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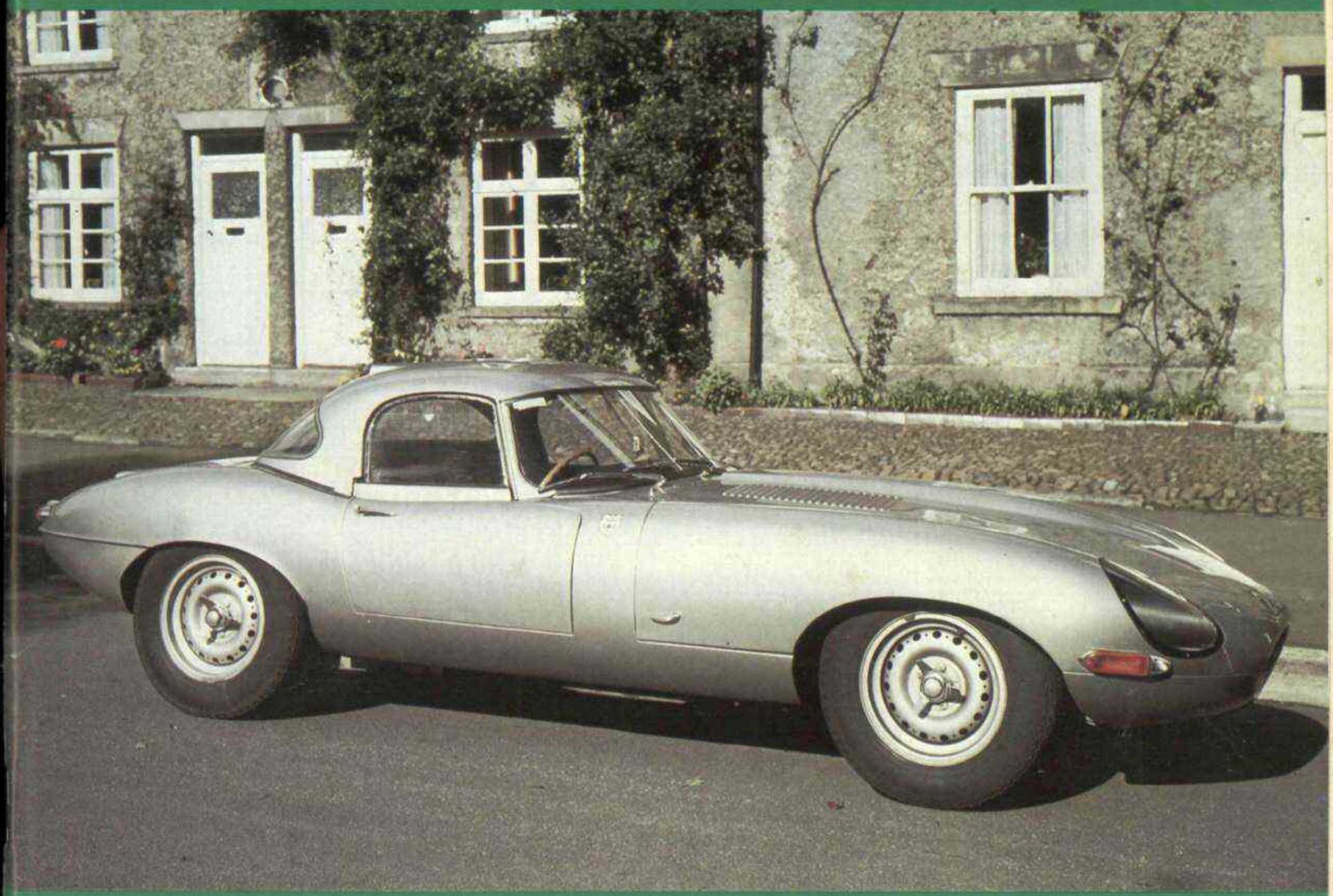

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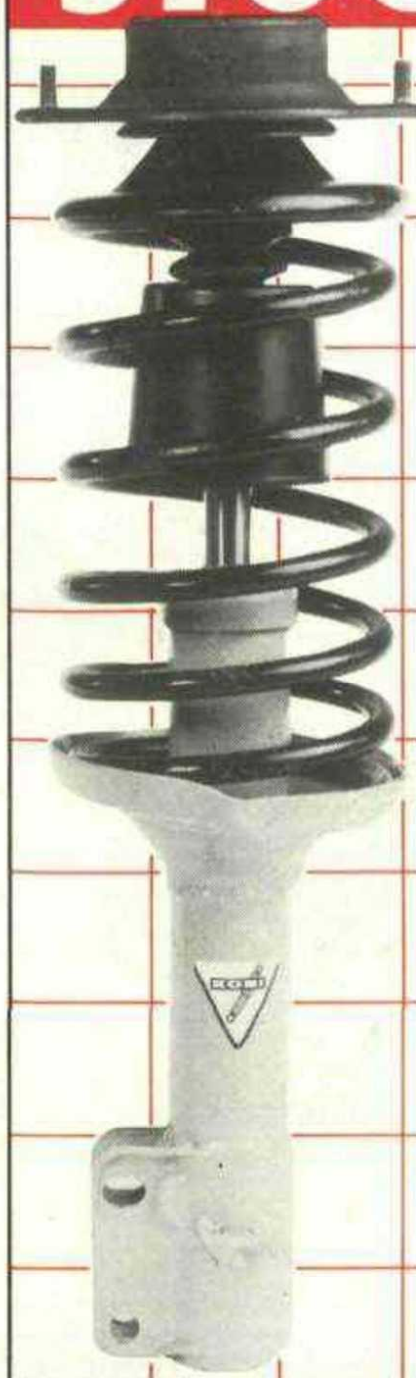

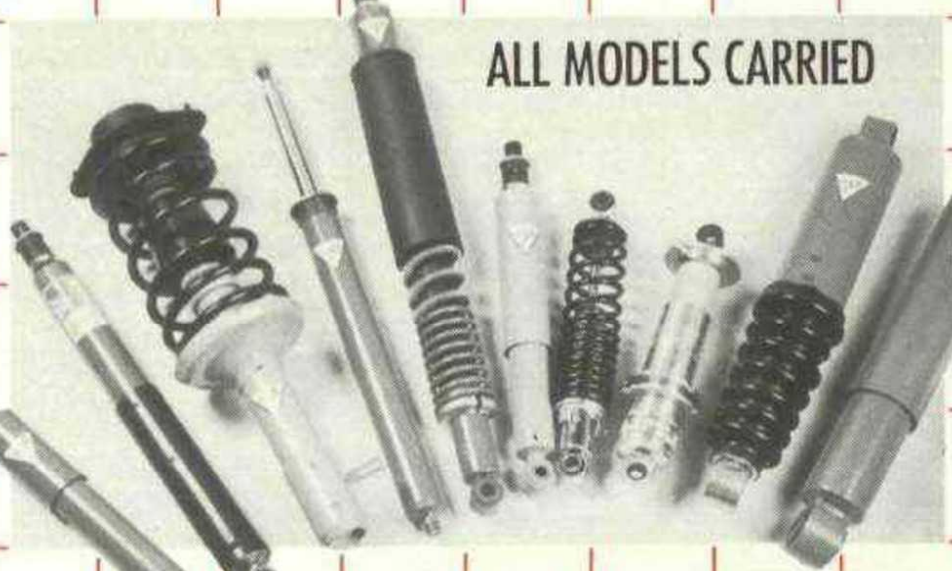

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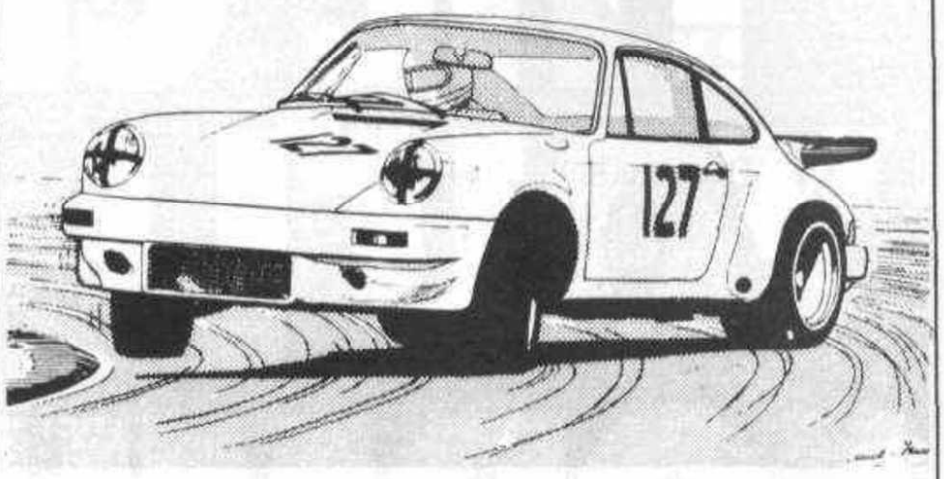

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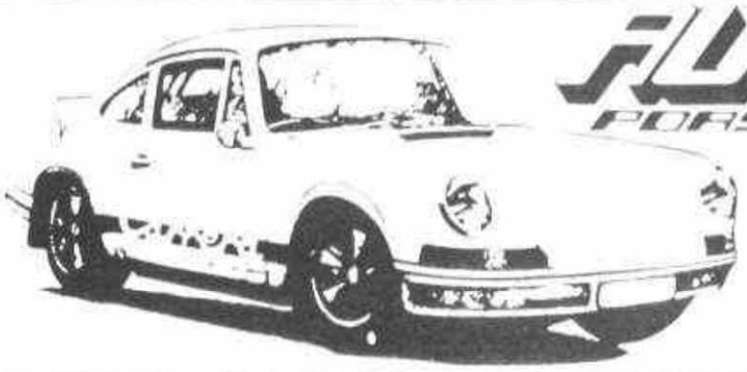

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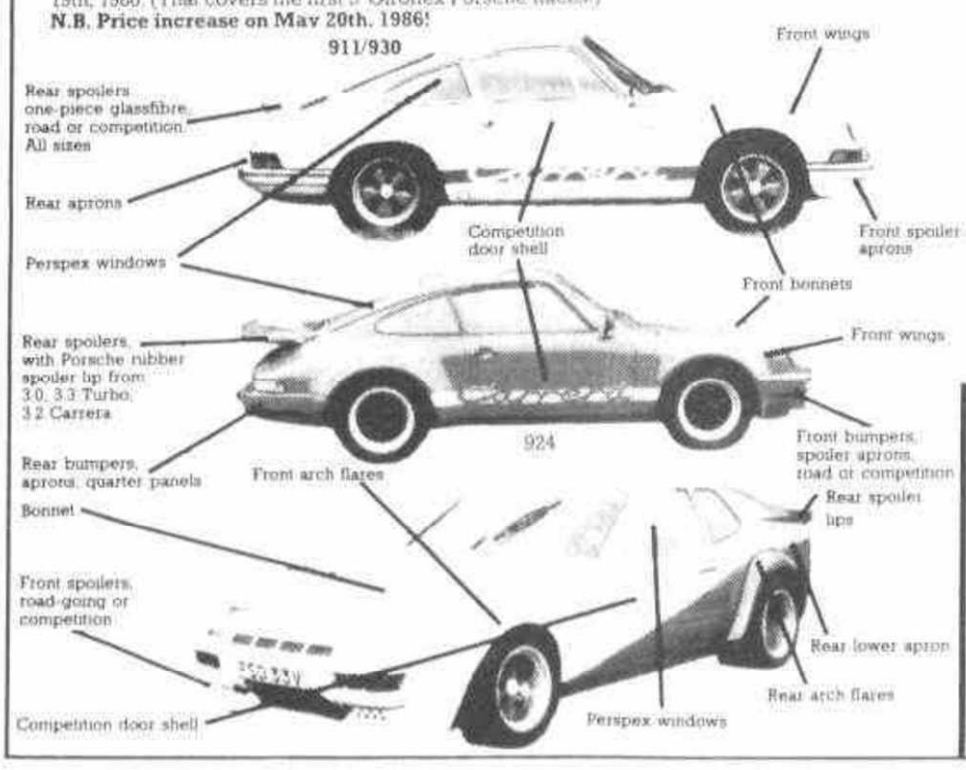

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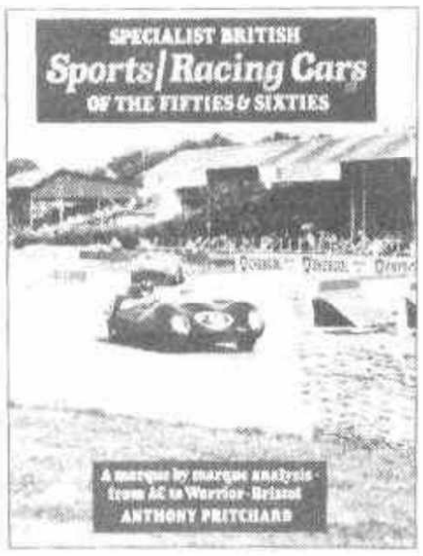

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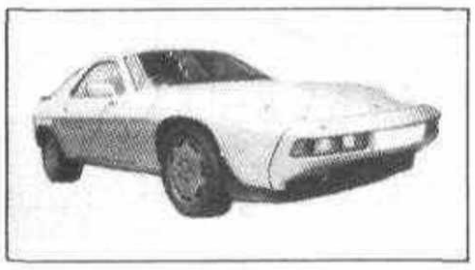

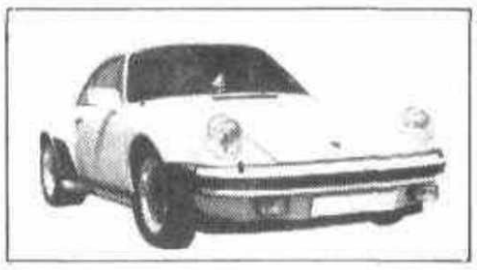

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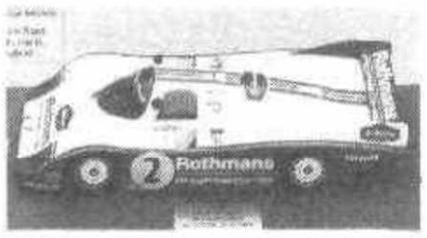

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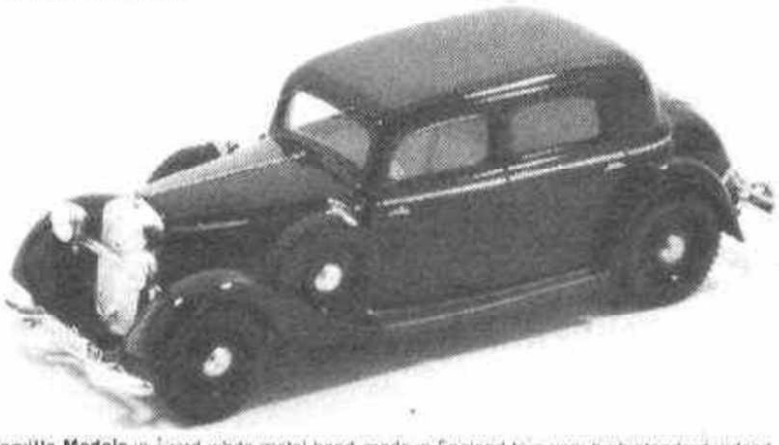

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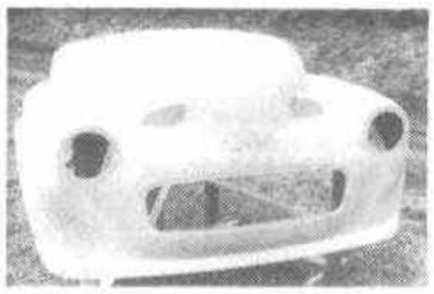

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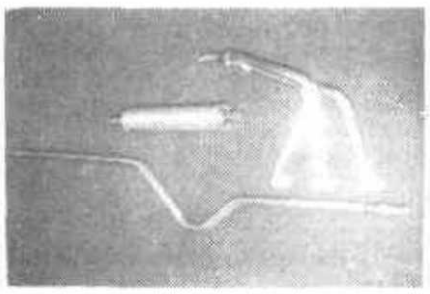

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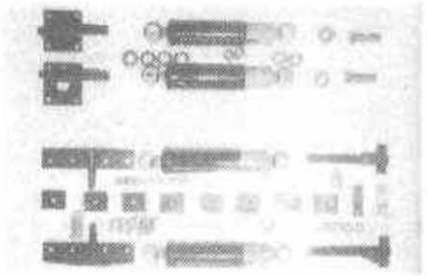

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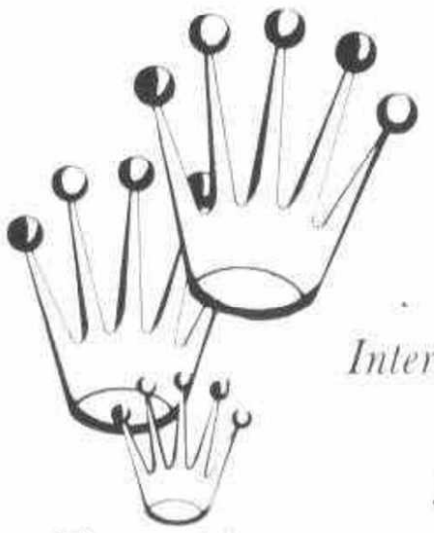

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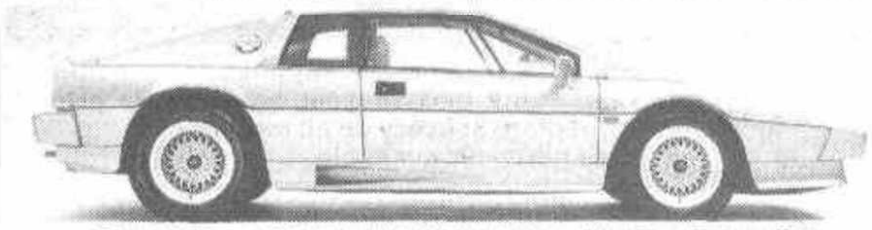

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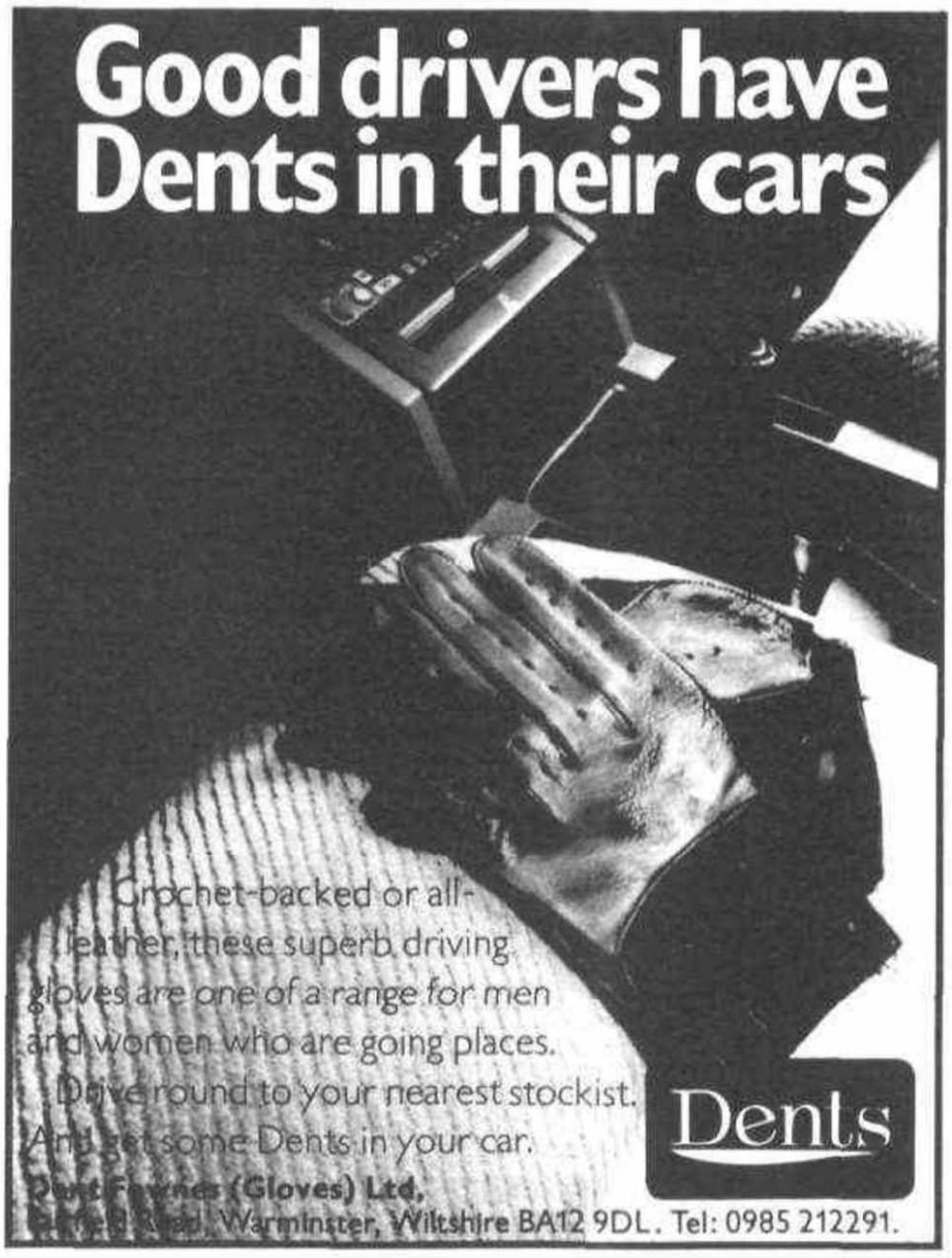

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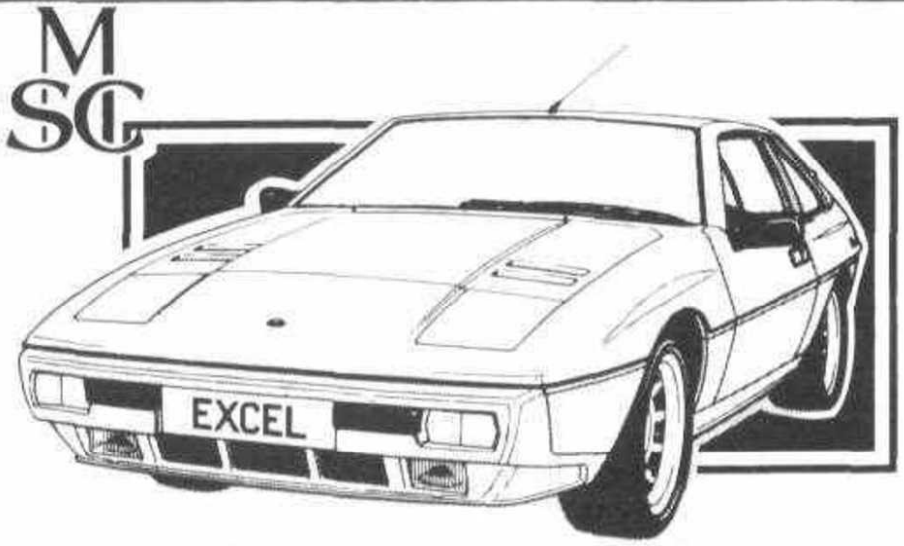

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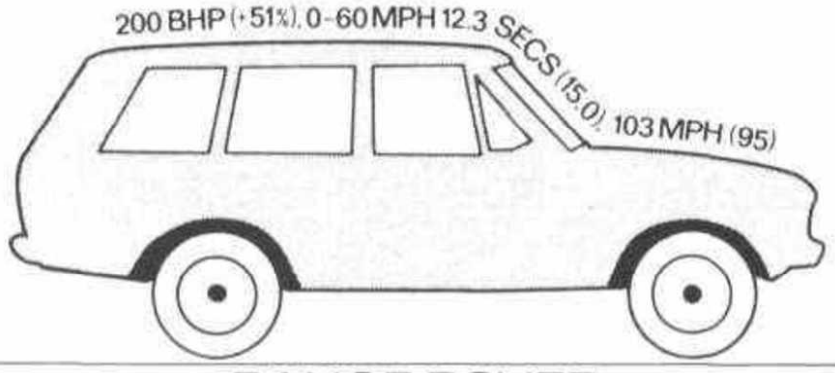

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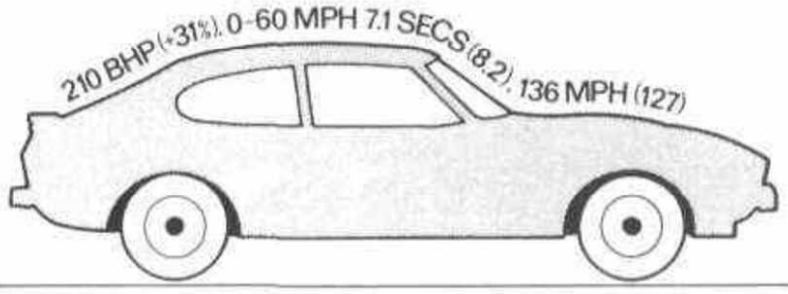

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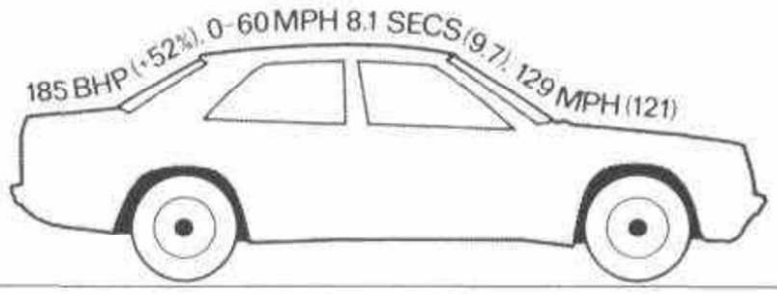

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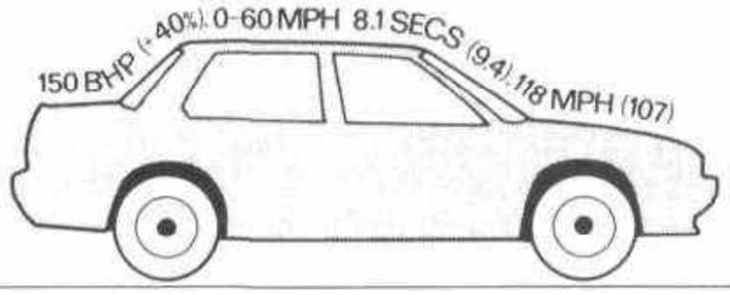

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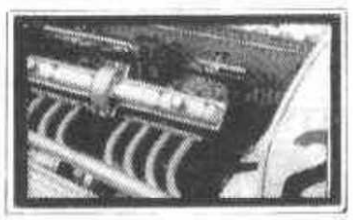

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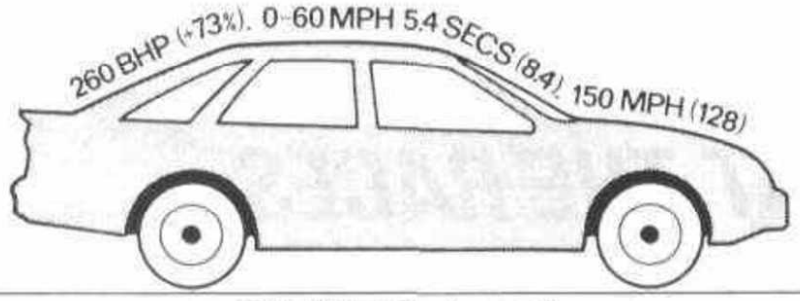

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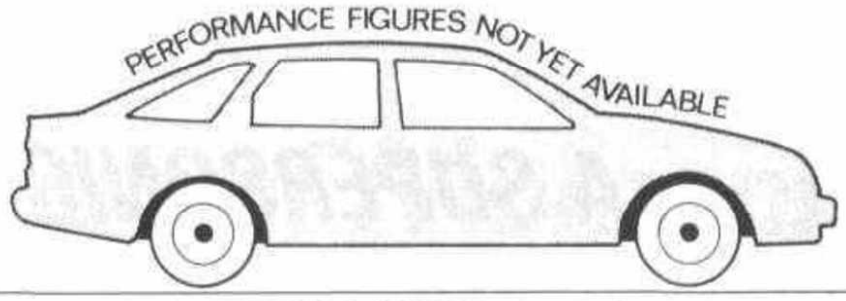

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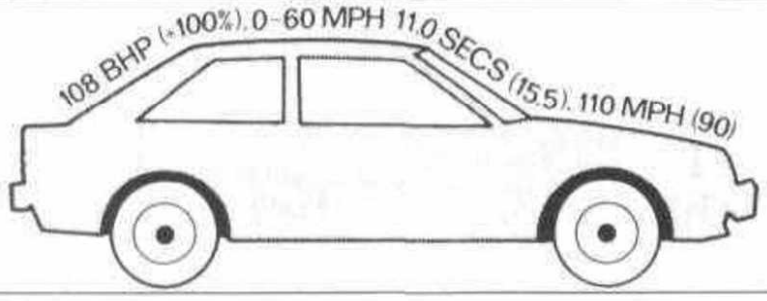

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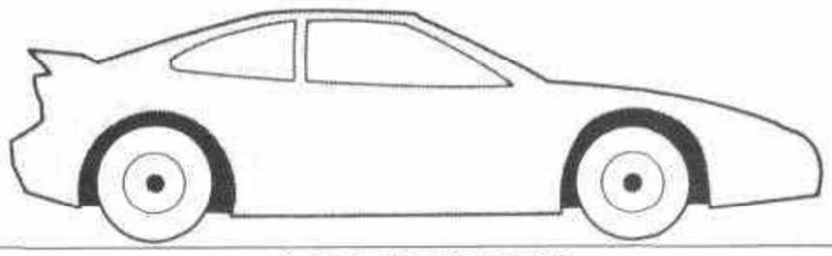

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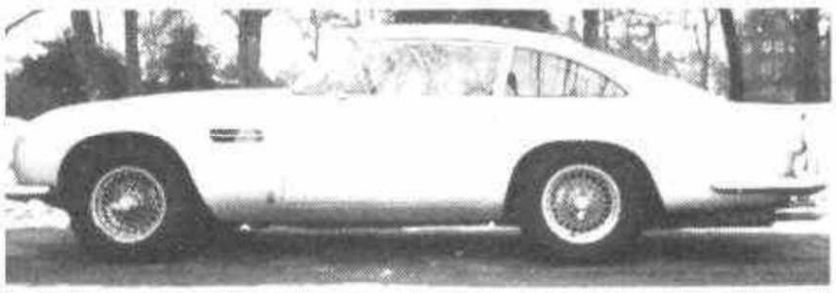

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Mercedes 190E 2.3 16 valve. Blue / black, total specification. **POA**
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FRONT COVER PICTURE: JAGUAR built 12 lightweight E Types for competition use but this one (reg 2 GXO) has never raced. The lightweight had outstanding performance for a machine based on a mass-produced sports car, and was successful in minor events. Although they were entered in the great sportscar races like Sebring and Le Mans, they did not achieve notable success.

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Matters of Moment

5,000,000 Minis

There was a party at Longbridge the other day, to celebrate the five-millionth Mini, which we were unable to attend. No regrets, as we do not like champagne or Noel Edmonds, and would have seen no point in proving that 53 persons can get into, or on, a Mini. However, the continued production of Sir Alec Issigonis's brilliant concept puts the British Motor Industry into some sort of perspective. It took 27 years or so for those five-million "minibrics" to emerge, against Ford's over-15-million Model-T's in less than 18 years, at a time of less-intense automobilism, and more than 20-million VW Beetles since the war.

That does not detract from the brilliance of the Issigonis baby car — soon all the World was copying his ingenious layout and had he been able to collect royalties he would have become the richest man on earth . . . We *were* at the launch of the Mini in 1959 and remember vividly our excitement at seeing such an innovative, in fact unique, new British car — transverse engine, gears in the sump, FWD, rubber suspension, and those 10 in tyres, giving maximum interior space in this tiny car. Next came an invitation to see the Mini-Cooper, that was to gain so many successes in racing and International rallies. In fact, the remarkable road-clinging qualities of the Mini had soon had it in races, even though at first the wheels flew off frequently, in spectacular fashion, and do you recall the occasion at Silverstone when the drivers in a Mini race, egged-on by Innes Ireland, put the gear levers into reverse, not first, and at the fall of the flag all shot *backwards?*

The Mini was a fun-car, but also a very practical one. That it is still in production reflects the time when Britain had some great designers, like Sir Alec Issigonis, William Heynes who engineered the finest of the production twin-cam engines for Jaguar, and Harry Grylls, who made the Rolls-Royce Silver Shadow such an advanced successor to the Clouds. We need more designers of this calibre, and men like Sir Leonard Lord who backed the Mini, if the British Motor Industry is to recover from the mess in which it currently finds itself, with the Government trying to sell it off, starting with Land Rover, a World-beater, to an American colossus. Jaguar has made a creditable recovery but what of the other once-great British makes? The former Royal Daimler has long been a fluted-Jaguar, Bentley is only just emerging from being a Rolls-Royce for flat-hats, Rovers have become largely Rovondas, and soon Nissan will be making cars here. The Oriental interference is a European disease as well as a British one and that *marque* individuality the enthusiast sets so much store by is fast being eroded away. The proud Peugeot Lion is now a denizen of Coventry, a common vee-six engine has long been shared by two French makes and a Swedish manufacturer, Fiat controls Ferrari, VW wants to swallow Seat, and the Wankel rotary-engine that once showed so much promise in the NSU Ro-80 is now a Mazda exclusive, in the excellent RX-7. One time British-made cars like Ford and Vauxhall are now largely built in Germany, Belgium and Spain. The biggest-selling car in Global terms is the Toyota Corolla, a sort of modern Model-T, and though the Jensen Interceptor FF pioneered 4WD and anti-lock braking, it was left to the likes of Audi and Ford to offer these systems on mass-produced cars, with Ford offering the latter in the lower priced fwd class. Last month we told of how Daimler-Benz, who make the best-engineered cars in the World, is looking to its next 100 years with some great technical breakthroughs, although the Rolls-Royce is the greater status symbol.

It is high time the British Motor Industry pulled itself together and came up with some innovative new cars, before Mrs Thatcher, reminding us how much of our money it has absorbed, sells the lot. The Mini was, in its day, an outstanding British achievement, the most exciting car since the *traction avant* and 2cv Citroëns and the VW Beetle, the last named innovative on account of its air-cooled, light alloy, flat-four rear engine and torsion-bar springing. But it is Issigonis's East-West engine layout with FWD that has become the first universal change in motor-car design since the Panhard horseless-carriage arrangement. Unusual cars may not always be able to compete with things like Corollas. But they stimulate

Continued overleaf

Motor Sport Fixture List for April

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
March 29th/31st	**BARC**	**Thruxton Circuit, nr Andover, Hants.**	**Race Meeting (INT)**	**12.00**
March 30th/31st	**BRSCC**	**Brands Hatch Circuit, nr Fawkham, Dartford, Kent**	**Race Meeting (INT)**	—
March 30th	BRSCC	Mallory Park Circuit, Leics	Race Meeting (R)	—
March 30th	SMRC	Ingliston Circuit, nr Edinburgh	Race Meeting (C)	—
Mar 28th/April 1st	**Ulster AC**	**Belfast, Ireland**	**Circuit of Ireland (European Rally Championship round) (INT)**	—
March 31st	BRSCC	Castle Combe Circuit, Chippenham, Wilts.	Race Meeting (R)	—
March 31st	BRDC	Silverstone Circuit, nr Towcester, Northants	Race Meeting (N)	—
Mar 30th/April 3rd	**Safari Rally Limited**	**Nairobi, Kenya**	**Safari Rally (World Rally Championship round) (INT)**	—
April 3rd/6th	**ASA 3 Continents**	**France**	**Rally des Garrigues (European Rally Championship round) (INT)**	—
April 5th	JDC	Silverstone Circuit, nr Towcester, Northants	Race Meeting (R)	—
April 5th/6th	**DRC**	**Castle Donington, Derby**	**European Touring Car Championship round (INT)**	—
April 6th	ASTRA MCG	Lydden Hill Circuit, nr Sittingbourne, Kent	Race Meeting (R)	—
April 6th	BARC	Bruntingthorpe, 6 miles south of Leicester, off A50	Sprint (R)	—
April 12th	BARC	Oulton Park Circuit, Tarporley, Cheshire	*Motoring News* Transnational Raceday (R)	14.00
April 12th/13th	Lampeter & DMC	Black Lion Royal Hotel	Sarn Helen Rally (*Motoring News* Rally Championship round) (R)	23.01
April 12th/13th	**ASAC Grasse**	**France**	**Rally RMC Grasse-Behra (European Rally Championship round) (INT)**	—
April 12th/13th	BHRC	Brands Hatch Circuit, nr Fawkham, Dartford, Kent	Brands Hatch Trucks	—
April 12th/13th	**BRDC**	**Silverstone Circuit, nr Towcester, Northants**	**F3000 Championship round, British F3 Championship round & International Trophy Meet (INT)**	—
April 13th	BARC	Snetterton Circuit, Attleborough, Norfolk	Race Meeting (N)	14.00
April 13th	**Real Automovil Club de Cataluna**	**Jerez Circuit, Spain**	**Spanish Grand Prix (World Championship round) (INT)**	—
April 13th	**Mainzer AC**	**Hockenheim Circuit, Germany**	**European Touring Car Championship round (INT)**	—
April 13th	750 MC	Mallory Park Circuit, Kirkby Mallory, Leics	Race Meeting (R)	—
April 13th	Astra MC	Lydden Hill Circuit, nr Sittingbourne, Kent	Race Meeting (R)	—
April 13th	BRSCC	Cadwell Park Circuit, Louth, Lincs	Race Meeting (R)	—
April 16th/19th	**Hotels Spa Costa Smeralda**	**Italy**	**Rally Costa Smeralda (European Rally Championship round) (INT)**	—
April 19th	Aberdeen and DMC	Union Terrace Gardens, Aberdeen	Granite City Rally (N)	07.00
April 19th	BARC	Lydden Hill Circuit, nr Dover, Kent	Sprint Meeting (R)	—
April 19th	750 MC	Oulton Park Circuit, nr Tarporley, Cheshire	Race Meeting (R)	—
April 19th	VSCC	Silverstone Circuit, nr Towcester, Northants	Race Meeting (C)	—
April 20th	**AC Milano**	**Monza Circuit, Italy**	**World Sports Car Championship round (INT)**	—
April 20th	BARC	Thruxton Circuit, nr Andover, Hants	Race Meeting (R)	14.00
April 20th	BARC	Brands Hatch Circuit, nr Fawkham, Dartford, Kent	Race Meeting (British Formula 3) (N)	14.00
April 20th	BARC	Lydden Hill Circuit, nr Dover, Kent	Race Meeting (R)	14.30
April 20th	SMRC	Ingliston Circuit, nr Edinburgh	Race Meeting (R)	—
April 26th	500 MRCIJ	Kirkistown Circuit, nr Belfast	Race Meeting (R)	—
April 26th/27th	BHRC	Brands Hatch Circuit, nr Fawkham, Dartford, Kent	Race Meeting (N)	—
April 26th	JDC	*Oulton Park Circuit, nr Tarporley, Cheshire*	*Race Meeting (R)*	—
April 27th	BRSCC	Silverstone Circuit, nr Towcester, Northants	Race Meeting (R)	—
April 27th	**Federazione Auto Motoristica Sammarinese**	**San Marino**	**San Marino Grand Prix (World Championship round) (INT)**	—
April 27th	BHRC	Brands Hatch Circuit, nr Fawkham, Dartford, Kent	Race Meeting (N)	—
May 1st/4th	AC di Brescia — MW Veteran CC	Brescia, Italy	Mille Miglia 1986	20.30
May 1st/4th	**ASAC de la Corse et du Tour de Corse Automobile**	**Ajaccio, Corsica**	**Corsica Rally (World Rally Championship Round (INT)**	—
May 2nd/4th	**South Wales AC**	**Cardiff**	**International Welsh Rally (INT)**	—
May 4th	**Vallelunga ACI Sport SpA**	**Vallelunga, Italy**	**F3000 Championship Round (INT)**	—
May 4th		**Misano, Italy**	**European Touring Car Championship Round (INT)**	—
May 5th	**BRDC**	**Silverstone Circuit, nr Towcester, Northants**	**World Sports Car Championship round (INT)**	—
May 4th/5th	**AMOC**	**Brands Hatch Circuit, nr Dartford, Kent**	**Race Meeting (INT)**	—
May 4th	Crane Valley MC	Waversdown, Hants	Tom Higginson Memorial Classic Trial (R)	10.00
May 5th	BARC	Thruxton Circuit, nr Andover Hants	Thundersports Raceday (N)	14.00
May 5th	BRSCC	Castle Combe circuit, Chippenham, Wilts	Race Meeting (N)	—

the Industry and Britain urgently needs more new cars that, like the Mini, will become best-sellers.

■ Congestion

There should be a sort of "That's Life" gold-cap award for the worst exit from the centre of London. Unless other suggestions are received, we suggest it should go to the route leading to the commuter areas of Hillingdon and Ruislip, and the Oxford plain beyond — where the once "dreaming spires" are scarcely permitted to dream nowadays, although Oxford is endowed with good ring-roads. Every evening, on this route, congestion builds up from the end of the fly-over, along Westway and Western Avenue, until cars, coaches, and commercial loads are either at a standstill or progressing at a crawl, speedometer needles at zero, a few yards at a time, on this three-lane carriageway. Light-controlled crossings instead of underpasses, roundabouts in place of over-passes, are to blame, impeding the traffic-flow, so that it is customary for a journey from the City to the commencement of the M40 to take 1½-hours or more, a pathetic average speed even by Urban standards. It has now come to light that guests on the BBC's Wogan Show have been delayed by London's traffic snarl-up on this route, and we cannot have that, can we?

Mrs Thatcher is very keen on the Channel Tunnel. This may constitute a great asset to Europe. But holiday-makers who will only use it about twice or four times a year may wonder at the cost of building it, have claustrophobic doubts about using it, and some may regret the passing of a sea-crossing that can be part of the holiday fun. If all those hundreds of frustrated users of Westway and Western Avenue who have to endure the nightly misery of the traffic congestion there were to send Mrs Thatcher a postcard saying "Never mind the Tunnel, what about Westway?" something might, just *might*, get done about relieving this scandalous homeward crawl. . . .

Club News

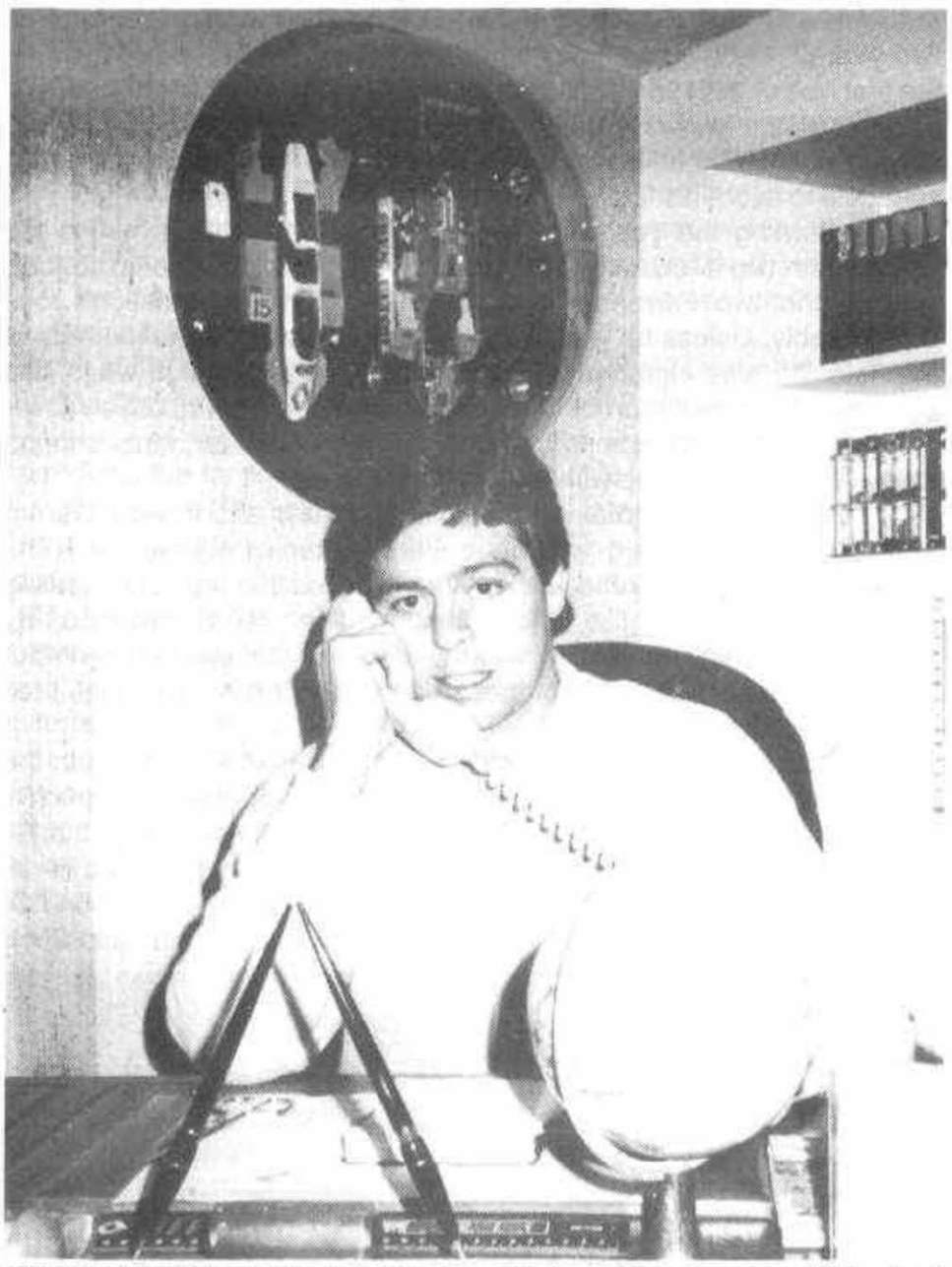
SPORTING VAUXHALLS are to be admitted to the **Opel Drivers Club**, which will now be known as the **Opel Vauxhall Drivers Club.** Cavalier Coupé and Hatch, and the Chevette HS2300 are the variants most likely to be involved in this decision, which is the result of the "blending" of the two *marques* over recent years. In addition, a register of the older fwd Kadett Coupé model is being formed, and owners should contact the club at Borrow Hall Studios, Dumpling Green, East Dereham, Norfolk. Tel: 0362 4459.

Also in Dereham (in fact on the same telephone number) is **Club Lotus,** who plan a European Rally in Perigord, France on May 9-11th, and whose National Rally and Speed Test Day will take place at Castle Combe, Wiltshire, on May 31st. Those not going to the rally can join a club convoy to Le Mans, starting on May 30th. The postal address of Club Lotus is PO Box 8, Dereham, Norfolk.

A Charity promotion on behalf of the **Gunnar Nilsson Cancer Research Fund** has been *organised by* **Motor Heritage Racing.** This is a Test Day at Goodwood on Saturday May 17th, to which owners of pre-'64 Lotuses, Coopers, Elvas, and other sports-racing cars are invited; interestingly, replicas of the cars of the appropriate period will also be accepted. The limit is 30 cars, at a fee of £20 each; contact Motor Heritage, Charlwood House Estate, PO Box 7, Horley, Surrey.

Porsche Club Great Britain celebrates its 25th Anniversary this year with a three-day gathering in the Cambridge area on 6th, 7th and 8th June. The club caters for owners of all Porsches from the 356 to the very latest 959 models, with individual Registers for the various models. There is now a permanent Club HQ at Ayton House, West End, Northleach, Glos. GL54 3HG from where everything is organised.

Derek Warwick — Life after Formula One...



ON the phone at home in Jersey.

"WHAT I'M trying to do at the moment is to come to terms with the fact that there *is* life after Formula 1. I'm managing to get myself really fired up with a lot of enthusiasm for this new Jaguar WSC project, but every so often the realisation that I'm probably not going to be in a Grand Prix car this year hits me hard. That I won't be at Rio on March 23rd. At the end of the day this is hard to accept because, whatever you might try to kid yourself, Formula 1 is *the* thing. . . ."

For Derek Warwick, just 31 years old, and surrounded by the material trappings of a successful life in his tasteful, comfortable Jersey home, the last 24 months have thrown into sharp relief just how unpredictable life can be for a professional racing driver — and how precariously one's reputation rests solely on the last race. At the end of 1983 he was regarded as Britain's golden boy, the man most likely to make it to the top. He had just left his "spiritual home" amongst friends at Toleman for a big money deal to drive for Renault. It looked like a shrewd move and he turned down an offer from Team Lotus to join the French equipe.

The details of Warwick's recent negotiations to stay in Formula 1 are too recent and well-publicised to be raked over in any detail here. Suffice to say that Ayrton Senna, unconvinced over Team Lotus's ability to field two competitively reliable cars, vetoed the inclusion of any other experienced driver in the line-up as his partner. In practical terms, this closed off the last possible berth for Derek who was already out of a job following the withdrawal of the works Renault team, more than two years after Alain Prost notched up its final Grand Prix success.

Warwick does not feel sore about the way the cards have fallen, not in any petulant self-pitying way at any rate. He finds it difficult to hide the traces of indignation over the way in which he was "messed about" by Lotus team manager Peter Warr and sponsors John Player. Inwardly he is not certain whether he could be quite as uncompromising as Senna, feeling that such tricks have a habit of rebounding on you later during one's racing career. But in terms of self-confidence in his ability behind the wheel, Derek has shrugged off the enormous disappointment as merely a "hiccup in my racing career. I can promise you that, somehow, I'll be back in Formula 1 in the future and, when I leave it next, it will be on my terms. Because *I* want to get out, *not* because I'm unable to get a drive. . . ."

Meanwhile, 1985 beckons as number one driver for the prestigious Silk Cut-sponsored TWR Jaguar XJR6 team in the World Sportscar Championship. When we visited him recently in Jersey, he was bubbling over with excitement with this new project and absolutely determined to give it all he has got in the face of the ever-present, and undeniably proven, Porsche onslaught.

"It was very difficult for me to think about life after Formula 1," says Derek reflectively, "because I still think of myself as young, good enough to be World Champion and capable of winning races, and I honestly believe if you got the world's top journalists together I would be rated in the top ten. I think that most people in the business accept that I have the necessary qualities as a driver to justify a place in F1.

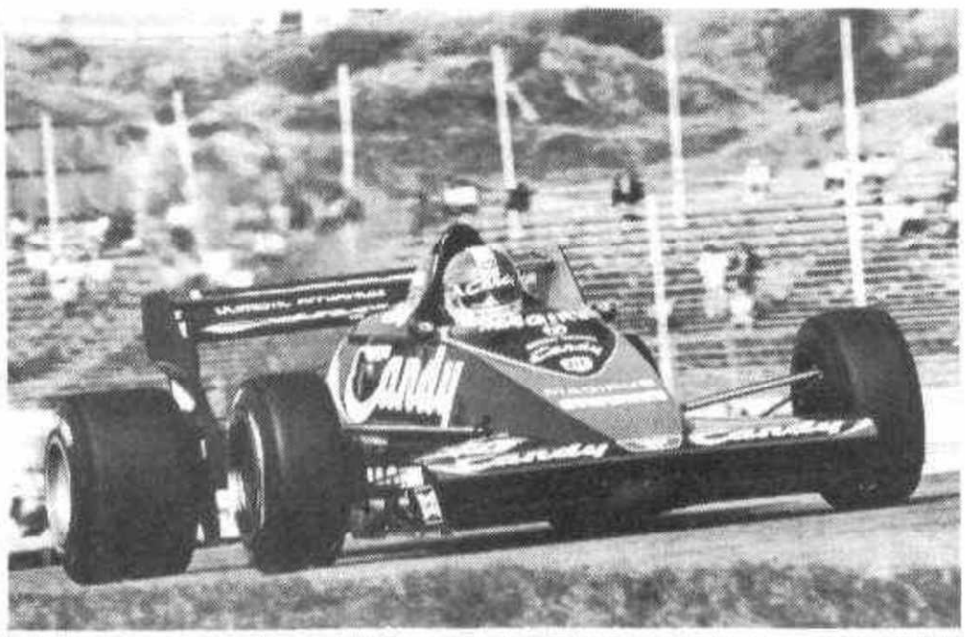
"If you had asked me about going to the Jaguar team three months ago, I wouldn't have given it breathing space because I was 100% aiming for F1. But I went to the recent Daytona 24 hour sports car race to drive the B. F. Goodrich Porsche 956 just to get some time in a car — almost for a rest, if you can call a 24 hour endurance race a rest!

"I drove in that race largely to try and detach myself from my off-track problems, focusing my mind on the single objective of getting that Porsche to the finish line and doing a good job. But, it was there that I finally realised that there *is* life after Formula 1."

Derek admits it also gave him time to think about the Jaguar offer which had already been put to him. When it finally became clear that he was not going to be signed by Team Lotus, he made the very positive decision to go with Walkinshaw and sign on the dotted line to drive the Jaguar rather than hanging on hopefully on the F1 sidelines in the vain chance that something would crop up in the short time remaining prior to the start of the year. At least with Jaguar he has got himself firmly entrenched with a well financed and professionally operated organisation, a fresh challenge which will absorb his attention for the rest of the season.

Reflecting on the recent Rio F1 test and the way in which new boy Johnny Dumfries was kept on the sidelines for the first day and a half while Senna monopolised the available equipment, Derek winces slightly with an almost ironic expression on his face. The message is clear; it might almost have been more than he could have put up with accepting such a brutally compliant supporting role. Perhaps, he tells himself, *not* getting that Lotus seat could turn out to be a blessing in disguise.

"My Jaguar deal is a good one, no question," he states firmly, "and I think it is a very positive development for me. I'm not sour-graping the Lotus situation. But I'm number one at TWR; we've got Eddie Cheever in the team. I've been guaranteed all the testing, or as much as I want. I set the car up at the race. I qualify the car and Eddie partners me in the



FIRST Championship point: heading for fourth place in the 1983 Dutch Grand Prix in the Toleman TG183B.

race. He's a very quick driver, so I believe we represent the strongest line-up in the entire WSC field.

"Tom Walkinshaw is doing this whole project in his usual meticulous style; he does nothing by halves! We're building our own engines at Kidlington, which everybody knows, we're hoping to have qualifying engines. Roger Silman, who was team manager at Toleman when I was there, has the experience of running an F1 show, so he is working hard to inject the sort of tightness, the sense of urgency, into the programme which we all take for granted in F1, but which WSC possibly lacks in some areas."

Derek concedes that the Jaguars might suffer slightly from not having a turbocharged engine, but, having said that makes the point that, having driven against the Group 44 cars at Daytona, there might be a few eye-openers this season to upset the WSC applecart.

"I believe that we can run very strongly indeed," insists Derek optimistically, "and if I hadn't believed that I wouldn't have committed myself to the project in the first place, bearing in mind I had the option to drive for a Porsche outfit. I am confident that I've got the best drive in the next best category after Formula 1. If you like, I lucked out to get this drive, because, by rights, I should be on the scrap heap, and this could be the way of keeping my name in the frame while at the same time winning motor races which, after all, is what we all want to do."

Of course, Warwick has had some WSC experience behind him, all achieved during 1983, his final season with Toleman. He handled the Kremer team Porsche CK5 special at Le Mans where he shared with Patrick Gaillard and Frank Jelinski, but isn't inclined to comment about it in any depth: he just rolls his eyes and raises his eyebrows simultaneously!

Then came an outing with Franz Konrad in a Kremer Porsche 956 at Spa, followed up by his superb wet weather victory in the Brands Hatch 1,000 kms where he shared the J. David 956 with John Fitzpatrick, a driver for whom he has an immense amount of respect.

"The deal with Fitz was absolutely fantastic," grins Derek with pleasure, "the car was obviously very competitive and it was on Goodyear rubber, which was to turn out to be an advantage, and by the end of my first stint in the cockpit I'd lapped the entire field. Fitz had told me that, if it was wet, I would start the race and do two stints behind the wheel, so that's how we played it. But at the end of the first stint I was just bursting for a loo, and after an hour in really heavy rain I'd had enough, I just wanted to get out!

"So I was just unstrapping the harness and on the point of getting out when Fitz opened the door, said "you don't want to get out, do you Derek?", bang, slammed the door and ran away. He later told me 'there was no way in the world you were going to get me in that car after you'd come in with a lap lead!"

Those preliminary sports car outings opened fresh challenges to Warwick and he makes no secret of the fact he would have liked to race in other WSC events in '84 and '85, but those Renault commitments obviously prevented it. "It was an experience that reminded me there were some very specific disciplines involved in sports car racing. It's a slower pace, of course, but it can still be hard work, what with keeping an eye on economy and the need to conserve the mechanical side of the car and the speed differential as you are threading your way through slower traffic. I finished that Brands Hatch race feeling that WSC programme would ideally compliment a Formula 1 season: I even asked Renault whether I might do two or three endurance events when I was negotiating my contract, but the programme was just too busy to permit it. There was no way."

Looking back, Derek has no doubts that his decision to go to Renault was correct at the time. "It's easy to be wise after the event, but at the end of 1983 who would bet that the team wouldn't win another race for two years?" He made a fine impression on the French equipe during the first half of the 1984 season and, as a result, was offered a lucrative contract for the following season at around the time of the British Grand Prix. It seemed that his career was going to plan and he was on schedule to score his first Grand Prix victory.

After starting the year with a spell in the lead at Rio, third place behind the two McLarens at Kyalami and second place at Zolder, splitting the two Ferraris, Derek admits that his expectations rose considerably. Unless he was in a position to run at, or near, the front of the field, he was extremely disappointed. In that respect, when one compares the small crumbs of comfort he gained from relatively lowly placings in 1985, he admits that one's outlook and standards change dramatically when faced with an uncompetitive car.

"I remember at Imola in '84 getting really angry with Gerard Larrousse when he said 'well done Derek' after I'd nursed the RE50 home fourth," he grins reflectively, "I got involved in a right old shouting match and said that the whole thing was a bloody disgrace. By comparison, when I finished fifth at Monaco last year and inherited a similar position at Silverstone after several others ran out of fuel, I felt quite elated and satisfied.

"Of course, most drivers will tell you that it's the easiest thing in the world to run up with the leaders in a thoroughly competitive car which is working well. People said I drove really well to finish second in the '84 British Grand Prix at Brands Hatch, but I personally found it an extremely boring race. There was no way I could make any ground on Nikki's McLaren, so I was pacing myself to Senna's Toleman and Elio's

DEREK stood on the podium four times in 1984, his best results being second at Zolder (above) where he split the Ferraris of Alboreto and Arnoux and second at Brands Hatch, behind Lauda but ahead of Senna.

Lotus which were next up behind me, but not close enough to cause me any trouble. It was just the same when I finished third at Hockenheim behind the two McLarens: I just ran round alone for much of the race and it all seemed rather boring."

A change in Renault fortunes came at the end of '84 when Gerard Larrousse and chassis designer Michel Tetu left the team to join Ligier after a succession of policy disagreements with the company over the management of Renault Sport. Into the position of Renault Sport director came Gerard Toth, who was eventually to preside over the worst season for the French national Grand Prix team since its maiden full season in 1978. Warwick admits that he didn't take to Toth warmly on a personal level from the start — and their relationship plunged downwards from that point onwards.

"From the start Toth felt that we didn't need a new chassis engineer from outside Renault Sport, preferring to rely on the technicians we already had," reflects Derek, "but I can tell you that the RE60 felt bad and was a lot slower than the RE50 the first time we tried it at Rio. Patrick (Tambay) and I just looked at each other and said 'we're in the ...'. It seemed impossible that things could get worse, but that's what seemed to happen."

Look at the hard results of 1985 and they suggest firmly that Warwick handled the trials and tribulations which befell Renault with rather less in the way of resilience than his team-mate. Reorganising his private life moving the family to Jersey at the end of '84, with all the attendant minor trials and tribulations, allied to a virus infection which took a long time to shake off, rather took the edge off his sharpness. He readily accepts that, in several races, he didn't really do himself credit.

"By the end of the season it was getting difficult to motivate myself because I could see the problems approaching and I was getting almost frantic. I mean, to be honest, Patrick did his deal with Carl Haas quite early and he really didn't care too much by the end of the year, but I could see my whole career beginning to slip away from me and it was an extremely difficult time. I mean, to be honest, Renault did a disgraceful job in many ways: recently I visited Ken Tyrrell's base at Ripley and when you see what he manages to do with such limited facilities, the way that Renault carried on, with almost limitless resources, was really a scandal. . . ."

It is ironic in some ways that, after a difficult year adapting to life in Jersey, away from the "family compound" in rural Hampshire which revolves round the Warwick trailer business at Alresford, Derek really feels relaxed and comfortable in his new home. He, his wife Rhonda and their two daughters have left that initial feeling of unease about their new surroundings far behind. Derek likes the convenience of Jersey — "I can be in London quicker than I could from Hampshire" — loves the feeling of relaxation it offers and reckons that he has the best of both worlds. "I'm away a lot racing and can then come home to relax and get away from it all in these lovely surroundings," he grins, "and in that respect I consider I am very fortunate."

However, Derek is honest enough to admit that he does miss some aspects of living in his native Hampshire. "I miss the business, I miss the Swan Hotel which we own, but most of all I miss my baby brother. I'm enormously impressed with the way he has handled his stock car racing career, winning everything and sold up all the equipment by the time he was just over 16. There was a great temptation for him just to continue 'for a little longer', and I know my Dad and Uncle Stan were quite prepared for him to do that, but he decided that he'd done all that and it was time to move on to the next item."

Derek Warwick displays an almost paternal affection for young Paul who, after this interview was conducted, won his first two Formula Ford races at the wheel of a Warwick "family team" Van Diemen.

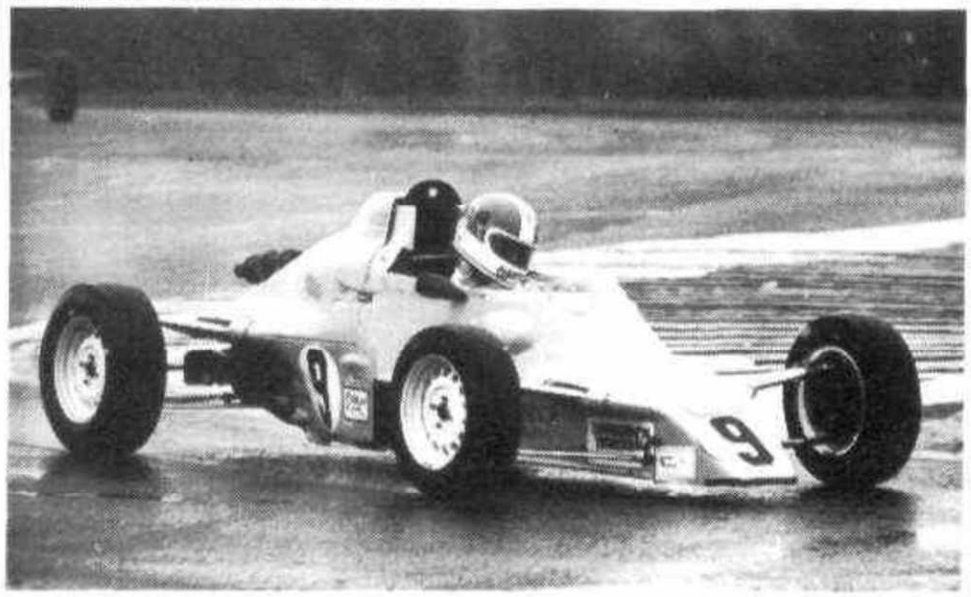
He laughed when we laid down our theory that the younger brother in a racing family, historically, has always proved to be better than his elder. "Perhaps," smiled Derek, "but all I can tell you at the moment is that Paul is better than I was at his age. But, in terms of experience and maturity, he is effectively five years older than I was at 17. I mean, we were just a bunch of country bumpkins going motor racing when I started and had no experience at all. We were so daft that I even ran with virtually no rear wing on at Monaco when we went there for the first time in F3!

"In that respect Paul has an enormous advantage because he can plug into my experience and I can give him advice to short-cut problems he would otherwise have to sort out for himself. I always tell him 'you're quick, Paul, but no matter how quick you think you are now, I'm quicker. And that's because I *know*, I've got the experience. I know how to do it. . .' That might not always be the case, but he has enormous potential. I'm determined that he should not try to progress too fast too soon. On the face of it, he could be in F1 by the time he's nineteen or twenty, but I don't believe he should be. No matter how good you are there's just no way you are mature enough at that age to handle all the outside pressure that's involved. He must progress steadily and smoothly. I'll be able to help him with that. . ."

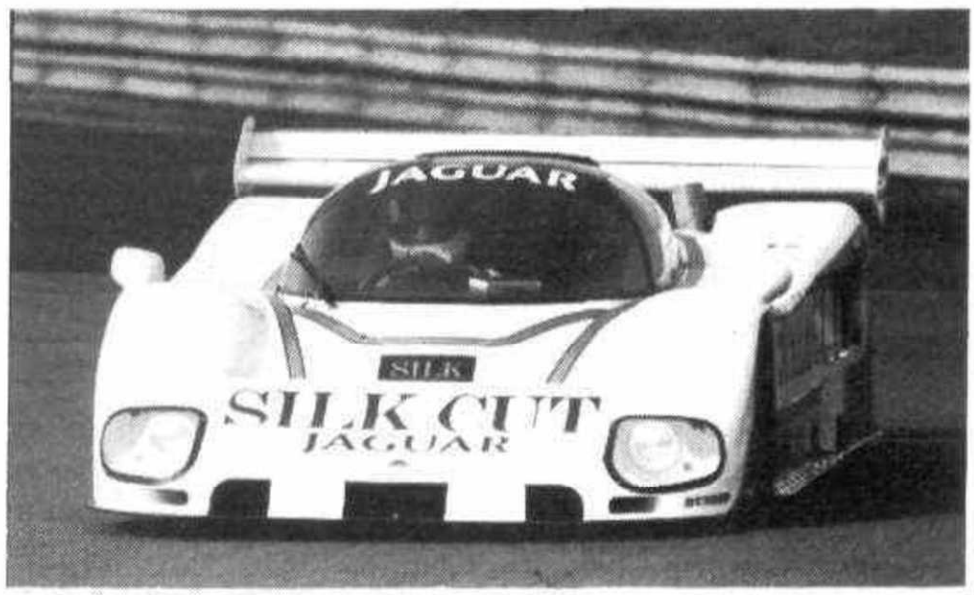
It's perhaps premature to see a 50 year old Derek Warwick standing in the back of some Grand Prix pit lane presiding over his 36 year old brother's progress on the World Championship scene — doubtless still with Dad Warwick and Uncle Stan quaffing the ale in the background! — but the family racing dynasty clearly has a long way still to go before it's finished. The fact that Paul Warwick has started out on the long road doesn't mean we've heard the last of his elder brother by any stretch of the imagination.

Although he is out of F1 for the time being, I was struck by Derek's mature, philosophical outlook to his fate. Rightly, he dismisses the irrelevant suggestions that "if" he had joined Team Lotus at the start of 1984 he might have been the man who was vetoeing Senna's inclusion in the team, not *vice versa*. As Keke Rosberg always says, "if my aunt had been a man she'd have been my uncle". *If* is a word which doesn't exist in any realistic racing driver's vocabulary. So as I listened to Derek talk about a return to F1, it was not surprising that he was talking in terms of *when*, not *if*. When he does get back, he will be welcomed by all, for his talent and sunny demeanour will be missed in the F1 pit lane. — A.H.

PAUL WARWICK has switched from stock cars to FF1600 this season, beginning his circuit career with two wins. Derek has become closely involved in his brother's career.



NEW BEGINNING. Trying out the Silk Cut-sponsored Jaguar XJR6 at Snetterton recently in preparation for a full 1986 World Sports Car Championship season.



Formula 3

ANDY WALLACE, runner-up in last year's British F3 Championship, took pole position and second place in the opening 1986 round at Thruxton. This year Wallace is driving a Reynard 863-VW, entered by Madgwick Motorsport.

WITH the scheduled F3 opening round at Silverstone on March 2nd postponed because the track was snowbound, the Thruxton meeting the following Sunday actually opened the series. Since the formula introduced a "B" class for year old cars in 1984, and went "flat bottomed" last year, it has gone from strength to strength. Twenty nine runners started at Thruxton, there were a further seven entries who didn't make it, and one may expect other additions along the way.

Most of last year's drivers have returned, while Mauricio Gugelmin, the 1985 Champion, and Russell Spence, who had the most outright wins, have graduated to F3000. In Class A there are a number of drivers who have graduated from the Ford Formulae, three new Americans and ex-karter Giles Butterfield, who had taken part in only nine car races by the beginning of the year but since they were all in F3 Class B last year, and he took five firsts and two seconds, his progress will be watched with unusual interest particularly since he is receiving backing from Warmastyle Racing for Britain.

One man who has not yet been able to put together the deal to take him further is last year's Class B Champion, Carlton Tingling who won his title while operating on the smallest F3 budget we've seen in years. Class B continues to thrive, as it should, since it can be undertaken seriously for less than some spend in the Ford Formulae, and it currently accounts for about half the grid and a fair proportion of the best racing. As Tingling has discovered, though, there is still a huge gap in terms of finance between the two classes.

Unfortunately, the weather conditions at Thruxton were so appalling that there was little opportunity for close racing. All drivers reported aquaplaning on the straights, which made overtaking, even in a straight line, a hazardous occupation. Most reported that it was the most dangerous race they'd competed in and mirrors were useless. It says much for the drivers then, that though there were a number of spins, only two men were unable to continue, and there were none of the collisions which one might have predicted.

The front row of the grid was interesting for last year's Championship runner-up, Andy Wallace, was sitting on pole in his Madgwick Motorsport Reynard 863 with, alongside, the Eddie Jordan Racing Ralt RT 30 of Maurizio Sandro Sala. Sala had been entered by Madgwick since he arrived in England from Brazil in late 1982 and, with Madgwick, he won FF1600 and FF2000 titles but, last year, moving up into F3 he and the team had a dreadful time running Reynards powered by Nicholson-developed Saab engines. Neither the team nor the driver were displayed at their best and so, for both, sharing the front row went a long way to burying the memories of 1985.

The story of the race is simply told, Wallace's line from pole was more waterlogged, Sala had marginally better grip and reached the Complex first and won by about five seconds. Martin Donnelly (Ralt) gave Wallace a hard time early in the race but had to settle for third, clear of Tim Davies, Graham de Zille and Gerrit van Kouwen (all in Ralts). The result would have been little different had the race been stopped after the first lap except for the dice de Zille had with van Kouwen, Graham taking Gerrit at the chicane late in the race.

The results contrast with last year when Reynard dominated the opening rounds. Though the company was new to the formula, it had put its first cars in the right

MAGNUM's New F3 car, the 863-VW, was given its debut at Thruxton by Fulton Haight Jnr. The American's lack of experience and testing meant he finished down the field but he will soon be joined in the team by Cor Euser who should be able to realise the car's potential.

hands and the cars were initially quicker than the new Ralt and Ralt designer Ron Tauranac was initially occupied in sorting out his F3000 cars.

When Tauranac was able to turn his attention to his F3 cars, things began to improve. Further, the Reynards suffered in two main respects, one was that some components wore out quickly but the second, and ultimately more damaging, was that in attempting to get ground effect from a flat bottomed car, Adrian Reynard had designed a compromise rear suspension which had to fit in with the aerodynamics of his car and it was not a harmonious marriage.

Then Russell Spence, who had won four of the first six rounds with a Reynard, had a rift with his team, PMC, which was also attempting to run Williams FW 09s in F3000. Spence left PMC and switched to a Ralt.

Reynard's Ford Formulae cars were not working well, the company's attention was diverted, and the position was worsened by the fact that the Reynard teams tended to lack experience of F3 and, in the case of Madgwick Motorsport, the Nicholson-Saab engines were a handicap. The Ralt teams, with Tauranac's help, became more competitive, and Ralt's bid was strengthened by the arrival of proven F3 winners Ross Cheever and Dave Scott. Gerrit van Kouwen also came good with a Ralt at mid-season, winning three races, while Tim Davies, who had been quick in a Reynard early on, lost his drive. Though Reynard had made progress with its car, by the end of the year the only competitive Reynard driver was Andy Wallace.

Reynard's big attempt to crack F3 had not failed disastrously, for the second and third men in the championship, Wallace and Spence, had used the cars and, between them, won seven races, but F3 drivers are conservative and most have preferred to go to Ralt this year. At present there are only three Reynards scheduled to run in Britain this year, two cars from Madgwick Motorsport (Wallace and McCarthy) and Dave Price Racing's works-supported car for Dave Scott. There was, too, a rumour that the Reynard's carbonfibre monocoque delaminated after a while but Dave Price says, "That's the excuse given for the mid-season off-peak period. It wasn't the cars that delaminated, it was the teams!"

This year the Reynard's monocoque remains essentially the same but the front track is a little wider, the rear track a little narrower and the wheelbase has been increased. All the suspension geometry has been changed but part of that is to accommodate the new Avon "control" tyre which is a little larger and, most people agree, worth three or four tenths a lap. The 863's side pods are 3 cm less deep and the rear suspension has been designed in harmony with the aerodynamics which, at 120 mph, give a claimed 300 lbs downforce.

Having a very stiff monocoque, the car appears to be less forgiving than a Ralt RT30 and Dave Scott, who has driven both, confirms this while saying that the turn-in is better. What little testing which has been possible indicates that the new car's joints do not wear out as rapidly as last year's car and tyre wear is much improved.

This year's Ralt RT30 has detail modifications to the monocoque and marginally different front suspension geometry (to accommodate the new Avons) but the rear suspension has been substantially changed with the springs and shockers re-located vertically on each side of the gearbox rather than horizontally and longitudinally on top of the gearbox as last year. They are undramatic changes, the sort of evolution we have come to expect from Ralt.

The third constructor in the British series is Magnum which has made neat, lovingly constructed F3 cars for several seasons, but which has yet to make its mark despite some promising showings. At Thruxton the sole Magnum 863 was driven by Foulton Haight Jnr, an American with limited experience and, weighing in at 15 stone, a built-in weight handicap. When the talented Dutchman, Cor Euser, joins the team, the car's potential might be revealed.

Designed by Ian and Stuart Robinson, the 863 is an entirely new car designed, like the Reynard, with F3000 applications in mind. Its aluminium honeycomb monocoque, with cast aluminium bulkheads, has a two degree crank in it rather like the March 85B. While the front of the car is horizontal, the "flat bottom" area rises by two degrees. There's a new aluminium and composite rear wing with long side plates, about which the team is excited, for it can be run nearly flat, and push-rods replace the former rocker arms at the rear in a unique arrangement where the coils and damper (as on previous cars) are mounted over the gearbox. Last year's Magnum had clever aerodynamics and this area has been further improved with flat extensions forward of the side pods.

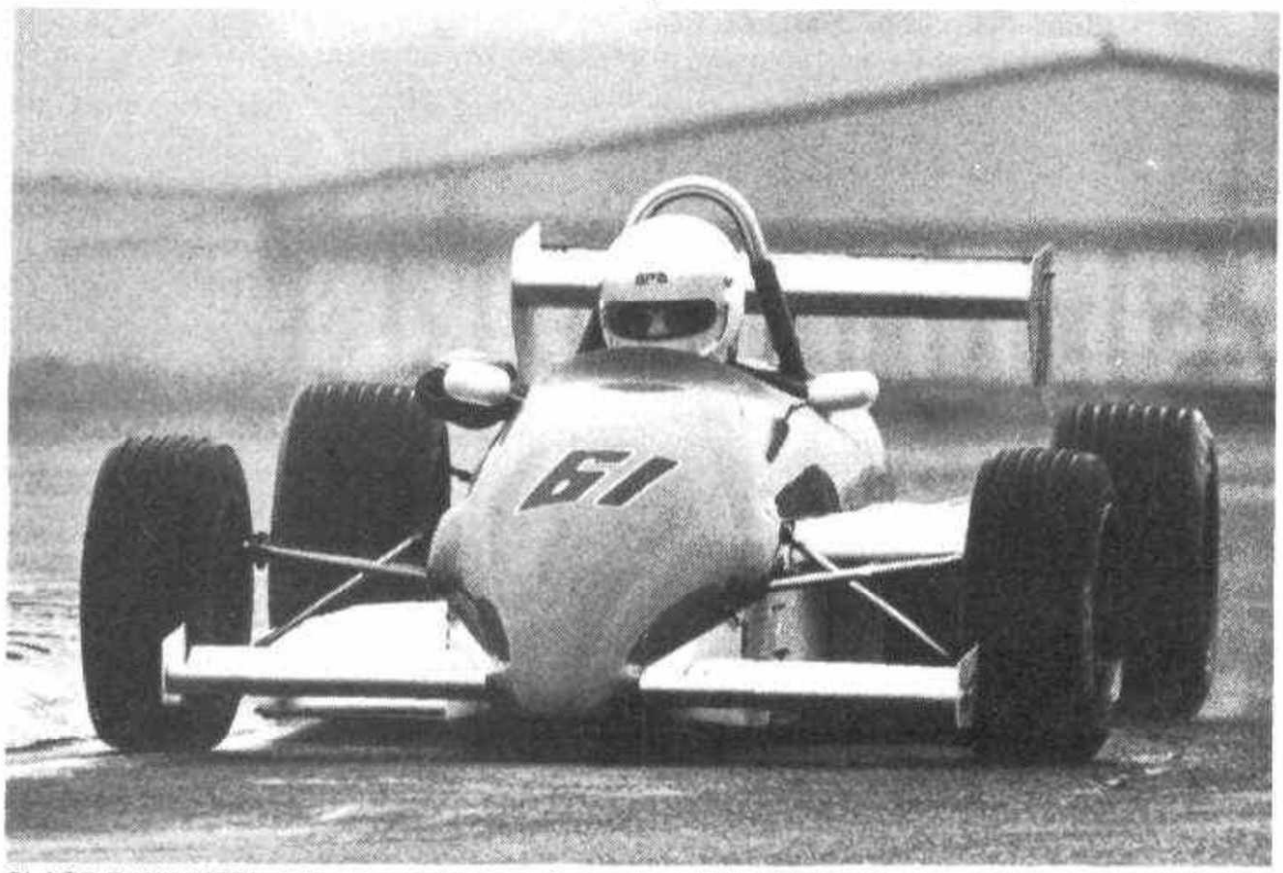
Small ducts are fitted on the front brakes which are Girling and not the Lockheeds which are otherwise standard F3 kit, and even the mirrors are made by the Robinson family under the guidance of father, John, who seems to have been usurped (cheerfully) by his talented sons.

These days almost everyone fits the John Judd-developed VW engine but an exception is Keith Fine running with Glenn Waters' Intersport team. Through his long-time association with Japanese motor racing, Waters has agreed to run the new Tom's Toyota unit, based on the Celica 3SG engine. Unlike the older Toyota engines which were virtually standard wear for a long period of F3, this unit is only 4kg heavier than the VW.

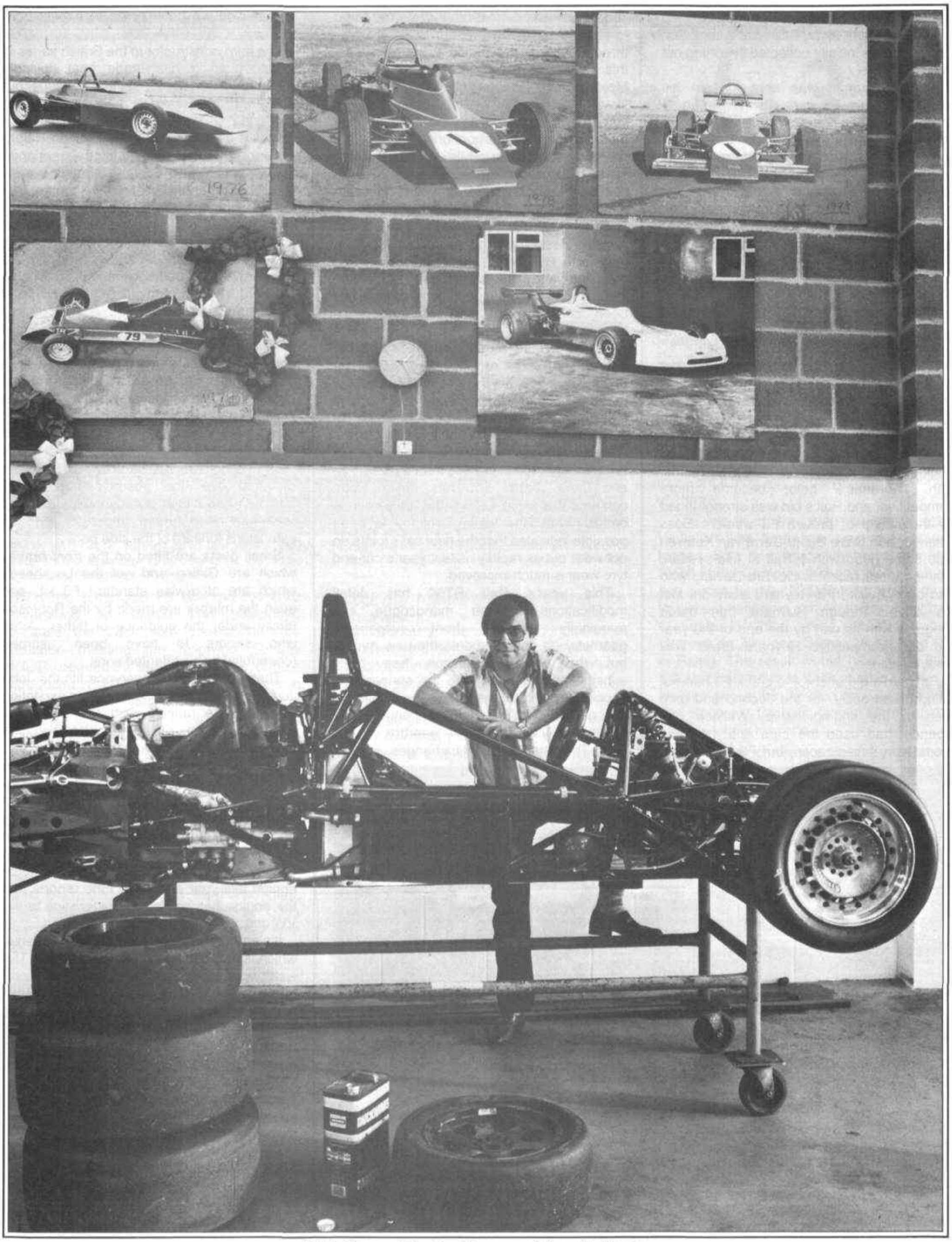
Tom's is testing the water with a single engine this year and Keith Fine reports that the engine has similar characteristics to the VW unit.

It's early days yet in the F3 Championship, which is still without an overall sponsor. The weather which caused the Silverstone round to be postponed also set back most teams' test programmes. Given the conditions at Thruxton, which were so bad as to be almost freak, it would be a brave man who'd draw many conclusions though it does seem that Wallace and the new Reynard will be competitive and Sala's drive suggests he has shrugged off 1985 and will this year demonstrate his true talent.

It's interesting that fastest lap was set by Mark Galvin with Martin Donnelly, Dave Scott and Tim Davies next quickest. Gary Dunn, winner of Class B, also set fastest lap for the class, a clear second over the field. — M.L.



CLASS B WINNER at Thruxton was Gary Dunn (Ralt RT30-VW) in his first appearance in F3. Dunn took the lead on lap four from Steve Kempton after early leader, Gary Ward, aquaplaned and damaged his car.



Ralph Firman at the Van Diemen workshops, Snetterton.

"I HAVEN'T CHANGED MY OIL IN TWENTY YEARS."

Ralph Firman, Managing Director Van Diemen International.

BACK IN 1966, my Sunbeam Alpine might have needed a bob or two's worth of work done on it, but it never went short of oil.

You see, I was working on the Brabham Formula 3's at the time, and we were sponsored by Duckhams. The way the cars' engines were running, there always seemed to be some unused oil left over at the end of a day's racing.

Well it seemed a shame to let that last drop of Duckhams go to waste, particularly when my old Alpine ran so smoothly on it.

But then I suppose that was the whole point of them sponsoring us. They wanted to prove that the standard Q 20W/50 oil you could buy in any garage could handle motor racing stresses. And it did. It impressed me.

Then when Formula Ford came out in the late sixties, it really gave Duckhams a chance to prove a point.

I mean, if Q 20W/50 could protect a standard Ford Cortina engine when it was being thrashed round Silverstone, it could really work wonders for the average family saloon on a Sunday afternoon drive.

For Duckhams, it was a real chance to show off. Except, of course, not everybody believed the oil was the same.

So I remember the guys from Duckhams would invite people who doubted them to race meetings, and tell them to buy a can of Q 20W/ 50 from their own local garage on the way.

Then they'd bring them down to the pits, and we'd let the disbelievers pour the oil they'd brought into the racing engines.

They believed it after that!

Anyway, by the time we'd built the first Van Diemen in '73, Duckhams and I were like old friends. So, we were more than happy to run our new cars on their oil.

If anything it was Duckhams who were taking a risk, sponsoring new cars with no track record. But it paid off.

That first year Donald MacLeod won the BOC Championship for us, bless him.

And the rest, as they say, is history.

The cars have always done well. And we've been very lucky with drivers (Moreno and Senna both started off with us, you know).

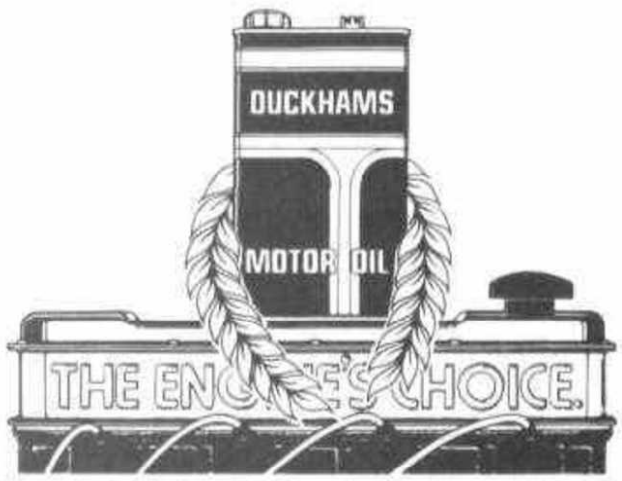
In fact, with the exception of one or two seasons, Van Diemen have won at least one major championship a year.

We've changed our design quite a few times, but we've never changed our oil. Except when Duckhams Hypergrade™ came out in 1982. (Funnily enough, that's the year we won five Championships, including the RAC and the P&O).

But I'm afraid I can't really tell you why we've run so well on Duckhams. It's never given us any problems, so I just take it for granted.

All I do know is I'd recommend it to anyone. Even my own son.

He's ten, and he's just started racing go-karts. Guess whose oil he's running on.



Hypergrade is a trade mark of Alexander Duckham and Co, Limited.

Rally Review

The Swedish Rally

WIDENING the range of top 10 entries were two Citroën BX 4TC's, but despite 4WD and 380 bhp, the final tally was a sixth place and a retirement.

SEVERAL significant developments have taken place in Sweden in the past two decades. Among the more trivial (though some would say otherwise) are the nation's lump sugar finally becoming soluble and its toilet paper at last perforated, whilst evolution of a more weighty nature has included the shifting of the driving lane from the left to the right, and the country's premier rally from Summer to Winter.

The Rally to the Midnight Sun was a name at one time as well known as Acropolis, Thousand Lakes and Safari are today, and its dirt roads just as popular, though there was always a little apprehension over what the innovative organisers would devise in the way of special stages, one in particular descending to the underground tunnels and galleries of an iron ore mine! The rally changed seasons in the sixties, and much later merged with another former Summer event, Värmland Runt.

The shift opened the door to what were, for non-Scandinavians at least, more innovations, such as setting up stages on the ice of frozen lakes and rivers, although doing likewise at the time were the Norwegians and the Finns. But of even greater import was the consequent increase in demand for those superb Winter safety aids, tyre studs. From bulky, bolt-through contraptions, strange clock-spring devices moulded into treads, and others which had to be pulled out with pliers at the start of every stage and were effective for hardly half a mile, emerged highly efficient, precision made studs of so many varieties that every conceivable surface condition had its corresponding type.

Alas, misguided authorities claimed (wrongly, in our opinion) that tyre studs seriously damaged road surfaces, and imposed strict limits on their size and number. Some even banned them altogether, obviously more concerned with road repair costs than saving lives. We have never seen convincing evidence (we'd be glad to, if anyone has it) that the parallel troughs which appear along tarmac roads are caused by stud wear rather than by subsidence due to heavy vehicles.

The outcome was disappearance of the spikes, chisels and porcupines which were common in Scandinavia and even the Monte Carlo Rally, and the introduction of rules limiting the length, weight and shape of studs, and the number allowed.

Regulations have varied from country to country, so there were no standard stud rules for rallies. However, a common requirement seemed to be that the number of studs should be limited to 12 per 10 centimetres of tread circumference. This was the case in Monte Carlo this year, but the Swedish Rally organisers, taking heed of competitors' remarks that an increase in the number would improve safety, decided to raise the maximum to 20 per 10 centimetres of tread circumference.

The Swedish Rally has been settled for some years in the city of Karlstad, and its route contained within the province of Värmland, where there is an abundance of forest roads and where enthusiasm is always at a high level. The route formed three loops northwards from Karlstad; the first of 400 miles via a stop at Malung, about 110 miles to the North; the second of a similar distance to Torsby, and the third of 250 miles in the area to the North-West of Karlstad. There were 30 special stages in all, totalling nearly 350 miles.

Peugeot, Lancia, Austin-Rover, Citroën, Volkswagen and Mazda were all in Sweden, but the greatest interest centred on the first championship appearance of the Ford team with its RS200. Not only was the car new, but the faces in the team too, for in the years of activity confined only to workshop, drawing office and test track, most of the mechanics left Boreham to join other companies or become freelance. However, a strong nucleus of experience remained, and the team seemed to be well knit and efficient.

It was appropriate that the newly-homologated RS200 should make its first major appearance in Sweden, for the team's new drivers for this year are all Swedish. Stig Blomqvist moved from Audi and teamed up with new co-driver Bruno Berglund (Björn Cederberg decided to cut his travelling), whilst Kalle Grundel and Benny Mellander moved from the German Peugeot team.

Peugeot has long forsaken its patriotism in favour of the policy that success sells cars even if its drivers are not French. Driving its two 205 T16s in Sweden were Timo Salonen / Seppo Harjanne and Juha Kankkunen / Juha Piironen, all of them Finns. Lancia, too, continues to emply Nordic talent, and its two Delta S4s were driven by Markku Alén / Ilkka Kivimäki and Henri Toivonen / Sergio Cresto.

After an unhappy Monte Carlo Rally, the Austin-Rover team took one of its Computervision-backed MG Metro 6R4s to Karlstad, driven by Malcolm Wilson / Nigel Harris, and merged its service arrangements with those of Per Eklund / Dave Whittock who were driving a Clarion-backed Metro 6R4 prepared by Schmidt of Germany.

Driving the two factory Citroën BX 4TCs were Jean-Claude Andruet / Annick Peuvergne and Philippe Wambergue / Jean-Bernard Vieu, the big cars somewhat difficult to drive on the winding roads rutted by the practice tracks of narrow cars. One GpA Mazda 323T, a four-wheel drive car like all the others so far mentioned, was driven by Ingvar Carlsson / Jan-Olof Bohlin, and one works Volkswagen Golf GTI by Kenneth Eriksson / Peter Diekmann.

Group A has always been popular in

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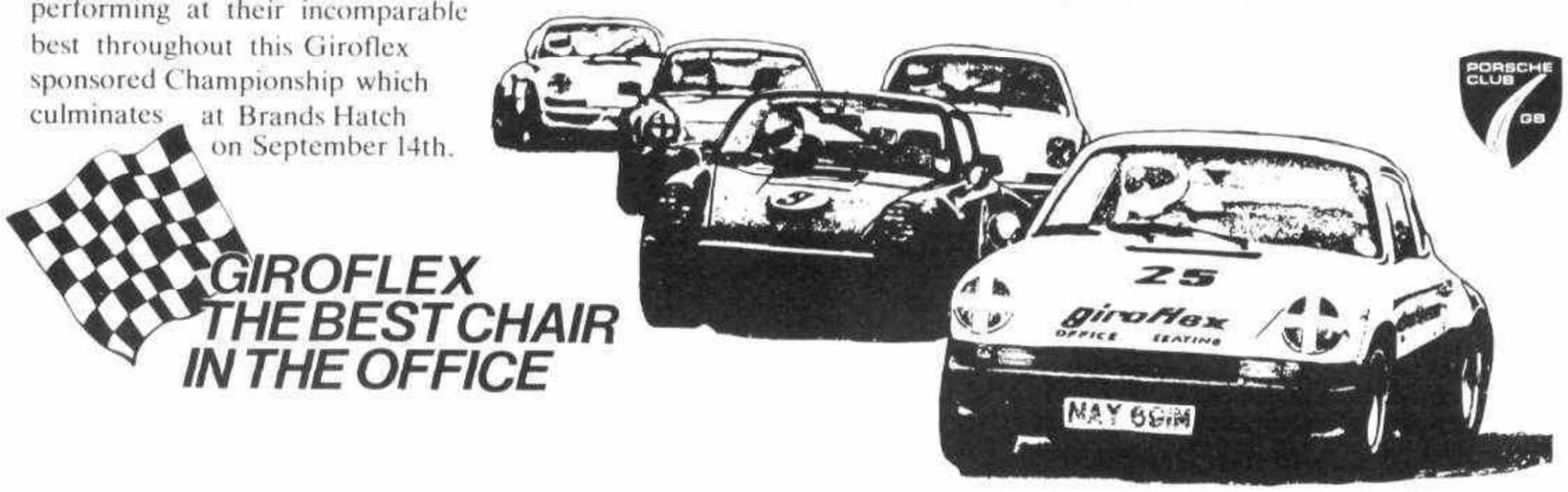

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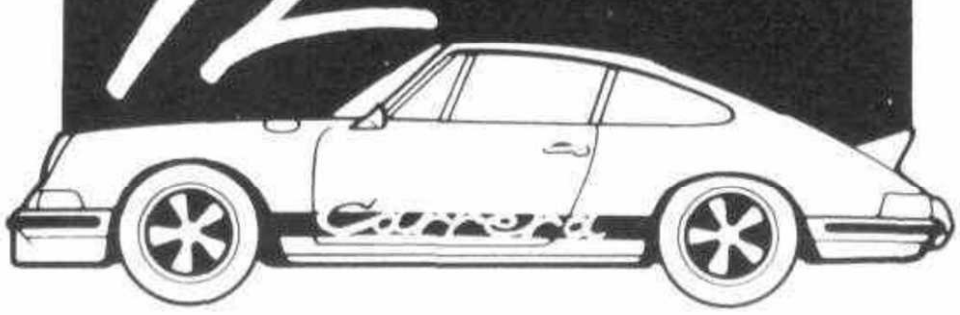


Sweden, and it has formed the basis of the national championship since the peculiar Swedish categories called "Standard A" and "Standard B" were abandoned in favour of the international system. It was natural, therefore, that the list should contain a high proportion of GpA cars, although some of the visiting GpA runners viewed some of the local cars in that category with a suspicion that they made no attempt to hide. However, no protests resulted.

Practice in Sweden is strictly controlled in order not to endanger, or even inconvenience, those who live or work near special stages. For instance, it was allowed only for two weeks, at speeds no greater than 44 mph, and not during the morning and evening periods when people travel to and from work and school. Some teams, Ford for instance, kept their recces and their test sessions apart, but Lancia combined theirs, with the result that note-making was frequently interrupted due to engine problems and the need to revise suspension settings. The Metros, too, gave some engine trouble before the rally, Eklund's shedding a cam drive belt and Wilson's doing the same thing after scrutineering.

Although practice is important, it can wear down the ice and snow coating the forest roads so that during the event tyres may bite through to the rock and chippings beneath, causing damage to vital studs or even loss of a significant number. Some crews arrange to have advance knowledge of this by employing the equivalent of Monte Carlo's ice-note crews, which, on the face of it, seems a ridiculous ploy in a Swedish Winter when the entire landscape is white. However, such advance knowledge can be of immense help, but it was strange to see Harri Toivonen making notes for his brother Henri — in a Metro! He was about to start a series of British events in a Metro, and Austin-Rover decided to let him become familiar with the right-hand drive car. That this was a good thing cannot be doubted, for not only did he learn the hard way by savaging the left side of the car, but Austin-Rover picked up useful notes for Eklund and Wilson into the bargain.

From the start on the Friday morning, it was Salonen who made the running. His second place in Monte Carlo hadn't been much to his liking, and he was keen to prove that he was capable of a much better performance, which he is. On those stages which were unchanged from previous years, he broke record after record, and after six stages he had opened out a lead of nearly a minute over Toivonen. The Fords didn't seem to handle as well as expected, although narrower tyres improved this.

The biggest dramas affected the Metros, and it must have been daunting indeed when Eklund stopped very suddenly on only the second stage, a piston having broken up. Wilson, on the other hand, was in a compromise situation. He wanted to do well, and gain a place on the list of A-seeded drivers, but his engine had not been replaced after losing its cam belt, only given new cylinder heads overnight, so he had to treat the unit with consideration. To make matters worse, he lost most of his gears, but although the box was changed (not by Cowley men), the linkages were not replaced properly and this left him short of ratios again. All this cost him nine minutes on the road (90 sec in actual penalty) and this dropped him to ninth place.

Toivonen went off through a snowbank whilst travelling rather quickly in fifth gear, but recovered and kept his second place. Team-mate Alén was struggling with far less power than he should have had, and the search for the cause continued unsuccessfully for so long that we heard what must be the Italian equivalent of "Cry Wolf". Just about everything was checked, even changed, but it wasn't until the whole turbocharger was changed after the second leg that full power was restored to the engine, and a satisfied grin to Alén's face.

Salonen's performance was outstanding, but it was sadly short-lived. In the middle of a 30-mile stage oil pressure warnings flashed and it became obvious that there was no hope of carrying on. The leader turned off the stage at an access point, and out of the rally, the oil having been lost from the filter bowl, apparently via a damaged gasket.

Toivonen then found himself in the lead, but only by 14 sec from Kankkunen. Behind them, Alén, his engine not yet giving full power, got up to third place for a while when Blomqvist lost road time having his water pump changed, a job as time consuming as it has always been on Ford engines. However, Alén needed an alternator replaced and the two changed places again. Back at Karlstad, those four were followed by Grundel and Wilson, less than a minute and a half apart.

Blomqvist, his car handling more to his liking and its final drive ratio lowered by a replacement transfer box, was confident of being able to improve on his third place, but hardly had the second leg got under way than it all went wrong for him. Without any warning whatsoever, his engine suddenly stopped inexplicably.

Notwithstanding this early retirement, there can be no doubt that Blomqvist had taken well to the RS200. It is by no means a lightweight, currently has less power than its rivals and has not yet been "evolved", as FISA would have us say, so prospects for the future are pretty good.

Grundel all but followed his team-mate when he dived into a snowbank and spent some two minutes having the car heaved out by spectators. The recovery process was about over when along came Wilson who promptly took to the bank to get past. Neither wanted to drive in the ice dust of the other, so Grundel set off and both cars sprinted together for the next corner.

The episode got Wilson ahead of Grundel, but almost immediately he wondered whether it had been worth it when the car began to misfire and overheat after snow had entered front and rear — a problem which regularly caused rear-engined Alpine A110s to blow gaskets years ago. Proper ignition and temperature were soon restored, but very soon afterwards Wilson's fine drive, and his hopes of an A-seeding, were ended when the cam belt came off and there was no time to have it replaced properly. In any case, there was valve damage so a change of belt would have been futile anyway.

This second double-retirement was hardly welcomed by the Cowley team, but at least Wilson had shown that both he and the car are capable of holding their own against the big guns of the rest of Europe. Grundel, meanwhile, was back in third place, which he held to the end and collected his position on the list of A-seeded drivers.

Toivonen was continuing to keep Kankkunen at bay, and seemed set to notch up yet another World Championship win, but it all went wrong for him just as abruptly as it had for the others. Driving to keep his lead rather than extend it, he wasn't taking any chances with the car or with his own concentration, but suddenly there was an explosion and the engine stopped, an exhaust valve broken.

Kankkunen then inherited the lead, and from that moment never looked like losing it, not even when he landed nose-first after a jump and the sudden pitch backwards which immediately followed caused the rear wheels to splay. The third leg was mundane and processional by comparison to the first two, although Wamburgue didn't think so; his Citroën joined the list of engine failures, leaving Andruet to finish sixth. No less than six GpA cars finished in the first 10, the group leader being Mikael Ericsson in an Audi 90 Quattro.

The Swedish Rally does not usually have a high retirement rate among the front runners, at least not since the days of water splashes suddenly jamming brakes or steering with ice, and metal components becoming brittle and snapping, but this year engine failures reached an unprecedented level. Could it be that slippery surfaces and very high speeds together make over-revving inadvertent?

G.P.

RESULTS

1st	J. Kankkunen (SF) J. Piironen (SF)	Peugeot 205 T16, GpB	5 hr 09 min 19 sec
2nd	M. Alén (SF) I. Kivimaki (SF)	Lancia Delta S4, GpB	5 hr 11 min 13 sec
3rd	K. Grundel (S) B. Mellander (S)	Ford RS200, GpB	5 hr 15 min 35 sec
4th	M. Ericsson (S) H. Michel (D)	Audi 90 Quattro, GpA	5 hr 24 min 39 sec
5th	G. Petterson (S) A. Pettersson (S)	Audi Coupe Quattro, GpA	5 hr 24 min 57 sec
6th	J-C. Andruet (F) Miss A. Peuvergne (F)	Citroen BX 4TC, GpB	5 hr 33 min 05 sec
7th	K. Eriksson (S) P. Diekmann (D)	VW Golf GTI 1800, GpA	5 hr 34 min 30 sec
8th	R. Ericsson (S) P. Rosendahl (S)	Subaru 4WD Turbo, GpA	5 hr 38 min 01 sec
9th	B. Johansson (S) A. Olsson (S)	Opel Kadett GTE, GpA (10s)	5 hr 41 min 22 sec
10th	S. Nilsson (S) A. Gustavsson (S)	Audi 90 Quattro, GpA	5 hr 42 min 51 sec

107 starters, 62 finishers

Figures in brackets denote road penalties

Disastrous Portuguese Rally

SOME COMPETITORS left immediately; some, like (r to l) Tony Pond, Walter Röhrl, and Christian Geistdorfer stayed to talk to the press about their withdrawal.

PEOPLE have been predicting it since the World Championship began, wondering how on earth an event as highly popular with spectators as the Portuguese Rally could continue year after year without any form of crowd control whatsoever and escape a major disaster. This year it happened. A car went off the road on the very first special stage, straight into the crowd, killing several people, causing injuries to dozens of others and turning a sporting arena into something resembling a battlefield.

There have been fatal accidents in the past, in other rallies as well as the Portuguese, but we can recall nothing as horrifying as this one, and we must say at the outset that no blame whatsoever can be laid on the driver of the car. So crowded was that stage, and so unconcerned were the organisers that the road itself was crammed with a solid mass of excited, uncontrolled, almost hysterical humanity until seconds before a car arrived, that the responsibility must be theirs alone, although their attitude afterwards suggested that they thought otherwise.

So concerned were the leading professional drivers about the situation that, after consultation with their team managers, they withdrew from the rally, and when it eventually restarted to head northwards, it did so without the teams of Peugeot, Lancia, Audi, Ford, Austin-Rover and Volkswagen. Indeed, according to the organisers' retirement list no less than 39 cars went no further, including all the Visa Chronos of the Citröen Challenge.

We have been to every Portuguese Rally, or TAP Rally as it was formerly called, since it became international, and although crowds in the 'sixties were not as numerous as they are now, and popularity of the event steadily increased and it was easily the first rally that we can recall being criticised by competitors for its total lack of crowd control.

The organisers' default in allowing a situation almost guaranteed to produce an accident was not one related to the 1986 event alone; it is one which has been continuing for years during which crowds have increased unbelievably. Indeed, those accustomed to watching the RAC Rally or the Thousand Lakes could never imagine what takes place during the Portuguese Rally unless they see it for themselves.

Portuguese spectators seem to lose their individuality and become a unified, pulsating mass. To them it is not enough to watch the rally and to witness the displays of skill; they want to become part of it. It is not a sport for drivers, but for them, and the drivers are only there to provide them with the means of displaying bravado and publicly demonstrating their ability to walk tall when only inches from death.

They crowd the roads completely and only part to form a narrow avenue for oncoming cars when they are just yards away, and even then they stay close enough to reach out to touch them as they pass, drawing applause from their fellows if they succeed; amateur photographers squat in the middle of the road, determined to get the business end of a rally car as large as possible in their frames before jumping clear; where a wall borders the outside of a bend, it will be completely hidden from a driver's view by a solid row of people sitting or leaning on it, and it is a point of honour not to get scared and move away; if a driver has trouble with his car and is obliged to slow down, they feel cheated that their adversaries are not fighting back properly, and demonstate their anger by waving sticks and even throwing stones, as happened this year; escape roads are blocked, and crews find it impossible to use pace notes because landmarks, junctions and verges are all invisible, and they are presented with a solid wall of humanity through which somehow or other they are expected to find a way.

Such a brand of rallying, apparently to the organisers' liking, does not deserve the title, and we wholeheartedly agree with the decisions of those competitors who had no wish to continue running such a dangerous and foolhardy gauntlet.

The organisers made it clear that they didn't share this view and would report the drivers to FISA. Indeed, there was talk of threats to suspend licences, but fortunately neither the drivers nor the team managers took much heed of this. We found it quite amazing that bulletins which appeared after the incident seemed more concerned with self-praise than anything else, emphasising how many ambulances they had mustered and how quickly they got them to the scene. What a classic case of accepting a second-rate remedy for a disease without caring a hoot about its prevention!

Continued on page 376

TYPICAL SCENE of the risky behaviour of the Portuguese crowds.

The 250F Maserati Part One

LAST YEAR there was a race for Maserati cars only, at a VSCC meeting at Silverstone, with a good turn-out of pre-war cars from Bologna and post-war cars from Modena, but unfortunately the VSCC itself and many reporters got into a terrible muddle over the 250F entries. This was not surprising as there are numerous fake 250F type Maseratis about the place and some of them are masquerading under genuine chassis numbers, while others are retaining their genuine fake identity. The VSCC accepts fake historic cars and puts them in an obscure Group or Category, with a marginal note against the entry in the programme, but it is doubtful whether many spectators really understand, or even care, as long as they see "old-type" cars racing happily.

I know one enthusiastic spectator who really enjoys watching Neil Corner in his "Lightweight" ex-works 250F and Willie Green in Anthony Bamford's "Piccolo" 250F racing wheel-to-wheel, but he goes off to the bar for a drink when Allam Cottam and Richard Bond are out there dicing in fake 250Fs, built in recent years and with no history. They do nothing for him.

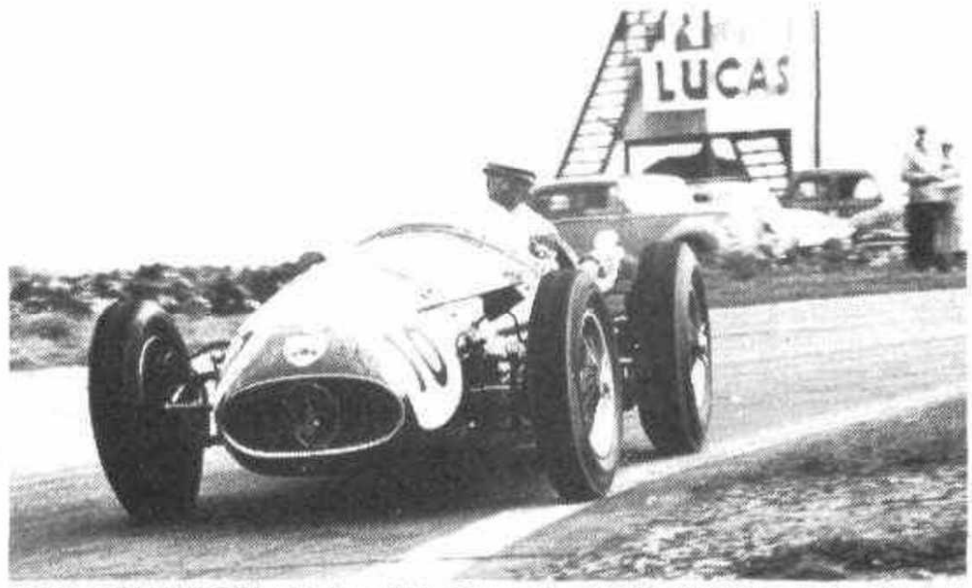
Much has been written about the 250F Maserati, and every time the definitive list of cars is drawn up, some small item of history turns up and throws everything into confusion again. It happened in 1984 when a very original 250F was discovered in America, having been bought from the factory in 1960, and gone to ground since 1964.

The 250F Maserati was built from 1954 to 1958 and some have led a straightforward and uncomplicated life, their every move fully documented, while others have led a rough life, often starting in their early days when they were factory team cars. They may have been crashed, rebuilt, uprated, modified or amalgamated with other cars from the same series. Their histories are very complicated, but many are fully explainable. Then there are the ones built recently in England, using a few spare parts, many "pattern" parts, and much new material. These can be nothing more than fakes.

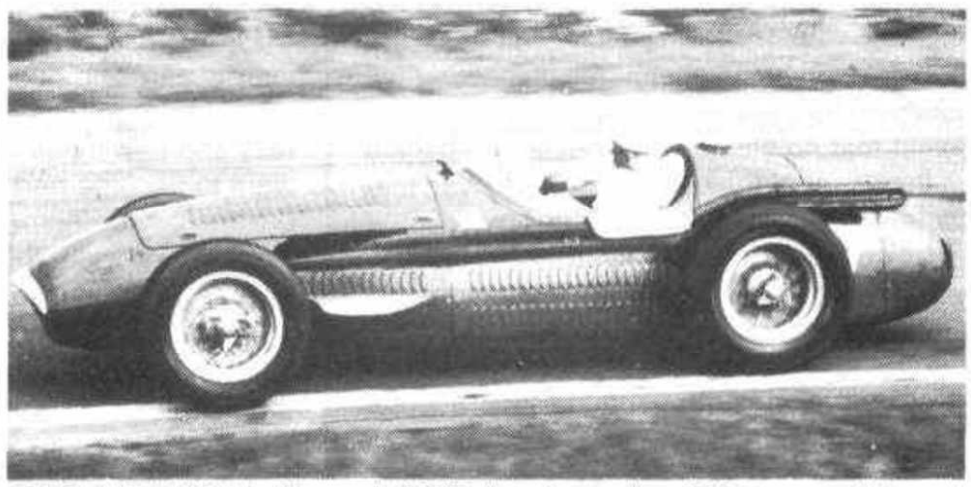
While discussing 250F Maserati histories with Richard Crump, author of Maserati books, and Chris Drake, seller of used Maseratis and other things, we kept using the phrase ". . . that one has no problems, it's a genuine car with no gaps in its history . . ." So, first let us deal with the "no problem" cars. This means that we know when it was built and delivered to the first owner, where it raced throughout its years as a current Grand Prix car, which lasted until 1960, and then what happened to it until it became an historic racing car, and started a new racing life. The model 250F was designed for the 2½-litre Formula that started in 1954, and versions of it were still very competitive until 1958, while some kept going until the end of the Formula in 1960. During the building of a 250F at the Maserati factory in Modena, various components were stamped wth the chassis serial number, and when the car was completed an identity plate was screwed to the instrument panel. Unfortunately this small plate was easily detachable and over the years many of them have been transferred from one car to another for various dubious reasons, some legal others very illegal, so the ID plate is of little relevance. It is the number stamped into certain components that really identifies a 250F Maserati. Our "no problem" cars not only retain their original ID plates, but all the stamped numbers match it, and always have done.

Maserati 250F chassis number 2507:

This car was built to the order from Sid Greene and his Gilby Engineering company in London. It was raced by Roy Salvadori in its first-line days and was a popular and regular competitor at many English circuits, notably Goodwood, Silverstone, Snetterton, Aintree and Oulton Park. During this time it was crashed at Oulton Park and went back to the factory to be rebuilt round a new chassis frame, retaining the number 2507. Before it was retired from racing Ivor Bueb drove it, and when it was no longer competitive it was "retired" and sold to a private collector in Portugal. It remained in his care for many years until it returned to England and was bought by the Hon. Amschel Rothschild, who ran it in VSCC meetings. It is now owned by Christopher Mann.



ROY SALVADORI driving Sid Greene's 250F (2507) at Goodwood. Greene's car retained the trident emblem in the nose which was removed by most other teams.



STIRLING MOSS in Maserati 250F chassis number 2508 in one of its early races in 1954 when it was totally original, as delivered by the factory. Throughout its racing life it had many modifications made to it, but always remained unquestionably number 2508.

Maserati 250F chassis number 2508:

This car was ordered by the Moss family, through the Shell-BP company office in Italy. It was for Stirling Moss to compete in Grand Prix racing, as well as British national events. Before the end of 1954 it had been taken into the Maserati works team, with Moss still as the driver, and special works engines were used in it. In 1955, when Moss joined the Mercedes-Benz team he loaned the car to various drivers, in order that it should continue to earn its keep. Among those who raced it were Bob Gerard, Mike Hawthorn, John Fitch and Lance Macklin.

In a complicated financial deal it was sold to Ross Jensen in New Zealand and on paper it changed its identity to 2513, but it did not change in fact, though it was put back to standard form. After many years in Australasia, it returned to England and then went to an American owner. It is still owned by Bob Sutherland, and bears its real identity 2508.

Maserati 250F chassis number 2509:

This car was built to the order of the Owen Racing Organisation, the owners of BRM. The idea was to allow the BRM team drivers and race organisation to get some practical experience in the Grand Prix races of 1954, while the new BRM was being built. Not content with a standard 250F the BRM team first of all replaced any part that they knew had failed, or broken on other 250F cars, and also made many modifications from their own racing experience, as well as trying out mechanical things that would be appearing on the new BRM. It was acting as a sort of mobile test-bed. Ken Wharton, Peter Collins and Mike Hawthorn drove it. After the BRM team had finished with it it passed to Jack Brabham, and when it went out to New Zealand it was acquired by Chris Amon. It was still in its BRM-modified form, and raced until no longer competitive, when it went into retirement in a museum. It still resides in Sir Len Southwood's museum in New Zealand and is in totally unrestored and original (BRM original) condition.

THE OWEN RACING ORGANISATION fitted its 250 F (2509) with alloy wheels and disc brakes.

Maserati 250F chassis number 2510:

This car never was a real 250F. It was built by the factory for Emmanuel de Graffenried and they used his 1953 A6GCM Formula 2 cars as the basis. The 2-litre 6-cylinder engine was taken out and a new 2½-litre 250F engine was installed, the car retaining its 4-speed gearbox in unit with the engine, and its rigid rear axle sprung on quarter elliptic leaf springs. It did very little racing, but was used quite a lot in Swiss national mountain hillclimbs. It has always lived in Switzerland, has never been "modernised", and is still in Switzerland today.

Maserati 250F chassis number 2513:

The number 13 is not considered unlucky in Italy, unlike England. This car was never completed by the factory, being sold to Tony Vandervell's Vanwall racing team, for experimental purposes. It was complete, with transaxle gearbox, suspension, brakes and so on, but without an engine or any bodywork. It stayed in the Vandervell factory at Park Royal and was used to investigate the "state-of-the-art" of Formula 1 while the Vanwall Special was being built. After Tony Vandervell's death, VP Products was acquired by GKN and eventually David Sankey, the son of one of the GKN directors, acquired the complete rolling-chassis and had it completed with a built-up engine and a newly made body, the car finally starting its racing career in VSCC Historic racing.

Maserati 250F chassis number 2514:

This car was built in September 1954 for Luigi Musso, and in 1955 it was kept as part of the works team. Mantovani crashed it in the Valentino GP in 1955, after which it was rebuilt by the works and at the end of the season it was sold to Horace Gould. He raced it in 1956/'57/'58 and then sold it to H. C. Spero. It was one of the first 250F Maseratis to take part in historic racing and raced regularly until sold to a Japanese collector.

Maserati 250F chassis number 2515:

This was another factory team car for 1955. Sold to the Scuderia Guastalla in 1956 and driven by Gerino Gerini, then sold to Ottorino Volonterio in 1957. He used it infrequently but had it kept in "as new" condition by the factory. Eventually he sold it to Tom Wheatcroft for the Donington Park Racing Car Museum.

Maserati 250F chassis number 2516:

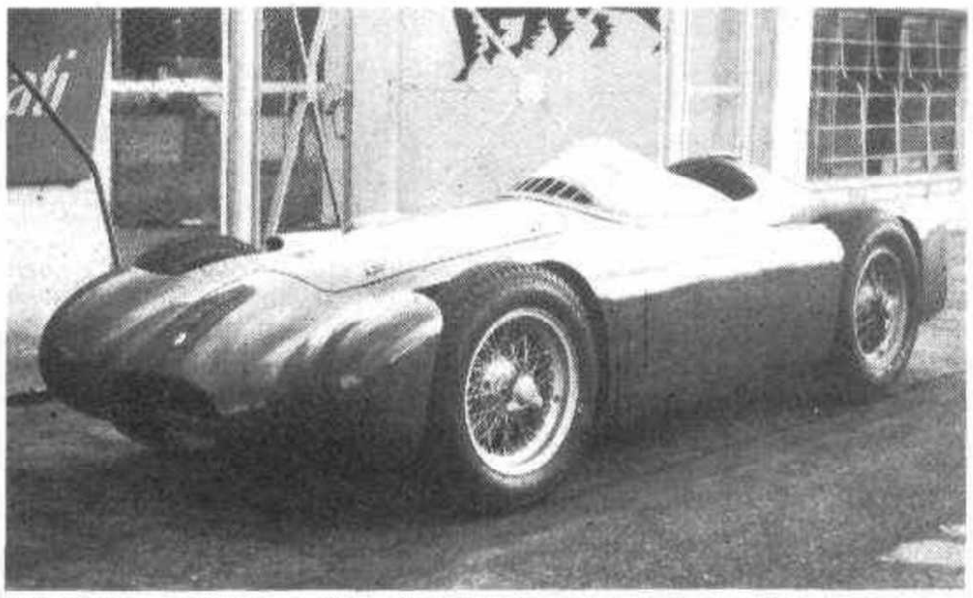
This was a 1956 factory team car that was subsequently sold to Reg Hunt in Australia. After a lot of racing "down-under" it was brought to the UK by Cameron Millar who kept it for many years as his "favourite 250F". Recently sold to Anthony Mayman.

Maserati 250F chassis number 2517:

This really is a "no-problem" car because it was never built! In Italian sporting circles, and especially in card-playing gambling circles, the number seventeen is considered to be very unlucky. Modenese superstition caused 17 to be missed out of Maserati chassis numbers.

Maserati 250F chassis number 2518:

This was a not-very-successful attempt at building an all-enveloping streamlined body on a normal 250F as part of the works team in 1955. It appeared again in 1956 with the works team, but during the summer it was virtually destroyed in a fire at the factory. The very bare remains were put up in the rafters and forgotten.



THE unsuccessful streamliner (2518) pictured at Monza in 1955.

Maserati 250F chassis number 2520:

A 1956 car for the factory team, it was subsequently sold to Stan Jones in Australia. Many years later, when 250Fs were fashionable in historic racing it came to the UK and was raced in VSCC events by David Llewellyn. Now owned by an Italian collector.

Maserati 250F chassis number 2521:

Another 1956 factory team car, later sold to American John du Puy, living in Switzerland. Raced by Jean Lucas and Andre Testut, then sold to Serge Pozzoli who still owns it.

Maserati 250F chassis number 2524:

Built in 1956 for Francesco Godia-Sales of Spain. Sold to Joakim Bonnier in 1958 and later taken to USA by him and sold to Phil Cade in 1961. Still owned by Cade.

Maserati 250F chassis number 2525:

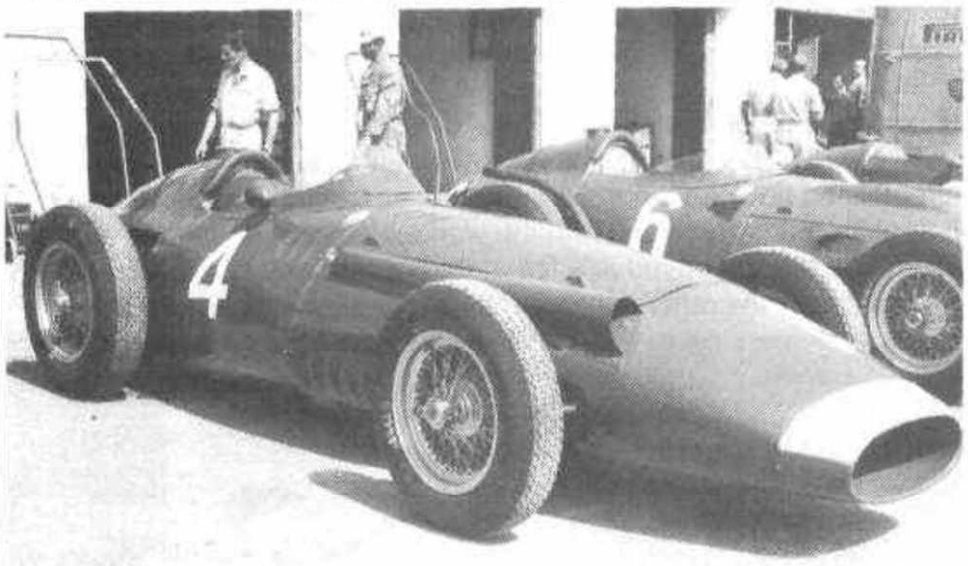
The first of a pair of special factory team cars with the engine angled to the left, allowing a lower seating position as the propshaft ran alongside the driver. New-style bodywork and fuel tank. It only raced in one event with the factory, the 1956 Italian GP. Then sold to Tony Paravano in California. After many years of inactivity it came to the UK and joined the JCB-Anthony Bamford collection, then it returned to the USA to join a private collection, and has recently been sold to another American collector.

Maserati 250 chassis number 2527:

The first of the most successful 1957 factory team cars, built on a tubular chassis frame similar to previous cars, but using much smaller gauge tubing. This was known as the T2 chassis frame. The bodywork

MASERATI 250F — continued

and shapely tail-tank followed the lines of the "offset" car, number 2525. This car, and its two team-mates, soon became known as the "Lightweight" cars, though it was only a relative term, compared to a new era of racing car that was growing. In 1958 it was sold to Ken Kavanagh, the Australian Moto-Guzzi works rider, who was living in Italy. He had a few races with it, and it then lay fallow until it came to England to take part in VSCC historic racing. During this time it had a very bad accident which necessitated the building of a new chassis frame. Nothing was available from the factory any more, so Arthur Archer, of Dunmow in Essex, made a complete jig on which to build a new chassis frame for 2527. It has been passed around among VSCC "racers" and collectors, and is now in an American collection.



THE FACTORY "Lightweight" team car of 1957 chassis number 2528 seen in the Monza paddock before the Italian GP of that year when it was driven by Harry Schell. Note the extended nose cowling fitted for this race. In the background is a V12 engined 250F which will be dealt with in part 2 of this 250F story.

Maserati 250F chassis number 2528:

The second of the factory team cars for 1957, with T2 chassis frame. In 1958 it was sold to Francesco Godia-Sales, and when it qualified for historic racing it came to England. Owned by Neil Corner it has been raced regularly and successfully in historic racing and is one of Corner's favourite cars.

Maserati 250F chassis number 2529:

The third of the 1957 factory team cars. This is the one that Fangio drove in the French GP at Rouen-les-Essarts, and the German GP at the Nurburgring, to establish himself as the ultimate master of the 250F Maserati, and to establish in some eyes the ultimate 250F. In 1958 it was bought from the factory by Giorgio Scarlatti who raced it a few times, and then sold it to Joachim Bonnier. He took it to the USA in 1959 and sold it to an American collector. Today it is on display in the Cunningham Museum in California.

Maserati 250F chassis number 2534:

This was the last 250F Maserati built by the factory in Modena. It had a shorter and lighter frame than the "Lightweight" cars, known as the T3. It was completed in September 1958 for the Temple Buell team and became known as the "Piccolo" model. After residing in an Italian collection for many years it came to England in 1972 and joined the Bamford Collection, and has enlivened VSCC and Historic racing driven by Willie Green. Some of the duels between Green in 2534 and Corner in 2528 has shown 250F racing history at its best.

Those cars not dealt with in this story are ones that have had varied and often chequered careers, some perpetrated by the factory, and documented, others being bound up in complicated "deals" and the occasional suspect movement when changing ownership. All are fundamentally straightforward 250F models, or factory derivatives, but their stories are far from straightforward. We shall endeavour to sort these out in the next instalment and at the same time deal with the eight new cars that have been built in England, using up spare parts where available and the manufacture of new components, "Made in England" and not "Made in Modena". — D.S.J.

PORTUGUESE RALLY — Continued

The public, too, became involved, and it seemed that they could not understand why the leading drivers had withdrawn just because a few unfortunate people had been killed. They were angry that their brand of fun had been taken from them, and the atmosphere at Estoril on that Wednesday evening was so charged that the local representatives of some withdrawn teams arranged for police to be present, although that did not prevent thefts from service cars, another hazard of the rally which has existed for many years.

A nauseating example of at least some local opinions was a printed leaflet produced before the rally eventually ended, proclaiming in rather bad English that the works drivers would never be welcome in Portugal again. It also attempted to explain that to Portuguese people rallying was like bullfighting, and would not be exciting if there weren't any risks. Even worse was the remark that if one bird dies, it's not the end of Spring!

If the Portuguese people want their sport this way (we cannot believe that they all do) and are prepared to put up with the risks, then they are perfectly at liberty to play crazy games in their own backyard. But they are NOT entitled to bring in professional drivers from overseas and, under the guise of world class sport, trick them into playing at gladiators in a highly dangerous arena. Neither are they entitled to have their event in the World Championship when it is locally considered more the equivalent of a bull run than a rally.

Midst all the harsh words, the works teams went on with their packing up, whilst organisers and remaining competitors prepared for the restart of the rally. Meanwhile there was a run on airline seats out of Lisbon, for even pressmen felt disinclined to stay, some because they felt the rally no longer worth covering and some through disgust at the organisers' indifference.

What can be said of a rally that had lost its fire with the departure of Salonen, Alén, Röhrl, Blomqvist, Biasion, Pond, Kankkunen, Toivonen, Grundel, Wilson, Santos, Duez, Eriksson and Wittmann? Although the first stage was cancelled after the accident — and it had been the unfortunate Joaquim Santos who had been forced off the road into the crowd — the organisers did produce a classification and indeed ran two more stages, equally dangerous, before the front runners pulled out.

As the rally moved northwards, using more tarmac stages than it has in the past, it was Joaquim Moutinho who established himself in the lead in his Renault 5 Turbo, followed by Carlos Bica in his Lancia Rally and Giovanni Del Zoppo in a Fiat Uno Turbo, the latter car being in the GpA category.

Without any nominated drivers among the finishers, no manufacturers scored championship points, for the series is now for manufacturers rather than makes, and each team must nominate in advance the drivers it wishes to be considered eligible. That does not apply to the drivers' series, and those who finished in the first ten will score points, which explains why Moutinho is jointly second with 20 points, a score on which he is hardly likely to improve during the year.

Next round, at the Easter weekend, is the Marlboro Safari Rally, where spectator behaviour even in remote parts of the bush will be infinitely better than it was in Portugal. G.P.

Results

1st	J. Moutinho (P) E. Fortes (P)	Renault 5 Turbo, GpB	7 hr 50 min 44 sec
2nd	C. Bica (P) C. Junior (P)	Lancia Rally, GpB	8 hr 04 min 11 sec
3rd	G. Del Zoppo (I) L. Roggia (I)	Fiat Uno Turbo, GpA	8 hr 07 min 36 sec
4th	J. Ortigao (P) P. Perez (P)	Toyota Corolla, GpA	8 hr 10 min 26 sec
5th	"Tchine" (MC) P. Thimonier (F)	Opel Manta, GpB	8 hr 13 min 04 sec
6th	J. Couloumies (F) C. Causse (F)	Peugeot 205 GTI, GpN	8 hr 36 min 27 sec
7th	R. Fernandes (P) A. Monteiro (P)	Fiat Ritmo 130, GpA	8 hr 40 min 26 sec
8th	G. Recordati (I) F. Delorme (I)	Opel Manta 400, GpB	8 hr 47 min 31 sec
9th	A. Segurado (P) F. Prata (P)	Renault 11 Turbo, GpN	8 hr 49 min 18 sec
10th	A. Coutinho (P) A. Manuel (P)	Toyota Corolla, GpN	8 hr 50 min 44 sec

110 starters, 35 finishers

WORLD RALLY CHAMPIONSHIP POINTS

DRIVERS (After 3 rounds)		**MAKES** (After 3 rounds)	
Juha Kankkunen (SF)	28	Lancia	37
Henri Toivonen (SF)	20	Peugeot	37
Joaquim Moutinho (P)	20	Audi	29
Timo Salonen (SF)	15	Volkswagen	19
Markku Alen (SF)	15	Ford	14
Carlos Bica (P)	15	Citroen	10
Hannu Mikkola (SF)	12		
Kalle Grundel	12		
Giovanni Del Zoppo (I)	12		

(NOTE: No manufacturer scored points in the Portuguese Rally)

Road Impressions

Alfa Romeo 33 Green Cloverleaf

ALFA ROMEO have altered their one-time policy of attempting to make inroads into the mass market in Britain, via the smaller engined versions of the 33 and the Arna, the Nissan-bodied and Sud-engined compact. The latter is no longer available in the UK although production has re-started in Italy, and the company is reverting to the niche it knows best, that of the unashamedly sporting motorcar. This big Six luxury saloon has been discontinued (though new examples are currently available for less than £8,000 — a real bargain given the equipment levels and that wonderful V6 motor), the 2-litre twincam GTV has similarly been long rumoured to disappear in favour of the GTV6 in this country, since the larger version outsells it by a substantial margin, and only the V6 version of the 90 (the new medium-sized saloon) will be sold in Britain.

Within the 33 range there have been changes, too. The attractive if conventional hatchback which has replaced the much-loved Alfasud offers more room and a tidier interior, together with most of the pleasant characteristics of that agile chassis with its boxer engine, and in this range too the less sporting cars have been weeded out, leaving only three models — 1.3S, 1.5S, and Green Cloverleaf. The "S" versions are more powerful for this year, sporting a new twin-choke carburetter set-up which pushes the 1,300 cc unit up to the power of last year's 1500 (86 bhp) and the 1.5 up to 95 bhp, with improved torque.

The green Cloverleaf badge denotes the fastest of each range, and the quickest 33 is equipped with the 1.5-litre engine of the Sprint coupé and the old Sud Ti, producing 105 bhp. Most Italian cars, and certainly all Alfas, have a pleasing rasp to the exhaust note, but that of the test car was obscured by a rather tinny vibration which was not what I remember about the boxer unit. Nor was the steering response anything like as crisp as other 33s I have driven; hampered by an enormous steering wheel and relatively low gearing, the car seemed to require a lot of effort to thread through back-street short-cuts, and to react overmuch to the throttle. I was so sure that this was not right that I jumped out to check the front tyre pressures after my first journey, but they proved correct.

Although the little Alfa was reluctant to turn in to a bend, it proved stable and grippy once set-up on the chosen radius, and showed good traction on a day of pouring rain, holding course even through snatched gear-changes in mid-bend. These are necessary because the engine has to be revved hard to perform properly, and while the change feels rubbery at lesser speeds, once on the boil the box and light clutch will swap gears as quickly as the lever can be pulled through the long gate.

The suspension of this relatively light car — McPherson struts ahead, rigid axle, trailing arms and coil springs behind — deals with most potholes rather well, at the expense of a somewhat joggly ride with only one person aboard; noise levels and overall refinement are acceptable, mechanical and tyre noise being apparent though not objectionable at motorway cruising speeds.

Inside, the Alfa 33 boasts a very stylish fascia layout, with a neat instrument binnacle which adjusts for tilt with the steering wheel to maintain a clear view of the easily-read dials, while a tall central unit contains three widely-adjustable air-vents and the pushbuttons for fog-lights, heated rear window and the electric windows which are standard. The radio is next down, and below this are the heater controls, with separate hot and cold air-blend levers to give instant temperature variation, and a noisy two-speed fan. Two outside vents introduce fresh air into the roomy cabin, and the rest of the dash area is made up of several useful trays and a shelf big enough to hold a briefcase. The doors too have elaborate pockets, including a pen-holder, the sort of nice touch which costs little but adds a good deal to the habitability. Head- and leg-room are good, and the driving position quite comfortable, except that a smaller wheel would be very welcome both for handling and posture.

A detachable shelf covers up the boot area when required, and a 60:40 seat split is always useful, though stretching across to operate both releases at the same time is awkward. What's more, it is not quite possible to drop the seats while leaning through the hatch if the detachable sun-roof cover is stowed away — it slides behind the seats and is held by two rubber straps which spring the seats up again as soon as one lets go. The optional sun-roof itself has a screw-tilt mechanism, and central locking is included.

Alloy wheels of distinctive design and a shallow rear lower spoiler to complement the deep front one set the Green Cloverleaf apart from its brethren, and it comes with 185/60 Pirelli P6 tyres. Ergonomic drawbacks are the hidden choke-control (under the steering column and very stiff) and the fact that the hatch can only be released from inside by a lever beside the driver's seat. Although the loadspace is not flat with the seats down, it coped easily with a full-sized bicycle, minus its front wheel, and space for rear passengers is good too. A rear wash-wipe system is included.

To be honest, I was a bit disappointed with the performance of this particular Green Cloverleaf; it did not feel confident about changing direction, and the engine was only getting into its stride by the red line. The claimed top speed (I was not able to take performance figures) is 116 mph, but the car felt most comfortable at a rather lowly 60-65 mph on motorways. Country roads it tackled with more gusto, but the slow steering took the edge off these too. It is practical, and offers a good deal of bhp / £ especially if you value a sporting name under you, and for £6,850 gives 0-60 mph acceleration in around 9.7 sec in a comfortable and well-equipped package. But this one at least did not feel like the GTi rival many claim it to be. — G.C.

Alfa Romeo Postscript

Just as we went to press, the rumours concerning the future of Alfa Romeo GB Ltd were explained in an announcement from TKM plc. TKM or Tozer will now have control of management and marketing of Alfa in this country and have appointed Laurence Kemmish as Chief Executive of AR(GB) Ltd. Mr Kemmish was closely involved with the growth of the BMW marque in Britain.

Tozer plan to strengthen the dealer network and to shift the emphasis back to high-performance.

New Cars

VW Golf Syncro — Mass Market 4WD?

WHILE several manufacturers have now installed four-wheel-drive in passenger cars, Volkswagen's Syncro system breaks new ground in a number of ways. First, it is to be fitted to everyday vehicles — Ford, BMW, and Audi all offer 4WD in conjunction with performance or at least executive cars, (the Alfa 33, Fiat Panda and Subaru systems are only part-time) — whereas VW has a Syncro Passat estate, Transporter minibus, and now a Golf.

But "Syncro" does not necessarily mean the same thing in each case. The Passat is equipped with a development of the Audi 50:50 fixed front / rear split as in the Quattro, the Transporter has a rear engine with predominantly rear wheel drive, and the new Golf Syncro has, of course, a front engine and retains predominantly front wheel drive. It is that qualifying word "predominantly" which distinguishes the new Syncro system from others so far available.

Although all four wheels are permanently driven, the "extra" pair (front on Transporter, rear on Golf) are effectively ticking over in ordinary driving on level roads, imparting perhaps a mere 5% of the total available torque to the tarmac. Only when the "main" wheels start to slip is the spare torque channelled to the other wheels, not only automatically and without any driver intervention, but much more quickly than human reaction times would allow.

This is achieved through a viscous coupling which connects the new prop-shaft, driven by a bevel gear from the Golf's front gearbox, to the rear differential. Designed to allow some slippage to compensate for different rotational speeds of front and rear axles during cornering, the coupling stiffens up when the speed difference becomes too great, i.e. when the wheels spin, thus locking the two axles together. But since they are connected only by the medium of silicon fluid the degree of slip and thus the torque distribution is smoothly and infinitely variable, and alters in less than one revolution of a wheel without the driver's feeling anything.

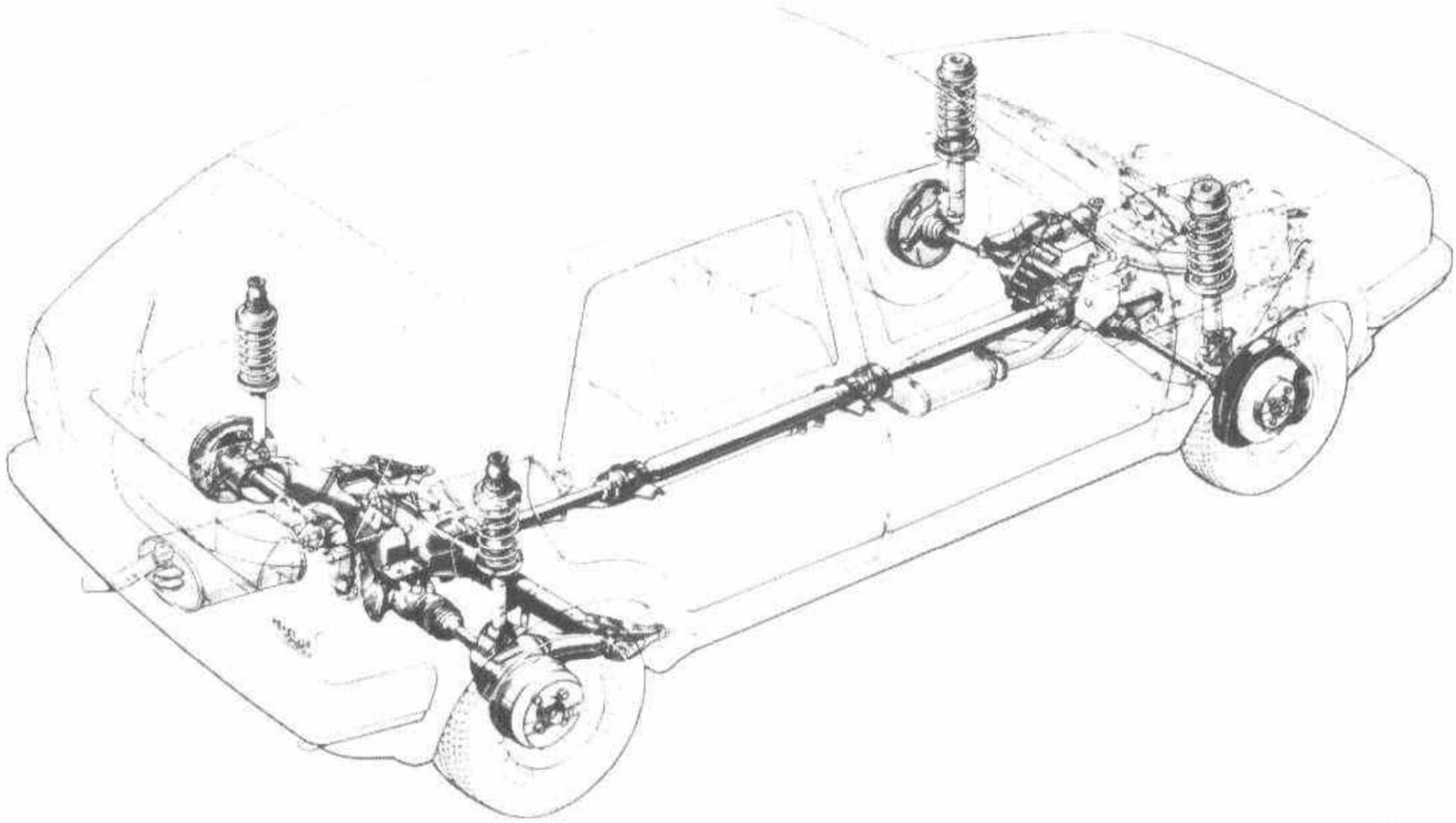
The viscous coupling is not a differential, since there is only an input and an output shaft rather than the three shafts of a differential, and it is contained in a drum of only some five inches across. Within this are 59 thin metal discs of which every second one is attached to the housing and the remaining alternate discs are splined to the output shaft to the rear differential. Filling the tiny spaces between the interleaved plates is the silicon fluid, which being inorganic retains its qualities at high temperatures and does not age.

New independent rear suspension takes the form of semi-trailing arms with coil spring struts, and the rigidly mounted diff, of small diameter since the final-drive stepdown is taken care of at the front, includes an extra feature which will enable VW to offer antilock braking.

ABS requires all the wheels to be able to rotate at different speeds; if two or more are rigidly connected, say by a solid axle or by a central diff lock, then all the retardation will be done by the tyre with the best grip, with the risk of one of the others locking up. This is why the Audi Quattro system cuts out ABS while the centre lock is engaged. The problem still applies to the viscous coupling in the Syncro, and VW's answer is to fit a freewheel device into the rear differential. Because the front wheels always do most of the braking in any car, they slow down faster for a given pedal pressure: the Syncro's freewheel allows the rear wheels to overrun, breaking the connection front to rear and enabling the ABS to operate.

To avoid disconnecting the rear wheels while reversing, an electro-

MECHANICAL LAYOUT of the Syncro.



VW ENGINEERS claim that no diff locks are necessary, but when on two occasions MOTOR SPORT's shared car was wedged into a snow bank by another journalist, two diagonally opposite wheels spun freely, leaving the car stuck and requiring to be dragged out by a Syncro Transporter.

pneumatic device triggered by the reversing light switch locks the freewheel to give 4WD backwards as well as forwards. There are no extra controls for the driver to consider, and VW's claim is that this full-time variable 4WD system is superior to others in normal driving because it is constantly altering in response to patchy traction. Certainly in driving on packed snow, the car feels very stable, though on the launch in Sweden all the cars were equipped with snow tyres, which offered astonishing grip and braking force from high speeds. The problem is that on snow they tend to lock suddenly as the speed decreases to around 20 mph and since none of the cars we tried were fitted with ABS, the sense of security of 4WD and snow tyres can be a false one.

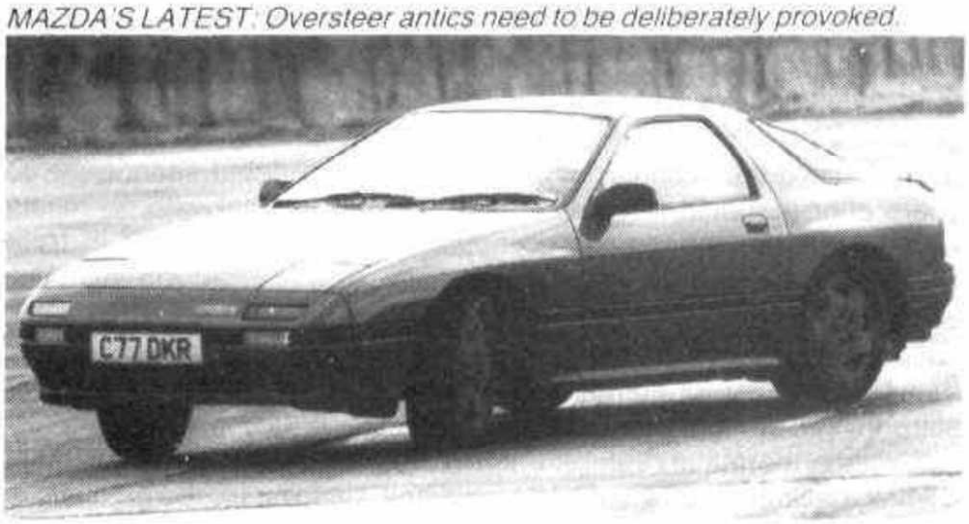
But there is no doubting the traction endowed by the Syncro system, which propels the Golf up extremely slippery slopes without fuss. On a frozen lake, it was possible to spin all four wheels at once and still have directional control; the same slippery surface made the point that the 4WD Golf is, like the 2WD Golf, an understeering vehicle, but can be pulled round the bend by positive use of the throttle.

Yet the Syncro Golf is not, at the moment at least, being sold with a performance image; it comes in CL specification, with a fuel-injected 90 bhp engine, although it does sport the front spoiler and black wheel-arches of the GTi, and it is some 140 kg heavier. Stronger springs and a 35 mm higher ride height give a little extra ability as a work-horse, but VW point out that while some people will buy it to cope with snow or tow a horse-box, a significant sector will be tempted because of what they term "innovation prestige".

There will be the usual delay before the rhd version appears in Britain — not until the beginning of 1987, but that will conveniently coincide with the introduction of VW's ABS. Prices are not announced yet, but the Syncro will be dearer than a GTi, which will surely put many potential owners on the horns of a dilemma. The CL engine is efficient and willing, giving the Syncro a 0-62 mph time of 11.3 sec, and while the rear drive-train has resulted in a slightly smaller boot, an asymmetrically-split rear seat goes some way in compensation. There are also larger brakes, but those who seek prestige will have to rely on others' good eyesight — tiny "Syncro" badges fore and aft are the only signs that when the snow arrives, this Golf will be ahead of the GTi.

G.C.

MAZDA'S LATEST: Oversteer antics need to be deliberately provoked.



All-New Mazda RX-7

NOW THE ONLY CAR in production powered by a rotary engine, Mazda's new manifestation of the RX-7 has moved up the scale both in size and performance, thereby keeping station with the cheapest Porsche. This is an important factor for Mazda in more ways than one.

The new car will retail at a whisker under £14,000, pitching it between Toyota Supra, Alfa GTV6, Isuzu Piazza Turbo and Nissan Silvia Turbo on the one hand and more expensive Porsche, TVR and Lotus models on the other. Yet all these cars are competing for a pretty small sector of the market — less than 1% by Mazda's reckoning. Even in its best year, the old RX-7, a delightful car, found less than 800 customers in Britain; such a proposition offers the parent company a return not so much in direct profits but in reflected glory, or at least interest, for the rest of the range.

This is why the Porsche comparison is important — to be seen as a competitor to the Stuttgart company, which would have been impossible 10 years ago, indicates the progress the firm has made, and implies high quality across the range.

Mazda have made it quite plain that the £16,000 Porsche 924S is a major target, but it is tempting to wonder what impact the new car would have made had it been announced *before* Porsche put the more powerful 150 bhp engine into the 924. Even two months advantage would have given the RX-7 a head-start which it must now make on its own merits.

And the new RX-7 is a car of merit. At last the bigger 13B engine (which we were told last time round was only for unleaded fuel and so useless for the UK) has been specified, giving the bigger car 150 bhp and taking it from 0-60 in a claimed 8.5 seconds together with a top speed of about 130 mph. Perhaps the bigger unit is a little less smooth than before, but that is still better than most reciprocating engines, and the torque curve is a healthy shape which peaks at 3,000 rpm. The injection system is designed to run 2-star fuel.

Criticisms of the old car centred on the insensitive recirculating ball steering, now replaced by a rack system, and the sometimes erratic behaviour of the rear suspension. Mazda have gone to great lengths to develop an ingenious linkage controlling the semi-trailing arm set-up which gives a little toe-out to pitch the car into a bend, and then alters to toe-in to produce a stable understeer attitude. It does exactly that, very effectively, but like many sporting drivers I like a car to exhibit a tendency to oversteer on the limit, without having to pitch it sideways, and I did find it a bit frustrating when given the chance to drive the car on the Vallelunga circuit in Italy. As the speed increased, a little more lock was all it needed to remain on line — stable, predictable and showing tremendous grip on its 205/60 VR15 Bridgestone Potenza tyres, but shorn of some of the excitement of its predecessor, despite measurably higher performance.

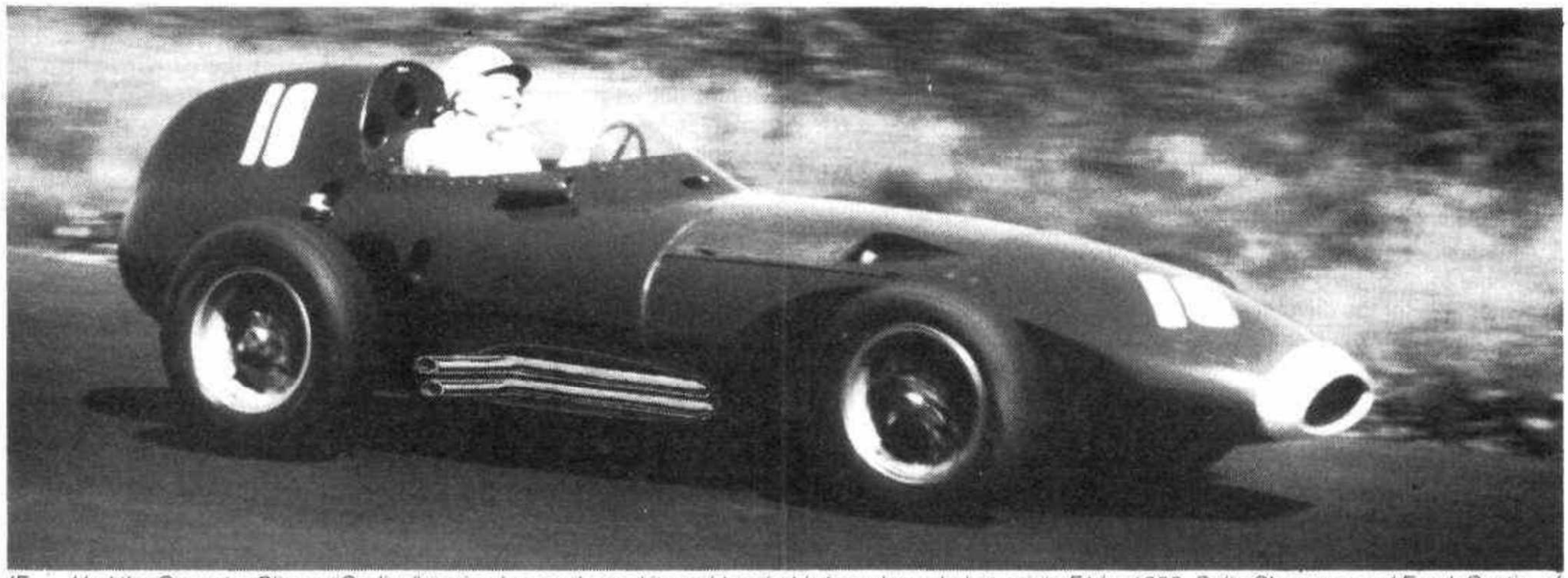
Interestingly, the tyres are unidirectional, which presents a problem to offset the claimed traction advantages particularly in the wet: a mounted tyre must be a right *or* a left, which should technically mean carrying two spares. In fact, luggage room is not great, so a (Michelin) spacesaver is tucked into the tail panel.

A wide range of adjustments fits the comfortable seats to most drivers, and the dash layout is simple and clear, with a large rev-counter in the centre. The rear seats are roomier than before — you might squeeze a ten-year-old in now — and electric windows, mirrors, and sunroof are standard along with the sophisticated Clarion radio-cassette.

Deliberately European in styling, the car is most reminiscent of the Porsche 928, with a hint of Chevrolet Camaro at the rear, but the result is attractive and with more presence than the previous model. Visibility is impaired by the thick L-post, but overall it is an enjoyable vehicle to drive, with vastly better steering, more go, and huge vented discs all round with four-pot calipers at the front, all of which refused to fade after an afternoon on the racetrack, usually the Waterloo of any road car.

At a saving of £2000 over the 924S, the Mazda feels as well-built and as quick, though the German car has the edge in "chuckability" and smoothness of control; those who want one of the 3- or 400 RX-7s which will be imported this year will have to order quickly. — G.C.

If... A Story Of What Might Have Been



IF . . . Had the Coventry Climax "Godiva" engine been released it would probably have brought Lotus into F1 by 1956. Colin Chapman and Frank Costin, of course, designed a 1956 F1 car, but for Vanwall. They would surely have found the same solution for a 1956 Lotus-Climax, with the difference that it would have exhaust pipes on both sides as this "tongue in cheek" modified photograph shows.

IF is a wonderful word and hindsight a marvellous gift. What might Christopher Marlowe have written IF he had not thrown away his life in a drunken brawl? What might Horatio Nelson have further achieved IF a sniper's aim had been less good? What races might we have seen in the Sixties between Moss and Clark IF Stirling had not had that crash at Goodwood?

We can't change history, it's happened and there's an end to it, but there's no harm in speculation. Occasionally, though, one comes across cases where the IF factor still operates but the circumstances were such that it need not have done. Such a one is the 2.5-litre V8 Coventry Climax FPE Formula One engine which was created in the Fifties. Parts to build eight were initially laid down and at least three were built by Climax. Four firms, HWM, Kieft, Connaught and Cooper, expressed interest in the engine and Kieft actually built a car for it and was loaned an engine for fitting.

Test figures show that the engine was as good as anything around at the time and eventually gave 264 bhp. To put this into perspective, Maserati F1 engines gave no more than 230 bhp in 1954 while Mercedes-Benz got no more than 256 bhp from the engine used in the W196 with which Fangio won World Championships in 1954 & 55, and then over a narrow rev band. Unfortunately, the men in Coventry believed the power outputs bandied about by the opposition and refused to release the engine since they did not want to be shown up.

Here we have a case of a maker building an engine which was a potential world-beater. The company was soundly funded and was eventually to build engines which won four World Championships and 38 World Championships Grands Prix, some of them with the FPF Mk 1 engine which was a development of one of the FPE's banks of cylinders. A car was waiting for it and three other makers were ready to buy. There was no reason why it should not have been sold except for the fact that Coventry Climax learned too late that other makers had been exaggerating their power outputs.

Simultaneous with Coventry Climax's first attempt to build an engine for motor racing, another Coventry firm was set up with the intention of providing a proprietary F1 engine. This was Speed Engines Limited but its single product has come to be known as the "Brooke-Weston" engine, after the company's two principals, Leslie Brooke and Harry Weston. Like the FPE, it was a 2.5-litre V8 but only one engine was ever built.

SEL began with the best of intentions and issued a brochure of which the following is an extract.

"For some considerable time now it has been realised that this country has been lacking a first-rate Formula One racing engine.

"It was felt that whilst there were chassis and transmissions available which would prove adequate to deal with foreign competition, the provision of a suitable power unit would enable us to regain (sic) the supremacy in the racing world that we all wish to see.

"Speed Engines Limited was formed for the purpose of creating an engine unit capable of fulfilling these requirements.

"The prototype engine is primarily a Formula One engine, easily convertible to run on pump fuel, although early tests will be carried out on the more specialised type of fuels. The engine may also be converted quite simply into a sports car engine of lesser or greater capacity by reduction or expansion of cylinder bores, which, being eight in number, need only slight dimensional differences to achieve the results required."

This is the story of two engines and a car. It is a story of what might have been. It is a story of IF and hindsight and guesswork, something like imagining a fight between Joe Louis and Muhammed Ali, but sometimes it's fun to ask "What would happen IF. . . .

By one of those quirks which sometimes happen, the un-raced Kieft F1 car, along with a spare chassis, the unique Speed engine and all the Coventry Climax FPE engines and parts are together in a workshop in Warwickshire, all owned by Gordon Chapman. Gordon has plans to give the Kieft-Climax F1 car its racing debut soon, over 30 years after it should have appeared. It's a racing car with no racing history, sure, but it has been accepted by the VSCC because in 1954 an FPE engine was fitted to that car, though it was never run. Actually, it couldn't run for the unit fitted was a show engine. It is, though, a notional historic car and all the bits are of the right period which is more than can be said for some "historic" racing cars whose chassis were still unmined iron ore not so long ago.

It was in the autumn of 1952 when Leonard Lee, head of Coventry Climax, decided to go ahead and build an F1 engine for the regulations

which would come into force in 1954. At the time, the World Championship was being run to 2-litre F2 since Alfa Romeo had pulled out of F1 at the end of 1951 and BRM had been so unreliable in turning up to races that Ferrari would have had a monopoly in the category. As it turned out, Ferrari had a virtual monopoly of F2 but at least the grids were full.

Lee was an engine man and a great patriot. Coventry Climax was not, at the time, involved in racing, the use for racing of its FWA 1,100 cc engine, derived from a government-commissioned fire pump engine, was still nearly two years into the future. Britons who went racing in F2 had to make do mainly with Alta and Bristol engines and the odd special engine like the Turner and the Butterworth. These were far less powerful than the foreign opposition but a number of designers had proved they could build chassis of at least as high a standard as the best abroad. Given the right engine, Britain had both the designers and the drivers to make a good fist of F1, especially a new formula.

Though Coventry Climax was not at the time involved in motor racing, its staff included men who had been, notably Wally Hassan, the Technical Director, and Harry Munday, the Chief Designer. With a target of at least 100 bhp per ton, the Holy Grail of engine builders at the time, an "over-square" V8 layout was chosen.

Since the project was semi-official, despite the authorisation coming from the managing director, work on the engine was undertaken on a part-time basis. The project was designated "FPE", though the engine is more popularly known as the "Godiva", and the designation was itself a private joke since "FPE" stood for "Fire Pump Engine". The company's FWA engine was, indeed, derived from a fire pump engine and in later years the company used the slogan "The Fire Pump Engine Which Wins Races" but the FPE was a pukka F1 engine designed from scratch.

It has cylinder dimensions of 76.2 mm × 67.9 mm giving a capacity of 2,477 cc. Like the "Speed" engine it was possible to increase the capacity, if necessary, for the wet cylinder liners were generous of metal even though the block was only 18½ in long. In fact, the only time an FPE ever raced in a GP it was as a 3 litre engine and later one was stretched to 3.8 litres. Since the FPF engine, derived from the FPE's right hand cylinder bank could be taken out to 2 litres in Mk1 form and 2.5 litres in Mk2 form, "Godiva" could have become a 4-5 litre sports car engine. If it maintained its 100+ bhp/ton, it could have caused heart-ache to many in the sports car world.

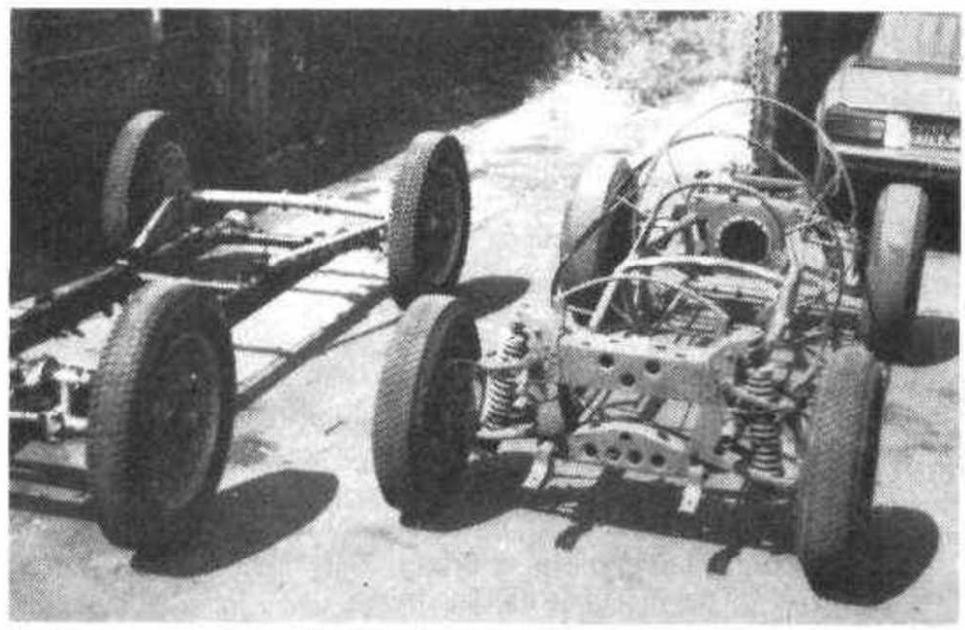
Naturally twin overhead camshafts were specified, there were two valves per cylinder set at 66 degrees, the exhaust valves being sodium filled. At first, hairpin springs were tried, after motor cycle practice, but these caused problems and conventional valve springs were substituted. Vanwall made hairpin springs work but then the Vanwall engine was basically four Norton motor cycle units sharing a common crankcase. There was a five main bearing crankshaft, with bolt-on balance weights, dry sump lubrication and ignition by a Lucas racing magneto feeding a single plug to each cylinder. Pistons had "pent roofs" and the compression ratio was 11:1.

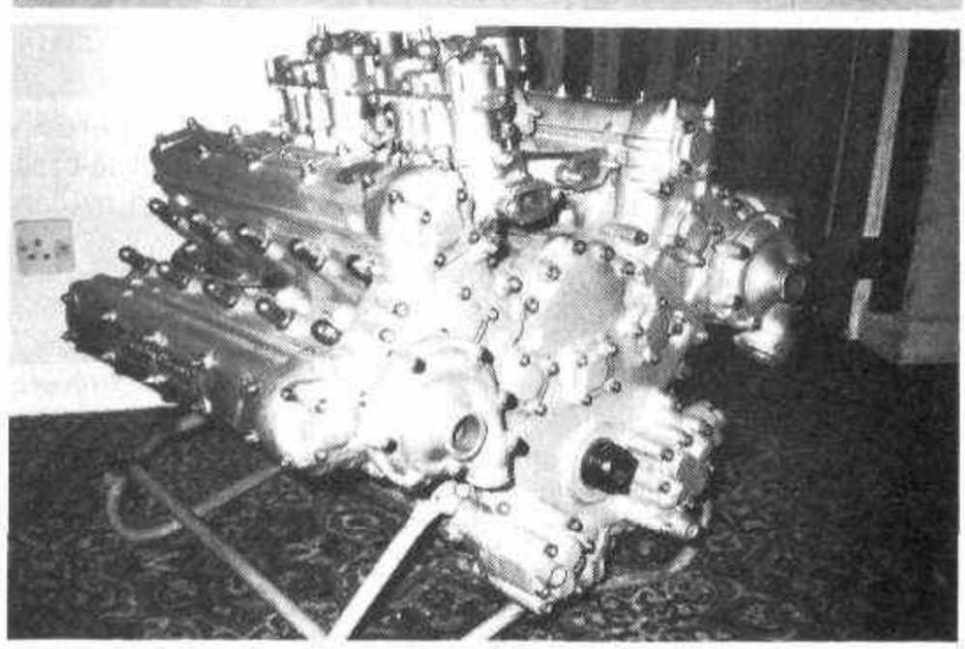
At first carburation was by four twin Solexes and the show engine pictured with this article is so fitted. Then SU fuel injection was specified but Tony Mantle of Climax Engine Services reckons this was not necessarily a good thing for the SU system had been developed for aircraft and had difficulty in responding to sudden changes of throttle openings.

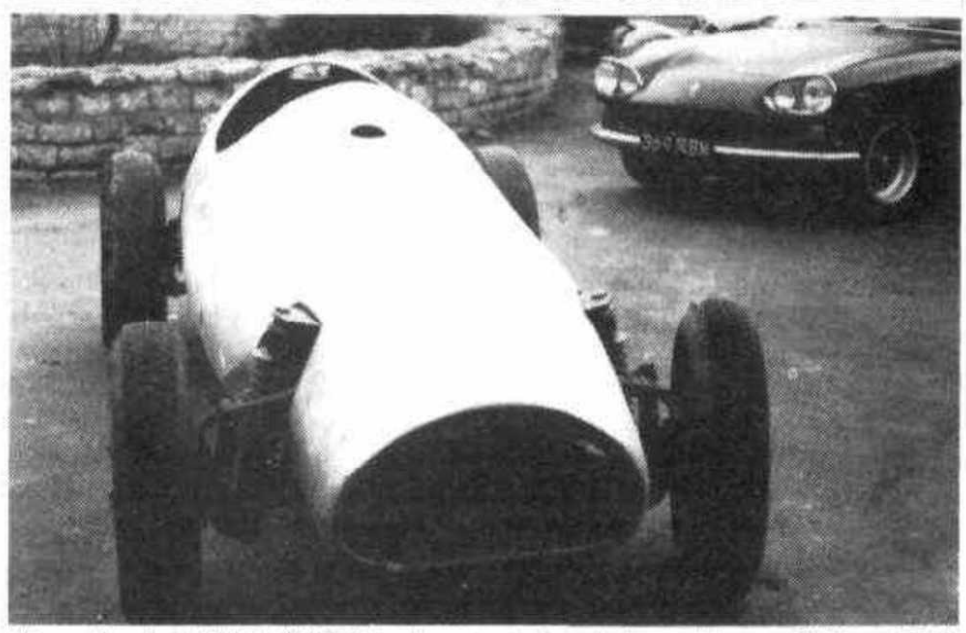
There were a few teething problems with the prototype which first ran in mid 1953 but these were quickly cured by changing the firing order and valve springs. It achieved its target of 250 bhp fairly early in its development, at 340 lb it was a lightweight unit and it had excellent torque between 5,000 and 7,500 rpm.

The engine gave a best reading of 264 bhp at 7,900 rpm when running on an alcohol mix and had more intensive work been carried out, it might eventually have given 280 bhp. In the right chassis, it could have made Mercedes-Benz look foolish for it not only produced more power, but more torque too and over a wider range and, so far as it is possible to judge, was reliable as well.

A routine test carried out at Coventry Climax on March 19th, 1956, gives some idea of its characteristics.







(From the top) THE KIEFT F1 chassis pictured alongside an "E" Type ERA, also owned by Gordon Chapman. The Coventry Climax FPE "Godiva" show engine which currently sits in Chapman's hall. The Kieft again, this time with bodywork.

rpm	bhp
3,000	76.8
3,320	91.0
3,635	101
3,900	116
5,500	150
6,000	156
6,350	170
6,940	236
7,460	244
8,250	258

Possibly Coventry was too far removed from Grand Prix motor racing and the men at Climax a little too provincial and modest for they believed tales of fabulous performance figures from abroad and did not

release the FPE, though it was to take until 1958 before any 2.5 litre engine (Vanwall) surpassed its output and it is possible that, with development, it could have remained the most powerful F1 engine until the end of the 2.5 litre Formula.

Paul Emery, that most ingenious of special builders, acquired all the "Godivas" and, with Jaguar pistons, converted one to 3-litre form with Tecalemit-Jackson fuel injection. Despite the fact that all the initial running had been done on alcohol, in 1966 regular petrol was required, he claims that very early on he was getting 312 bhp at 8,100. This is a figure which has been greeted with scepticism in some quarters but a test sheet from Dodge at Kew (July 1966) confirms the figure.

Since Brabham's Repco engine wasn't producing much more power, the "Godiva" should have been reasonably competitive. We'll never know for it wasn't given a fair chance. It was plumbed into the back of a crudely-made converted F3 car, the Shannon. Trevor Taylor qualified it for the 1966 British Grand Prix at Brands Hatch, way off the pace but not quite last. On the first lap a fuel line broke.

Later in the year John Campbell-Jones was entered in the Oulton Park Gold Cup but the beast was pathetically slow and was eventually black-flagged for dropping oil.

The engines passed into the hands of Derek "Doc" Merfield who had Bill Lacey prepare and develop them for use in a Ford Cortina-based special saloon. Before his career was brought to an end by heart attacks, Merfield had some success with this car and though a ten lap sprint at Snetterton is hardly three hours around the Nürburgring, apparently his engines were reliable and untemperamental. Gordon Chapman bought them from Merfield 16 years ago and they have remained unused ever since. Gordon has a show engine in his hallway and his young daughters are in the habit of throwing their overcoats on it. Still we should soon see one race in Historic events in the Kieft chassis which was designed for it.

Cyril Kieft was a man of a great deal of drive and ambition who at an early age was holding down high management posts in the steel industry. When steel became nationalised in 1947, he left to run his own foundry, to return to his first love in 1955 after the steel industry had largely returned to private hands — he retired at the end of 1984 and, typically, is keeping himself very busy.

During his time away from steel he became involved in motor racing with a long string of projects which generally did not amount to much.

In fact the two most successful cars to bear the Kieft name, were neither built by Kieft. Both were variants of an ingenious 500 cc F3 car designed by Dean Delamont, Ray Martin and John A. Cooper (of *The Autocar*). This was nearly complete when Kieft bought the design and with it Stirling Moss had considerable success. Even more successful was a subsequent car built up from Kieft parts and modified by Don Parker. Parker has the build of a jockey and was able to make a very light car which won 41 out of 43 races entered in 1953.

No other Kieft was really successful, the sports car which won the poorly-supported 1,100 cc class in the 1954 Tourist Trophy was the only finisher in the class, its sister car have retired with collapsed suspension. Kiefts were not well made.

Still, Cyril and his designer, Gordon Bedson, were nothing if not adventurous. The little 1,100 cc sports car was the first to use the Coventry Climax FWA engine in competition (Le Mans, 1954) and it was possibly the first production sports racing car to have a one-piece fibreglass body. Kieft bought an engine from Archie Butterworth and announced plans to build a team of 1,500 cc AJB-powered cars to take on Porsche. A lot of work was done on the engine (which still exists) and it was converted to take Norton barrels and pistons but the company could never keep it cool, though other users found no difficulty.

Kieft built a BSA-powered 650 cc F3-based sports car and announced he was open to orders, but none came. It was Kieft who used Jack Turner's four-cylinder 500 cc engine in an F3 car (a flop) and who announced plans to build a run of 25 sports cars using it; they were never made though three were entered for Le Mans in 1954.

Cyril was a restless man looking for the right challenge and when news of the Coventry Climax FPE engine came out, he had a car built for it while Cooper, Connaught and HWM merely made plans and did not commit themselves to metal. Given the company's record in car construction, I was not expecting much when I went to see it, but was pleasantly surprised.

Photographs we've published make it look bulky but that's because it was photographed without engine, transmission, liquids and driver so it sat high on its springs. In the metal, it reveals itself as a compact car in the second frame the cradle is cast onto the chassis tubes, presumably by lowering nose-first into liquid metal. The rear is independently sprung with double wishones and a transverse leaf spring. The fuel tank is in the tail while the oil tank sits over the driver's legs. Originally an Armstrong-Siddeley pre-selector gearbox was specified but apparently an ERA box was fitted but since this had been sold along the way, Gordon plans to use an EMV pre-selector gearbox and retains the original ZF differential.

Dunlop disc brakes are used all round, outboard at the front, inboard at the rear, and while the Kieft was by no means the first single-seater to employ disc brakes, they were still fairly unusual in 1954. Wheels were Dunlop cast in Magnesium-Zirconium, (5.50×16 front, 7.00×16 rear), with knock off central hub nuts, and these were certainly something of an innovation in F1, though common practice in the USA. Given the age of the magnesium castings, and a question mark which must hang over their integrity, Gordon sensibly plans to replace some of them with steel components.

Would it have worked? Quite possibly, given the power of the "Godiva". A lot would have depended on the driver and while it was probably not the potential race winner which a B-Type Connaught-Climax might have been in the right hands, it was probably capable of turning in the sort of performance which would have cheered a few British hearts in the bleak days of the mid-Fifties.

While it's hard to conceive of a Kieft-Climax being a winner, HWM had enough design talent to produce a decent chassis as its F2 record shows. With Tony Brooks at the wheel, Connaught scored a memorable victory in the 1955 Syracuse GP trouncing the works Maserati team while giving way a great deal of power. Other Connaught performances suggest that replacing its Alta engines by FPEs could have produced a rather serious item of kit, especially when one considers the driving talent the team might have called on: Scott-Brown, Lewis-Evans and Brooks all come to mind.

Cooper is another matter. John Cooper told me recently that he had planned a front-engined car along the lines of the Cooper-Bristol. But we must remember that in 1955 Jack Brabham had the company build a Bristol-engined "F1" car based on the rear-engined, central-seat, "bob tail" sports car. It was put around at the time that it had a 2.2-litre engine but that was a polite fiction for it had a standard 1,977 cc sports car engine which probably gave no more than 140 bhp.

Brabham was outclassed in the 1955 British GP at Aintree but gave Moss' Maserati 250F a good run for its money at Snetterton later in the year and finished the season by winning the Australian GP. Since Cooper's 1956 F2 car was also rear-engined, might we not consider the possibility of the "rear-engine revolution" in F1 being brought forward by a few years had Climax released its engine?

Had the right engine been available, is it possible to believe that Colin Chapman would have stood by while Cooper took the glory? In that case it is conceivable that he would not have done consultancy work for BRM (which might then have folded) and would not have designed the Vanwall chassis. Since Frank Costin and Colin Chapman created the body and chassis of the 1956 Vanwall, might not a similar design have been made as a Lotus-Climax?

Maserati would not have sold many cars to privateers for why would one have endured the hassles of dealing with Italy simply to have an under-powered car, and the 250F might now be regarded as a pretty car sometimes seen at the back of Historic grids.

Mercedes-Benz would probably still have won the 1954 & 55 World Drivers' Championships but we might now look back and say that, rather than the company going out at the top, it got out just in time.

While IF so often revolves around looking at chance and accident or at sheer fantasy, this particular IF is centred around metal which existed and still exists. The engines were made. A car was made to use one and others were ready. Coventry Climax did not go broke and nor did it lose interest in motor racing. None of the usual rules of the motor racing IF apply in this case. It all came down to a decision to

write off the cost of development and not sell the engines and that decision was based on believing false information. British motor racing had the engine it was crying out for, an engine of which half later won two World Championships, and a decision based on false premises shelved it.

While one can be predictive about the potential of the Godiva engine (for amusement only) we're on thinner ice with the Speed engine for only one was built and it ran under its own power just once. Though developed simultaneously with the Godiva, it had two immediate disadvantages when viewed against the Coventry Climax engine. It was heavier, with an estimated weight of 400 lbs, and it was much longer. With all ancillaries, the Godiva is 24 in long while the Speed is 37½ in long though it has to be said that was on a par with foreign engines and overall length is less crucial in front-engined cars.

The engine was the idea of Leslie Brooke, the Riley exponent and special builder, who like others in the early Fifties longed to have a proprietary British F1 engine, especially after the dismal showings of BRM. Brooke enlisted the cooperation of Alderman Harry Weston, managing director of Machine Tools Ltd, and Lord Mayor of Coventry in 1952. Weston used his energy and reputation to drum up support from firms in Coventry and about 60 companies and individuals were involved. The contribution of most was in making parts. Weston's own company undertaking machining, for example.

The design team was composed of Wilfred "Bill" Oliver and Ron Dalton. Both men were engineers with the Rootes Group, which gave its blessing to their part-time project, and Ron was a friend of Leslie Brooke and had helped him with his racing cars. Brooke and Oliver are no longer with us. Harry Weston is in his nineties and his memory is not, what it once was, while Ron Dalton, whom I tracked down with the assistance of Peugeot-Talbot, is now working for Jaguar Cars.

Though nobody recalls the Rootes group as being in the van of engine design, the company did make a number of single-cylinder experimental units and Oliver and Dalton were able to apply their experience of these to their project. The result was an over-square V8 (81.30 mm × 61 mm), with a block crankcase made from RR 50 alloy. Wet liners were used, and the engine could easily be taken out to 3 litres. Twin overhead camshafts were naturally employed, the camshafts running on roller bearings, and the engine was unusual for its time in that it had twin inlet valves. There were two plugs per cylinder, serviced by two Lucas magnetos and the compression ratio was high at 13:1. Most unusual was the design of the combustion chambers and pistons which had what Ron Dalton describes "radius scallop" crowns.

There was a five bearing crankshaft, dry sump lubrication (with two pressure pumps and two scavenging pumps) and twin water pumps were used as well. Drive to the camshafts and pumps was via a fairly complicated cluster of gears which added to the engine's overall length. Wills rings were used at the cylinder head face and there were no connecting water passages between the block and head.

Like the Godiva, initial carburation was by four downdraught Solexes but ultimately CAV fuel injection was planned to replace them.

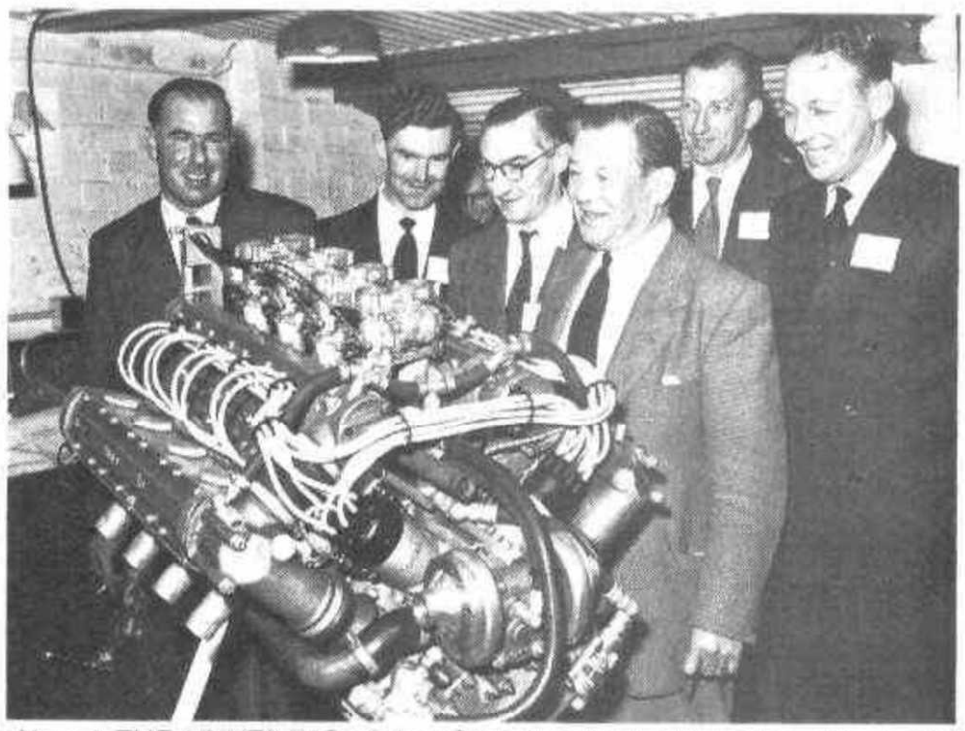
Though the Speed is often known as the "Brooke-Weston" engine, the two directors of Speed Engines Limited were Brooke and Oliver. Weston pulled strings and organised involvement but did not apparently invest in the venture. It was 1952 when the idea was first floated, at about the same time that Leonard Lee authorised the Godiva, but it was not until late in 1955 that the engine was shown to the press.

In a report, Oliver stated that he had an 8,000 rpm limit in mind and the engine would produce between 224 and 239 bhp. Ron Dalton says now that he and Oliver would have put all the money they had on this being achieved and feels that 250 bhp would have been fairly easily obtainable.

After the engine was shown to the press in October, 1955, nothing further was heard of it, though it crops up occasionally in footnotes.

What happened was that it was put on a dynamometer and "motored" (driven by an external engine) for several hours to check all the systems. Everything appeared to be in order and it was fired and run at 3-4,000 rpm. Then it seized.

The tappets had been hardened but, in machining, the chilled faces



(Above) THE UNVEILING of the "Speed" engine with, left to right, Leslie Brooke, Ron Dalton, "Bill" Oliver, Harry Weston, Raymond Wills and D. West. (Below) as it is today.

had been taken off and the camshafts gradually ate into soft metal until the cams locked into the tappets. The seizure wrecked the bevel gears in the drive chain. Today, the pistons still bear the marks of valves being in the wrong place at the wrong time.

While Coventry firms had contributed parts and services, Leslie Brooke had invested hard cash and the engine had been put together in his workshop. There was simply not the money to rebuild the engine. Support had come from industry in the same way that British industry had supported the BRM project but BRM had soured the well and when the engine failed, support evaporated instantly. The fact there were parts for only one engine, plus a few spares like pistons, suggests that what support there was for it was, anyway, not unstinted and it was possibly a case of the contributing firms making a strictly limited show of faith until there was solid reason for further commitment.

IF the sub-contractor had machined the tappets correctly . . . who knows? The same question could be asked of the swing valve AJB engine which suffered from a faulty batch of conventional exhaust valves. Unlike the Godiva, the Speed engine is an unknown quantity, it would be silly to apply IF? to it because there's so little to go on.

It is just possible that Gordon Chapman will rebuild the engine and it is just possible that it will one day be put into the second Kieft. Cyril Kieft had no contact with SEL and certainly had no plans to use a Speed engine, but the chassis should take it.

IF it happens, the result will not be an Historic car but a special built up from period components. It may offend the purist but it would be interesting to see how the engine performed.

The potential of Godiva, the Kieft and the Speed are all in the realms of fantasy and IF. Still, as Touchstone says in "As You Like It", "much virtue in IF". — M.L.

Food for Flying Thought

Theories on the Aerodynamics of Rally Cars

SEVERAL hundred tons of laden Boeing 747 need only be propelled at about 170 mph to become airborne. Lighter aircraft, even those with the modest power of a four-cylinder piston engine, can take off at a quarter of that speed. Small wonder, then, that modern competition cars are subject not only to the normal forces associated with movement whilst in surface contact, but with aerodynamic forces too.

Cars were not meant to fly, but when their makers learned enough about wind resistance they were made more streamlined in order to pass through the air (but still in ground contact) with the minimum absorbtion of power by this resistance, and consequently more quickly. This was very simple technology, and it was not until much later, when cars were considerably faster, that streamlining alone was found to be no longer enough.

Hitherto, the contact between tyres and road surface had been enough to provide all the control a driver required. But at higher speed, and with constant changes of ground pressure as cars became successively lighter and heavier on their suspensions, something else was required to ensure that control was maintained during moments of low ground pressure and of total loss of contact, such as when cresting a brow; not a lifting device such as the wing of an aircraft, but something to keep the car on the ground as much as possible, with that vital pressure maintained between tyres and road surface.

Simple streamlining was about to progress into more sophisticated aerodynamics and, just as they had when seeking improved designs of engines, frames and other components, racing car manufacturers looked to the aviation industry for guidance.

THIS Peugeot is landing nose first after a jump, though not dangerously so. The provision of a movable, hinged trailing edge on that high, rear aerodynamic addition might have brought all four wheels down together.

Various forms of aerofoil were designed, tested, improved, rejected and even banned, and similar contrivances soon found their way to the bodies of rally cars which, although they may not achieve the speeds of racing cars, are driven far closer to hazardous obstacles and — more important — are in the air more often and for longer periods.

When a rally car leaves the ground it loses all propulsion and continues its forward motion only by virtue of its momentum. It follows, therefore, that the longer it can be kept on the ground, the faster it can be driven. On the other hand, many of the crests encountered on special stages are so severe that to negotiate them with wheels on the ground would mean slowing down so much that the advantage of maintaining ground contact would be completely outweighed. Thus it has to be accepted that a rally car *will* become airborne, and that any aerodynamic devices should be designed not to prevent that, but to keep the car completely stable whilst it is in the air, and as it lands; in other words, in a safe, controlled attitude throughout its "flight" until it recovers full ground adhesion and stability after its subsequent landing.

An aircraft's attitude can be changed by varying the angles of what are called control surfaces; ailerons, elevator and rudder. However, it also has lifting surfaces, its wings, and — just as a car's steering is ineffective unless it has front wheels — without these there can be no significant aileron effect. However, in the case of high speed movement by a vehicle not intended to fly, and which does not have lifting surfaces, ailerons could indeed have an appreciable effect in preventing sideways roll whilst airborne.

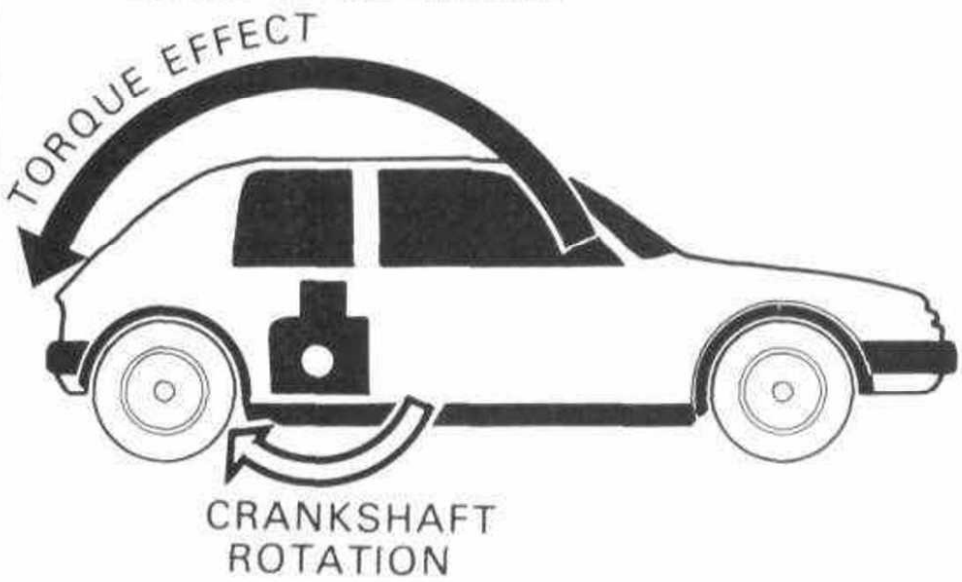
What is more, it could be further controlled by devices similar to a rudder and an elevator to ensure that it remains in the correct attitude and lands properly on its wheels, which are kept in line with the direction of travel. Together, the rudder and elevator would act like the feathers which keep a dart in the true flight intended by the player, all the way to the board.

But a dart cannot be controlled after being thrown, whereas a pilot *does* have in-flight control of his aircraft. A driver, on the other hand, although sitting *in* his car, has no means of controlling it once it has left the ground. Just as the dart's movement through the air depends entirely on its attitude the moment it leaves the player's hand, so the car's progress in flight is determined by what it is doing at the precise moment it takes off from a crest. Whether something can be done about this is a matter for engineers, but we feel that aeronautical principles offer rallying plenty of food for thought and, by taking a few more lessons from aviation, rally engineers might succeed in making their cars more controllable whilst airborne, and thereby less prone to those fearful accidents which happen when cars gyrate after a jump, land awkwardly and roll end over end several times.

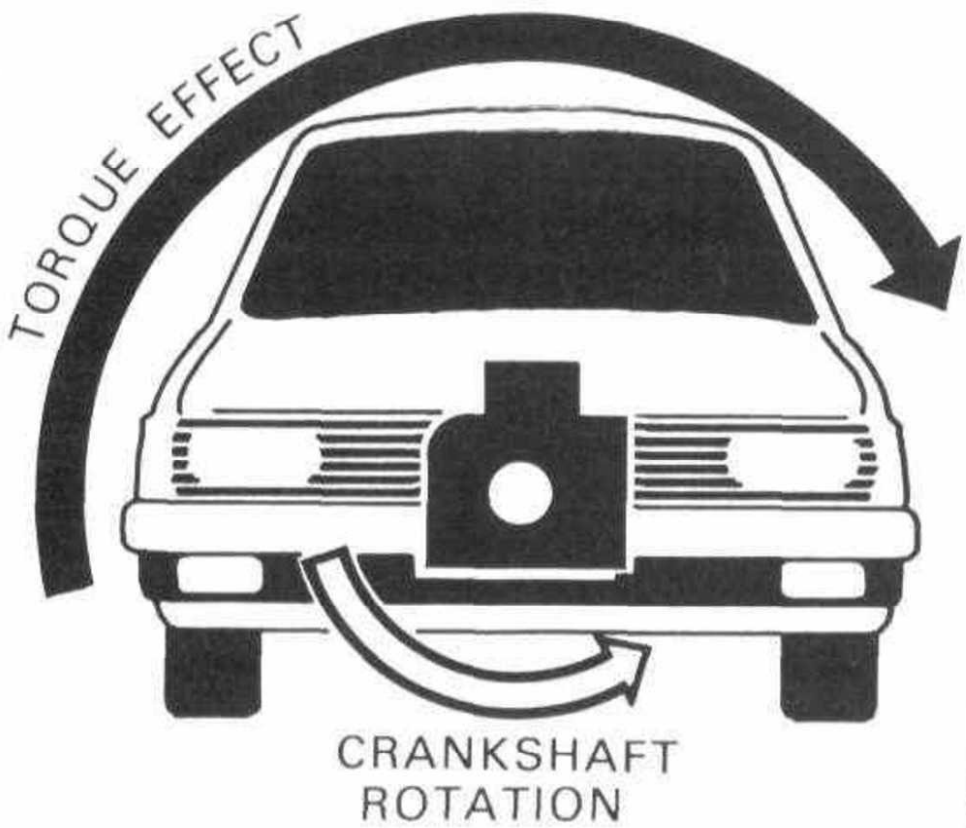
A car is controllable in one axis, and then only when in ground contact. An aircraft has three-axis control, and if this versatility were introduced to a rally car, without increasing the driver's work load to an *impossible level, an immense safety feature would result* — although we daresay that many would consider it more a means of increasing speed.

It has long been a popular — and to some extent justifiable — thought that because acceleration lifts the nose and braking dips it, adding power just before taking off from a crest will tend to keep the nose up, whilst braking before take off could bring the nose dangerously low whilst airborne. A car's attitude whilst in the air can also be influenced by the torque effect of its engine, according to the direction of crankshaft rotation and whether the engine is mounted transversely or longitudinally, and this is another factor to bear in mind when applying throttle. The torque effect of a transverse engine is in the pitching plane, whilst that of a longitudinal engine is in the rolling plane. An MG Metro, therefore, would tend to roll in flight if revved, whereas a Peugeot 205 would tend to pitch.

TRANSVERSE ENGINE



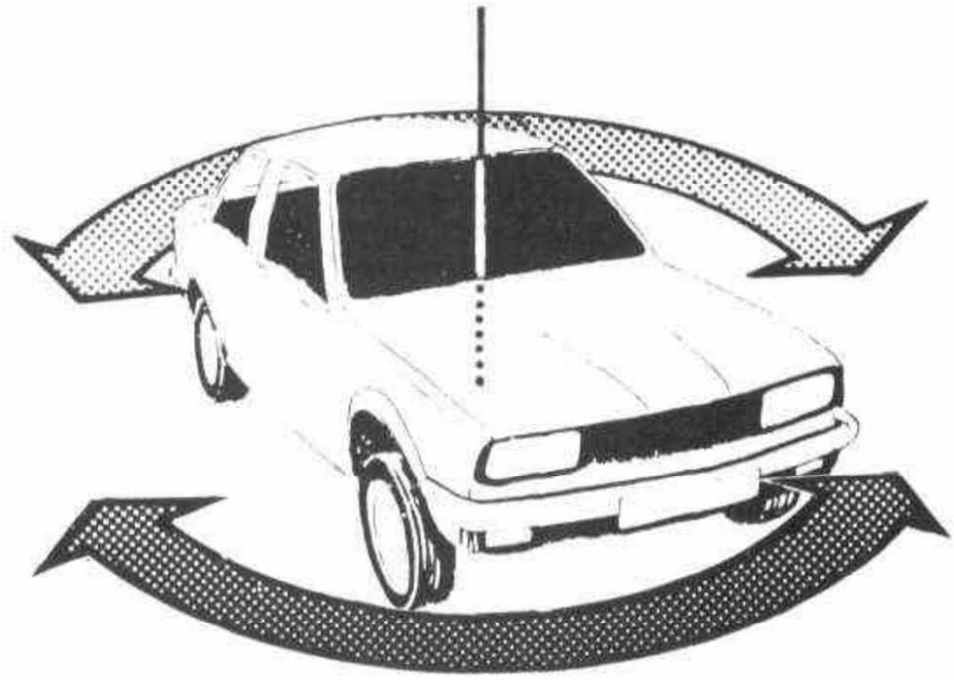
LONGITUDINAL ENGINE



Let's look at the three axes of aircraft control, and consider how each may be incorporated in a rally car.

1. Vertical Axis (YAW)

Vertical Axis (*Yaw*)



Conventionally, this is the only directional control axis provided by car manufacturers, via the steering wheel to the front wheels, and only effective when friction exists between the front tyres and the ground. Unconventional vertical axis control can be obtained by causing loss of adhesion through driving techniques, eg handbrake turns. Neither of these employs any aerodynamic forces.

An aircraft uses its rudder to provide vertical axis control, and although the idea of fitting such a device to a car might seem absurd, it could prove to be a useful steering aid when airborne, or when the steered wheels have lost their grip. A pilot uses two pedals to control his rudder, but a car driver's feet are already well occupied, so perhaps the steering wheel itself could be coupled to the rudder, the coupling becoming engaged automatically only when sensors detect suspension at maximum travel (with wheels "hanging") due to loss of ground contact.

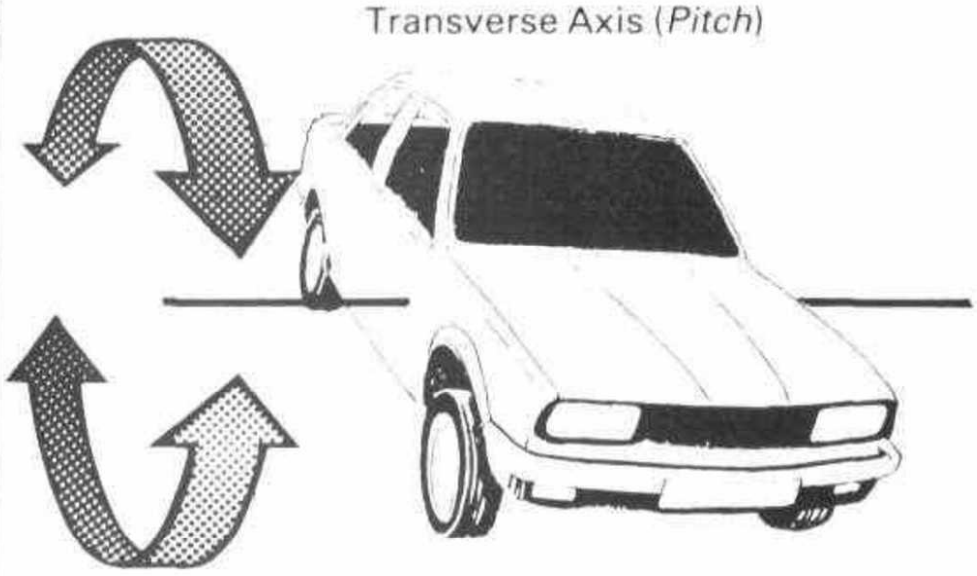
The presence of such a tail fin during normal, fast travel may be undesirable, and may inhibit conventional steering, so a means would be needed to render a rudder, and its accompanying fin, inoperative when not required, possibly by retraction activated automatically, manually or both.

2. Transverse Axis (Pitch)

An aircraft will raise or lower its nose when its elevator, positioned in the horizontal sections of the tailplane, is moved up or down by the rearward or forward movement of the control column by the pilot. A car has no such control axis, but what a boon it would be for a driver who, in the middle of a jump, finds his car's nose dipping dangerously.

Many rally cars now have rear horizontal surfaces to provide aerodynamic stability, but these are only movable by adjustment, and not by the driver whilst in motion. If such a device were to be placed so that airflow would be over both its upper and its lower surfaces, and its trailing edge were made to hinge upwards and downwards, than an

Transverse Axis (*Pitch*)

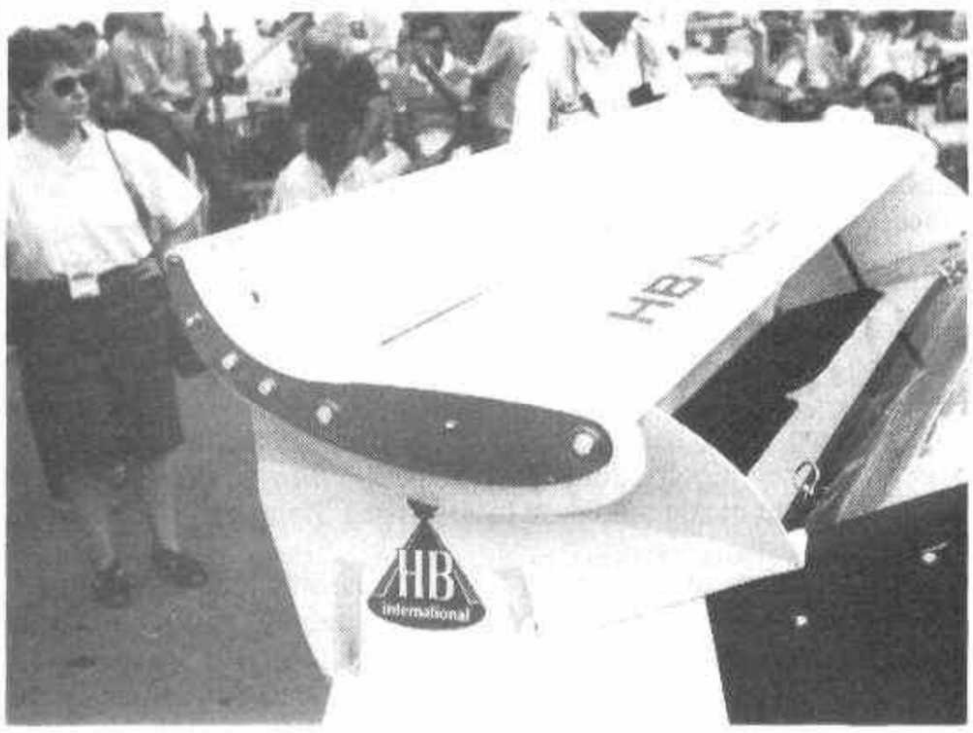


elevator would be created. If this were then linked to a control within reach of the driver, he would be able to move the elevator and produce a nose-up or nose-down attitude as required.

If the steering wheel were made to move forwards and backwards, the driver's means of pitch control could be the same as that of a pilot, and by easing the wheel back towards his body he could raise the elevator and check any dangerous dipping of the nose whilst flying over a crest. If he eased the wheel forwards he could check any lifting of the nose, which can be equally dangerous at times.

During normal travel, the presence of such a horizontal surface with its trailing edge elevator would be no more an embarrassment than the present fixed surfaces, for the elevator could be positioned neutrally whenever required. Fore and aft wheel movement would have to be damped, of course, so that it would not flop around freely in the driver's hands.

Alternatively, an elevator could be fitted to the front of a car as in an aircraft of the canard design, but in this position it would be very vulnerable indeed and there would be a much higher risk of its being damaged or even destroyed.



THIS Audi tail is designed to keep the car stable and to maximise pressure between tyres and ground. It would take little modification to provide it with an elevator controlled from the driver's position.

3. Longitudinal Axis (Roll)

A car taking off from a crest when not lined up properly with its direction of travel, ie when slightly sideways, can very easily twist in flight about its longitudinal axis. Aviators call this the rolling axis, but it should not be confused with the rallying interpretation of the term. Generally, however, a driver knows in advance from his notes that he is likely to jump sideways and prepares for it. What he cannot prepare for is something like a dislodged stone being struck by one of his wheels, throwing one side of the car further into the air than the other.

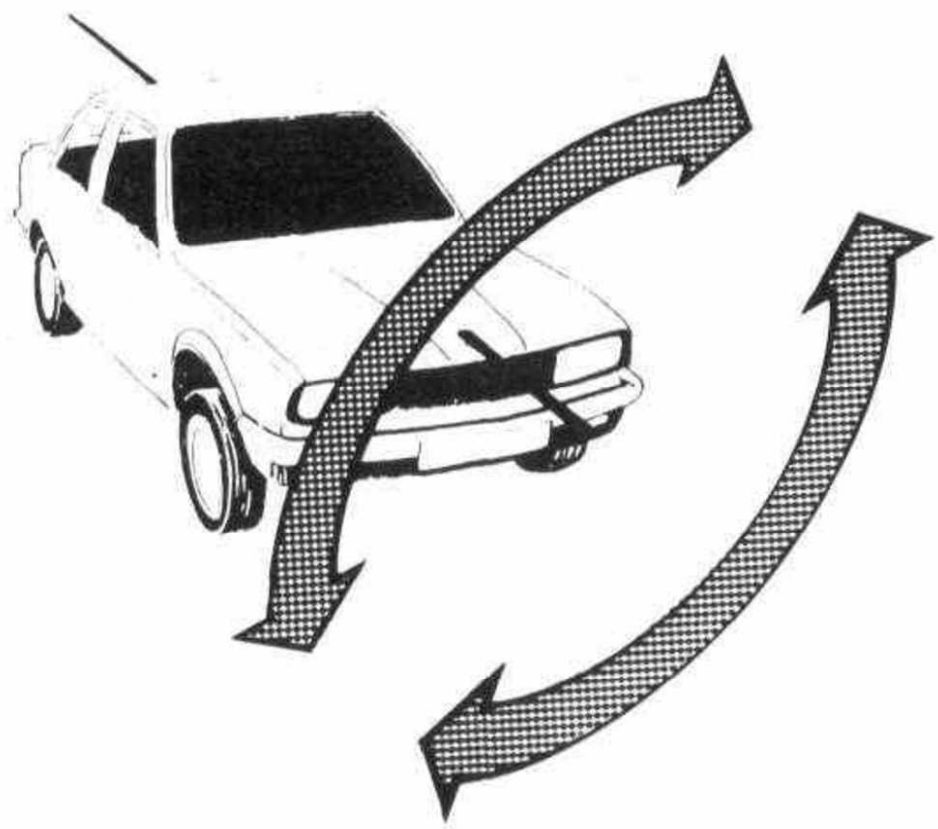
This would generate a mid-air twisting movement which, if not checked, could result in the car landing very awkwardly indeed, perhaps not even on its wheels but on its side.

Although a highly dangerous manoeuvre for a car, such twisting is normal for an aeroplane. Indeed, its turns are made by banking which is induced by lowering one wing and raising the other. The trailing edges of the wings are fitted with hinged devices called ailerons which are moved in opposition to each other, ie when the left aileron is raised, the right aileron is lowered, this producing a bank to the left.

Just as the ailerons can be made to induce bank, they can also be made to prevent it, and if similar devices could be fitted effectively to a car, then that dangerous in-flight twisting could be checked or even prevented.

Simple ailerons could be made by fitting a horizontal surface to the left side of the car and another in the corresponding position on the right, both exposed completely to the airflow produced by forward movement. It would be undesirable to have them extend outwards beyond the bodyline of the car, so perhaps the left and right roof edges would be the best places. These ailerons should be hinged at their forward edges, and linked in such a way that when the left one is raised, the right one is lowered.

Longitudinal Axis (*Roll*)



Then we have to think of how they can be controlled by the driver, and again the pilot's means of aircraft control comes to mind. An aircraft's ailerons can be moved either by turning (as a steering wheel) the hand grips of the control column, or by moving a stick left or right. The former would conflict with the normal movement of a steering wheel, so perhaps it should be made to move from side to side.

If all these additional control axes were provided in a rally car to give the driver control when jumping, his work load would be increased tremendously, and he would be over confident indeed who would declare approval and acceptance before trying it. However, the thought of reducing from its present high level the risk involved in jumping is very likely to persuade him to give it a try, even though he would probably be faced with a steering wheel which not only turns, but moves bodily fore and aft and from left to right.

The bodywork of a rally car being driven at high speed along narrow tracks between solid obstacles is always vulnerable, and experienced rally people may be no more than amused at these theories, and write them off as impracticable. Aeroydnamicists may be equally amused, and perhaps even offended by our over-simplification and by our less than precise treatment of their exact science. However our intention was to present no more than a hypothesis; one which we trust will have achieved its purpose — to provide food for thought. — G.P.

Book Reviews

Last year Australia ran its first ever World Championship race (although there had been an Australian GP on 50 occasions) and earned the highest praise for the way it was organised. Now there has to be praise for another piece of Australian motor racing organisation — I refer to a book of vivid colour and black-and-white pictures, reports and supporting tables of the complete 1985 F1 race scene, published just over three months after the Australian Grand Prix so ably closed the 1985 season. Not only that, but compared with the many other volumes that will follow on the same theme, the price of this one — £12.95 — for a profusely illustrated book of 160 12 in × 8 in pages with articles on Alain Prost, Ayrton Senna, the retired Niki Lauda, the Adelaide track, the teams, from McLaren to Beatrice Lola (with more good pictures of the cars and personnel) as well as the reports and other materials, is very good going. The only thing is that (these days it is nice to have speeds in kph as well as in mph. This **"Grand Prix '85 — The Formula One World Championship"** is by Nigel Roebuck and John Townsend, and it is edited by Barry Naismith. Although published in Australia, it is available here from Kimberley's, 4 Church Close, Whetstone, London, N20 0JU. It is intended to make it an annual, and very welcome it will be.

W.B.

"Ferrari At Le Mans" by Dominique Pascal. 171 pp. 11¼ in × 8½ in. *(Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JJ £19.95).*

It has been said that every picture is worth at least 1,000 words, a thought which writers may well wish to forget, but this is the theme of Dominique Pascal's coverage of the Le Mans race from the Ferrari angle. His interest in motor racing, we are told, arose on his 13th birthday, when he was given a pen, a camera, and a ticket to the 1960 Le Mans 24-hour race. The book under discussion is a remarkably complete collection of beautifully presented photographs of every Ferrari that has run in the great French long-distance race. Whether entered by the factory or by private entrants, every one of these cars is depicted, and that means more than 250 of them. The span runs from 1949 to 1984, when the book was first published, long captions for each picture telling the story, supplemented by tables giving technical details of those Ferraris that have run at Le Mans.

It is a formidable work, made even more attractive by 46 fine colour prints, and variety has been achieved by showing Ferraris in full cry, others at the pits, even those that crashed, and we note that LAT supplied the photograph of the Ferret and Lucas Type 166M Ferrari in the 1949 race. Ferrari fanatics have a very wide choice of books to sustain and enhance their beliefs but this one must surely be on every one of their library lists. — W.B.

"Peugeot 205 — The Story Of A Challenge", by Jean Todt & Jean-Louis Moncet. 127 pp. 10½ in × 7½ in. *(Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JJ. £14.95.)*

The title of this book is misleading, inasmuch as this is the story not of the production Peugeot 205, which especially in GTi form, has made such an impression on the market, but of the development and activities of the Peugeot 205 Turbo 16 in rallying.

That explained, what excellent coverage of the subject the book provides! Almost all the many pictures are in colour, with some fine action shots, and who better to fill us in on this particular bit of motoring history than the man who directs Peugeot-Talbot Sport, and the journalist from *Auto-Journal?* Even the book's endpapers are made good use of, to show the Competition Department and to list the architects of the 205 Turbo 16's triumphs. Incidentally, I was interested to see that Enzo Ferrari, no less, in the Foreword, translated into English beside the original, recalls, as a teenager, being impressed with a picture of Goux's winning Indianapolis Peugeot in 1913 and of watching Boillot triumph for Peugeot in the 1919 Targa Florio, and of his surprise, in 1923, while dining at the *Brasserie Universelle* in Paris, to read the name "Peugeot" on the pepper-pot. Ferrari also discloses that he negotiated with the Peugeot engineer Giorgio Boschetti and bought several Peugeot cars, and that he supplied Roland Peugeot with a Ferrari.

But I must not quote to the extent of detracting from the value of the book itself to all Peugeot followers and rally fans. — W.B.

Among many titles devoted entirely to Ferrari in its road test reports productions, **Brooklands Books** has now added one devoted to the **Dino from 1965 to 1974.** It contains 27 copies of such road reports, from various journals, including Denis Jenkinson's view of the Dino 246GT as published in MOTOR SPORT in 1971. This 100 page soft cover book costs £5.95 from the specialist booksellers, or £6.50 post free from the publishers, at Bookstop, "Holmerise", Seven Hills Road, Cobham, Surrey.

W.B.

• • •

"World Encyclopaedia of Aero Engines" by Bill Gunston. 185 pp. 9½ in × 7½ in. *(Patrick Stephens Ltd., Denington Estate, Wellingborough, Northants, NN8 2QD. £12.95).*

There has long been a need for a good book on aero engines. Apart from G.A. Burls' "Aero Engines" published in 1914 by Charles Griffin & Co which went into a tenth edition in 1918, and a rather patchy work on the same subject in much more recent times by Leonard Setright, the subject has been sadly neglected, which may be why, during the years of the First World War, C.G. Grey of *The Aeroplane* got Geoffrey de Holden-Stone to write a rather poetic series of articles for him about the qualities of the various aero-engines then available.

So Bill Gunston's new book fills a long felt want. It deals with all manner of aviation power-plants, including gas-turbines, alphabetically, from ABC to Wright, going from the pioneer days to the present, with photographs of many of these vastly complex and skilfully-engineered productions. As there were many aeroplane engines put into cars, for racing at Brooklands and elsewhere, for breaking the Land Speed Record, even for fun on the road, this book has some relevance to motoring history, but in the main it must stand as a very useful reference work on aeroplane power units, which all important libraries will need to stock.

I think there is still scope for more intimate writing, but this is a very good start indeed; some of the entries seem on the brief side and some of the facts we have heard before, but I found the book extremely interesting. Perhaps it will encourage others to follow Gunston's type-writing fingers and produce even more, on a neglected subject. Meanwhile, here is a most valuable reference work on the subject and one that aviation historians will no doubt refer to frequently and with much interest. Hitherto virtually unknown facts about Russian and American engines appear therein and rare and previously unpublished photographs enhance the book's appeal.

W.B.

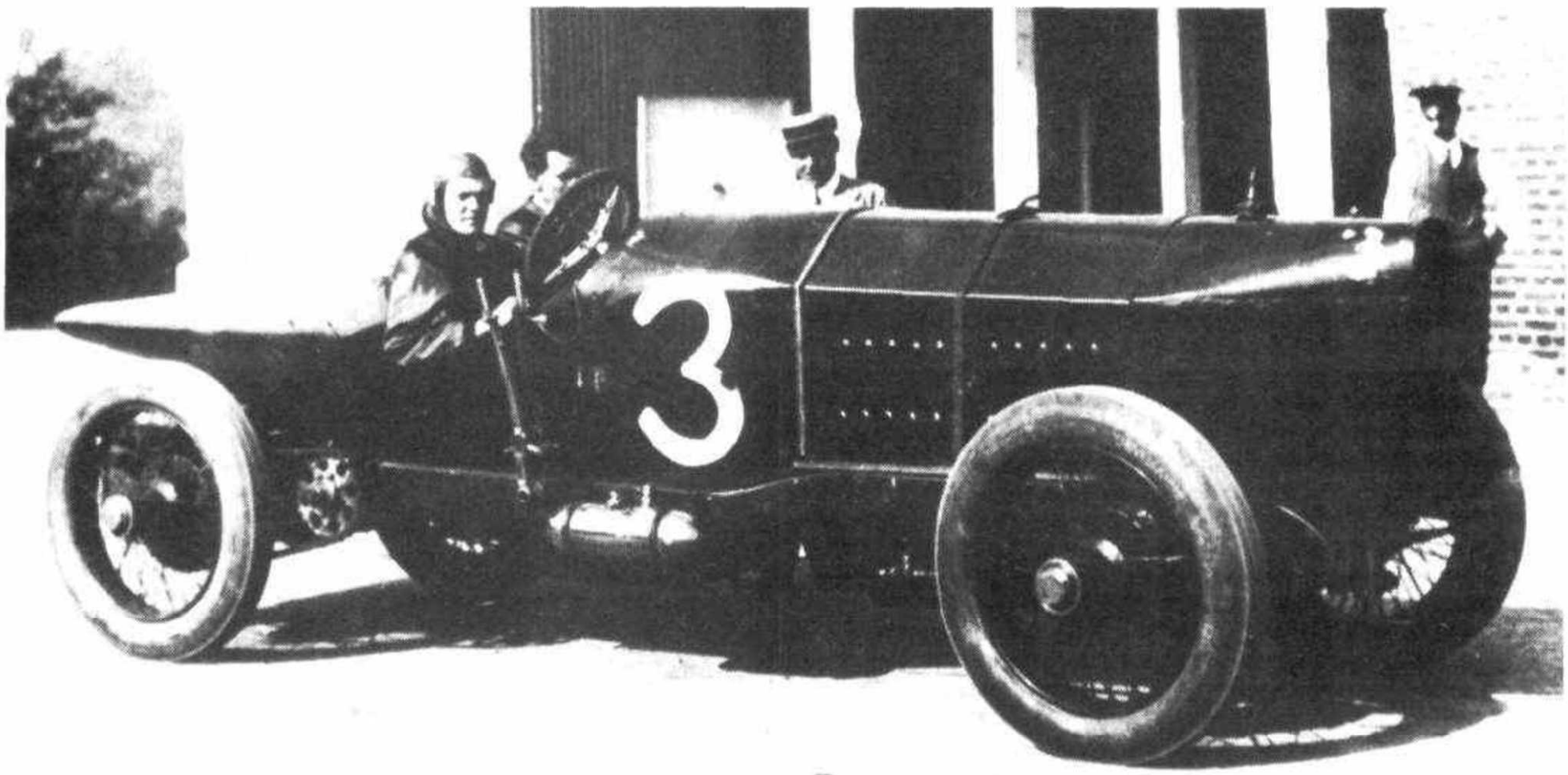
"The Day Of The Typhoon — Flying with the RAF tank-busters in Normany" by John Golley. 215pp. 8¾ in × 5¼ in. *(Patrick Stephens Ltd., Denington Estate, Wellingborough, Northants, NN8 2QD. £9.95).*

I have been told I must no longer write about aeroplanes in MOTOR SPORT but I cannot resist recommending this racy book about a very specialised but important and exciting part of the WW2 air war. The author is well qualified to write of flying that remarkable aeroplane, the Hawker Typhoon, which could literally lift a tank off the ground, because he flew 73 missions with 245 Squadron in 1944-45. The book brings into perspective what those young ground-attack pilots went through, serving a Squadron that lost several of its COs and had an abnormally high casualty rate. The margin between adrenalin-pumping fear and blind-panic comes over well. This book is a mixture of drama interspersed with humour that raised a spark of hope in the men who flew the tank-busting rocket-Typhoons.

The Foreword is by Typhoon test-pilot Wing-Comdr. Roland Beaumont, CBE, DSO, DFC, DL, FRAeS, and it's not all aeroplanes — one of the photographs is of a pilot with his Guzzi motorcycle.

W.B.

Veteran-Edwardian-Vintage



The 100 hp Isotta Fraschini

HUMPHREY COOK, who in 1933 sponsored the ERA project, made his motor racing debut at Brooklands with this 100 hp Isotta Fraschini, which retained its front-wheel brakes, and with which he won two races at the Track in 1914, lapping at amost 92¾ mph.

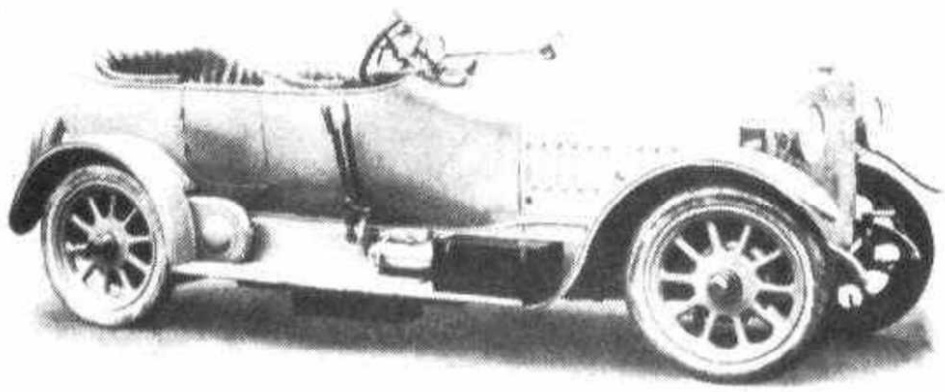
THE question as to which was the very first sports car is one which can well give rise to much discussion, and no very definite conclusion. Some will opt for the 60 hp Mercedes dating from 1903, and who shall deny them their erudite opinion? Hard on its heels, or its wheel tracks, come such formidable fast cars as the Prince Henry Austro-Daimler and the Prince Henry Vauxhall. To others, the first contender would seem to be the great, indeed legendary, 30/98 Vauxhall, which was with us before the First World War. The smaller-engined Alfonso Hispano Suiza might well be included among the nominations, and there were the typically Teutonic 100 hp and 200 hp Benz. Before the Kaiser conflict the 25/50 hp Talbot was in the running, surely, for after all, was it not the first car to accomplish the not-easy task of covering over 100 miles in one hour? And what of those sporting Alpine Eagle and London-Edinburgh 40/50 hp Rolls-Royces?

It is not my intention to take sides in this matter but simply to say that in the context of Edwardian sporting motor cars (the term "sports car" had scarcely been invented in those faraway times) a great car that has tended to be overlooked was the 100 hp Isotta Fraschini. This fast and technically advanced model was a product of the Milanese firm of *Fabbrica Automobili Isotta Fraschini* whose expansion dates from 1905, after tentative operations by Cesare Isotta and Vincenzo Fraschini that began with the importation into Italy of Renaults and Mors from 1899 onwards. We are told that these two pioneer Italian motor traders were making their own Mercedes-like 24 hp chain-drive car by 1902, having been assembling Renaults in Milan and putting custom bodies on these chassis for a year or more.

With the expansion of automobilism all over Europe, Isotta Fraschini, with fresh finance, opened a new factory on the Via Monterosa with the intention of making large and powerful motor cars, for those to whom cost was hardly a consideration, suitable for undertaking the Grand Tour. To attain this ambition the two partners brought in the skilled Giustino Cattaneo, who had designed for the pioneer firm of Bernardi before moving on to work for Florentia and Zust. He was joined by Antonio Chiribiri, later to build cars of his own, which were not unknown in racing, even unto Tazio Nuvolari driving them. For four years, approximately from 1907 to 1910, Lorraine-Dietrich had an interest in this newly constituted Italian manufacturer, and there were links with New York when an Import Company was opened there.

If Italy at that time was a comparatively poor country, the worth of its cars was appreciated by others, and Isotta Fraschini built up a strong export trade and was soon among the three largest Italian car producers, along with Fiat and Itala. Advanced design was undoubtedly a help here. Vincenzo's brother Oreste Fraschini had designed effective four-wheel-braking by 1909, using transverse shafts with universal joints, actuated by the brake rods, to expand the brake shoes, and these became standardised on all Isottas from 1910 onwards, a significant piece of pioneer engineering. Moreover, there had already been overhead-camshaft Isotta Fraschini racing cars and at the 1910 Paris Salon Cattaneo showed his latest design, the magnificent Type KM 100 hp chain-drive sporting chassis.

It had a four-cylinder 130 × 200 mm 10.6-litre engine with four overhead valves per cylinder operated by a vertical-shaft-driven overhead-camshaft. Lubrication, however, was by troughs and dippers. This exciting motorcar was said to have a power output of 140 bhp at 1,800 rpm, and a top speed of 90 mph, and as presumably it had brakes in keeping, it must be regarded as a very significant fast car of the Edwardian years. The chassis weight was just over 46 cwt. In fact,



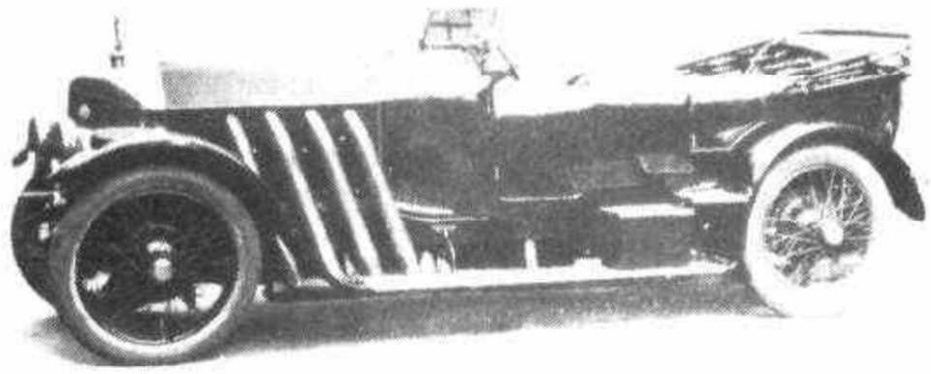
THE 100 hp Isotta Fraschini came with a variety of different radiator shapes, this 1914 model having the vee-fronted example that gave it a distinctly Teutonic appearance. The chassis boasted a four-speed gearbox with a direct-drive top, and the drive-chains were enclosed for safety.

it did not go into production, and then only in small numbers, until 1911. Some say that only ten of these great cars were built between then and the outbreak of the war that killed off such Edwardian grandeur and turned the KM's designer to aero-engines.

Not only was this 100 hp Isotta Fraschini a very grand car but it was one that can be said to have had an indirect racing pedigree. For in 1907 a 40 hp Isotta Fraschini driven by Minoia had won the Florio Cup and the following year Trucco was victorious in the testing Targa Florio race, with an Isotta of the same size. Nor was this all, because in America the Savannah Challenge Trophy and the Briarcliff Trophy were won by Louis Strang's Isotta Fraschini and he was victorious also in the Lowell road race, and Herbert Lytle drove a car of this make to first place in the Sweepstakes at the Long Island Motor Parkway and was second in the race for the Vanderbilt Trophy, achievements that must have helped the Italian Company's exports to the USA, overseas sales being quoted at 75% of the total output by 1909. The racing engine of 1907/08 was a 7.4-litre four-cylinder with overhead valves and camshaft, it is said with the camshaft prodding directly onto the valves. I have been unable to find drawing-office evidence of this latter fact but the use of overhead valves with an oh-camshaft was in any case advanced technology at this time and Catteneo made use of it for the 100 hp production model with two inlet and two exhaust valves in each large cylinder, giving a total port area of 17.72 sq.in. This multi-valve arrangement is being used for an increasing number of modern engines, if not for altogether the same reasons that engineer Cattaneo and a few others employed them way back in 1910.

Certainly the use of an overhead-camshaft to operate four-valves-per-cylinder was unusual at the time when the Type KM Isotta Fraschini was introduced. The first use of hemispherical combustion chambers is usually attributed to the Belgian Pipe, in the year 1904, but its inclined valves were operated by push-rods and rockers. MOTOR SPORT's readers must have been bored almost to tears by emphasis on the fact that in 1912 Peugeot came up with twin overhead-camshafts operating four-valves-per-cylinder for its 7.6-litre Grand Prix cars, thereby changing the concept of racing engine valve-gear for evermore. Before that Fiat had used single overhead camshaft engines for its 1907 GP cars, a layout which was followed in 1908 by Clement-Bayard, and the 7.3-litre Prince Henry Benz engine of that year had four-valves-per-cylinder inclined at 60-deg. but operated by push-rods from camshafts on opposite sides of the crankcase.

So the use of an overhead-camshaft to operate multiple oh-valves was an advanced item of design on the 100 hp Isotta Fraschini when it made its show debut in 1910. Isotta's adoption of the oh-camshaft for racing dating back to 1905, according to one authority. To this advanced design was added, in the case of the Type KM Isotta, enclosure of this valve gear, within an aluminium casing, dual-ignition by twin high-tension magnetos, a four speed gearbox with direct-drive on fourth speed, cased-in final-drive chains, and those four-wheel brakes, with a transmission brake for good measure. Formidable! The chassis price was £1,200 in England, 9,000 dollars in America. One of these exciting Isotta Fraschinis was supplied in the summer of 1911 to



THE SPORTING 100 hp 10.6-litre four-cylinder overhead-camshaft 16-valve four-wheel-braked Isotta Fraschini was one of the faster Edwardian cars. Its four large external exhaust pipes emphasised its sporting intentions.

Lord Vernon, who drove one of the 1908 GP Mercedes at Brooklands and so knew a quick motorcar when one was available. The bodywork of his was an open tourer in chocolate brown, lined in blue, the coachbuilder being Sala of Milan.

Another of these 10.6-litre Isotta Fraschinis was used by Mr. Humphrey Cook for his debut in motor racing. Cook became a very successful competitor after the war with a Ballot and 30/98 and TT Vauxhall cars named "Rouge et Noir," and he then put considerable finance, quoted as £75,000, into the ERA project, racing one of these cars with great competence although by then no longer a young man; in fact, he scored the first ERA race victory when he was over 40 years of age. Incidentally, the agents in this country for Isotta Fraschini at that time were the Motor Manufacturing Company and Alfred Burgess Ltd, of The Mall, Church End, Finchley, in North London and the KM seems to have had several shapes of radiator, including flat and round-fronted ones and a very Teutonic-looking vee radiator, etc.

For Brooklands, Cook's Isotta Fraschini retained its front-wheel brakes and the chain-drive chassis was given the usual pointed-tail body, painted black with red bands, and a radiator cowl. It made its debut at the 1914 Whitsun Meeting, in the second heat of the Private Competitors' Handicap. It was flagged away last, the handicappers taking no chances with the newcomer, with its 10,618 cc engine. A bad bout of misfiring resulted in a lap-speed of only 71.73 mph, the car only picking up on each lap at the end of the Railway straight. Out again for the 16th 100 mph Short Handicap, Cook found himself sandwiched between two Mercedes, and giving four seconds to Dewis's Sixty, which like the Isotta was rated at 41.9 hp. Although the lap-speed was up to 78.55 mph this was insufficient to gain a place. In the 100 mph Long Handicap Cook had to give Dewis's Mercedes a six-second start and the apparent ignition trouble made his car slower than before.

At the Summer Meeting it was evident that Humphrey Cook had got the measure of his big car, and although it was on the scratch mark in the Private Competitors' Handicap it lapped at a best of 91.38 mph, fastest in the race, and finished second to Capt Lindsay Stewart's 3-litre Schneider. In the 100 mph Long Handicap at this Meeting it went even better, its quickest lap being at 92.06 mph, taking third place. Then, in the 100 mph Short Handicap it pulled out a lap at 92.74 mph, proving that it was a genuine 100 mph car, and won from the Straker-Squire and the Schneider, at 87¾ mph, discomforting the "bookies", who had quoted odds of 10 to 1, usually reserved for non-finishers! Presumably they thought Cook would require more distance in which to work up speed. . . .

Cook ran the Isotta at the Inter-Varsity Brooklands Meeting, but had to be content with third place in the One-Lap Handicap behind Lionel Martin's little Singer and an Austin, because he missed a gear-change going onto the Home banking, but he nevertheless averaged 77.03 mph for the standing-start lap. Running in the Two-Lap Handicap he made no such mistake, gaining the Isotta Fraschini's second Brooklands' win, from a fast Vauxhall and a baby Mathis. Cook had little time left in which to enjoy the sport pre-war and although he drove the car again at that fateful 1914 August Bank Holiday Meeting, it was down on speed and non-started in the last race for which it was entered. It did not reappear again after the Armistice. — W.B.

FRAGMENTS ON FORGOTTEN MAKES:
No 69: The Seabrook

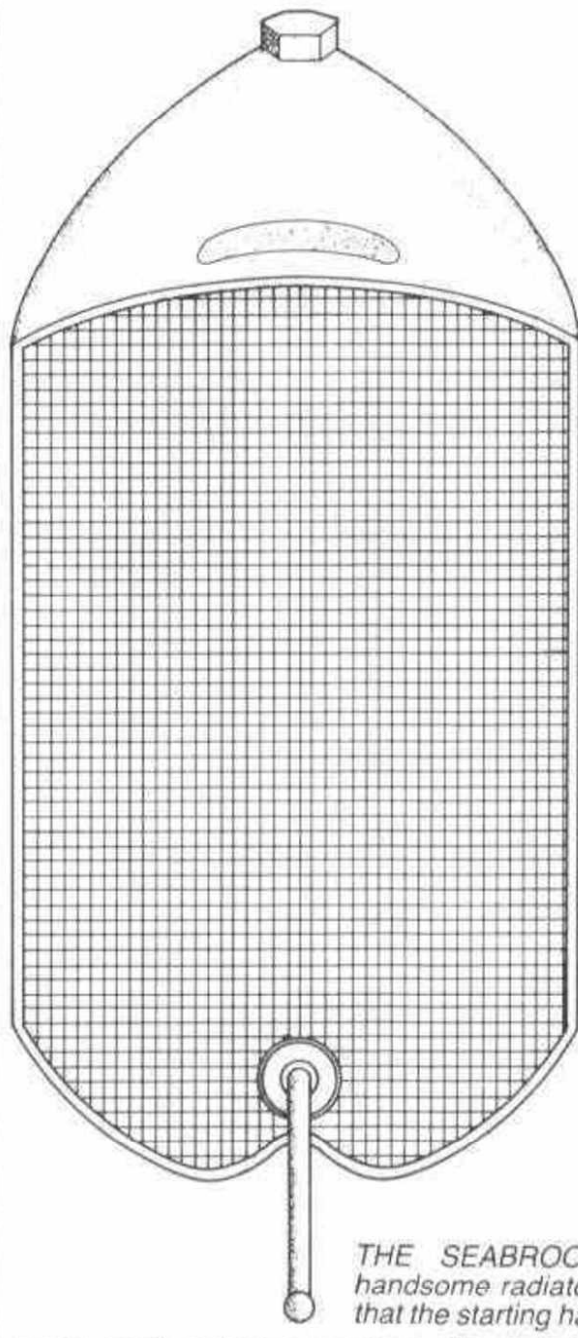
THE LAST article in this series was about a light-car, the Dawson, that was too ambitiously ahead of its time, with its overhead-camshaft engine, to compete with the lower-priced and less-complicated light-cars of the 1920s. This discourse follows on, as it were, inasmuch as the Seabrook light-car set out very much in the same technical pattern as the Dawson, although in this case it was even less successful, until its manufacturers had a change of heart.

Both the Dawson and the original Seabrook light-car belonged to the exciting, if daunting, period just following the Armistice, after the first World War, which prompted the ambitious to go ahead with advanced engineering ideas in a climate of financial depression, strikes, and supply limitations that did not encourage such projects, few of which flourished, at all events as their instigators had hoped they would. It was in these rather gloomy days that someone planned the post-war Seabrook. It was a distinctly optimistic design which, as with the Dawson, used an overhead-camshaft engine for a comparatively small car, at a time when Rolls-Royce still had side-by-side valves, Daimler had long relied on Knight double sleeves to attain the required degree of quiet in which top-priced luxury cars should function, and only the new 37.2 hp Hispano-Suiza was able to woo customers successfully with an "aero-type" ohc motor-car engine, away, that is, from purely sports-type cars such as the 3-litre Bentley. It was into that outlook that the unknown designer of the Seabrook ventured to project his smaller engine of this advanced type. . . .

By the autumn of 1920 there was one of these advanced Seabrooks on the road, registered LA 4755, a London number consistent with the Seabrook Company being at Great Eastern Street. Before the war the Seabrook brothers, had imported that American RMC, remembered for the under-slung chassis used for some models, and had indeed, exhibited one of these at the first post-war Olympic Show, in 1919. Production then ceased in America, and the Seabrooks had to branch out with a car of their own. They certainly chose an ambitious design! Cylinder block and upper crankcase of the 69×120 mm (1,795 cc) four-cylinder engine were of aluminium, into which cast-iron cylinder liners were inserted, sealed at the top with c&a washers, at the base with rubber rings held in four-bolt flanges, the liners, extending some way into the crankcase, being free to expand as they heated up. The cylinder head was also of aluminium, seating on additional washers resting on the liner-sealing ones. The head was bolted to the cylinder barrels and carried the bearings for the valve rockers, and it had cast pedestal-brackets which took the bronze camshaft bearings. The overhead-camshaft was driven by a vertical shaft at the front of the engine, with bevel-gearing at its base and more bevels at the top to turn the camshaft. The lower half of the bottom bevel was used to drive the oil pump spindle. The magneto, mounted vertically and driven from the top-drive for the oh-camshaft, towered above the cam-cover, its contact breaker therefore fully accessible, as with the magneto on a Riley Nine engine and the magneto mounted as a vee with the dynamo and drive from the camshaft of the OHC Rhode light-car.

On the Seabrook engine another bevel-drive turned the big fan pulley, the Whittle belt of which drove the dynamo as well as the four-bladed cooling fan, the former being on a hinged bracket to provide for belt adjustment, after slackening off a knurled-nut. The dynamo was low down on the near-side of the engine. The crankshaft ran in two plain bearings and there were two-ring aluminium pistons. The lubrication system was by pressure to the main bearings and by trough and scoops on each big-end. In these early stages the make of carburettor to be used had not been finalised but the Y-shape inlet manifold was cast into the off-side of the cylinder block, and hot-spotted with the entire water return feed to the radiator. The Seabrook name was cast on the water-hot-spot jacket. The coolant circulation was by thermo-syphon, the fan blades being contrived so as to set up a high-speed air flow through the radiator.

The high-set magneto enabled short ht leads to run to the sparking-plugs in the off-side of the head, and the advance-and-retard control rod was incorporated in the bonnet-stay between dashboard and radiator, the control being on the rh side of the dash panel. The engine



THE SEABROOK had one of the more handsome radiators among the light cars; note that the starting handle passed through it.

was in unit with the gearbox, the web between accommodating the cone clutch, in which the friction material was bolted to the flywheel, the idea being that, when the clutch was driving, the thrust of the single large coil spring would be balanced. In lieu of a spigot bearing, the cone slid on splines on the gearbox driving shaft, which was hollow and in one with the constant-mesh gear, and it carried the long bush forming the spigot-bearing for the gearbox driven-shaft. There was a plan to lubricate this spigot from the tail-bearing of the crankshaft, if found necessary. The oh-camshaft and rocker gear were enclosed in a wide alloy cover, retained by one disc nut.

The Seabrook's four-speed-and-reverse gearbox had some unusual features and was lubricated with thin oil, its lever being mounted in a ball socket on the lid of the box, which suggests American influence. The gearbox had a big oil-filler, and ridges on the box helped to hold the floorboards in place. The brake lever was universally-jointed on the left of the gearbox and was arranged so that by moving it sideways the ratchet was over-ridden, enabling it to be used for racing starts (as on much later MGs with a different arrangement) and the brake rods were of ribbon-type, which predated those on Amilcars. . . . The drive went *via* a long propshaft with fabric universal-joints to a shorter torque-tube attached to the chassis frame: shades of the Austin 7 to be! The back axle of the prototype Seabrook was without a differential. There was a belt-drive for the speedometer behind the gearbox, one pulley being part of the boss for the front u/j and the driven pulley, on the o/s of the gearbox, being formed of thin steel plates.

Even now we have not exhausted the Seabrook's ingenious features. The chassis had U-shape side-members, the rear-mounted petrol tank, from which feed was by Autovac, being attached to the upper flange of these side-members, where the bottom flange was cut away. Rear suspension was by wide-leaved cantilever springs, unusual with a wheelbase of only nine feet, the front springs being conventional half-elliptics, except that the forward ends of the springs slid in a slot machined in a cylindrical housing within the front dumb-

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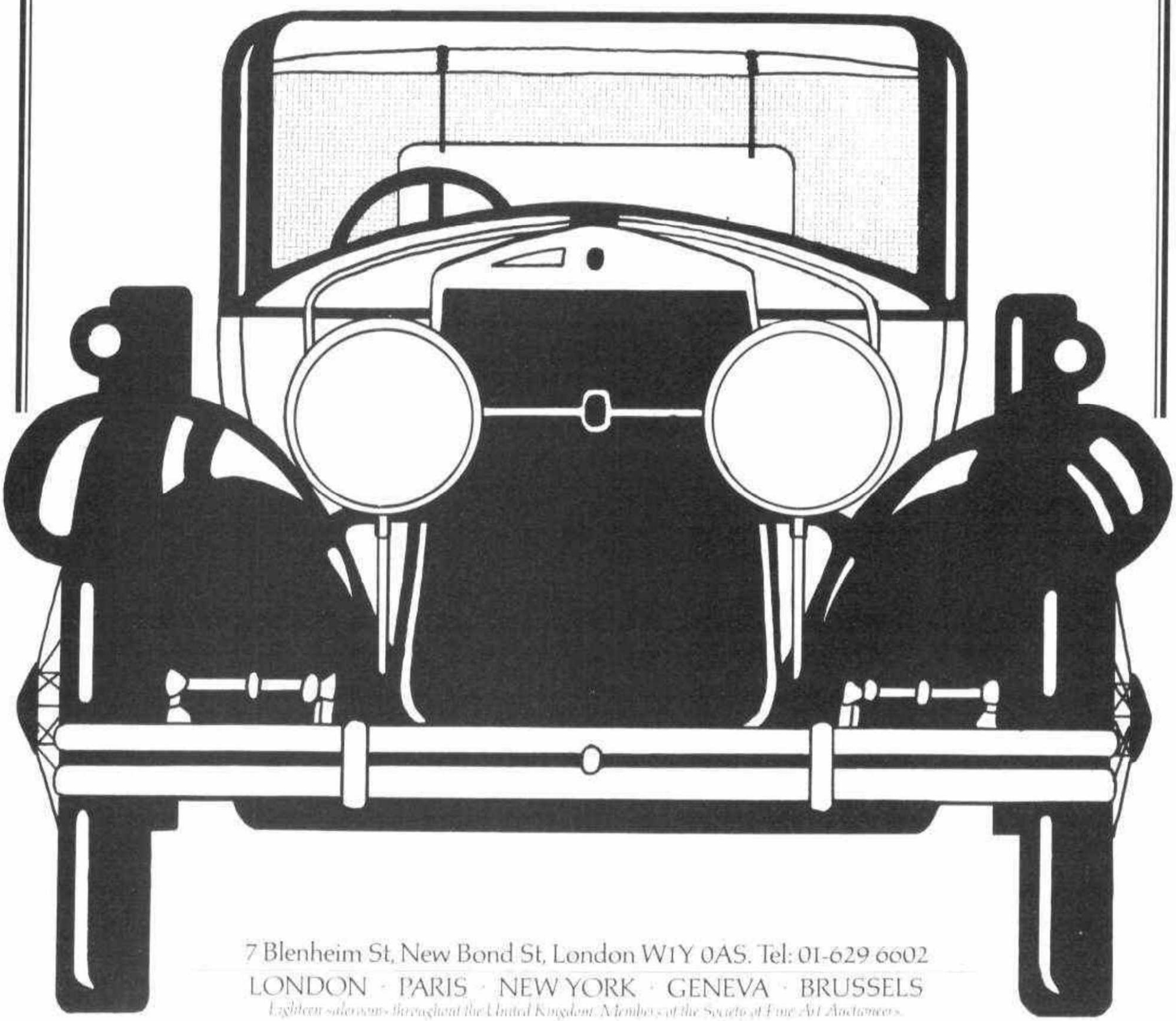

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iron. Oil for the back-axle was put in through a filler at the front of the torque-tube, and it seems as if, perhaps a bit too late, the designer realised that it would be all too easy for the Seabrook owner to overfill the thing, as he went to considerable pains to prevent oil seepage on to the brakes.

The brakes were like those of the forthcoming 8 hp Talbot-Darracq, the pedal operating a pair of shoes in one large brake drum, the lever, through those ribbon connections, a pair in the opposite drum, this bring possible because of the solid axle. Perhaps the designer had a guilty conscience over this economy of retardation, because instead of securing the brake linings with rivets, as was then usual, he contrived to have these attached, most unconventionally, with tiny U-bolts, for quick replacement.

Steering was by full-worm-and-wheel, the box mounted actually on the engine crankcase in such a way that oil was splashed from the crankshaft onto the gears, and the sump-filler was on the steering-box, so that every time the engine was replenished, which was more often then than now, these gears were lubricated. Michelin disc wheels carried 760×90 tyres, the rake of the steering-column was adjustable, there was provision for spring gaiters, and it was intended to have a detachable instrument panel, for accessibility of the wiring, etc.

There were certain similarities in this Seabrook to the Dawson that formed the previous article in this series, the engine dimensions being the same. But whereas the Dawson was a high, typically touring kind of small-car, with a rather too-aggressive bull-nosed radiator, the lines of the prototype Seabrook were such that anyone with a liking for sporting cars would have given it more than one glance. It was low-built, with a shapely radiator, and the prototype had a racy two-seater body with low sides and a vee windscreen. There is evidence that this body may have been cobbled-up quickly, the carpenter not having quite finished things in the region of the dashboard, although hood, rear-mounted spare wheel and a Klaxon were fitted.

The price of this fascinating Seabrook two-seater was to be in the region of £700. The foundry strikes and industrial unrest of 1920 set problems, especially for small concerns; and I do not suppose Seabrook made its own castings. Nevertheless, by Motor Show time it was hoping to sell this 11.9 hp two-seater at £765, a more staid two-seater with dickey for £775, and a four-seater version for £795. Of all-British construction, Seabrook managed to get a chassis, a sporting two-seater, and a *de-luxe* two-seater on to its stand at Olympia in 1920; but the elevated prices must have been against it, remembering that at that time a Bugatti of identical hp-rating, which had proved itself in racing, could be had for only £85 more, with an extra seat for good measure. If you *had* to take *four* people in your Brescia Bugatti, the price differential over doing this in a Seabrook rose to £105, although anyone prepared to make a body could have had the Seabrook chassis, assuming any were actually available, for £75 less than Jarrott & Letts were asking for a Bugatti *sans* coachwork. However, the 16-valve Bugatti was rapidly establishing its qualities in *voiturette* racing, whereas the ohc Seabrook was very much an unknown quantity. And it remained so, because it was regarded as too expensive to put into production.

Not that Seabrook gave up. The company decided to use another engine, saving as much of the chassis as was expedient. The engine chosen was a four-cylinder 63×120 mm (1,496 cc) Dorman, thus bringing the Seabrook into the light-car class, at a rated 9.8 hp. This engine was interesting as having overhead valves operated by camshafts and tappet-rods on both sides, a layout usually attributed to the Riley Nine that was not to make its debut for another five years. The chassis was much the same as for the more exciting 1920 Seabrook, but the combined torque-tube and open-shaft drive was changed for a long open propshaft, torque being taken by a torque-member beside it. The chassis weight was probably reduced as 710×90 tyres now sufficed. A Zenith carburettor had been standardised. The Meadows four-speed-and-reverse gearbox had a central lever working in a vertical gate, usually associated with the air-cooled ABC light-car. Normal, compensated, rod-operated brakes were now fitted and the chassis was extended to obviate body-sag.

About a year elapsed in changing the design, and Seabrook had a busy time getting bodies on the revised chassis, ready for the 1921 Olympia Show. But it was done, Stand 267 containing a sports model, for which the old 1920 body may have been adapted, a two-seater, and an all-weather. Attention was drawn to the revised Seabrook by using two-colour schemes dividing the upper and lower halves of the bodies. The two-seater was in discreet stone and French greys, but the all-weather was in chocolate, with disc wheels of the same colour, black mudguards, and light yellow upper parts! Prices had been brought to an acceptable level, the two-seater costing £425.

The Seabrook began to appear in the trials of its time, M. Summerfield driving one in the 1922 snow-bound ACU Western Centre event that finished at Clevedon and winning a silver medal in the MCC Land's End that year in spite of climbing Porlock too slowly to qualify for a "gold" and falling on another observed section.

Dorman's Riley-like engine seems to have become unavailable after John Dorman joined the gearbox manufacturers, Meadows, in 1921, and just prior to the 1922 Motor Show Seabrook changed its power unit yet again, this time using one of the new Meadows, of the same size as before but with conventional push-rod overhead valves. The chassis was lowered by two inches in time for the Show, for which this new 10/20 hp Seabrook was just available in time, the sports model with disappearing hood augmenting the £395 two-seater and a saloon. January 1923 brought a smaller model, of 1,247 cc, called the 9/19, priced at £275.

This was the period when almost every light-car maker brought out a sports model, even if this was sporting only in appearance. Seabrook was no exception, and apart from its standard sporting two-seater, in 1924 it made a sports job to special order, on what was now its 12/24 hp chassis. It had a high-sided body, big outside exhaust pipe, the usual disc wheels, and a single headlamp at the buyer's request, the price coming out at £375. The make should, perhaps, be remembered for the Great Seabrook Mystery, as to who designed that advanced light-alloy ohc engine back in 1919/20. Otherwise, it is recalled as one of the more handsome of the assembled small cars of its day, the makers taking showrooms in Cambridge Circus for a time and moving to South London in 1926. Two years later the Seabrook had become just another Lost Cause. — W.B.

A New Aero-Engined Car

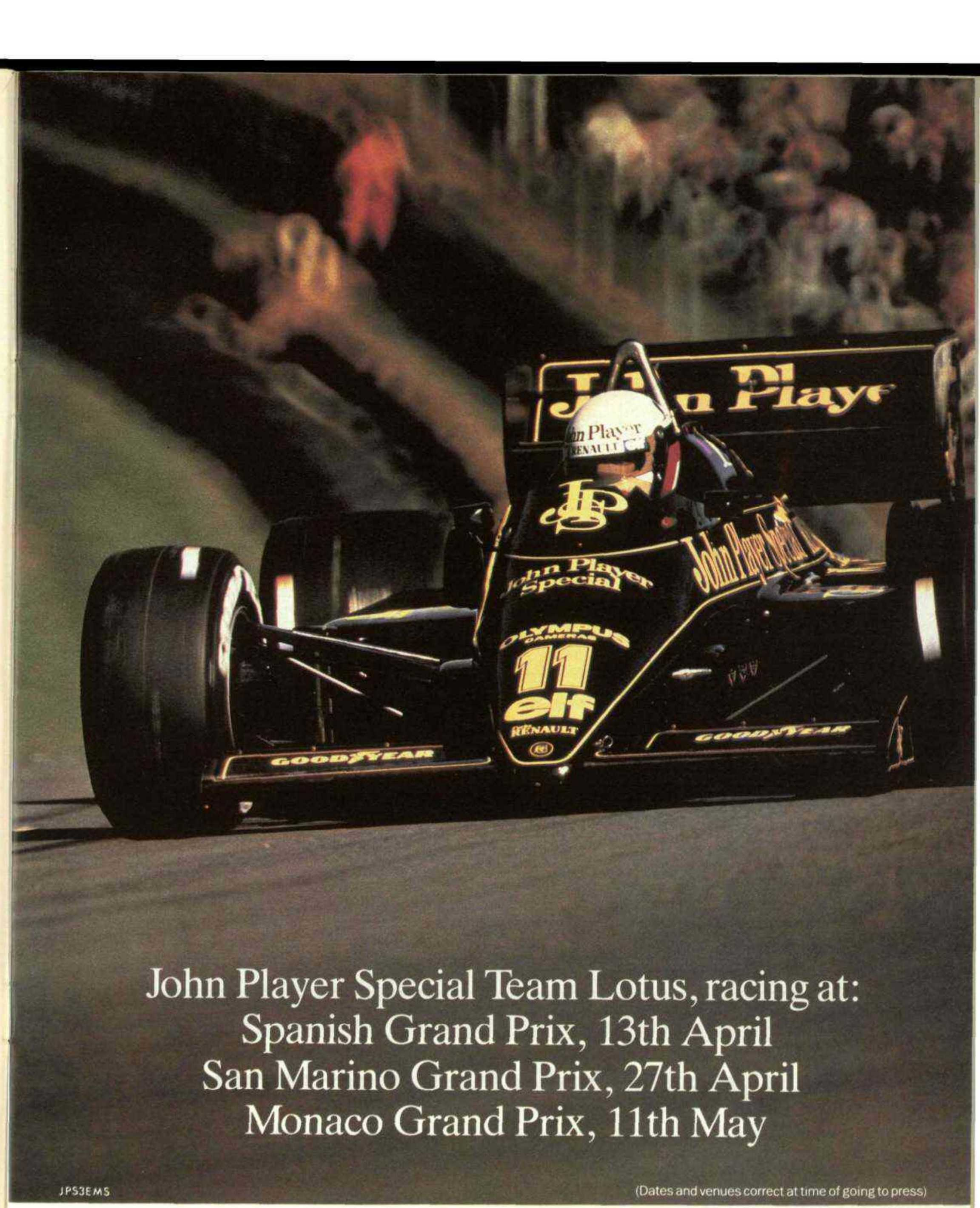
We have received the following interesting information from Dr Stuart Saunders of Canberra, Australia:

Comments in the January and February issue of MOTOR SPORT (which is my one airmail indulgence having moved to these remote parts) concerning Roger Collings' plan to build a Special using a Liberty V12 engine in a pre-war chain-driven chassis, prompts me to write to you. You may remember four or five years ago Hamish Moffatt and I visited you in our Type 35C Bugatti and enjoyed tea and scones, the purpose being to pick your brains on MAB. You were unable to help us, surprisingly, but since that time a little more information has come to light.

Having for some years desired to experience an Edwardian monster and finding that they are no longer available, I decided to make one myself. In a farmyard in Wagga Wagga we discovered a chain-drive chassis with the remains of a four-cylinder Edwardian engine but otherwise mechanically complete, on which everything including bearings and bushes was manufactured by MAB; and this formed the basis. By a string of coincidences I discovered that Dennis Lucey of Portlaoise, Ireland, had contemporary catalogues and spare part manuals for MAB and I was thereby able to date the chassis as 1908. As you know, MAB stands for Malicet et Blin of Aubevilliers, south of Paris, an engineering firm who, as far as we know, did not make a complete motor vehicle but certainly supplied all mechanical components, and even the engine components, such as remain, are similarly stamped. (Parry Thomas made good use of some of these — Ed.)

Next ensued a search for an engine, and as the owners of V-8 Hispano engines in this country were disinclined to release them, I eventually found an early-series Liberty (1918) with Gerry Sherman of Philadelphia, having been put in touch with him by Sam Clutton. The great advantage of the Liberty, apart from being of a comfortably adequate size, is that it is a 45°-V and therefore fits neatly under a bonnet. The wheelbase of the car being 10

Continued on page 409



John Player Special Team Lotus, racing at:
Spanish Grand Prix, 13th April
San Marino Grand Prix, 27th April
Monaco Grand Prix, 11th May

JPS3EMS

(Dates and venues correct at time of going to press)

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olf, perhaps we should re-design it.

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(Just like a Mercedes.)

Or because the Golf is a car with every detail checked, examined, and re-checked before it leaves us.

(Just like a Mercedes.)

Or that the Golf has a choice of engine sizes, each designed to reduce wear and remain trouble free.

(Just like a Mercedes.)

It could just be because owning a Golf costs from around £5,780.

(Just like...well...just like a Volkswagen.)

Golf

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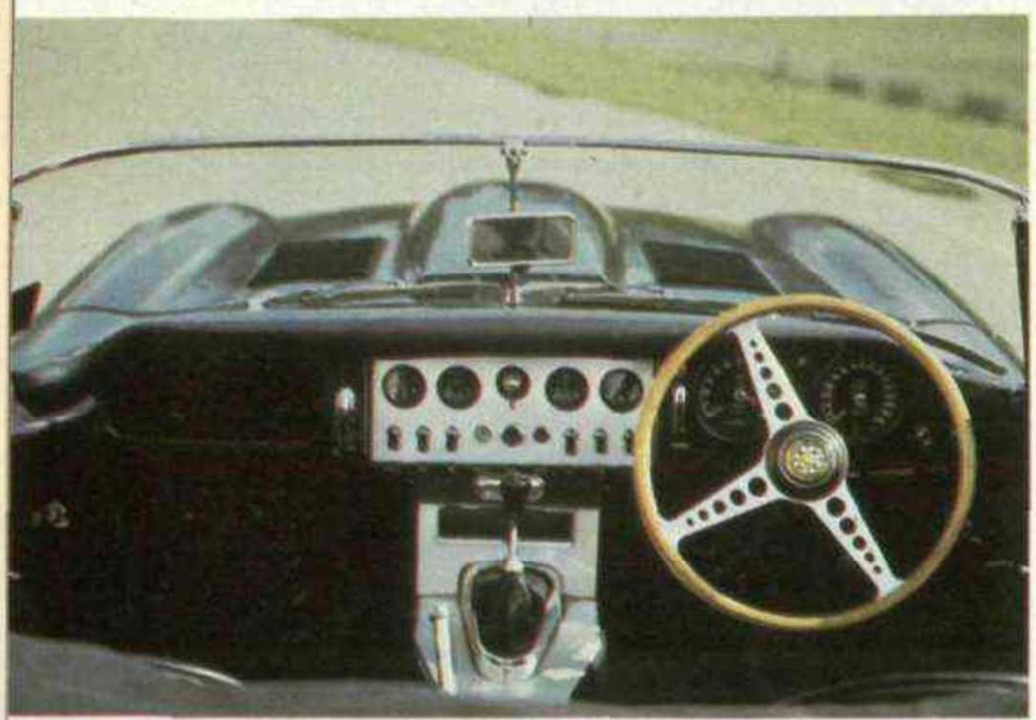
95 BAKER STREET, LONDON W1M 1FB. TEL: 01-486 8411.



Jaguar E Type Anniversary

FOR anyone who didn't experience the impact of the launch of the E Type Jaguar 25 years ago, it's impossible to convey the excitement. Certainly no car before or since has represented such a leap forward in terms of performance, style and value.

For the cost of four Minis, it was suddenly possible to buy a car which would top 150 mph and accelerate to 60 mph in 6.9 sec. It could be taken straight from the showroom to the race track — and win. It became an instant metaphor for glamour and remains so to this day. It had the performance of contemporary Aston Martins and Ferraris at a fraction of the cost and to most people's eyes easily won on styling.

It was a car which had everything, including day to day practicality.

To celebrate the 25th anniversary of its launch we felt we could do no better than allow the car to speak for itself. This fine early example, owned by Hexagon of Highgate, cost a basic £1,480 when new (£2,097 15s 0d with taxes). It's unlikely that so much will ever again be offered for so little.

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Ford Sierra RS Cosworth powered by a 2.0 litre 16 valve fuel-injected turbocharged Ford Cosworth engine.

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Nexus Manx Stages, Isle of Man	10 May
Marlboro Port Talbot Rally, Swansea	19 July
Rally Radio Link Mewla Stages, Llandrindod	23-24 August
PLUS ONE INTERNATIONAL EVENT	
24 Hours of Ypres	27-29 June

THE COMPETITORS

Brooklyn Garages, Redditch	Driver: Phil Collins
County Garages, Carlisle	Driver: Dougie Watson-Clark
Hartford Motors, Banbury	Driver: Trevor Smith
Hendy Lennox Group, Eastleigh	Driver: John Weatherley
Lindsay Cars, Lisburn, Northern Ireland	Driver: Kennie McInstry
F. H. Peacock, London	Driver: Chris Mellors
White Bros, Taunton	Driver: Rob Stoneman

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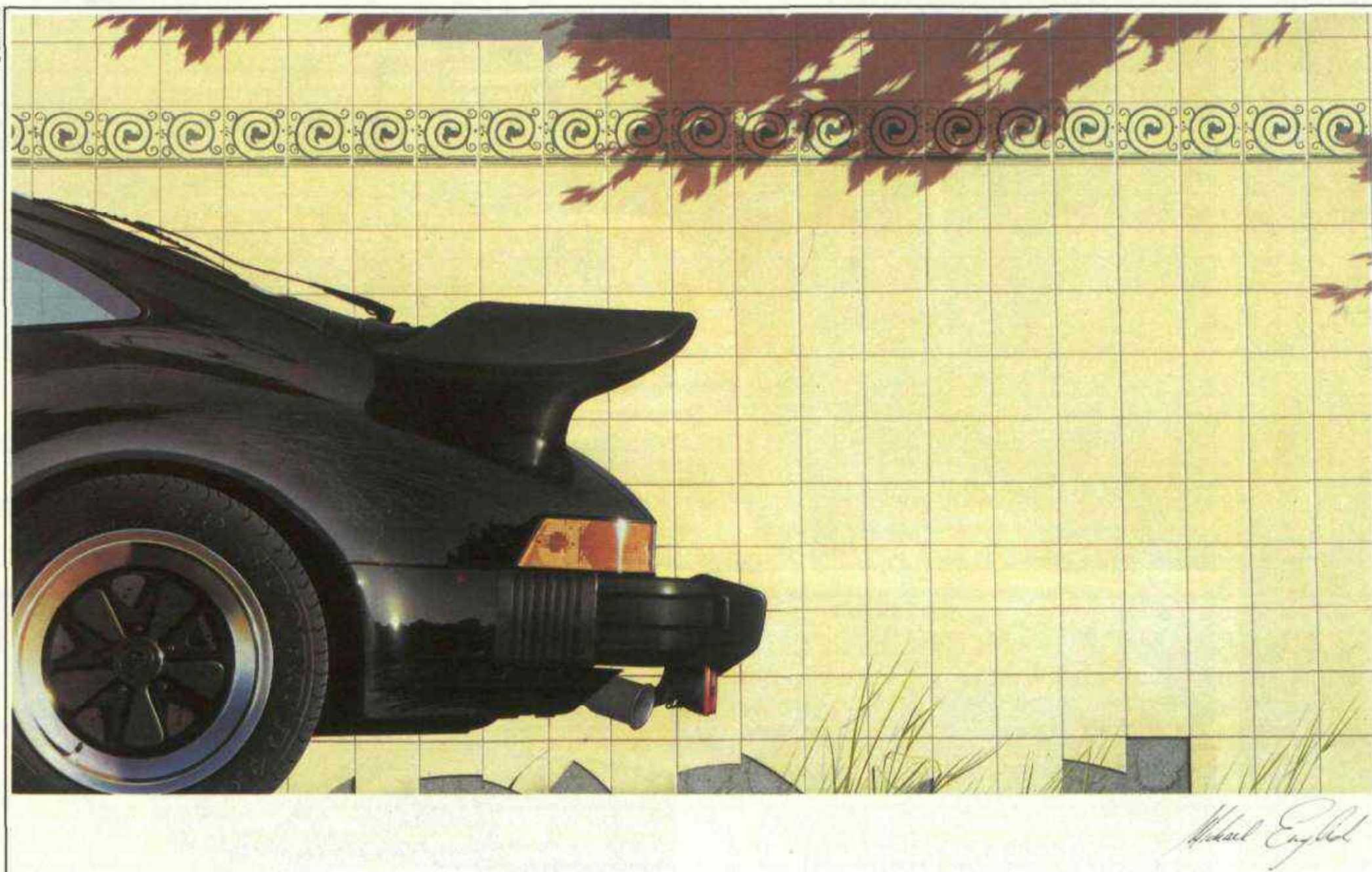
Swedish Rally

ONE of the highlights of the Swedish Rally is a stage run over a frozen lake near Torsby. Attracting thousands of spectators, it is a shop-window for drivers such as Group A winner Mikael Ericsson to show off their skills (bottom). Austin Rover didn't have an easy time in Sweden, losing two 6R4s with engine problems. Right, Mechanics work on Malcolm Wilson's car, the Cumbrian driver making a great impression before retiring whilst in third place. Young Finn Juha Kankkunen (top left) had never competed in the Swedish Rally before, but to someone who had already won the Safari at his first attempt, this new challenge presented no real problem. It was Kankkunen's second only drive for Peugeot, and his first World Championship win in Europe. After numerous delays Ford finally got its RS200 (above) on a World Championship Rally. It made a good impression in Sweden, Kalle Grundel finishing third, his highest ever World Championship placing. Although he finished second, Markku Alén was not a happy man on the Swedish Rally, his Lancia Delta S4 (bottom left) down on power for much of the event. Kankkunen now moves into the lead of the World Rally Championship, with 28 points to Toivonen's 20, whilst among the makes Peugeot and Lancia share the lead with 34 points each.

PORTUGUESE RALLY WHEN the
withdrew f
accident on the first stage it was left to Portu
Joaquim Moutinho to win easily in his Renaul
The absence of the works teams resulted in a
crowds for the remainder of the rally
Monagesque privateer "Tchine" was fifth in h
(right), beaten by local driver Jorge Origac
Toyota Corolla (below, right). In spite of a s
parts for his Lancia Rally, Carlos Bica (below) t
closing stages, deposing Italian Giovanni Del Z
who was nevertheless delighted with thirc
seeding, in his GpA Fiat Uno Turbo.

factory drivers
ollowing a fatal
uguese Champion
t 5 Turbo (above).
vast reduction in
(above, right).
is Opel Manta 400
in his Group A
shortage of spare
ook second in the
oppo (below, left)
d, and FISA "A"

BRAHM



Michael Engelbl

FLY IN THE FACE OF CONVENTION.

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'One of the world's most exhilarating driving experiences' drooled Fast Lane.△

'The most exciting machine on the streets' purred Motor.△

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Rear engined? Air cooled? From that apparently unwieldly idea Porsche has forged one of the most technically advanced performance cars of all time.

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This is a car that looks different. Try losing a 911 in an overcrowded car park. It sounds different. (Nothing sets the spine tingling like a Porsche 'flat six' in full cry.)

And just as the 911 doesn't fit neatly into the mass-production mould when it comes to appearance or performance (it's still built by hand incidentally), neither does it conform to the unwritten rule that says a 150 mph car must be a beast in town, a burden at the fuel pumps and a massive liability on the balance sheet.

Even driven hard, the 911 will return 20 mpg△

While Porsche's 2-year mechanical warranty and 10-year Longlife anti-corrosion warranty are something that no other supercar in the world can claim.

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There aren't many rear-engined, air-cooled, race-proven, ultra-reliable sporting legends being built these days.

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PORSCHE PRICES RANGE FROM £14,985 TO £73,986. △SOURCES: FAST LANE APRIL 1984 AND OCTOBER 1985. MOTOR 17TH AUGUST 1985. PRICES CORRECT AT TIME OF GOING TO PRESS. EXCLUDE NUMBER PLATES.

THRUXTON F3 (Top) MAURIZIO SANDRO SALA (Ralt RT30) took the lead at the second corner and held it to the end, pursued by poleman Andy Wallace (Reynard 863) and Martin Donnelly (Ralt RT 30). In doing so, he helped bury the memory of an unhappy 1985 season and gave Eddie Jordan Racing its first win since 1983. (Centre left) Dave Scott is running in the Dave Price Racing works-assisted Reynard 863 this year. Driver error demoted him on the first lap but he drove as well as the conditions would allow to finish eighth. (Centre right) Last year the Magnum 853s were driven by novices but Mark Goddard should be able to show the car's true worth running this year in Class B. (Bottom) In only his second F3 race, Martin Donnelly impressed by bringing his Ralt home in third place.

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GOODYEAR

Road Test

LOOKING more of a saloon than the hatchback it is, Saab's 9000 has a wind cheating profile.

Saab 9000 Turbo 16

SINCE THE SAAB aircraft factories turned to building cars after the Second World War, there have arguably been only three generations of Saabs: The early cars, up to the 96, had a certain hunchbacked appeal; what the French would call a *jolie-laide* quality. Their successor, the 99, was on the other hand a rather attractive car, whose looks went wrong when it was stretched into the 900 range, which did not stop it forging a position amongst the more luxurious and comfortable saloons.

Now Saab's designers are back on course with a handsome five-seater "combi-sedan" which neatly uses a strong C-pillar treatment to disguise a large hatch, giving extra versatility to a car which will comfortably seat three adults in the back seats. The rather high waistline allows the bonnet to fall smoothly to the nose, even though the engine is mounted cross-wise slightly ahead of the front wheels, and an even slimmer version of the Saab grille is featured in the low and wide frontal aspect.

Although Fiat, Lancia, and Saab spokesmen must be tired of pointing out that almost no components are interchangeable, the family resemblance amongst the Croma, Thema and 9000 (all the products of a part-shared project together with a forthcoming Alfa Romeo) is strong: the thick-framed side windows, concealed roof guttering and the smooth, rather square door profiles being the most obvious features. Within its long (105 in) wheelbase, the Saab provides abundant leg-and head-room and the asymmetrically-split rear seat can be folded down to make a flat space of a full 5 ft 8 in long. Tools fit neatly into a compartment in the right-hand panel, and the space-saver spare lies flat under the floor. The hatch itself, though supported on two gas struts, is extremely heavy to lift, and while it is an advantage that it opens clear of the head, short people are going to find it difficult to reach up to close it. A minor annoyance was that the removable rear parcel shelf does not close with the hatch and has to be folded down first.

Driving comfort is first-rate: the firm seats include lumbar adjustment and a particularly welcome variable thigh support, while the belt anchorages move with the seat and have push-button height adjustment. The thick wheel adjusts for reach but not tilt, and through it the large central speedometer, smaller tachometer, and subsidiary fuel, temperature and boost gauges are clearly seen. Below these is a normally invisible forest of symbols, which only register when requiring attention — for instance, I knew immediately when a tail light failed during the test. There is also a trip computer option (£250), but the only feature of this I might have been interested in (distance to empty tank)

Car: Saab 9000 Turbo 16.
Manufacturer: Saab-Scania AB, Sweden; Saab GB Ltd, Fieldhouse lane, Marlow, Bucks. Tel. 06284 6977.
Type: 5-seater executive hatchback.
Engine: Front transverse straight-4, dohc, four valves per cylinder, 1,885 cc (90 × 78 mm), Bosch LH injection, turbocharged with intercooler, 175 bhp @ 5,300 rpm, 201 lb ft torque @ 3,000 rpm.
Transmission: fwd, 5-speed, single plate clutch.
Suspension: Front: McPherson strut, anti-roll bar. Rear: Dead axle, four longitudinal links, Panhard rod, telescopic dampers, anti-roll bar.
Steering: power-assisted rack and pinion, 3.2 turns lock to lock, 35 ft 9 in turning circle.
Brakes: split circuit, all disc, vented at front.
Wheels and tyres: 6J × 15 in, 205/55 R15.
Dimensions: wheelbase, 105.2 in; length, 181.9 in; width, 69.5 in; front track, 60.0 in; rear track, 58.7 in; height, 56.3 in; ground clearance, 5.9 in.
Price: £15,995 inc VAT basic, £18,270 as tested.

varied so much as to be of no practical help: the device logically, but uselessly, computes on instantaneous consumption, so that while climbing a hill it reads 92 miles, but on descending seconds later it claims 190.

The test car had both air-conditioning and Automatic Climate Control (£550 and £845 respectively) to feed its many outlets; the fascia grilles are controlled through a particularly clever joystick principle. ACC holds the temperature constant under all conditions once it has been set, switching the a/c in and out, altering fan speeds and turning on the heated rear window and mirrors when necessary, but like in so many continental cars, there is no provision for unheated or cooler air to keep the driver alert while his feet are warm. It seems that this is a peculiarly British desire which foreign manufacturers find difficult to understand, but I certainly find this a valuable comfort and safety aid on a long night motorway haul.

Travelling sensations are of a very refined order in the Saab 9000: a rather gentle ride is coupled with good noise suppression, interrupted only by the thump of the wide (205) tyres on cats-eyes and the like. McPherson struts locate the front wheels, while the rear runs on the traditional Saab dead axle with two fore and two aft links plus a Panhard rod. Mounting the coil springs on the leading links keeps these low-down, allowing long suspension travel without too much intrusion into the boot-space, and the chassis copes well with holes and bumps.

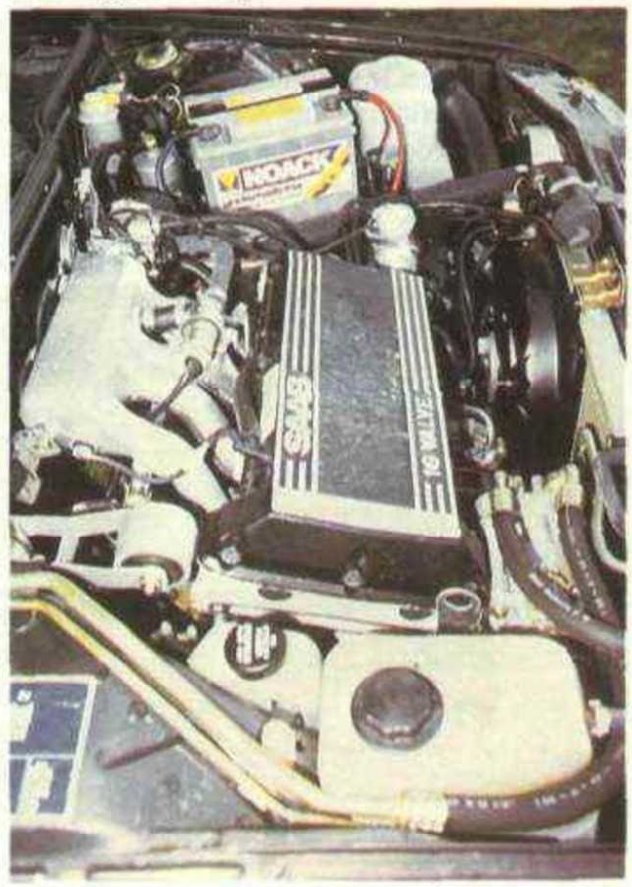
Perhaps reflecting the "executive" market envisaged for the 9000, the power-assisted rack and pinion steering is very light — much too light in fact for such a powerful front-wheel-drive car, masking a lot of road feel. On a soaking test track bend I saw the front of the car skate bodily sideways over standing water without feeling anything through the wheel, and this is a shame since the grip and balance of the chassis are of a very high order indeed. Turn into a bend on a trailing throttle, and the car will naturally understeer; accelerate and, like any front-wheel-drive car, it will immediately tighten its line. But where the Saab feels different is that it suddenly becomes virtually neutral — it almost feels as if it is about to oversteer, so that one backs off the lock steadily as the speed builds up. Once used to it, this is a very confidence-inspiring characteristic which can produce very high cornering forces; the problem is that the effect of backing off again is amplified by the large torque reversal fed through the tyres as the engine suddenly comes off boost. In other words, lots of understeer in mid-bend.

This characteristic, common to all hard-driven fwd cars, is exacerbated by the severe step in the Saab's power curve as the turbo chimes in, which it does at some 3,000 rpm. Off boost in the lower gears the car feels quite embarrassingly slow, for instance sprinting

REAR THREE-QUARTER view shows the extent of the hatch, which opens right down to bumper level but is extremely heavy to open. Plus point is a separate catch so that it can be left closed but unlocked in between unloading.

DRIVER'S CONTROL PANEL dominates the interior. Dials are clearly visible; buttons beneath central vents regulate Automatic Climate Control. "Modular" design enables radio, ashtray and booster / equaliser to be swapped according to driver preference.

PACKED ENGINE COMPARTMENT surrounds inclined 16-valve unit with turbo induction trunking, and large intercooler.



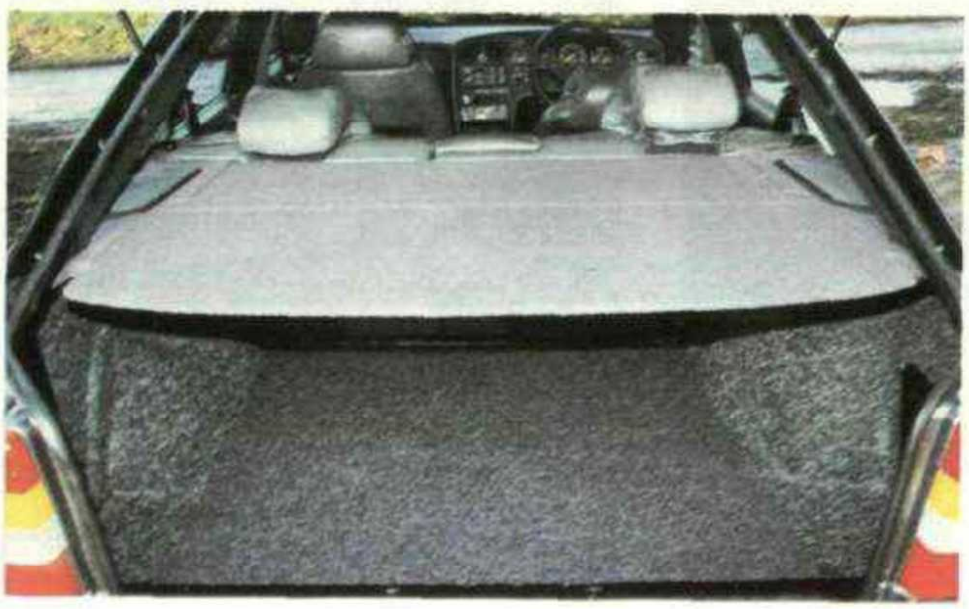
SMOOTH wheels, half-hidden wipers, and twin-pillar mirror mounts help to reduce drag. Large lights help visibility, though test car's indicators stuck on permanently and had to be cancelled by pulling the fuse out of the, luckily, very accessible panel in front of the passenger.

into a gap on a roundabout — then suddenly with a belt in the back the tach needle is into the red and another gear is required. If the road is wet, on the other hand, the wheels will be spinning furiously with little forward motion or steering. The obvious response is to use less throttle — which brings us back to the surprising sluggishness off the turbo, considering the cr of 9:1, relatively high for a supercharged engine.

Even in the dry, the sudden surge of power causes a pronounced torque-steer effect in second or third gear which combines with the over-responsive steering to cancel the advantages of the otherwise excellent straight-line stability that the car exhibits even in cross-winds.

Apart from these torque characteristics, the 16-valve unit feels very smooth and quite quiet despite having chain- rather than belt-driven cams, and at higher speeds the acceleration is phenomenal. A breath of throttle whisks the Saab well into the disqualification zone with a 50-70 mph figure (in third) of 3.7 sec, and 70-90 (in fourth) taking 7.5 sec, both of which comfortably beat the Cosworth Mercedes 190 2.3-16 in the same gears. At the end of the Bruntingthorpe test straight 134 mph came up with a little in hand which would almost definitely confirm Saab's claimed 137 mph, but the pouring rain precluded checking the makers' 0-60 mph figure of 7.9 sec.

LARGE parcel-shelf is quickly detachable.



On the motorway, the Saab is a superb rapid cruiser which is merely dawdling at Britain's speed limit, requiring a lot of concentration to keep the speed down. The alternative is to engage the cruise control, operated by a left-hand stalk and which works very smoothly. However, I cannot accept that the driver using one of these devices is reacting to varying circumstances which he ought to be aware of ahead or behind. A rigidly fixed speed precludes the constant small adjustments in speed relative to other traffic which a driver should be prepared for, pacing his over-taking so as to slot smoothly behind a faster vehicle or backing off just a little well in advance so as to avoid the last minute "will I, wont I" brake or overtake decision.

Visibility is good, the broad C-posts being sufficiently far back not to be obstructive, and of course the Saab, in accordance with Sweden's laws, has daytime running lights. Having driven in Sweden, there seem to be pros and cons for this principle — the lights certainly pick out a vehicle in the distance, or in the corner of the eye, but in heavy traffic it is less easy to follow the paths of individual cars in one's mirror.

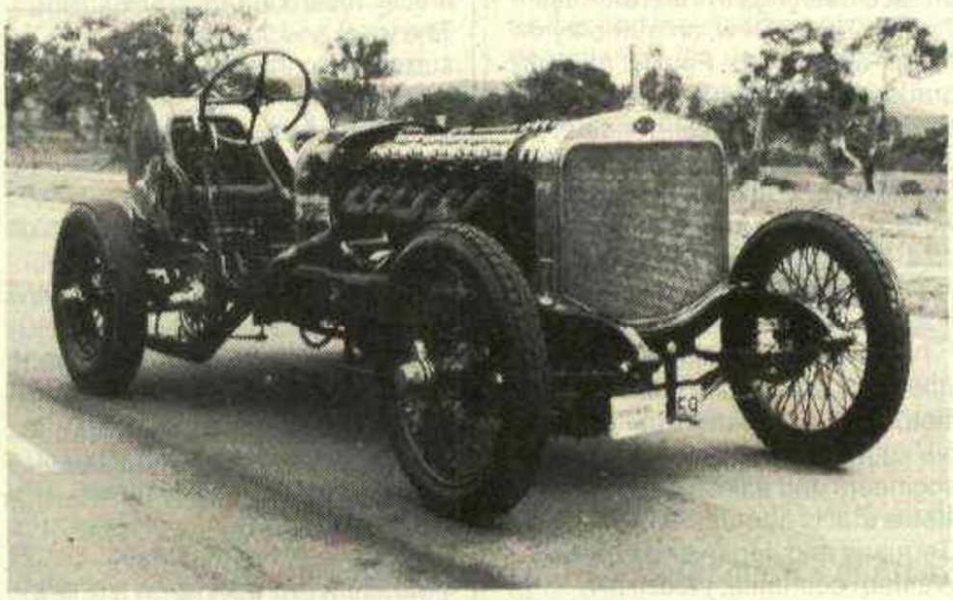
The inclined power unit makes a tidy package which fills the engine bay to overflowing, with a large intercooler between the radiator and the front-mounted turbocharger. Bosch fuel injection is linked to Saab's Automatic Performance Control system which enables the engine to burn petrol as low as 91 octane, and a sophisticated idle-speed control copes with varying loads and temperature. In addition, the air-conditioner is automatically switched off during hard acceleration.

Leather seats were a feature of the test car, and details such as the individual door entry lights and reading lamps confer extra luxury. Electric windows and mirrors are included, and overall refinement is high. A rather notchy gearchange can slow down the rush of acceleration, but all controls fall easily to hand. As a family express, or sports saloon, the Turbo 16 is a supremely capable car marred by its over-light steering and the fierce transition onto turbo-boost; it is perhaps one of that small number of cars which might shine with a (currently unavailable) automatic gearbox. — G.C.

V-E-V continued

feet, I was anxious not to alter the chassis and managed to move the engine sufficiently far back to achieve a weight distribution of 52% rear and 48% front. From the flywheel inclusive backwards, the original transmission has been used, although time has shown that the 1908 steel is inadequate for the transmission of 400 bhp and 1,000 foot-lbs of torque and we have had to remake halfshafts and differential gears in better material. The final gearing is 53 mph per 1,000 revs and the engine will rev to 2,000 quite happily.

We have now covered 2,000 miles, chiefly in two weekend trips, the size of Australia being what it is, and the car is demonstrating that what I have read about Edwardian monsters is true. As we have often heard, the brakes are adequate if one thinks ahead, the steering is pleasantly light although I have had to alter the gearbox ratio to produce one and three-quarter turns lock to lock, and of course the low speed torque on hills is amazing. There is still minor development work proceeding, but the engine has proved tractable and practical in a road-going vehicle as I am sure Messrs Zborowski, Cobb and Thomas would agree. Roger Collings will find it a most rewarding exercise and I confess that at times it makes Bugattis seem almost dull.



STUART SAUNDERS' 1908 27-litre Liberty aero-engined MAB Special.

The Fate of a Marlborough Thomas

WE HAVE received from New Zealand some interesting facts about the fate of one of Parry Thomas's Marlborough Thomas racing cars. It was presumably one of the two which Thomas and Duller drove in the 1923 JCC 200 Mile Race at Brooklands. It was sent out to New Zealand around 1926/27, having been imported by Duncan Beaucop, who was manager of Leyland Trucks (NZ) Ltd. — as Parry Thomas had worked originally for Leyland Motors in Lancashire there may well have been a connection.

The car arrived with many cases of spares and with four sets of wheels shod with 19", 20", 21" and 23" Dunlop track-racing tyres. Mr. Beaucop raced the car for some years, and the present owner, who is now restoring it, was the owner from 1945 to 1950, being probably the last person to drive the car in its original form. Afterwards it was given various different engines, Ford V8 flat-head, Ardun-ohv Ford V8, and for a short time a Chevrolet Six power-unit. The gearbox and back-axle were changed for Ford components and many body styles were used. The car was last raced in 1965. Fortunately the original engine (No. 5) was last run in 1946 and was then stored, so it is in reasonably good order and relatively complete, the Thomas valve gear (with oh-camshaft driven by two eccentrics, and the leaf valve springs), the two-bearing crank-shaft, twin Zenith triple-diffuser carburettors feeding into long ram-pipes, one per port, and the magneto supplying one plug per cylinder, being intact, and the owner, Mr. Roycroft of Glen Murray, is now restoring the car, although the only part of the running-gear to have survived is the rectangular channel-section frame, to each corner of which is attached a torsion-bar. Unfortunately, the "stroked" crank-shaft and the original wheels and tyres have been lost. Mr. Roycroft would like to hear from those who have been associated with these cars or the Hooker Thomas engines, and he hopes to meet some of them when he visits England later this year. — W.B.

V-E-V Odds & Ends.— In view of the present attention being paid to the older garages, it is of interest that some time back the *Newport & Market Drayton Advertiser* published an old photograph of the former Morrey Garage which used to stand in Market Drayton High Street, displaying its Fgrd Dealership signs, with a Model-A Ford saloon and four Ford trucks, one used by T. Healey, Building Contractor, standing outside. The garage faced the pharmacy business founded by George Morrey before the turn of the century, now occupied by a branch of Sketchleys. His son Sydney took over in 1914 and it was his brothers Stanley and Ewert who opened the garage, which their father had taken over from a cousin who had started an ironmongery on the site. They also had a garage at the top of Phoenix Bank, but Woolworth's took over the one in the High Street. The Mulliner A7 Register, covering Austins made between 1927 and 1931 with bodywork by that coachbuilder, now has 36 members, with 20 saloons, 12 sports models, two coupés (which have long-ago memories for me), a van and a WD model; if any more are known about please inform the Registrar: M. H. Tebbett, Little Wynch, Upper Colwell, near Malvern, Worcs, WR13 6PL, who is rebuilding a 1924 Speed Model Bentley.

In connection with the reference in the February issue to the Ford dealers, the Hendy-Lennox Group in Hampshire, Tony Hutchings, who is doing research into the topography of Brooklands Track and its buildings, has shown me copies of some interesting correspondence which Gordon Hendy had with Mr L. J. Spaulding of the Redline Motor Spirit Company, who had been invited to ride as mechanic to Mr Hodder in the Lea-Francis entered by Hendy for the 1930 JCC "Double-Twelve" race at Brooklands, F. A. Hendy & Co. Ltd. being Lea-Francis agents. In those days Spaulding drove a five-ton Dennis lorry out of the Redline Glico depot at Fulham and Hodder was a Redline representative. Another Brooklands landmark has gone — the Eric Fernihough garage flanking the Fork entrance, demolished to make way for a new service station and showrooms for Tony Brooks.

The Light Car & Edwardian Section of the VSCC holds its annual Welsh weekend, with driving tests and a trial, on March 5th/6th, competitors staying at Llanwrtyd Wells on the Saturday night, when the Section dinner takes place, and finishing at the "New Inn" at Newbridge-on-Wye at lunchtime on the Sunday. The latest book catalogue issued by Motormedia contains an article on non-fictional books dealing with Brooklands Track.

It was good to learn from Gerald Burgess, who is the UK Delegate for the *Association Internationale Des Pilotes Du Rallye de Monte Carlo*, that at the January gathering they were delighted to see Petre Cristea from Bucharest and his former co-driver Ion Zampfirescu, now living in West Germany, both agile and still full of enthusiasm, who were the first Rumanians ever to win the Monte Carlo, when they started from Athens in 1936 with a Ford V8.

There will be an exhibition of transport paintings at the Colleton House Gallery, Bath, up to April 26th, admission free. The Wolstenholmes have a new catalogue of their car trimmings and accessories supplied by "Woolies", Northfields Industrial Estate, Market Deeping, near Peterborough, PE6 8LD, which is available for 75p. UK post-free and which will be of use to others besides those equipping vintage cars.

The Austin Ten DC, which continues to recruit a healthy number of new members, and whose slogan for the year is "Drive and Mix in '86", has its National Austin Rally at Hatfield House, Hertfordshire, on July 12th/13th. This year the Inter-Register contests continue, with the Fiat event in Kent on April 27th, the Austin Ten DC's contribution in the Beds/Herts area on May 18th, the Humber Register having theirs in Dorset on July 20th, the Sunbeam STD people coming in on August 17th in Derbyshire, with September 14th being fixed for the Crossley Register contest, and the 12/50 Alvis Register probably having theirs in October — quite an event to try to win, and a team effort.

A reader who has owned the Ulster Aston Martin Reg No BXF 433 for the past 60 years wonders what became of P. L. Donkin, who drove it before the war. There will be an exhibition of transport paintings (under the old MOTOR SPORT sub-heading of "Land-Sea-Air" as it were) at the Colleton House Gallery, Bath, from March 6th to April 26th, admission free. — W.B.

Vintage Postbag

Bugatti Royales

Sir,

I have read with interest the various comments regarding Bugatti Royales, including E. N. B. Carmichael's letter in the February issue, and can maybe add a little about my Great Uncle Cuthbert Foster's Bugatti which has recently been mentioned in your pages.

By luck, my Uncle Peter Clay, who is Cuthbert Foster's son-in-law, has been staying with my parents. He had some amusing tales to tell when I asked him if he remembered the Bugatti.

Cuthbert originally lived near Bournemouth and around 1930 moved to a comfortable house in Barnet, North London. The Bugatti was purchased about 1933 (no doubt this is well documented by others) and was purchased because he liked to be a little different and it was the largest car available! My uncle, Peter Clay, went in the car on a number of occasions and remembers that around London the fuel consumption was 3 mpg and on the open road 7 mpg was normal. It also had three gears which were known as "bottom", "medium" and "top" and it was possible to change into "top" at 70 mph.

Cuthbert never drove the car himself as he had a life-long problem with arthritis in his ankles and the car was always chauffeur driven, and was only used for local trips, etc, and no Scottish or Continental touring was undertaken.

Uncle Peter remembers that the car was laid up at Barnet in the garage for the duration of the war. After the war, the car was sold and Uncle Peter distinctly remembers the figure of £477 being mentioned as the price which was received for it. It has, of course, re-surfaced and its present history is well known.

Cuthbert himself was a man of great character and joi de vivre, and his mother, Madeline (née Jordan) was American and a member of the Jordan family of Boston, Mass, who owned Jordan Marsh's department store in Boston, amongst other things. She was also a motorist and owned a Daimler Double Six. Cuthbert was obviously interested in new developments as he had a television set in Barnet before the war and picked up broadcasts which were transmitted from Alexandra Palace. He was also a superlative shot and was renowned for his accuracy and used to go to all the great shoots of the period.

One summer, while staying at Invercauld in Aberdeenshire, the house party found it impossible to catch any salmon and the host offered £5 to anyone who was successful. Cuthbert promptly went down to the river with a rifle and shot a salmon dead as it leapt from the river!

After the war, Cuthbert and his wife went to live in Boston and, on arrival, purchased the largest Cadillac available, and due to his, by then, Churchillian appearance, was continually saluted by the Boston police as he passed and immediately waved through the road crossings, etc, as they thought that Churchill himself was visiting Boston.

The *Sunday Times Magazine* of April 17th 1977 had an article on the Schlumpf Collection and in it they captioned a photograph of Cuthbert's Bugatti by saying that he was a custard manufacturer and this, I am afraid, was quite untrue! Also, Uncle Peter remembers that the interior was trimmed in dark leather and not in the rather startling patterned moquette that is shown in the *Sunday Times* photograph — could it have been re-trimmed?

I hope these few facts can add a little history to a fascinating story.

Lenchars, Fife J. L. W. FOSTER

Alta Cars — I

Sir,

Your feature in the February issue on Alta Sports Cars prompts me to write, as I was associated with them in the late thirties.

The company name, I understand, was derived from Alva Lillian Taylor, Geoffrey Taylor's mother, a joint founder of the company.

The cars' unique design features, such as the gas filled sealing ring between cylinder head and barrel, the supercharging, and the large flow capacity oil pumps, were due more to Geoffrey Taylor's common sense approach to overcoming problems experienced by contemporary cars, than any desire just to be different.

It is interesting to recall the twin rear-wheeled version that was introduced to overcome problems of traction on hill climbs.

The Brighton Speed Trials were also a popular venue for the Alta.

With reference to performance, my 1937 brochure fails to provide bhp figures, but claims 125 mph for the supercharged 1,100 cc, and 142 mph for the supercharged 1.5, both independent racing models. The prices were £1,150 and £1,250 respectively.

A very elegant sports body with a concealed hood is illustrated, which I have not seen published elsewhere, and a 180 mph vee eight of 2,976 cc, employing two banks of cyls from the 1.5-litre, but I do not recall seeing this version.

In addition to the works manager, H. I. Griffiths, Geoffrey Taylor attracted a colourful and enthusiastic staff around him, who possessed some interesting vehicles.

Among the mechanics and fitters, were the brothers Scott and Bernie Roger, who ran a large Meadows engined Invicta (4¼-litre, I believe), very hairy (the car, not the mechanics), also Paul Emery, later to form Emeryson Cars, who ran a Gwynne 8, another car overlooked by the history books, which he claimed his father raced at Brooklands.

Towing the spares to the tracks on race meetings in veteran Austin 7s, was Frank Dew, an authority on A7s of all vintages. Finally, a young draughtsman, Johnny McDermot, sadly lost piloting an RAF fighter during the war, who rode a 600 cc Scott Flying Squirrel, whose speed was just too fast for the local police on the Kingston by-pass.

These people formed the majority of the staff at the time.

I agree with your Editorial, that a little more of the spirit shown by the motor racing industry would stand our country in good stead, but until engineers and salesmen enjoy the status that is afforded them in Germany and Japan and other Western countries, I feel it is a forlorn hope.

Chichester R. H. DEADMAN

Alta Cars — II

Sir,

I was most interested to read W.B.'s article on the sports Alfa's in the February issue. As a long-time owner of some of Geoffrey Taylor's cars and engines, perhaps I can add a few additional details.

Of the 13th 1100 cc cars built, three different engine types were used, not two as suggested in the article. In between the early engines with vertical shaft driven camshafts, and the later ones with chain driven camshafts, some engines were constructed with the shafts driven by a train of gears. I believe they were discontinued because of noisy running, but probably costs entered into it as well. I have one of these engines, No. 18 and it is supercharged, as also is the chain driven engine for car No. 22 which I own, suggesting that there were probably more than the three blown cars produced mentioned in your article. Incidentally, all of these engines had their exhausts on the rear side, not just the early ones.

As for horsepower, a subject which W.B. perhaps wisely sidestepped in his article, Taylor in his advertising quoted 50 and 100 bhp for the unblown and blown engines. Probably 45 and 80 would be closer to the truth, with over 90 mph being available from the road-equipped blown two seater. Cormack's mountain lap record of 57.26 sec (73.56 mph) is a very creditable time indeed and it should be remembered that the two previous holders were Richard Seaman in a K3 Magnette and Humphrey Cook in his ERA. The car was driven down from Scotland for the record attempt.

Of the six or seven larger engined sports cars (1½ and 2 litres) four of them are now in Melbourne — Nos. 54s, 55s, 66s and 70N, a remarkable coincidence if ever there was one. All of these cars are now of two litre capacity. No. 55s is, as mentioned in your article, the infamous "stolen" Alfa. The legal and financial tangles surrounding this car have now been resolved and it sits in my garage, awaiting a complete resurrection — unfortunately it is in a very sad state.

I look forward to future articles on this very interesting marque.

Victoria, Australia. GRAEME LOWE

A 3-litre Bentley Achievement

Sir,

I was most interested to read your account of your emulation of Bill Boddy's trip, made in 1938, from Westminster to John O'Groats. I thought you in turn might be interested in a trip I did in a 3-litre Red label Bentley in 1932.

At the time I was working in a garage in Essex. The manager there had this Bentley. One Christmas he asked me if, instead of a Christmas present, would I like to borrow the Bentley over the holiday. Of course I jumped at it!

Now then, I thought, "must do something special with this opportunity". I discussed this with an old friend (another car enthusiast) and we decided on a trip from London to Dartmoor to walk to Cranmere pool which was reputedly the most inaccessible place in England. We told our families we would be back in time for 6 o'clock Christmas dinner. We set off at 4 am. The roads were quite deserted. Maximum speed achieved was 88 mph across Bayshot heath. Of course we had to re-fill on the way and knocked up a rather cross garage proprietor!

Anyway we achieved our goal, we got to Cranmere pool, signed the book in the lead-lined box, and arrived back in time for 6 pm dinner.

Our average running speed was 60 mph and the fuel consumption 15 mpg. The tyres were visually more worn than when we started. I forget how much oil was used.

Anyway it was a wonderful run and one that has lived in my memory ever sincere.

Rugby M. H. BLAND

Letters

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

Archie by Aldington

Sir,

How nice to see an article on Archie Scott-Brown. I think it is the measure of the man that those who knew him recall the joy of his living rather than the sorrow of his death.

Perhaps one of the many MOTOR SPORT readers can verify or disprove a story for me. I have always heard that my uncle, W. H. Aldington, who was then on the competitions committee of the SMMT, helped Archie to get his RAC competition licence using the indirect pressure that AFN Limited wanted him as a works driver (DKW). It was said he had used the same tactic to help Sidney Greene (Frazer Nash) obtain his competition licence also.

I fondly recall relaxing in a DKW 3=6 Estate while Archie hustled us all down to Lympne airport to collect Porsche cars for the Motor Show — at the last possible moment . . . I was allocated a Carrera, Archie the 1600 cc Standard model for the return journey. To say I had to work to keep Archie in sight would be an understatement. When we got into London traffic and he went through gaps which didn't exist, I was made to realise the difference between our driving capabilities.

That we made it is shown by an archive photograph with the Carrera, Archie and my uncle at the Motor Show with a couple of gentlemen from the German embassy.

AFN Limited, J. T. ALDINGTON
Isleworth.

Archie Scott-Brown

Sir,

In 1957/58 I was serving in the RAF and stationed at Huntingdon. I was a regular customer at Archie Scott-Brown's service station on the A604 near Fenstanton. When he was not racing, Scott-Brown served the customers with petrol himself and I always found it incongruous and slightly embarrassing to be served by one of the top half-dozen drivers in the country. Worse still, he was extremely punctilious in his manner and insisted on calling his customers "Sir". The service station had a small showroom holding about two cars, these were usually sports or good vintage cars and I greatly coveted a nice Type 44 Bugatti which Scott-Brown had for sale just before he was killed. Unfortunately, my finances were fully extended by an Austin Chummy and I could not afford the reasonable price asked.

The Bugatti which Scott-Brown drove was the ex-Whincop Type 57; as this had the standard central gearchange, the right-hand change problem would not have arisen. There is a photograph of Scott-Brown driving this car at the Bedwell Hey sprint in *Autosport* of March 20th 1953. I was surprised to learn that Scott-Brown passed his driving test in 1944 when he was 17, as I believe that all driving tests were suspended during the war so it seems probable that he would have been given a licence automatically at that time without having to take a test.

Hove, Sussex DAVID VENABLES

Memories of Archie

Sir,

Now that I am on the dole it is not always possible to buy MOTOR SPORT, believe it or not, however I lashed out purely to read the article about that lovely driver Archie Scott-Brown.

I was privileged to meet him on the DKW stand at the Motor Show of 1956 when he and I were telling people about the merits of the DKW motor car. When I was introduced to him I very thoughtlessly stuck out my left hand. This gesture has haunted me for all these years, until I read that everyone did the same thing! I can now sleep in peace.

Archie took me out in a DKW 3=6 and what a ride it was. We went through gaps in the traffic flat out with a coat of paint on either side, it was wonderful and I have often tried to emulate him but never could!

Also to see Archie going around Goodwood in the Lister-Jaguar was something to behold, I do not think the car was ever going in a straight line not even down Lavant Straight, and who can ever forget that monumental duel with Stirling Moss? I wonder if Senna would give a lift to Johnny Dumfries if he broke down on the circuit?

Anyway thank you so much for writing about a very courageous and fine gentleman, it cheered me up but also brought tears to my eyes. They just are not made like that any more.

London, N7 ROBIN L. JOWERS

Archie

Sir,

I wish to express my delight at your recent article on Archie Scott-Brown for I too consider that he was truly one of the great drivers in post-war British motor racing history.

On many occasions I was fortunate to witness his stirring drives at Brands Hatch in the Lister-Maserati, Lister-Jaguar and, of course, in the spectacular Elva-AJB. I particularly remember the latter car for whenever I saw it race it would "take off" from the starting grid in almost a dragster-like manner, build up a commanding lead and then expire after about four or five laps. Unfortunately the commentator would usually announce that retirement was due to "failure of the swing valves" and I was particularly interested to learn from your article that it was the orthodox valves that were at fault. All this was a great shame for the engine sounded marvellous and, I felt, had great potential.

Thank you for an excellent magazine, the arrival of which is eagerly awaited each month.

Bearsted, Kent. M. STARK

ARCHIE SCOTT-BROWN on the AFN Ltd stand at an Earls Court Motor Show with W H (Bill) Aldington on his left. In the background is the standard Cabriolet he collected from Lymne and in front of his is the Carrera driven by John Aldington.

The Senna Affair

Sir,

Having followed motor racing for many years, and having been a regular reader of MOTOR SPORT throughout that time, may I offer a few brief thoughts on D.S.J.'s piece "The Senna Saga" in your March issue?

To list points of disagreement would certainly be boring enough to prevent any chance of this letter being published. But many points exist. It is surely unfair to ascribe (rightly) mechanical unreliability to excuse some of Senna's failures, while not allowing the same to excuse some of Warwick's.

My sadness at reading the piece was not because D.S.J. was wrong, but he was so dismissive of those of us "both knowledgeable and unknowledgeable" whose "rantings and ravings" are, in fact, for the most part, expressions of deep sadness at both the conduct and course of the "saga".

Many of us have commitments to both business and family that prevent the sort of racegoing that took up so much of one's youth. We now have to rely on television and the press to keep us in touch with the sport we love. Television watching is often the best that many of us can manage, and it is a pity that D.S.J. refers to it with such scorn. His ability to spend his working life walking the pit lanes of the world is his good fortune and

perhaps it might be better not to seem so dismissive of those of us who cannot.

The British racing fan may nurse some strange passions — for British teams and for British drivers — but they are no less passionate for all that.

D.S.J. likes Senna. So do many of us. Many of us also fail to see why Warwick in the second Lotus is such a bad idea. But enough of such ravings.

ANTHONY COLES
Weston Longville,
Norfolk.

Signal Standards

Sir,

Mr Swan in your March issue thinks that I missed the point. I did not — I rejected it for these reasons:

Any driver, however skilled, must accept that he will occasionally make a mistake, and fail to be aware of another vehicle or motorcycle. A moment's inattention, a hidden driveway or someone pulling out from behind a truck is all it takes. Acceptance of this fact, and therefore taking all reasonable precautions at all times, including signalling one's intentions even on an apparently clear road must surely be the safest approach.

All accident statistics will surely confirm that far more accidents and injuries are caused by inadequate signalling rather than excessive. For the IAM and Mr Swan to teach that "Good drivers need not signal as much as bad drivers" will not increase driving standards, but merely decrease the already appalling standards of signalling. We all think we are advanced drivers — even if we don't have diplomas to prove it!

Unless Mr Swan sticks his numerous diplomas on all four sides of his car, how are we mere mortals to know that his car is positioned as it is because of his intelligence, rather than being badly positioned by an idiot? How are we to know that his failure to signal is because he is a highly skilled driver following all the positioning rules, rather than an incompetent, inconsiderate wally who is about to change direction without warning?

Lastly, I find Mr Swan's examples of misleading signals most odd. I am sure that most of your readers can recall incidents when it has been essential to give the very signals he cites — though the more skilled amongst us will have appreciated the misunderstandings which might arise and have catered for those too. When I wrote that the IAM should teach people to signal "in good time and at all times" I thought it unecessary to add the words "correctly" and "not misleadingly" but happily append them now if it makes my meaning more clearer.

Alton, Hants IDRIS FRANCIS

Thanks, Jacky

Sir,

May I please through your columns say a personal thank you to the recently retired Jacky Ickx.

I was fortunate enough to witness his first GP win at Rouen in 1968 and also his amazing last corner victory in a GT40 at Le Mans the following year. He was a true racer who has given me hours of pleasure, rain or shine; Mustang or Ferrari, a quality performance was always guaranteed from the superb Belgian.

Congratulations on reaching your retirement and sincere wishes for the future.

Orpington I. H. MACKAY

DENNIS STANHOPE driving his HRG 1500 during the 1941 'Midnight' Prescott, complete with blackout headlight covers and whitewashed mudguards. We understand that all competitors took the precaution of covering their registration plates for reasons which the accompanying article makes clear. Stanhope appears to have gone further and be wearing a mask but it's only his goggles. To judge by the picture it must have been his last, and best, run for the event was terminated at dawn.

The 1941 Prescott Meeting

Forty-five years ago this month was held one of the few wartime motor sport events in Europe. Conducted at night in secrecy, for the participants were breaking the law, it none the less offered a welcome escape from reality during a particularly dark time.

WHILE IT is often assumed that motor sport ceased completely in Britain during WW2, there were a number of unofficial events. The best known is the notorious Inter-Services 10 lap handicap at Brooklands in 1940 won by "Goldie" Goldsmith in a Bedford 3 tonner from Bill Bodine's Humber staff car. The escapade did not amuse the authorities and all participants were disciplined though Goldsmith's trophy is still proudly displayed in the officers' mess of the Yeoman Halbardiers.

There have been tantalising hints at other events, particularly in Italy during the latter stages of the war, but even at this distance, the participants have been reluctant to divulge details. Recently, however, we have been able to piece together details of the 1941 Prescott Hillclimb.

The plan was hatched at a "Rembrandt" meeting (war-time gatherings of enthusiasts in the Rembrandt Rooms, Kensington) and, it being wartime with severe restrictions being involved, plans were carefully laid over the winter of 1940/'41. It was agreed that the event should take place at night, for security reasons, and this restricted the entry to road cars. It was felt, anyway, that the use of racing cars would bring additional criticism should security be breached. Making a virtue out of the fuel shortage, there was a special prize for the fastest time free-wheeling back down the hill.

About two dozen competitors gathered in a pub near Prescott on Friday, 31st March, the date having been chosen because of a full moon. Since it was wartime, the field all had to run with blackout shrouds over the headlights and every assistance with illumination was welcome. To conserve fuel, four competitors arrived from the Midlands all towed behind a single tractor!

One competitor, a major stationed in Cheltenham, organised a platoon of infantrymen to act as marshals (in return for weekend passes) and he was able to rig up a field telephone connecting the starter with the time keepers at the finish. He was also able to commandeer a couple of fwd vehicles to act as tenders.

The first practice runs (one per driver in each direction) began just after midnight. It was a clear night and since the trees were still bare, there was a fair amount of light. The run was, however, fairly slippery due to frost and most drivers chose to take things steadily, enjoying themselves rather than going for serious times. An accident, particularly one which might lead to medical treatment, would have been difficult to explain away.

Official FTN (Fastest Time of Night) was set by Dennis Stanhope's HRG 1500, with which he was to win his class at Le Mans in 1947. Second was Raleigh's Bugatti (Type 35?) and third was Hibbert's MG TA. Surprise winner of the downhill freewheel event was Avril Grimaldi in a Riley Nine.

Though Stanhope was declared the winner his mechanic was actually faster in the same car. This turned out to be none other than Michele Lorenzo, a regular class winner in events like the Targa Florio and the Mille Miglia who had been taken POW in North Africa. The Clerk of the Course ruled his times inadmissable on the grounds that it was an amateur event and Lorenzo was, to all intents and purposes, a professional. Sportingly, though, he was awarded a tin of 50 Players.

Unfortunately we have been unable to compile with any certainty a list of the other runners. Names like Freddie Dixon and Billy Cotton have been mentioned, but these are only rumours and besides, had they been there they would have surely figured in the results. We have been unable, too, to get times or to discover whether class awards were given. None of those whom we know to have taken part are still with us. Perhaps readers can expand on the details.

All the runs were over by dawn and the competitors made sure they were quickly away. Apparently the local police were tipped off but they didn't arrive until mid-day on the Saturday by which time there was no sign that the event had ever taken place. — A.F.D.

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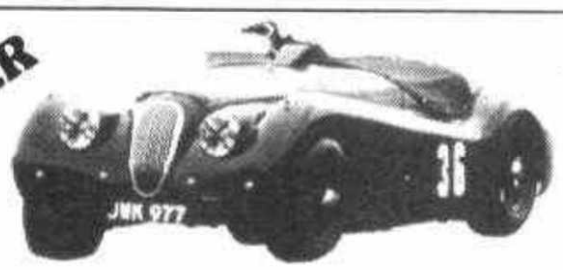

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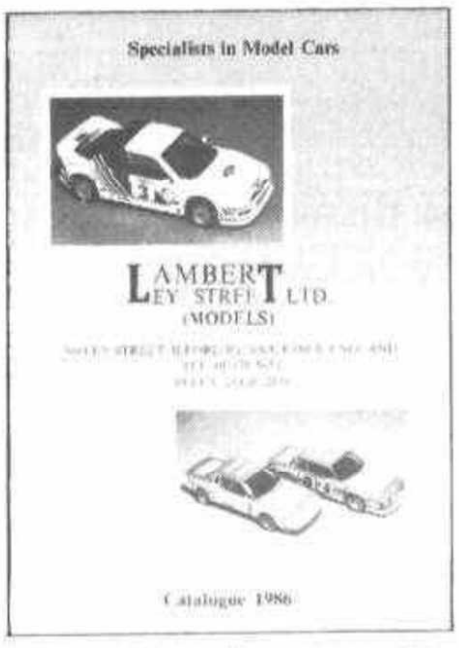

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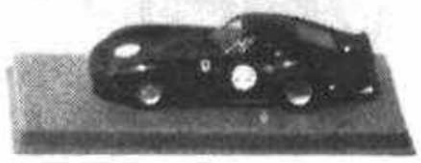

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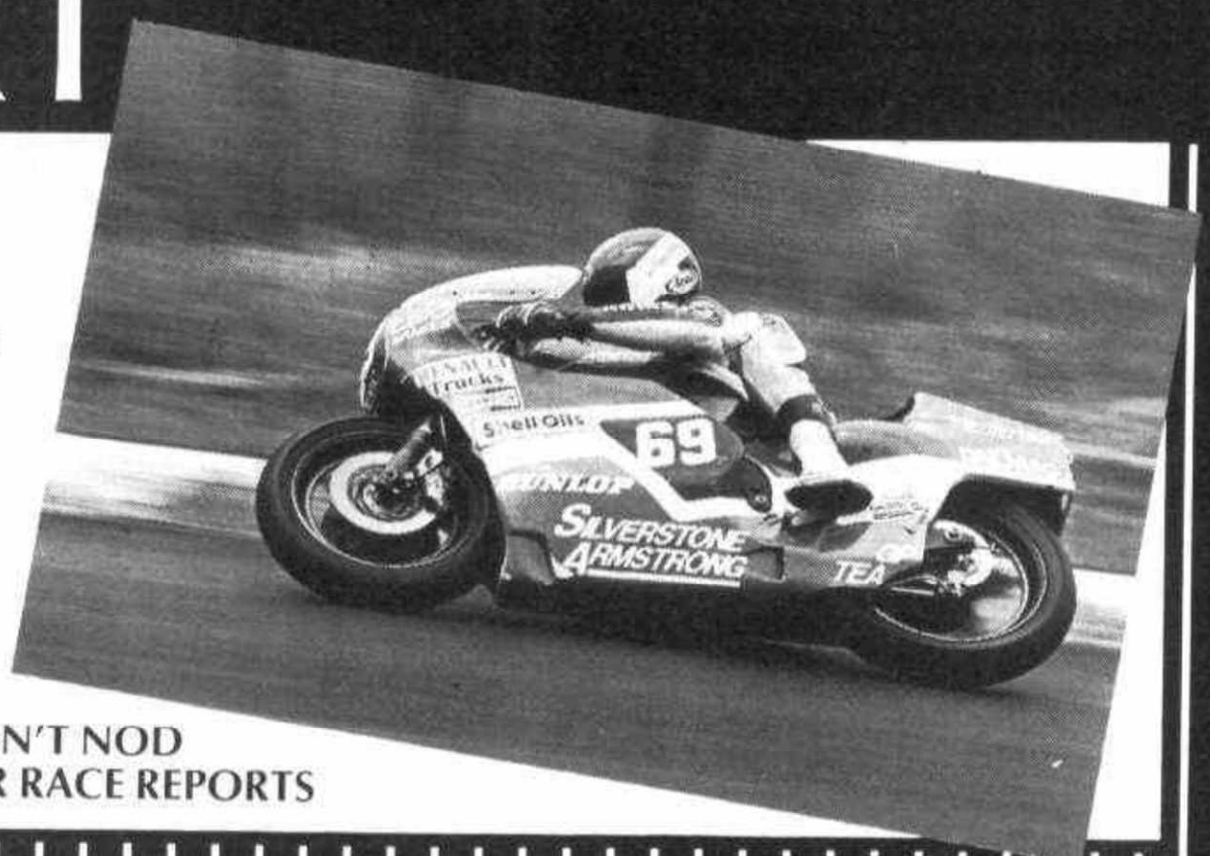

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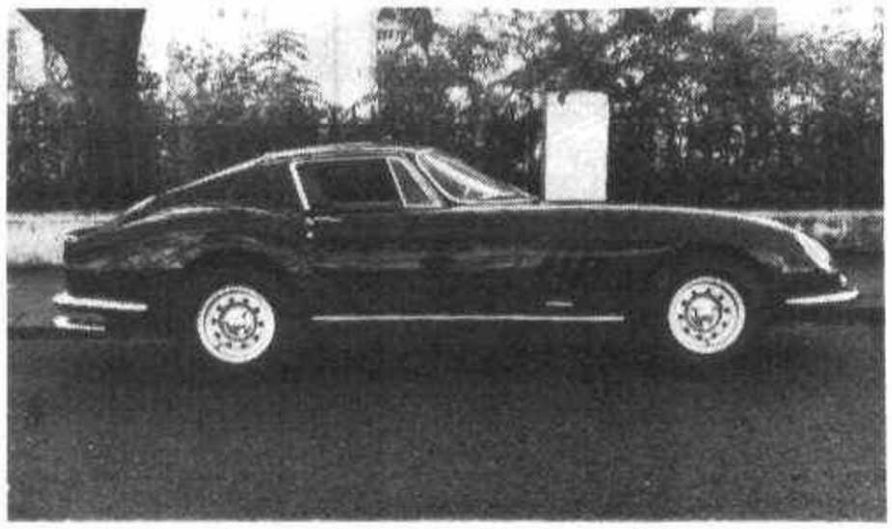

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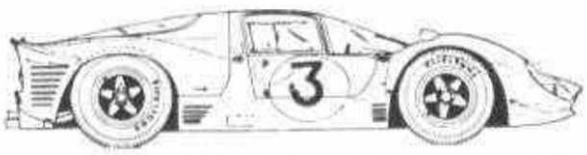

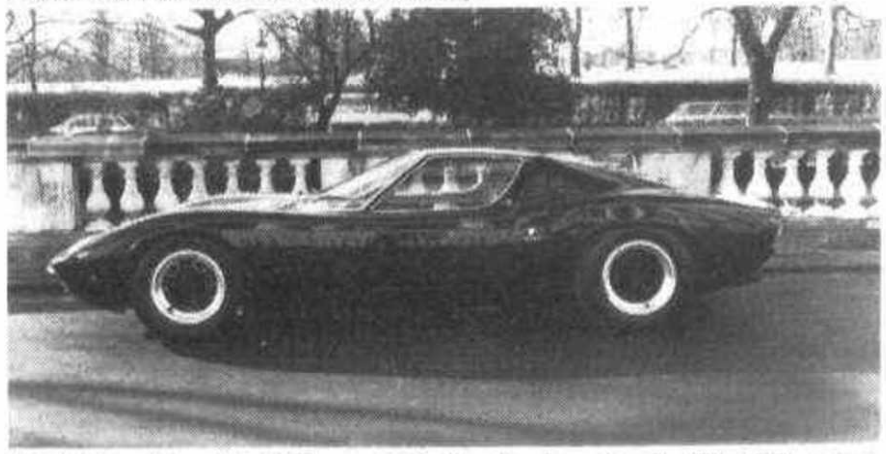

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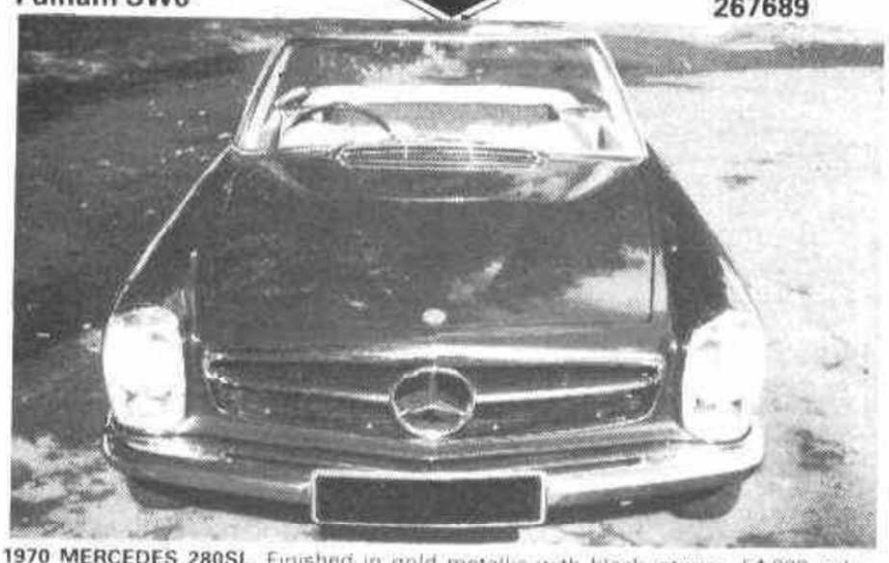

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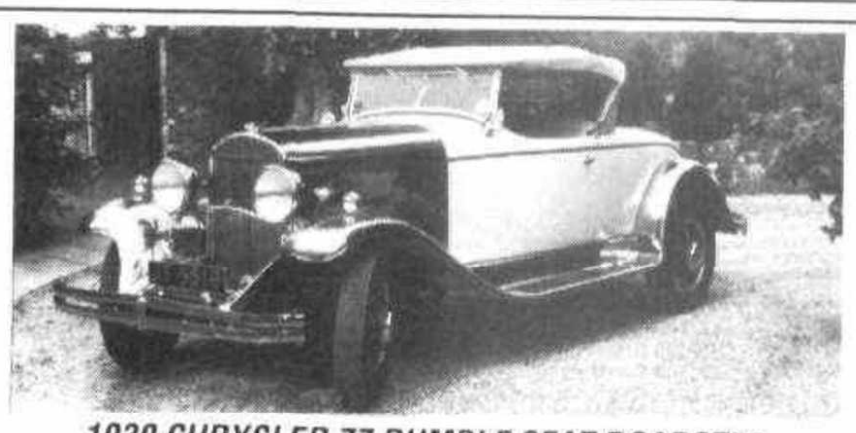

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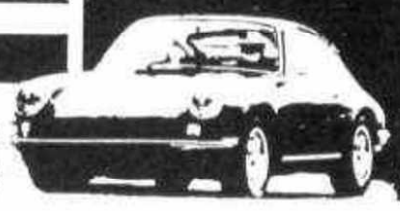

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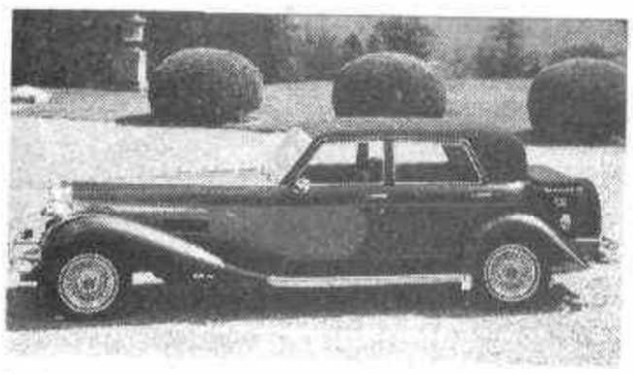

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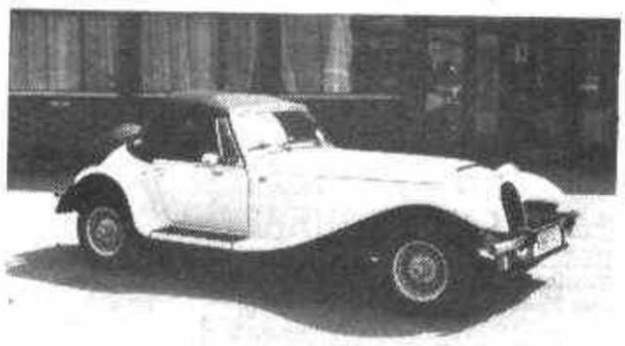

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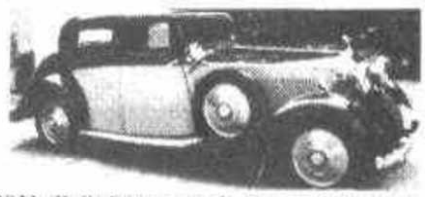

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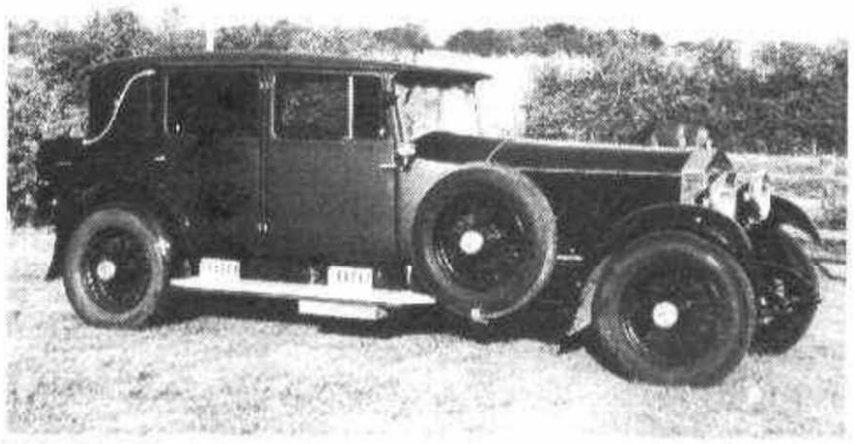

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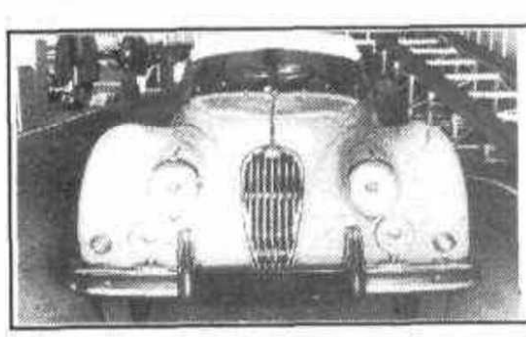

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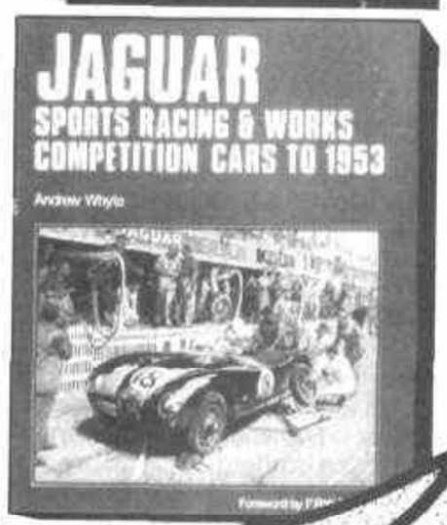

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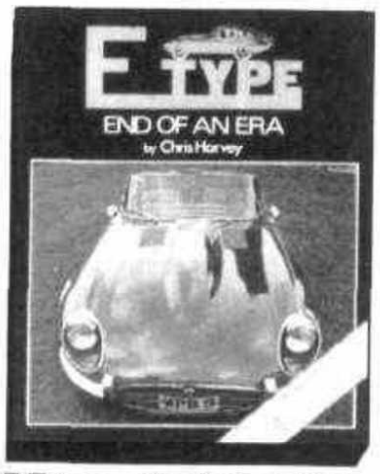

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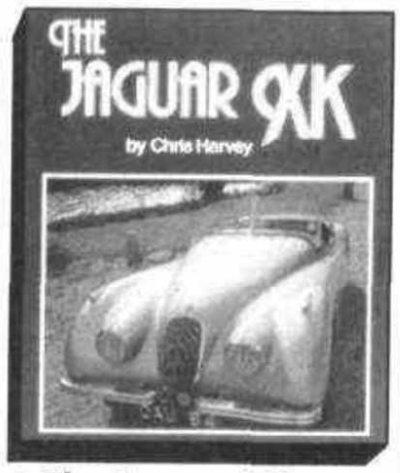

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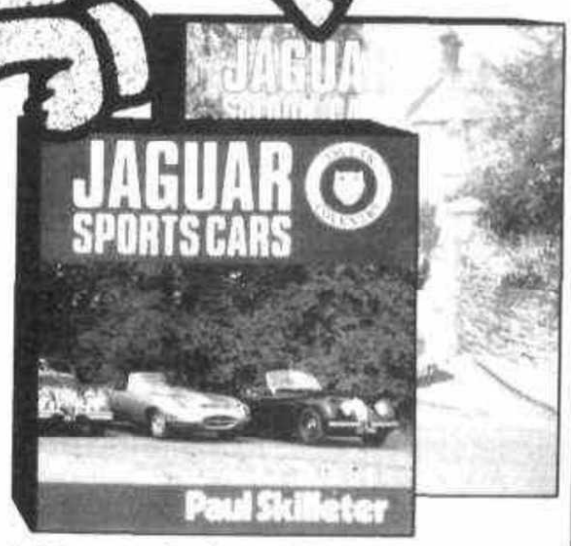

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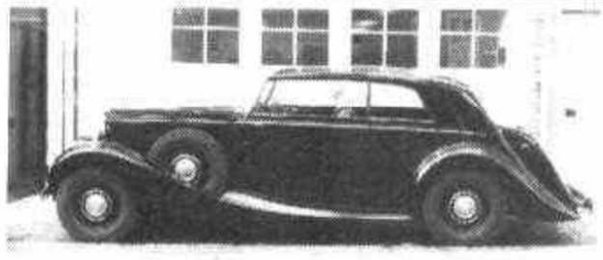

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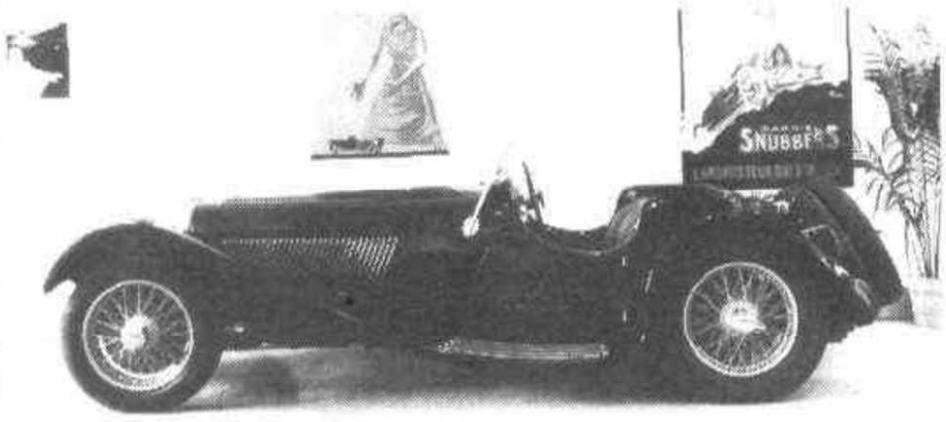

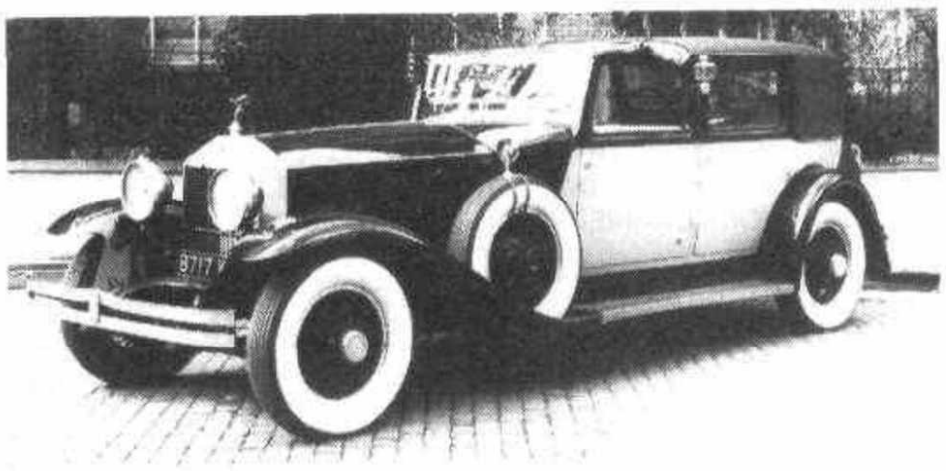

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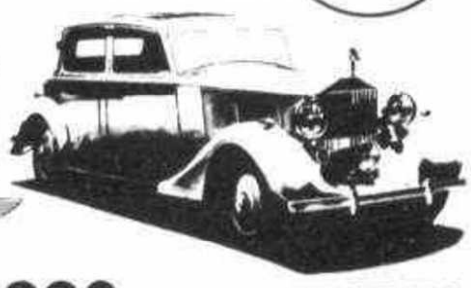

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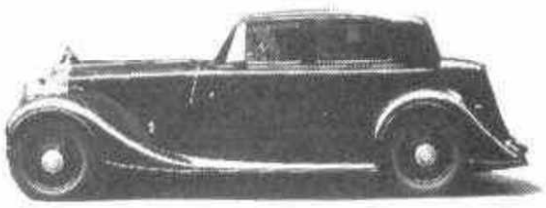

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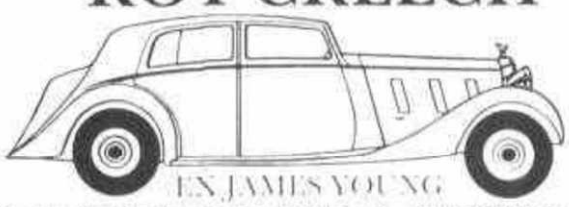

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EVENTS

PRESCOTT HILLCLIMB DRIVERS SCHOOL. Sponsored by Avon Tyres and BMTR. Bookings still being accepted for May, July, August and September courses. Early application advised. Send A4 size SAE for details and entry form to Geoffrey Ward, Secretary Bugatti Owners Club, Prescott Hill, Gotherington, Cheltenham, Glos, GL52 4RD. (89863

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

AUTOJUMBLE SUNDAY 6th April, Sky Blues connection, nr Coventry junc A45/A423. 150 stalls inside, public admission 50p. Vintage and classic events. Tel: 021 704 1904 (24 hrs). (92668

EASTERN COUNTIES Transport Show, Saturday 12th and Sunday 13th July, 1986, at the Suffolk Showground, Bucklesham Road, Ipswich. Open 10.00 am-5.00 pm. Car Clubs and enthusiasts are invited to show their cars. 2 day autojumble, club exhibits, trade stands etc. Enquiries: C. M. Smith, 87 Worthington Rd., Fradley, Lichfield, Staffs. Tel: (0543) 263922/253508. (922588

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

SEVEN SPRINGS Pageant of Motoring, Hall Place, Leigh, Kent, on Sunday, May 11th, 1986. Cars and motorcycles up to 1960 invited. Autojumble and trade stands available. Write or phone for entry form: Ken Jenner, Great Sheephurst Farm, Marden, Kent. Tel: Collier Street 254. (923566

AUTO SUNDAY. July 6th, 1986, Easthampstead Park, Bracknell, Berks. *Country park setting, 18 classes,* Autojumble plus family entertainment. Details: Bracknell (1344) 54995. (923518

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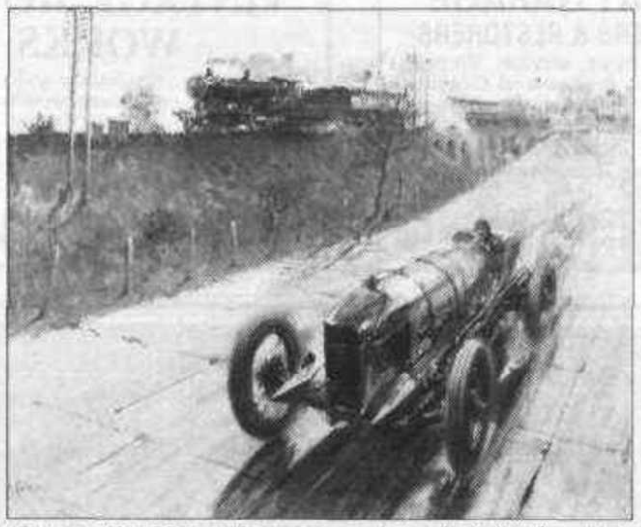
David Shepherd: Hillman Imp competing in African Rally, signed, oil on canvas, 24 7/16 x 29 1/2in.



Terence Cuneo: Sir Henry Seagrave exiting the Members' Banking at Brooklands in the Sunbeam 300 H.P. with a L. & S.W.R. Express passenger train in the background, signed and dated May 1962, 23 5/8 x 29 1/8in.

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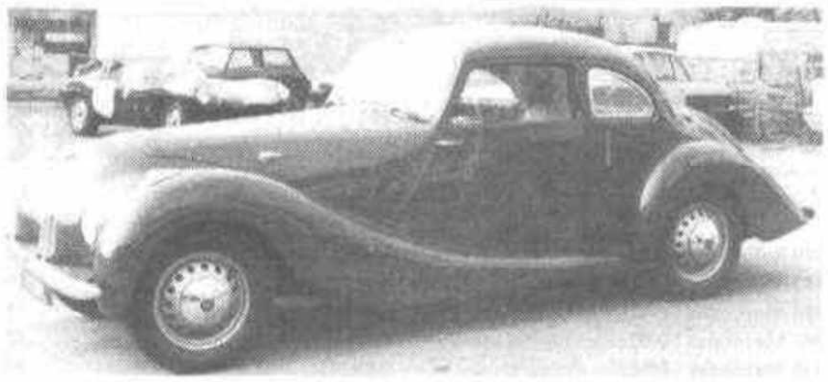

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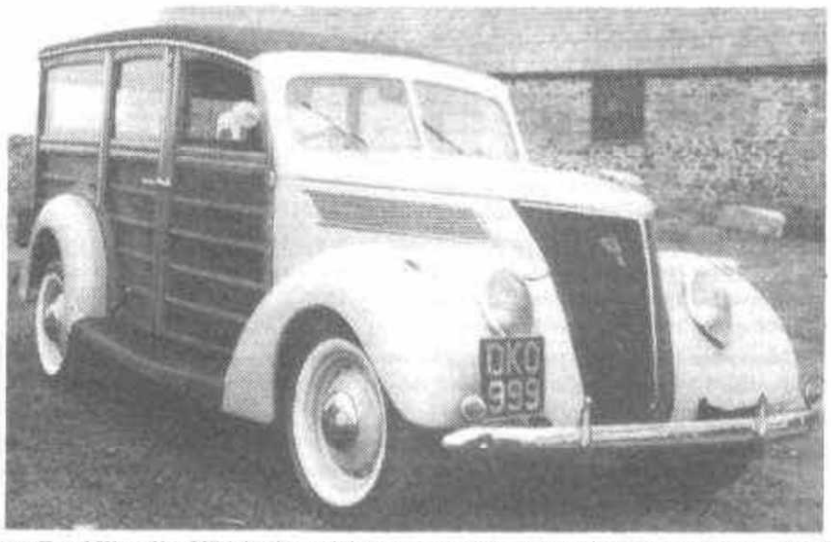

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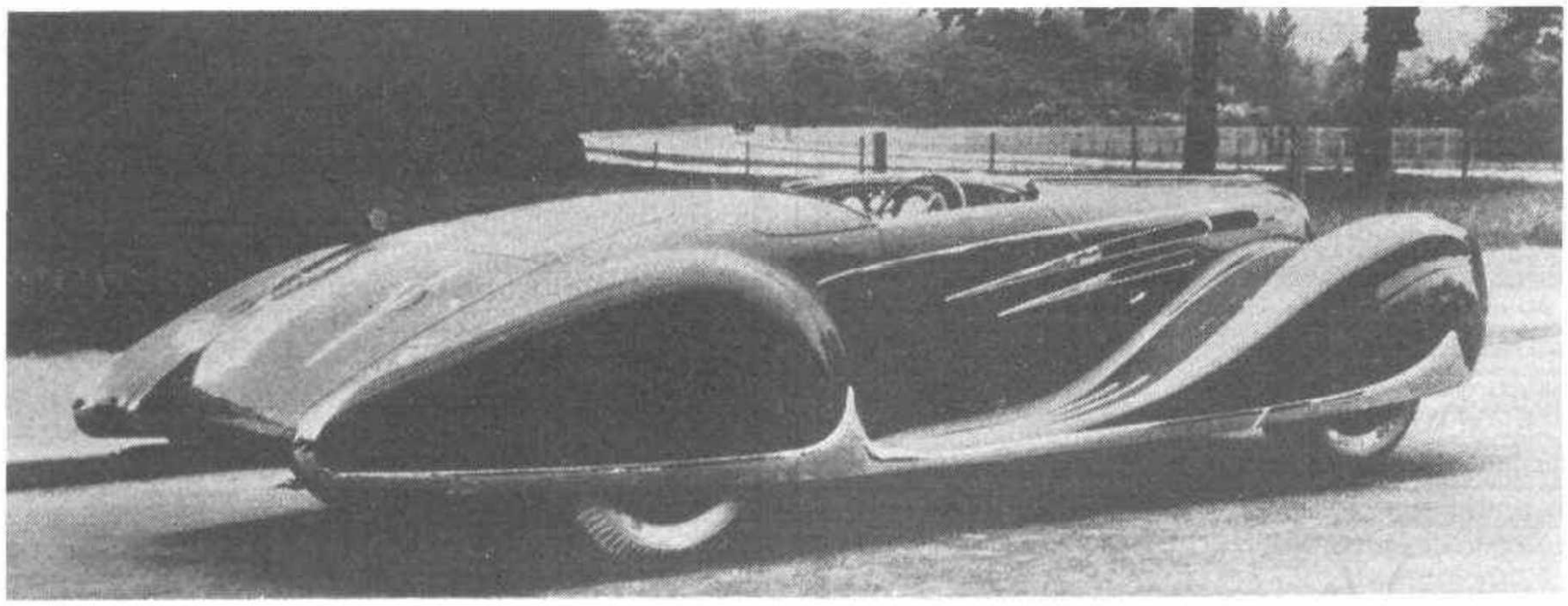

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SILVER SHADOW 1973 Left drive, White with superb hide interior, equipped with every extra possible, low mileage, meets US DOT.

SILVER SHADOW 1976. Left Drive, finished in Porcelain White with excellent hide interior equipped with all extras, conforms to US DOT, service history.

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SILVER SHADOW 1978 Series II Left drive, finished in Onyx with superb beige interior, service history, equipped with all extras, meets US DOT.

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BENTLEY T Series 1973. Finished in Caribbean blue, with navy hide interior, low mileage, history, usual extras inc. air conditioning, meets US DOT.

BENTLEY SERIES II 1960. Sage over smoke green, with beige hide interior, nominal mileage usual extras.

BENTLEY SERIES III 1963 Finished in ivory with beige hide interior, usual extras.

BENTLEY SERIES III 1963 Finished in Regal red with dove grey hide interior, usual extras.

BENTLEY SERIES III 1964 Finished in Oxford blue with beige hide interior, usual extras, service history, whiteside tyres.

BENTLEY SERIES 1960. Sand over sable with beige interior, usual extras.

ROLLS ROYCE SILVER CLOUDS

SILVER CLOUD III 1963. Embassy Black over Silver Chalice, Cherry red hide interior, usual extras, whiteside tyres.

SILVER CLOUD III 1963 Finished in Porcelain White with dove grey hide interior, usual extras.

SILVER CLOUD III 1964 Finished in Shell over Tudor Silver with beige hide interior, usual extras.

SILVER CLOUD 1962 Finished in Embassy black with beige hide interior, usual extras.

SILVER CLOUD III 1964 Finished in Regal Red with beige hide interior, usual extras including power seats.

SILVER CLOUD III 1964 Finished in Steel Blue over Silver Chalice, with Dove Grey hide interior, usual extras including sunroof.

SILVER CLOUD III 1964 Finished in Silver Chalice over Dark Green with matching hide interior, usual extras.

SILVER CLOUD II 1961 Finished in Regal Red with matching usual extras.

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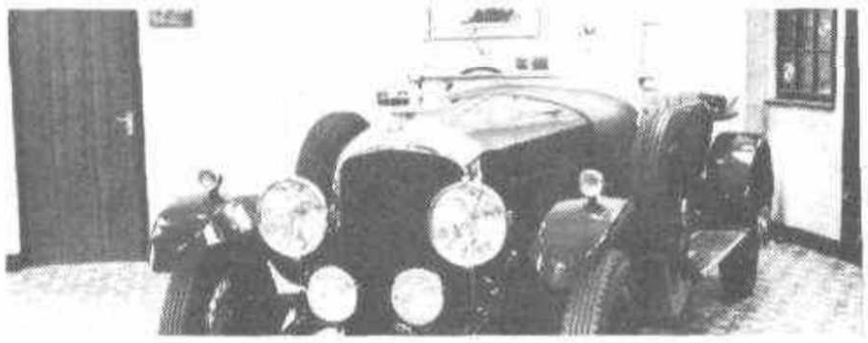

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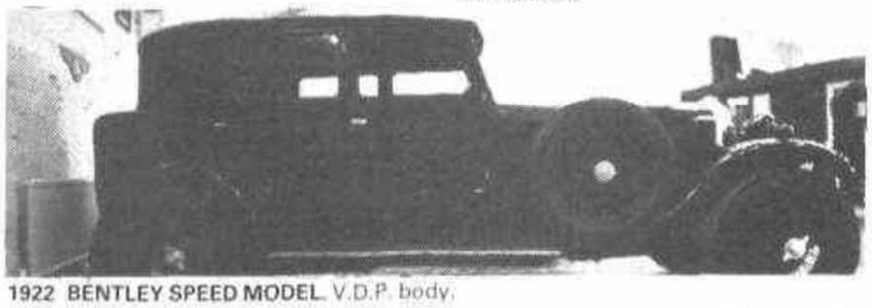

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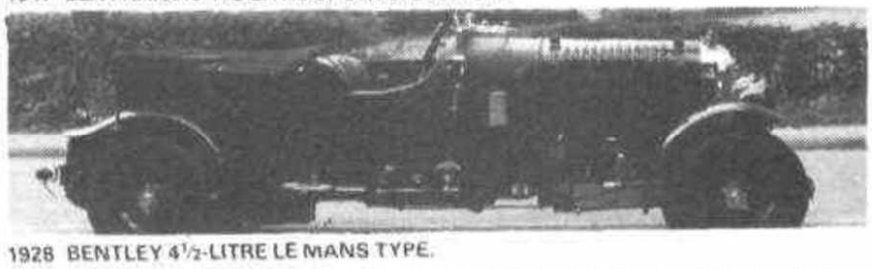

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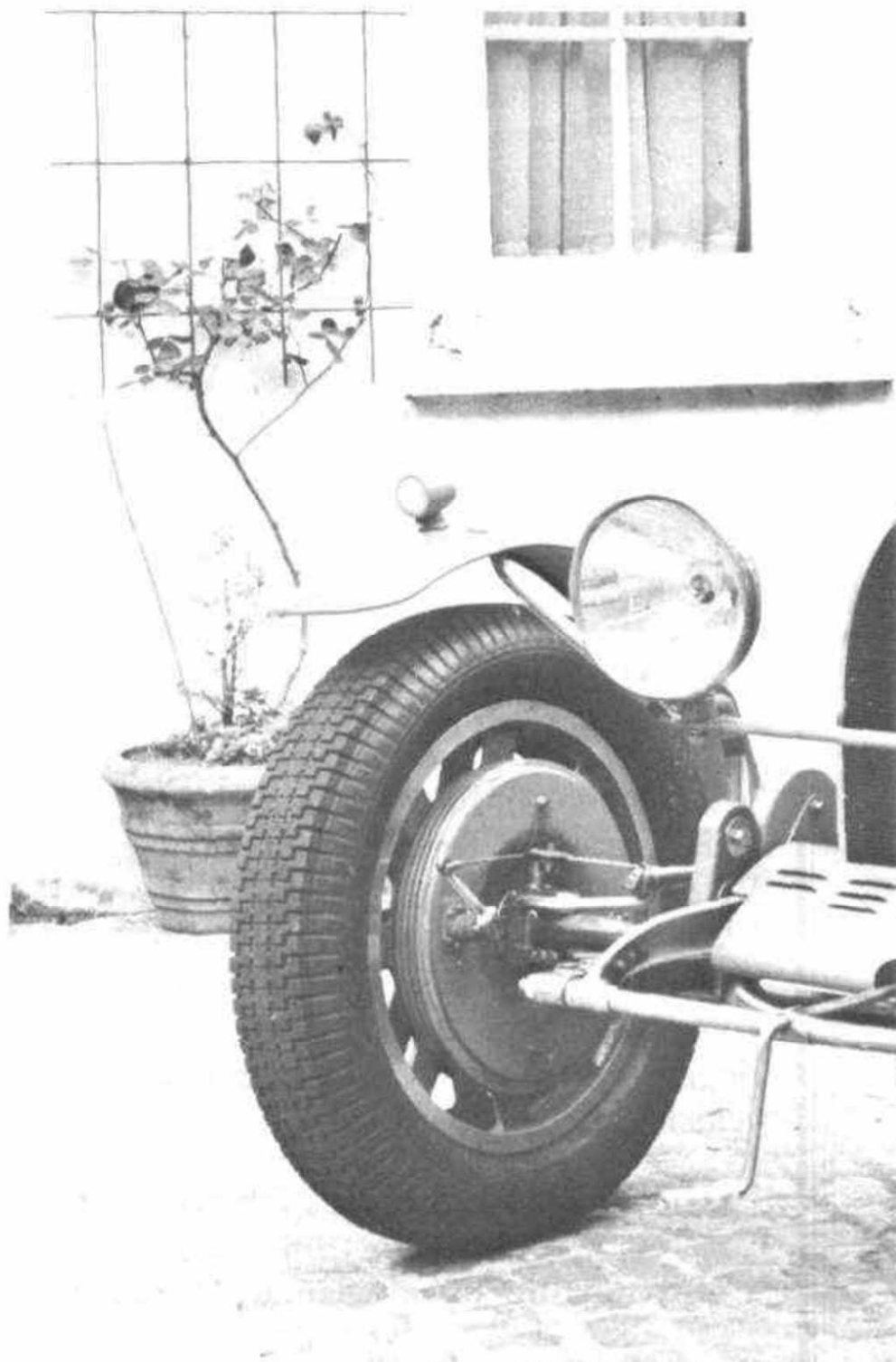

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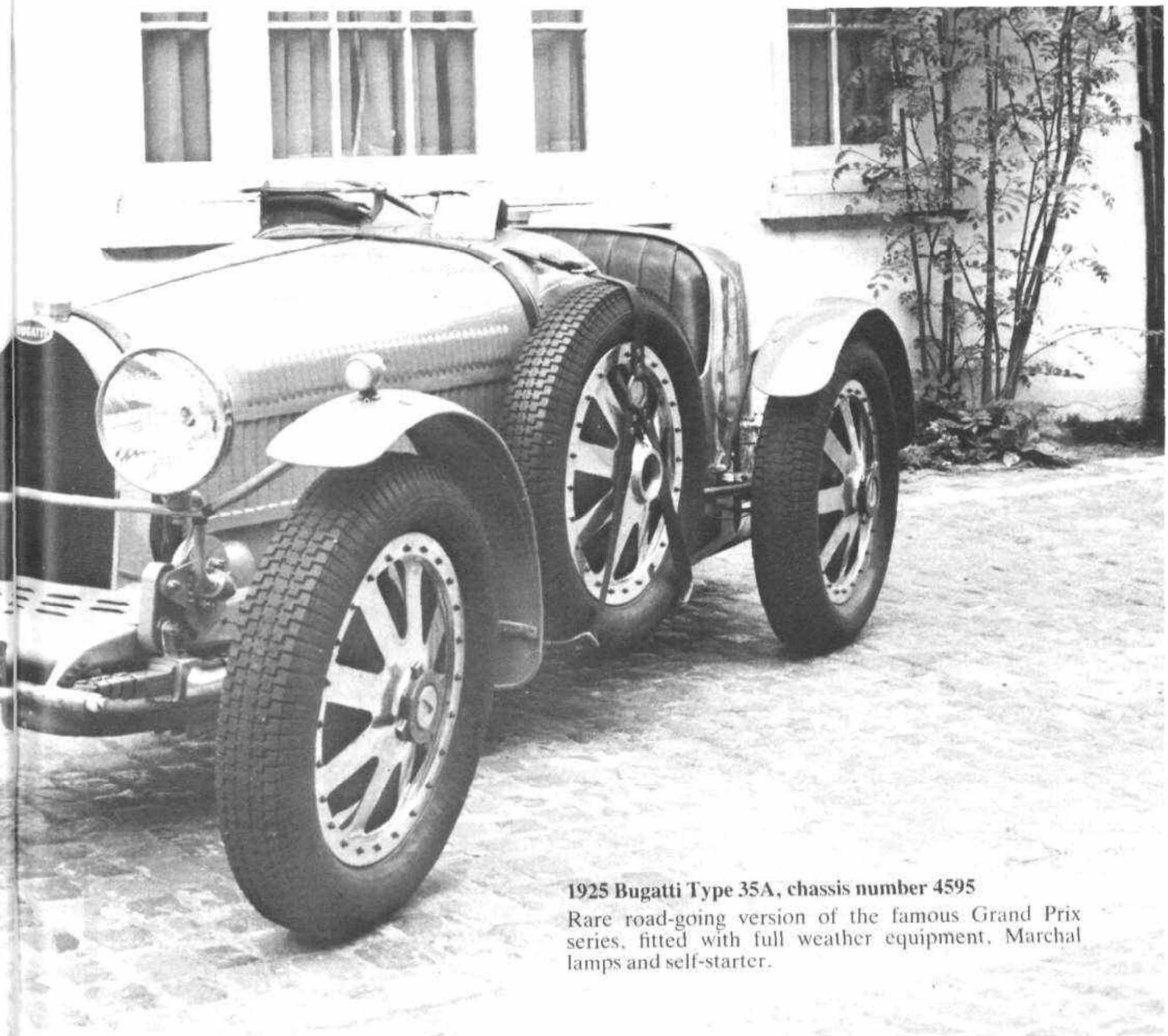

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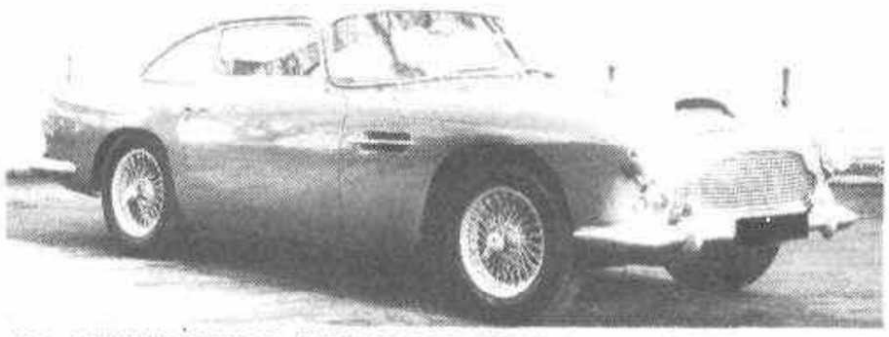

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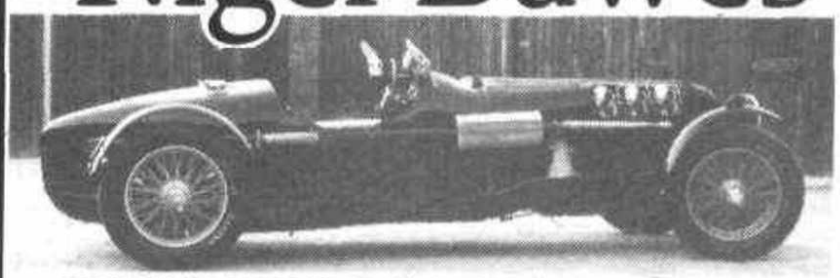

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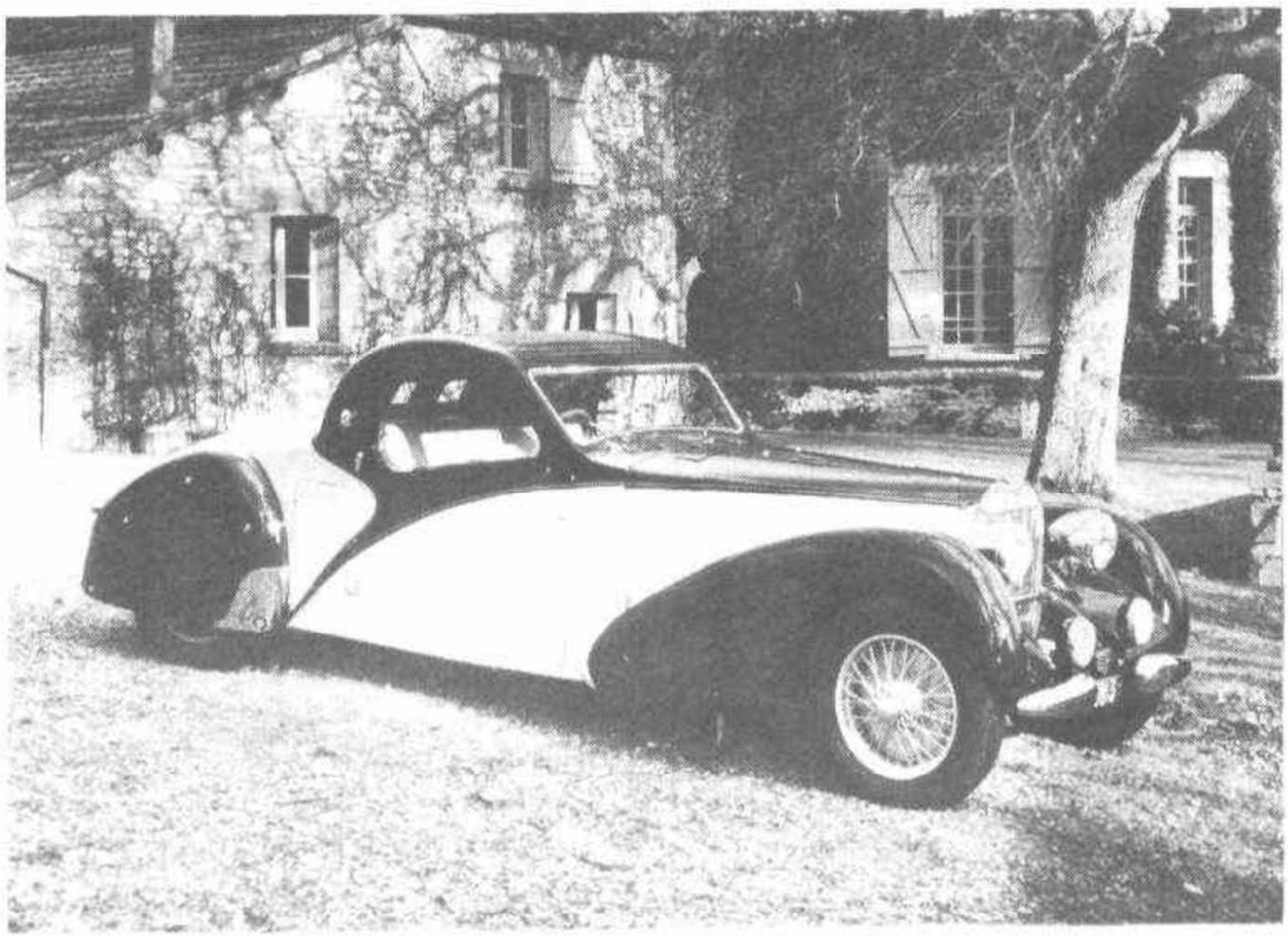

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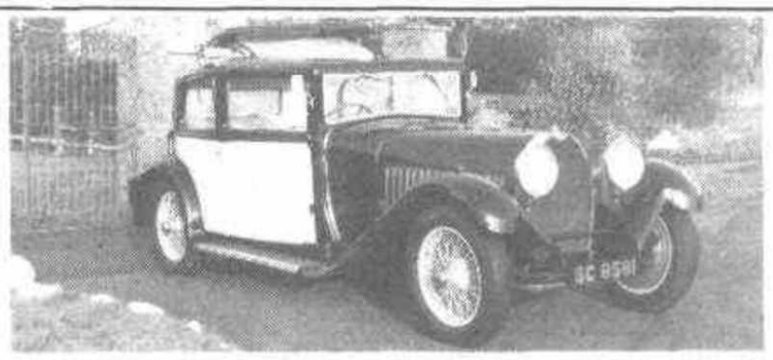

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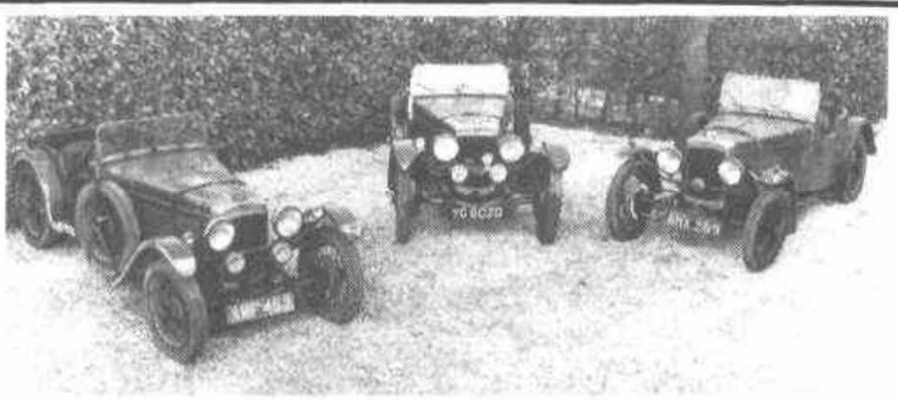

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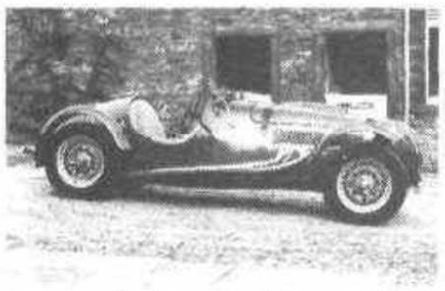

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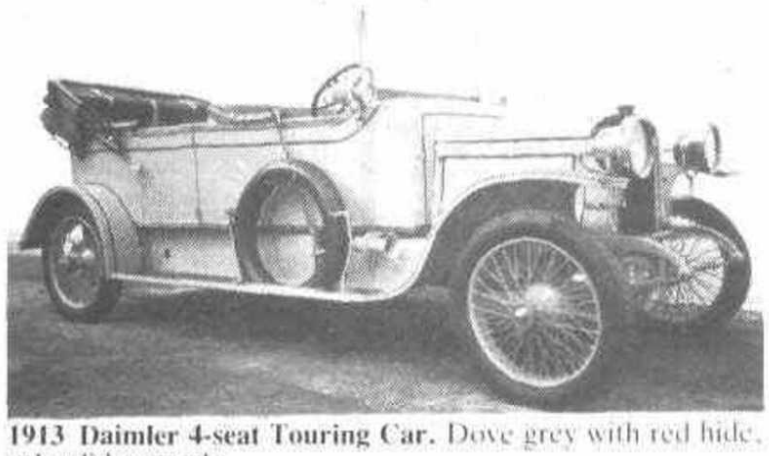
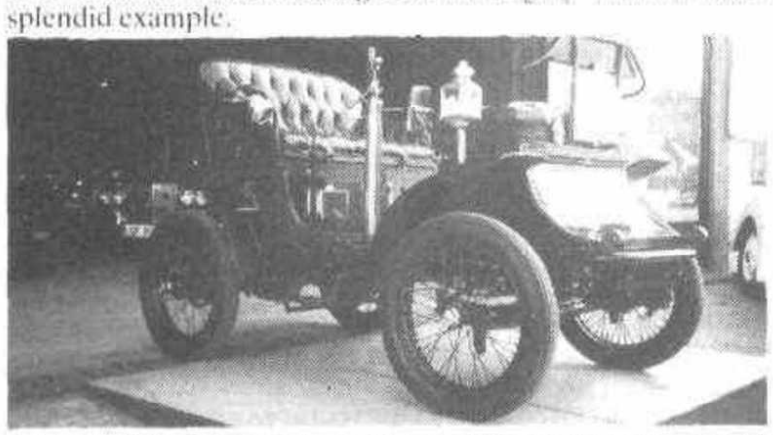


1913 Daimler 4-seat Touring Car. Dove grey with red hide, splendid example.



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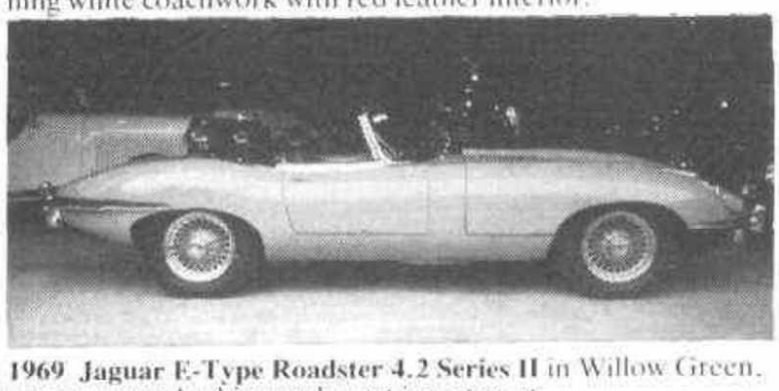
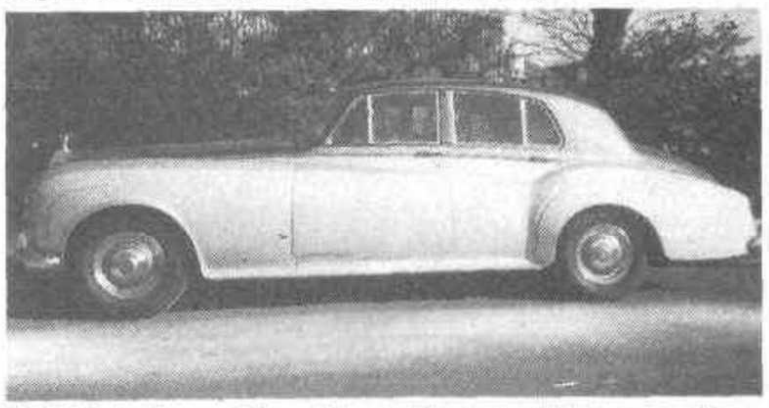
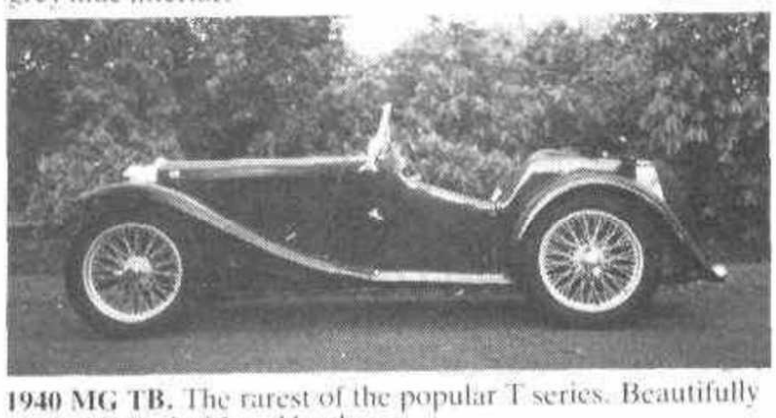


1969 Jaguar E-Type Roadster 4.2 Series II in Willow Green, c.w.w., great looking and great investment.

1969 Aston Martin DB6 Volante with C Stage tuned Vantage engine. F.S.H., kingfisher blue, magnificent.



1965 Rolls-Royce Silver Cloud III. Astral blue over silver, grey hide interior.



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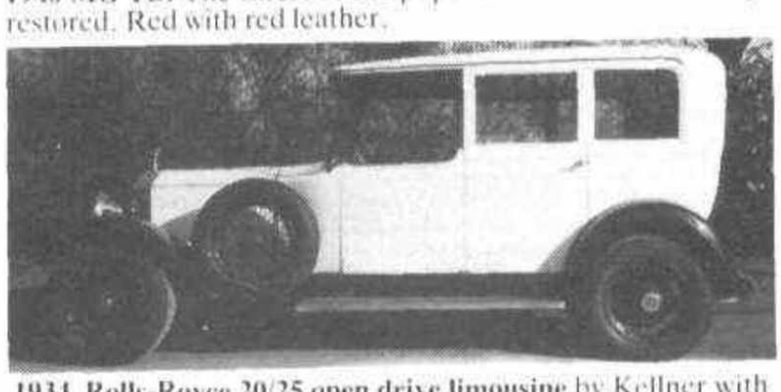

1934 Rolls-Royce 20/25 open drive limousine by Kellner with division and occasionals. Coachwork in white. Very pretty.

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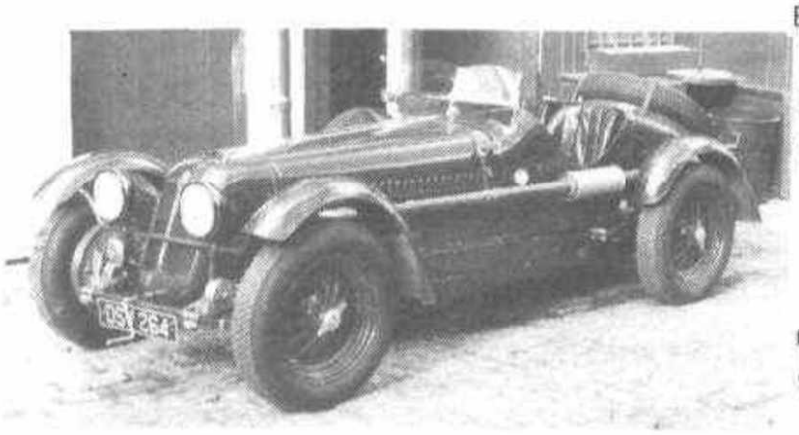
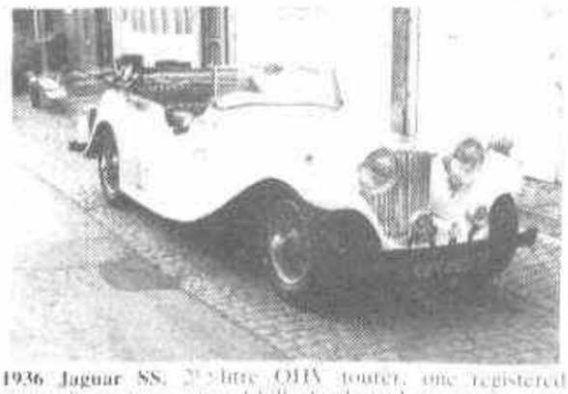
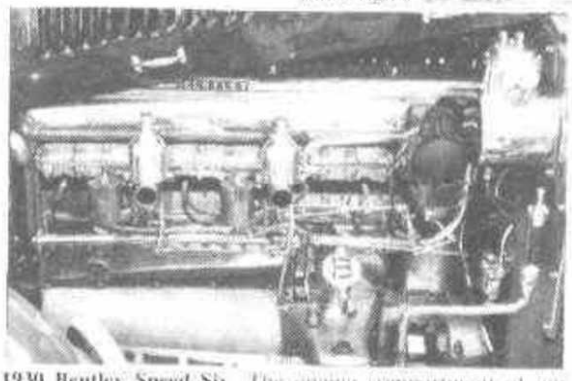


1935 Maserati 6C MM. Reconstructed by Tony Merrick. 3.7-litre supercharged 270 bhp available with 86 Mille Miglia entry. (illus. left)

1928 Alfa Romeo 6C. 1½-litre supercharged Super Sport 2-seater, very rare, in excellent condition. (illus. right)



1936 Jaguar SS. 2½-litre OHV tourer, one registered owner from new, original bill of sale and guarantee. Very few of these tourers were built and only a handful remain.



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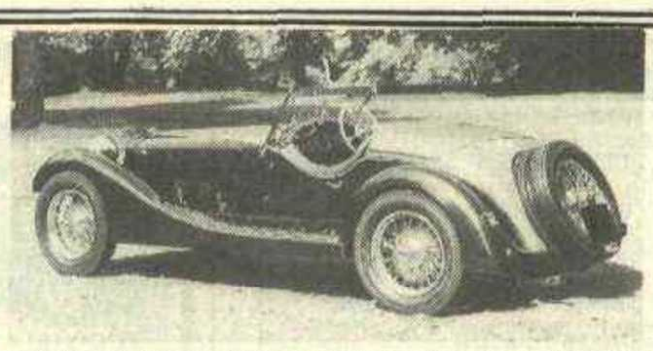

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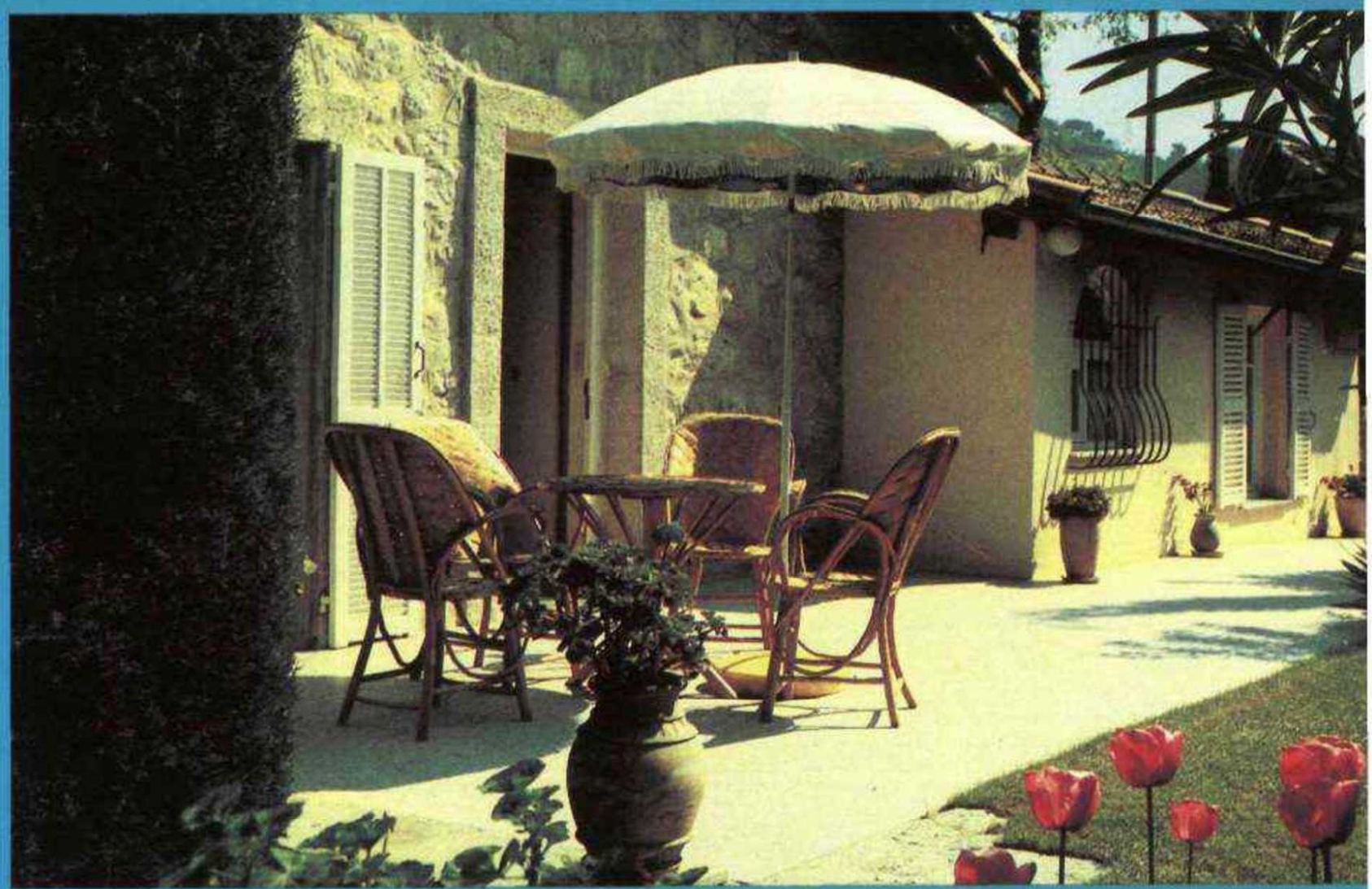


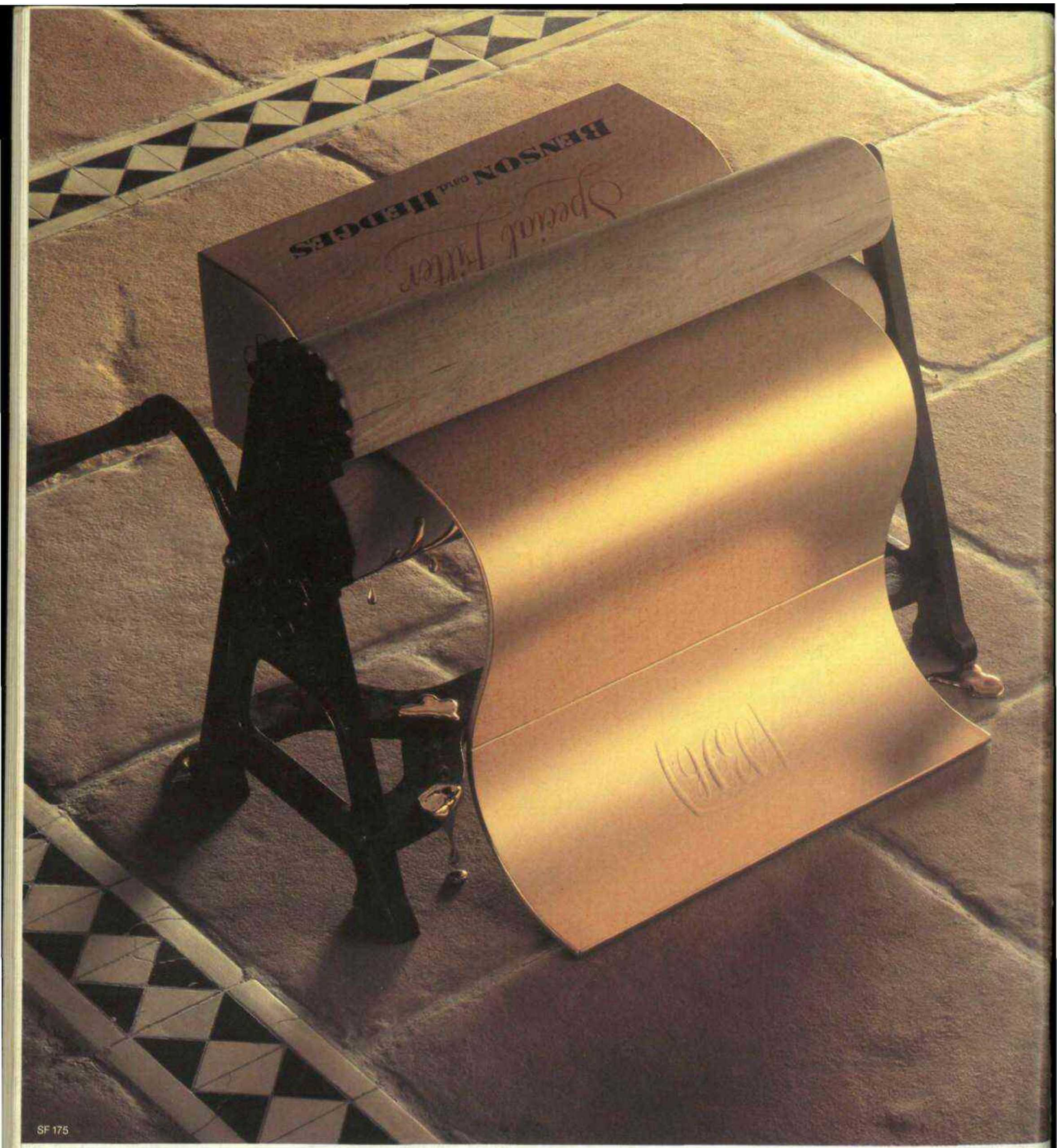
DOMAINE DE LA SOURCE

On the superb COTE D'AZUR we offer you COMFORTABLE WELL EQUIPPED S.C. POOLSIDE STUDIOS for 2 ranging upwards to five-roomed GARDEN VILLA APARTMENTS with C.H. and villa swimming pool for 8 to 10 people in an unusually attractive setting on a spacious, uncrowded private estate. Situated on the hills behind and only motoring minutes from MENTON, MONTE CARLO and the WESTERN END of the ITALIAN RIVIERA, you can be cosseted in a delightful environment by the long warm days and the famed "velvet nights" of THE GOLDEN COAST. Those who wish can relax on the Domaine around one of the four filtered swimming pools or perhaps commune with nature elsewhere in lush green tranquillity on the olive covered hillsides. MENTON, just about half way between Paris and Rome, is reputed to have the warmest year-round weather in Europe with 300 days of SUN per year — or they say 2,700 hours.

MONTE CARLO GRAND PRIX. IMPOSSIBLE? — NO!

RENTAL YARDSTICK: A 2D B POOLSIDE OR GARDEN VILLA APARTMENT AT ABOUT £53 PER PERSON PER WEEK, OR A POOLSIDE STUDIO FOR TWO AT £165 PER WEEK FOR THE APARTMENT. EVEN IN THE PEAK SEASON THESE RATES ONLY INCREASE BY ABOUT £22 PER PERSON PER WEEK.

FOR A COLOURED BROCHURE OR BOOKING, PLEASE CALL BRITISH OWNERS DIRECT ON:
MENTON 359281 (STD 010 33 93 359281) OR WRITE 'MS', DOMAINE DE LA SOURCE, GORBIO, 06500, MENTON, FRANCE



MIDDLE TAR As defined by H.M. Government
DANGER: Government Health WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH