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MOTOR SPORT

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Will performance cars be drummed out of the British market-place by the continuing police campaign against speed?

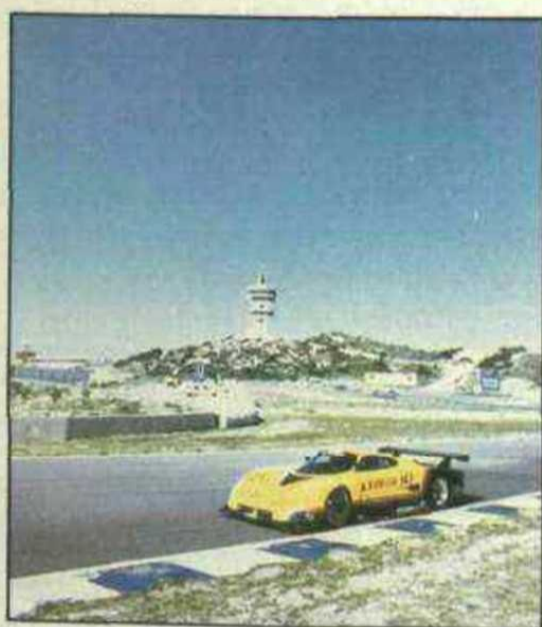
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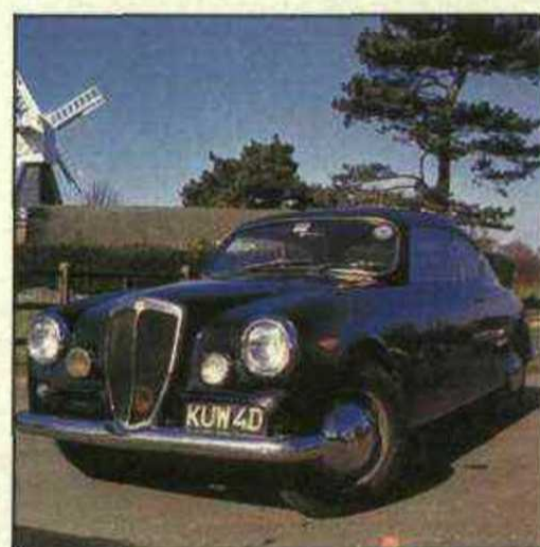
From 1949 to 1966, Goodwood circuit was the place to be on Easter Bank Holiday Monday.

FRONT COVER

Lancia entered its new Delta Integrale for a World Championship Rally for the first time in Portugal. One of them won convincingly in the hands of Massimo Biasion, giving the factory team its third straight win in 1988. **Rally Review**, page 306.

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WB recalls his test of this flexible GT 33 years ago, before GC discovers how it feels on the roads of today.

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Arduous and taken very seriously, the first British rallies of the 1930s were rather different from today's RAC.

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The elegance of Rolls-Royce, the beauty of rallying and the genesis of the Rover Group are among this month's topics.

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LETTERS

That Royale sale, British motorway driving criticised, and the Duff Bentley debate continues.

British police forces continue to promote the idea that "Speed Kills", whereas what is dangerous is using high speed in the wrong circumstances.

Other forms of potential hazards on roads include overtaking in the wrong places, causing an obstruction through foolish parking, poor construction features such as blind junctions (and we all know these still exist!), and abnormally slippery surfaces. But it is pure speed which the police intend to tackle.

Their latest challenge (if tests currently being carried out in Nottingham prove satisfactory) will be with unmarked cars equipped with Gatso, the radar device which also provides them with photographic evidence for use against offenders and which ironically is made, at £16,000 apiece, by a once-celebrated rally driver. This device joins Truvelo (a roadside machine which computes speed between two detectors), Vascar (an in-car computer which measures time over distance), Muniquip (the hand-held roadside gun which bounces radar beams off passing vehicles), and constables' old stop-watches in the long armoury of the law!

If it is true that the proportion of drivers of high-performance cars who lose their licences after being caught speeding will soon be much greater, sales of such cars will surely drop, for a Fiesta on the road is better than a banned Cosworth in the garage — unless, of course, owners of expensive road-burners emigrate or holiday in Germany. For if Gatso is the speed-deterrent it is claimed to be, will there be any point in purchasing 100 mph cars, let alone those capable of 140 mph or more?

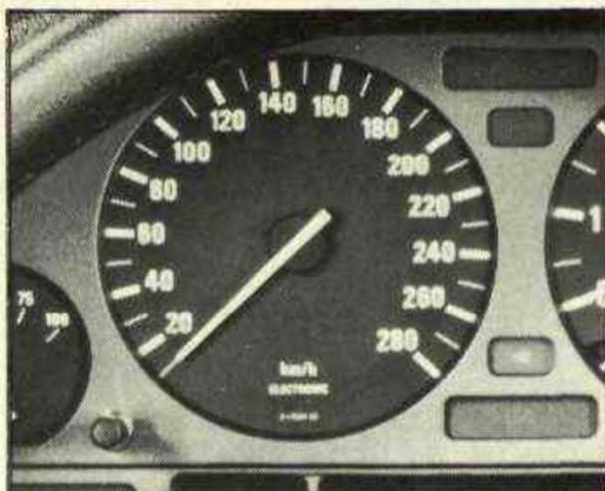
Not that we are suggesting that we shall then be reduced to vehicles which can do no better than 70 mph, because even the Gatso-bogeys might permit something above the strict limit; 80 mph might be useful when overtaking on a dual-carriageway, and even Minis, Metros and Pandas now achieve this, so it will be beyond, towards the criminal 90s, that Gatso will threaten to deprive you of your motoring freedom. But still, is it not possible that cars will one day no longer be designed for such speeds?

There are, we suppose, other factors which

Divided Formula

In but a few days time, another intense season of Grand Prix racing will start in Brazil. Two types of engine, turbocharged up to 1.5-litres and non-blown up to 3.5-litres, will compete against each other until the FISA ban on turbo-charging takes effect in 1989, with the turbos further restricted to a maximum boost of 35 lb/sq in.

There has been excellent Grand Prix racing before under a two-tier formula, when each make of car was competing directly with the others and separate classes were not recognised, as when 4.5-litre Ferraris battled against 1.5-litre Alfettas.



Is there any point in buying potent road-cars if Britain's speed laws are strictly enforced?

Design Dilution

might be substituted, such as improved acceleration (a safety feature) without gearing for racing-car pace, still lower fuel-consumption from engines which have already made great strides in this respect, more comfort and better equipment — you may remember Vanden Plas Minis and 1100s which contrived to be super-luxurious little machines.

If we no longer dare go beyond the 30, 40, 50, 60 and 70 mph restrictions which prevail in this little island, few will want to fork out high prices only for their accelerator-foot to be curbed by the law, so priorities other than speed will presumably occupy the minds of car designers. One envisages the time arriving when road-test reports will no longer dare to proclaim maximum speeds...

Acceleration figures will, of course, continue to be of much interest, though we hope there will no longer be the same obsession with that artificial 0-60 business. Ordinary drivers do not bang home the clutch and spin their wheels from every traffic light; timing from a rolling 10 mph, as MOTOR SPORT used to do, is a far more realistic exercise, except perhaps to the "cowboy" drivers who may well go unnoticed by policemen with their new Gatsos...

MOTOR SPORT continues to believe that racing and rallying can teach production-car designers useful lessons. Carbon-fibre construction techniques, anti-lock brakes, four wheel drive and non-inflammable fuel systems are just some examples.

So, with so many road-car manufacturers resorting to turbocharging as a means of increasing performance, it does seem odd that turbo-power is to be banished from Formula One next year. Can it be that FISA and FOCA have foreseen the change which Gatso is rumoured to be about to introduce into the motoring scene?

A test-day at Silverstone on April 13 heralds the start of the eleven-round Gordon Russell Inter-Marque Championship (for which Aston Martins, Ferraris, Jaguars, ACs and Porsches are eligible) at Oulton Park on April 23. Regulations and registration forms can be obtained from Jim Whyman of the Aston Martin Owners Club at 1A High Street, Sutton, Ely, Cambridgeshire CB6 2RB.

Made up of a combination of hill-climb, sprint and circuit events, the new 500 Owners Association Challenge kicks off with the BARC Harewood Hill-climb on April 2-3. Kart-type vehicles are excluded. The championship co-ordinator is Geoff Wallis, 13 Whisundale Close, Finedon, Wellingborough, Northamptonshire NN9 4NH.

Saab Owners Club of Great Britain will be celebrating its Silver Jubilee at the National Motor Museum in Beaulieu on the weekend of July 23-24. Admission costs £12 to members and £20 to non-members; for fuller information contact Stuart Francis at 52 Glassonby Walk, Camberley, Surrey GU15 1SQ.

Centrepiece of the Lancia Motor Club's Fulvia 25th Anniversary celebrations will be an open day at Goodwood circuit on September 17. Contact Brian Long on 0425-73531 for details.

Following the late switch of the Racing Car Show to Olympia, the first car exhibition to use the refurbished Alexandra Palace will now be the London Classic Car Show on April 9-10.

Powderham Castle near Exeter will be descended upon by the Crash Box Club of Devon on July 10 for its fourteenth annual Historic Vehicle Gathering. Entry forms for pre-war or classic cars are available from Michael Lavers, 1 Coombe Hayes, Sidmouth, Devon EX10 9XX.

"For those who prefer to get their sporting machinery stuck in the mud in Devon and Cornwall rather than in the Easter traffic on the M5", the MCC Land's End Trial starts from Newbury, Lewdown, Bristol and London on Friday April 1, and finishes in Newquay the following evening. A full entry of 150 motorcycles and 200 cars will tackle 400 miles including fourteen observed sections.

Following the sudden rise to fame of Britain's Olympic ski-jumper, BMW Drivers Club has introduced a new award for competitors in this year's BMW Challenge race series. The best performance by an unsponsored car built before 1986 will win its team the Eddie Edwards Trophy and a cheque for £100!

BEST IN BREED.



Aston Martins are living proof that British craftsmanship still can and still does lead the world.

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AROUND AND ABOUT

Ghia's All-Rounder



Ghia, the Italian styling house wholly owned by Ford, has created a dramatic show-car with all the seven-seater practicality of Renault's clever Espace model, tested last month in *MOTOR SPORT*. Called Saguaro, the multi-purpose vehicle features 2-3-2 seating, or will swallow cargo through a tailgate which extends into the sloping roof. Though the Saguaro looks compact, those wheels are nearly 20in in diameter, and carry huge tyres with a rugged tread which endow the aerodynamic 4WD utility machine with the traction and ground-clearance to perform off-road or in traffic. Ghia MD Filippo Sapino says the study, unveiled at the Geneva Show, aims to show that all utility vehicles need not look the same — a point the Saguaro certainly succeeds in making.

BTRDA Jubilee

The British Trial and Rally Drivers Association will celebrate its fiftieth birthday at its birthplace, Cheltenham, on May Bank Holiday weekend.

Based at the racecourse, the festivities on April 30-May 1 will include a variety of nostalgic social gatherings, autotests, trials, a gymkhana and a road event "loaded heavily in favour of vintage navigators"!

Anyone, with a BTRDA connection or otherwise, who would like to attend should contact Alan Jolley at Tabley End, Tabley Road, Knutsford, Cheshire WA16 0NG.

Television Treat

Channel Four commences a weekly three-part series of television films charting the history of the Grand Prix car between 1945 and 1965 on Saturday April 16 at 6.30pm.

Introduced by John Watson, the 30-minute programmes will feature rare racing footage from the period, much of it in colour.

APRIL FIXTURES

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

Date	Organiser	Venue	Event	Type
Mar 26-27	BRDC	Silverstone, Towcester, Northants	British Touring Car Championship	INT
Mar 25	750MC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Mar 27	Automobile Club Milano	Monza, Italy	European Touring Car Championship	INT
Mar 27	Astra MC	Lydden Hill, Dover, Kent	Race Meeting	R
Mar 27	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	R
Mar 30-Apr 1	BRSCC	Oulton Park, Tarporley, Cheshire	British Touring Car Championship	N
Mar 30-Apr 1	Safari Rally Ltd	Nairobi, Kenya	Safari Rally (WRC)	INT
Apr 1	BHLRC	Snetterton, Norwich, Norfolk	Race Meeting	N
Apr 1	BHLRC	Cadwell Park, Louth, Lincs	Race Meeting	R
Apr 1-4	Ulster Automobile Club	Belfast	Circuit of Ireland (ERC)	INT
Apr 1-2	MCC	Newbury, Lewdown, London and Bristol	67th Land's End Trial	C
Apr 2-4	BARC	Thruxton, Andover, Hants	Race Meeting	N
Apr 3	Confederacao Brasileira de Automobilismo	Rio de Janeiro, Brazil	Brazilian Grand Prix	INT
Apr 3	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	N
Apr 3	750MC	Mallory Park, Kirkby Mallory, Leics	Race Meeting	R
Apr 4	BRSCC	Castle Combe, Chippenham, Wilts	Race Meeting	R
Apr 4	BRDC	Silverstone, Towcester, Northants	Race Meeting	N
Apr 4	HDLCC	Loton Park Hill-Climb, Shropshire	Clock Garage Hill Climb Championship	N
Apr 9	500MRC	Kirkistown, Belfast	Race Meeting	R
Apr 10	ACMilano	Monza, Italy	Monza 1000km (WSC)	INT
Apr 10	BARC	Lydden Hill, Dover, Kent	Race Meeting	R
Apr 10	750MC	Snetterton, Norwich, Norfolk	Race Meeting	R
Apr 15-17	BRDC	Donington Park, Derbyshire	European Touring Car Championship	INT
Apr 16	Knutsford & District MC	Hotel Metropole, Llandrindod Wells	ABP Plains Rally	N
Apr 17	Astra MC	Lydden Hill, Dover, Kent	Race Meeting	R
Apr 17	BARC	Brands Hatch, Dartford, Kent	British Formula Three Championship	N
Apr 17	BARC	Silverstone, Towcester, Northants	Race Meeting	N
Apr 17	BRSCC	Mallory Park, Leics	Race Meeting	R
Apr 17	SMRCN	Ingliston, Edinburgh	Race Meeting	R
Apr 17	Real Automovil Club de Cataluña	Jerez, Spain	International F3000 Championship	INT
Apr 20-23	Hotels SpA Costa Smeralda	Costa Smeralda, Italy	Costa Smeralda Rally (ERC)	INT
Apr 23	VSCC	Silverstone, Towcester, Northants	Race Meeting	C
Apr 23	JDC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Apr 23-24	Aberdeen & District MC	Skean Dhu Hotel, Aberdeen	Granite City Rally	N
Apr 24	BARC	Donington Park, Derbyshire	British Formula Three Championship	N
Apr 24	BARC	Snetterton, Norwich, Norfolk	Race Meeting	N
Apr 24	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	N
Apr 30-May 1	South Wales AC	Cardiff Castle	Welsh Rally (ERC)	INT
Apr 30	500MRC	Kirkistown, Belfast	Race Meeting	R
Apr 30	HSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Apr 30-May 1	Kerry Motor Club	Banna Beach Hotel, Tralee	Circuit of Kerry Rally	N
May 1	Frederazione Auto Motoristica Sammarinese	Imola, Italy	San Marino Grand Prix	INT
May 1	AMOC	Brands Hatch, Dartford, Kent	Race Meeting	N
May 1-7	ASAC de la Corse	Corsica	Tour de Corse (WRC)	INT
May 1	BRSCC	Mallory Park, Kirkby Mallory, Leics	Race Meeting	R
May 2	BARC	Thruxton, Andover, Hants	Race Meeting	N
May 2	Astra MC	Lydden Hill, Dover, Kent	Race Meeting	R
May 2	BHLRC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
May 2	BRSCC	Cadwell Park, Louth, Lincs	Race Meeting	R
May 2	BRSCC	Castle Combe, Chippenham, Wilts	Race Meeting	N
May 2	BRSCC	Snetterton, Norwich, Norfolk	Race Meeting	R
May 2	BRDC	Silverstone, Towcester, Northants	British Formula Three Championship	N

Tyrrell Hires A Second Briton

For the first time since Toleman entered Formula One in 1981 with Brian Henton and Derek Warwick, a Grand Prix team will be fielding an all-British driver line-up in 1988.

While retaining the services of Jim Clark Cup-winner Jonathan Palmer for a second season, Ken Tyrrell has recruited 26-year-old Julian Bailey to drive the second new Tyrrell 017, which was unveiled early in March.

Bailey, who was Palmer's Formula Ford team-mate in 1980, becomes the first British driver to enter Formula One via the three-year-old proving ground of Formula 3000.

He shot into the limelight last August when he led the Brands Hatch round of the championship, only his third race in the formula, from start to finish. In so doing he became the first, and so far only, Briton to win in F3000.

Bailey follows his 1987 sparring partners Stefano Modena (now with EuroBrun), Luis Sala (Minardi), Mauricio Gugelmin (March) and Yannick Dalmas (Larrousse-Calmels) up the ladder of success into the GP arena.

A publican from Stanstead Abbots in Hertfordshire, Bailey was helped into the Tyrrell seat by financial support from his backers Cavendish Finance and Braemar.

This will be the first time the team, powered again this year by the normally-aspirated Cosworth DFZ V8 engine, has had an all-British line-up.

TWR's Near Miss in Miami

Four weeks after Tom Walkinshaw Racing's resounding victory in the Daytona 24-Hour race, the Jaguars came very close to defeating the Porsche establishment again in the second round of the IMSA series, through the streets of Miami.

After three hours of racing, the XJR-9 of Martin Brundle and John Nielsen finished just four-thousandths of a second behind the winning 962 driven by Price Cobb and Briton James Weaver!

The result left Brundle and Nielsen leading the IMSA Championship after two rounds.

MOTOR SPORT

Owing to circumstances beyond our control, some readers in the USA might have experienced difficulty in obtaining this issue. Extra copies can be obtained directly from the publisher, Teesdale Publishing Ltd, Standard House, Bonhill Street, London EC2A 4DA, for US \$4 including p&p.



Bailey — impressive F3000 winner.

E K H Karlake

We have just heard, with the deepest sadness, of the death of E K H Karlake.

As historian, writer and driver of old cars, Karlake perhaps did more for the Veteran and Vintage movement than any other of his generation. He also contributed the erudite *Sideslips* column in MOTOR SPORT, as "Baladeur", and the *Veteran Types* series.

Karlake's writings had a worldwide impact, and it was entirely natural that he was asked to serve as the VSCC's Vice-President in 1939 and from 1945-1949, and its President from 1951-1953. A stockbroker by profession, his insight into the motoring past was invaluable to the fast-growing post-war historic car movement.

His books included *The French Grand Prix — 1906-1914*, and with Laurance Pomeroy Junior, *From Veteran to Vintage*. Until recently EKHK, as "Old Fogey" in the VSCC Bulletin, wrote critically, and as humorously as ever, on the modern scene — submitting copy in impeccable longhand in spite of failing eyesight. His loss will leave the whole V & V movement the poorer.

WB

Latest Formula One Designs



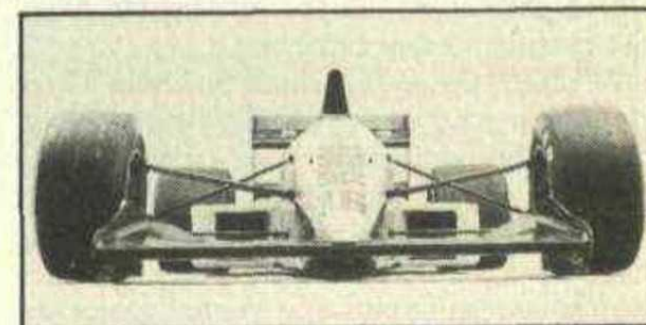
Technical innovation marks Ligier's Judd V8-engined Formula One contender for this season, the JS31. To bring the driver's feet behind the front axle line (as new regulations demand) without upsetting the balance, designer Michel Tetu has moved both engine and driver in towards the centre of the chassis, where the fuel tank is to be found on conventional designs.

Now the fuel is split between two tanks, a smaller than usual one behind the driver, and a secondary reservoir behind the engine and incorporated in the tail of the monocoque. The pull-rod rear suspension mounts directly onto the six-speed gearbox, which uses Hewland ratios in Ligier's own cast magnesium housing.

Joining Ligier as René Arnoux's team-mate is Stefan Johansson, who has finished in the top ten in the World Championship points for

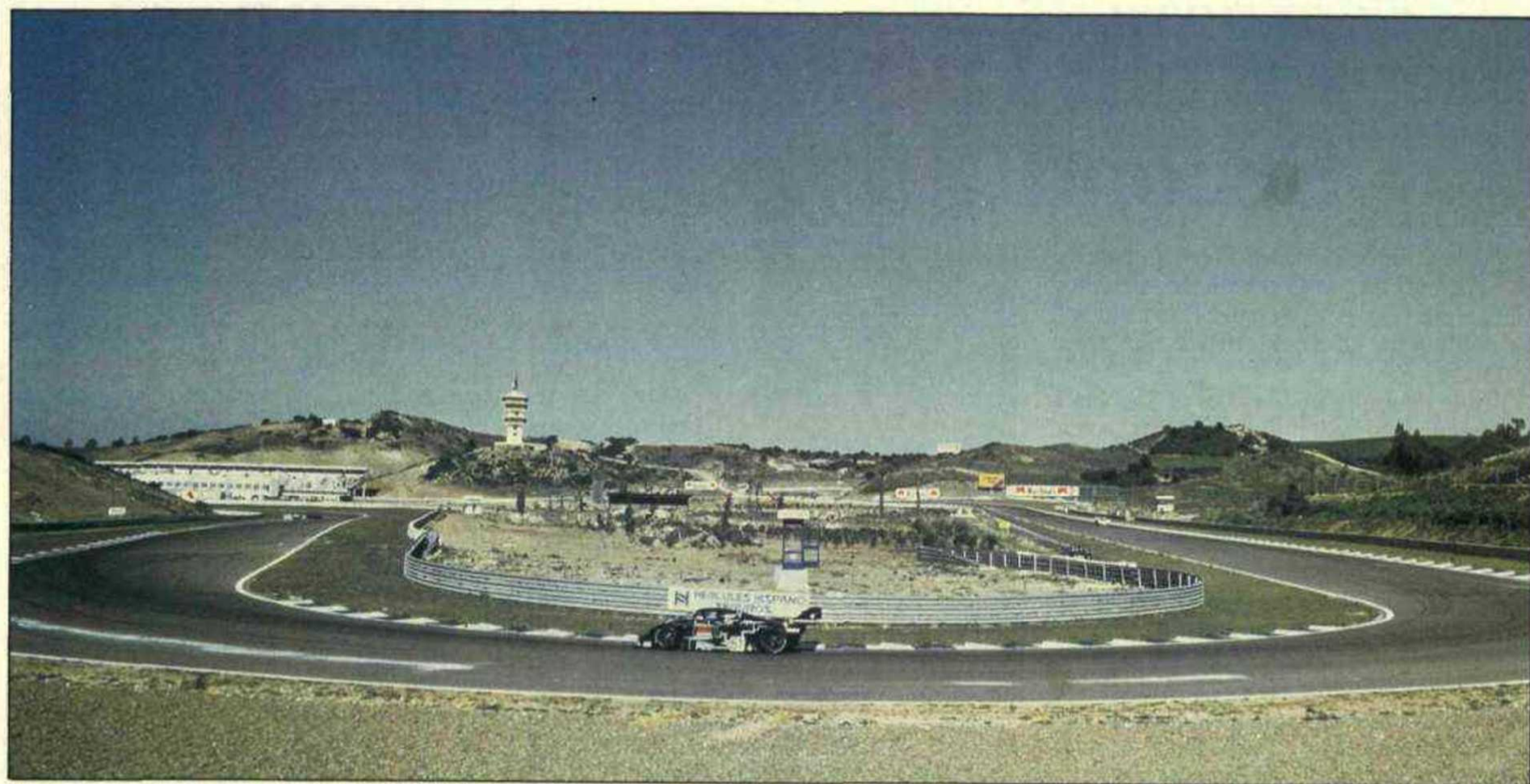
three consecutive years, but has been dropped in turn by Ferrari and McLaren.

March has also revealed its new 881 chassis, the team's first pure F1 design since 1977, which houses the Judd engine in a more conventional way. Designer Adrian Newey has concentrated on producing a small, neat and very low car around the compact V8, with greater downforce and no more drag than last year's 871 design.



March-Judd 881 — neat and sleek.

WORLD SPORTSCAR CHAMPIONSHIP



Though outnumbered three-to-one by TWR Jaguars, the newly-works-supported Sauber-Mercedes won on reliability on the tortuous Jerez circuit.

Swiss Surprise

Before the first round of the 1988 World Sports-Prototype Championship began, Peter Sauber's international driver-team of Jean-Louis Schlesser, Mauro Baldi and Jochen Mass made private bets on how long the transmission would last on their Sauber Mercedes C9/88.

Although the AEG Olympia-sponsored V8 car was easily on pole position ahead of three Silk Cut Jaguars, the T-car had broken its gearbox during qualifying (as it had after 600km of testing in January) and Mass was not too confident of having a car to take over for the third hour!

But after 800 kilometres of racing, and nearly five-and-a-half hours on the tortuous Andalusian circuit of Jerez, the dark blue car was still trouble-free, a worthy winner, and it was the TWR team that was in disarray.

Two Jaguars had retired with identical gearbox faults — that of Martin Brundle and Eddie Cheever after leading much of the time — and it was the third entry of John Nielsen, John Watson and Andy Wallace which gave chase, 25 seconds behind when the chequered flag came out.

Wallace, the 1986 British Formula Three champion who was given his first "works" drive in preparation for Le Mans, survived an incident that was crucial to the result.

Soon after taking over the XJR-9 in the third hour he was confronted by a C2 car which had half-spun and partially blocked the track on the 120 mph, fifth-gear right-

hander behind the pits, one of the few quick corners at Jerez. Wallace took to the grass at full speed, missed everything and went straight to the pits for a damage check, losing a full lap while grass was removed from the intakes.

All three drivers put their hearts into the chase but the Mercedes was too far ahead, and although Watson reduced the gap by 50 seconds in the last hour, Baldi had everything under control.

It was a significant victory for Peter Sauber's team (based at Hinwil, in Switzer-

land) which Daimler-Benz has now openly committed itself to helping by supplying factory-prepared engines and four technicians.

The twin-turbo Mercedes V8s are rated at over 700 horsepower on 0.9-bar race boost, with a hefty 590 lb ft of torque. For qualifying, at 1.2-bar boost, the engine gave 820 bhp and 740 lb ft of torque, enabling Schlesser to take pole position a full two seconds quicker than Brundle's Jaguar.

Clearly the Hewland VGC-originated transmission is under great strain, and new gears were designed by Sauber, Mercedes and Staffs Silent Gears to do the job. The gearbox which failed Schlesser during practice, in the spare car, was described as an



Los set the early C2 pace in the 1987 Spice (No 121), but Spice's own SE88 (No 111) prevailed.

Jerez 800km

"87½" design, but importantly the '88 design proved itself capable of lasting what is likely to be the hardest race of the year, excluding Le Mans.

Mercedes has designed stress gauges which monitor shocks to the transmission, among other things, and telemetry has reached the level of Formula One racing. In the pits, for instance, Sauber's crew can check constantly on the car's boost pressure, and can give correct advice to the driver at all times on the two-way radio. This year's car has the same monocoque, so remains a C9, but has Brembo brakes, Speedline wheels (up from 16in diameter at the front to 17in diameter) and revised bodywork.

FISA has introduced regulations this year to limit ground-effects, with lower rear venturi tunnels and larger underfloor flat plates, which make the cars more nervous and harder to drive. Other developments have largely negated the disadvantage, but the Jaguar XJR-9 proved to be about a second per lap slower at Jerez.

The Jaguar's monocoque is identical to that of the IMSA car, and the Group C design also has 17in diameter rear wheels (instead of 19in diameter) allowing the rear bodywork to be lowered. The 7-litre V12 engine gives 720 bhp at 7000 rpm, and 610 lb ft of torque at 5500 rpm, but that is the maximum figure for qualifying. In Jaguar's case 6500 rpm is normally used in competition, producing lower figures.

By these standards the Porsche 962C design is now completely obsolete, and the private teams of Walter Brun and Reinhold Joest have resigned themselves to this fact. It took all the skills of Klaus Ludwig and Oscar Larrauri to make their Porsches look respectable on the grid, but other team drivers came under considerable race pressure from the extremely rapid, and fine-handling Spice SE88 design for the C2 category, on a circuit which places a premium on handling.

The Kremer brothers waited until the following race at Jarama to debut their developed 962C, and Richard Lloyd's new 962C, in the hands of Derek Bell and James Weaver, was literally completed at the circuit. It suffered too many new car problems to be classified higher than fourth in the results.

For Tom Walkinshaw, the Jerez race was all too reminiscent of last year's 24-hour race at Le Mans, with three good Jaguars ranged against one opponent with speed but with unknown reliability. Substitute the Sauber Mercedes for the works Porsche 962C and you have the scale of the competition, the Jaguars starting as firm favourites.

Schlesser made an excellent start to the opening round, leading for 17 laps on a warm, sunny day. Brundle, Lammers and Nielsen ran in convoy behind the Swiss car, biding their time, and Brundle found his chance when the Sauber's Michelin tyres

began to lose grip. The Kevlar weave Dunlops on the Jaguars were ideal and Brundle was able to open up a 15-second gap by the end of his stint.

Schlesser handed over to Baldi, the Italian keeping second place, behind Cheever and ahead of Dumfries and Watson, until half way through his stint when the rear tyres again lost grip. In a single lap both pursuing Jaguars went by. For half an hour the British cars ran 1-2-3 in extended formation, and it looked as though the rest might be a formality.

Dumfries, though, lost fourth gear towards the end, and Lammers was obviously in trouble as he covered the length of the main straight in fifth gear, third having disappeared. But the Dutchman still managed a best lap of 1min 39sec, enthusing about the XJR-9's excellent handling, and the prodigious torque of the V12.

Then Wallace made that unexpected visit to the pits with grass in the intakes, and a lap was lost there. Cheever, then Brundle, seemed to have no difficulty in keeping the Sauber in second place...until Cheever pulled in with fourth and fifth gears missing, retiring a couple of laps later with the transmission jammed in first.

It transpired that the March gearboxes were not broken, but the internal selector shafts had worked loose and affected the engagement. Walkinshaw shook his head and called it "a self-inflicted defeat", one which more careful preparation might avoid in future.

Behind the Sauber Mercedes and the surviving Jaguar, Ludwig and Bob Wollek claimed third for Joest's Porsche team, only two laps behind after a determined effort, and Bell and Weaver finished fourth after a difficult race which included losing the left-side door.

In C2, the new Motori Moderni V6-powered Argo of Jean-Pierre Frey and Nicola Marozzo had ample power, up to 1000 bhp for qualifying according to the Swiss owner, but dramatic understeer problems, and was an early retirement with electrical failure.

After a hard fight in the first hour, Gordon Spice and Ray Bellm became ever more dominant in the C2 class, heading Costas Los and Philippe de Henning by two clear laps at the finish. The Spice marque took the top three positions, and looks capable of continuing its dominance throughout 1988.

MLC



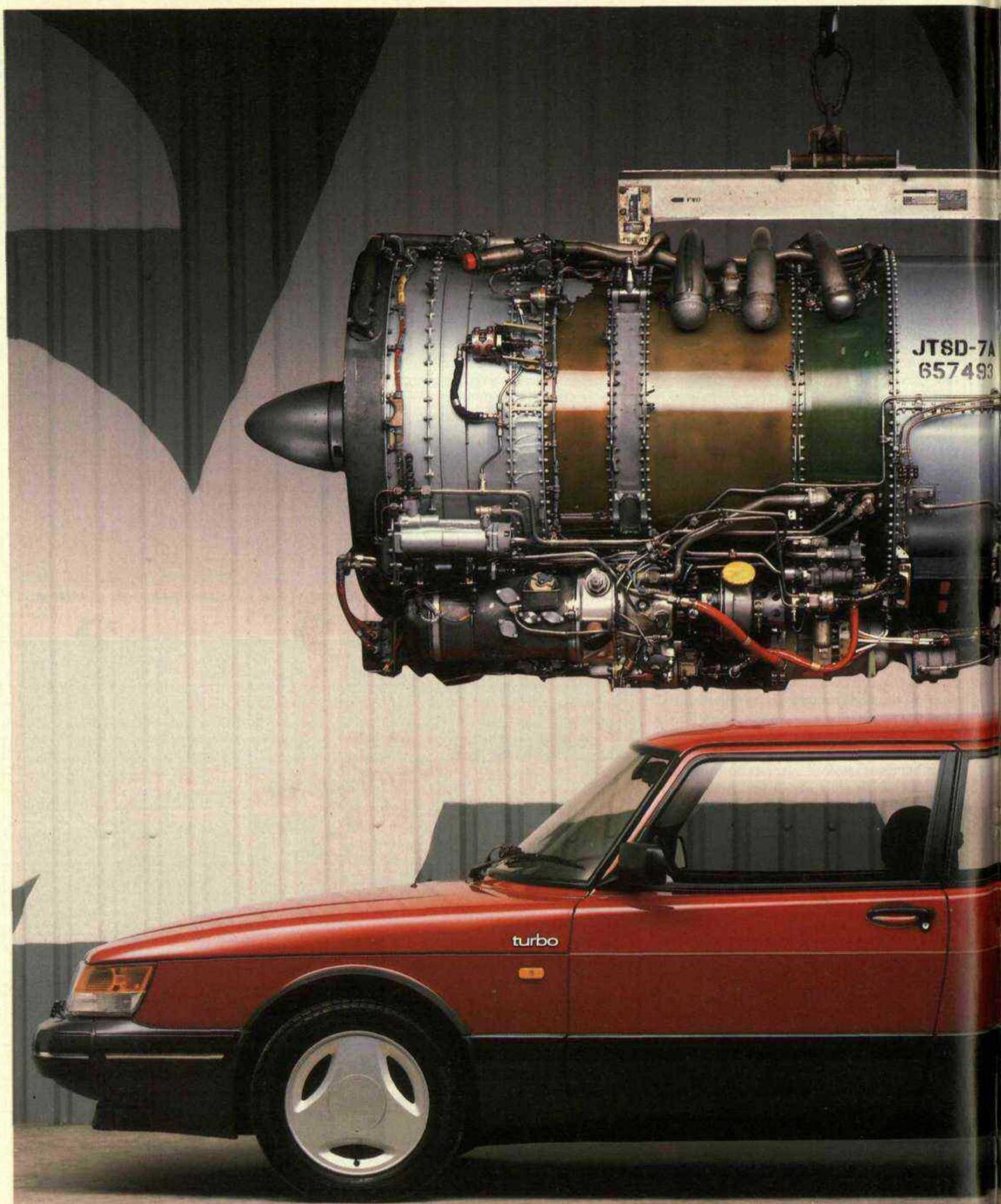
Jaguars one, two and three chase the Mercedes past the colourful pit-lane.

RESULTS

Jerez 800km (190 laps), March 6

1st:	Jean-Louis Schlesser/Mauro Baldi/Jochen Mass	5.0 t/c Sauber Mercedes C9/88	5h18m03.15s
2nd:	John Watson/John Nielsen/Andy Wallace	7.0 Silk Cut Jaguar XJR-9	5h18m27.68s
3rd:	Klaus Ludwig/Bob Wollek	2.8 t/c Joest Porsche 962C	188 laps
4th:	Derek Bell/James Weaver	3.0 t/c RLR Porsche 962C	184 laps
5th:	Frank Jelinski/John Winter	2.8 t/c Joest Porsche 962C	183 laps
6th:	Manuel Reuter/Uwe Schäfer	3.0 t/c Brun Porsche 962C	183 laps
7th:	Gordon Spice/Ray Bellm	3.3 Spice DFL SE88	180 laps
8th:	Costas Los/Philippe de Henning	3.3 Spice DFL SE87	178 laps
9th:	Antoine Salamin/Enzo Calderari	3.0 t/c Porsche 962C	174 laps
10th:	Jean-Louis Ricci/Claude Ballot-Lena	3.3 Spice DFL SE88	173 laps

Winners Average Speed: 93.94 mph.



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Whilst our air colleagues enjoy talking about being one up on Jaguars, Phantoms and MIG 23's, we think you'll enjoy

being one up on Jaguars, BMW's

and all those shoals of GTI badged hatchbacks.

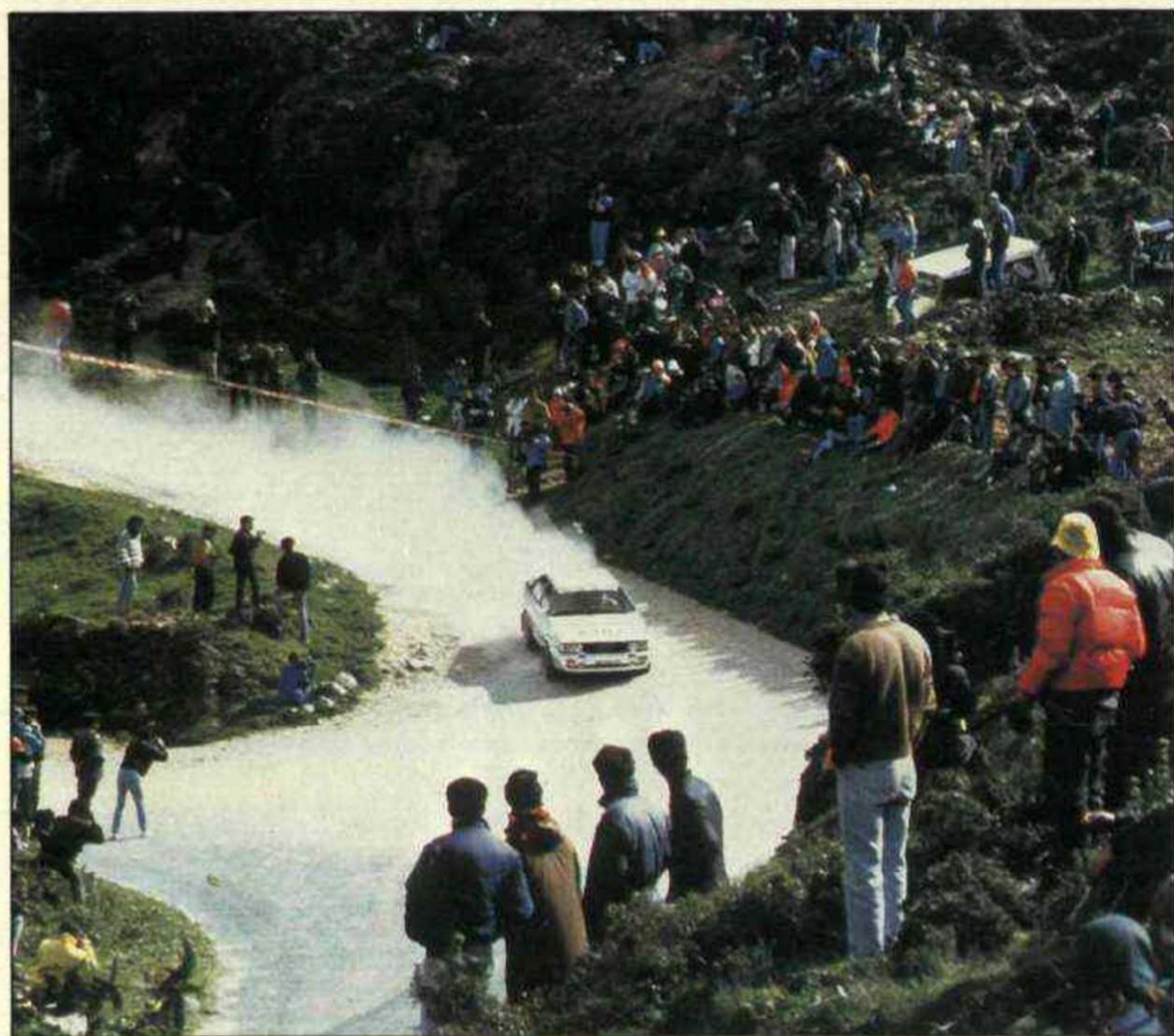
There's one other thing we borrowed. A wing.

But be assured, this one's designed to keep the 900 T16S firmly on the ground.



LIGHTEST CHASSIS IS NOT A NEW IDEA.

RALLY REVIEW



Spectators gathered by the thousand, but largely kept their enthusiasm within the bounds of safety.

No More Stage Fright



The way ahead looks bright for Biasion, a clear victor with the new Integrale.

Sitting before the start of the Portuguese Rally at the event's headquarters in Cascais, the fishing port and tourist resort some twenty miles west of Lisbon, we overheard the remark that "times have changed". Several other visitors spoke up in agreement, and we wondered what had prompted this nostalgia, for such expressions usually imply regret at the passing of some popular feature from the past.

But, far from regrets, these remarks were, in fact, quite the opposite, voiced by those who felt that, by dint of rerouting, a strong publicity campaign and increased police activity, the dangers of massive spectator-attendance at special stages this year would be greatly reduced from the past two years, when deaths were caused by watchers being allowed to stand on the verges themselves, where they were hit by cars leaving the road.

Rally enthusiasm in Portugal is unbelievably intense. Indeed, we would describe it not merely as enthusiasm but as total emotional fanaticism. A couple of years ago it went even beyond that into the realms of frenzy, when it was not enough just to watch the progress of well-driven cars: the watchers wanted to join in, to become part of the sport, and to reach out and touch the cars as they sped by. Indeed, it seemed to be a matter of honour to get as close as possible to passing cars, watched by the thousands of others who were milling around.

Happily, those times *have* changed, and although spectators continue to gather in thousands, still sometimes rather too close to the verges for the competitors' liking, their seemingly suicidal tendencies appear to have been held in check and the rally is far better for it.

The opening tarmac stages of years past in the area of Sintra, close to the populated area around Lisbon, were dropped after the tragedy of 1986, and this year there was an intensive safety campaign throughout the entire country, backed by a strong police presence at every special stage.

Although considered one of the senior events of the World Championship, this rally is really the youngest of the older qualifiers of the series, having started little more than twenty years ago as a recreational activity for members of the national airline's sports club. After it became international in 1966, it soon gathered momentum by arranging concentration runs from various European cities (including London), as the Monte Carlo Rally still does, and utilising the good offices of TAP, the sponsoring airline, to bring in pressmen from all over the continent.

The converging point was Madrid's Jarama circuit, where the first test took place, whilst other circuit tests were at an oval in Porto and around the banked cycle-track of Lisbon's Jose Alvalade Stadium.

There were forest stages, of course, but also figuring prominently in the competition were strings of road sections on sandy surfaces,

Portuguese Rally

some as short as two minutes and reminiscent of the great Welsh, Yorkshire and Lakeland road rallies of old. Imprudent indeed were those who failed to recognise and appreciate the tightness of these short sections.

Navigation was also decidedly tricky in those days, as the many British private entrants discovered. There was neither a roadbook nor a reasonable map, and those who had not made a complete recce were left to find their way around the route, even on special stages and tight road sections, by no more precise means than keeping a close watch on the numbers displayed on roadside kilometre-stones.

Such features have long since faded into the past, of course, and nowadays the Portuguese Rally, sponsored by the country's port wine industry rather than its airline, conforms to FISA's standardisation demands.

As usual, this year the route ran from Estoril circuit near Cascais to Povoia do Varzim on the coast north of Porto. Two rest stops at Povoia and one at Viseu divided the rally into four legs, and the 1320-mile route, extending from Wednesday to Friday, contained 37 special stages totalling 368 miles.

Surfaces varied: in the first leg nine of the ten stages were on tarmac, the other mixed; the stages of the second and fourth legs were entirely on dirt roads, whilst there was one tarmac stage among the eleven of the third leg.

Consequently, only minimal suspension changes were necessary after the first leg, but surface variation afterwards meant that a wide

tyre-choice was necessary for works teams. There was even ice on one stage!

As expected, by far the most prominent make among the front runners was Lancia, with no less than four factory Delta HF Integrales appearing for the first time, driven by Alén, Biasion, Ericsson and Recalde.

The car is basically an improved Delta HF, with a 2-litre twin-cam transverse engine and a new turbocharger and intercooler providing 260 bhp at 6500 rpm. There are also changes to suspension, brakes, clutch and differential system, and the drivers say that the whole is a complete transformation for the better.

Older Deltas were driven by Loubet and Fiorio (entered by the Jolly Club) and Bica (for a local importer), and of these seven Lancias only one failed to finish in the first ten. A non-works Integrale was driven by Del Zoppo, whilst a private Italian team entered three Deltas for Caneva, Zanon and Swede Sören Nilsson.

The Mazda team did not bring Salonen along, and its two cars were driven by Mikkola and Carlsson. Similar cars were entered by importers for Ercolani (Italy) and Gaban (Belgium).

There was no Ford works team as such, preparations having been interrupted by industrial action, but Boreham staff were there to back the efforts of the three UK concerns preparing and servicing the Sierra Cosworths of Blomqvist (Sweden), Auriol (France) and Sainz (Spain). There was also a Sierra Cosworth driven by local man Santos.

Volkswagen brought a solitary Golf GTI for Weber, who finished seventh, whilst Citroën was there to back the three AX Sports of Fontes, Vergnaud and Montagne.

Audi was represented by two cars from Britain, a 200 Quattro driven by Welshman David Llewellyn and a Coupé Quattro by Sebastian Lindholm from Finland. However, unlike past years, when British privateers seemed to flock to Portugal, shunning the spacious but costly Hotel Estoril Sol in favour of cheaper establishments (of which there are many of excellent calibre), there was only one private crew from the UK this year — Simon Stubbings and Roger Jenkins who finished seventeenth in their Mazda 323 4WD.

There were no Peugeots or Renaults, but a French privateer in an R11 Turbo drew comments that Renault "was there" even in its absence. His name was Patrick Leroy!

Although the rally did not start properly until the Wednesday morning, there was a crowd-pulling circuit test at Estoril on the Tuesday afternoon, a prelude much in the same vein as the Tatoi Airfield test which used to precede the Acropolis Rally and which, after being replaced by a road stage, was later banned by FISA.

Just as many a driver regretted taking chances on that Greek opening stage, so Alén had cause to wish that the mixed-surface Estoril stage was not actually part of the rally, like the post-event tarmac slalom at the same venue. A differential failure slowed his Lancia to a crawl, and his time for the 7.25-mile stage



Top Briton should have been the spectacular David Llewellyn, but an accident resulted from the Audi 200 quattro's steering problems . . .

was all of 20 minutes, almost 12 minutes more than stage-winner Biasion.

Dropping to 94th place sounds disastrous, as it would have been had it happened late in the event, but there was still a good chance for the Finn to recover into the top ten to gain championship points. Such a recovery is not the miracle that some TV commentators would have us believe, for it is the time loss which counts, not the position.

But Alén was furious nevertheless, for this was his hundredth World Championship rally and he was hoping for a repeat of his previous successes in Portugal, in his continuing efforts to become World Rally Champion.

However, he must have spent a calming night, for in the morning he was uncharacteristically philosophical, perfectly at ease and all set to start the task of regaining that lost time. He no longer had any great hopes of winning, but he was determined to make an impression nevertheless, which he certainly did by climbing to sixth place.

On Wednesday morning's Montejuento stage, Biasion was fastest, followed after two seconds by Alén, then by the three Sierras of Auriol, Sainz and Blomqvist. On the next, Auriol set the pace, but the half-expected early lead by the Fords over the Lancias did not materialise.

As the day progressed, Biasion pushed hard, and when the rally arrived at Povoia he was leading by nearly two minutes from Auriol. Three more Lancias followed closely, ahead of Blomqvist's Sierra, the Mazdas of Carlsson and Mikkola, Weber's Golf and Llewellyn's Audi.

From here on, Ford's chances of matching the Lancias diminished, for even though the ground was largely dry, on the loose surfaces the 4WD cars would certainly have an advantage.

Early in the second leg, Ericsson's Lancia stopped with a transmission failure thought to be in the gearbox, but this and Alén's earlier trouble were Lancia's only real problems in the whole event, Biasion's shock-absorber replacement after a puncture being no more than a routine precaution. Blomqvist's turbo-charger was changed whilst the Mazdas of both Carlsson and Mikkola needed new suspensions.

After a very dusty spectator-stage at Braga, where the flour-fine surface dust will be damped down on future occasions, Auriol lost his second place, and indeed the possibility to go on, when his Sierra stopped, its front suspension broken. This put Loubet into second place, which pleased the Frenchman no end because he is not particularly fond of dirt-road stages.

Fiorio also moved up, to third place, which meant that at the end of the second leg there were three Lancias leading a Mazda, a Sierra, a Mazda and a Golf. Although the Mazdas were no match for the Lancias, Mikkola was driving extremely well, demonstrating clearly that there is no real substitute for experience.



Blomqvist's dented Sierra Cosworth managed fifth place despite lacking full factory support.



Broken suspension robbed Carlsson's 323, although Mazda did get Mikkola to the finish.

In the third leg, the gearbox of Santos' Sierra seized, whilst Frenchman Pierre Bos struggled on in pain after breaking a rib. Biasion broke his left front suspension, but the Lancia support machine soon had that replaced, whilst Fiorio had new shock absorbers fitted. Llewellyn, after losing drive to his rear wheels for two earlier stages, complained of a steering problem.

Christian Geistdörfer, formerly Walter Röhrl's regular partner for several years and now Mikkola's co-driver in the Mazda team, remarked that although spectators were close to the road, they were well-behaved and it was great to perform in front of such an enthusiastic audience. What a welcome change and a great relief! Portugal is a fine country and its people wonderfully friendly, and we hope the stage safety situation will continue in the future so that many can go on enjoying the country's many delights.

Lindholm's Audi lost its power-steering,



Stark but functional — the cockpit of one of the Jolly Club Delta HFs.



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Works Lancias have won all three World Championship events, but the points leader is the son of their boss, Alessandro Fiorio in a Jolly Club entry.

had a transmission fault, and was then put off the road. From the end of that stage it was pushed, not driven, to the service point close by. Llewellyn was another who had to work hard on the wheel after a hydraulic failure.

The fourth and final leg contained two visits to the Arganil stage, which has been infamous from the very beginnings of what was then the TAP-Rally. Blomqvist and Weber each wanted to finish as the best 2WD driver, but the Ford had the edge over the much less powerful VW, especially as Weber lost a wheel and later needed repairs which cost him an eight-minute road penalty.

The time differences between those in the leading group were not really big enough for anyone to take it easy, yet everyone was

desperate not to make a mistake or risk a breakage, especially on Arganil which turned out to be icy. Carlsson stopped with a broken suspension, whilst Mikkola, by collecting a puncture, lost his chances of getting ahead of Loubet into third place.

Even at that late stage of the rally, Biasion had some pretty intensive work done on his car, including having a new turbocharger and a new gearbox fitted. But the end was in sight, and it was indeed a rousing Italian welcome which greeted Biasion and Fiorio when they got to the finish in first and second places.

In the World Championship, Lancia is streets ahead, with three wins to its credit in three events, but these have been by three different drivers, so the man at the head of the

table after Portugal was Alessandro Fiorio who had amassed 30 points from two second places.

Only four points behind him is Alén, and the Finn will certainly be making a strong bid for the World title this year. Outside Lancia, he has little opposition. **GP**

RESULTS

Portuguese Rally, March 1-5

1st: Massimo Biasion (I)/Carlo Cassina (I)	Lancia Intergale 4wd, Gp A	6h 44m 01s
2nd: Alessandro Fiorio (I)/Luigi Pirolo (I)	Lancia Delta HF 4wd, Gp A	6h 52m 47s
3rd: Yves Loubet (F)/Bernard Vieu (F)	Lancia Delta HF 4wd, Gp A	6h 53m 23s
4th: Hannu Mikkola (SF)/Christian Geistdörfer (D)	Mazda 323 4wd, Gp A	6h 54m 45s
5th: Stig Blomqvist (S)/Benny Mellander (S)	Ford Sierra Cosworth, Gp A	6h 55m 39s
6th: Markku Alén (SF)/Ilkka Kivimäki (SF)	Lancia Integrale 4wd, Gp A	6h 56m 09s
7th: Erwin Weber (D)/Matthias Felz (D)	Volkswagen Golf GTi, Gp A	(8m) 7h 07m 45s
8th: Inverno Amaral (P)/Joaquim Neto (P)	Renault 11 Turbo, Gp A	7h 11m 41s
9th: Carlos Bica (P)/Fernando Prata (P)	Lancia Delta HF 4wd, Gp A	7h 17m 55s
10th: Jorge Recalde (RA)/Jorge del Buono (RA)	Lancia Integrale 4wd, Gp A	7h 19m 56s

Figures in brackets denote road penalties
98 starters, 35 finishers

1988 WORLD CHAMPIONSHIP

Drivers (after 3 of 13 rounds)

Alessandro Fiorio (I)	30
Markku Alén (SF)	26
Stig Blomqvist (S)	23
Bruno Saby (F)	20
Massimo Biasion (I)	20
Jean-Pierre Ballet (F)	12
Lars-Erik Torph (S)	12
Yves Loubet (F)	12
Alain Oreille (F)	10
Erik Johansson (S)	10
Hannu Mikkola (SF)	10

(27 drivers have scored points)

Makes (after 3 of 11 rounds)

Lancia	60
Ford	27
Mazda	22
Audi	20
Renault	16
Peugeot	14
Opel	10
BMW	8
Volkswagen	6
Vauxhall	4



11th APRIL 1988

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We are already inviting entries for two further

events this year, on 4th July and 19th September.

If you would like to know more about them, or any other future auctions, write to Neil Crabb at the address below. Under his direction, and with his established international reputation in this field and involvement with many of the world's leading collections, we are confident that the BCA Historic Automobile Division's auctions will become an essential feature of every collector's year. But nothing quite compares with being the first of its kind.

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FORMULA ONE SCENE

On April 3 the 1988 Grand Prix season opens with the running of the Brazilian Grand Prix in Rio de Janeiro, on the very flat circuit on the edge of the city.

The major teams have already spent a fair bit of time thrashing round the circuit testing their new cars, new engines or new drivers, and some of them will have flown back for further testing at Imola. When they all turn up on parade for the first practice session for the Brazilian Grand Prix most of them should be in good trim and not many drivers should have to learn the circuit.

The entry for this year's Formula One Championship events is there in quantity if not in quality, and can be divided into three categories. Those who have, those who have not, and those who never will.

There are those with the last of the turbocharged cars, screwed down to 2.5-bar absolute, with a maximum fuel load of 150 litres; there are those with new 3½-litre normally-aspirated engines which are not limited to a fuel capacity, though 150 litres should see them through comfortably; and there are those with "long in the tooth" Cosworth DFZ engines. The first group will be racing with turbocharged engines for the last season, as next year they are banned; the second group have, in effect, next year's cars, so are on a learning curve; and the last group can hope for little more than reliability and a gain in experience.

The designers of new cars for this season, whether turbocharged or not, have discovered that they can make smaller and neater cars. With turbo power screwed down to around 750 horsepower, a lot of components can be smaller than those required to cope with 1000 horsepower, and the fuel-tank can be significantly smaller. In testing some of the drivers have found these lower-powered cars easier to drive, and in consequence have recorded faster lap times than expected.

The designers using new 3½-litre engines without turbocharging have found they have great areas of space to play with — there being no intercoolers, no intake manifolding and pipework, no turbocharger units to accommodate — and with little more than half the power of two years ago, radiators, oil coolers, air ducts and heat extraction present none of the problems of the past.

All this suggests that the 1988-89 cars will be a lot neater, smaller and relatively uncomplicated. They have had to look closely into weight distribution in order to maintain the handling standards they are used to, and already Rory Byrne (in his Benetton B188) and Patrick Head (in his Williams FW12) have moved the gearbox unit ahead of the final drive, instead of sticking out the back as before. From all accounts we can expect some interesting gearbox developments, along the lines of automatic gearchanging, Ferrari already being well advanced with such a system.

By winning the Driver's World Cham-



The new Judd-engined Williams FW12 has been getting testing miles under its belt in Rio.

Ready for Rio!

pionship last year, Nelson Piquet takes over the racing number 1 from Alain Prost, and his move from Williams to Lotus for this season means that he takes number 1 with him. This is just another unsatisfactory part of the FIA rules controlling the World Championships.

In 1987 the Williams team enabled Piquet to win the World Champion Driver title, and themselves won the Manufacturer's Championship handsomely. Under normal simple conditions this would have meant that the Williams team would have taken over numbers 1 and 2 for this year, with Piquet as number 1 and Nigel Mansell as number 2. With Piquet leaving the team, it is left with nothing to show for its splendid efforts in 1987: it still has numbers 5 and 6.

Team Lotus can hold its head high this year as regards its new car, for it is officially Lotus Type number 100T, which is a landmark in anyone's book; but don't tell Porsche, which has Type number 1000 in the offing! Sadly we shall not see the Stuttgart firm involved in Formula One Grand Prix racing this year, as its involvement with McLaren through the TAG financial tie-up has come to an end, and McLaren has joined forces with Honda.

The new Lotus is not the revolutionary and controversial thing Colin Chapman would have produced, but is a logical development of the previous cars. Honda's latest V6 engine using 2.5-bar turbocharging is still the driving force, and the monocoque has been built to the forthcoming rules which require the driver's

feet to be behind the centre-line passing through the front wheel-hubs — in other words, further back than before.

Suspension is by normal steel coil springs rather than the sophisticated computer-controlled air system used last year, and the whole car is neater and smaller and generally more efficient than last year's car. With Camel cigarettes still their main sponsor, the cars are still yellow, and Japanese driver Satoru Nakajima is number two to Nelson Piquet.

McLaren is the other Honda-powered team, Gordon Murray and his team having to design a completely new car to take full advantage of the change in engine. Last year's McLaren with Porsche power was in reality the final development of the original John Barnard design; the 1988 McLaren, designated MP4/4, is the first totally non-Barnard influenced design and, with Murray's previous track-record with Brabham cars, the new McLaren is hardly likely to be found wanting.

With Alain Prost and Ayrton Senna driving, the team should be capable of dominating the scene this year, sharing the spoils between the drivers, but if they do they will have to play the "points game" carefully or they could both finish up second in the championship at the end of the year!

As always in the Grand Prix racing game there is the Red Card in the shape of Ferrari, and life would be very dull without it. Old man Ferrari has recently passed his 90th

FORMULA ONE SCENE

birthday, and the team ended last season on a splendid high. Gerhard Berger is the man of the moment in Maranello, and with good reason, for he really matured last season. His team-leader Michele Alboreto is no mean driver, and is a great one for rising to the occasion once the racing gets serious.

Ferrari will be starting the season with a development of the 1987 turbocharged car, while John Barnard puts the finishing touches to the new 3½-litre V12 in readiness for 1989. Do not be surprised if the Ferrari team changes to the new car part-way through the season, which the rules allow it to do. But equally, do not be surprised if Ferrari cocks the whole thing up. It seems to have a penchant for suddenly going completely to pieces, almost before your very eyes, and it is never easy to see why.

Other teams still in the turbocharged category are Arrows and Zakspeed, both with developments of the cars they have been racing in the past without much success.

Arrows will retain its four-cylinder BMW engines, maintained and developed by Heini Mader's Swiss-based firm, with Megatron backing. The drivers are as last year, Eddie Cheever and Derek Warwick, and while they cannot hope to form any serious challenge to Honda and Ferrari they will not be able to relax, for the new 3½-litre normally-aspirated cars will be hard on their heels, if not in front of them.

Erich Zakowski and his small Zakspeed team will continue as before with their own turbocharged four-cylinder car, and are pinning their hopes on a new young German driver, Bernd Schneider.

The rest of the entry are in the non-turbo category; all will be out to beat the Honda and Ferrari-powered turbo engines, but whether they are racing for their own awards this year has not been made clear by the FIA.

Last year the FIA awarded the Colin Chapman Cup to the best normally-aspirated-powered team and the Jim Clark Cup to their best driver, but it was all rather low key and the only people to get excited about it were the winners, Team Tyrrell and Jonathan Palmer. With their Cosworth DFZ-powered Tyrrell 016 cars, Palmer and Streiff did not have too much opposition, only singleton entries from March and Lola posing any real problems. This year is going to be very different.

As a good honest Brit (he couldn't masquerade as anything else, could he?) Uncle Ken Tyrrell is fielding an all-British team with cars using Cosworth engines, prepared and developed by Brian Hart's firm in Hertfordshire, with British drivers, Jonathan Palmer and Julian Bailey.

The new Tyrrell car, which is much smaller and neater-looking than last year's car, is designated 017, and it makes you think a bit when you realise how long ago it was that Jackie Stewart put the first Tyrrell named car, 001, on the starting grid.

The normally-aspirated cars everyone will

be watching this season are undoubtedly those of Frank Williams' Didcot-based team. Once his deal with Honda had ended, Frank lost no time in moving into the future and preparing for the new formula of 1989.

The new Patrick Head-designed FW12 is powered by a Judd V8 engine, and is a neat and compact design redolent of the first car Patrick designed for the team. It is small, light, neat and nimble and even if the Judd engine is 100 bhp down on 2.5-bar turbo engines, the car could well spring some surprises and cause a lot of embarrassment to others this season.

Nigel Mansell stays with the team, and can be regarded as number one, so he can now concentrate all his efforts on driving and racing, without the need to whine and whinge about his team-mate or team politics. He really does have a clear run in front of him this season. Second driver in the team is Riccardo Patrese, who Bernie Ecclestone kindly released before he wound up the Brabham team. The rather moody Italian, with a lot of experience but not much success, will no doubt quietly get on with the job.

The Judd V8 engine is a totally unknown quantity in its 3½-litre form. It stems from the 3-litre Honda V8 which John Judd maintained and developed along with Honda for Formula 3000. While it was a match for the F3000 Cosworth engines, it did not dominate them, so its progress will be watched closely.

Another team to be using the Judd V8 engine is Guy Ligier's turbulent team from France. The new JS31 carrying the French blue has been designed around the engine, unlike last year's car which had to be rehashed for an alternative engine just as the season began. René Arnoux leads the team and he is joined by the ever-popular Stefan Johansson.

Something of a joker in the pack, but never to be ignored, is the Benetton team. This organisation is backed by the Italian Benetton family who are into woollen and sports-wear in a big way, and they wisely leave all the "nuts and bolts" to Rory Byrne.

Benetton has strong backing from Ford on the engine front, last year showing that the turbocharged Ford V6 had potential as a winner in the Benetton B187 chassis (anyone who was at Monza and saw Thierry Boutsen leading the Italian Grand Prix must have been impressed). In readiness for 1989 the team has now switched to Cosworth's latest V8 Ford engine, which is effectively a new version of the ubiquitous DFV and an interim design before a new 1989 Ford-supported Cosworth engine.

This well-knit team now has Alessandro Nannini in the second car, alongside the talented and oh-so-smooth Thierry Boutsen, so although the Williams team may get the lion's share of normally-aspirated media hot-air, it could well be that the colours of Benetton are actually ahead . . .

Both the Leyton House March team and the Larrousse-Calmels Lola team are running

two-car efforts this year, using normally-aspirated power. Though small and limited compared with Williams, for example, both teams ran tidy and efficient operations last year and are well set to progress this year.

Pinning all their hopes on Cosworth DFZ power-units prepared by the busy Heini Mader factory are newcomers to the scene from Germany, Switzerland and Italy.

From Switzerland comes Walter Brun (who seems to make a fortune from slot-machines) with the EuroBrun ER188 cars. His two-car team will comprise Oscar Larrauri and Stefano Modena, and the car is a modern version of what we used to call a Grand Prix "kit-car" in the 1970s. From Germany, Gunther Schmidt of ATS fame is returning with a Cosworth-powered car for Andrea de Cesaris, and in Italy Beppe Lucchini has launched his Scuderia Italia with a DFZ-powered car designed by Gianpaulo Dallara for Alessandro Caffi to drive.

After struggling valiantly with Carlo Chiti's turbocharged Motori Moderni V6 engines, the Minardi team has opted out and joined the DFZ brigade, with its M188 designed by Giacomo Caliri. It should be able to actually finish races this season, but has lost its star driver Alessandro Nannini, and now has an all-Spanish driver pairing of Adrian Campos and Luis Sala.

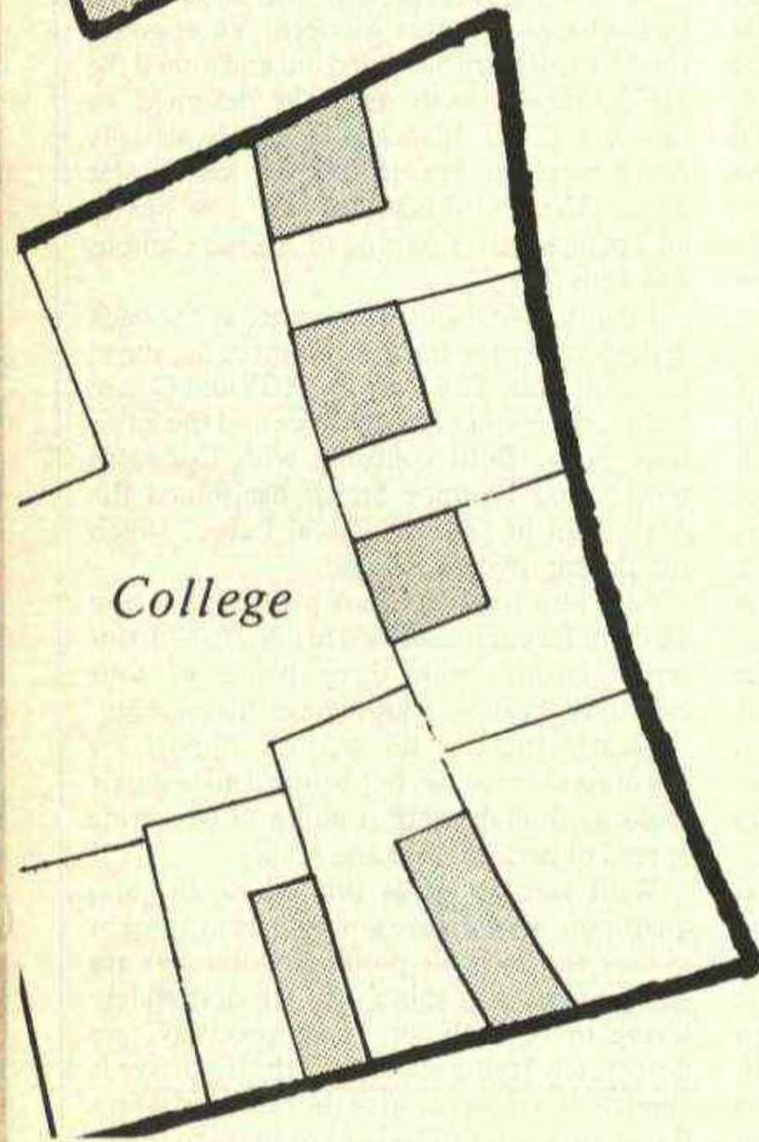
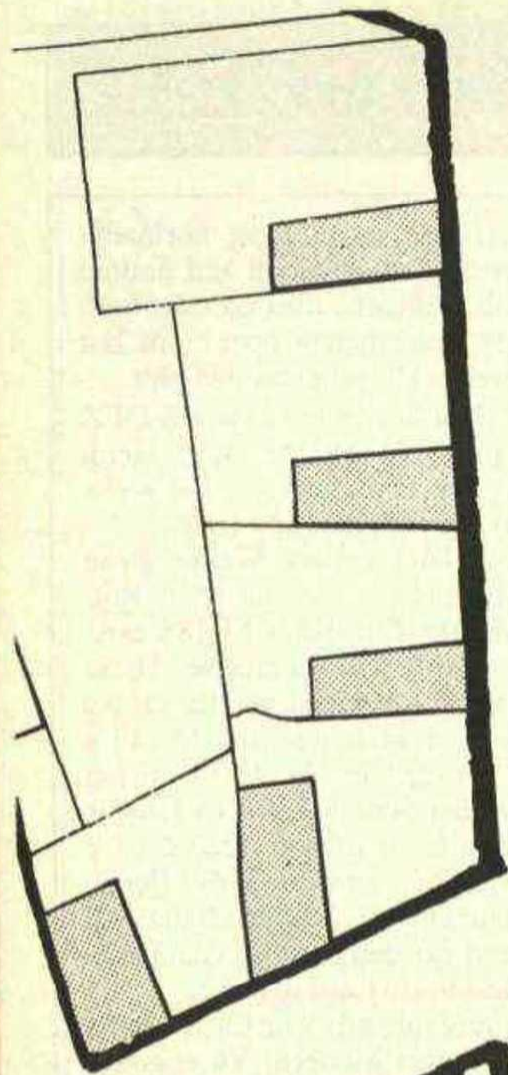
Finally, two teams which were at the back of the scene last year will no doubt be hoping to move up a bit. These are the AGS and Coloni teams, the former from France and the latter from Italy. Both continue with Cosworth power, and Philippe Streiff has joined the AGS team in place of Pascal Fabre, which should improve its position.

AGS also has ambitious plans with a new 12-cylinder engine formed in inverted-broad-arrow layout, with three banks of four cylinders. I cannot wait to hear this running.

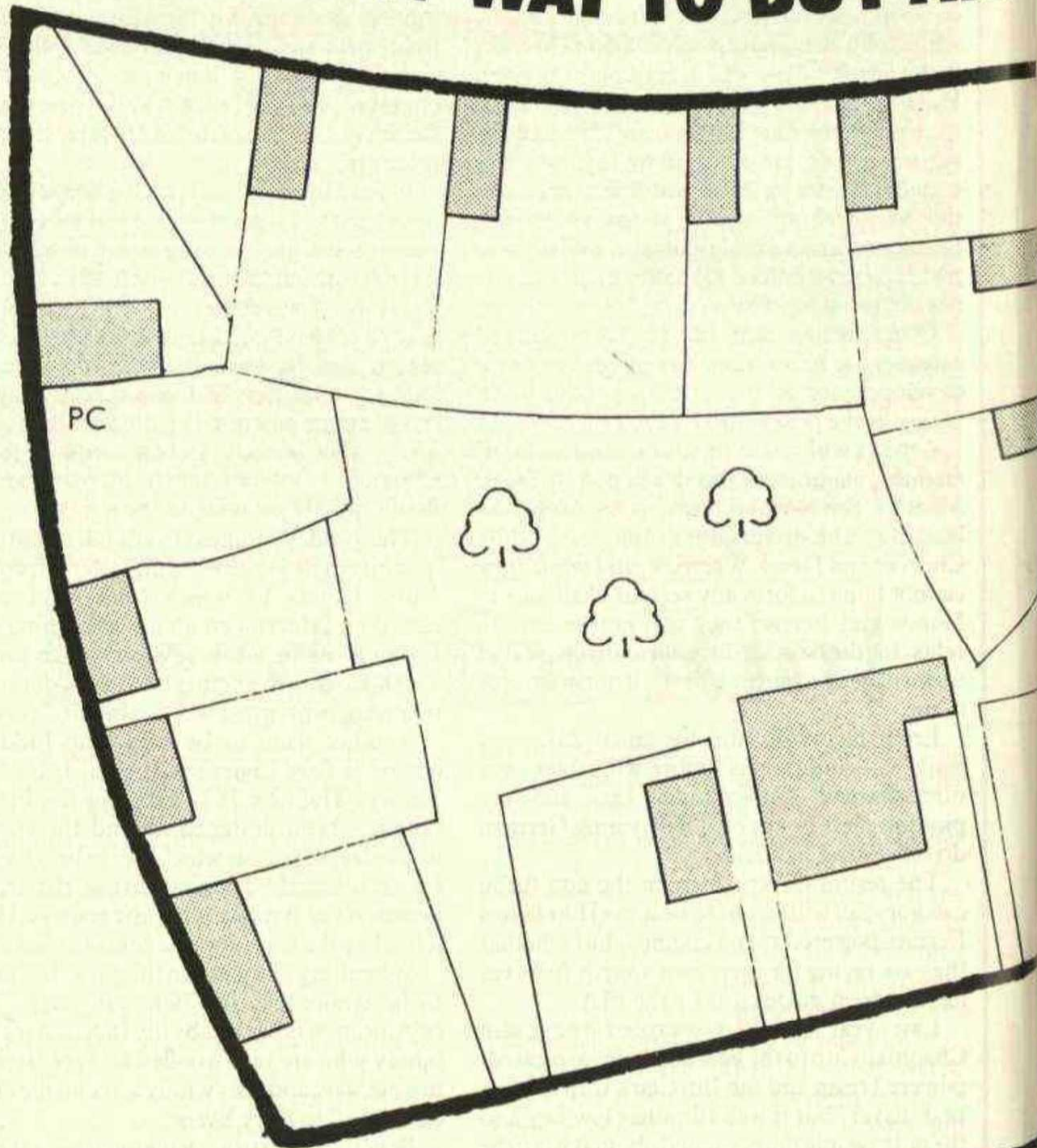
Clearly there is no lack of support for Formula One racing, but before it all begins it looks as though there is going to be a wide spread of performance and ability.

With starting grids limited to 26 cars, qualifying sessions are going to be as fraught as ever and the pole-position contenders are going to fall over those who are desperately trying to be 26th, or, more precisely, are desperately trying *not* to be 27th. If a driver is about to be elbowed out of the race, and is on a flying lap giving all he has got to try to retain 26th place, can you honestly expect him to lift off and give way to Senna, Prost, Berger, Piquet or Mansell while they are out for pole-position?

Qualifying is long overdue for some close scrutiny by FISA, but unfortunately FISA is obsessed with other things. If a FISA official was out there trying to qualify for a race, the rules would soon be changed and more satisfactory arrangements would be forthcoming. Suggesting an Indianapolis-style qualifying system, of four laps on your own, is too simple. **DSJ**



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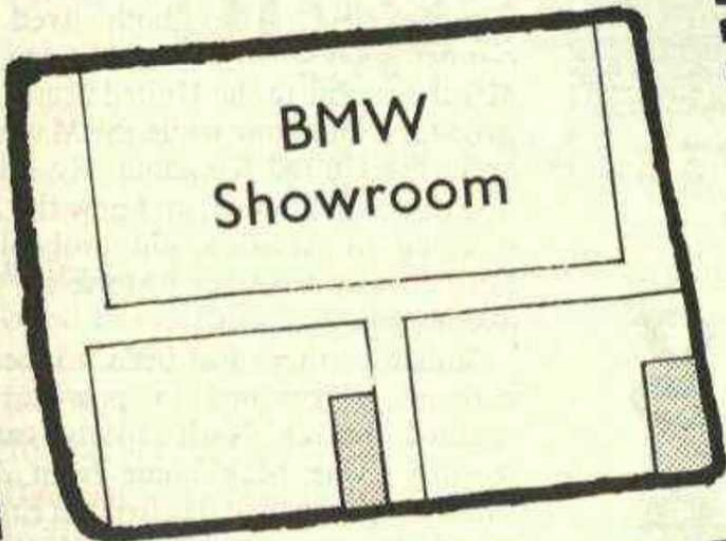
Some involve no less than 30 individual inspections.
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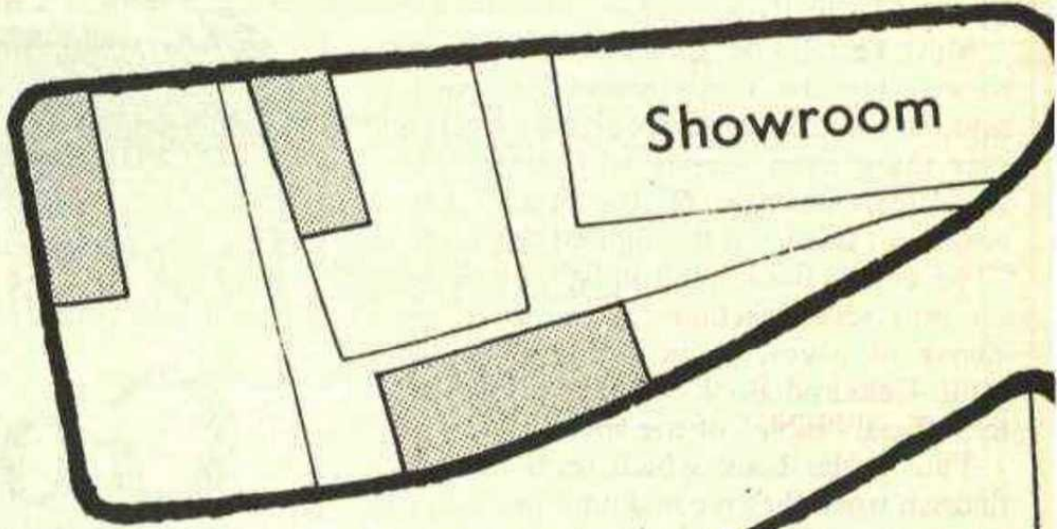
Showroom

ORDINARY NEW CAR

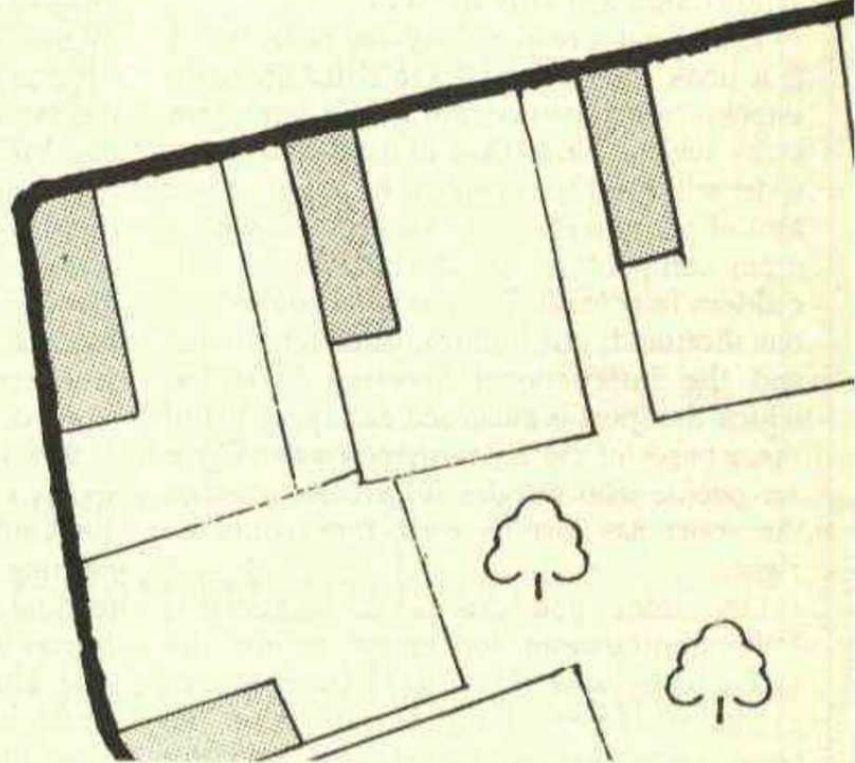
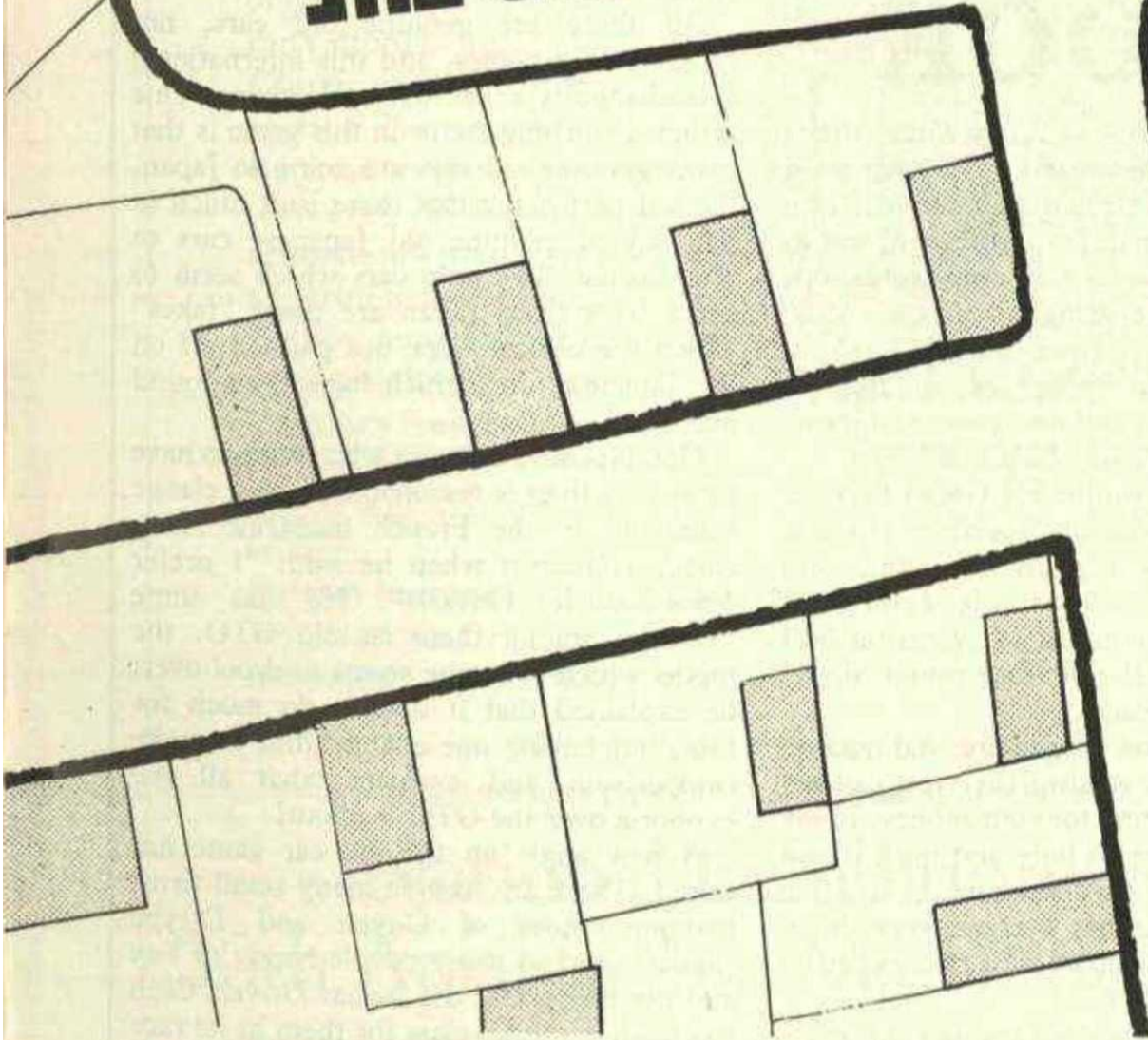
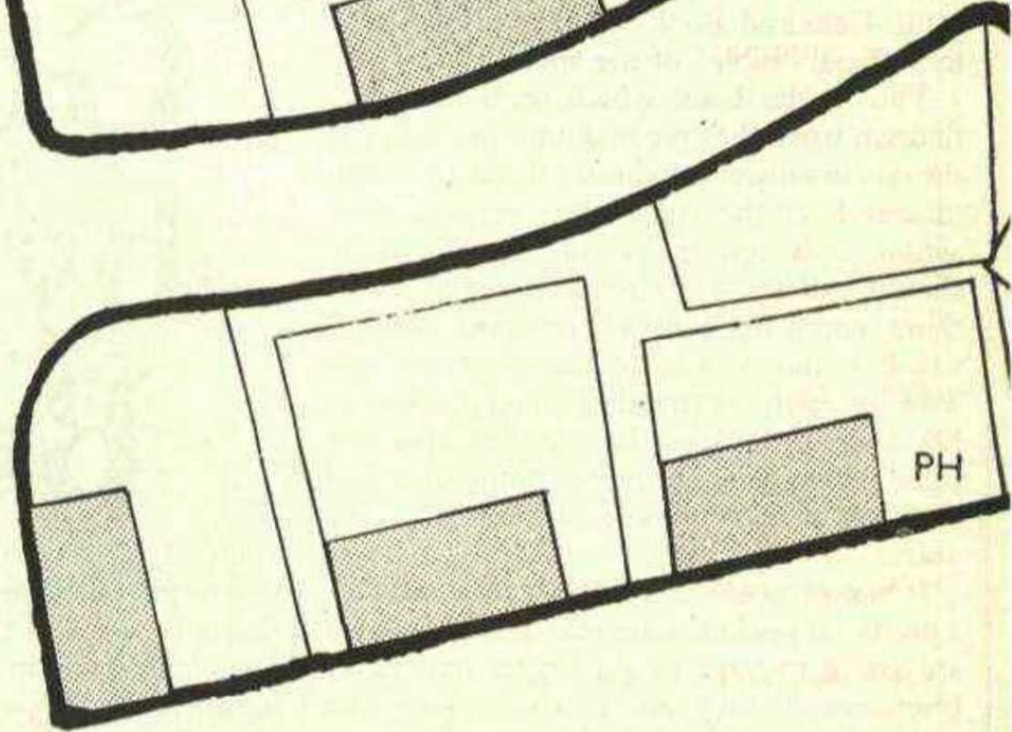
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LETTER TO READERS

Dear Reader,

Last month I was on about lavish and expensive books; this month a book with a difference has arrived. This is the *1988 Year Book of Automobile Sport*, issued by the FIA in Paris.

Most Year Books are a review of the past season, but the FIA Yearbook is what it says; it is the book of rules, covering everything from karting to Formula One, for 1988. Because of its glossy yellow binding it is known throughout the sport as "The Yellow Book", but in fact it is divided up into seven sections, each on its own colour of pages, so in reality it is "The Multi-Coloured Book". Above all else it is the official "bible" of the sport.

This is the book which team managers flourish when they are making a protest, and the one organisers anxiously thumb through in search of the rule which permits their action. It is now in its 21st edition, which should call for a "retrospective" or something, and it has always been "pocket-size", which is 6in x 4in, so that everyone can have it easily to hand — except that as branches of the sport have proliferated and rules have become more numerous and lengthy, it has become thicker over the years.

It is now nearly 2in thick, which calls for a pretty fat pocket! This year team managers are going to have to get bigger and fatter briefcases if they are going to have the yellow-book instantly to hand.

This is not a book to buy and read, nor is it a book to buy and leave lying about to impress your visitors, but it is a book that every serious competitor in front-line motor sport will need to consult if he is not to run foul of scrutineers, time-keepers, marshals, other competitors, the RACMSA and officialdom in general. It totals 1184 pages (yes, one thousand, one hundred and eighty four) and the International Sporting Code by which the sport is governed embraces 504 of these pages of closely-written words. There are people who wonder sometimes whether the sport has lost its way; they could be right.

One thing you can never suppress is Italian enthusiasm for motor racing and racing cars, and now that "retrospective" events are accepted and permitted on the open roads, they are gathering momentum both in numbers and speeds.

The idea of a social run to commemorate an event long-since ended as a major international affair was usually linked to a significant anniversary date, such as 50 years from the first event, or 25 years since the last event. But now retrospective events are seldom tied in with any anniversary and have become regular annual events in the Old Car Calendar.

One such is the Mille Miglia from Brescia to Rome and back — with overnight stops, but still a long way for an old car (and for



Is this a real 300S Maserati sports car, or was it once a fake Grand Prix 250F?

Going by the Book

some of the old drivers). The Mille Miglia "retrospective" has caught on in such a big way that a lot of people look upon it as a serious international motoring event, not as a "jolly" or "boondoggle", and workshops everywhere are preparing cars "for the Mille Miglia old boy". Used-car vendors are advertising cars as "very rare, suitable for the Mille Miglia", and new cars are appearing, built specially for the event.

If you have a genuine old Grand Prix car there is not a lot you can do with it. Historic racing is a very expensive pastime and involves all the work and hassle of running a modern racing car in circuit events; at best you might get a 25-mile race round Silverstone or Oulton Park.

But if you have a genuine old racing/sports car that is roadworthy, you can get 1000 miles of driving for your money, to say nothing of driving to Italy and back if you feel so inclined. In consequence, a Mille Miglia-worthy car has become very desirable, and there are many such road events in which you can use it.

As always, there are not enough old sports cars to go round, so the "fettlers world" soon got busy making some "replicas" and one very good car to "replicate" is the sports 300S Maserati of 1954-57. There aren't too many of them about, and some were broken up to supply components for facsimiles of the contemporary 250F Grand Prix cars. Now there is a bit of a scramble to find and acquire one of these "fake" 250F Grand Prix Maseratis, to rob it of suitable bits to put back into a resurrection of a 300S sports car. The world does indeed go round in circles!

While the world goes round in circles the

old cars are following, travelling east to west, or west to east, and sometimes north to south. As fast as an old car leaves this country, another seems to arrive, so the balance is kept.

Some time ago, I illustrated two cars which had been owned by Whitney Straight, both by co-incidence having the chassis number 3011. They both lived in this country more than fifty years ago and the MG then went to the United States where it lived for a long time while the Maserati lived on in the United Kingdom. Eventually the MG came back home, and now the Maserati is going to America and probably on to Japan. So we have one historic car "in" and one historic car "out".

Similarly, there has been a recent international interchange in post-war Bristol engined Frazer Nash sports cars. One recently came back home from America, while another which has lived in England all its life has now gone to Sweden; but two years ago a Frazer Nash Le Mans that was sold to Sweden new in 1950 returned to this country.

All these are genuine old cars, not recently-built copies, and this international interchange is a fascinating business. One rather disturbing factor in this game is that many genuine old cars are going to Japan, the sad part being that there isn't much in the way of genuine old Japanese cars to interchange. The only cars which seem to come back from Japan are those "fakes" which the old-car-trade has palmed off on the Japanese, and which have been found out.

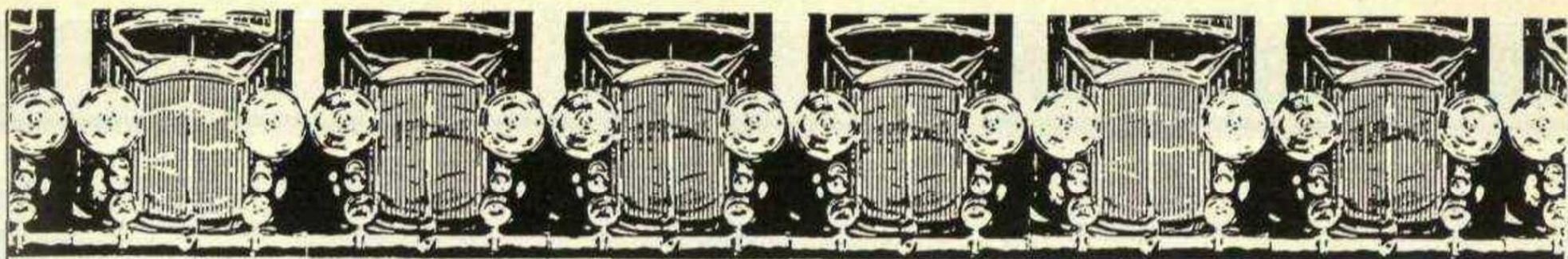
One Japanese collector who seems to have more cars than is reasonable made a classic statement in the French magazine *Automobile Classiques* when he said: "I prefer Maseratis to Ferraris". He has some Ferraris, among them an old GTO, the model which everyone seems to drool over; he explained that it doesn't do much for him, but having one enables him to make comparisons and evaluate what all the euphoria over the GTO is about!

A new angle on the old car game has arisen. There are now so many small firms making copies of C-type and D-type Jaguars, and so many people happy to buy and use them, that the Jaguar Drivers Club has made a special class for them in its race meetings. There is now to be a championship for genuine fake sports cars!

This is praiseworthy move, but one fraught with problems, especially for the scrutineers. Imagine having to disqualify the winner of a race for old cars because his car is genuinely old, and not built within the last five years! And think of the protests from the competitors when it is found that someone is using a new car built from old bits.

They will need the FIA Yellow Book no doubt.

Yours, DSJ



Don't miss Britain's biggest ever line-up of thoroughbred cars.

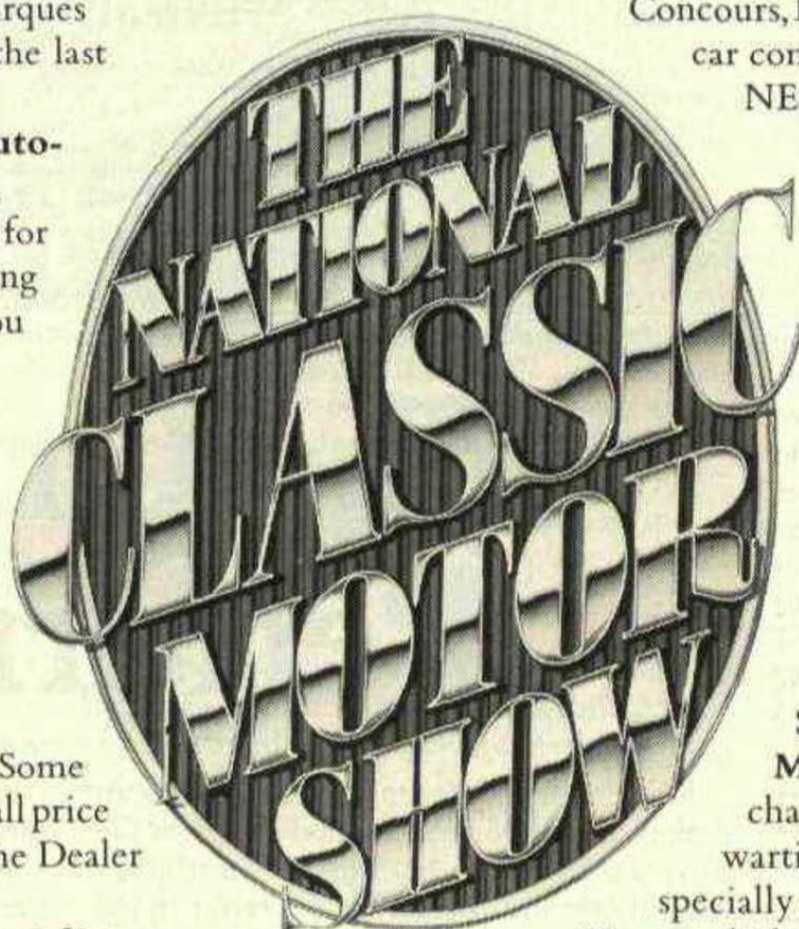
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MS/4



Toyota Team Europe's spacious workshop in Cologne will look rather busier when the GT-Four's World Championship rallying campaign begins.

Prompted by a Seiko time/date chronometer, photographed by Pentax and printed via Panasonic, this month's subject matter is the rise of the Japanese performance car — in particular the four-wheel drive wares of Toyota and Honda's blooming multi-valve motor selection.

Mustering assorted performers, Japan plc is now gathering strength for an assault on the luxury car market. From Daihatsu's triple-cylinder turbo one-litre to the most expensive current Japanese car in the UK, the 2.7-litre Honda Legend Coupé, the motorised empire of the Rising Sun continues to expand. And now it is aiming at more profitable areas than its initial foothold within the economy classes.

Yet the country that sells Britain and other western economies rafts of Toyota MR2s, and their sophisticated like, is far from finished with sporting prestige. Recent evidence of Japanese intent was provided by the news that Nissan now has a Milton Keynes base for its serious Group A saloon and Group C sportscar racing aspirations, in addition to its American and Japanese centres.

Meanwhile Japan's number one, Toyota, has also been spreading its involvement. We recently attended the Dutch launch of Toyota's GT-Four Celica in road and rallying specifications, and our impressions were that Lancia will face serious World Rally Championship opposition and that Audi's exports of the quattro theme will meet similarly powerful competition.

On sale in Britain from March 23 at £20,495, the Toyota GT-Four attracted attention not just for the rallying potential of four-wheel drive, 16 valves and turbocharging — it also entered national newspaper headlines for its commitment to run on

unleaded petrol.

Many current Japanese and European designs can run unleaded these days. Yet the Toyota is claimed to be "the first car to go on general sale with a catalytic convertor in the exhaust system and thirst for unleaded fuel only" in Britain.

Toyota says there are now more than 550 fuel stations selling unleaded in the UK, but will supply each car with a five-litre safety fuel-can, just in case. Toyota (GB) Ltd continues to eulogise overseas availability, and lists the Netherlands, scene of the launch, as having "almost 100%" unleaded fuel availability. Ironically, however, in the company of Toyota Team Europe engineer Gerd Pfeiffer, we had to play "hunt-the-fuel-station" to assuage the GT-Four's narrow-neck tank with Super unleaded.

This minor delay, near the Valkenswaard rallycross circuit on the Dutch-Belgian border, reminded us that lead-free fuel supplies could be difficult in France, the destination for so many British motorists. In Britain we found little difficulty in obtaining unleaded fuel in the south for a converted Ford; when there was a problem the nearest Texaco outlet supplied the answer, as it had in Holland.

Incidentally Ford itself has issued a statement confirming that neither Escort RS

The Oriental Performers

Turbo nor the turbocharged Cosworths can run unleaded fuels, but the rest of Britain's range (with varying degrees of adjustment) will swallow these environmentally-conscious brews.

Even by the recently-elevated standards of Japanese car-pricing in Britain, the GT-Four Celica is expensive. Yet the consumer's choice among similarly powerful all-wheel-drive coupés was really limited to the original 200 bhp Audi quattro, and that is destined to die this June, to be replaced by 20-valve five cylinders and a new range of coupés.

The only direct Toyota challenge in all-wheel-drive horsepower comes from the recently UK-debuted Lancia Integrale, which has 185 bhp versus Toyota's 182.4 bhp. However the £15,455 Lancia is only available in LHD. The five-door Delta body may be more useful, but looks extremely dated alongside the sleek Celica.

What does Toyota provide in its £20,000-plus GT-Four package?

For just over £5000 more than their non-turbo Celica GT of 147 bhp, poseurs would be disappointed — there is little visual difference between the 4WD turbo and its fuel-injected cousin to signify a 32% power bonus and two more driven wheels. True, there are badges swarming all over the bootlid and the engine bay, but there are plenty of

Japan in Europe



Lancia beater? The GT-Four will take on the Integrale with 4WD and near-parity in horsepower.

less-significant Japanese machines suffering the same affliction.

Like Audi, Toyota has taken an existing design and adapted it to its 4WD needs, but it is worth remembering that the Celica GT runs its 2-litre 16V engine transversely, rather than using Audi's north-south front-drive layout.

Using a Toyota-branded GT26 turbo-charger with water cooling for the Behr intercooler (rather than a water-cooled turbine casing in the Garrett or KKK manner) releases the 182 horsepower progressively to a peak of 6000 rpm. Top indicated boost is 8 psi and static compression is highish for a turbo running 95 RON octane at 8.5:1 cr.

Maximum safe rpm for the 1998cc (86mm x 86mm) powerplant is indicated at the easily-attained 7300 rpm red-line. The company reports a 42% increase in torque over the normally-aspirated engine of the

same size, which means 184 lb ft replacing 133 lb ft, peaking at 3600 revs.

Such power and torque increases endow the substantial kerbweight of 2794 lb with the ability to reach 60 mph in less than eight seconds, reaching an independently-timed maximum beyond 137 mph. Estimated fuel-consumption statistics, in the light of those weight and performance figures, are promising; nearly 25 mpg is expected, even in urban use.

The permanent 4WD element contains few surprises. Unlike Lancia (Torsen) and Audi, no rear limited-slip, or locked differential, has been specified; but like the original Audis in pre-Torsen centre-differential days, a 50:50 power split is provided by bevel gears.

To package 4WD, a five-speed gearbox and transverse engine-location with a need to feed power rearward, Toyota created a multi-

purpose transaxle. It houses both helical-pattern gear sets for front and centre differentials, plus the necessary transfer gears, and a viscous coupling which acts upon the central differential to control slippage front-to-rear.

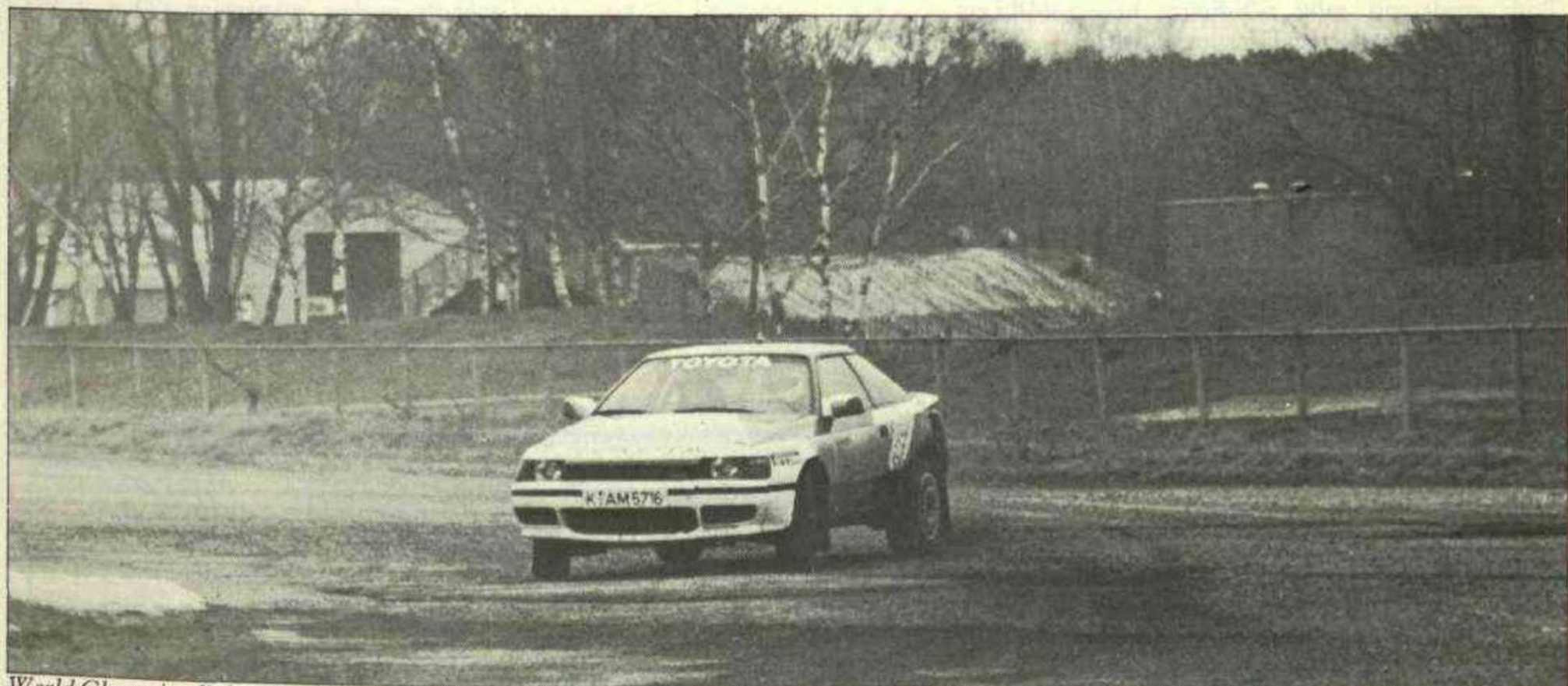
A three-piece propshaft, carrying four constant-velocity joints, takes power to the hypoid gearing of the back differential. The transaxle is neatly executed and space-efficient, but the system has obvious limits under duress in tight corners. There is some evidence of wind-up and hop as the viscous coupling tries to cope with tight junctions under full power.

Therefore it is no surprise to find that Toyota's Group A challenger (scheduled for an early May debut in Corsica) has its biggest changes to the transmission system.

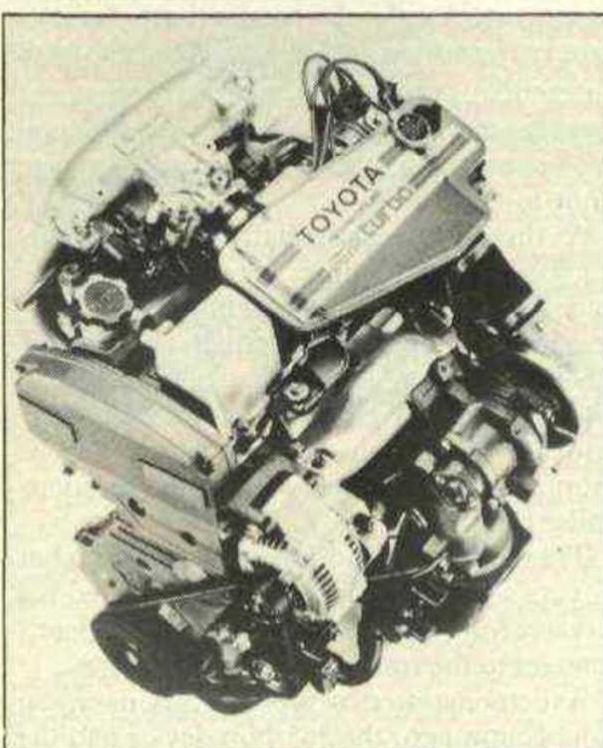
As demonstrated by 1987 World Champion Juha Kankunen, the 265 bhp device had the British Xtrac six-speed gearbox, 25-75% power bias to the rear via epicyclic gearing, and limited-slip differentials (multi-plate type) front and rear.

We were allowed to drive the championship challenger ourselves, and the quality of gearchange offered by the non-synchromesh six-speed in its simple double-H pattern was exceptional. Michael Endean at Woking's Xtrac factory supplies a wide variety of famous Formula One, sportscar, rallycross and rally teams with everything from his sophisticated hydro-mechanical 4WD to individual gear ratios, but this rapidly expanding specialist concern has excelled itself in this particular application.

For public sale of its 4WD turbo coupé, Toyota has made a number of detail modifications to the Celica. Typical are the water cooling for the oil radiator, double-core water radiator for a claimed 30% improvement in heat dissipation, increased water pumping capacity and "specially strengthened"



World Champion Juha Kankunen puts the new Group A contender through its paces at Valkenswaard. He will debut it in May's Tour de Corse.



The GT-Four Celica is fitted with Toyota's 182.4 bhp powerpack.

floorpan.

Both braking and suspension have received attention; the principles of four-wheel disc brakes and struts remain, but the struts are gas-filled and the front and rear anti-roll bars measurably thickened.

Standard in Britain is the fitment of electronic anti-lock braking, which bears upon ventilated front discs of 10.04in diameter and larger rears, measuring 10.6in but of solid construction. The rally car has massive cross-drilled units from a choice of British suppliers — either Lockheed or Girling.

For road use, Toyota supplies 6J×14in wheels and Dunlop D87J rubber (205/60). The rally car was assessed on 7×15in Speedlines, with Pirelli G2 chunky tyres suitable for the heat and terrain of Grecian tracks.

Both road and rally GT-Fours have power-steering, the former effortlessly twirling at just under three turns lock-to-lock. The latter provided power-assistance at parking speeds, but was notably heavy thereafter.

In action the German-registered road car was memorably swift and stably comfortable. There was not a trace of transmission noise as it whispered across the paddock, and Toyota has certainly not fallen into the turbo-lag trap.

The 182 bhp four must be revved more than a Lancia or an Audi to get the same performance, yet the engine is happy to wend its way, at an increasing dohc rowdiness, all the way to the 7300 rpm red-line. The gearbox is a shade clonky in Toyota's favoured cable-change manner, but very light to operate at speed. An overseas journalist lost fourth gear during his test run, a failing which we gather has occurred before on the LHD launch stock.

At higher motorway speeds the Toyota sets new standards for near-silent travel amongst recent 4WD performers and its absorbent

suspension should win over those who like creature comforts. Standard equipment includes all the £15,000 GT's goodies — air conditioning, electric operation of windows and a fine tilt-slide sunroof, plus central locking.

GC will shortly be driving the GT-Four and a forthcoming Toyota saloon to use the same 4WD system, so I will just say that the rally car was even more fun at slightly raised boost (14.2 psi) and a rowdy 7500 of the displayed 9000 rpm.

As to Toyota's latest saleable Celica, there is no doubt in my mind that the company executed its challenge to the dominant Lancia Delta HF's with considerable sophistication and skill. Yet there are still Europeans who will tell you the Japanese only engineer gimmicks . . .

I expect such "head-in-the-sand" comment was made in the British motorcycle industry, amongst precision German camera makers and the Swiss watch industry, before the Japanese demonstrated their capabilities. I know there are plenty of people in Daimler-Benz and Jaguar who tell me "the Japanese just have not got the image, the sheer depth of experience, that Europeans have in the luxury car business. This is one area they will not conquer."

Honda's CRX 16-1.6i sits alongside a Ford in my garage because it offered more individual driving fun for £8000 than I could find elsewhere (today's CRX, with 5 bhp more, demands £9600). On 125 lightweight bhp, my CRX has recorded 33-41 mpg over six 1988 tankfuls. Only the baby Honda's annual insurance could be said to be expensive.

I admired MLC's BRM Elan coupé of yore — a dohc 1.6 to savour. Now that Lotus is said to be going front-drive with its Isuzu 16V "new Elan" for 1989, I think the CRX's front-drive may yet become respectable in the MR2 era.

To be honest, the Honda has not been 100% dependable. The Gatwick Airport car-park rescue serviceman quipped "Blimey — thought you could walk on water with these.

I've never seen one break down in here before!" He was needed to retrieve me when my five-month-old pride and joy suffered a split radiator.

Thankfully, there was no evidence of any further damage, for I was literally able to glide into a parking spot when I saw the water temperature needle's rapid ascent. It took three weeks to get another radiator, but the dealership who sold me the car at list price (Bell & Colvill) civilly lent me an Aerodeck in the interim.

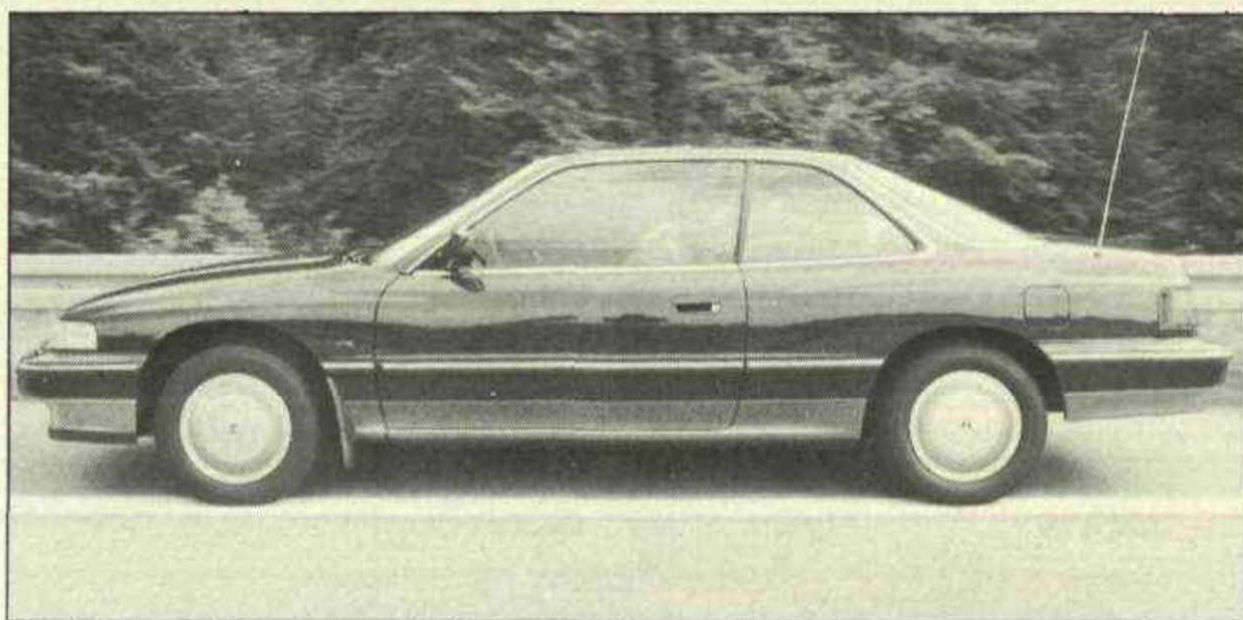
Since that unpleasant surprise, the CRX has performed with exhilarating precision in the remaining 16,000 miles and 18 months of my ownership. So it was with special interest that I transferred from Honda's smallest coupé to its largest.

The Legend 2.7i V6 of 24 valves demonstrated the kind of peaceful 135 mph speed which Honda, and others from the Orient, will be promoting strongly in the near future.

Toyota has its four-valve-per-cylinder V8 readied for a forthcoming large saloon, the 90° aluminium V8 of 3.8 litres presently developing 232 bhp at 5600 rpm. It exhibits dohc on each cylinder-bank, via the scissor-type camshaft gear drives publically debuted on some of the current Corolla range.

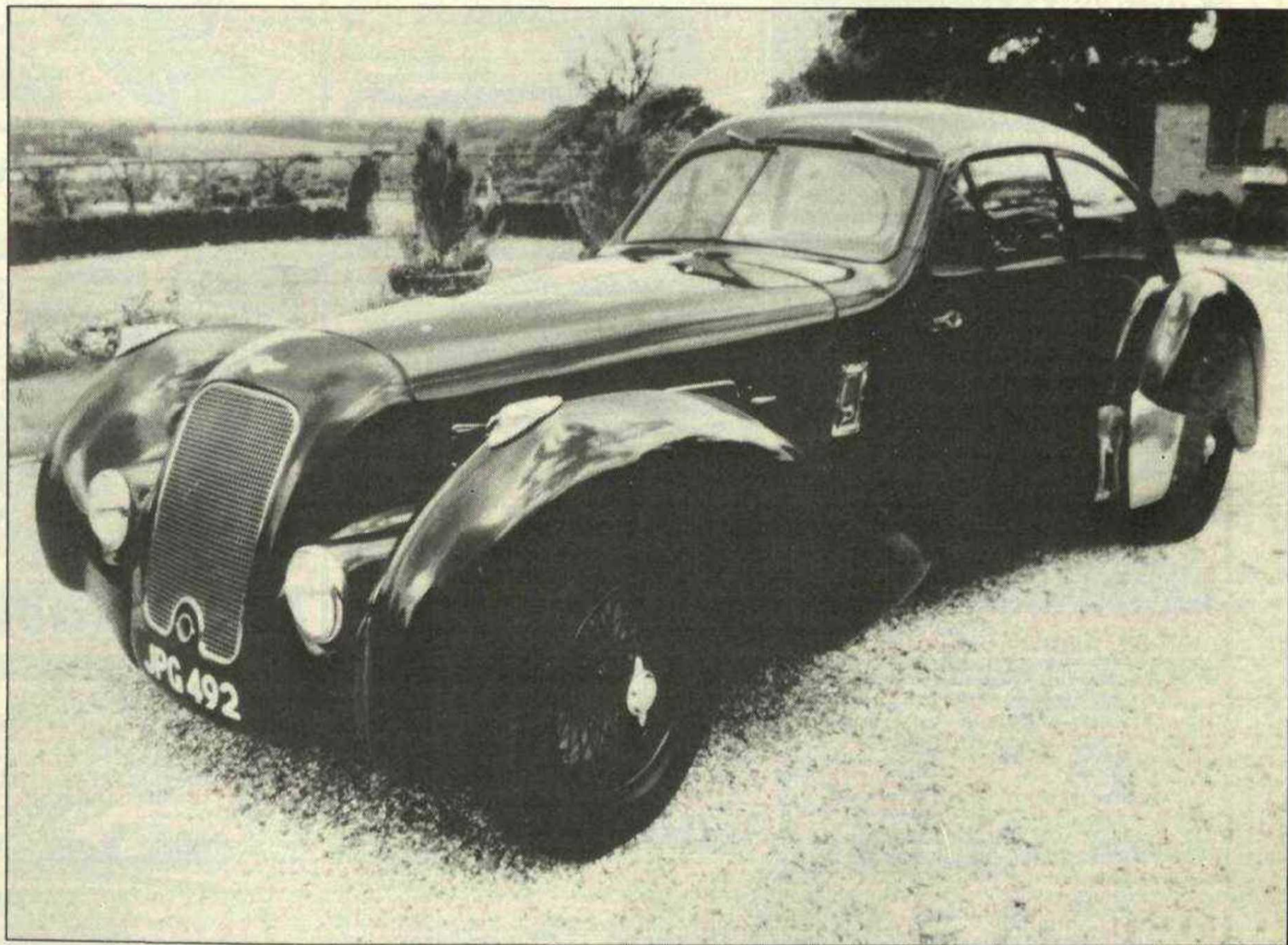
The Toyota V8 was shown at Frankfurt last year, then yielding 235lb ft of torque at 4000 revs, and must also be a possibility for future Supra coupés. Incidentally, it is likely that these more expensive Toyotas will be sold under the Lexus badging, an approach which echoes Honda's adoption of the Accura label to sell more prestigious products to the Americans.

I enjoyed the 177 bhp Legend coupé enough to drive it 482 miles to Snowdonia and back one snowy but sunny Sunday. Currently I am awaiting the Rover 827i with the same powerplant, for I want to see whether the "home team" managed to overcome the Legend's restless suspension. That is the main snag to the welcome provision of mid-range torque which distinguishes the 2.7 V6 from its four-door 2.5-litre Rover 800/Honda Legend predecessor. **JW**



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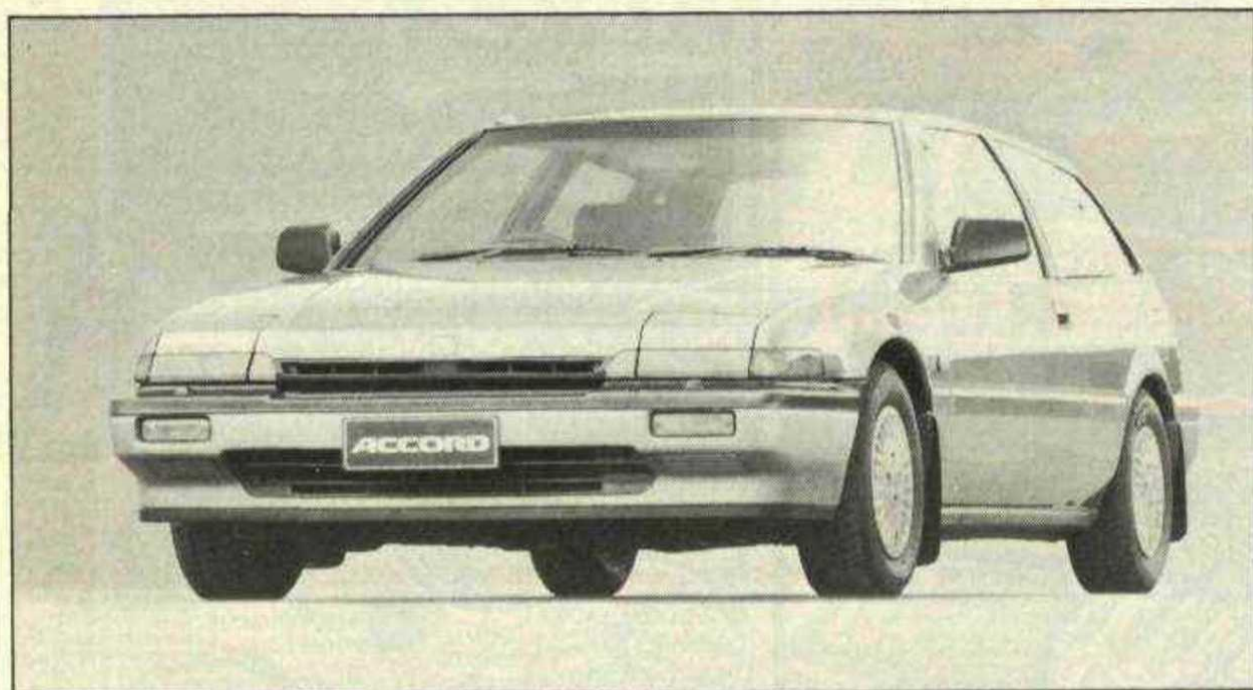
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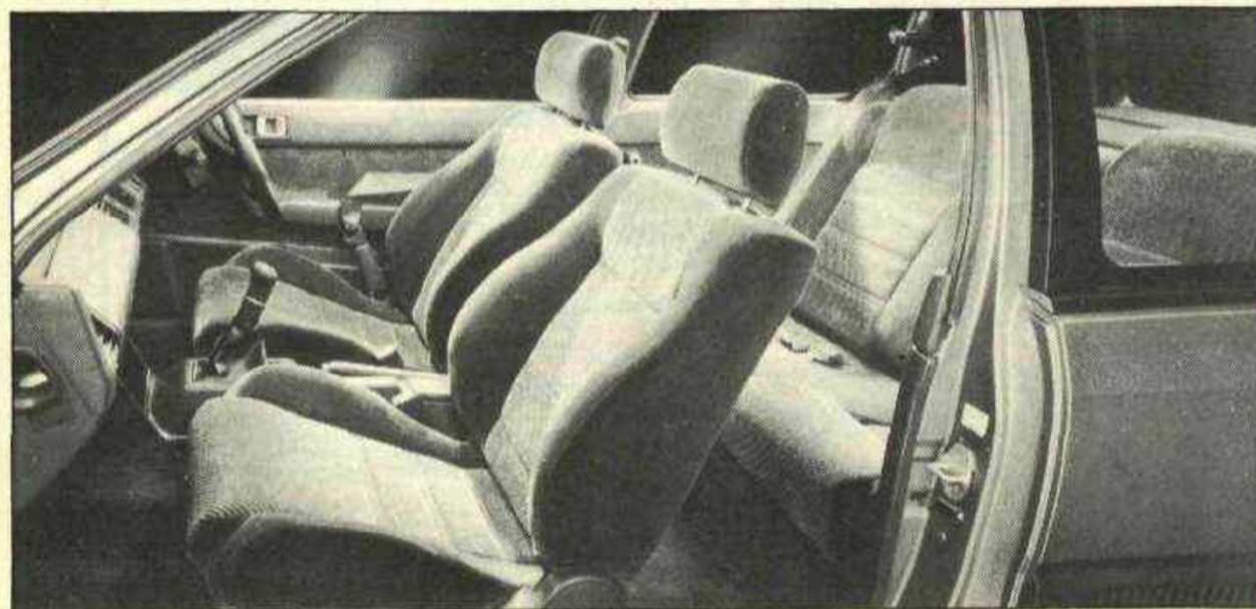
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Too Sensible?



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For a company whose average customer is around 55 years old, Honda has an extraordinarily progressive model range. Its smallest mainstream car, the Civic, does not even include anything as dull as a straight-forward saloon amongst its CRX, hatch and Shuttle variants. Further up the range, things become more conventional, but even the mid-sized Accord has a stylish front-drive sports-estate model called the Aerodeck, coming in at £11,850.

Appealing presumably to the family either with young children or whose kids have grown, Aerodeck's sloping bonnet and wedge/waistline disguise surprisingly roomy accommodation for four adults plus a middling amount of luggage, while of course the rear seats fold down individually to fit more freight in. Headroom in the rear is quite healthy, thanks to the "long-roof" principle which gives the car its almost-estate-car lines, and while the boot is not quite in the station-wagon class, large objects can be fitted in through the deep tailgate which includes a glass panel opening into the roof.

Two engines are offered, both 2-litre three-valve belt-driven sohc units: a plain Ex with a 106 bhp carburettor engine, and the one we drove, the Exi with Honda's own fuel-injection system pushing out 122 bhp at 5500 rpm.

Like all the smaller Honda engines, this one revs effortlessly and smoothly (with that high-pitched whirr so reminiscent of being aboard a big Japanese motorcycle), making the performance easy to use even though the torque peak is rather high on the clock at 5000 rpm. Two intake valves feed through the cross-flow head to a single exhaust valve, a design which Honda claims approaches the four-valve layout in efficiency, but with better low-speed torque.

Inherently smooth though this engine is, the Aerodeck also boasts a two-level insulation system to counteract vibrations: a rubber-mounted subframe contains the engine, which in turn is held by hydraulic mounts which use fluid enclosed in rubber to absorb low-frequency oscillations.

Although the Aerodeck is conventional in

having a transverse engine, the engineers have struck off on their own by eschewing the usual MacPherson struts (because of the friction in the damper) and adopting a double-wishbone suspension layout (or at least a distant cousin to it) both front and rear, which means much less intrusion within the shell.

Honda's approach is to use widely-separated upper and lower links and to crank some of the links heavily inside the wheel. There are several gains: the front pivot points are closely in line with the tyre contact centres, almost eliminating torque-steer; unit height is very low, allowing a raked bonnet, and the system is very compact, freeing extra space in the boot and under the bonnet. Progressive-rate coil springs are used at the back to reduce sag under load. Four-wheel vented discs take capable care of stopping the Aerodeck, and a four-channel ABS system is standard.

Inside the smooth two-door body with its retractable headlamps, the driver and passenger sit very low in fashionably-styled sports seats behind a pleasingly simple dash with conventional round instruments.

Like all small Hondas, the Aerodeck has an amazingly light gearchange which clicks through the ratios like an electric switch, which makes quick driving busy but fun. It certainly needs to be kept revving to squeeze the most out of it, but it responds happily to energetic use without tugging the wheel back and forward, and has an elastic ability to potter at low revs in third and fourth without complaint.

Speed-sensitive power-steering comes with the Exi, and is generally pleasant, but at a standstill it becomes so excessively light that a good heave of the wheel will turn it under its own inertia for a moment. At normal speeds, however, the little Honda is very agile and adhesive on its 185/70 HR13 rubber, with sharp responses and a lot of zing. It rides well, and keeps most noises at bay with no less than three door-seals.

A tilt-adjustable steering wheel is fitted, and the Exi has an electric sunroof and mirrors, plus a brilliant device attached to the driver's seat-belt. Like many three-door cars, the Aerodeck has very long doors, which means that the belts are a long way behind the front seats. Honda's clever contrivance is an arm which pivots forwards from the floor when the door is shut, offering the belt to the driver, and tucking it out of the way when the door is opened. It is a simple mechanical system operated by cable, and in its way is a more ingenious and elegant solution than the complex power-driven arm with timing mechanism fitted to the Mercedes 450 SEC coupé.

Despite its wide capabilities and super-smooth engine, the Aerodeck comes across as being a little bland; perhaps it is just *too* sensible — unlike the barely-practical but delightful CRX — but what an unfair criticism to level at a car which is quick, well-mannered and useful. **GC**

On the face of it, Mazda Cars (UK) is cutting its own throat somewhat in introducing another model in its quota-restricted range, but the incentive behind the new 121 "supermini" lies in the attractive 28 per cent share such cars have in the British market place.

The 121 will inevitably affect sales of its elder brothers — the 626 and 323 — as it is expected to account for 40 per cent of the former's quota, and 60 per cent of the latter's.

Of even greater significance, however, is the role Mazda sees for it in attracting a younger breed of buyer. Currently, typical Mazda purchasers range between mid-forties and early-sixties, something the men at Tunbridge Wells are very keen to alter. The hope for the 121 is that it will act as a lure to first-time buyers.

Its principal advantage is that it is physically different to rivals which have developed similar appearance as the dictates of packaging and aerodynamics lead to homogeneity. The 121 is narrower and taller than others in its class, and manages to combine this with distinctive if not outstanding looks.

With its average-for-class length, it will accommodate four adults in better-than-class-average comfort, and a cunning rear-seat design permits a variety of luggage arrangements. The rear-seat backs are split and will either fold forward, in conventional manner, or backwards up to 56° to create a sizeable mattress

A Different Mini



when utilised in conjunction with the reclining front seats. The rear seats also slide back 180mm to increase legroom, although this is obviously at a premium to luggage space. When the low rear sill is taken into account, the 121 stands as a sensible proposition for drivers to whom practicality is paramount.

The design is based on Ford's Festiva, executed by Mazda, so the concept is already proven. Transverse, single-overhead-camshaft four-cylinder engines of 1.1 or 1.3-litre capacity are available, mated to five-speed manual transmissions.

Both engines have long strokes so they can

run high compression-ratios and benefit from enhanced low-range torque, but nevertheless the driver in a hurry must make full use of the occasionally notchy gearbox. When thus pressed, neither engine is particularly sophisticated, and the strain is clearly audible.

Ford deliberately set the wheels as far out as practicality permitted, but though the track is thus relatively wide, the 5.5 x 12 wheels and narrow 165/70 SR12 tyres create a handicap to really quick cornering. The 121 lacks grip, but at least lacks it in a balanced manner, and its generally safe behaviour is backed up by satisfactory compromise on roll and pitch damping. Steering and braking effort is light, and the ride is acceptable.

The 121 boasts an impressive standard specification which includes stereo/cassette player, heated rear window, head restraints and twin outer-door mirrors, the 1.3 retailing at a competitive £6149 in LX guise.

Sun seekers will be interested in the 1.3LX Sun Top model, featuring an electronically-operated sunroof which measures 704mm by 693mm and thus allows front and rear passengers to experience open-air motoring, at a £700 premium.

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**1967 MASERATI MISTRAL
SPYDER**

An original Spyder by Frua being one of only nine right hand drive examples produced. Finished in Damask Red with black hide upholstery and complete with chrome wire wheels.

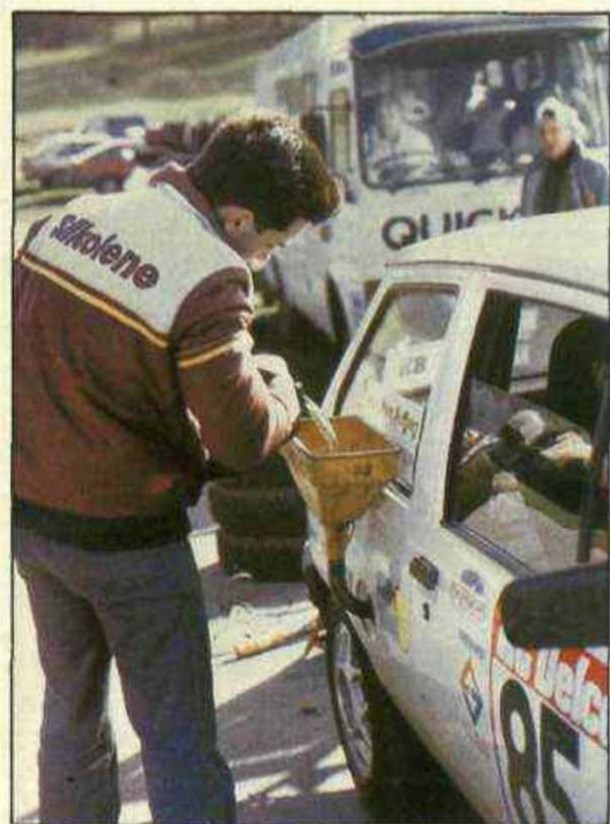


TRACK TEST



Unlike many stage rallies, even the service areas are pleasant at the Longleat event.

Into The Lion's Den



Last year's Nova champion Richard Roberts turned service-crew for the day.

109th! That's where I finished my first stage rally, and I am rather proud of it. With a couple of hours the day before as my sole rally experience, I was happy not to be last, and to have beaten seven other cars seemed to me worthy of a works drive.

It was a sort of works drive, actually. GM DealerSport runs an extra Nova, complete with service crew and sponsored by Sureguard, in its Nova Challenge series for invited journalists to use, and I had been entered for the Longleat Stages through the (empty) Safari Park compounds of that great house. Being a tarmac event it should have been less foreign to me than a loose-surface forest rally, but the reality was different . . .

Although rallying at international level is tightly bound by Group A and N homologation, as is our Open series, British National events are open to any vehicle which complies with the RAC's safety requirements; thus obsolete works rallycars like BDA Escorts and Triumph TR8s mix with specials like Rover V8-engined Sierras and Escort MkIIIs converted from front- to rear-wheel drive, or even

to 4WD. The unusual cars tend to be popular with clubmen, for whom the sport is a hobby, an end in itself.

Less modified in concept, but often much more expensive, are the current Group A challengers like the VW Golf and Toyota Corolla, tweaked and honed to just the legal side of the regulations. This is the sort of car which the driver who aspires to an international career covets; it gives away a power advantage to many of the specials, but for that very reason it rewards the tidy driver; with strictly limited power, wheelspin and too much sideways travel are wasteful. And these are the vehicles which will be watched by managers of factory teams looking for young talent to add to their strength.

Which is where the GM DealerSport Nova/Astra Challenge fits in. Unique amongst manufacturers, Vauxhall/Opel not only runs a works team, GM Eurosport, based in Germany, but also the separate DealerSport organisation which is funded by all GM dealers in Britain and administered by a dealer committee. As a publicity machine, this organisation has become particularly efficient, running GM's assault on the British Open Rally Championship, entering the outrageously fast 5.7-litre Chevrolet-engined Carlton in Thundersaloons, sponsoring individual drivers and whole championships in racing and rallying, and generally keeping the GM badge in the public eye, not least by entering the Sureguard-backed Celebrity Nova for interested journalists . . . And as rallying reaches a wider audience through television, a national search for novice rally-drivers is being organised with *Radio Times*, using Challenge-specification Novas.

What the Nova/Astra Challenge offers is the chance of budget success for young rally drivers in their own class. An established body of car preparation know-how keeps costs down, clear restrictions on modifications make for competitive results, and contestants battle not only for class wins on each event, but also for points leading to the Challenge Cup, the Junior Cup (under 25) and the Ladies' Cup (although of the 35 people so far enrolled for this year's series, only two are female).

Some drivers gain individual DealerSport sponsorship, but all Challenge drivers benefit from private test-days where experts are on hand with advice on cars and driving. Last year there were separate series for Astra and Nova, but for 1988 the two models compete face to face, the slowest Astras acting as bait for the fastest Novas.

At 1300cc, the Nova engine is not going to set the forests alight, but a well-sorted and well-driven car is likely to be competitive in the 1300cc class because of its useful front-wheel-drive traction and compact "chuckability". Tuning is limited: camshaft and exhaust are free, and a degree of work on the head is allowed, but the standard carburettor must be retained. Final output is

Longleat Stages Rally

somewhere around 85/90 bhp, but the little sohc unit will easily rev past 7000 rpm and still put in a reliable season; the only expected maintenance is to replace the cam-followers every three events or so — they tend to wear rapidly with a high-lift cam.

Coping with this extravagant power is a straight-cut five-speed close-ratio gearset and a mechanical LSD, while suspension must incorporate a specified Bilstein damper, although spring rates and height are free. To allow for camber adjustments, a rose-joint can be inserted in the front tie-rod, while most of the Novas borrow Astra GTE ventilated front brake discs with Mintex M171 pads and add an adjustable brake bias box. A high-ratio steering rack is essential.

You can spend a lot of money on rally tyres, but like a great many private rallycars, the Novas run on Colway remoulds with an aggressive tread and extra ribs to reinforce the side-walls, which can be stretched to a couple of events, though most people shell out the £100 for a fresh set every time.

Preparing one of these little cars will cost around £5000-£5500 on top of the cost of a Nova Sport or SR, covering the work mentioned above, stripping, seam-welding and strengthening the shell, and installing the roll-cage, sump guard and compulsory plumbed-in fire extinguisher system.

Contesting all nine of the Challenge rounds this year (which are part of the EARS/*Motoring News* series supported by our weekly sister-paper), the Celebrity Nova does not score points and need not therefore comply with the Challenge rules. In fact, the only major departure is the use of a rose-jointed gear-linkage as on the Group A version, and larger GTE rear brakes.

Charged with building and preparing it is Welshman Harry Hockly, who last year won the 1300 class with a Nova on the RAC Rally, and has become *the* Nova specialist on behalf of GM DealerSport: he is a GM team driver in the Open series, runs the Sureguard car and the *Radio Times* cars, has built up half-a-dozen Challenge cars for customers, runs two privateer cars, and is now developing for DealerSport a 1600cc Nova which he will drive on Open events, and which will be offered as a clubman's package to customers.

My mentor for the familiarisation session at Milbrook (the ex-GM proving ground) was Richard Roberts, who had trailered the car up behind the Bedford CF service van. Richard was well-placed to advise, since he won the Nova Cup last year, and he started by pointing out the big red ignition cut-off and extinguisher buttons below the dash. Squirming over the roll-cage side-bar I found that the deep tight seats give an upright viewpoint behind the high-set wheel, with the gear-lever just in the right place; the four-point harness of course allows no movement at all.

Starting off took several attempts: first is rather high, and the engine simply dies away if the clutch is engaged smartly. 3500 revs and



Co-driver's view is less altered than driver's; standard wheel needed for leverage.



Exit stage left, pursued by a camera...

some clutch slip is the secret, whereupon the car starts to roll with the gears whining loudly. The change is firm and positive, and the harder you ram the lever home, the better it gets. Likewise the steering; weighty at 10 mph, it feels good at higher speeds. Not light, because of the high-ratio rack, but quick to answer, and full of feel.

I wanted to practice some starts, since a stage rally continually stops and starts, so while Richard counted me down, I concentrated on keeping the revs above 4000 and slipping the clutch. After several improving

tries but which still seemed slow to me, Richard pointed out that this was only a 1300, and it just would not take off any quicker. So we moved on to one of the handling courses.

Surprisingly, the little Nova has lots of front-end bite, even running knobby tyres on dry tarmac, and turned in to the corners much more strongly than I expected. After some laps we had begun to get the tyres wailing steadily as I went quicker, helped by Richard's pointers about braking very deep into the corner before turning in, and being very steady on the throttle so as not to unsettle

TRACK TEST



Well-balanced and responsive, the Vauxhall Nova was a lot of fun where there was some grip.

the car. With limited power it is essential to keep it on as long as possible, being very smooth and letting the car drift out to the last inch of road. Yet the engine seemed to have much more torque than the Nova saloon racer JW drove last year at Brands Hatch.

With this brief session behind me, I had gained some of the feel of this odd creature which (paint scheme apart) looked like a shopping car but sounded like a lorry. Whining gears, throaty engine, rumbling tyres and crashing suspension all made shouting part of the game, and the solid ride added to the excitement.

From Milbrook we towed the car down to Frome in Somerset where a large hotel had been chosen as Rally HQ, and there met up with Harry Hockly and my co-driver, Nicky Grist, who is normally Harry's other half on Open rounds. Unusually, the Longleat Stages was to start with two re-seeding stages on Saturday, before the event proper on Sunday; these should serve to silence the usual moans about start order, which is normally based on past performances. In fact, being first on the road was much less important for this tarmac event than for a forest round where surface conditions deteriorate rapidly.

This format gave us a leisurely morning to deal with scrutineering, and we joined everyday traffic on our way to the industrial estate where the 130 or so cars were to be checked. Only the brakes make the Nova tricky in ordinary driving; with competition pads and no servo, they need a huge push and seem to take a long time to grab. Queueing for scrutineers revealed that the Nova was being a bit reluctant, refusing to idle or pull properly, but with our radio Harry was told of the



Only the mid-engined Darrians challenged the 6R4 Metros on the friction-free surface.

problem and was ready to twitch the idle speed up to 1300 rpm the moment we returned to HQ.

Though all the talk was of how slippery the tight narrow tracks in the safari park were, I was still caught out on the first re-seeding stage, making a poor start with the wheels spinning madly on the uphill slope, and then surging messily onto the grass on a long 90° right. "Keep going, keep going!" yelled Nicky through the intercom as the mud flew and we slithered back onto tarmac. After that I was very circumspect, braking early and aiming merely to stick to the twists and undulations of the road, especially as there was a muddy pond on the outside of the last bend. It was not fast, but it was a useful

rehearsal.

For the rally we had two back-up vehicles, Richard in the CF van and Harry in a huge 6.2-litre diesel Chevrolet pick-up usually used as a shunter at Vauxhall's Luton plant. All were connected by radio. Although four of the stages were to be through the wildlife compounds at Longleat, these were to alternate with another four at Colerne airfield nearby, so radio messages would be vital to warn the crew of our arrival or any problems.

Sunday was bright and dry, and we rumbled off to Colerne with the Chevrolet behind and time in hand to watch earlier cars tackle the course. Cars on this stage were sent off at 30-second intervals and did a lap-and-a-half, so that at times two or three cars

Longleat Stages Rally

overlapped, making it more like a circuit race; but with acres of concrete available, passing was not a problem. Not that it was all wide-open; at places the route dived onto little service roads or round chicanes of concrete-filled oil-drums which threatened to punish minor waywardness with major panel damage. And as I had been told that no-one had so far brought the Sureguard car back whole, that was one thing I was determined to avoid.

On this dry, abrasive surface I could hear the rubber going up in smoke from the fronts as we howled along, stretching to 7000 rpm before banging the lever up to the next gear. There was no time to wonder what our speed was as I tried to pick out the plastic cones which marked the next bend and flung the car into it.

By the second stage I was discovering the basic technique of momentarily turning the car away from the bend under braking, before releasing the brakes, turning in, and hitting the throttle, which squashes incipient understeer, bringing the tail round neatly and letting the car drift smoothly to the outside.

On our second tour, to my amazement, we began to overhaul another Nova. We closed to a few lengths, but that was all I could manage — and just as I was starting to feel smug, we were both trampled by a third Nova which swept past on the main runway even as I red-lined the tach in third and fourth. "Nothing you can do about him", yelled Nicky above the din, "It's a much hotter car than this."

Coasting to a halt after the flying finish, we pulled off our helmets and collected our times: 17 seconds quicker second time around. Something must have been going right. As we whined through country lanes back to Longleat, where the higher cars would be well into their next stage, Nicky called up Richard to get him prepared for our tyre change. Having used fairly well-scrubbed covers for the fast Colerne section, we planned to switch to new ones for the Safari park, in which grip was certainly going to be at a premium.

Service crews were well-off on this event, as the service area was on a pleasant estate road overlooking part of the stage, and the sun shone as our tyres were changed. But there had been an accident elsewhere on the stage, and after a long pause, the news began to filter around that the next two stages were to be scrubbed, and that we were off to Colerne again. Off with the new tyres and back to the half-worns, and another charge across to the airfield. On this occasion over-confidence made me less tidy than usual, but the times were quicker still.

Back at Longleat the stage was drying out in the warm sun, so rather than put new Colways on again, the less worn rears were swapped for the fronts and we joined a line of cars at the stage start. This time there was the added drama of the Tiger Enclosure — rumour had it that this was so slippery a man could not



Co-driver Nicky Grist (left) helps change tyres between stages.



Even 4WD was not the whole answer.

stand up, and it weaved back and forwards through dense trees and tall iron gates. As we sat at the start control on the crest of a long downhill sprint with a steep drop on the right, down which even a Nova was going to run out of revs in top, I began to wonder if a forest event might not have been more comforting. At least gravel has a known degree of slip.

Suddenly the marshall and Nicky were both shouting "Five . . . four . . . three . . . two . . . one . . . go!" and we were bolting down the slope and heading for my nemesis. Yes, I knew that 200 yards beyond the fifth-gear brow was a hairpin right; I hit the brakes early out of caution, but I did it when the car was still light after the crest. The wheels locked up, and no matter how I feathered them, I could not regain control. I suppose I could have done something brave with the handbrake; instead I courageously took the coward's way out and chose a nice predictable accident. We slithered straight on and head-butted a brace of straw bales. Funny how reverse can be very elusive at times, isn't it?

We left the scene as fast as possible; it was

only later I learned that I had made my mark right in front of the Vauxhall-Opel marquee, where Nova Challenge co-ordinator Andrew Duerden was commenting.

In and out of the trees we darted, tyres scrabbling in the slime and mud on the sinuous ribbon of tar, steering wheel flailing as I struggled to get the front to respond; more worrying, a Toyota was coming up behind and there was no way of letting him pass. But things sorted themselves out; suddenly a tree began heading straight for the radiator, I straightened up, we left the road and dived down the wrong side of the tree, the Toyota whistled past, and we bounced and slithered back on to the road again. I could not have been more relieved to leave the tiger compound than if its regular denizens were after me.

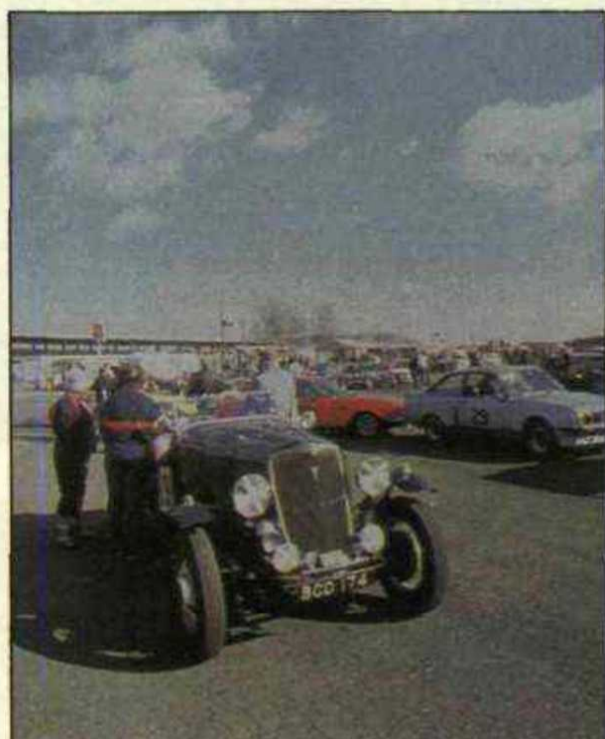
Out in the open again, the grip was much better and the Nova reverted to being the delightful car I had got to know at Colerne. Twitch it into the bend and the back wheels simply follow the front, hovering just short of oversteer and ready for instant changes of direction. Put on the power in the tighter bends and the steering suddenly stiffens as the LSD bites; stamp on the brakes and the Nova digs in and stops promptly. For a novice it is very forgiving, and a lot of fun.

A repeat of the tiger run closed the rally, and I can't say I waited around for the results. Yet it turned out that we had actually beaten two other Novas and two Astras, while car damage amounted to a little crack in the spoiler from biffing the bales.

As a wet and cold spectator on various RAC Rallies, I used to harbour a desire to wrestle some powerful tail-happy machine through the forests, but in the middle of the Safari Park I realised that learning to drive quickly a small-engined car like the Nova is a far better grounding. Make an impact in one of those and you have proved something about your own abilities, not just the car. GC



Trevor Needham switched from HSCC to VSCC for the day.



The Pom is David Bowles' only chance to use his non-PVT but interesting 1934 Ford V8 TT in competition.

“The Pom”



Roberts' Frazer Nash Le Mans prepares for the standing-quarter and a third-class award. Gammons' MG took a first.



John Harper upheld pre-war honours in Rodney Felton's Monza.

Mutterings about building “Pom Specials” with extra-long wheelbases permeated the Silverstone paddock when the results of the Pomeroy were announced: Rodney Felton's Monza Alfa Romeo in John Harper's hands was the only pre-war car to pick up a class award. Trevor Needham's beautifully-prepared Ginetta G4 scooped the main Trophy; Roger Collings made the best Edwardian performance in Adrian Liddell's

Straker-Squire, and Harper's reward was the Densham Trophy for PVT cars.

Paul Channon's AC Cobra turned in the best standing-quarter (13.15 sec) ahead of Nigel Garland (Porsche Carrera) with 13.43; Woodward's rapid V8 Bentley Donington had more laps to cover in the High-Speed Trial than anyone else, and did not quite keep up, but most cars stayed on schedule, helped by calculators and pit-signals.

Aston Martin DB4s went well, Foster and Moss gaining first-class awards, despite some abnormal Aston angles in the braking test, where Browning's Datsun 240Z was amongst those which went right through.

A M Turner brought a Metro 6R4, Richard Summers used his Lancia Thema Turbo and collected a second, and David Bowles drove his interesting Ford V8 Ulster TT, the only one left of three. **GC**



The VSCC President Roger Collings leans out of the Straker-Squire with Tarring on the Napier following closely behind.

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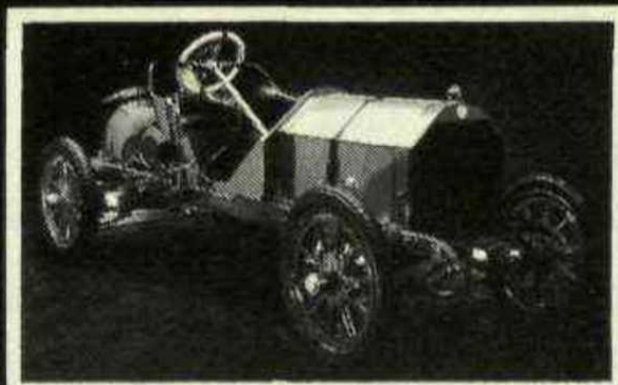
1962 Rolls Royce P-V James Young
1955 Allard J2X Roadster
1935 Packard V-12 LeBaron Town Car
1938 Cadillac V-16 Conv. Coupe
1931 Rolls Royce PII Murphy Body Continental
1930 Mercedes Benz SS Tourer
1954 Cadillac Eldorado Conv.
1969 Chevrolet Camaro Pace Car
1931 Chrysler CD Roadster
1982 Ferrari 308 Conv.
1902 Haynes Apperson
1961 Jaguar 150 Coupe w/ 1,900 Miles
1930 Duesenberg LaGrande D/C Phaeton
1932 Hispano Suiza J-12 Dual Cowl Phaeton By "Binder"
1938 Buick Special Roadster by "Lancefield"
1927 Rolls Royce PI
1933 Chrysler Phaeton
1935 Hispano Suiza J-12 Vanvooren
1936 Horch Cab. 853
1956 Ford T-Bird
1936 Lancia 2 Dr. Conv. Astura

1957 Pontiac Conv., Fuel Injected
1926 Bugatti Type 40GS
1952 Ferrari 212 Ghia Coupe
1935 Ford Miller "Indy"
1962 Ferrari 250 SWB Coupe
1938 Packard "Twelve" Conv. Coupe
1954 Buick Skylark Conv.
1925 Minerva Tourer Rollston Model
1967 Ferrari 330 GTS Spyder
1957 Chevrolet, Fuel Injected
1902 Holsman, Rope Drive
1937 Mercedes Benz Conv.
1984 Cobra Replica, 248 miles.
1908 Isotta Fraschini, Chain Dr. "Briarcliff" Factory Racer
1956 Mercedes Benz 300SC Cab.
1930 Packard Custom Dietrich Conv.
1934 Rolls Royce Freestone/Webb PII Conv.
1915 Rolls Royce Silver Ghost Limo T/C by Hamshaw
1931 Lincoln KA 7 Pass. Phaeton
1940 American Bantam
1928 Ford Beer Truck
1948 Buick Conv.

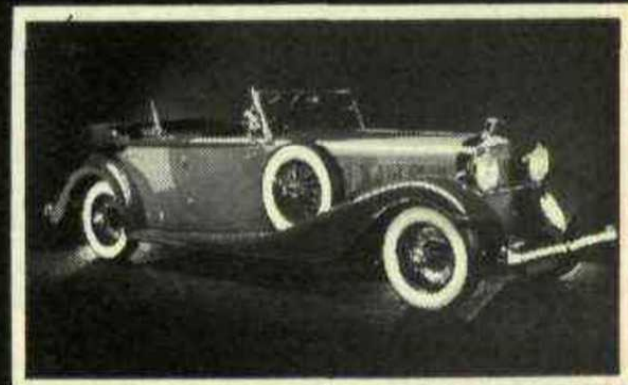
1954 Kaiser Darrin
1935 Cadillac V-12 Fleetwood Limo w/ V Windshield
1930's Race Car
1930 Lincoln Dual Cowl Phaeton
1936 Pierce Arrow Conv. w/ Rumble Seat
1955 Chevrolet Bel Air Conv.
1939 Ford Conv. Coupe
1985 Duesenberg II Murphy Roadster - Prototype
1937 Cadillac V-12 Town Car
1910 Fuller
1934 Pierce Arrow 2 Dr. Sedan
1926 Hispano Suiza H6C Fernandez & Darrin
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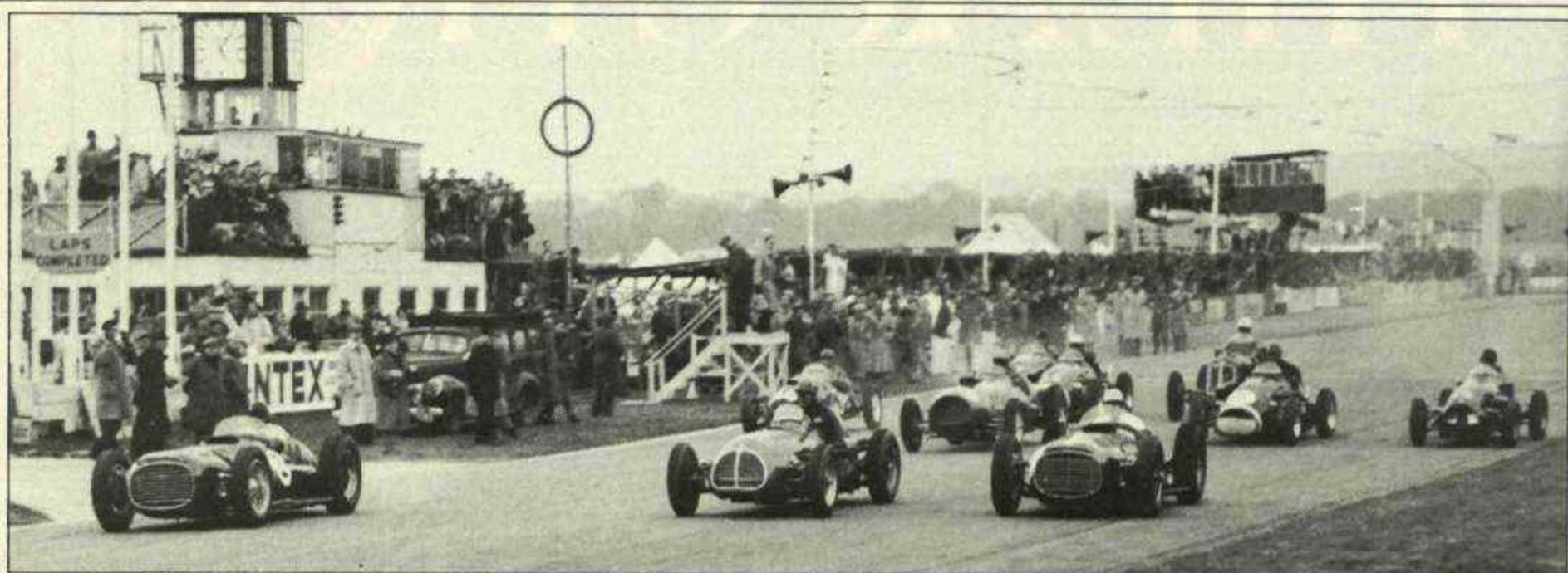
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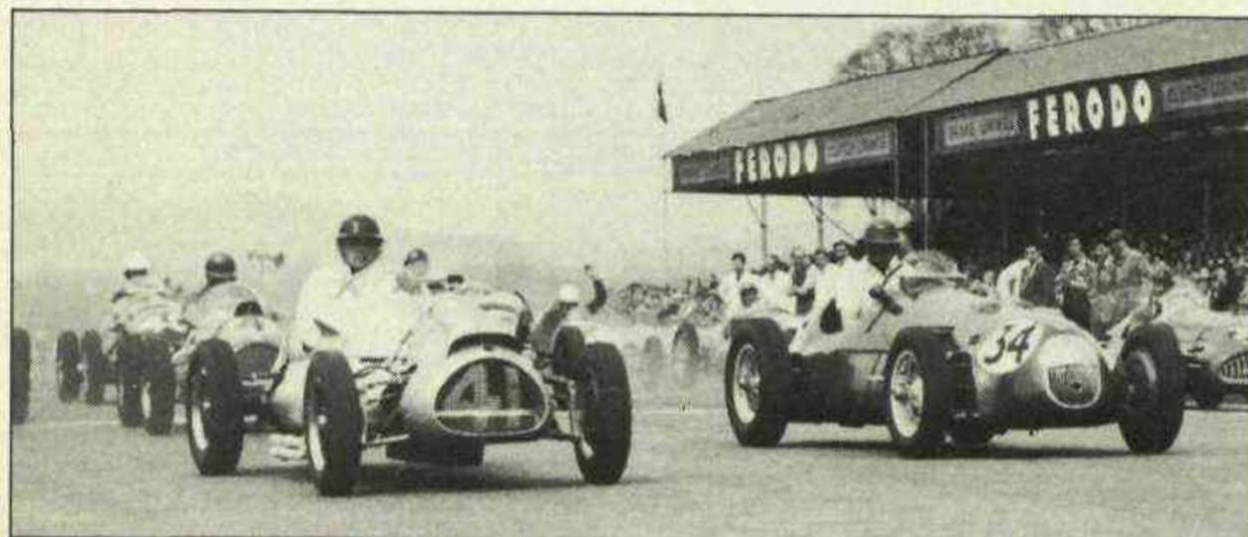
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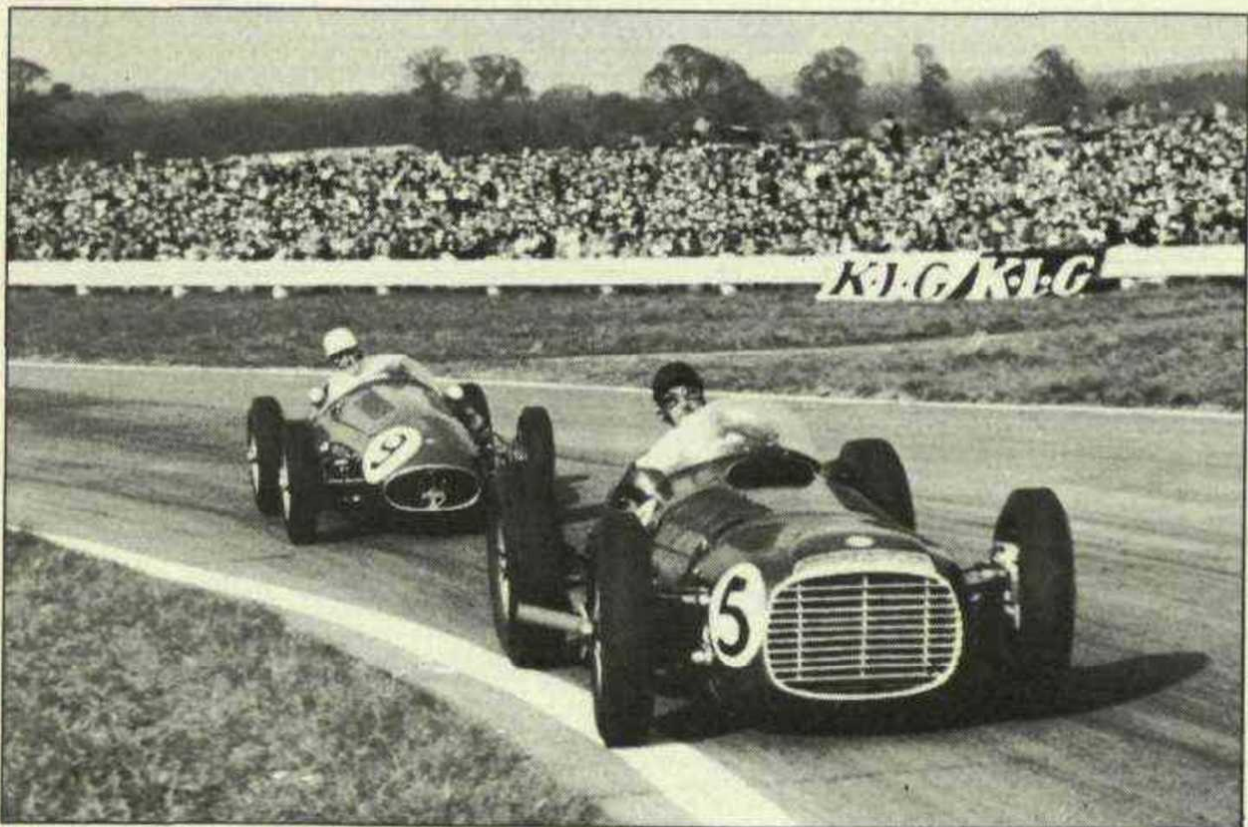


Alfred Owen's BRMs debuted at the Formula Libre race in 1953, sandwiching de Graffenried's Maserati on the grid. Ken Wharton (left) won in style.

Memorable Mondays



Young Mike Hawthorn (No 41) was the sensation of 1952, winning two races in his Cooper-Bristol and finishing a brilliant second to Froilan Gonzalez' Ferrari in the F1 Richmond Trophy.



A fierce battle between Wharton's victorious BRM and Roy Salvadori's Maserati in the 1954 F1 race ended in tears two laps from home when the cars touched. Salvadori could not restart.

Easter Bank Holiday Monday has long been traditional for a spot of motor racing, and in the days of the Brooklands Track the BARC always held a meeting of short races on this day.

When the BARC moved to Goodwood in the late Forties, it kept up the tradition of Bank Holiday racing, and in the Fifties there were some memorable Easter events.

There was invariably a capacity crowd for the opening meeting of the British racing season, and Goodwood was one of those places where you simply had to be, in order to be part of the British racing scene.

Johnny Morgan, the BARC secretary of the time, usually managed to persuade some top entries into his series of short races, and the meetings often gave a foretaste of the season to come, even if only one works Ferrari or one works Maserati was entered.

Easter at Goodwood was a feature of those far off formative years of the rising of the power of British cars and drivers in international motor racing — something we now take for granted with little thought to the struggle of the early post-war days.



Reg Parnell won three races at the first Easter Goodwood in 1949. His 87 mph lap record established the circuit as Britain's fastest.

Easter at Goodwood

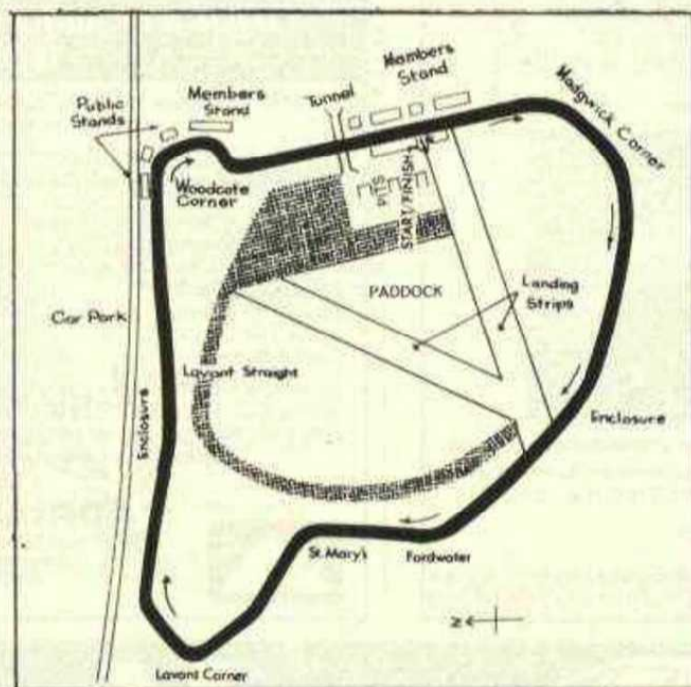


Moss and Chapman discuss the new Beart-Rodger Climax in the paddock in 1955. It retired from its first race.



A gaggle of Jags in the 1961 St Mary's Trophy saloon race is led through the chicane by Mike Parkes, the eventual winner ahead of Graham Hill.

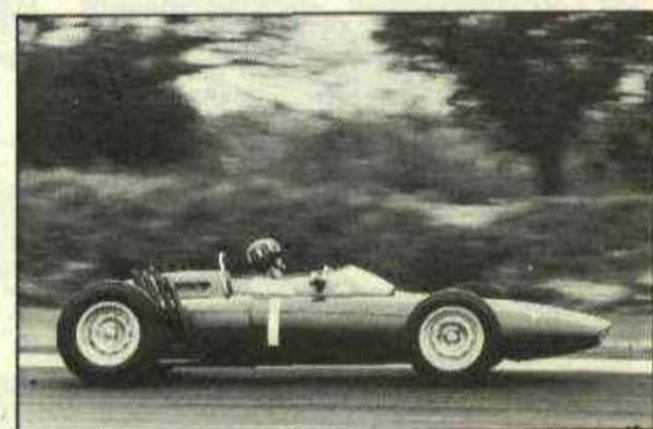
Built on a disused aerodrome, the 2½-mile Goodwood circuit opened in 1948. The BARC moved its headquarters there for 1949.



Stirling Moss in the Cooper Climax (No 7) hounds Harry Schell's BRM around the spacious aerodrome en route to victory in the Glover Trophy race for Formula One machinery in 1959.



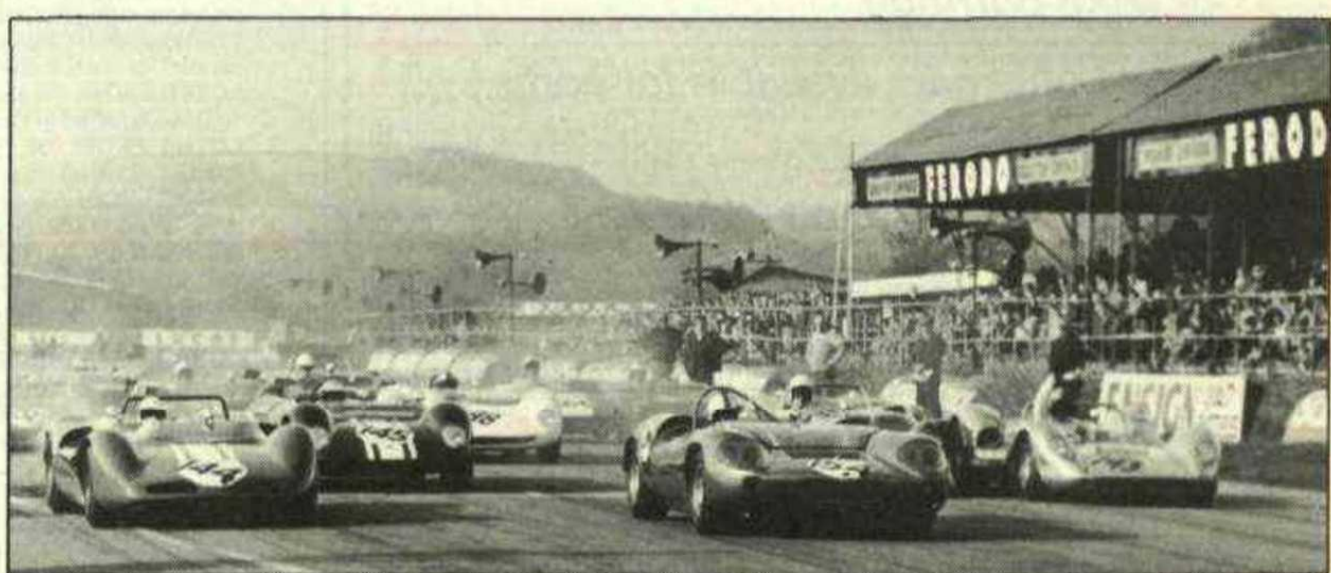
The great Jim Clark won twice for Lotus at the 1965 meeting, in the F1 race and (above) the Lavant Cup for sportscars.



Graham Hill won his first F1 race in the V8 BRM in 1962, though the meeting is better remembered for Moss' near-fatal crash.



Parkes' Ferrari 250GTO chases Hill's E-type Jaguar in the 1963 Sussex Trophy race. He failed to catch him by 1.4 seconds after 15 laps.



The last race of the last Easter meeting in 1966 was the Lavant Cup. Mike Spence (arm raised on the far right) nearly stalled on the grid but recovered to win in the Parnell-BRM V8.



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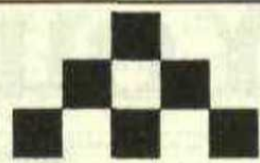
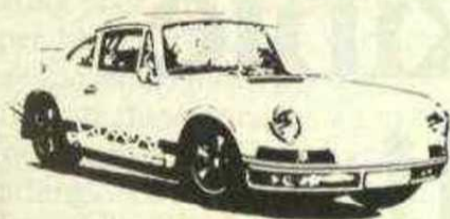
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VETERAN TO CLASSIC

From my viewpoint, the difficulty with enthusing over Classic cars is that cars change so quickly. What seemed an outstanding motor car some years ago soon pales into mediocrity, although vintage and veteran cars are sufficiently far removed in time for these feelings not to apply.

No-one was more set on the Volkswagen Beetle in the mid-1950s than me, for instance, but I would not want to own one as a first car now. When the 80-bore raked-rear-window Ford Anglia came out I liked it, but today I would not want to go further in it than to collect the post (although specialised rallies are another matter).

One lastingly memorable Classic, however, was the Lancia Aurelia. This was the post-war enlargement, as it were, of the Aprilia, which was itself a car of which I have happy memories — I regarded it as quite the finest of the small pre-war saloons. But what would it feel like in modern traffic?

Named after an ancient Roman highway, the Aurelia made its appearance at the 1950 Turin Show, a couple of years or so after serious work on it had begun. They say Lancia never made a bad car, apart from that 1919 V12 we wrote of last month perhaps, and among the first to admire this new model were the Italian President Einaudi and his lady.

That first Aurelia was the 1754cc B10, whose 60° V6 was claimed to be the very first production V6, although I await corrections on that count with trepidation! The cylinder-block was a light-alloy casting in which the wet liners were inserted, and the heads were aluminium. Bore and stroke were 70mm x 76mm, the counterbalanced crankshaft ran in four white-metal bearings, and a short duplex chain drove the central camshaft.

Engineers should have been captivated enough by the valvegear alone, the inclined overhead valves being set in line with the crankshaft instead of laterally and actuated by light push-rods and short tappets. The motorcycle layout kept the engine narrow. With a compression ratio of 6.85:1 and unexciting valve-timing, the power output was 56 bhp at 4000 rpm, and the maximum torque from this flexible engine was produced at 2750 rpm.

The new Lancia was the design of Francesco de Virgilio, working under the great racing-car engineer Vittorio Jano. Retaining the famous Lancia independent front suspension from Lambda days, the Aurelia followed the Aprilia's use of unitary-construction and independent rear suspension, with brakes mounted by the differential casing to reduce unsprung weight, but with semi-trailing arms to a system patented in 1947.

By 1951 the 2-litre B20 coupé had arrived, and there were to be other variants such as the B21 and B22, but it is the Aurelia B20 GT coupé with which I am concerned here.

The B20 ran through several series, and the Pininfarina 2+2 Gran Turismo coupé actually



The Aurelia B20 GT in which WB enjoyed a wet but rapid run from Hampshire to Devon and back.

Your Flexible Friend!

switched rear-suspension layouts half-way, abandoning the semi-trailing arms for a leaf-spring De Dion system. Its wheelbase was 8ft 8in, against the 9ft 4in of the B10, and the engine capacity had been increased to 2½ litres.

In fact, the first B20 remained a 2-litre car, but two Weber 32DR carburettors and an 8.4:1 compression ratio produced 75 bhp at 4500 rpm, and this power-unit was said to be the most compact over-2-litre of its day. By 1953 the car was into its third-series form, with the 2½-litre (2451cc) engine of 78mm x 85½mm bore and stroke using new heads, a B22 camshaft, and a Weber 40DCF to develop 118 bhp at 5000 rpm. This 2500 GT was almost a 115 mph car, but it suffered from considerable oversteer.

The ultimate B20 arrived with the fourth series. With De Dion rear suspension, Vandervell main bearings, a 40DCZ Weber and a final-drive ratio of just over 4:1, it pioneered the GT concept and was perhaps the finest car of its kind for at least the next four years.

One very enjoyable run I had in an Aurelia B20 two-door GT was from Hampshire to Devon and back in heavy rain in December

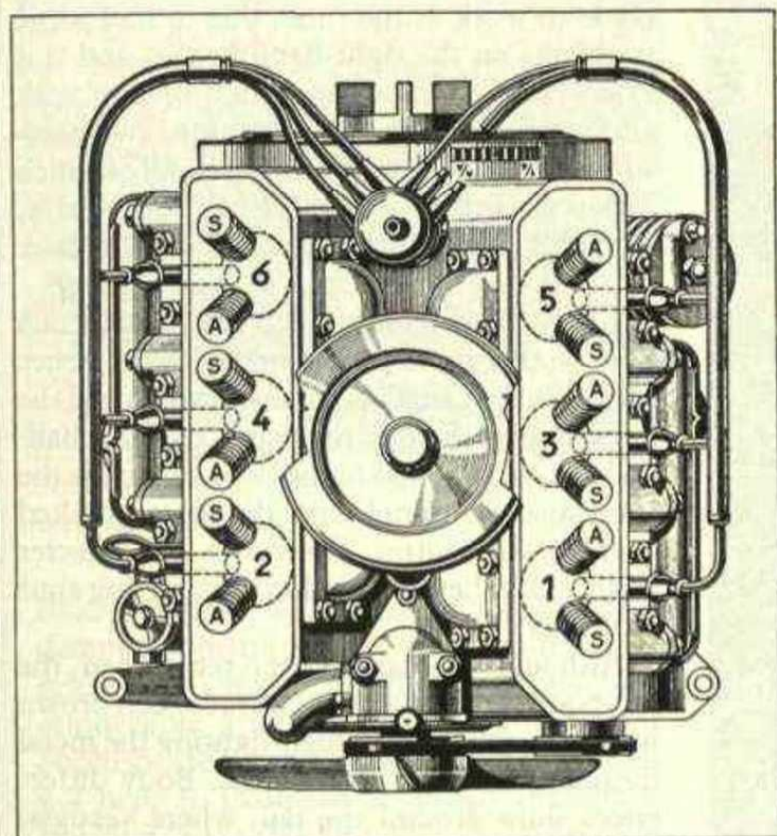
1955. The test-car (9 CMV) was equipped with the steering-column gearshift, which functioned lightly and smoothly but could be indefinite (a Nardi floor-change was offered as an option on late series cars). There was also a pistol-grip handbrake, but at least it was out of the way . . .

I drove as fast as I could, holding 100 mph across Salisbury Plain. The test-car was geared at 25 mph per 1000 rpm in its 3.68:1 top gear, and would do 78 mph in third and 50 mph in second.

Shod with Michelin X 165-400 tyres on bolt-on steel wheels, its kerb weight with two gallons of fuel aboard came out at 23 cwt 21 lb. The steering was set at 3¾ turns lock-to-lock, and power output was quoted at 118 bhp at 5000 rpm, up to which mark the engine ran willingly. The price at the time, ex-Wembley, was just under £3174 inclusive of import duty and purchase tax.

My abiding impression was of how very safe and how comfortable this fast Aurelia was under difficult high-speed conditions. There was also ample luggage space, but I decided that this was an enthusiast's car rather than an express for business tycoons. "Vibration is evident," I wrote, "through the floor, the

Lancia Aurelia B20



First seen in the B10 saloon, Lancia's 60° engine was claimed to be the first production V6.



Pininfarina united useable rear seats with a good boot—a milestone in sporting styling.

exhaust booms away behind, and the Michelin Xs sing their song.”

An enthusiast's car, yes...the clutch was either in or out, the transmission snatched, the engine was not exactly silent, the noisy windscreen wipers were ineffective in the pelting rain, the washers inoperative, demisting poor, and wind-noise intrusive. The wiper blades would not park properly, nor were the lamps much good on dip.

Despite these setbacks we made good time on our journey, thanks to its truly sure-footed handling, its excellent balance and its “throwability” in the wet, coupled with good acceleration and braking. Lancia did not let us keep this enjoyable Aurelia for long, and the

only acceleration check I made was a casual standing-start quarter-mile in the wet, which took exactly 20 seconds. Running-in speed, by the way, was 94 mph!

Though there were aspects of the bodywork which made me think Italians were better at putting together mechanicals than enclosing them and their occupants, the 2500 GT was most impressive in its day. How it would seem more than thirty years later is another matter, but anyway the Flaminia replaced it and, for me, things were never quite the same again.

Remember, however, that the Lancia Aurelia GT was also a successful competition car. Bracco was beaten only by a 4.1-litre Ferrari in the 1951 Mille Miglia, and Aurelias

were first and second in the Dolomite Cup, and second (again behind a Ferrari) in the Stella Alpina that same year. 1952 yielded second, third and fourth in the Tour de Sicily, and third place for Fagioli (vanquishing Alfa Romeo) in the Mille Miglia, before Benetto won the Targa Florio ahead of the Lancias of Valenzano and Anselmi.

Finally, to name but one more achievement, Maglioli brought an Aurelia home fourth in the 1952 PanAmerican road-race using a Roots supercharger mounted between the vee and driven by six belts from the flywheel. They say that output was thus increased to 150 bhp at 5800 rpm, giving the B20 a speed of 133 mph. **WB**



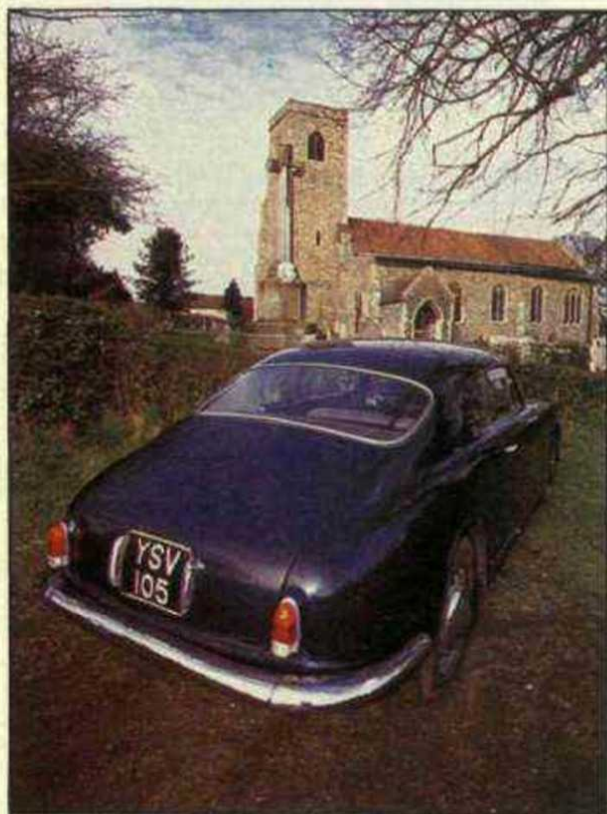
While modified B20 coupés had racing and rallying success, Lancia also developed special lightweight cars, as seen here in the 1952 Mille Miglia.

VETERAN TO CLASSIC



First and last: Series 1 B20 with dainty fins and tail-lights behind last-series example of Martin Cliffe.

Classic Coupé



Coupé's lines look ahead to Sixties GT cars like 250 SWB Ferrari and DB Aston Martin.

A Lancia Aurelia B20 coupé is hardly a common sight nowadays. Yet when we decided to follow up WB's musing on how the car he recalled driving in 1955 would seem today, we very quickly found we had an embarrassment of riches: a range of cars to choose from.

We selected arguably the three most significant models from the B20's history; a Series 1 with Nardi carb and floor-change conversions, a Series 4, reckoned to be the prime sporting model, and the last B20 coupé, a Series 6 of 1958.

Recently bought from California, the S1 (known as "Gina" because it is reputed to be the one featured in the film "Three Coins in the Fountain" with Gina Lollobrigida) is currently in the care of Martin Cliffe, who runs the Aurelia Spares Consortium as well as his Omicron restoration company near Norwich. The 2-litre car was fitted with the Nardi parts from new, and features a special camshaft and six downdraught motorcycle carburettors in line on a special manifold.

In fact, this set-up could never really be

made to work at the time, due to fuel surge problems on the right-hand bends, and this example has a much modified system with aircraft-style surge-compensation, two pressure regulators, and a fuel-cooler, all of which makes it work properly. "But", says Martin, "it is just not as rewarding to drive as the later 2½-litre cars because it lacks their torque".

Lancia was keen to keep the front bench clear so that three people might use it, hence the column change, but many owners had the floor-change fitted; the large chrome ball-and-socket is bolted to the floor alongside the transmission tunnel with the lever cranked over to the centre. The result is a shorter crisper shift better suited to the sporting aims of the car.

Although this car has been retrimmed, the log-book shows that it has always been brown in colour, with cream high-lighting the metal dash and its huge round dials. Body differences show around the tail, where vestigial fins end in tiny smooth red lamps, banned for later series by new regulations in Italy, and the front wings, which are slightly raked back with ornate projecting headlamp glasses.

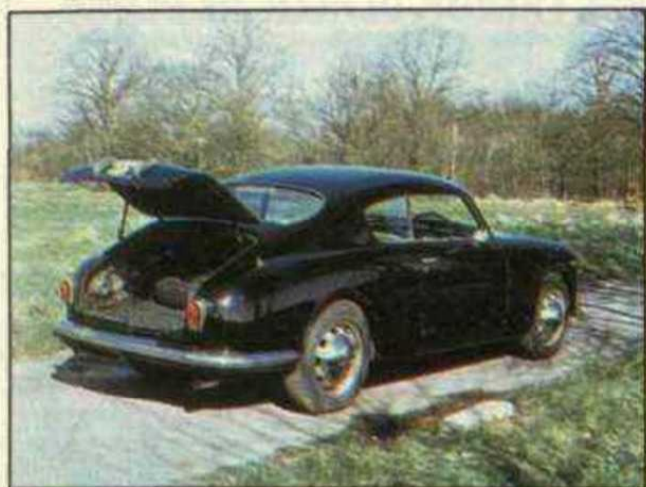
It was this, the early trailing-arm design which was so successful in competition; even in 2-litre form the works cars were reaching 125 bhp, and for the Carrera PanAmerica superchargers pushed this to 150 bhp. Six aluminium-bodied racers were built for the 1952 season as part of an official Scuderia Lancia entry, their softer lines presaging the shape of third and subsequent series production cars, and these not only challenged the nearest showroom rival of the B20, the Alfa Romeo 1900, in rallying, but even took on the V12 Ferraris and Mercedes 300 on equal terms in road-racing.

One of the characteristics which made the Aurelia coupé an excellent racer was its tendency to oversteer, but this was not quite so useful on the road. For fourth-series cars, like that belonging to Mike Darrieulat, Lancia substituted a De Dion tube on leaf springs, with a Panhard rod, and we took the opportunity to inspect the set-up on one of the ramps in Darrieulat's Lancia garage, Talon Engineering.

From below, the two-piece prop-shaft which sent so much vibration through the car can be seen joining the V6 lump to the rear transaxle. Keeping the clutch small meant less intrusion into the rear passenger space and allowed the unit to be easily removed, but as we found when we took the car out, the famous Aurelia clutch-judder cannot be hidden. An oddity of the layout, because of the width of the transaxle and its inboard brake-drums, is that to keep the half-shaft as long as possible and reduce angular deflection, it pokes right through the wheel with the u/j on the outside, covered by a bulbous hub-cap.

Mike also pointed out other advanced maintenance features of the B20: Bentley-style thermostatic radiator shutters, brake

Lancia Aurelia B20 GT



Boot was roomy, though rear seats were thin and hard on earlier cars.

fluid indicator, self-bleed device, and front damper adjustment from the underbonnet reservoir, simple handbrake adjustment, removeable grille for steering-box fettling. Sophisticated though the Aurelia was, it was not hard to maintain in its day (except for working on the sliding-pillar front suspension with its integral damper — both Cliffe and Darrieulat singled this out as the worst job).

With the fourth-series 2½-litre engine, the B20 has 118 bhp, and this version is often thought the most desirable. Darrieulat feels lucky still to have his: "I made the mistake of selling it once, but two years later it turned up again, one of a pair offered for breaking". Inevitably he bought it back, and now resists offers to buy. When other projects (such as the Turner he drives in HSCC racing) allow, it will get the respray and re-trim it needs.

Our last-series Aurelia belongs to Martin Cliffe, and is certainly the most refined. Lancia tackled the vibration problem with different prop-shaft couplings and a larger clutch on fifth- and sixth-series cars, and fitted a stiffer front axle beam to counteract brake judder. There are also cooling air-scoops on the drum back-plates, fed from the small grilles in the nose.

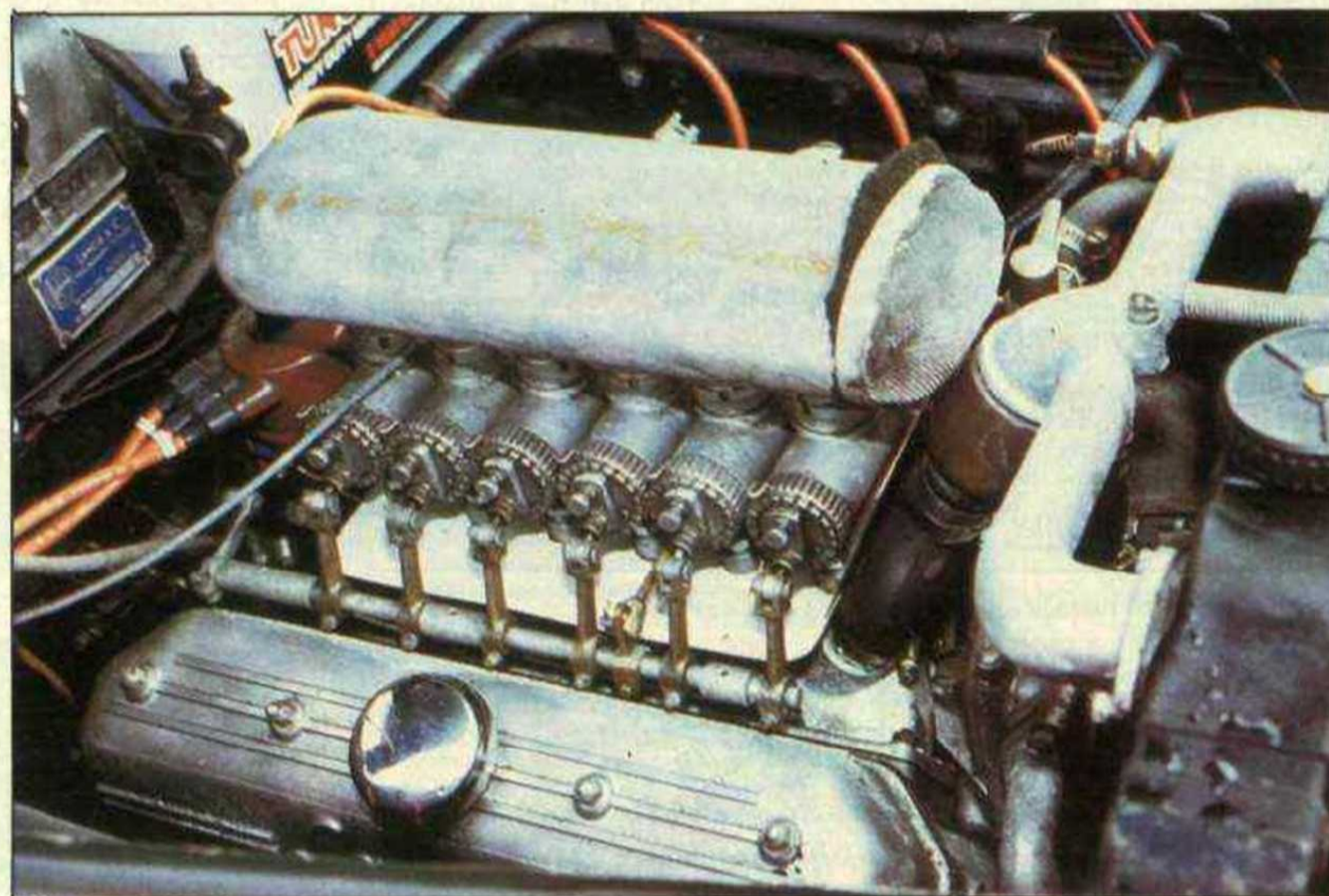
Driving the B20 on Norfolk roads proved the tremendous flexibility of the torquey V6 with its loud and rumbling exhaust; it will spin to 5000 rpm, very high revs for the period, but has impressive pulling power low down. Perhaps it is less smooth than today's equivalent, but the rest of the transmission is considerably more relaxed than the S4 Aurelia, with smoother clutch engagement through the sensitive pedal.

There is a good foot of movement in the column lever, but selection is positive, even fast with a little practice. First (no synchro) and second are nearest the wheel, third and fourth further away and reverse close to the dash. Like the fifth series, the sixth is a heavier car than previous models, but where the former was slower as a result of having less power, the latter gained extra urge to compensate. It is no quicker than an S4, but top speed is a little higher.

The large upright wheel feels very direct, providing lots of feel from the simple steering: one idler arm from the steering box and a



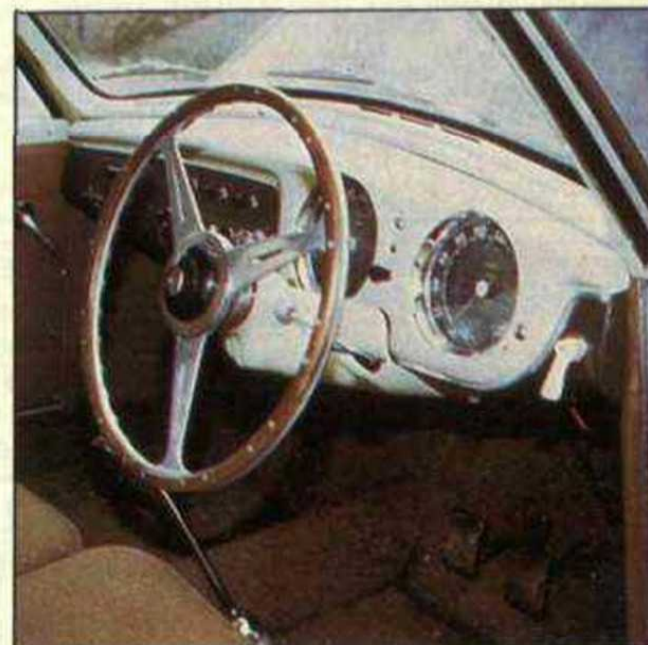
Sporting peak: Series 4 with 118 bhp. Later cars gained comfort — and weight.



Nardi's six-carb system was only partly successful; "Gina" has many mods.

one-piece track-rod. On winding country roads the ratio is very good, and the car quickly settles into a neutral stance through corners. It feels as if more throttle will start to push the tail wide, and I am told that opposite lock is fun, though I was too circumspect to experiment even in the light traffic.

But overtaking is rapid, much quicker than a 30-year-old car might be expected to turn in; in fact, with its powerful yet flexible engine and accurate steering, the Aurelia feels remarkably modern. Its brakes are firm with none of the judder of the early cars, the ride is very comfortable, and it can easily be propelled at today's traffic speeds. And that lovely Farina shape, simple as it is, brought everyday practicality and high performance together in a form which was to influence Grand Touring cars for years afterwards. GC



Two-tone dash, Nardi wheel and floor-change were original fitments to this S1.

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**12 OLD BIRMINGHAM ROAD
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How anyone can start again at any age and retire a millionaire in less than 10 years.

You think you've got problems?

Well, I remember when a bank turned me down for a \$200 loan. Now I lend money to the bank - Certificates of Deposit at \$100,000 a crack.

I remember the day a car dealer got a little nervous because I was a couple of months behind in my payments - and repossessed my car. Now I own a Rolls Royce. I paid \$43,000 for it - cash.

I remember the day my wife phoned me, crying, because the landlord had shown up at the house, demanding his rent - and we didn't have the money to pay it.

Now we own five homes. Two are on the oceanfront in California (I use one as my office). One is a lakefront "cabin" in Washington (that's where we spend the whole summer - loafing, fishing, swimming, and sailing). One is a condominium on a sunny beach in Mexico. And one is snuggled right on the best beach of the best island in Hawaii - Maui.

Right now I could sell all this property, pay off the mortgages - and - without touching any of my other investments - walk away with over \$750,000 in cash. But I don't want to sell, because I don't think of my homes as "investments." I've got other real estate - and stocks, bonds, and cash in the bank - for that.

I remember when I lost my job. Because I was head over heels in debt, my lawyer told me the only thing I could do was declare bankruptcy. He was wrong. I paid off every dime.

Now, I have a million dollar line of credit; but I still don't have a job. Instead, I get up every weekday morning and decide whether I want to go to work or not. Sometimes I do - for 5 or 6 hours. But about half the time, I decide to read, go for a walk, sail my boat, swim, or ride my bike.

I know what it's like to be broke. And I know what it's like to have everything you want. And I know that you - like me - can decide which one it's going to be. It's really as easy as that. That's why I call it "The Lazy Man's Way to Riches."

So I'm going to ask you to send me

something I don't need: money. £10 to be exact. Why? Because I want you to pay attention. And I figure that if you've got £10 invested, you'll look over what I send you and decide whether to send it back... or keep it. And I don't want you to keep it unless you agree that it's worth at least a hundred times what you invested.

Is the material "worth" £10? No - if you think of it as paper and ink. But that's not what I'm selling. What I am selling is information. *More* information than I give when I'm paid \$1000 as a guest speaker. *More* information than I give in a one-hour consultation for \$300.

But you're really not risking anything. Because I won't cash your cheque or money order for 31 days after I've sent you my material. That's the deal. Return it in 31 days - and I'll send back your cheque or postal order - uncashed.

How do you know I'll do it? Well, if you really want to be on the safe side, postdate your cheque for a month from today - plus 2 additional weeks. That'll give you plenty of time to receive it, look it over, try it out.

I know what your thinking: "He got rich telling people how to get rich." The truth is - and this is very important - the year before I shared "The Lazy Man's Way to Riches," my income was \$216,646. And what I'll send you tells just how I made that kind of money... working a few hours a day... about 8 months out of the year.

It doesn't require "education." I'm a high school graduate.

It doesn't require "capital." Remember I was up to my neck in debt when I started.

It doesn't require "luck." I've had more than my share. But I'm not promising you that you'll make as much money as I have. And you may do better. I personally know one man who used these principles, worked hard, and made 11 million dollars in 8 years. But money isn't everything.

It doesn't require "talent." Just enough brains to know what to look for. And I'll tell you that.

It doesn't require "youth." One woman I worked with is over 70. She's travelled the world over, making all the money she needs, doing only what I taught her.

It doesn't require "experience." A widow in Chicago has been averaging \$25,000 a year for the past 5 years, using my methods.

What does it require? Belief. Enough to take a chance. Enough to absorb what I'll send you. Enough to put the principles into action. If you do just that - nothing more, nothing less - the results will be hard to believe. Remember - I guarantee it.

You don't have to give up your job. But you may soon be making so much money that you'll be able to. Once again - I guarantee it.

I know you're sceptical. Well, here are some comments from other people. (Initials have been used to protect the writer's privacy. The originals are in my files.) I'm sure that, like you, these people didn't believe me either when they clipped the coupon. Guess they figured that, since I wasn't going to deposit their cheques for at least 31 days, they had nothing to lose.

They were right. And here's what they gained:

'Thanks to your method I'm a half millionaire'

"Thanks to your method I grossed about \$500,000. Would you believe last year at this time I was a slave working for peanuts?"

G.C., Toronto, Canada.

'\$24,000 in 45 days'

"...received \$24,000.00 in the mail the last 45 days.

"Thanks again."

Mr. E.G.N., Matewan, W.VA

'Made enough to retire at 41'

"If it hadn't happened to me, I wouldn't have believed it... A few years ago, I had nothing to lose. I was unemployed and broke."

"Now, thanks to you and the 'Lazy Man's' program, I have made enough money (at age 41) to retire in style.

R.A., Huntingdon Beach, Calif.

'There's no stopping me'

"Since I've got your (Lazy Man's Way to Riches) in July, I've started 4 companies... there's no stopping me and I'm so high I need chains to keep me on the ground."

M.T., Portland, OR

'Wow, it does work!'

"Oddly enough, I purchased Lazy Man's Way to Riches some six months ago, or so, read it... and really did nothing about it. Then, about three weeks ago, when I was really getting desperate about my financial situation, I remembered it, re-read it, studied it, and this time, put it to work and WOW, it does work! Doesn't take much time, either... I guess some of us just have to be at a severe point of desperation before we overcome the ultimate laziness, procrastination."

Mr. J.K., Anaheim, CA

'Made \$70,000'

"A \$70,000 thanks to you for writing The Lazy Man's Way to Riches. That's how much I've made..."

"I use this extra income for all of the good things in life, exotic vacations, classic automobiles, etc. Soon I hope to make enough to quit my regular job and devote full time to making money the easy way..."

Mr. D.R., Newport Beach, CA

'\$260,000 in eleven months'

"Two years ago, I mailed you ten dollars in sheer desperation for a better life... One year ago, just out of the blue sky, a man called and offered me a partnership... I grossed over \$260,000 cash business in eleven months. You are a God sent miracle to me."

B.F., Pascagoula, Miss.

'Steadily upward ever since'

"I ordered Lazy Man's Way to Riches in June... by September, my career was launched and has gone steadily upward ever since."

Mrs. B.A., Walnut Creek, CA

'\$7,000 in five days'

"Last Monday I used what I learned on page 83 to make \$7,000. It took me all week to do it, but that's not bad for five day's work."

M.D., Topeka, Kansas

What I'm saying is probably contrary to what you've heard from your friends, your family, your teachers, and maybe everyone else you know.

I can only ask you one question. How many of them are millionaires?

So it's up to you.

A month from today, you can be nothing more than 30 days older - or you can be on your way to getting rich. You decide.

The wisest man I ever knew told me something I never forgot: "Most people are too busy earning a living to make any money."

Don't take as long as I did to find out he was right.

I'll prove it to you, if you'll send in the coupon to my publisher now. I'm not asking you to "believe" me. Just try it. If I'm wrong, all you've lost is a couple of minutes and a postage stamp. But what if I'm right?

Some have called it a Miracle. Some have called it Magic. You'll call it "The Secret of the Ages."

As for me, I thank God that before he died Millionaire Joe Karbo left, for all to share, the secret of "The Lazy Man's Way to Riches." The above story, which is in his own words, is his gift to you.

Sworn Statement:

"On the basis of my professional relationship as his accountant, I certify that Mr. Karbo's net worth is more than one million dollars."

Stuart A. Cogan

PROOF!

Don't take my word for it. These are excerpts from articles in newspapers and magazines:

Time:

He only works half the year in his stunning office on California's Sunset Beach, and even when he's there he puts in short hours... In other words, Joe Karbo, 48, is the prototype for... "The Lazy Man's Way to Riches."

Boston Herald-American:

The book has drawn hundreds of letters from persons who have profited by it...

Los Angeles Herald-Examiner:

An unpretentious millionaire, Joe Karbo of Huntington Harbor is a vibrant, living testimonial to his intellectual, pragmatic conviction.

Money Making Opportunities:

Maybe Joe Karbo has the secret. Don't you think you owe it to yourself to find out what it is all about?... I just finished it - and I'm off on a vacation myself. Get the idea?

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You may be full of beans, but what have I got to lose? Send me the Lazy Man's Way to Riches. *But don't deposit my cheque or postal order for at least 31 days after it's in the mail.* If I return your material - for any reason - within that time, return my uncashed cheque or postal order to me.

- On that basis, here's my £10
 Please charge my credit card.

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VETERAN TO CLASSIC



Early RAC Rallies attracted crowds as well as cars. Spectators in Eastbourne inspect the entries during the coachwork competition in 1935.

Modern rallies are usually fast thrashes through forests in specialised cars, or something similarly tough on Continental roads. But it was not always like that, and the younger generation may well have little idea of how pre-war rallies, contested mainly over long mileages on public roads, were run.

In 1982 the RAC remembered the kind of cars which competed in such contests with its Lombard "Golden 50" Rally, and in more recent times its Norwich Union Classic Run has converged on Silverstone from different starting points. This summer the Pirelli Classic Marathon will recapture something of the spirit of the famous pre-war Alpine Trials and Rallies. So it seems appropriate to look at what the road rallies of former days were all about.

What follows is not intended to be an early history of the most important of them, the RAC Rally; that has been done in various books. This is just a brief backward glance at some of these RAC contests, to remind ourselves of how comparatively simple they

were, but nevertheless how very seriously they were taken and how they rather surprisingly tended to break competing cars.

These rallies were said to have originated when Britain went off the Gold Standard, and thus spending money abroad was considered unpatriotic. A Monte-type rally to Torquay was suggested and so was born the RAC Rally in 1932.

It was realised that requiring competitors to drive 1000 miles around Britain by day and night would constitute a pretty severe test, even at average speeds which would not cause adverse comment among the anti-motoring fraternity. Furthermore, if some timed tests

were added, winners could be declared, and by having a coachwork competition as the grand *finale* interest from the motor trade would be encouraged.

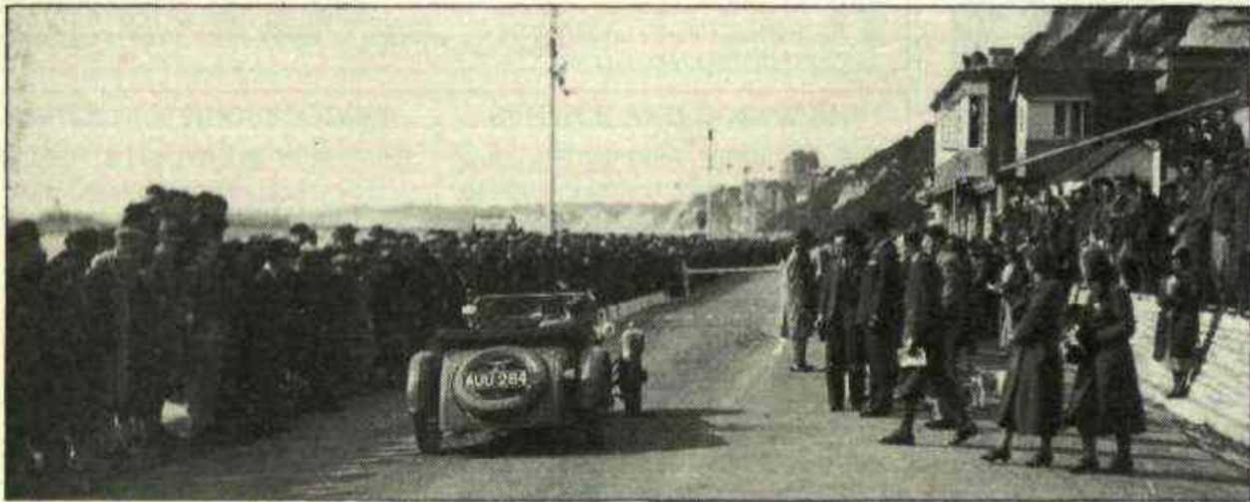
It worked out very well. The towns through which the rally was routed enjoyed the attention they attracted, sporting drivers thought the thing a challenge with good social possibilities, and manufacturers saw some useful publicity if their cars did well.

The rules for this and subsequent pre-war rallies enabled drivers to choose their own way between controls, and these opened early so that time for rest and refreshments could be built up — which may be why so many cars blew up — but at the finish the official margin was down to a maximum of five minutes early or ten minutes late, if no marks were to be lost.

You may now think nothing of driving 500 miles in a day on British roads at averages you would prefer not to admit, and wonder how even twice this distance, completed at modest average speeds, could constitute any sort of test of cars and crews. But you must remember that this was more than half a century ago, that much night driving was involved, and that the final tests were rather longer than is usual now, so that cars would be wound up to quite a degree.

Anyone who has driven for a night and a day

A Serious Business



Bournemouth's seafront hosts the driving tests in the 1934 RAC, with an Aston Martin centrestage.

RAC Road Rallies



F S Barnes helped Singer to win team and owners' club awards in the 1936 event.

will know how a second night at the wheel feels, and those competitors were either on the road for some 42 hours or had to build up time so they could sleep, eat or mend any marks-losing damage before the finish. Similar rallies caught on — the Scottish, the Welsh and the Blackpool Rallies for instance — and the format endured until the 1960s with the popular *Daily Express* Rally.

Though it was nothing like as demanding as the already long-established Monte Carlo Rally, plenty of sportsmen and sportswomen were willing to try the RAC Rally. A total entry of 367 was attracted in 1932, and so successful was the event that it soon became a much-publicised annual fixture. In 1933 it finished at Hastings, but there were starting-points in London, Bath, Norwich, Leamington, Buxton, Harrogate, Liverpool, Newcastle and Glasgow.

Average speeds of 22, 24 and 26 mph for cars of up to 10hp, 10-16hp, and over 16hp respectively may seem tame; but starting on a Tuesday evening, drivers had to dispose of the 1000 miles by 9.30am on the Thursday, which, with 1930s performance and road-holding (or the lack thereof), rain, fog and even icy March roads, was not as easy as it sounds. Amusingly, no driver was permitted more than 700 miles behind the wheel (how did the RAC check?) and bonus marks were given for additional drivers or passengers. Marks were lost for damage discovered to cars at the finish, making it all that bit tougher . . .

The second RAC Rally had ten fewer entries than the first, but was still "the biggest car event in the world" according to one authority, and the motor papers were full of it. The most popular make was Riley (36 entries), followed by Standard (27) and

Wolseley (23). Six Rolls-Royce owners entered, and there was even an Isotta-Fraschini. Five Trojans were optimistic, but only two "Chain-Gangsters" (one of them Mrs Needham) put in Frazer Nashes. A dozen of the new Ford V8s were nominated, and a 6hp vee-twin Andre . . .

How did the RAC sort them all out? With a slow-running test, a 1-in-6 hill re-start, and an acceleration/brake test. That it was taken very seriously is evident from *The Autocar* entering Sports Editor Sammy Davis in a Siddeley Special, Gordon Crosby in a Sunbeam, Douglas Clease in a wireless-equipped SS1 and artist Barry Applby in an Aero Minx. Sales Managers such as McKenzie of Hudson-Essex and Blake of Crossley's (in a Buxton saloon) turned out.

So did many racing drivers. In just three RACs they numbered S C H Davis, Harvey Noble (De Soto-mounted at Hastings), Ken Hutchison, Fay Taylour, A G Bainton, Mrs Wisdom, Prideaux-Brune, Captain Marendaz, Dick Seaman, Kay Petre, Joan Richmond, G W Olive, J A Driskell, the



255 of the 276 starters reached the Torquay checkpoint to complete the 1936 RAC Rally.

Hon Mrs Bruce, K D Evans, W M Couper, Miss Naismith, Freddie Thatcher, Peter Clark, R D Poore, F R Gerard, the Barnes brothers, Doreen Evans, Charles Follett (in an Alvis, naturally) and Manby-Colgrave.

Manufacturer Sir John Siddeley and Cyril Siddeley drove Armstrong Siddeleys, and titled competitors included Viscount Curzon, Lord Waleran, Lord Walpole, Lady Oldham, Lady Mary Grosvenor, Lord Stuart, Sir Ronald Gunter and Sir F Bowring. Some would say they had nothing better to do, but I prefer to say they had the time to spare — and many of them were competition drivers of repute, anyway.

At Hastings in 1933 attractive blonde Kitty Brunell was in the news, having won her class in an AC, which shared the honours with Rover and Riley; she was later to marry Ken Hutchison (who was driving a Ford) and I had a card from her only last Christmas . . .

It is rather surprising how many cars fell by the roadside. Miss Warley's Delage lost all its electrics, a vintage Bentley lost a piston, and in all 32 failed to qualify. Then 79 more were penalised for being late. Others lost marks for various faults which included defective horns, lamps, starters, dynamos, wings and screens — and even fuel, oil and water leaks. Imagine modern rally cars being subjected to this!

But the red, white and blue Singers and the big Siddeleys came in exactly on schedule, "Ebby" himself clocking the finishers in for overnight garageing in Hastings' underground car-park. Next day the Siddeleys did 3 mph in the slow test, and in the stop-start Humphrey Symons' open Siddeley and Donald Healey's big Invicta were among those earning high praise.

Two years after the Hastings event, the RAC went to Eastbourne. An entry of 281 started from Leamington, Liverpool, Edinburgh, Harrogate, Buxton, London, Torquay and Yarmouth, with the rules virtually unchanged. Leamington's Mayor despatched the first to start (Mrs Richards in a two-tone Standard saloon) and the Ace Of Spades road-house saw off the London starters.

In spite of the blessing of many Mayors, the police were trapping in the new 30 mph speed-limit zones, the Torquay force using an ancient A7. Follett hit a wall in fog in his Alvis Speed-20, Miss Streather crashed her Alvis, and an SS and a Singer had accidents, which were not welcome on public roads!

Viscount Curzon was caught speeding in Bristol by non-uniformed police and his SS was also in mechanical trouble. Miss Allen pressed on in spite of her AC running a big-end, developing a radiator leak and shedding its propshaft; Doreen Evans's MG and Driskell's Standard were savaged by lorries; a Squire was reluctant to engage reverse gear; Stanley Barnes lost his route-book; and in the tests a Marendaz Special smoked to excess before stopping.

This was the year, 1935, when the little 8hp Talbot-Darracq which is now in my posses-



One of 81 London starters in 1938, Sunley's Citroën leaves the Ace of Spades for Blackpool.

sion was driven by Hal Hill's young son, as high adventure. Knowing the battery would be in a poor state after two nights on the road, he had removed the starter, intending to do the quick-start test on the handle; but the astonished officials objected, so he lost marks there. Still, he gained a third-class award, which only 50 modern cars managed — not bad for a 1922 light-car.

Once again "Ebbey", in what looked like a sort of chicken-coop, presided over the timing in Eastbourne. There were 107 first-class awards and 81 second-class, but no award for three of the starters, and this new idea of competing against the RAC instead of having outright class-winners was unpopular.

The Rally returned to Torquay the following year and, although engines and axles could not be changed *en route* (imagine such rulings in today's RAC Rally!), there were complaints that some of the competing cars were close to being racing cars — such as Boyd-Harvey's lightweight Squire, Spikins' twin-blower short-wheelbase Hudson Special, or Hillcoat's sporting Ford V8, perhaps.

Mayors were out in force again to see the drivers away, souvenirs were presented by towns happy with rally publicity and Sammy Davis left his competing Armstrong Siddeley to broadcast the story of the run. The

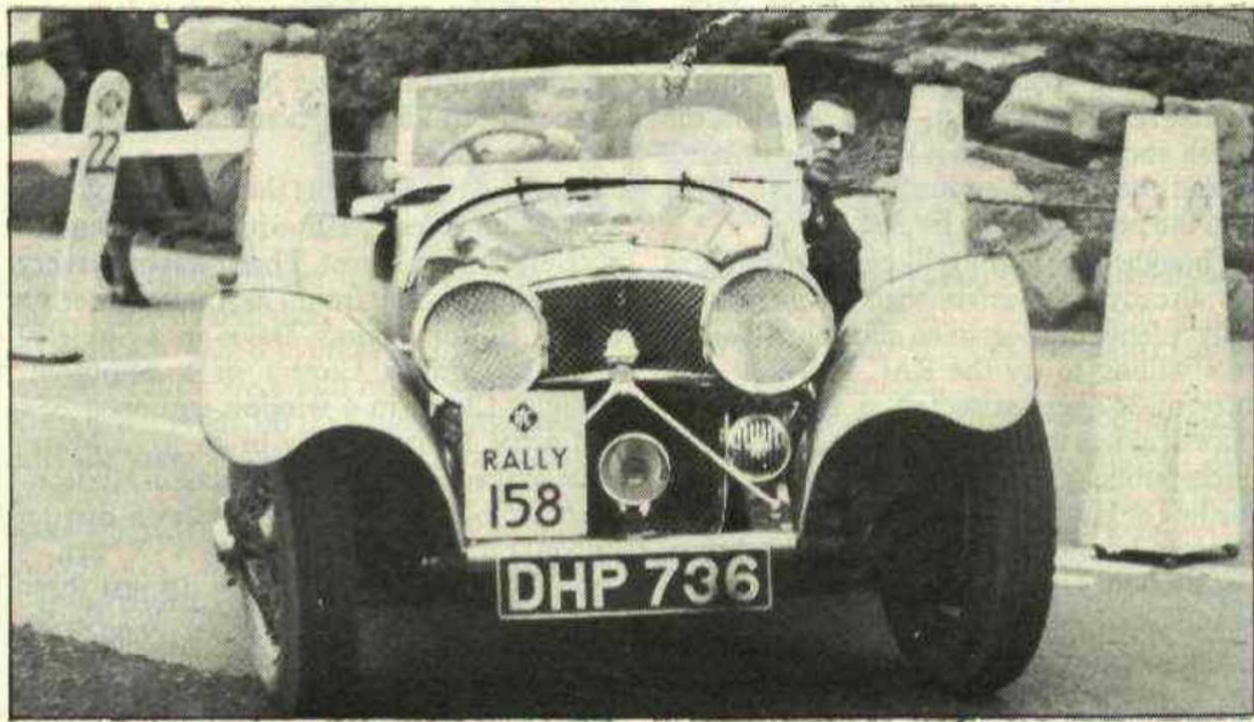
battleship *Royal Sovereign* and the *Queen Mary* at Glasgow were counter-attractions to the rally cars. Last to arrive in Torquay, very late, was Mrs Lace in a Marendaz Special. Alas, the cars then got bogged down when rain hit the grass-field car park overnight.

Even tiny paintwork blemishes now lost marks, but in the end the Singers shone and

Frazer Nash-BMW, Hudson, Bentley, MG and Austin won their classes, while the premier coachwork awards went to Alvis and Humber. But as ever in competitions, there were problems — F S Barnes, whose Singer had battery trouble, did much of the night running on side lamps, and Hobson's MG stopped only six miles from the Yarmouth start. He complained that other competitors went by making derisive gestures, whereas ordinary drivers stopped to help.

A Ford and a Standard contrived to overturn, and the veteran motoring writer Thornton Rutter had a bad crash in a Humber near Penrith. But out of 274 starters, only 22 retired, and only 30 lost road-marks.

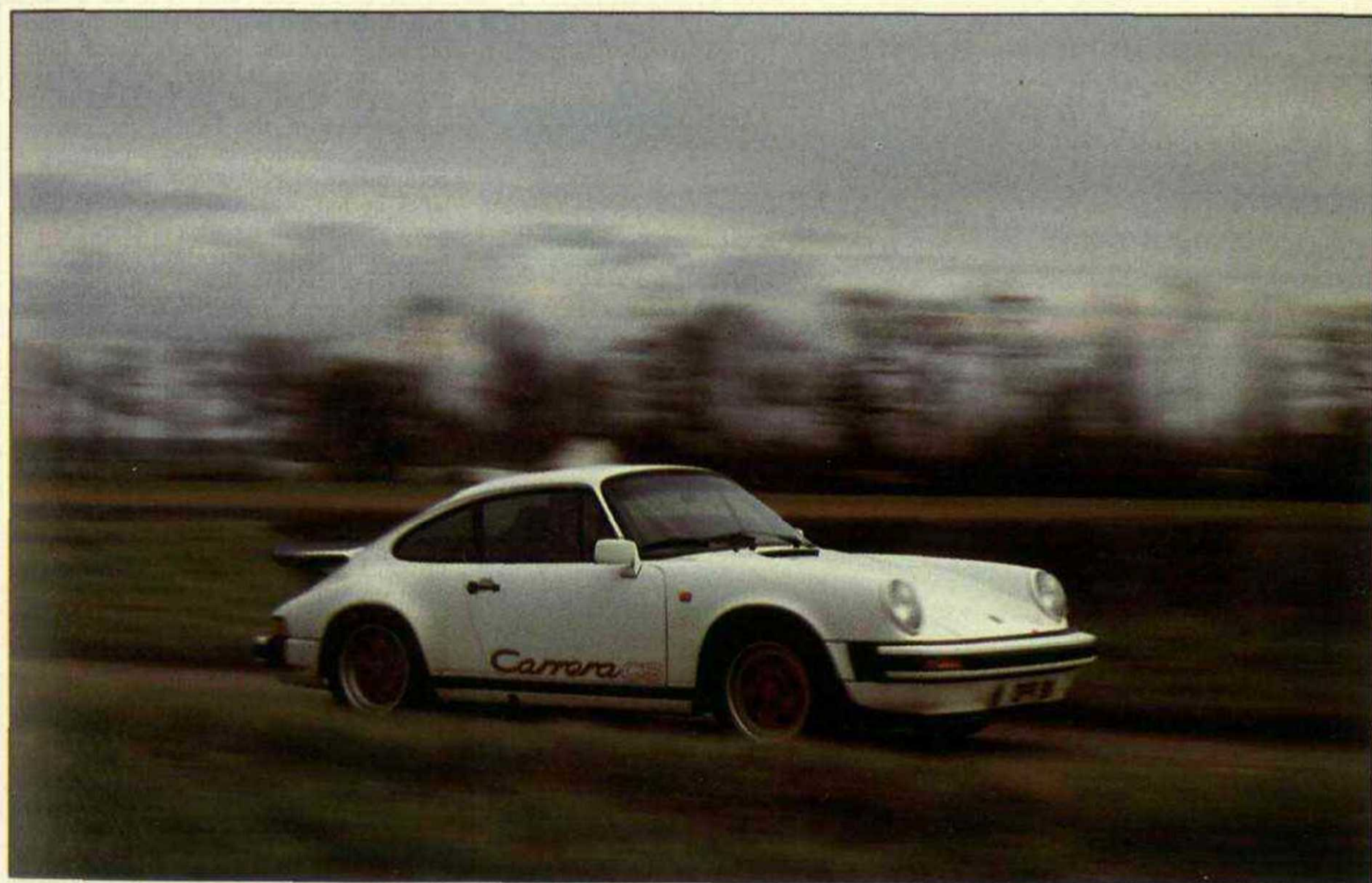
I have reported many such rallies for *MOTOR SPORT*, watching numbers going past for hours on end — the story of my life! Looking back I am reminded how much sport ordinary drivers could have in their own cars in these early RAC events, yet how seriously such rallies were regarded. Certainly manufacturers supported them, and there was the amusing year when, after paying special attention to carburation and the use of fluid flywheels, Lanchester and Daimler crawled so snailwise through the slow-test as to dominate the Rally. **WB**



Hard at work in an SS during the timed tests in Blackpool is class-winner J Harrop.



The Welsh Rally was just one to follow the RAC's format, with observed stop-and-restart tests (1937, left) and mayoral send-offs (1938, right).



Is there such a thing as an anti-option list? Porsche's new lightweight 911 Club Sport boasts a catalogue of absent extras, a horde of missing fittings which had grown on the once-raw rear-engined sportster like barnacles on a speed-boat.

Performance was not a problem; even in normally-aspirated form, the current 3.2-litre cars have few rivals. Yet with each new luxury, the flat-six range changed character and moved further away from the unadorned enthusiast's machine. Now the bare look of the RS is in again.

Aimed, as the name makes clear, at the club competitor (who over here will be looking at the Pirelli PC GB series or the Gordon Russell Inter-Marque Challenge) the Club Sport is no more powerful than the Carrera Sport, but it is if nothing else a gesture to past days when the 911 was light and spartan. Many of the trimmings have been thrown overboard, the engine has a higher red line, and the suspension is stiffer; comfort has been, if not ignored, then down-graded in the quest for a sharper, a more urgent car than the increasingly option-loaded Carrera.

What has been removed sounds like the entire extras list of many a lesser car. Thrown out are: front fog-lamps, rear seats (replaced by a simple shelf), most of the sound insulation, bumper recoil pistons, rear wiper, electric window-lifts, power seat-adjustment, automatic heater controls, anti-theft wheel-

nuts, door-pocket lids, engine and boot lighting, and the passenger sun-visor. Other dietary items are the thinner carpets, simpler wiring harness, thinner starter-motor cable, and light-alloy spare wheel.

Home-market cars for Germany go further, with no glovebox lock, a simple radio, and no PVC underseal, but still weigh in slightly heavier than UK cars because of the catalytic converter. Homologated dry weight figures are 2564 lb (UK), and 2583 lb (Germany), a saving of 260 lb for us over the standard Carrera.

There are some engine modifications, too, though maximum power is unchanged at 231 bhp: stiffer mounts locate the venerable alloy flat-six which hangs behind the rear axle, and hollow inlet valves now allow the revs to peak beyond the old 6250 rpm red line. New instructions in the Digital Motor Electronics chip let the needle touch 6840 rpm before pulling the plug, giving a little more leeway in urgent overtaking manoeuvres, and fourth

and fifth gears have both been raised.

From 1987, all normally-aspirated 911s have been fitted with a hydraulic clutch which is a little lighter than the mechanical one; it is still not one to keep disengaged longer than necessary, though. At the same time a new-pattern gearshift was introduced; reverse used to be opposite fifth, where a mistake would be catastrophic, but has now moved to the left of first. Yet the separation is very small and it is very easy to confuse the two.

Time has made little mark on the inside of the 911. Black leathercloth covers every panel, and the mere proportions of the interior are a reflection of the age of the design. A tall windscreen and lofty roof soar over the large high-set wheel with the plain dials close behind, the longish gearlever points backwards in period style, and the skinny handbrake has no moulded rubber gaiter to cover its painted metal bareness.

Smaller instruments butt up to the huge

Back to Basics

ROAD TEST



Engine's tremendous flexibility makes 911 a relaxed town-car, but CS ride is bad for the back.

and brightly-lit tachometer which demands most attention, and round push-pull switches line up below. A plain console carries only heated rear window and hazard controls; the normal thermostatic heating system has been replaced by the old system of two red levers like aircraft throttles between the seats.

Only the seats (and perhaps the Blaupunkt digital radio/cassette) look recognisably modern inside: deep-contoured sides cradle and restrain the torso against the centrifugal abilities of the chassis, or more precisely its very low-profile 16in Dunlop D40 tyres which spread a handsbreadth or more of adhesive rubber between car and road. Long doors give

toe-room to swing out of their upright embrace, and for the Club Sport, velour only; leather weighs too much.

Undamped by any absorbing material, a unique and characteristic medley of sounds echoes around the cockpit. Underlying it all is the flat chugging of the air-cooled six, spiced with whirring gears, swishing bearings, and the "clunk-clunk" of the gearchange mechanism, but often drowning all else out is the reverberant thumping of the tyres. Road-joints crack like rifle-shots, cats-eyes echo like machine-gun fire as the hard dampers punch every move of the alloy rims into the shell.

Yet the noise level is not wearing in itself;



Tiny spare expands for emergencies, puffed up by neat electric compressor.

indeed the racket is quite exhilarating when the car is spurting forwards to real-world speeds inevitably far short of its terminal 150+mph. What can be fatiguing is the ride-comfort of the lightweight car; an inevitable sacrifice in the pursuit of a performance edge, of course, but one which takes its toll over broken surfaces. Hard dampers yearn for the smooth tarmac of the race-circuit, and argue noisily with the reality of drain-covers and shoddy road-mending. This can prick holes in the impressive handling envelope, too: an abrupt bump in a demanding bend can kick a wheel off the ground, breaking its grip and perhaps precipitating a momentary skip into the understeer which is always lurking at the low end of 911 performance.

More than almost any sportscar, the rear-engined Porsche displays widely differing responses depending on the way it is driven. Long-term development, one of the great strengths of the Porsche marque, pays scant attention to what might now be considered a lack of sophistication in the suspension layout; a 911 will still run high-g rings around much of its opposition.

MacPherson struts and semi-trailing arms sound prosaic enough, but in fact operate unconventionally: the front strut is sprung by a fore-and-aft torsion-bar engaging with the lower arm, while the rear semi-trailing arm combines an S-shaped forging pivoting near the front of the gearbox with a flexible metal plate or arm running forward from the hub to another torsion-bar across the car. This plate locates the wheel longitudinally and vertically, while still allowing some twist to cope with the arc of action of the rigid arm.

Porsche's figures say that the 911 can generate a cornering force of 0.85g, very high in absolute terms, but at the same time that most drivers will never use beyond 40-50% of this, which represents a safety margin which only the most determined will erode deliberately.

Fundamental to building such a margin into a rear-engined chassis is a need for significant stabilising understeer, not at high cornering loads, but at low transitional levels where a hesitant driver or one forced to lift off mid-corner would otherwise find the heavy end leading the way. It is at that boundary between an open and a closing throttle that the 60% rear weight bias is most critical, and the counteracting force is very plain.

Roll through a roundabout in unhurried fashion and you may easily find yourself crossing your arms to get enough lock on to contain the understeer. Open the throttle and the front tyres suddenly bite, transforming the car's attitude; here is the fine accuracy, the confidence and balance of a supercar generating increasing g-forces, up to a point where very sensibly the front hints at running wide. Keeping the car between these limits, making the room needed to use the throttle in bends behind other traffic, planning gearchanges so

Porsche Carrera 911 Club Sport

that they will not upset the car mid-corner, these are the skills that the 911, possibly the most demanding of sportscars, constantly asks of its driver.

The shape, too, invokes this press-on spirit: a wing-line which, almost uniquely, rises from the tail to the nose, the upright windscreen, the finely-tapering flanks, all these give the 911 a forward impulsion as if it were already squatting low under acceleration. In action, of course, there is no such effect; those two round wings framing the view ahead remain level through the hardest acceleration.

In Club Sport form, the 3164cc horizontally-opposed chain-driven sohc unit has not only the same power and torque but, despite the extra available revs, describes the same graph for both as the plain Carrera. These confirm what is obvious on the road, that the engine's urge swells more-or-less linearly from 2000 rpm up. It is a magnificent sensation; smooth power on tap at any point on the tach, expanding as the speed rises in a gruff crescendo of noise to where the torque levels off at five thousand and the power at six.

But the Club Sport driver has a moment or two extra before he needs to exploit the weighty but rapid shift into the next gear — a useful extra, because both needles spin round their dials staggeringly quickly. With 60 mph on hand in 6 sec, there is barely time to replace



Simplified appointments hark back to Seventies RS models, barring excellent Eighties seats.

the left hand on the wheel between full-throttle changes; in 25 sec from rest, the driver will have shifted gear four times and covered a kilometre.

If the 911CS has a cruising speed it is on the distant side of the three-figure barrier; at anything remotely legal, the Bosch L-Jetronic injected six is happy to stick in top, or fourth,

or third, poised for the small gap which will whisk the Porsche past whole clutches of traffic. Its higher top ratio means a noticeable drop in acceleration from fourth to fifth, but also brings the 70 mph revs back to a gentle 3000.

With so little weight on the front wheels, the Porsche offers the reverse of normal effort



The 911 goes on and on, though impact bumpers and dominating spoiler make newer cars look larger.

through the steering wheel: at parking speeds the unassisted system is light, whereas the weight builds up steadily under very fast cornering. At high speeds the wheel constantly dances under the hands in response to the road, but there is no need for correction; the car is directionally extremely stable.

Like any mid-engined car, the 911 can easily be made to lock a front wheel when braking on less than perfect surfaces, or on a

crest, something which only the arrival of ABS will overcome, but in all other respects the braking is superb, with stopping power more than a match for the car's abilities. The pedal takes a hefty push, but is progressive and full of feel.

A wide carpeted shelf behind the seats replaces the fold-down plus-tvos, with useful cubby-holes beneath, but the keen driver will prefer to load his gear into the front luggage

compartment to improve the weight bias. This is almost a useful size, except for the intrusion of the brake servo, since the tiny spare with its collapsible tyre and electric inflator is hidden under the carpet.

In offering the lightweight Club Sport, Porsche is not, of course, just catering for some customers' racing inclinations; the CS also now becomes the cheapest 911, undercutting the Carrera by £1200. This must be beneficial for marketing, as the competition glamour of a lightweight specification sports-car will be perceived as a plus-factor even for those who will simply run it on the road — rather different from Rolls-Royce's cost-cutting strategy with the Bentley Eight.

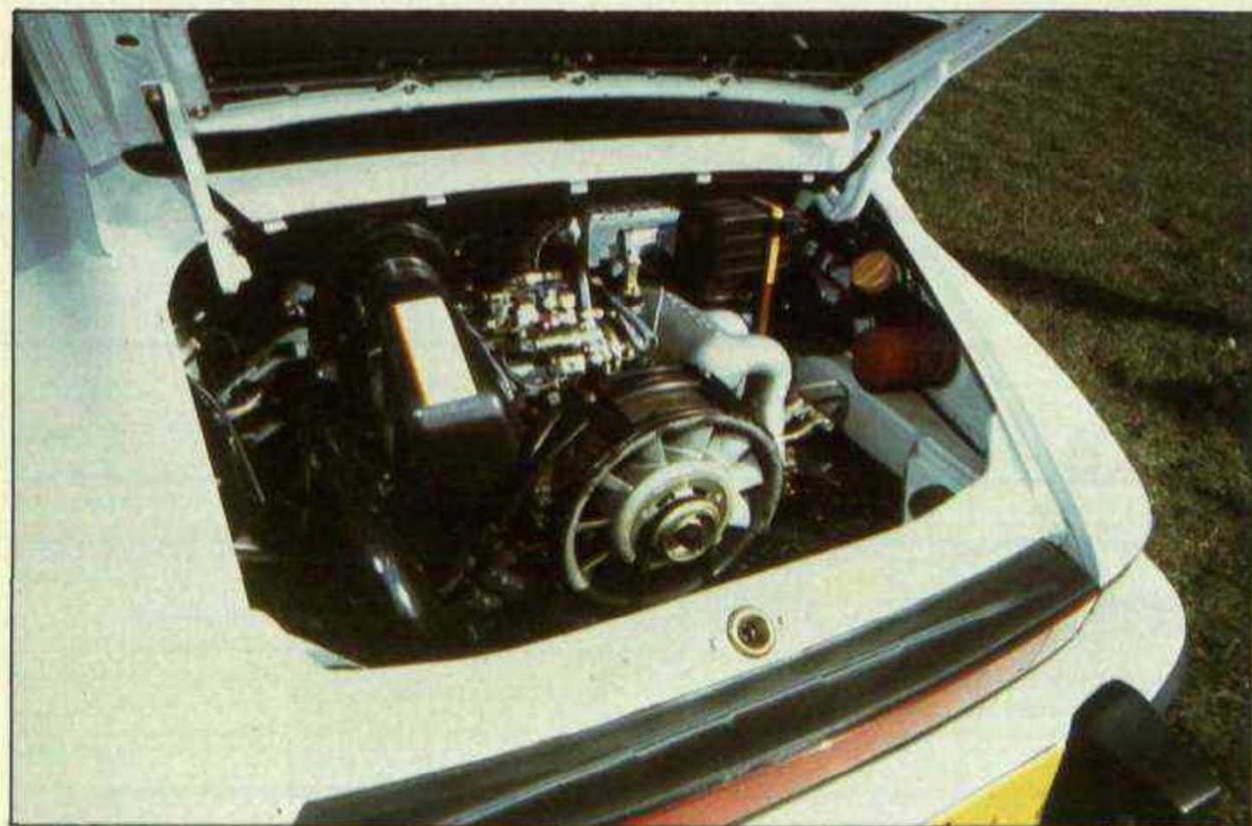
With its manual windows and floor heat-levers, the Club Sport does have something of the purposeful spirit of the RS models of more than a decade ago; somehow physical effort is more in tune with the way the car has to be driven. And the "Carrera CS" decals on its flanks echo the bumperless RS, though today's car retains its tough bumpers. These, however, are mounted hard on the body structure instead of on heavy hydraulic absorbers.

On rapid journeys, their Club Sport driver will be too busy to worry about the uneven heating (the system gives instant and quickly variable heat but needs constant fiddling), the long stretch to the scattered and unilluminated minor controls, or the distant handbrake. Instead, he will concentrate on the huge rev-counter and the throttle pedal, because these are the two vital elements which make the 911 submit to the driver and not the reverse.

GC



Carrera name has regained its competition image with new Club Sport.

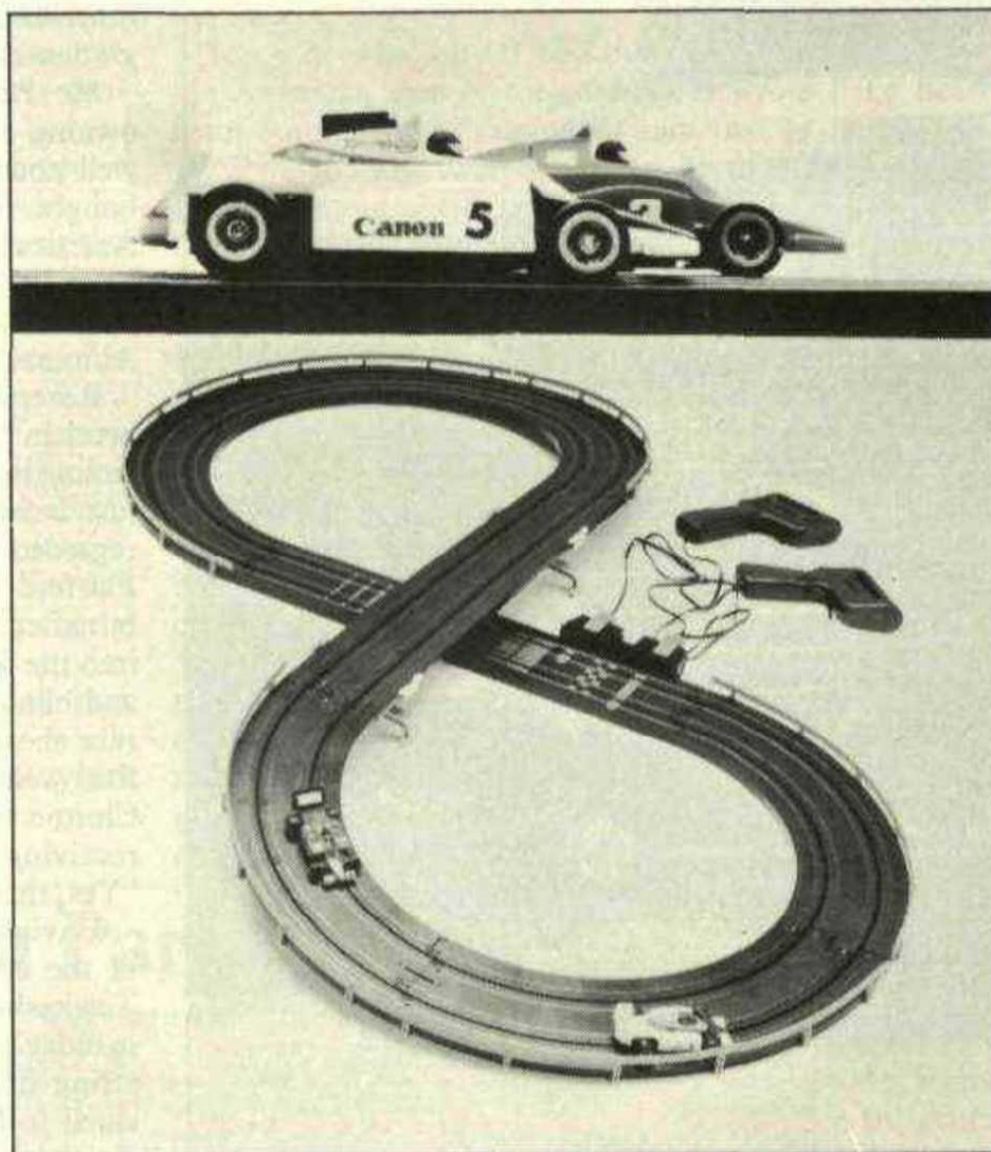


1500 litres of air a second whistles through cooling fan at 6000 rpm.

Model: Carrera Club Sport.
Maker: Porsche AG, Stuttgart.
Importer: Porsche Cars Great Britain Ltd.
Type: Two-seater sports coupé.
Engine: Air-cooled all-alloy flat-six, 3164cc (95mm × 74.4mm). Two valves per cylinder, sohc per bank, dry-sump lubrication. Bosch L-Jetronic injection with DME management. Power: 231 bhp at 5900 rpm. Torque: 202 lb ft at 4800 rpm.
Transmission: 5-speed manual trans-axle, single dry-plate hydraulic clutch.
Suspension: (Front): MacPherson struts, lower wishbones, torsion bars, anti-roll bar. (Rear): Semi-trailing arms, torsion bars, telescopic dampers, anti-roll bar.
Steering: Rack and pinion.
Brakes: Servo-assisted. (Front): Ventilated discs. (Rear): Ventilated discs.
Wheels and tyres: 7J and 8J alloy rims with Dunlop D40 tyres 205/55 VR16 front, 225/50 VR16 rear.
Performance: 0-60 mph: 6.1sec. Max speed: 152 mph.
Price: £35,146.

WIN YOUR OWN MINIATURE MOTOR RACE CIRCUIT AND THE CHANCE TO ATTEND THE BRITISH GRAND PRIX IN VIP COMFORT.

MOTOR SPORT and **TOMY AURORA** offer the lucky winner of this three-part competition grandstand tickets for one adult and one child at the Silverstone British Grand Prix in July. Parent and child will receive full VIP treatment including a champagne reception, a four-course lunch with wine, afternoon tea and drinks from the bar throughout the day. **PLUS** the winning child will receive a fabulous **TOMY AURORA FORMULA 1 DUAL** slot-car race set with two new AFX F1 race cars, eight sections of track for a 8½ft race course, two piers, six crash barriers plus much more — value £50 — complete and ready for hours of exciting racing.



The competition will be in three parts of ten questions each. Ten are printed below; the first ten were published in the March issue of **MOTOR SPORT**, and the final ten will appear in the May issue. Cut out or photocopy each of the three entry forms, complete the answers in block capitals and mark the envelope "**MOTOR SPORT COMPETITION**", P.O. BOX 35, STANDARD HOUSE, BONHILL STREET, LONDON EC2A 4DA. Entries should be received by Tuesday May 10, and the first all-correct entry drawn will be declared the winner.

QUESTIONS

11. Which was the first Grand Prix won by a car powered by a Honda engine?
12. Which well-known Formula One designer was involved in the 1972 de Cadenet Le Mans project?
13. Which Formula One team led a Grand Prix at only its second attempt in 1978, but has still to record a victory ten years later?
14. What did the initials BRM stand for?
15. Which circuit staged the first World Championship Grand Prix?
16. Which Grand Prix driver was associated with Miss World in 1973?
17. Who won the last Formula One Dutch Grand Prix?
18. At which Grand Prix venue would you find the Lesmos?
19. Who was the first driver to win the British Grand Prix four times in succession?
20. Which circuit is shown in the photograph on the right?



COMPETITION RULES

1. The competition is not open to employees of Tomy UK Ltd or Teesdale Publishing Co Ltd.
2. Entrants must answer all 30 questions using the forms provided or photocopies (one entry per household).
3. The winning entry will be the first all-correct reply drawn.
4. No correspondence will be entered into concerning the results.

ANSWERS (BLOCK CAPITALS PLEASE)

- 11.....
- 12.....
- 13.....
- 14.....
- 15.....
- 16.....
- 17.....
- 18.....
- 19.....
- 20.....

NAME _____ ADDRESS _____

VETERAN TO CLASSIC



A lift in OJ's 16/50 saved Rover's managing director from having to catch one of these . . .

The Roads of the 1920s

In 1927, at a time when the 21hp six-cylinder Delage saloon (the 3-litre descendant of the Delage I wrote about last month) was being praised for its very smooth engine and admirable brakes, and when Armstrong Siddeley was handing out souvenir match-boxes shaped like its famous vee-radiator (if any still exist they must be valuable now), the chronicles of Owen John were once more considering the advantages of closed coachwork.

His discourse brought OJ a letter from the owner of a Lanchester 23 coupé, who kept a mechanic to look after it. Although nearer 70 than 60, he said he kept the top down for at least 19/20ths of a journey, did 200-250 miles a day very frequently, and would almost prefer to go by train rather than travel in a closed car. This correspondent also said he never drove "through glass". What he *meant* was that he kept the windscreen open and regarded the

screen-wiper as the invention of the devil, but his comment does smack of the man who told his barber that his hair wanted cutting badly!

Reference to this Lanchester reminds me of the very pleasant lunch I had recently with Mr and Mrs Paterson of Great Missenden and Mrs Betty Mobbs.

Mrs Mobbs is the daughter of Frank Lanchester (the brother of George) and both were prominent in motoring circles from the birth of the technically-advanced Lanchester cars. She retains her interest, lapping Silverstone at the Motor-100 celebrations in a veteran Lanchester and riding in these cars whenever she can at VCC events. She also remembers presenting a bouquet to Queen Mary in 1919, when her father was President of the SMMT, and still has letters written to Frank Lanchester by King George VI, Rudyard Kipling (a confirmed Lanchester enthusiast) and other celebrities.

She told me she was taught to drive on a Lanchester 40, with the epicyclic gearbox controlled by a conventional lever, after which she and her sister were given a little Peugeot. Today, in her eighties, she drives a much-liked Montego which her chauffeur/gardener brought round after lunch.

Mr Paterson is a keen VCC member, owning a 1903 American Winton which is well-known on the Brighton Run, and has bought an 1899 Locomobile steamer in America which is about to be restored and have its wheels de-chromed. He drives a Lancia Delta GT, and his wife a Peugeot 205 Automatic.

Reverting to OJ, he spent his usual Easter break in 1927 mowing his lawns with the Atco, having made a short tour over the Cotswolds just before the roads became crowded. He regarded the regions round Cirencester and Fairford as the jolliest springtime country, but after enjoying sun and air, and dropping into the Severn Valley, down came the mist and blinding rain. Well, it is quite often so: rain ahead as you approach Wales. When I first went to live in the Principality, Cecil Clutton enquired if it rained a lot there and, receiving a reply in the affirmative, said: "Yes, that's what Wales is for"!

Having remarked on the wonderful beauty of the Abbey, OJ ate his picnic lunch on Tewkesbury bridge, which you could not do in today's traffic. A steamer was hauling a long string of canal-boats from Sharpness ship canal to Stourport, and was making heavy weather of it; I doubt if you can see that anymore!

Winding up the windows of his Rover (now referred to as a Rover Sixteen) to make his point about closed cars, OJ then drove to Gloucester. Here he found the cathedral, except for its tombs, "about as dull and insipid as any ecclesiastical edifice" he had ever entered. It was only after I had got well lost in Gloucester some time ago that I discovered there were docks containing quite big ships there, but I have gone past them several times since, on the way to talk A7s with a well-known expert in that field.

Incidentally, call his 1924 Rover a Sixteen he might, but OJ's hint that its engine was different from most indicates that it was, in fact, the 16/50hp.

OJ then went on to Stourport, encouraged by a wireless eulogy of Worcestershire (the media was already influential!), but thought this town no more delightful than, say, Brierley Hill or Bilston — smoke was pouring black from its chimneys, the pavements were dirty, and the canal basin and old-fashioned locks were hidden from the casual tourist.

Bewdley and Kidderminster OJ regarded as beautiful and he noted that the latter was the birthplace of Sunday schools and postage stamps (it has a statue to the inventor of the stamp, apparently), but these days both towns are by-passed, so any beauty they may have is lost on the majority of travellers.

OJ never forgot for long his pioneering motoring days, and he now recalled that one of the most delightful rural roads had then been that direct from Wolverhampton to Kidderminster. By 1927 he thought little of Stourbridge, Dudley, or even Old Hill and Kingswinford (the last-named I associate with the Barnes brothers' Autosports ventures) and of Wolverhampton OJ had little to say, except to congratulate it on the honours recently won on the beaches of Florida by Segrave and the Sunbeam, in becoming the first to exceed 200 mph officially.

On this trip OJ and his Rover were bound for Birmingham, where he was to help Mr W R Morris (before he became Lord Nuffield) to open Mr Paskell's new Colmore depot on the site of the old Calthorpe factory. Mr Morris gave £25,000 to Birmingham Hospital and all had a happy time.

OJ then drove none other than Rover's managing director J K Starley to Coventry in his Rover. Over a road still under improvement and very busy, Starley said that with the never-ending glare of headlamps (dipping not being universal 60 years ago) that night, it would have been more pleasurable to go by train.

The roads out of Wolverhampton and on to Towcester in 1927 were good, but the latter was overcrowded with lorries — even today, when the M1 clears much of this, parkers and traffic lights somewhat retard the flow.

Someone who felt OJ had been unfair to the American cars of the mid-1920s wrote from South Africa, reminding him that in 1927 there were twelve-year-old Model T Fords running about there and still giving satisfaction to their owners. In fact, he continued, the town's magistrate used a 1913 Ford every day; in Richmond a fleet of Hupmobiles (two of them 1913 models) did a daily passenger and mail-bag carrying run of 250 miles; and two Studebakers which had each done more than 200,000 miles did a similar service in Kimberley, often loaded with six passengers and their luggage and towing heavily-laden trailers, over 150 miles of semi-desert to Kuruman.

So American cars did not always fall to pieces (OJ denied having said they did), even if the inexpensive ones were squeakier, noisier, less comfortable, less economical and unattractive when compared to the cheaper English cars. **WB**

The Things They Say

"The reason motor racing did not matter (in Britain, in the 1950s) is encapsulated in one word, Brooklands . . . There are still some who drone on about the derelict white elephant outside Weybridge. To hear them speak you would think the place mattered, or even did once matter. They are wrong. Brooklands was the biggest setback to British motor racing there has ever been . . . It was not the track's fault that it became the only venue for racing on mainland Britain, but when it did, it put a screw into the development of the sport in Britain. By contrast (with Continental racing) . . . it offered a few cars dwarfed by a vast concrete bowl, running in handicaps either against the clock or by taking different routes through artificial chicanes . . . Brooklands was dull and the racing arcane. No wonder there was no crowding. Quite apart from that, it bred a different sort of competition, where the aim was to keep one step ahead of the handicapper. In turn, this led to specials which had no use outside the track. It led us away from the European tradition into a limbo" (criticism of Brooklands in *Classic Cars* by Mike Lawrence, who is too young to have seen pre-war motor-racing there).

With so much interest being shown in the Brooklands Society and the Brooklands Museum, there is no need to bother with this, except to say that it was the fact that an Act of Parliament would have been needed to allow racing on public roads that restricted the development of this sport in mainland Britain; to suggest that Brooklands was responsible is quite ridiculous.

"It originally took twenty years to sell the world's most expensive motor car. Christie's took just two minutes" (from a Christie's advertisement, relating to the Bugatti Royale it sold for £5½-million).

This is not quite fair to Ettore Bugatti, surely, because although the Bugatti family retained this particular Type 41 for its own use for some years, others of this type, introduced in 1931, found buyers soon afterwards — 41121 and 41150 in 1931, 41111 by 1932, 41131 to England by 1933. Ettore died in 1947, so if any Royale remained unsold until 1951 it was by the Bugatti company.

We came upon the following from *The Autocar's* RAC Rally report in 1935 — perhaps reporters were more gullible then?:

"It is interesting that one of the cars that finished, an old-type Bentley, was once shipped to China, but did not reach its destination. In a bad storm the ship had to be lightened, and the car was thrown overboard. Under the sea it remained for four months, being then salvaged and finally reconditioned." **WB**

Weston Park Line-Up



An impressive line-up of cars outside the Earl of Bradford's house at the preview of the Midlands Festival of Transport provided a foretaste of the machinery which will be on display at Weston Park in Shropshire on April 3-4. The usual array of veteran, vintage and classic cars, motorcycles, commercial, military and farm vehicles will be there, alongside club and trade stands, auto and aerobuses, and exhibitions of American cars, fire-engines, aeroplanes and gliders. Mike Hayward brought along to the preview the Ford GT40 which was driven at Le Mans in 1965 by Innes Ireland and Sir John Whitmore, while the American Auto Centre drove a 1981 Chevrolet Camaro Z28 there. Also in attendance were a Lomax kit-car based on Citroen 2CV components, the immaculate 1933 Morgan-JAP three-wheeler and 1947 350cc Velocette which belong to organiser John Chatwin, and Geoff Wright's replica of a Leyland coach driven by a single-cylinder Villiers engine (above). For details of the event itself, contact Linda Price, 37 Comberford Drive, Tiffany Green, Wednesbury, West Midlands WS10 0UA.

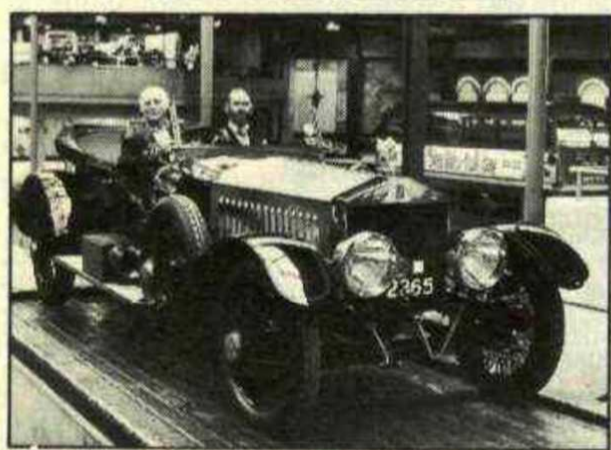
Some time back I wrote of the SLIM car, suggesting that it must have appealed to those troubled about their weight and on a diet. Now we come to the FAST, which must surely have been just the job for those who like to do their motoring rapidly, as most young Italians do, except when seeking bottoms to pinch!

In fact, the initials stood for Fabbrica Automobili Sport Torino, of Turin. Obviously a sportscar, the FAST came into being in 1919 when Arturo Concaris, who had made aero-engines but no doubt sensed the decline in aviation after the end of the war, decided to turn, like many others, to producing motor-cars.

Anyway, the FAST car had a promising specification and apparently did quite well in local races in which it took part. The engine was not unlike that of the 3-litre Bentley born at about the same time, in as much as it had an overhead camshaft operating the valves through rockers, the camshaft being driven by a vertical shaft and bevel gear at the front, with a cross-shaft driving the magneto and a large water pump feeding coolant to both head and cylinder barrels.

Unlike the Bentley, the FAST had only two overhead valves per cylinder, but it did have a small sump beneath the base chamber from which a small oil-pump fed lubricant to the engine, and there were aluminium pistons (which W O Bentley pioneered for his pre-war DFPs) on the H-section con-rods. There was a main bearing between each crank-throw, and an updraught carburettor on the offside of this compact power-unit.

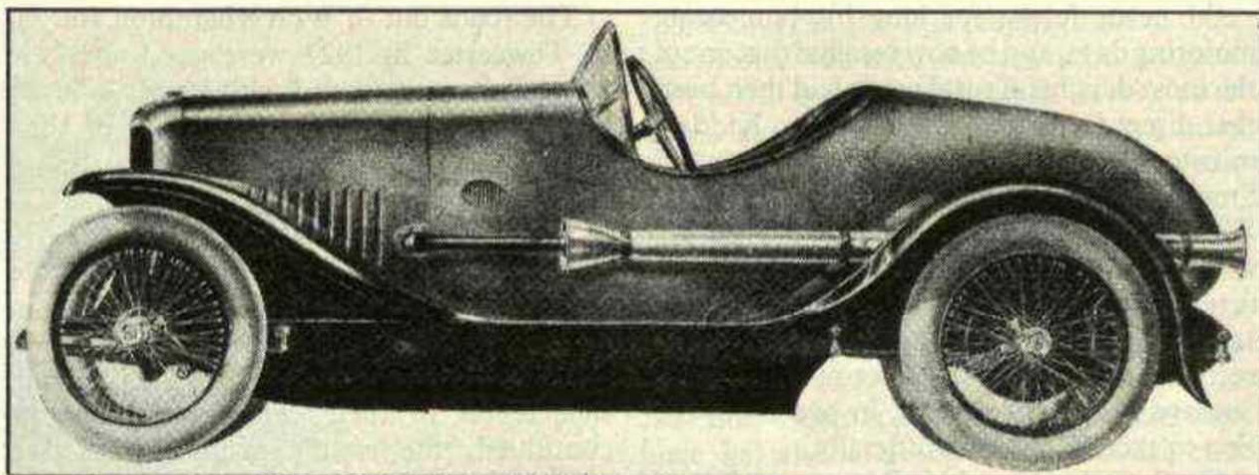
Australian Run



The Prince, the Lord and the Eagle.

Part of the celebration for the country's 200th Bicentennial Castrol World Rally, organised by FIVA and the VCC of A, involved a 2500-mile route for 1500 veteran and vintage vehicles.

From the NMM, which likes to use its exhibits, went a 1914 Rolls-Royce Alpine Eagle, which HRH Prince Michael of Kent and Lord Montagu drove. The car was expected to cruise at 50 mph, giving 14 mpg, and Lord Montagu took with him the Museum's chief workshop engineer, Howard Wilson, to ensure the machinery was kept in good fettle. **WB**



The 3-litre FAST from Turin lived up to its name all too briefly.

The Italian Job

The dimensions of the engine were at first quoted as 84mm x 135mm bore and stroke (compared with the Bentley's 80mm x 149mm), giving a swept-volume of 2993cc. Later the stroke was given as 130mm and the capacity as 2882cc. Power-output was originally declared as 70 bhp at 3000 rpm, but it was made clear that this was by no means the limit and the smaller engine was said to produce 82 bhp at the same crankshaft speed.

One unusual feature was that the outside exhaust pipe on the nearside of the bonnet ran into a larger pipe which had a conical entrance-piece, intended to assist the exit of exhaust gases from the combustion chambers. The rest of the FAST closely followed typical 1919 design practice, with a unit three-speed gearbox mounted on a ball-joint at the front and on two arms at the back. The bevel-driven back-axle had two sets of expanding brakes and the half-elliptic springs were outboard of the chassis frame.

The British concessionaire was the racing driver Giulio Foresti, who raced a chain-drive Austro Daimler/Mercedes at Brooklands. He was announced to be driving a FAST in the 1919 Targa Florio, but it failed to materialise.

Foresti was a strong man. When later he drove "Djelmo" at Pendine Sands and it overturned (in much the same way as "Babs" did when Parry Thomas was killed) he was thrown out, bruised, cut and shaken; but they say that as he staggered away from the wreck he saw that a spectator or photographer had fainted with shock, so he paused to fling the man over his shoulder before continuing...

Prior to this, Foresti had driven a 3-litre Itala in the 1921 Targa Florio, a 2-litre twin-cam Ballot into third place in the 1922 Targa Florio, and a sleeve-valve Peugeot in the same race in 1924. In 1928-29 he became a Bugatti team driver.

Foresti, who had previously held agencies for Itala, Diatto and Isotta-Fraschini cars, handled the FAST agency from the Bryanston Garage at Crawford Place off the Edgware Road and St James's Street in London. But Arturo Concaris ran out of finance and the FAST never made it to the London Motor

Show.

Foresti moved out of the St James's Street showrooms, making the excuse that his premises were too small, and in any case after he joined Malcolm Campbell as assistant to Leo Villa there would have been no place for his agency — especially as Captain (later Sir) Malcolm himself was an agent for the 3-litre Gregoire-Campbell!

The Italian Company had been bought by Alberto Crasi by 1923. It seems that four-speed gearboxes were installed for touring and sports models of the FAST; but production lasted only for two more years.

When Parry Thomas was acting as consultant to Invicta, he put an 84mm x 135mm FAST engine into an Invicta chassis which he proposed to race in 1925. It did not appear, but one wonders whether it was in this experimental Invicta that Thomas drove to Pendine for the last time, before being killed there in his 27-litre Thomas Special "Babs". It appears, incidentally, that this Italian engine had been found too inflexible for a production car, even in those times, although balanced against this is the thought that the Invicta was intended to be essentially a top-gear motor-car. **WB**

Shuttleworth Pageant

It is sixty years since the well-known pre-war racing driver Richard Shuttleworth bought his first veteran car, the Panhard-Levassor which caused such a fuss when he drove it on its first Brighton Run in allegedly unrestored condition, and his first aeroplane, DH Moth 60X(G-EBWD).

To commemorate these purchases, which led to the famous Shuttleworth Collection, the Richard Ormonde Shuttleworth Diamond Anniversary Pageant will be held at Biggleswade on September 25, when both Panhard and Moth will be on display. For details contact the Shuttleworth Collection itself Old Warden Aerodrome, Biggleswade, Bedfordshire SG18 9ER. **WB**

Starting Up

It would be somewhat misleading to suggest that veteran and even vintage cars were all easy starters. Indeed, in the early days, what was known as the starting-up procedure could be quite complicated. It might involve flooding the carburettor, priming the cylinders with petrol via the compression or priming taps, or on more sophisticated cars skilfully operating the mixture control or Ki-gass pump.

In extreme cases you might have to take out the sparking-plugs and heat them on a fire, or even gently cook the magneto in a domestic oven. The choke or the mixture-enriching control tended to be of much greater importance then. There was also the ever-present problem of whether the starter-motor would be man enough to turn over sufficiently fast an engine which was gummed up with the then less viscous lubricating oils.

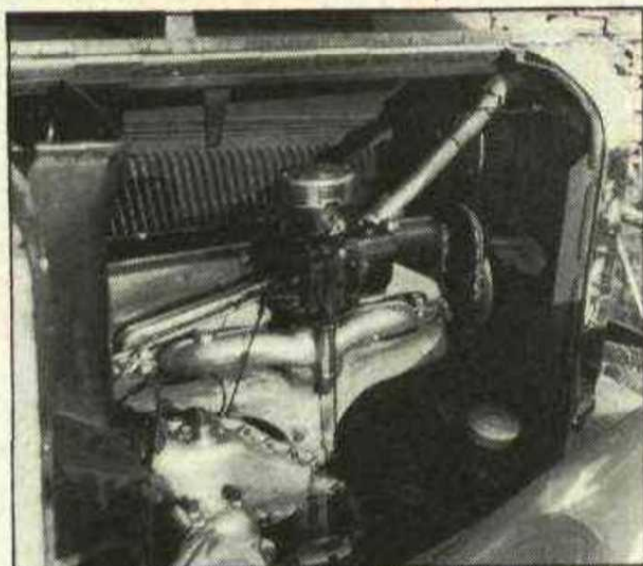
Last month I referred to the way in which Lancia, on its stillborn V12 chassis which was introduced in 1919, used 6-volt electrics supplemented by 12 volts for turning the starter-motor — a foretaste of Georges Roesch's solution on his Talbots. On this I can enlarge a little.

It was for his 3-litre 95 and 105 engines that Roesch provided 24-volt starting, with an otherwise normal 12-volt electrical system. A relay switch was operated by the starter-button on the instrument panel to couple the two 12-volt batteries in series for starting.

Even this did not always come to the driver's aid if there was something slightly amiss or the battery was under par; the Talbot's direct-drive dynamotor, a silent form of starting used by Morris in bull-nose days, needed things to be absolutely right for a prompt cold-weather start, especially when the engine was allied to the drag of the Talbot pre-selector gearbox, as Anthony Blight explains on page 384 of *Georges Roesch and the Invincible Talbot* (Grenville, 1970).

Third Encounter

Besides the Annual Reunion on June 19 and an autumn meeting on September 11, the Brooklands Society has arranged a third meeting at the old Track this year. This is a spring Society gathering on April 10, for which entries of suitable cars for Test Hill ascents and banking runs close on March 31. Motorcycles as well as cars are welcome and only pre-war vehicles will be parked in the Paddock; the Museum and other historic sites can be visited. Admission costs £2.50 per head, and track-clearers and marshals get one free pass each. Overall insurance indemnity applies to entrants. Details are available from B Dinsley, 32 Woodcote Hurst, Epsom, Surrey KT18 7DT, on receipt of a 9in x 4in sae. **WB**



Georges Roesch's Talbot 105 engine used two batteries in series for starting.

A rather different precaution was taken by Marc Birkigt when he designed his fine 37.2hp Hispano Suiza of 1919. Since he was using the Delco coil-ignition which was becoming popular instead of a magneto, he was anxious that there should always be sufficient current for the coil, so he used two batteries of differing amperage. The larger one served the lamps, starter and this ignition system, and there was a smaller reserve battery which, by what was described as a "very ingenious" switch, was confined to the ignition-coil and side-lamps only. So if the starter and/or the headlamps exhausted the main battery, the engine would at least start on the handle.

Thus did designers of the pre-war years take steps to make sure their engines could be fired-up. **WB**

A Loud Clanger!

Last month's Donald Healey appreciation correctly said he was a successful Monte Carlo Rally competitor in Invicta and Triumph cars, but a gremlin got in the works in calling Healey the first British driver to win the event.

That honour, as I well knew, belongs to the late Hon Victor Bruce, who started from John O'Groats in an AC with a three-speed gearbox incorporated in the back axle, and broke the foreign stranglehold which had been imposed on this great winter rally by Turcat Mery, Berliet and Bignan, and by Renault cars.

Bruce's victory increased the Monte's popularity with our drivers, and the next British win was by Healey in 1931, starting from Stavanger in Norway in a 4½-litre Invicta. It was not until 1952 that another Briton came through to win, this being Sydney Allard in an Allard saloon after departing from Glasgow in a particularly tough winter.

It was Donald Healey's very long and

V to C Miscellany

For this year's STD Register Wolverhampton Rally (the first one-make rally to visit the birthplace of the cars which fostered it?) on July 9-10, headquarters will be the Long Mynd Hotel above Church Stretton, which has a heated swimming pool. The Saturday run will be to the nearby Ironbridge Gorge Museum, and on Sunday the Castlecroft Hotel in Wolverhampton will be the venue for the usual Pride of Ownership and Best Under-Bonnet competitions. At tea the Register will entertain former employees of the Sunbeam Motor Car Co Ltd.

High Peak HVC is holding its annual High Peak Run for historic vehicles on June 5. This will be run over a demanding route, but as a road-safety orientated event with *concours* prizes added. Last year more than 70 cars and 50 motorcycles took part. Send an sae to J G Tait, 5 Somerset Close, Buxton, Derbyshire SK17 9XB for entry forms.

The HCVC's annual Commercial Vehicle Brighton Run this year occurs on May 1. A rather depressing note is that the Traffic Division of New Scotland Yard noted the registration numbers of all entrants last year and found that 19 were not on the DVLC computer or on police computer records. We do not condone the running of untaxed vehicles in such events, nor does the HCVC, so note that Big Brother is busy, and that we live in a computer age!

Daimler & Lanchester Owners Club's National Weekend will be held at Quarry Bank Mill in Styal, Cheshire, on June 11-12. **WB**

eventful competition career which perhaps caused errors such as this to creep in. I see that his old friend Peter Garnier says he raced Triumph Super Sevens at Brooklands, but if he did I think these events must have been those one- or two-lap races held on JCC/MCC Members' Days rather than BARC handicaps (although the racing motorcyclist Vic Horsman and his mechanic Quinn did run a Super Seven single-seater in the latter, as they did a two-seater in the TT).

I am reminded by this that when I was a motor-mad schoolboy I once got up early to stand outside the RAC premises in Pall Mall, where the Monte contingent from Scotland had paused for breakfast before continuing to the coast. I feel sure it was Healey who had parked an ordinary Triumph Super Seven outside, with just a shovel and spare wheels on its roof! Even at that young age I regarded this as somewhat optimistic, but then Donald Healey was a man of such determination that he usually got through in any sort of car. **WB**

BOOK REVIEWS

Rolls-Royce — The Classic Elegance
by Lawrence Dalton. 328pp. 9 1/2" x 8 1/4"
(Dalton Watson, 21 Brook Mews North,
London W2 3BW. £39.95).

Dalton Watson has a respected name for publishing top-class books about top-class motor cars. This latest is an enlargement and update of the information contained in *Rolls-Royce — The Elegance Continues* by the same painstaking author, published in 1971.

The new volume has the same high quality photographic content — 560 pictures, 33 drawings and 17 colour-plates, in fact — and takes the record up to the Silver Spirit and Silver Spur, although the longest chapter is about the Silver Wraith, of which almost 900 chassis were made. This great work is essentially a study of coachbuilding and the R-R EC at Paulerspury has been consulted in compiling it. The foreword is by the club's energetic secretary, who rightly describes Dalton as "a perfectionist and it shows".

It is to the credit of Lawrence Dalton that every different body design used on the Silver Wraith is illustrated. Moreover, the listing of body types includes chassis numbers (previously omitted), delivery date, type and make of the coachwork (even body and design numbers), together with the car's registration number and first owner. Phantoms IV, V and VI have their own chapters.

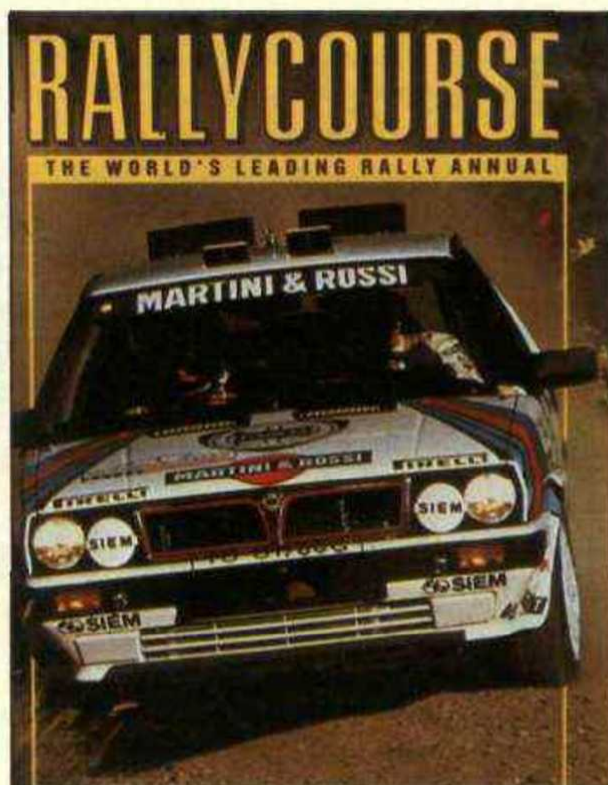
The beautiful printing on art paper was done in Hong Kong. A special-offer edition was soon sold out, but now students of R-R history and coachbuilding can buy their copies. Some high-class advertising is included, which I do not much care for because you do not know where the magazine aspect ends and the book begins.

I cannot resist cheering up those unable to run such fine cars by quoting the dedication, "... to the wives of Rolls-Royce enthusiasts, who find travelling long distances in early cars on poor roads in bad weather somewhat tedious, and whose thoughts are turning to the snug interior of a post-war car with independent front suspension, a heater and a windscreen wiper that works." The reaction of wives and girlfriends of VSCC members to that should be rather interesting! **WB**

Rallycourse
edited by Mike Greasley. 12 1/2" x 9 1/2". 176pp.
(Hazelton Publishing, 3 Richmond Hill,
Richmond, Surrey TW10 6RE. £19.95.)

For as near as damn-it twenty quid, the baby brother of *Autocourse* has precious little meat on it. Fortunately the vegetables are as gorgeous as ever!

Published as it has to be when one season of rallying is over and the next already getting into its stride, it is hardly surprising that *Rallycourse* should define its role as a photographic album first and foremost. Reinhard Klein's lensmanship is seemingly allotted as much space as it cares to utilise (and



no expense is spared when it comes to printing) with free rein to steal the show from the supporting cast of renowned journalists.

This policy can be carried too far. Besides his preliminary overview, *Motoring News*' David Williams is given just half a page in which to sum up each round of the World Championship; though his are masterpieces of concise reflection, the subject matter deserves fuller coverage. Each event has a double-page of results (including a map of the route) in a separate section of the book, but it is surely only in conjunction with words that pictures and tables can present a complete record of the year's activity?

Surprisingly, Paris-Dakar and Pikes Peak are permitted more words and more pictures respectively than any WRC rally. British and European events meanwhile, are given such scant coverage at the back of the book that they might as well have been omitted entirely . . .

The bulk of the reading matter is lumped at the front, where Mike Greasley gives an appreciation of Henry Liddon, Peter Foubister names Miki Biasion as his number one driver, and Martin Sharp looks into Group A rally-car technology. Rather annoyingly, if predictably, most of the colour at the sharp end is sold to advertisers.

Just as rallying cannot help but be a photogenic business, so this annual cannot help but be a thing of beauty. If its reviewer sounds critical, that is simply because that beauty is the most difficult ingredient to put into words! **GT**

Video:
Year Of The Cat
produced by Videovision Broadcast. 60 minutes.
(Duke Marketing Ltd, PO Box 46, Douglas,
Isle of Man. £29.90).

Jaguar's return to the pinnacle of world motor racing has engendered a welter of English-language books seeking to cash in on

renewed interest in the World Sportscar Championship. Video films, as ever, add an extra dimension.

Extra is the operative word. It is in the nature of the medium that it can give but the barest outline of the plot while playing to its strengths as an illustrator. The committed enthusiast will welcome this particular production as a means of bringing XJR-8 and 962C onto his television screen as an adjunct to the annual which is already sitting on his bookshelf.

In one hour the film follows the title chase from Spain to Japan, via Le Mans, with enough track action to ram the Jaguar success-story home and to identify all TWR's leading antagonists. On occasions, the camera is even in the right place to capture the key moments — such as eventual champion Raul Boesel's coming together with Mauro Baldi's BLR Porsche at Paddock during the Brands Hatch 1000km.

You might call this a "video of record". It makes little attempt to explain the formula to the uninitiated, and the commentary, while enthusiastic, is uninspired and unconcerned with prying behind the scenes in the WSC paddock.

What it desperately needs is some interviews to add depth, or even the odd snippet of conversation with drivers or team principals. But if the volume on your bookshelf already provides the background information and features, this moving-picture story could well prove a useful complement. **GT**

Wheels of Misfortune — The Rise And Fall Of The British Motor Industry
by Jonathan Wood. 9 1/2" x 6 1/2". 250pp.
(Sidgwick and Jackson Ltd, 1 Tavistock
Chambers, Bloomsbury Way, London
WC1A 2SG. £15.95)

Symbolically picturing a punctured tyre, its dust-jacket proclaims this work to be the result of a quarter of a century of research, and it shows. Its author, a freelance journalist, has succeeded in squeezing the entire history of automobile manufacture in Britain, from the cycle-makers and coachbuilders of the nineteenth century to the present amalgamation of the home-owned sector under the Rover Group banner, into a volume whose sheer density of information is astonishing.

As a result, perhaps, of having to fit so much into a limited amount of space, this solid-feeling tome does not always succeed in putting across answers to the many questions it poses. The reasons for the industry's growth and later decline are there, certainly, but are sometimes lost in the chronology.

Since this is clearly a volume for the serious student of industry and economics, it concentrates unashamedly on the written word. Two sections of black-and-white photographic plates consist merely of portraits and stock pictures of the most significant cars — shapes which illustrate design advances but can add

WHEELS OF MISFORTUNE

The Rise and Fall of the
British Motor Industry
Jonathan Wood



little for those already familiar with model lines.

As a straight historical account the book cannot be faulted. Every important entrepreneur, designer or manager merits a personal potted biography within the body of the text, every model range is evaluated, and Wood has all the production facts and figures the reader could ever require at his fingertips.

Historically well-researched and also impressively up-to-date, this will clearly remain a vital reference source for many years to come. **GT**

A Bit Behind The Times

by Kenneth Neve. 176pp. 8 1/4" x 5 3/4".
(Grenville Publishing Co, Standard House,
Bonhill Street, London EC2A 4DA. £7.95
plus 55p UK postage)

How could any vintage-car enthusiast not read this charming little book? The formation and activities of the VSCC are already well-documented, of course, for Peter Hull wrote its history many years ago, and to celebrate its Jubilee it published its own fascinating review using articles from its celebrated *Bulletin*, and another publication which dealt light-heartedly with its aims and achievements. These centred on the club as a whole, but it is the even more light-hearted but nonetheless sincere activities of the somewhat independent Northern Section which Neve covers here.

He is well qualified to do so, for he played a very prominent part in the formation of the "local" section, which comes over splendidly in the story.

Neve also details all his own motoring activities, in which he has shown maximum dedication and enthusiasm. The 30/98 which drew him into VSCC circles in the

first place and which was driven by his late wife Jo (to whom the book is dedicated), the motor-cycles he rode and raced before that, his 500cc Specials, his later days with Bugatti, the 1914 TT Humber and Edwardians, and his love of Rolls-Royce engineering — all are recalled in compelling style.

Be you Bugatti, Bentley or Rolls-Royce follower, you should read of Neve's associations with, and opinions of, vintage and pvt cars. Racing, of course, also comes into the book's scope, and the foreword is by Count Giovanni Lurani. The many pictures are very good, and almost all "new".

The author's amusing anecdotes make this an enjoyable account of his motoring life, in keeping with the VSCC's creed of not taking itself too seriously. **WB**

Whatever the motor racing pundits might say, television coverage of Formula One has increased its popularity very considerably and the BBC deserves enormous congratulation for this.

Even if it has become fun to single out the mistakes made by the legendary Murray Walker, the experts are not above watching

his coverage, as Frank Williams admits in the foreword to Murray's book about the 1987 season, entitled *Murray Walker's Grand Prix Year*.

This neatly covers all the Championship races from Murray's angle, although we would like to have rather more about his own technical arrangements and problems. However he provides enough to set the scene for each race, and this well-produced and sensibly-bound little 144-page volume does almost as much as the expensive coffee-table tomes do in F1 coverage. It is, after all, written by someone who had a close-up view.

The colour pictures, mostly from John Townsend's camera, are small but adequate, and cover the racing, the drivers and the backgrounds. There is a valuable team analysis for each race and tabulated results, grids and championship positions, I confess to not scouring the text for "Murray clangers"!

Since this thoroughly worthwhile work costs but £5.95, you can save lots of petrol-money by buying it instead of those big glossy tomes. The publishers are Clifford Frost Ltd of Lyon Road, Wimbledon SW19 2SE, in conjunction with ICI. **WB**

Scalextric Revival



It is good news that improved Scalextric model race-tracks, cars and accessories are part of the Hornby revival.

Hornby's publicity people have been very honest about the company's financial vicissitudes along the years, but those who were Meccano and Hornby trains addicts should welcome the news that the Margate factory has been given a new lease of life, competing against opposition from the Orient with new toys, trains and Scalextric products.

Model car racing arrived before the war, and even famous drivers of the time enjoyed playing with them. Improved Scalextric layouts and cars were developed by Mini-models Ltd, and in 1958 Lines Bros took the business over, only to fail in 1971. Dunbee Combex Mark Ltd bought the system and had considerable success, until 1980 when a receiver was appointed. Wiltminster Ltd took over in 1981, but competition from the Far East spelt disaster just a year later.

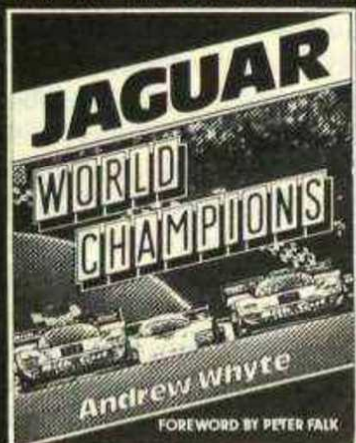
Hornby Group plc has now reorganised, however, and has experienced an upturn in Scalextric sales. At this year's Toy & Hobby Fair it exhibited some very advanced accessories including electronic gantry start-lights and cars such as Jaguar XJR-8 and Porsche 962C with smoking tyres on acceleration, brake-lights and headlamps.

Scalextric also has Williams-Honda, Lotus-Renault and Lotus-Honda F1 models with turbo afterburn-flash, tyre-smoke and improved Magnatraction roadholding. Other cars include Lancia Delta HF and Ford RS200 with 4WD, and F1 McLaren and Porsche 956 with adjustable suspension and alternative gear-ratios as on the real cars. A new digital lap-scorer and other accessories are backed by a servicing dealer-network.

Men who are still boys at heart, or shops which wish to become agents, can get full information from Karen Shillcock at TMD, 143 Long Acre, London WC2E 9AD. **WB**

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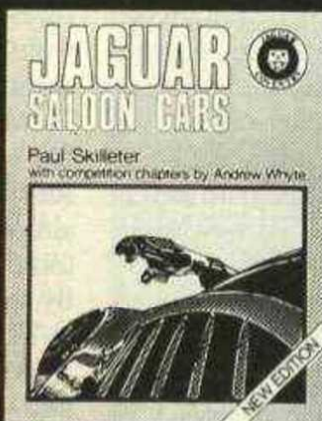


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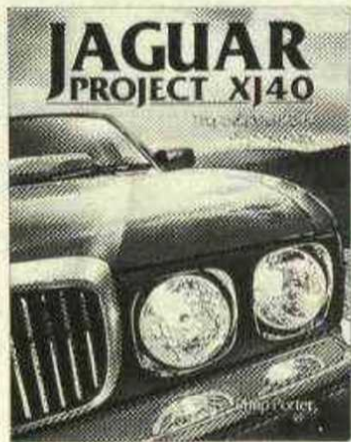
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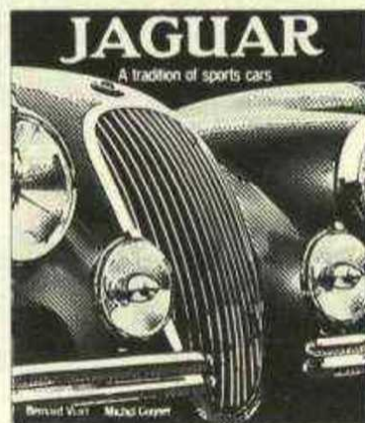
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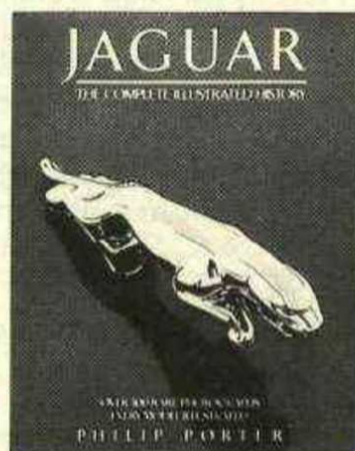
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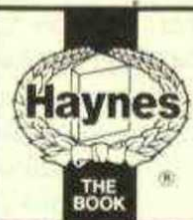


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The VSCC Replies

Sir,

Last month's leading article on the MOTOR SPORT Brooklands Memorial Trophy has once again highlighted the problem of replica cars.

For many years the Vintage Sports-Car Club has relied on the "one make" clubs to decide on what each of them considers is eligible for their own marque. The VSCC has, since its inception, allowed members to build specials, at home, from eligible parts. They have to be inspected by the Committee which has the power to accept them "at its discretion". We have never laid down firm rules as to the percentage of original parts required, as this would involve a great deal of ratification work.

Last autumn, after a lot of thought, we issued a Committee statement on the "Manufacture of New Cars". We are not in a position to stop new cars being built, but we will ensure that they are not allowed to compete in our events.

The trophy which MOTOR SPORT presented to the club is a most important feature of our competitive year, and is keenly contested at all of our race meetings. MOTOR SPORT must continue to allow the Committee to decide which cars to accept at our meetings, without laying down conditions.

The Club recognises, with affection, the immense help that MOTOR SPORT, Bill Boddy and Denis Jenkinson have given to our pastime over many years, and we look forward to their support in the future.

R A COLLINGS
VSCC President

No Hoax

Sir,

I was most amused to read in *Matters of Moment* (MOTOR SPORT, March 1988), that you seem to endorse a suggestion that the recent sale of the Bugatti Royale might have been a publicity stunt laid on by Christie's.

If, as you intimate, the sale was a giant hoax, then I think the 3000 people at the Albert Hall didn't get the joke.

Unfortunately, by printing such crass suggestions, you

bring into question the integrity of Lord Montagu of Beaulieu as sponsor, Christie's as auctioneer, and myself as successful bidder.

Reading your reference to Christie's denial of the suggestion coupled with the remark "as one would expect", I thought for one moment I was reading a Sunday scandal-sheet. But no, there it was in black-and-white in "The Authoritative Voice of the Sport".

Surely, this self-appointed authoritative voice should have checked the facts. It could, for example, have phoned the previous owner or myself, prior to printing what it admits to be a "suggestion" and using it as an example of auction skulduggery.

The irony in the article is that, in setting out to warn against inaccurate catalogue descriptions based on "pub-talk", you are immediately guilty of promoting precisely the type of badly-researched misinformation you are quite rightly trying to stop.

I must say I thoroughly endorse your cry for accuracy in auction catalogues, and it is a great pity that your own article on such an important subject should lower itself by supporting wholly inaccurate, unsubstantiated nonsense.

NICHOLAS HARLEY
Winkleigh Garage Ltd
London W11

The suggestion that the Royale sale might have been a publicity stunt most certainly did not emanate from MOTOR SPORT. In fact, we pointed out that Christie's, as one expected they would, denied it. We thought, therefore, that we had made clear the absurdity of this suggestion. Although the mystery buyer has still not been named, the Bugatti Royale is now on show in the Donington Collection.

WB

Distant View

Sir,

It is difficult for me from this distance to enter the debate as to whether the recently-discovered three-litre Bentley now in the Donington Collection is the Duff 1922 record-breaking and 1923 Le Mans car.

Historians of the marque have long maintained that this car

was production chassis 141 with experimental engine 62 from Clement's 1922 two-seater; it would be a remarkable coincidence if this unique combination did in fact exist *in addition* to the actual Duff car. It would seem therefore that the BARC records of the 1922 record attempt referred to by WB in "True or False" in the November 1987 issue are wrong in listing chassis 143.

In support of his case that chassis 141 was not part of Duff's car, WB refers to a photograph that appeared in *The Autocar* prior to the 1923 Le Mans and which shows Duff in a 3-litre which by the registration number is probably 141. He interprets (incorrectly I believe) the caption to imply that, in being a production 3-litre, the car depicted is identical to the record breaking/Le Mans car, but is not the same car.

However, the photograph shows that the nearside of the body has a deep cutaway *but no door*. This unusual feature, which is more suited to a competition car than a fully-equipped tourer of the size of a Bentley, is also evident in photographs taken of Duff's car at Le Mans. Although not conclusive in itself, this does indicate that it is the same car, and supports the argument that chassis 141 is Duff's car.

E J HARRIS
South Australia

National Disgrace

Sir,

Returning to the UK in October 1987 for the first time since December 1986, I was horrified by two developments on the motorways.

The first was the cones—the gags on Spitting Image were true! From Dover to Stockport they lined the road, closed lanes and switched us onto the right-hand carriageway.

Which brings me to the second horror: complete ignorance of lane discipline. I use the word ignorance philanthropically, not wishing to believe that drivers would knowingly refuse to use the two left lanes, but prefer to queue up, rarely more than ten yards apart, at speeds of 60-80 mph on the outer lane! On several

occasions I could occupy the middle lane and keep pace with the "fast lane" traffic, passing vehicles in the left lane, whilst maintaining a gap of a quarter to half a mile between myself and the next vehicle!

I am sure drivers in England must be used, and in some cases inured, to this. I live and work in West Germany, and have driven at peak traffic periods here, in France, Spain and Italy, but have never felt as threatened as on English motorways.

Sad to say, it was with great relief that I crossed into West Germany and relaxed, concentrating on *driving*. I hate knocking things British, but our motorways and standards of driving thereon are a national disgrace.

RJ WADE
Sennelager, West Germany

Knocking Tradition

Sir,

Much as the theorising on the validity of Brooklands might entertain the readers of MOTOR SPORT and the knocking of traditions become a national obsession, I find little to commend the anti-Brooklands lobby.

Like Indianapolis, the Track was primarily a test-track for the motor industry, which also provided an arena in which personalities and the spirit of individuality could rise above the dreariness of everyday existence.

Every village in England had its local Brooklands driver, who might be the Duke, squire, doctor, blacksmith or farmer. What a great shame it is that the motor trade and post-World War Two England were denied the continued use of this facility.

RICHARD HULFORD
Westerham, Kent

2600 in 1988

Sir,

A damp weekend has been transformed by the magnificent article on the Alfa Romeo 2600 (MOTOR SPORT, March 1988). It is truly splendid, and will surely provide inspiration for the 2600 owners contemplating restoration to get them on the road!

The 2600 Sprint and Spider

were homologated for international competition, and in its day the Sprint enjoyed some modest success.

There are still the odd continental competitors in the Sprint, and in 1986 a 2600 Spider was awarded the Samuel Trophy for "Best Performance by an Alfa Romeo in HSCC Events".

For 1988 our enthusiastic 2600 Register member Adrian Hall hopes to contest the HSCC Novice Championship, so why not get your camera out!

ROGER E MONK
West Runton, Norfolk
Alfa Romeo 2600/2000 Register

BMW's and Bira

Sir,

I was interested to read DSJ's article about Gillie Tyrer and NKA 9. I can well remember him passing my parents' house on the A59 on Sunday mornings, testing the car from his garage in Lydiat during 1950-51; I can't imagine that happening now!

Secondly, I write from a National Trust property, formerly the home of the Colchester-Wemyss family who during the early 1900s provided accommodation for Siamese Royals staying in England for their education. One, described as "the little brown Prince" in a Press article of that period, may have been father to Prince Chula, Bira's cousin and racing manager. The dates given in a family tree in the foreword to Bira's *Bits and Pieces* would tie in. Any comments?

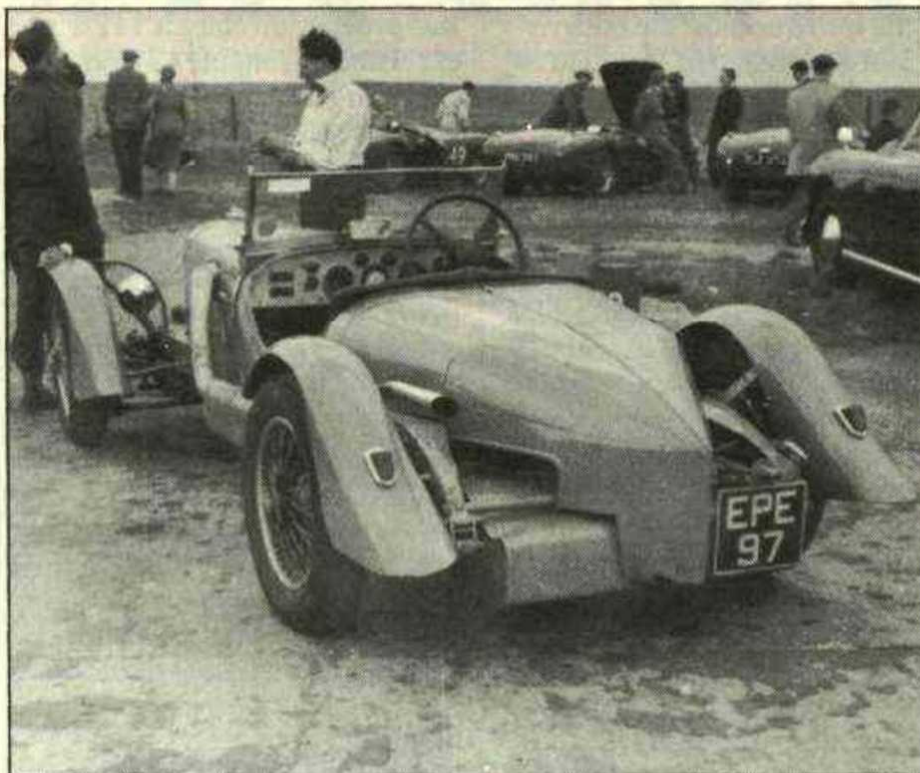
K C VAUGHAN
Westbury-on-Severn

A Racing History

Sir,

As the creator of the 8-litre Bentley Special featured in your article "A Gentle Giant" (MOTOR SPORT, February 1988), I would like to correct certain inaccuracies and perhaps add a few points of interest.

Firstly, you said it did not have "any racing history of its own — yet." I first raced YF at Bentley Silverstone in 1983, winning the Novice Handicap award and the McKenzie Trophy. We won the Russ-Turner Trophy at Silverstone in



L S Michaels and his 4 1/2-litre Rapide. Where is it now?

1986, and achieved Fastest Vintage at VSCC Colerne with a standing-start quarter-mile in 15.7 seconds, the kilometre in 28.4 seconds, and a terminal speed of 116 mph fully road-equipped.

Secondly, it is unfair to say that Stanley Mann's team "completed the car this last winter". YF is well-known in VSCC circles, and if any credit is to be given it must be to the following people, who helped me with the project: Nigel Hudson for just about everything mechanical, John Guppy for basic groundwork, chassis modification and making the con-rods, the late Jim Abbot for the braking system and Williams and Pritchard for executing my body design so well.

The idea was inspired by two other 3/8-litre Bentleys, namely Jumbo Goddard's car (HT 9029) and the fastest of them all, the Llewelyn Bentley (YP 41). She was built primarily for fast touring, with racing as a secondary consideration — but had to have the reliability to be driven to a meeting, raced and driven home again, all of which she does admirably.

I acquired YF in 1965 from Dan Margulies, in 3-litre two-seater form, and it was the first motor car I ever owned.

I hope the above is of interest, if only to put the record straight.

JOHN KONIG
Kings Somborne, Hampshire

The Two Mestiviers

Sir,

In reply to Mr Mitchell's letter (MOTOR SPORT, March 1988), there were indeed two brothers Mestivier, named Marius and Maurice.

It was Marius who was head of the racing shop, and who was killed at Le Mans in 1925 when he ran off the road while investigating a noise under the scuttle.

Maurice was usually to be seen around the racing cars in the 1920s, although he was not a regular driver in main events. In the 1930s he acquired two of the works Amilcars and raced them extensively up to the war and immediately afterwards. His MCO is now in Serge Pozzoli's private collection, and he was still alive a few years ago.

D W PEACOCK
The Amilcar Register
Reigate, Surrey

MG Matters Arising

Sir,

With reference to "Performance Uprating" (MOTOR SPORT, March 1988), I have three comments.

First, your photo is captioned as "The MG factory in 1935". It isn't — there are too many out-of-date axles lying around.

Second, you said 17 J4s were built. No, there were only eight, or possibly a ninth unfinished.

Third, you said "Current owner Karl Weissman has

rebuilt the J4 to a high standard". Nonsense! The late Geoff Coles did all that work, and probably set a new standard for all MG rebuilds. As a matter of fact, he won the Spero Trophy a couple of times.

CALVIN GUNN
Dunmow, Essex

Macho Machinery

Sir,

In a nostalgic vein after the discussion in your *Letters* pages of Basil Chevell's Alvis, I looked in my photographic collection for another such uncompromisingly masculine, not to say brutish, special of the same period — a heroic time when cars were driven to the circuits regardless of the weather conditions.

I came across a fine 4 1/2-litre Meadows-engined Lagonda, owned at that time, according to my notes, by L S Michaels, the Chairman of the Lagonda Owners Club, who drove in a most spirited fashion in club events.

I was never too sure whether it began life as a staid saloon, an LG45 or a Rapide, and I always hoped it had been transformed from some stately carriage, but I understand from Harry Wareham of the Midland Centre of the Lagonda Owners' Club that it was, in fact, originally a 1934 Rapide. The question in my mind, as with so many great cars of character and distinction of those early post-war days, is where is it now?

PETER ASQUITH
Coventry, West Midlands

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A preview to the coming Historic season

Britain is the hub of the motor racing world. That situation has evolved over many years and is reflected in today's historic racing, where the Historic Sports Car Club sets the pattern which the rest of the world follows. As the HSCC steadily develops and supports new areas of interest, so Germany, Australia and Sweden and the other motor racing countries join the movement. That evolution has brought historic racing up to 1970 and its popularity grows every year.

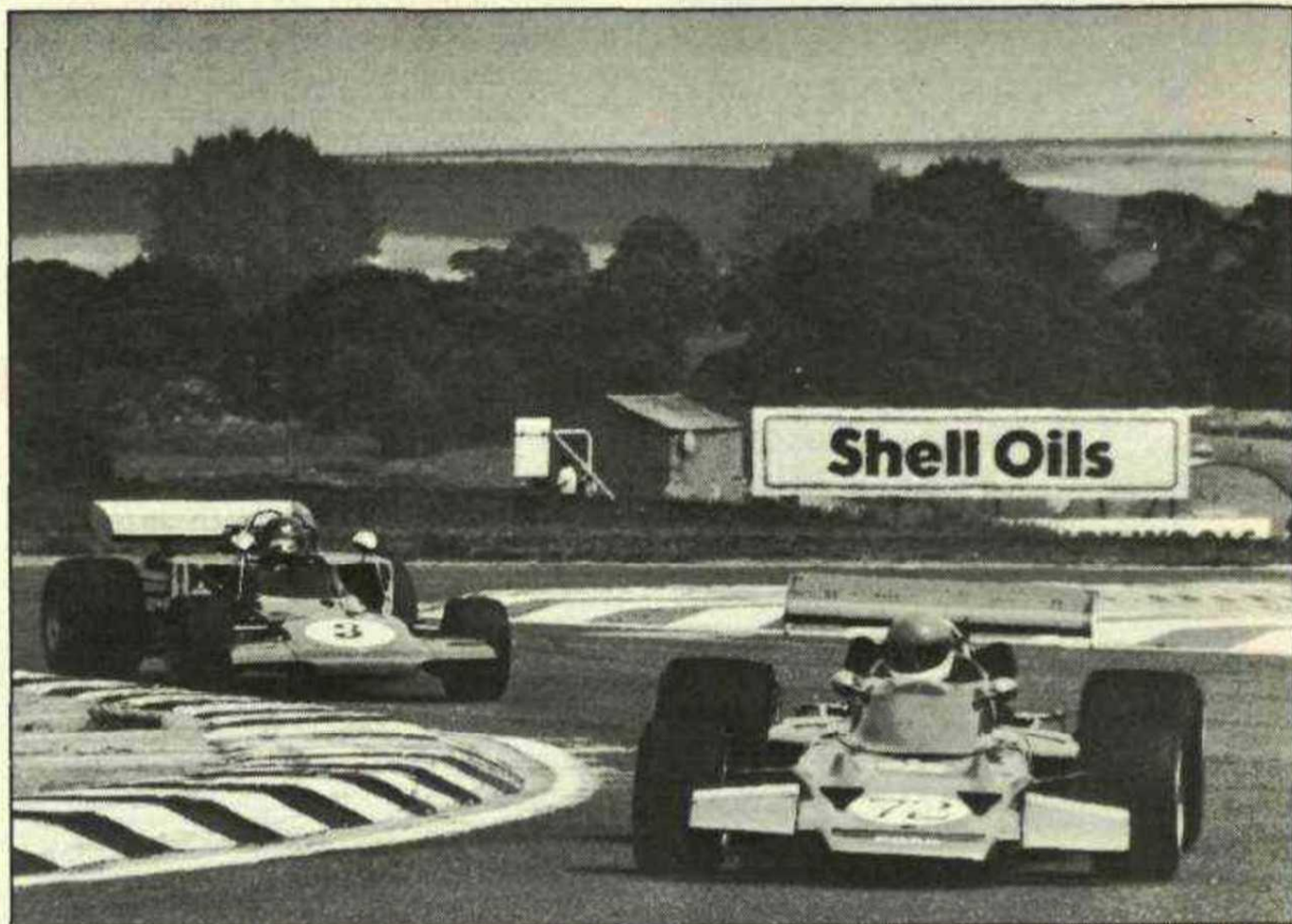
One difficulty for the spectator in historic racing is the division of cars into their many categories. For 1988 the HSCC has re-organised its championships to try and simplify the classes of racing.

The main split is between road cars and racing cars. The road cars have three Championships, all for 1941-1970 models in various stages of improvement. The racing cars, both single- and two-seaters, are divided into a further six categories to provide compatibility of age and performance — the cut off dates, as with the FIA, being 1960, 1965, and 1971.

To cope with its own growth the HSCC, like the Aston Martin Owners Club and many others in the historic movement, has expanded in ten years from the chairman's spare room, to a purpose-built extension and now to 2500 sq ft of designer-modified freehold premises to provide offices, conference room and library, off the M4 in Wiltshire.

The re-organised championships look set to provide close and fascinating racing in 1988.

The HSCC *Novices* Championship was introduced in 1987 and proved very successful. For drivers who had never raced before, in standard production road sports cars and GT cars, on road tyres and driven to and from the meetings, this proved the ideal way to start historic racing. The weekend fun-car became a part-time racer and with instruction and help from the club, anyone with a pre-1970



sportscar could join in the fun. For 1988 the format continues, with a new intake of Novices.

For the graduate novice, the next step is into the HSCC's most popular category, the Road Sports Championship. Now catering for improved road sports and GT cars from 1941 to 1970, the Club will provide two races at its meetings for this group. More than a hundred registrations are expected from every type of the world's sportscars, from Honda S800 to Iso Rivolta, from Fairthorpe to Ferrari, and from Elite to Corvette and Barracuda.

Who are the likely winners? As with all HSCC racing, points are awarded on position in class, so the winner of the baby class has an equal chance with the outright race winner of becoming the Champion, with both Fairthorpe and Cobra among past winners.

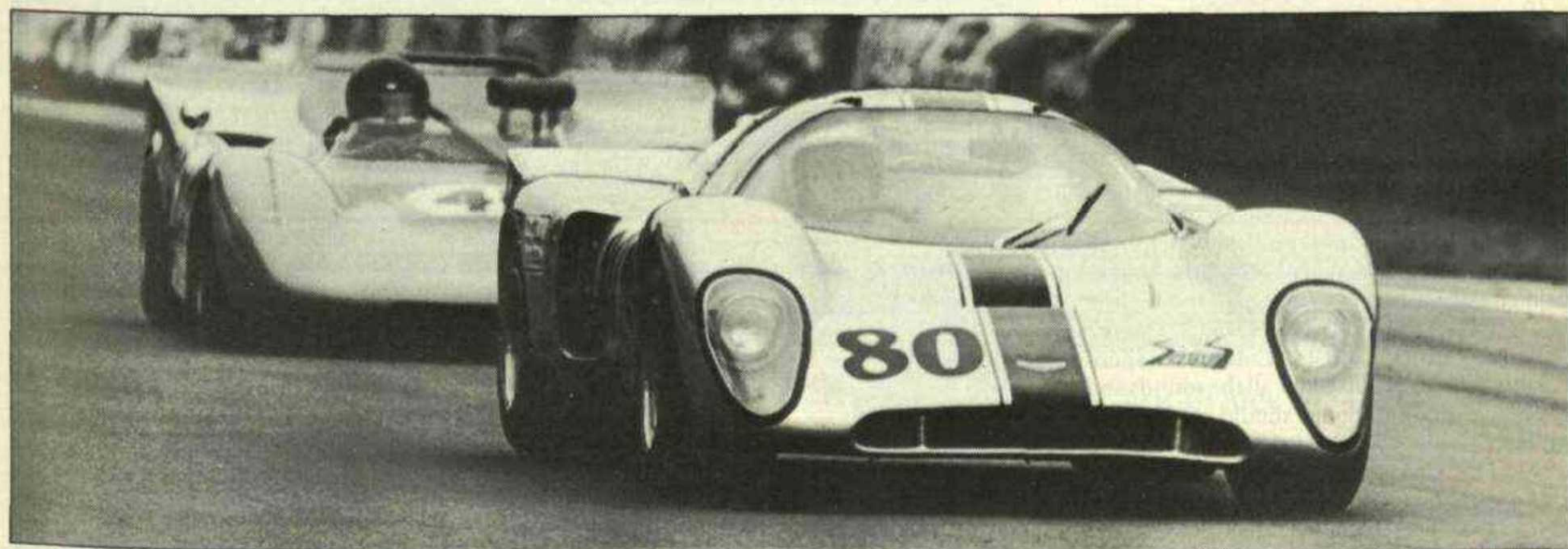
With the smallest capacity class raised to 1300cc, the Lotus Elites of Michael Campbell-Bowling and Ray Hunter may well end the recent Fairthorpe dominance of the class,

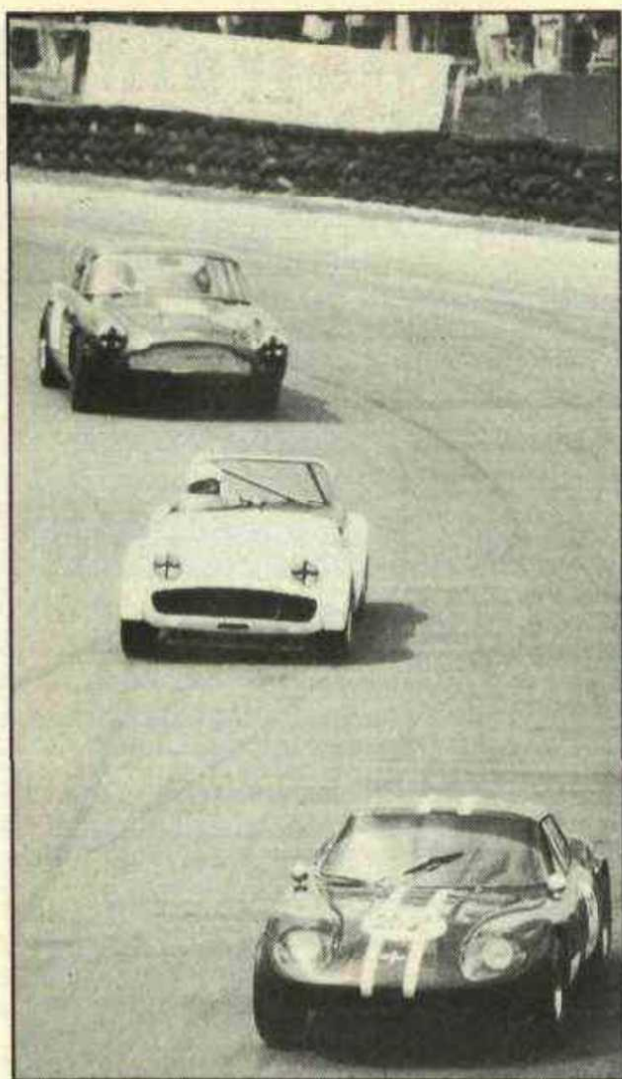
although novice graduate John Grist will hope not. Another novice graduate Malcolm Best will keep up the Honda S800 tradition along with Stuart Hutchinson, Mark Anderson and Christopher Martin. The Mini Marcos of Keith Norris and Unipower of Tim Wright will try and make a new "mark" on the class.

The ubiquitous Lotus Elan is the favourite car in the fibreglass bodied class C, but will Don Hands, Nick Blunsden, Phil Cooper, John Jarvis, Martin Ricketts *et al* be seen off by the Ginetta G4 of Chris Allen, or will the Marcoses of Cyril Baxter or David Chaney intervene?

The metal-bodied cars of Class B include the 1987 Champion Kevin Irons in his Datsun 240Z (the 240Z is allowed in to this Championship on a roll-over year ruling, allowing identical specification models built out of period), who will be hoping for a repeat performance although this year he will have to beat Ferrari (246GT) and Porsche (914/916) as well.

The remaining class is for the over 3000cc





cars and in addition to the Cobras, E-types and TVRs, has Iso Rivolta, Camaro, Corvette, and Barracuda.

The third Championship for road cars is where the works team specification cars are found. The oldest of the HSCC's Championships, the Classic Sportscar category, has been extended to cover the whole period from 1940 to 1970, and is now only for road sports and GT cars, the sports racers having been moved to the racing car category. Eligible cars must have had all improvements homologated in period or have a proven international history in period.

The Championship is split into three periods, pre 1960, 1961-1965, and 1966-1970. The works Healeys are set to do battle with the works MGBs, the Cobras and the Morgans; while the Elites, Marcoses and Divas will dispute the small capacity class. In the latest period class some heavy metal is expected in the form of Firebird and Camaro. However, favourite for a third Classic Championship must be Tony Thompson in his very fast and well-driven Lotus Elan 26R. Or will a Ginetta G4R, a Marcos GT or a TVR Griffith outperform him?

And so to the racing car categories.

The big news for 1988 is that AMOC and HSCC have combined to run a pre-1960 Historic Car Championship, renewing the Lloyds and Scottish Championship days. The cars already registered include Lister Jaguars for Andrew Baber and Phillip Benett, 'D' types for Stephen Curtis and Chris Drake, Connaughts for David Duffy, Gerry Walton and John Charles, and 250Fs, Cooper Bristols, various Lotuses, Lola's etc. Sponsorship is being finalised for all the rounds and the planned bonus money should ensure good grids.

The HSCC Pre-'65 Racing Car and Historic F3 Championship follows the FIA format for the period and includes Historic F3 cars

through to 1968. Thus, as in the European FISA Trophy, two-seater sports racers such as Lotus 23Bs, Merlyns and Elvas will compete with F1 cars of that period.

Many of these cars use a common engine, the Lotus Twin-Cam, and racing will be close and exciting, with the 1000cc F3 having their own battle within the race. The 1987 FIA European Historic Champion Mike Freeman will be hard pressed by the similar Brabham of John Harper, whilst the 23Bs of Steve Hitchins and Peter Walker, and the Elvas of Tony Hill and Stirling Moss will be disputing outright victory. Mark Hales' Attila may occasionally be seen battling with a Lotus 30.

"But the full grid will no doubt go on thrilling the crowds."

The HSCC Pre-'71 Single Seater Championship is the next period and this year should see the fruition of several years of establishing this category. It seems likely that the Europeans may be about to start a Championship based on the HSCC regulations and this will add even more interest.

New F1 cars this year include Don Wood's Surtees and John Brindley co-driving Mary Foulston's Lotus 72. The F5000 numbers are dramatically increased with the Leda for Alan Baillie, Lola T300s for John Beasley and Geoff Thomas, Lola T142 for Nicholas Buttress, Gerry Walton's McLaren M18, Mike Pendlebury's Palliser, Jon Reakes Surtees TS5 and Brian Cocks in the long-awaited Crossle 15F. The F2s are rejoined by Ian Giles in his Lotus 69, whilst ex-F4 Champion Lorina Boughton joins the fray in one of many March 712s, along with the numerous Brabham BT18, 21, 23, 30 and 35s. This could really be the one to watch in 1988!

The HSCC 2 Litre Championship is the one for the Chevron B8s, where the racing is as close as Formula First but without the

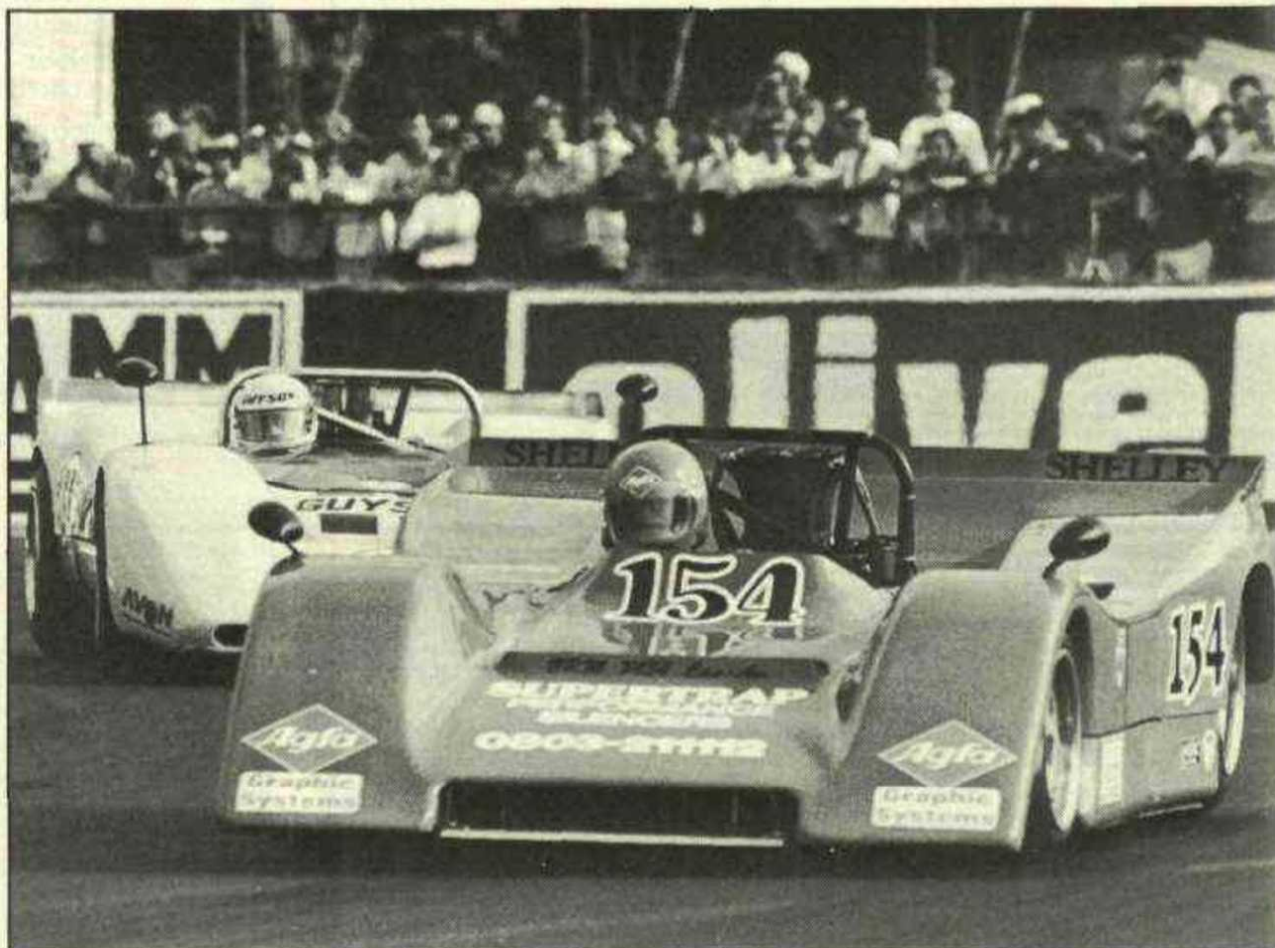
accidents. Thanks to championship chairman Don Cressy's hard work, each round is individually sponsored and the resultant bonus money encourages good grids. Amongst the hordes of Chevrons, Michael Schryver, the 1987 Champion, will be hard to beat but Roly Nix and Richard Dodkins will be alongside him. Wendy Amey (Markey) will be joining the boys and no doubt showing some of them how to do it, whilst the Lenhams and the Crossle C9Ss will be trying to put a different name on the trophy.

The sound and the fury of the Historic GT Championship will be even further enhanced with three more Can Am McLaren monsters re-imported from the USA. Mike Wheatley's BRM and Martin Colvill's Lola T222 will be hoping to put a different marque on the leader board. John Foulston will be sadly missed, in this his favourite category, but the full grid will no doubt go on thrilling the crowds in the way that he would have done.

The final HSCC category is one that has been quietly growing during the last two seasons, for historically-interesting F1 cars. These races for obsolete F1 cars have provided the only opportunity to see recent F1 cars in action and this year twenty of them are planning to appear, with no less than four Williams FW07 and 08s, the Wolf WR1, Arrows A1, A3 and A8, Tyrrell 009, McLaren M30, Lotus 72 and 78 and Toleman amongst them.

Apart from the HSCC's "allcomers" racing, most of the marque clubs run their series for one make cars. These include the Aston Martin Owners Club, Jaguar Drivers Club, MG Car Club, Triumph Register, Club Lotus, Alfa Romeo Owners Club and the Austin Healey Club to name but a few, whilst the saloons come under the auspices of the Classic Saloon Car Club.

Historic racing is thriving, and hopefully providing fun and investment for everybody who wants to participate. **Brian E Cocks** (Brian E Cocks is Chief Executive of the HSCC.)



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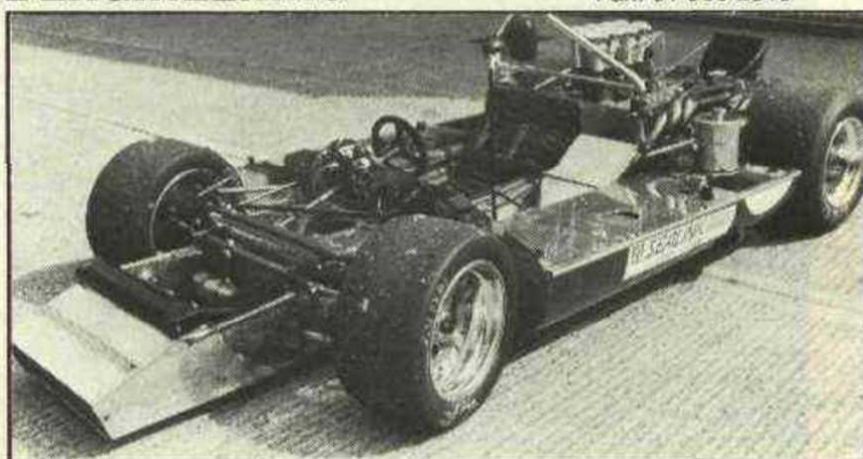


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6c 2500 Super Sport Touring Coupe,
1900 Sprint Touring, several 105 series
2000 GTV's, Giulietta Sprint Veloces.

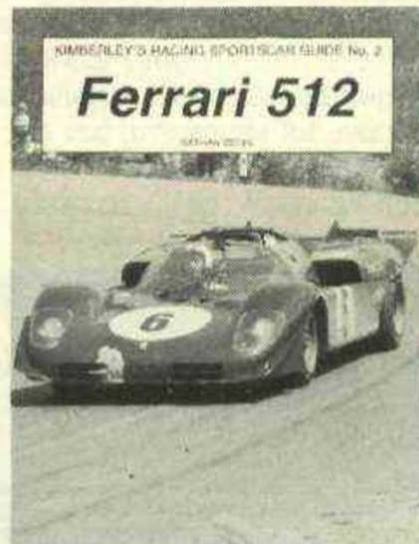
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But why do so many of us in the midfield continue? That question has no simple answer. I can only conclude that the common bonds must be enjoyment and achievement. Most of us know we can never win but we are fiercely proud of the marques we represent. It is warming to see that nationality respects no political boundaries, and the Triumphs, Morgans and Healeys are loved by their German, French and Dutch owners probably more passionately than by their English counterparts. In the main camaraderie and friendship prevail.

There are many administrative obstacles placed before the historic racer that stretch in a never-ending line. They start months before you participate in any historic racing: time-expired helmets, medicals, valid FIA documentation, entry confirmation, permission to



race, holidays, time off work, ferry bookings, currency, accommodation, mechanical reliability, scrutineering, practice. And only then have you earned your ticket to the real thing! To achieve all this and suffer a puncture in the warm-up lap is a good way to find out if you really are as philosophical as you claim to be!

I can only speculate, from my own experience, that these trials are all part of the enjoyment. It's certainly not the prize money. This is usually represented by the bank's lending facilities you have negotiated for something else!

What of the mid-grid supporters club? Or even the non-supporters club? I dare say that in most cases "all roads lead to home"! Yes, of course, there are dedicated mechanics who suffer from the same lemming-mentality as their drivers. They do it to get away, and they share those magic moments that reward their efforts. They can pick it up and put it down! The families cannot. They are stuck, for better or for worse, with this historic driving enthusiasm until the driver becomes so historic that he hangs up his helmet for good. Perhaps they are the real mid-grid supporters.

But back to the machines themselves. What is also remarkable is the very high standard of preparation mid-grid. The innovation, care, cleanliness and attention to detail is the equal of any. In fact on close inspection the works-supported historics often have a more "used" look about them, which may reflect the very hard racing they are subjected to by a number of drivers.

These petty points, of course, come nowhere when set against the Historic GT or GTS grid on a sunny day at the Nürburgring. The charisma, power and grace exuded by such an assembly has to be experienced to be believed.

I commend you to historic racing, mid-grid or any grid. But I warn you, once you become addicted, you'll need more than rehabilitation to cure you!

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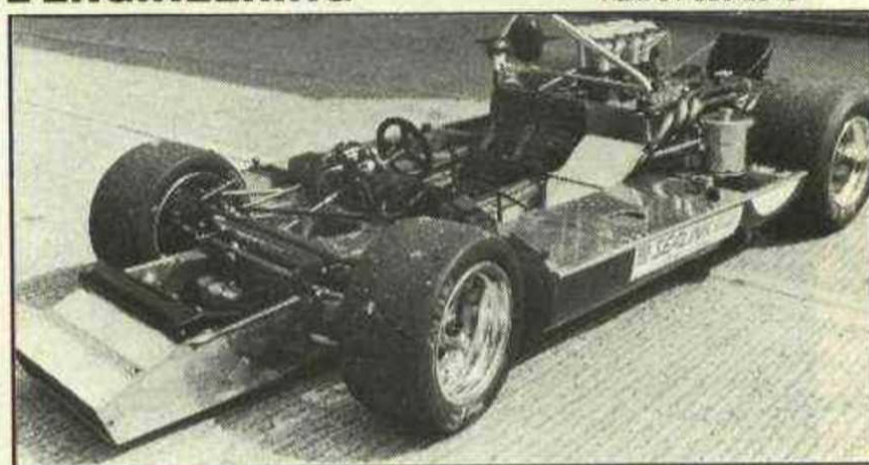


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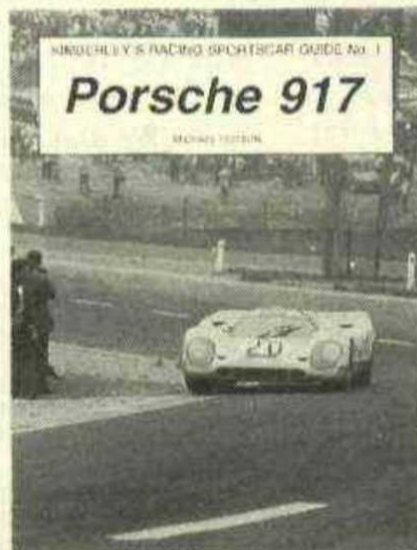
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Flashing and gnashing, gleaming and screaming, the front runners arrive and are gone. In a heat haze of historic racing grandeur they pass, and what is left? — it is only us, the rest. Not a Ferrari or Jaguar to be seen, only a plodding selection of colourful shapes. But they are no less historic for their meagre placings; Lancia, Morgan, Porsche, Triumph, big Healey, Alfa and more. We drive the historic machines that are the body of the spectacle. We own them, we make them, bring them and take them. We also sadly sometimes break them. We are forever paying for them though we seldom reckon up the price. We are not foolish!

But why do so many of us in the midfield continue? That question has no simple answer. I can only conclude that the common bonds must be enjoyment and achievement. Most of us know we can never win but we are fiercely proud of the marques we represent. It is warming to see that nationality respects no political boundaries, and the Triumphs, Morgans and Healeys are loved by their German, French and Dutch owners probably more passionately than by their English counterparts. In the main camaraderie and friendship prevail.

There are many administrative obstacles placed before the historic racer that stretch in a never-ending line. They start months before you participate in any historic racing: time-expired helmets, medicals, valid FIA documentation, entry confirmation, permission to



race, holidays, time off work, ferry bookings, currency, accommodation, mechanical reliability, scrutineering, practice. And only then have you earned your ticket to the real thing! To achieve all this and suffer a puncture in the warm-up lap is a good way to find out if you really are as philosophical as you claim to be!

I can only speculate, from my own experience, that these trials are all part of the enjoyment. It's certainly not the prize money. This is usually represented by the bank's lending facilities you have negotiated for something else!

What of the mid-grid supporters club? Or even the non-supporters club? I dare say that in most cases "all roads lead to home"! Yes, of course, there are dedicated mechanics who suffer from the same lemming-mentality as their drivers. They do it to get away, and they share those magic moments that reward their efforts. They can pick it up and put it down! The families cannot. They are stuck, for better or for worse, with this historic driving enthusiasm until the driver becomes so historic that he hangs up his helmet for good. Perhaps they are the real mid-grid supporters.

But back to the machines themselves. What is also remarkable is the very high standard of preparation mid-grid. The innovation, care, cleanliness and attention to detail is the equal of any. In fact on close inspection the works-supported historics often have a more "used" look about them, which may reflect the very hard racing they are subjected to by a number of drivers.

These petty points, of course, come nowhere when set against the Historic GT or GTS grid on a sunny day at the Nürburgring. The charisma, power and grace exuded by such an assembly has to be experienced to be believed.

I commend you to historic racing, mid-grid or any grid. But I warn you, once you become addicted, you'll need more than rehabilitation to cure you!

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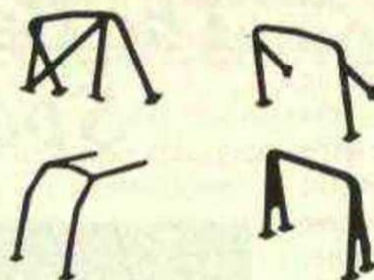
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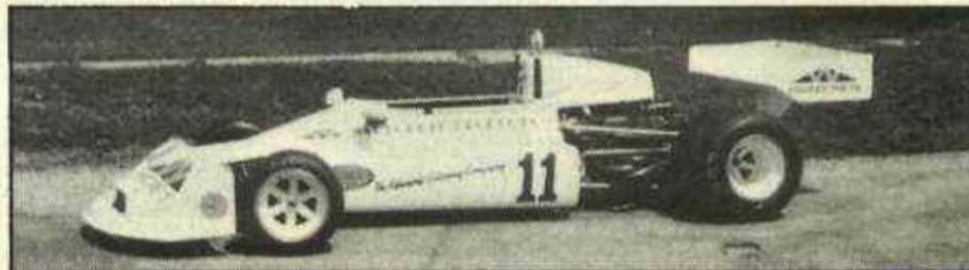
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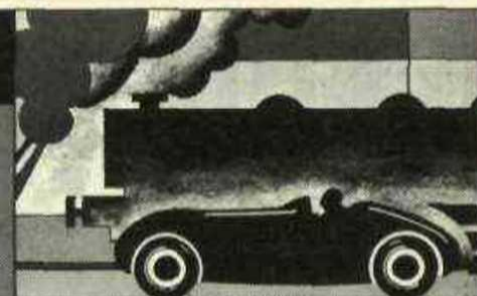
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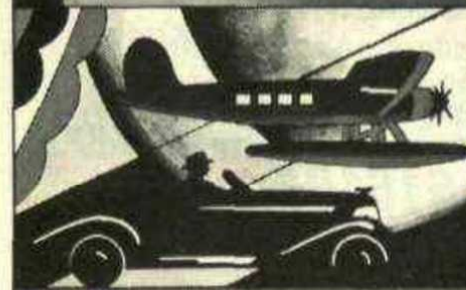
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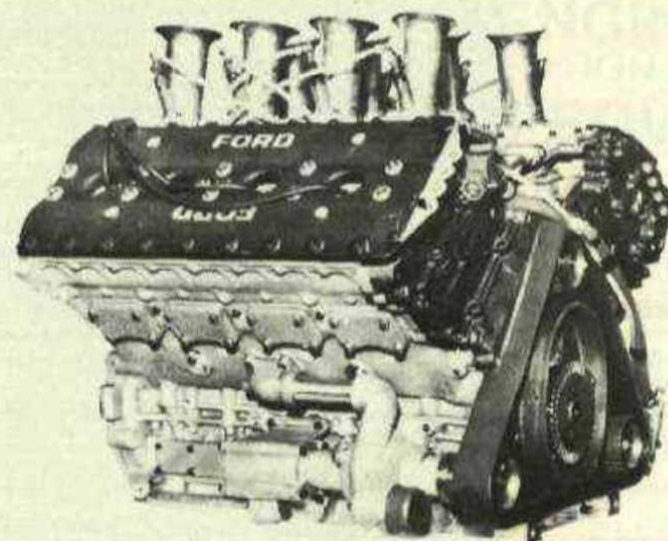


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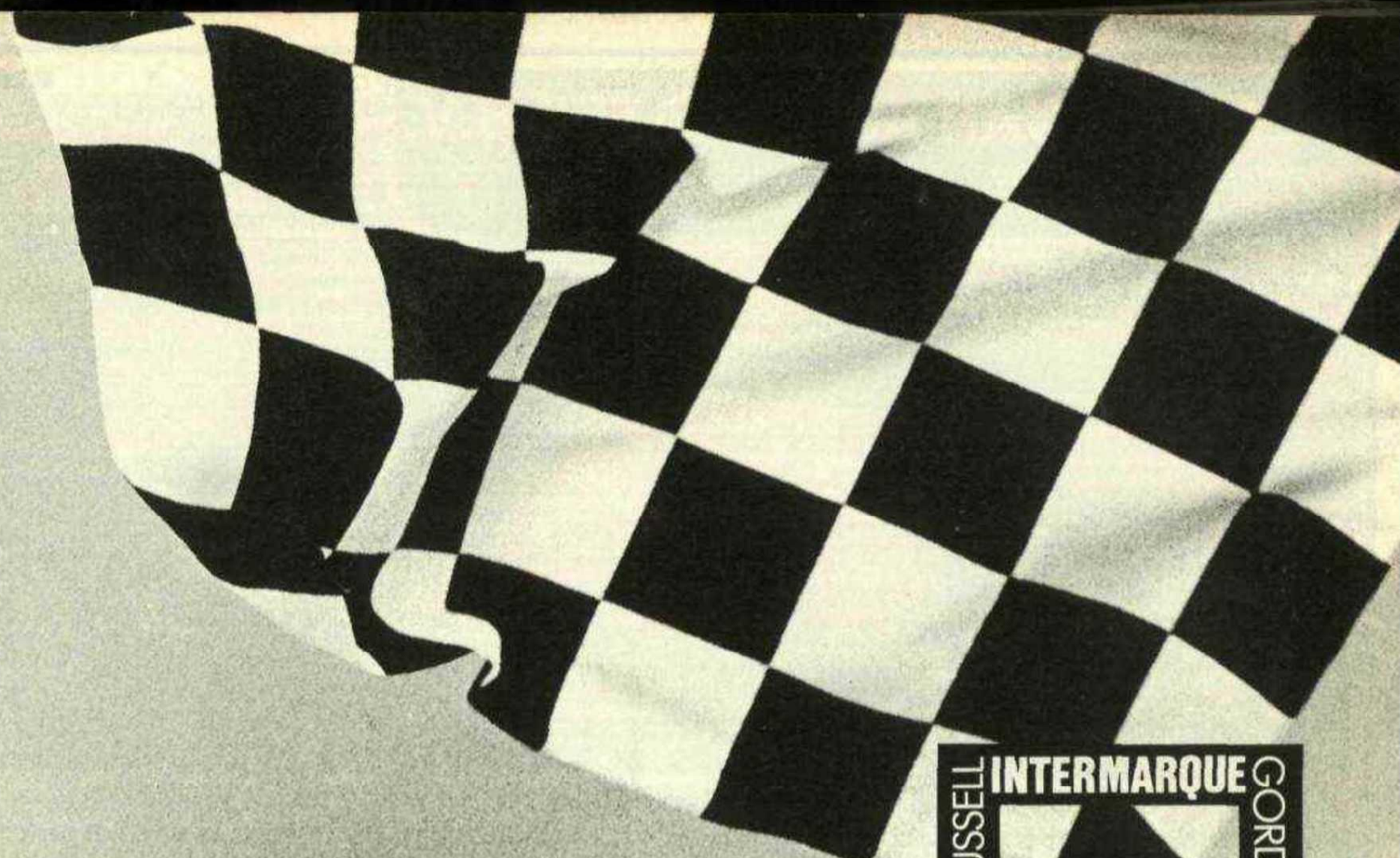


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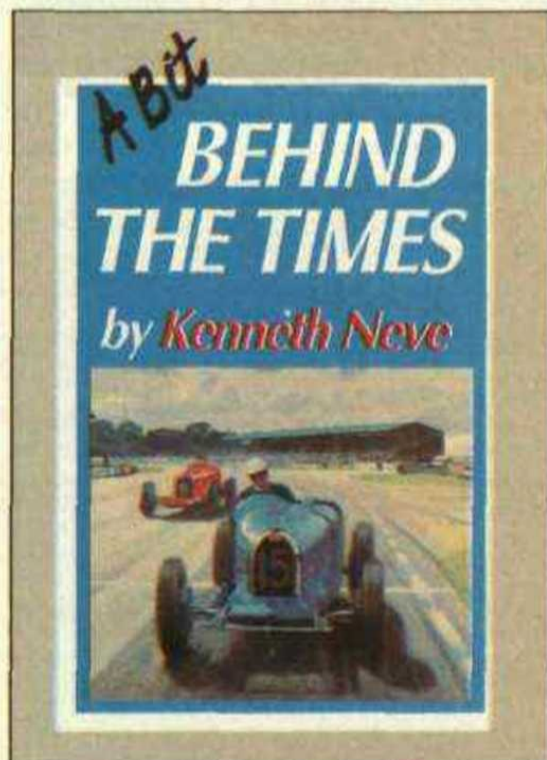
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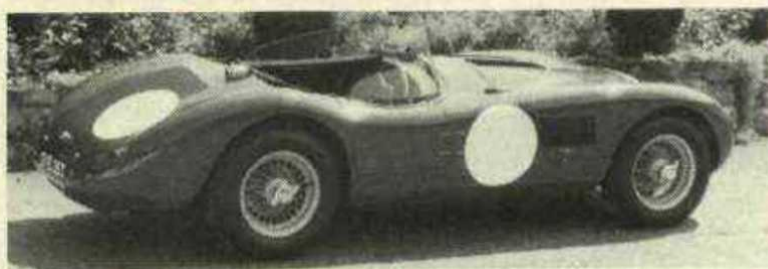
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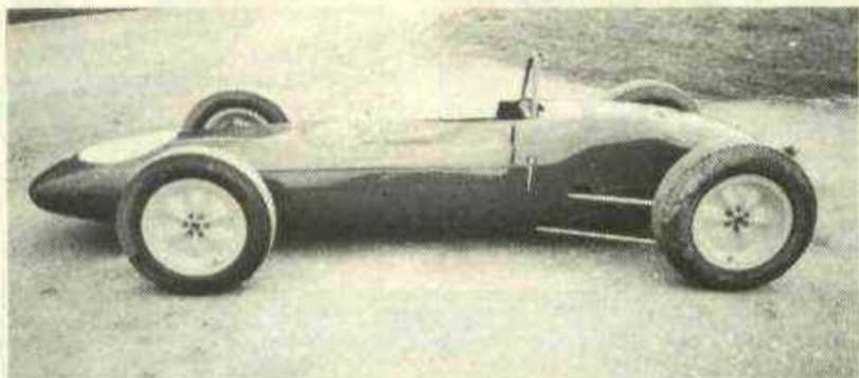
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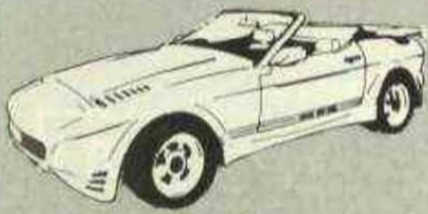
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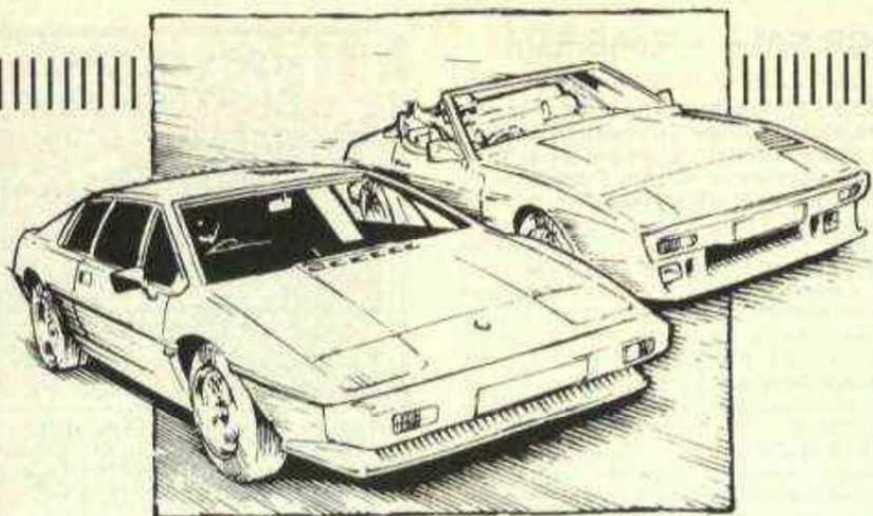
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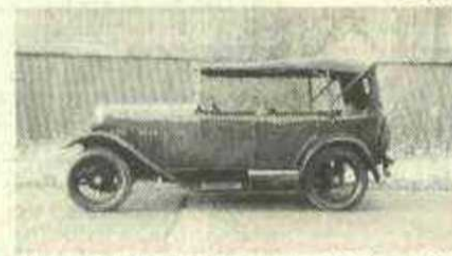
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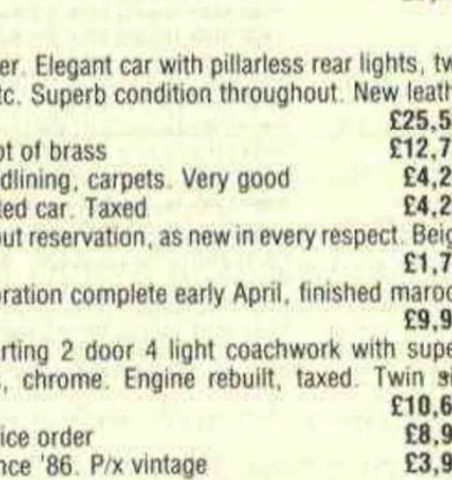
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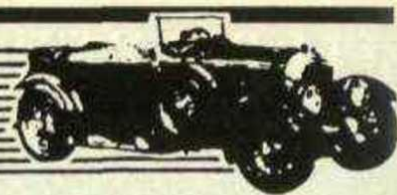
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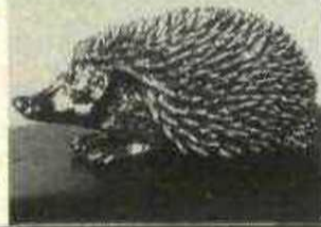
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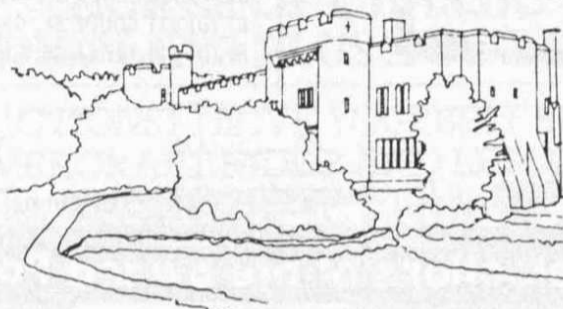
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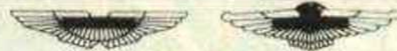
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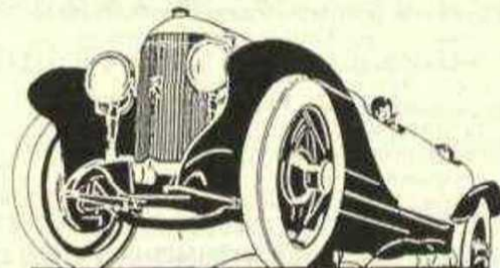
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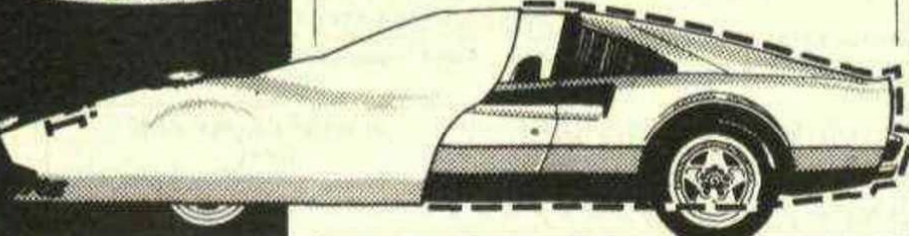
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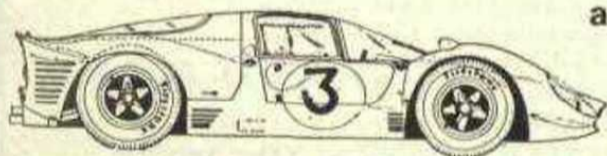
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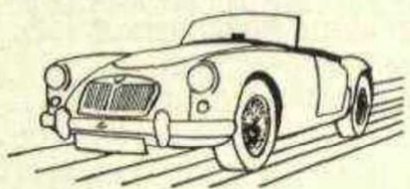
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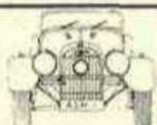


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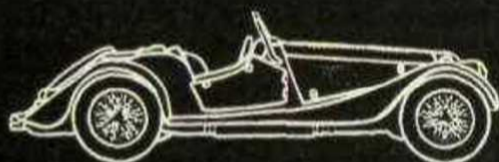
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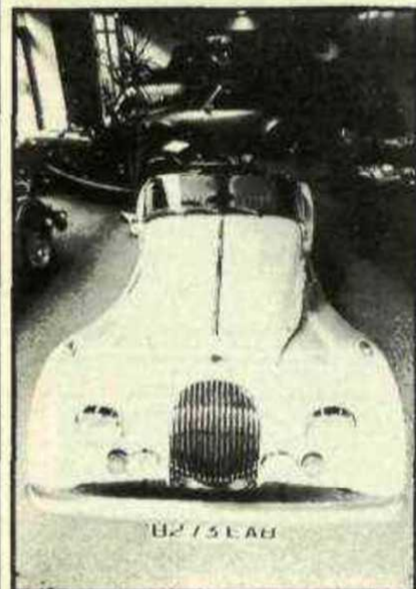
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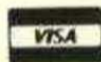


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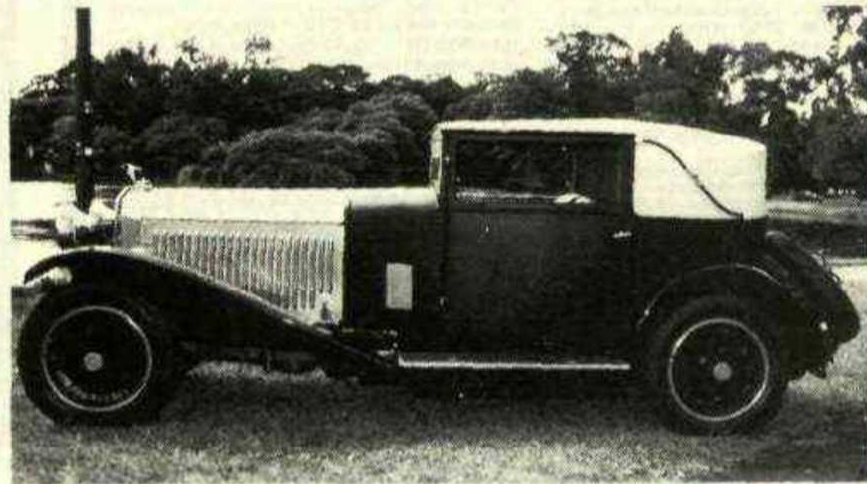
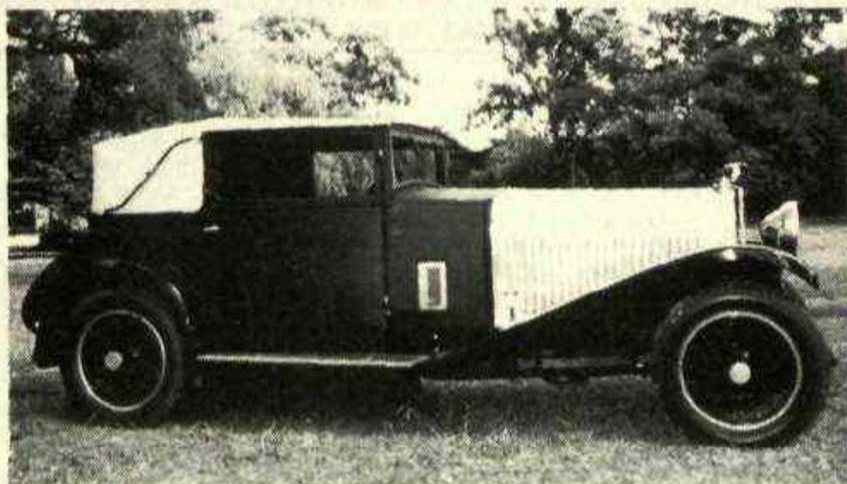
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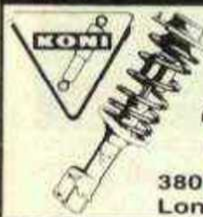


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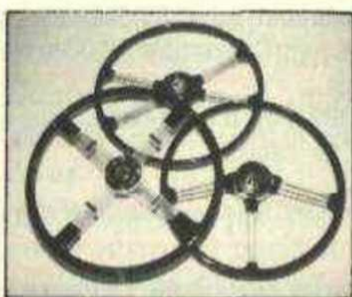
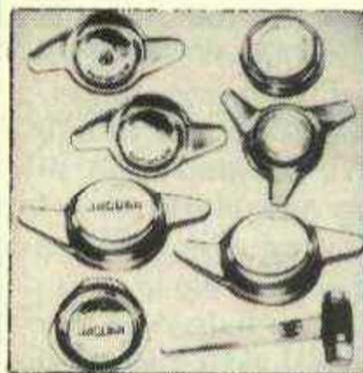
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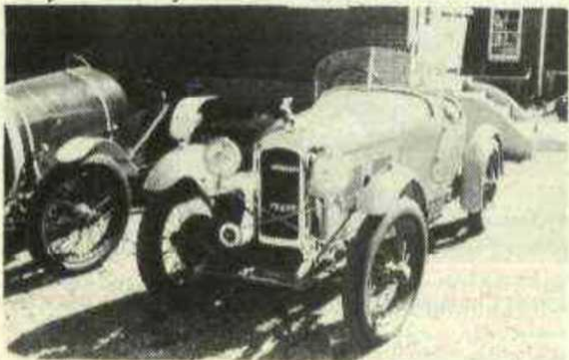
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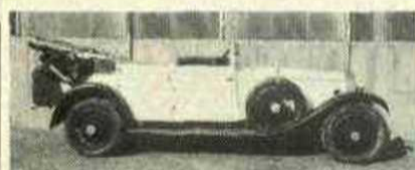


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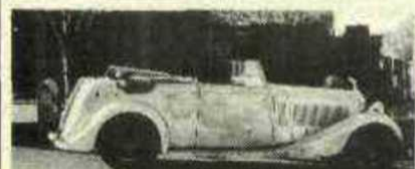
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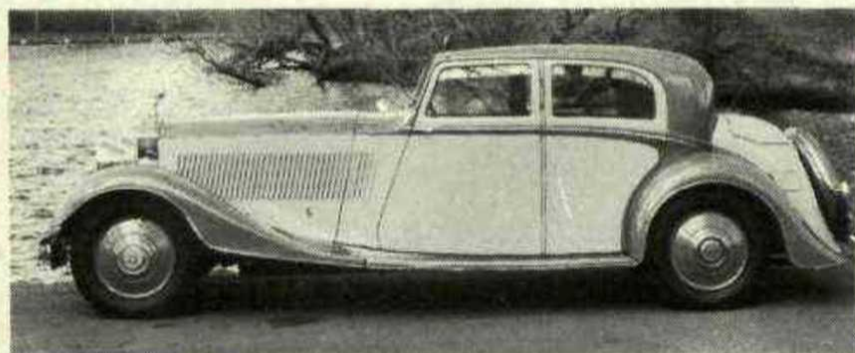
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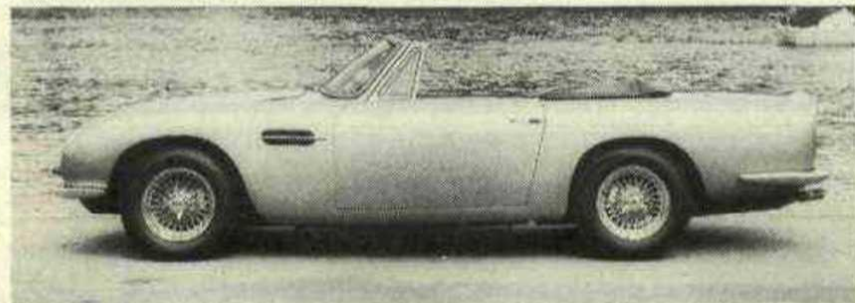
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1933 ROLLS ROYCE PHANTOM II CONTINENTAL SPORTS SALOON. BY THRUPP & MABERLEY. Superb original condition. Two tone grey with grey hide. Chassis 22 PY. See p. 201. The Rolls Royce Phantom II Continental by Raymond Gentile.



1967 ASTON MARTIN DB6 VOLANTE. Pewter with dark blue hide. 5 speed manual gearbox. History, excellent.



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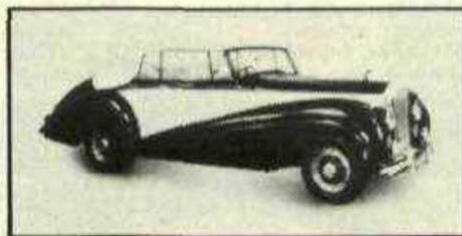
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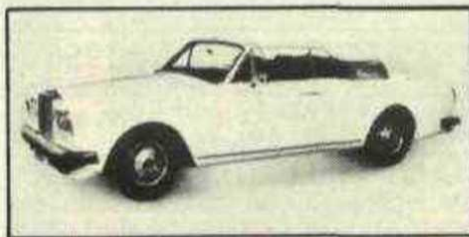


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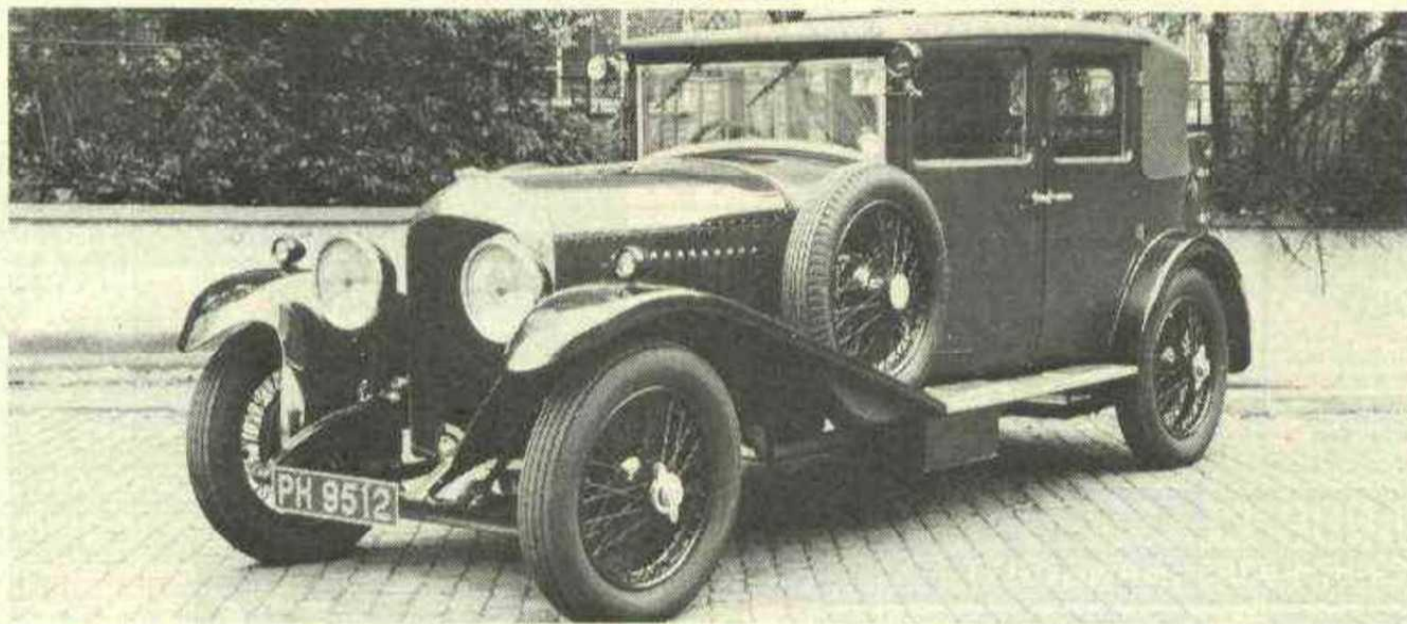
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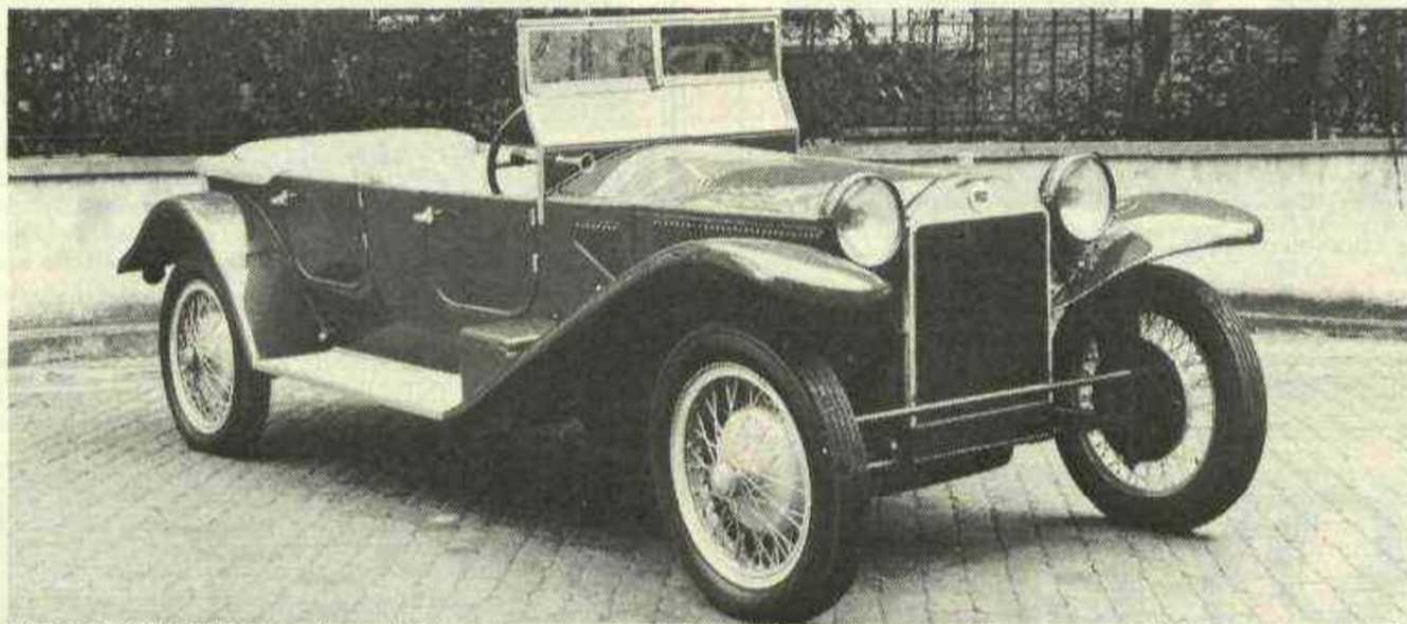
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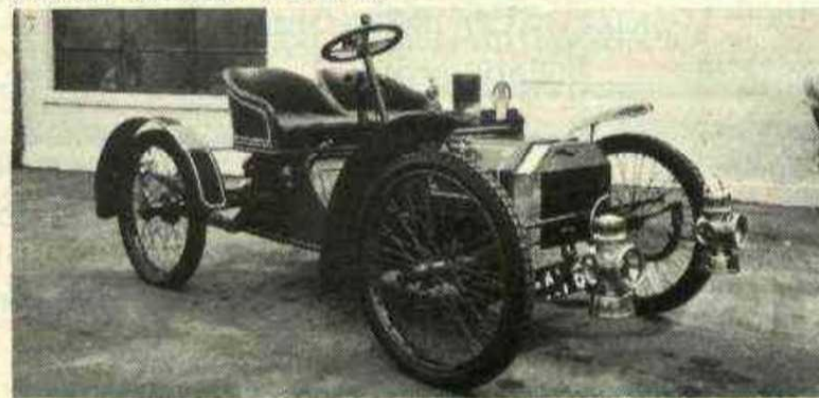
1952 Jaguar XK120 Roadster; modified for racing, producing a spectacular performance. Good looking and very exciting.



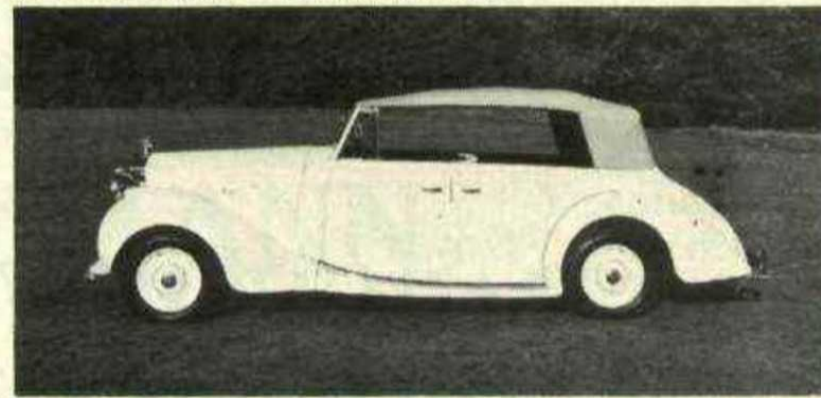
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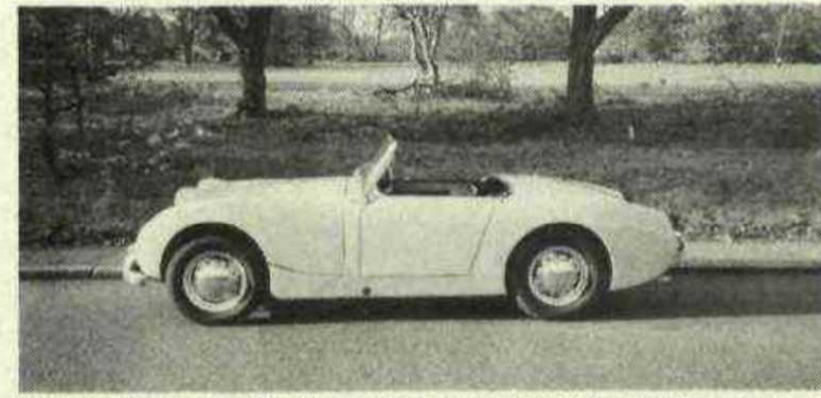
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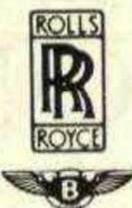
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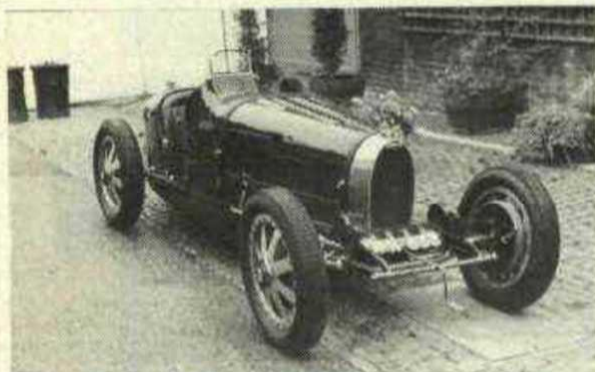
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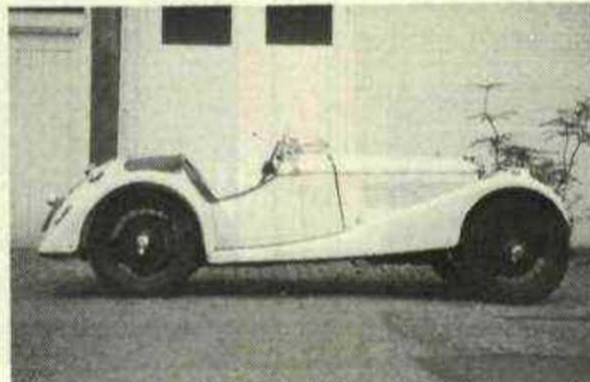
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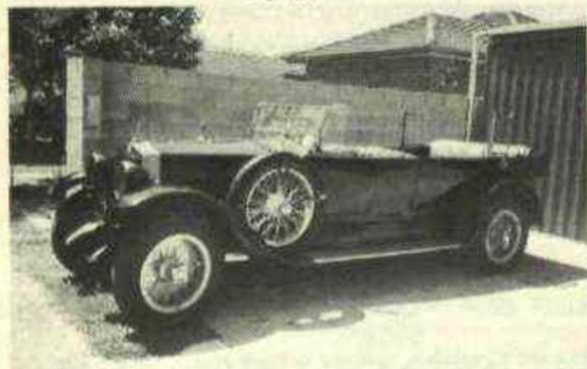
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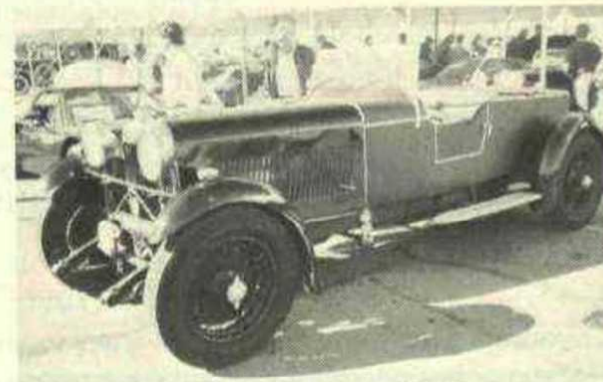
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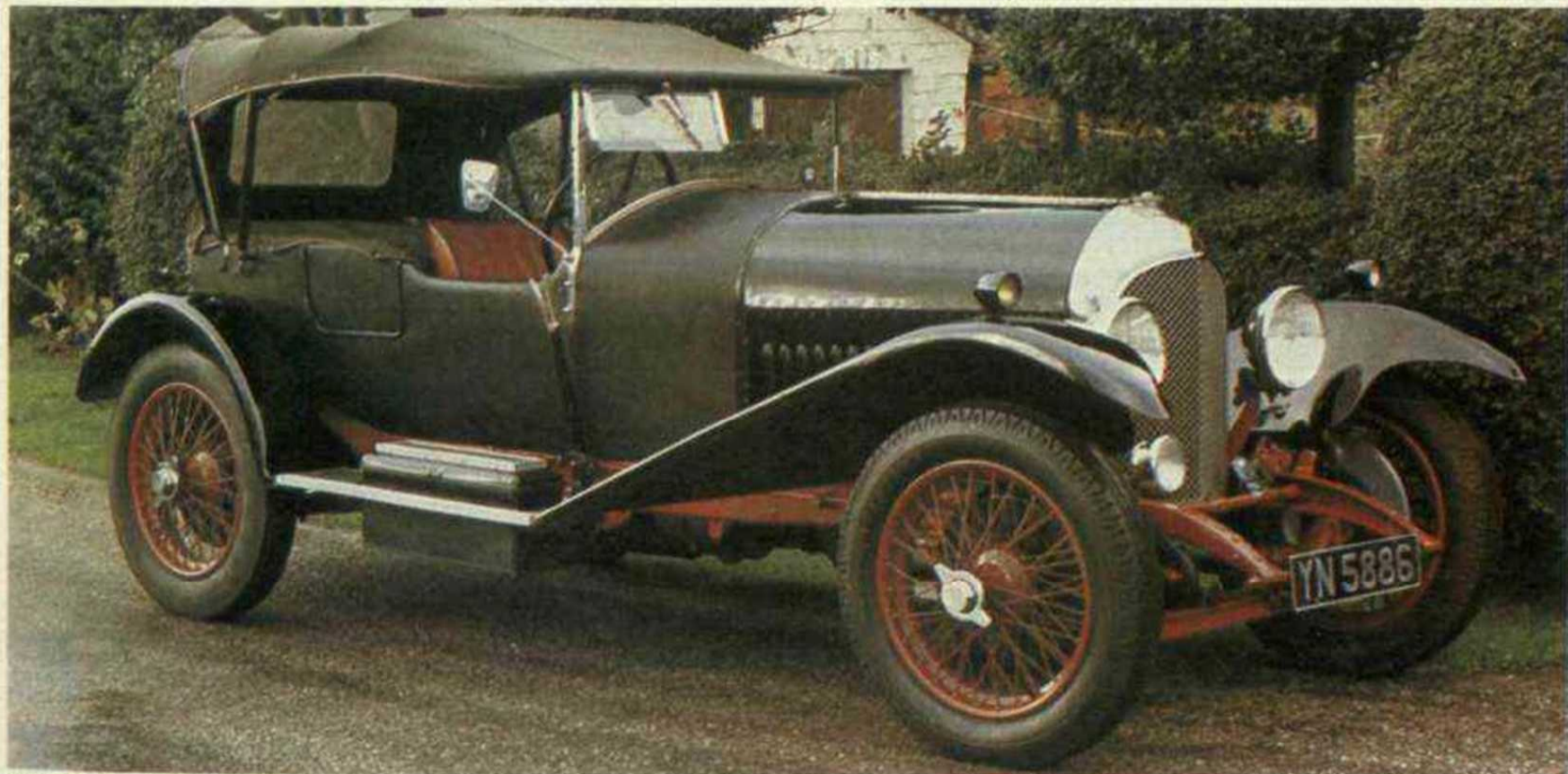
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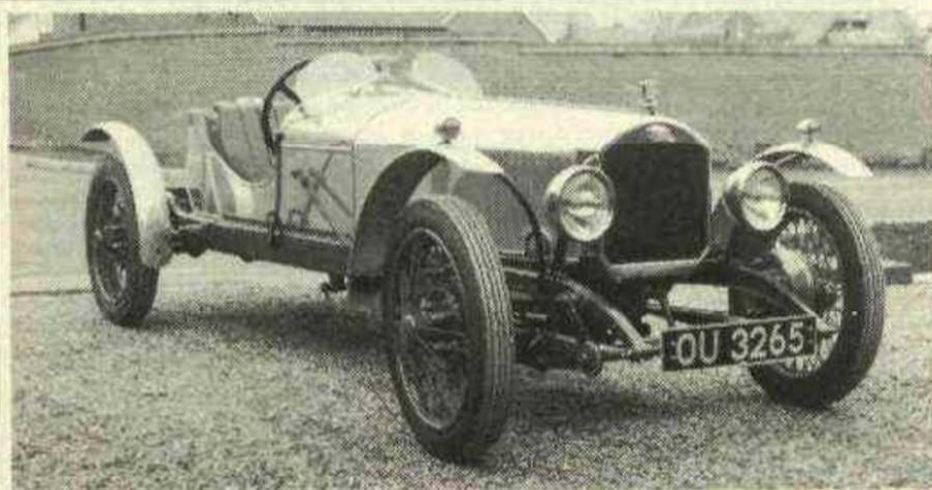


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