hydraulically controlled clutch, coupled to a J2 box and was super for hill-climbs. Arundel, Sussex H. M. GADSBY

Buckler F3 Car

Sir,

I was very pleased to read in Readers' Letters that the ex-Ken Smith F111 500 is still being used. I owned and raced this car in the middle 1950s, and it gave me much pleasure, except on the occasion it shed a rear wheel rounding Druids and somersaulted end over end, finishing at the bottom of the hill. Fortunately the action took place on the grass at the side of the track, and apart from having both ears nearly shaved off by my crash helmet, and concussion, I was unhurt.

Ken sold the car about 1954 as he was buying a new Lotus Climax. He was running the "Jolly Farmer" pub near Enfield, Middlesex at the time. The "Smith Special" as it was

known was fitted with a double-knocker Norton engine and Ken admitted to me that it did not handle all that well on a twisty circuit. I entered the car for a Brands Hatch meeting and found this to be an understatement. After a few races I decided that the engine was too fast for the chassis, and I fitted a JAP engine. This was one of the engines developed for car use with dry sump lubrication, hairpin valve springs, etc. and proved to be very reliable. Although not as fast as the Norton I was able to put up better lap times with the JAP as I was able to use plenty of throttle and drive round the corners. This steadied the car quite appreciably. I won about six races in the following three years, and plenty of hard luck stories. About 1957-'58 I could see that F111 was coming to an end and sold the car to a man in West London, who intended to use it for hill climbing.

As to Ken Smith's present whereabouts, who knows? Sadly he died about 1961 of kidney trouble, I was told. He was a likeable character and a great car enthusiast.

Eastbourne E. V. KORING

Magic Memories

Sir,

Your profile of Peter Ashdown and the recent death of Masten Gregory brought back memories for me.

As a Formula 1 addict since 1951, mere poverty as a National Serviceman was not going to keep me from the 1959 GP at Aintree, so I hitch-hiked up there overnight from Dorset in time for the race.

Masten Gregory was in the works F1 Cooper and Peter Ashdown in Alan Brown's F2 Cooper, the two formulae combined in one race.

After the race I scrounged a lift back to Essex with Peter Ashdown and on the journey I recall him saying that at one point in the race he was braking hard for Melling Crossing (in his F2 car) when Gregory came by him with both hands behind his head adjusting his goggles strap!

They don't make them like they used to!
Southminster, M. A. WHEELER
Essex

Pity the Poor Historian!

Sir,

Most letters to any editor are written to correct or protest. This one, however, has the exceptional purpose: to commend.

MOTOR SPORT, July 1985, contained a reprint of your original report on that most memorable of races, the German GP of 1935. Fortunately you included a photo of von Brauchitsch's Mercedes-Benz (no 7) with the burst *left rear* tyre that may have cost him the race.

For the conscientious historian such a document is invaluable. Just consider what nine reference sources on hand have to say regarding that tyre bursting 50 years ago:

Pomeroy: *The Grand Prix Car 1906-1939*, p 82: "a tyre".

Court: *A History of Grand Prix Motor Racing*, p 230: "near side rear tyre".

Tragatsch: *Die Grossen Renjahre 1919-1939*, p 210: "linker Hinterradreifen".

Hull/Slater: *Alfa Romeo*, p 256:

"left-hand rear tyre".

Monkhouse: *Grand Prix Racing*, p 21: "near side tyre".

Monkhouse: *Grand Prix Racing*, p 128: "a tyre".

The *Autocar* 3.VI.1938, a Gordon-Crosby drawing clearly showing: a rh/os rear tyre bursting.

Lurani: *Nuvolari*, p 127: "right front wheel".

Motor Trend: *100 Years of the Automobile*, p 156: "right front tyre".

Of the nine, three are patently wrong, three inconclusive, and three correct. Pity the future historian trying to unravel events without the aid of contemporary photos or other reliable evidence.

And thank you for printing such incontrovertible documentation.

Green Valley, J. D. SCHEEL

California

Sinister Move

Sir,

I could not agree more with Mr Dixey's letter about the indicator switch being moved to the left of the steering column.

As a driving instructor for the last 24 years — since indicator switches were on the dashboard or in the centre boss of the steering wheel — one would think the manufacturers would have standardised the position for this switch.

When my pupils have a lesson on my Datsun Sunny (right-hand stalk) then practise with Mum or Dad in the family Metro (left-hand stalk) you can imagine the confusion.

We frequently turn left in the Datsun with the windscreen wipers being our only signal to other drivers!

Thanks for an excellent

magazine.

Minstead

Mr P. J. LALE

Safety Priorities

Sir,

Your editorial in the January issue of MOTOR SPORT touched a nerve. Last year, for the first time, I marshalled on an RAC Rally special stage (Sutton Park), and after over 20 years of marshalling at what are laughingly known as "speed events" I was horrified to see how nearly non-existent were the safety precautions to protect spectators — spectators who, remember, were not motor sport aficionados, but members of the public viewing the rally as an alternative to the football match or the leisure park.

The RAC happily allows this situation to continue, with its disastrous potential for the sport if (when?) a serious accident occurs; meanwhile the same governing body is seriously considering making roll-cages and seat-belts compulsory for historic racing cars — a vandalistic, insensitive and authoritarian proposal which cannot possibly affect the destiny of anyone other than the driver involved. Why the different attitudes? I wonder if the amount of sponsors' money involved has something to do with it, and how much of said money is finding its way into individuals' pockets in Belgrave Square, to ensure that those individuals continue to train the spotlight of official attention away from the sponsors' pet branches of motor sport? A good many years ago, D.S.J. got into trouble for lifting flat stones and pointing out what lies underneath; maybe it is time some of us followed his lead.

Droitwich Spa

BOB WATT

A Kind Gesture

Sir,

I was most interested in the article on Peter Ashdown in the January issue. I knew of Peter and his brother but it is an incident concerning their late father which is the subject of my letter.

In the spring of 1952 I entered the East Anglian MC Driving Test meeting, arriving at a remote airfield in E. Essex. My car, a 1952 SV Morris Minor, was accepted by the scrutineer but I was not. My competition licence was out of date.

Bill Ashdown, whom I had never met before, was standing by and heard what was going on. He very kindly asked me if I would like to accompany him on the tests and I gladly accepted his offer. His car was a 2½-litre Riley roadster, not the most suitable car for such an event with its considerable overhang for and aft and that wretched steering column gear shift. Nonetheless, he competed with considerable verve and I enjoyed it. This kind gesture was something which I have never forgotten.

Newton Abbot

R. F. LUMSDEN

Vintage Postbag

Bugatti Royales

Sir,

Writing in V-E-V Miscellany W.B., when referring to the gathering together of the six Royales at Pebble Beach, stated that the ex-Foster Park Ward-bodied car was once a familiar sight in Leominster. ALB 2 was used regularly by Lemon Burton to open proceedings at Prescott but I know of no reason why it should visit Leominster. The Royale which was frequently seen in this locality was the ex-Esders car, still on French number plates and apparently in regular use despite petrol rationing.

Hoarwithy E. N. B. CARMICHAEL

V8 Jensens

Sir,

I was most interested to read the letter from Digby Hulme (*Vintage Postbag*, Nov '85). The car illustrated and described as an Isotta-Fraschini is a pre-war 3½-litre S-type Jensen.

Mr Hulme will, no doubt, be surprised to hear that his car has been in my possession for some time, and will form the basis of my next restoration!

In all the years I have been reading MOTOR SPORT I don't recall you ever giving mention to the pre-war Jensen, and I wonder why.

My own car, powered by the ubiquitous Ford V8 engine, surely the most simple and under-rated means of propulsion ever invented, cruises silently at 60/70 mph, all day in the high ratio of its 2-speed axle, the rev-counter hovering around 2,000 rpm.

Ford was to Jensen what Hudson was to Railton and Brough Superior, a source of simple mechanical components on which to build fine coachwork, and the results must have made the efforts of some of the quality British producers, with their low power-to-weight ratios and noisy fast-revving engines look slightly ridiculous. Hartlepool EDGAR COULSON [The wrong photograph appeared with the November letter. — Ed.]

In Miniature

Sir,

In the interesting article "In Miniature" in the December issue you again mentioned the fine car models in the Queen's Dolls House at Windsor Castle.

My father, the late R. E. Morgan, was employed by Twinings in the 1920s and constructed the larger part of the chassis and running gear for these models having the privilege of delivering them personally for display.

He also measured the early German and British tanks which were placed in the Crystal Palace grounds for some years after the First World War, and produced hand-built models many of which are still exhibited at the Imperial War Museum and Science Museum in London.

Whilst staying in digs in the Crystal Palace area he travelled from Northampton in the family 1914 Calthorpe, the mahogany battery box of which is the only remains now in my possession.

It would be interesting to know if any other readers have any direct connection with these or other currently displayed models of the period.

Barnet

DAVID E. MORGAN

The Pieper

Sir,

In your coloured illustrations of the RAC Brighton Run, you describe the Pieper as a "rare" Belgian car. No doubt this epithet is justified at the present time, but there is some evidence that the make was formerly very much better known.

Readers of the successful motoring novel, "The Lightning Conductor" by C. N. and A. M. Williamson, published in 1902, may remember the passage in which, while the characters are at a restaurant in France, a car is heard outside. "A little Pieper", says the Hero. "How wonderful!" replies the admiring Heroine, "can you really tell different makes of car just by their sound?" He assures her that anyone can do so with practice, and explains that "the De Dion has a kind of screaming whirr; the Benz a pulsing throb; the Panhard a thrumming; a tricycle a noise like a miniature Maxim".

"A tricycle", I take it, means a Léon Bollée.

From this passage one might conclude that the Pieper was among the common cars whose noise anyone might learn to recognise.

At the same time the evidence, one must admit, is not conclusive. The book is illustrated by photographs of real cars, and a Pieper may have been introduced to the story just because the authors had one available for this purpose. Nevertheless, to readers of the novel, Pieper remains a familiar name among those of early cars.

KENT KARSLAKE

George Nympton

[Yes, but it was a novel, albeit a very readable one — which some enterprising person might well make a film around — Ed.]

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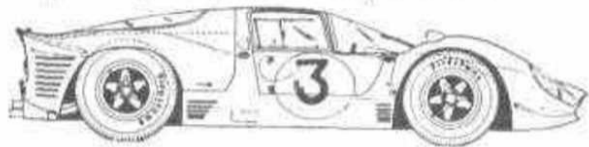
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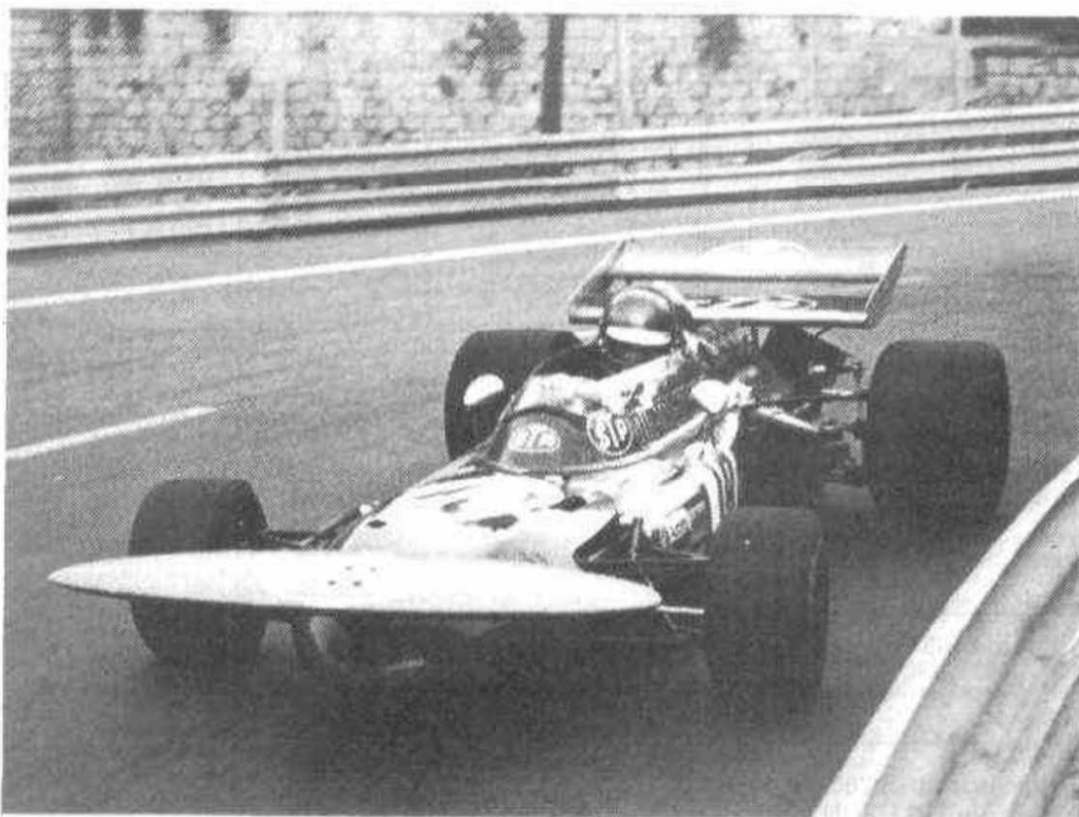
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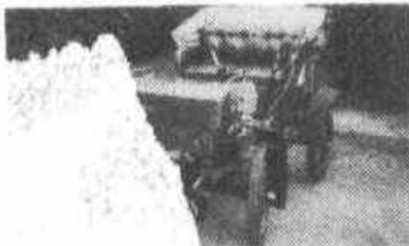
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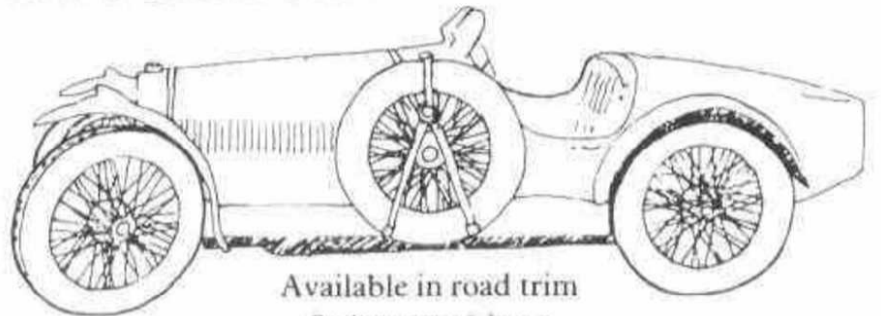
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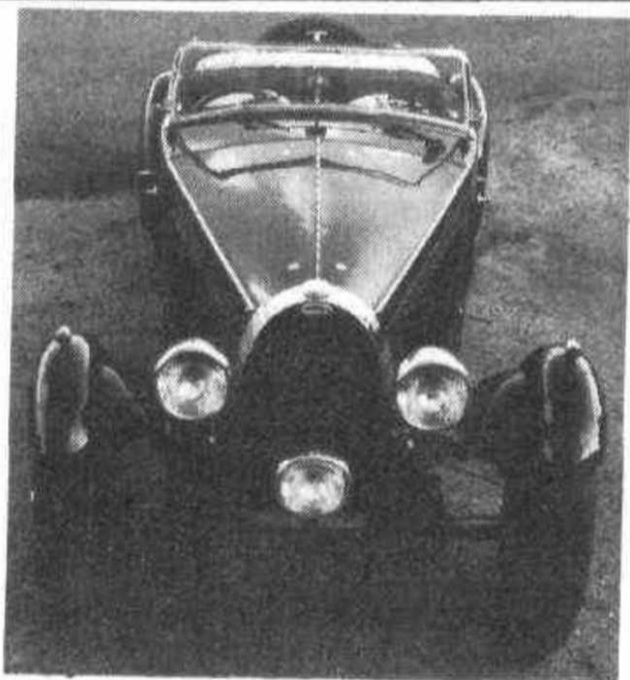


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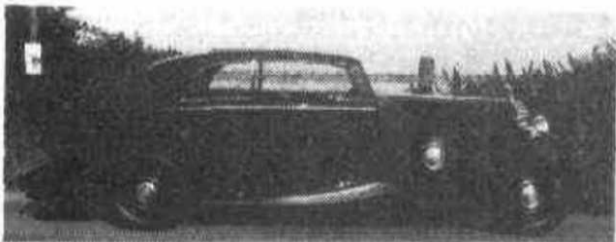
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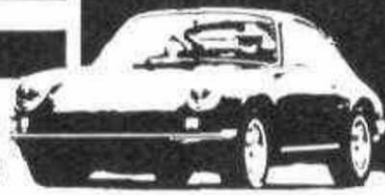
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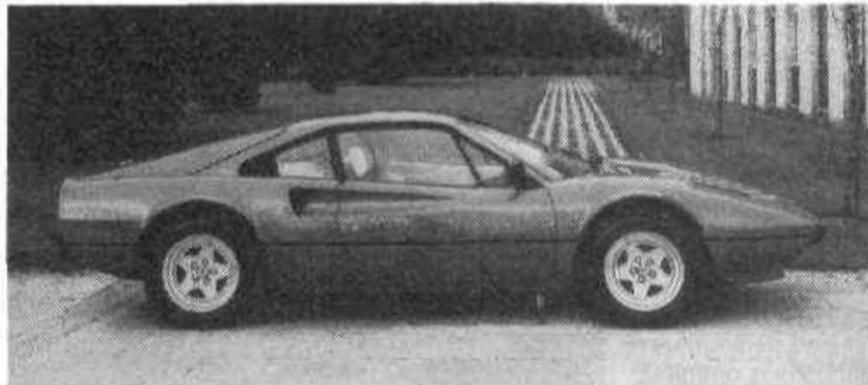
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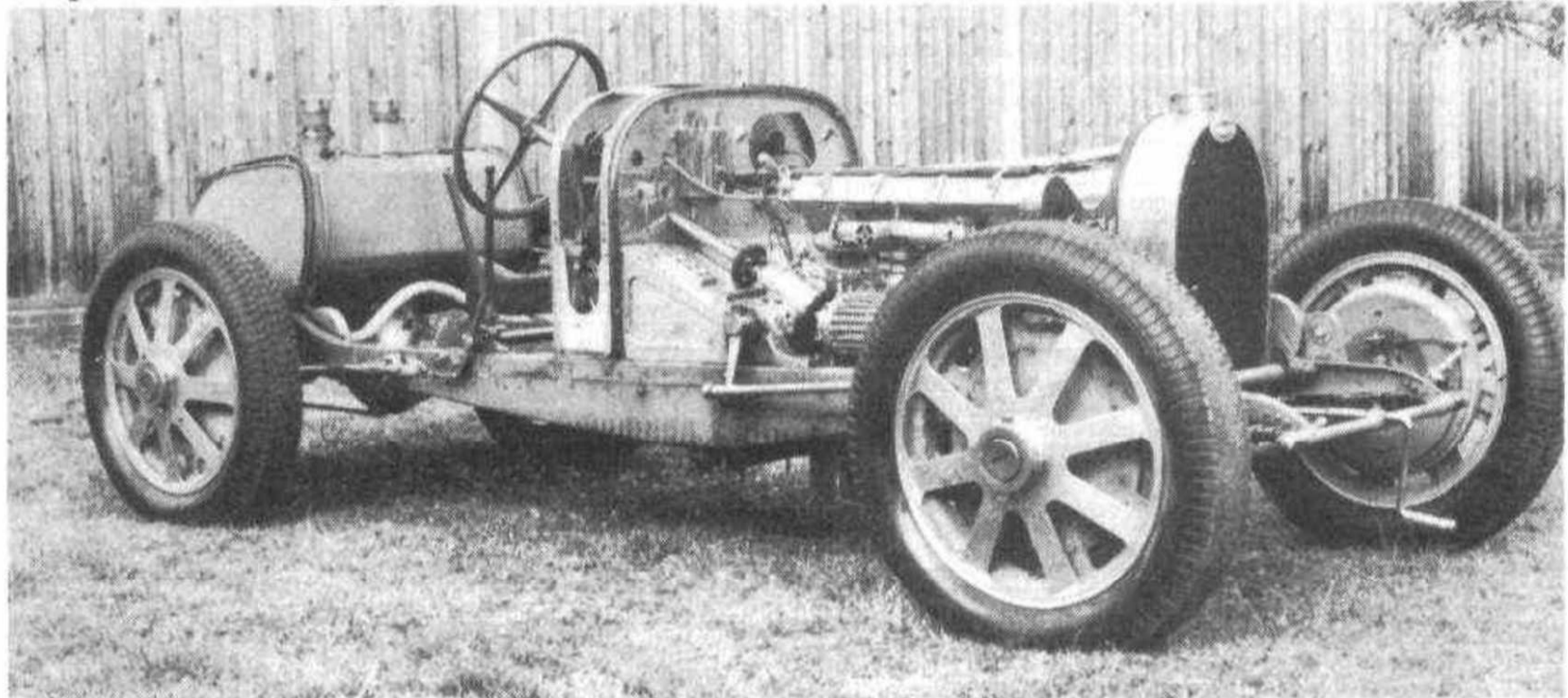
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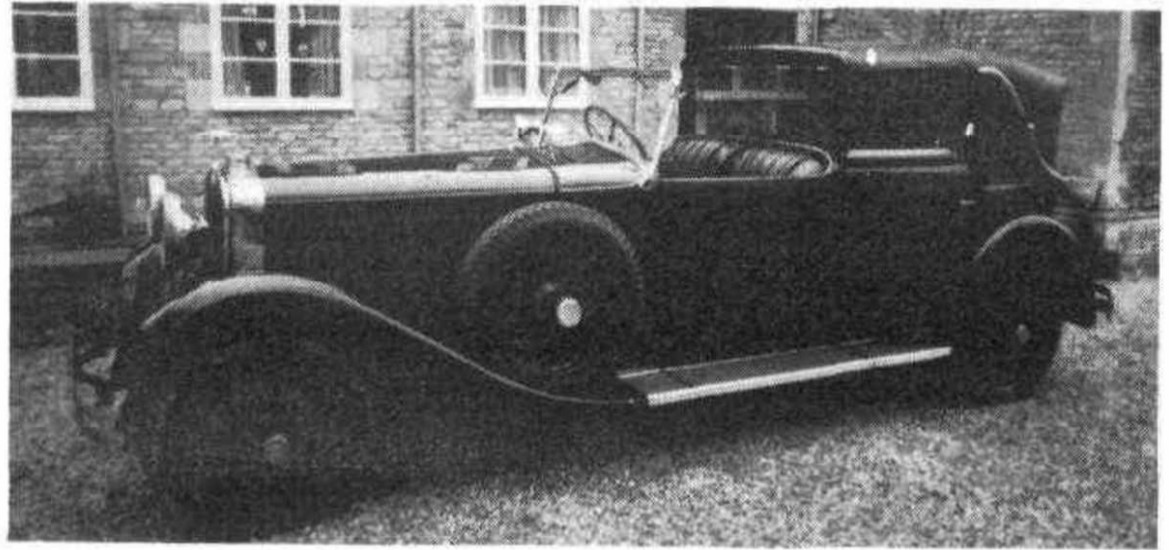
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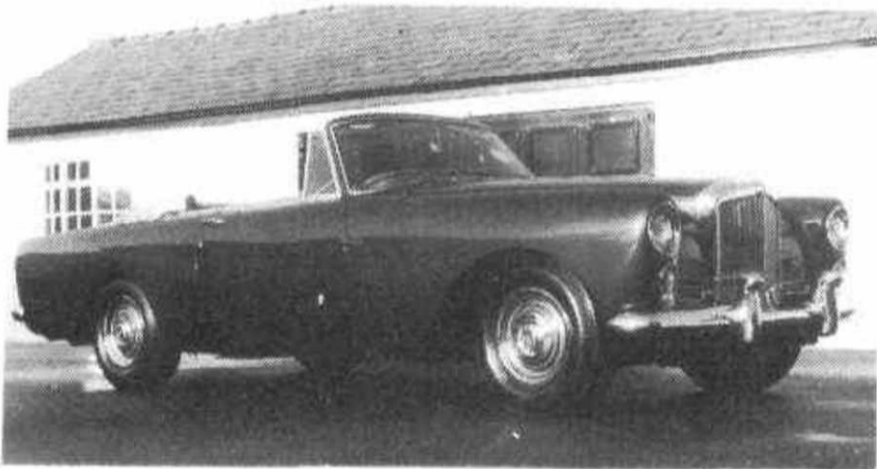
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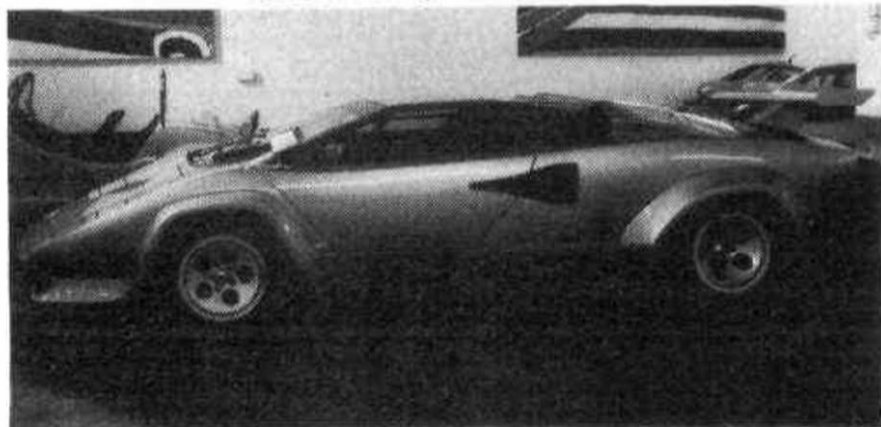
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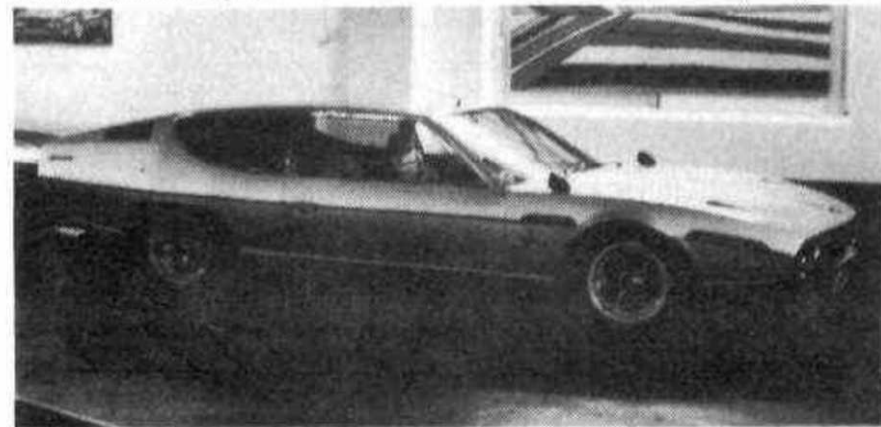
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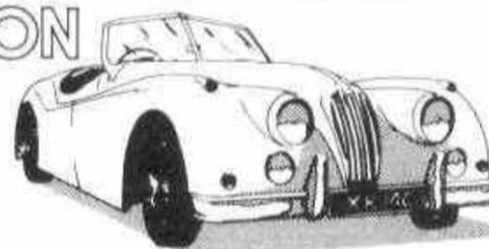
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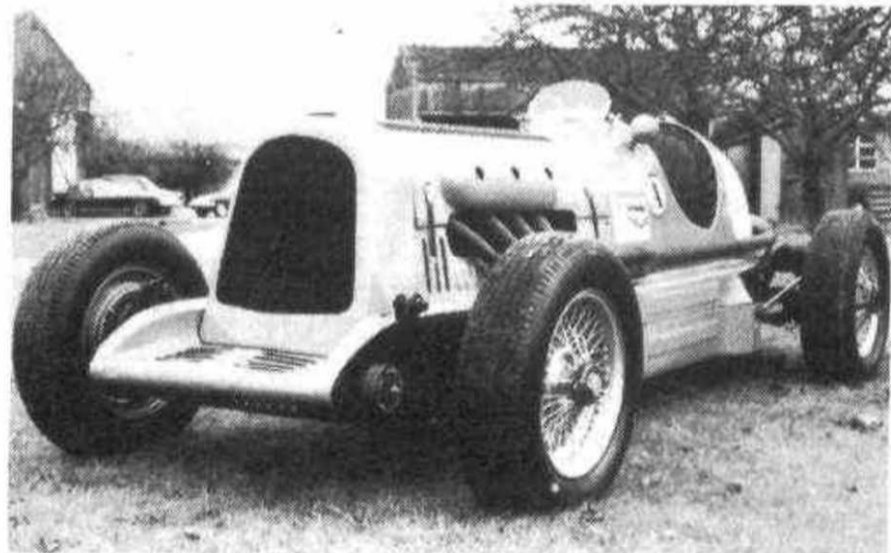
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- 83 Porsche 928SII, Red/Black leather, ESR, stereo, 21,000 miles. £25,995
- 83A Porsche 924, White/Black, glass roof, stereo, 1hd, 28,000 km. £8,495
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MOTOR SPORT March 1957 to date, 8 copies missing, other journals included £50. Tel: 025-981 345. (92142)

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EVENTS

YEovil FESTIVAL OF TRANSPORT. Entries are now being invited for all vehicles classes for this premier event held on 9th/10th August 1986. Concours d' Elegance competition and also now Concour for cars manufactured before August 1976. This year is the centenary for the sponsors Mercedes-Benz (United Kingdom) Ltd therefore early booking is advisable. Closing date for entries Monday 2nd July 1986 or when the enclosures are filled. Entry forms available from Yeovil Festival of Transport, P.O. 40, Yeovil, Somerset, BA20 1PR, or by phoning Yeovil 22319. (92426)

PRESCOTT HILLCLIMB DRIVERS SCHOOL. Sponsored by Avon Tyres and BMTR. Bookings now being accepted for the six courses, April to September 1986. Early application advised. Send A4 size sae for entry form to Geoffrey Ward, Secretary Bugatti Owners Club, Prescott Hill, Gotherington, Cheltenham, Glos. GL52 4RD. (89863)

FORMBY AUTOJUMBLE Sat. 15th March 10am-4pm at Formby High School. Signposted. Stalls £7.50. Tel: Southport 214412. For details. (92144)

EVENTS — continued

ASHFIELD AUTOJUMBLE. Sunday February 9th (10-4.30). Festival Hall, Hodgkinson Road, Kirkby-in-Ashfield, Notts (2 miles junction 27 M1). Tel: B. J. Parkin (0623) 752412 for enquiries. (89959)

ALFRETON AUTOJUMBLE. Sunday 30th March (10-4.30). Leisure Centre Alfreton, Derbys (3 miles junction 28 M1). Tel: B. J. Parkin (0623) 752412 for enquiries. (91500)

BUXTON AUTOJUMBLE at the Pavilion Gardens, Buxton, Derbys. Sunday 9th March, 1986, 10am-4.30pm. Stalls £10 each. Enquiries: C. M. Smith, 87 Worthington Road, Fradley, Lichfield, Staffs. Tel: (0543) 263992/253508. (91400)

CHESTER AUTOJUMBLE at the Northgate Arena, Chester. Saturday 29th March, 1986, 10am-4.30pm. Stalls £10 each. Enquiries: C. M. Smith, 87 Worthington Road, Fradley, Lichfield, Staffs. Tel: (0543) 263922/253508. (91400)

HAGLEY MOTORING FESTIVAL June 21st and 22nd 1986. Malvern Motoring Event October 4th 1986. Auctions by Walton & Hipkins on June 23rd and October 4th. Write for details enclosing a 10" x 7" sae to: HM/FMME, 35 Britten Drive, Malvern, Worcestershire, WR14 3LG. A very happy New Year to all our supportive friends. (231176)

DOUNE AUTOJUMBLE. Indoor and automart Doune Motor Museum near Stirling 6th April 1986. Contact F. Reilly 248 Glasgow Road, Eaglesham, Renfrewshire. Tel: 041-644 1509. (91928)

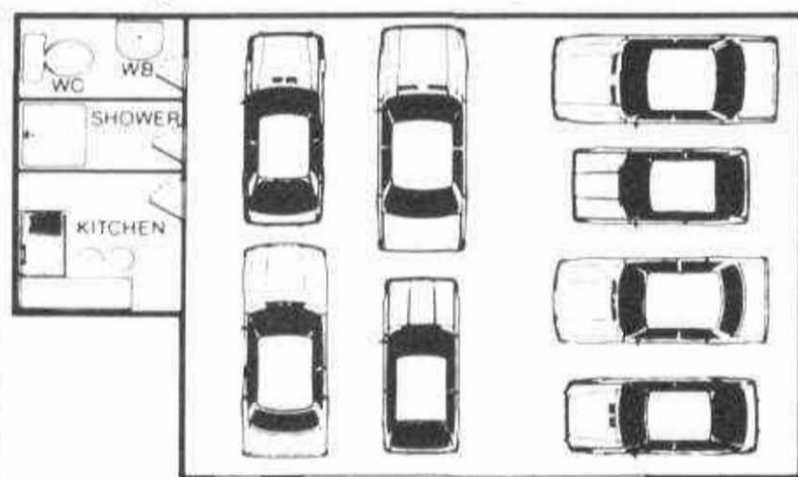
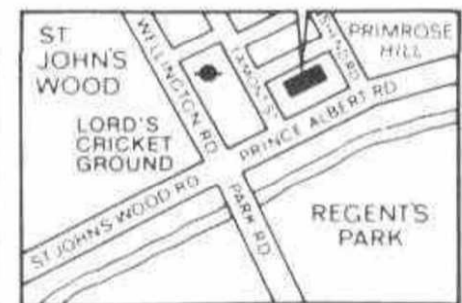
DONCASTER EASTER AUTOJUMBLE Monday 31st March 10am to 5pm at Adwick Motor Auctions, four miles North of Doncaster, 150 stalls, car park refreshments, details. Tel: Doncaster 539709 remember Doncaster Racecourse Autojumble on Saturday 12th July. (92076)

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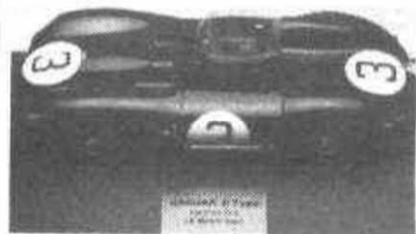
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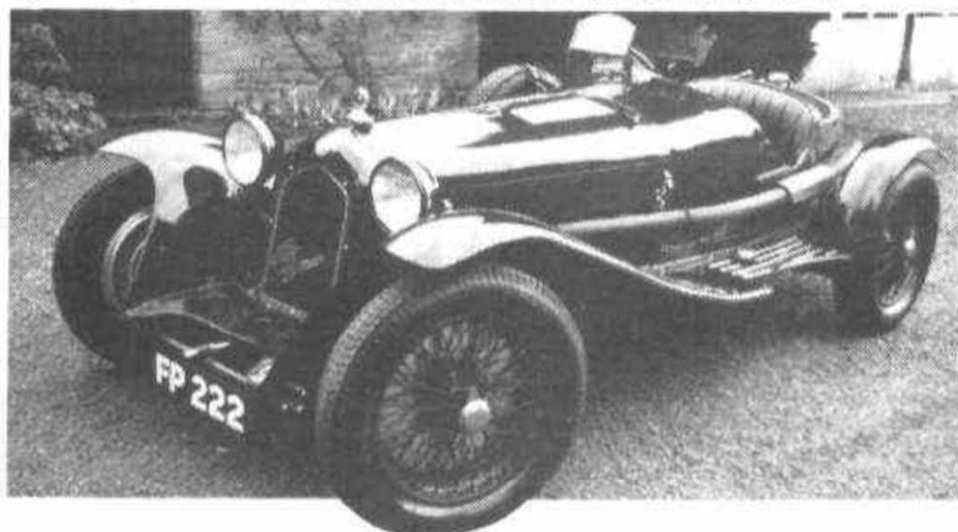
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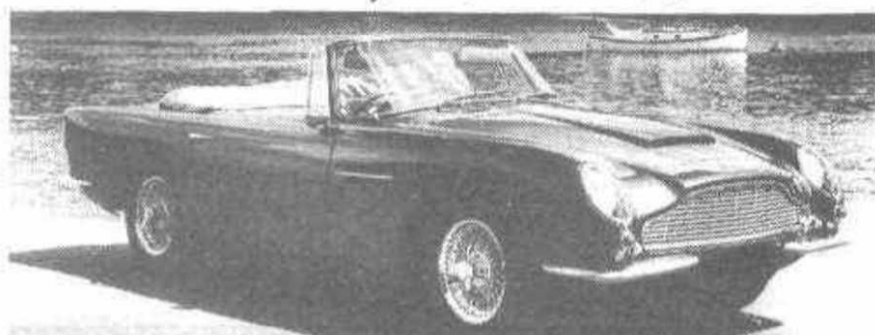
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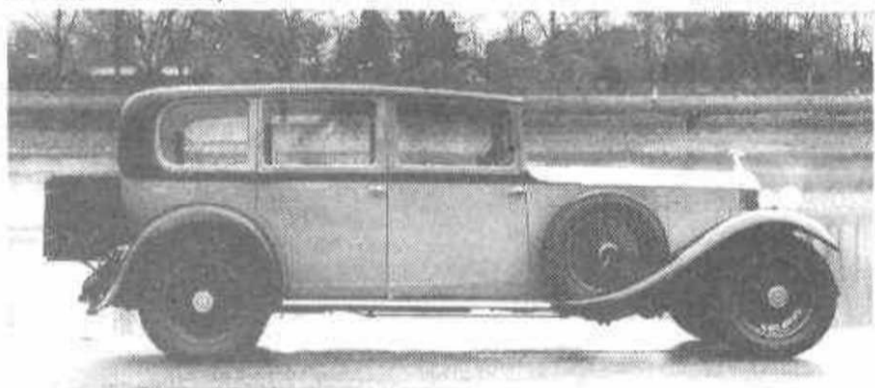
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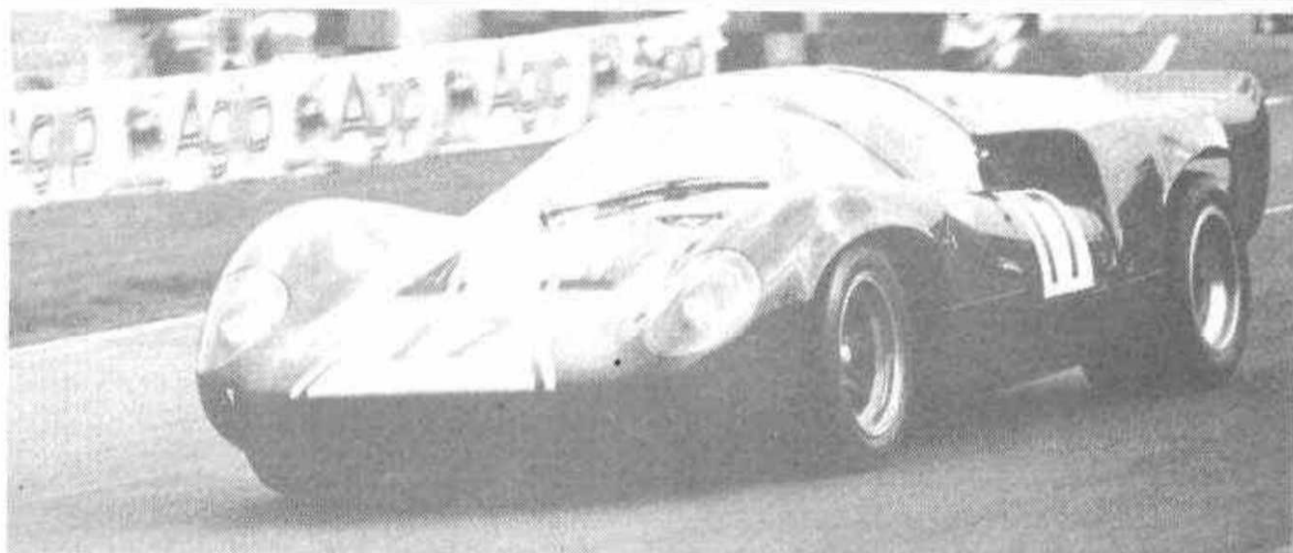
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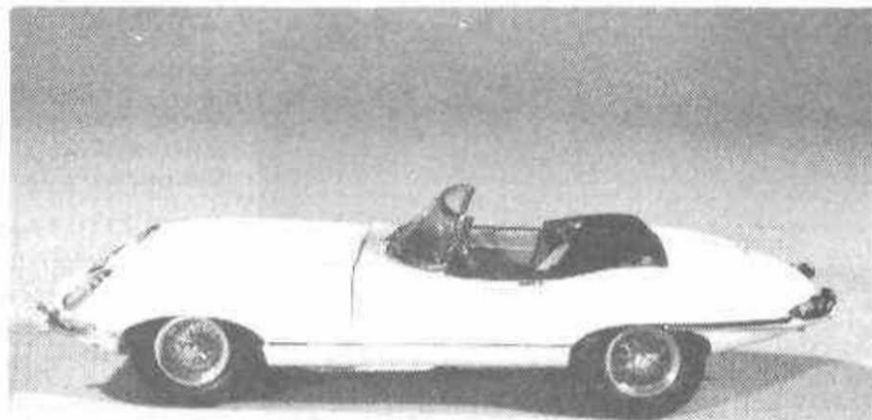
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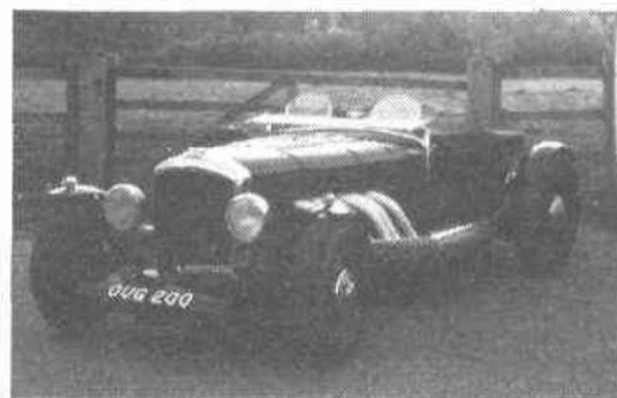
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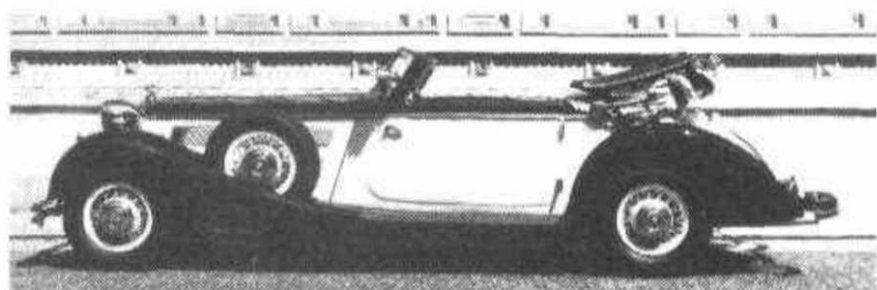
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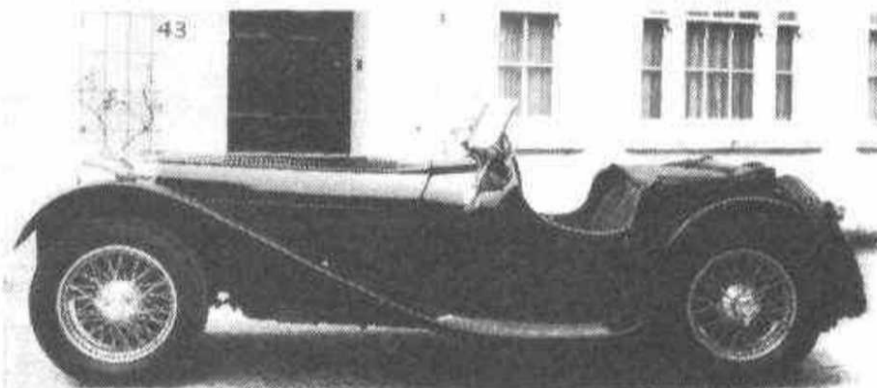
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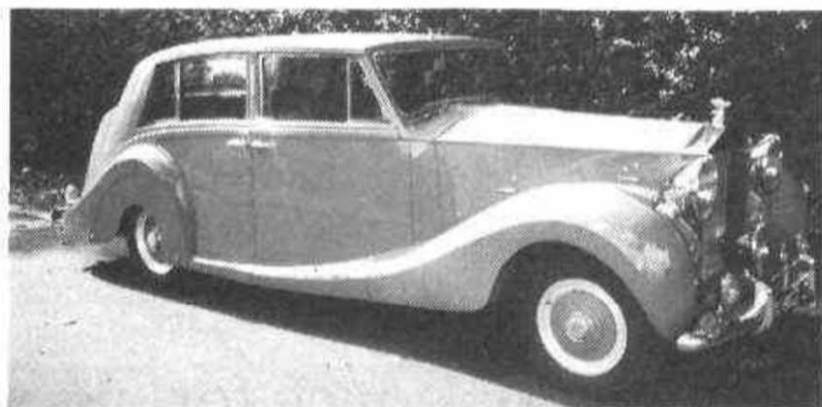
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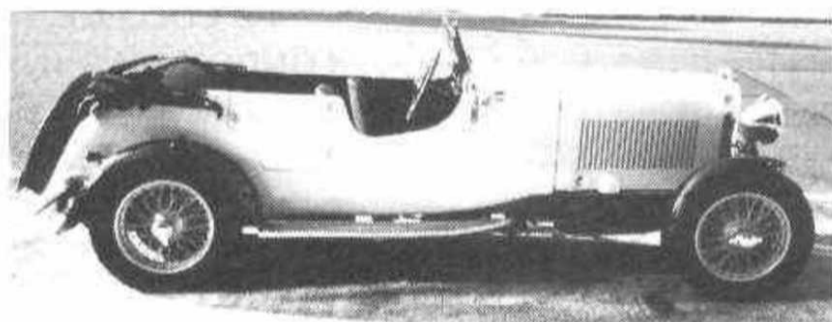
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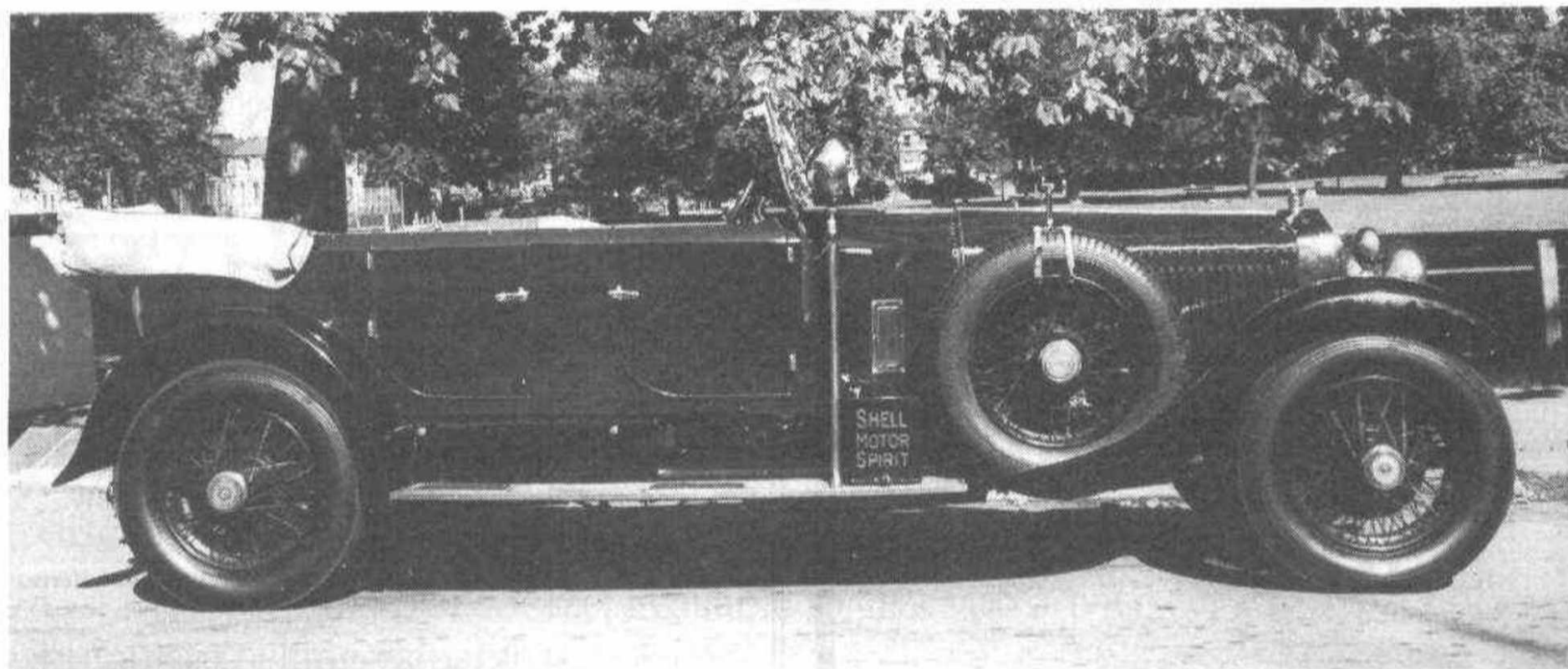
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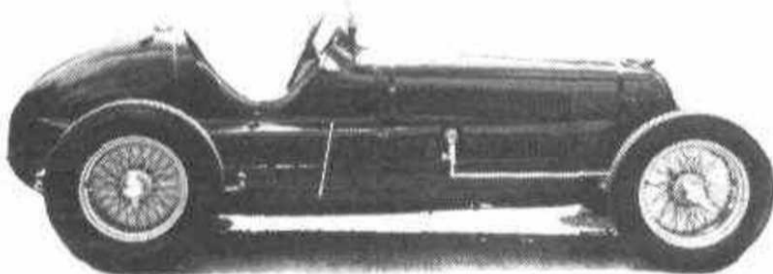
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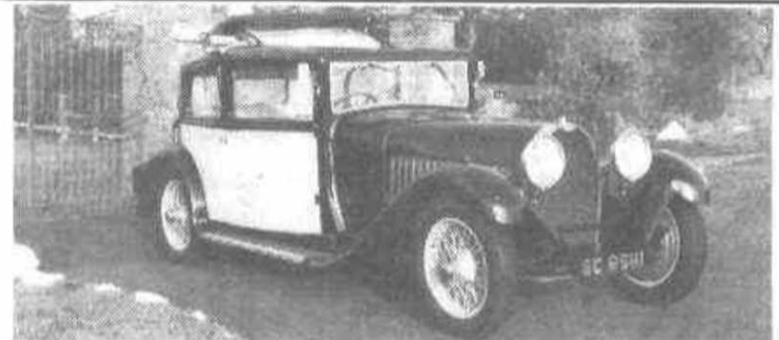


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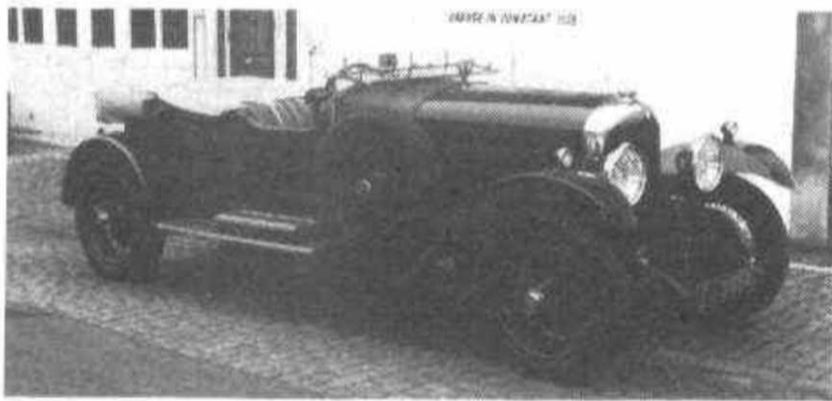


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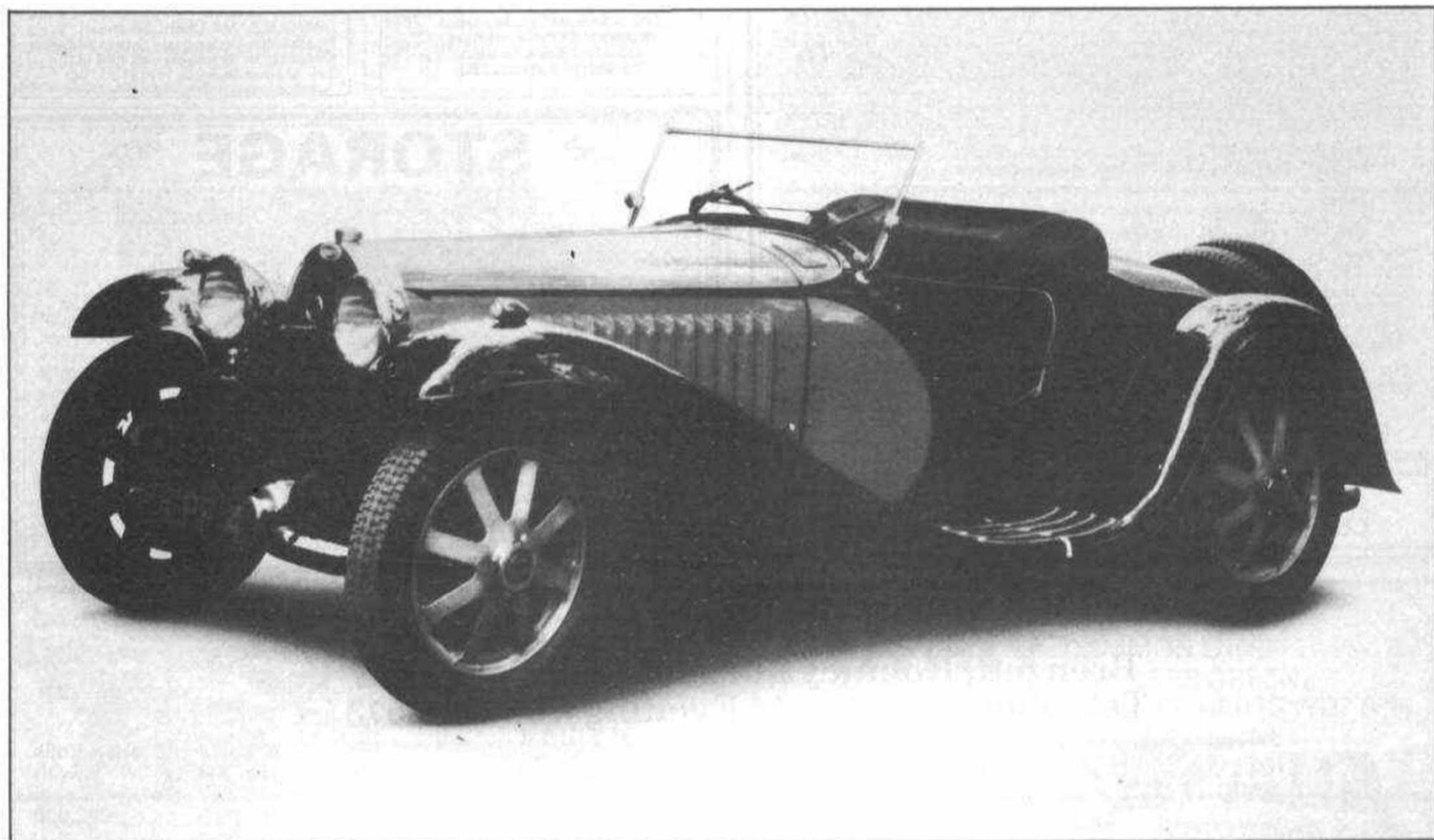
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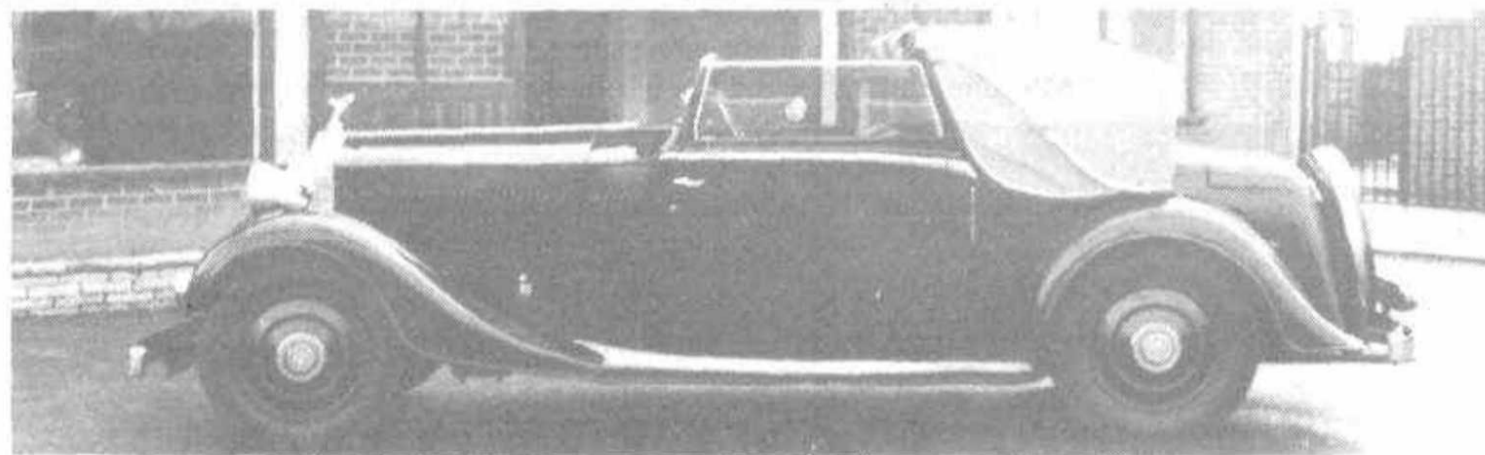
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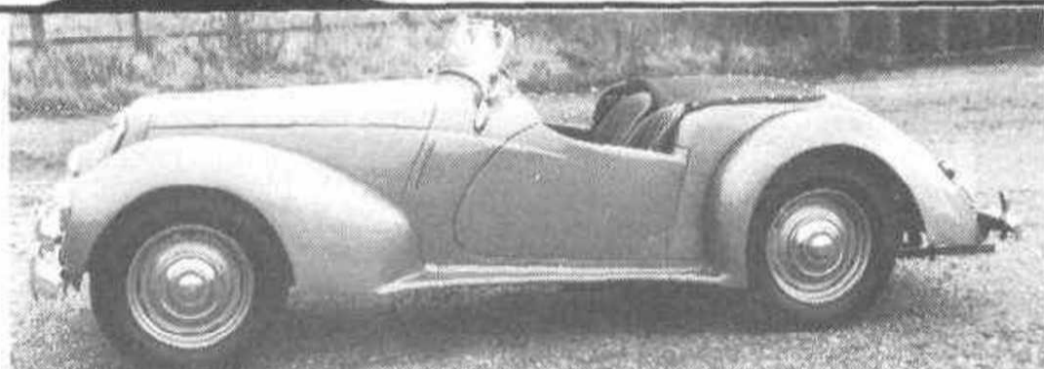
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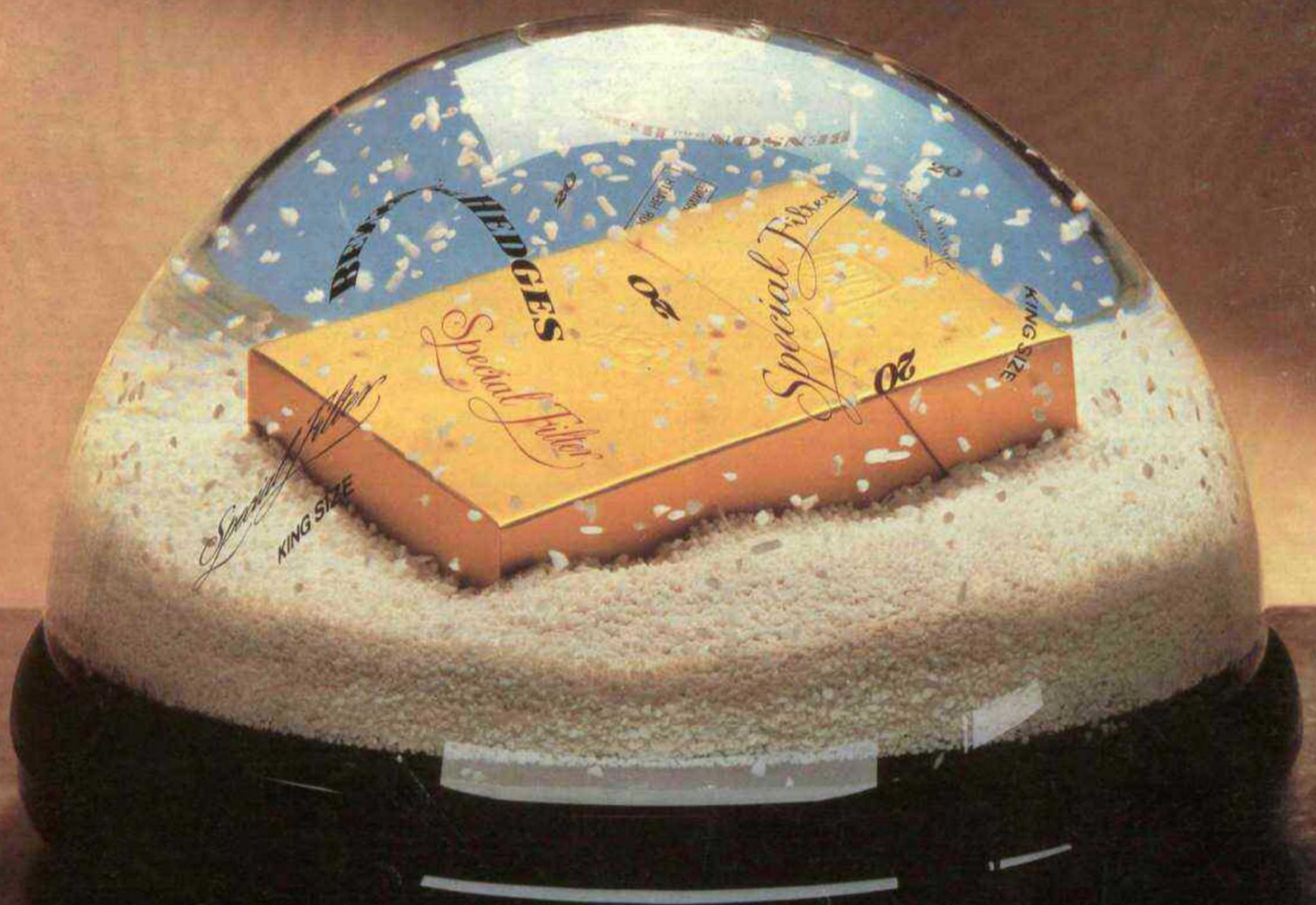
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