

December 1984

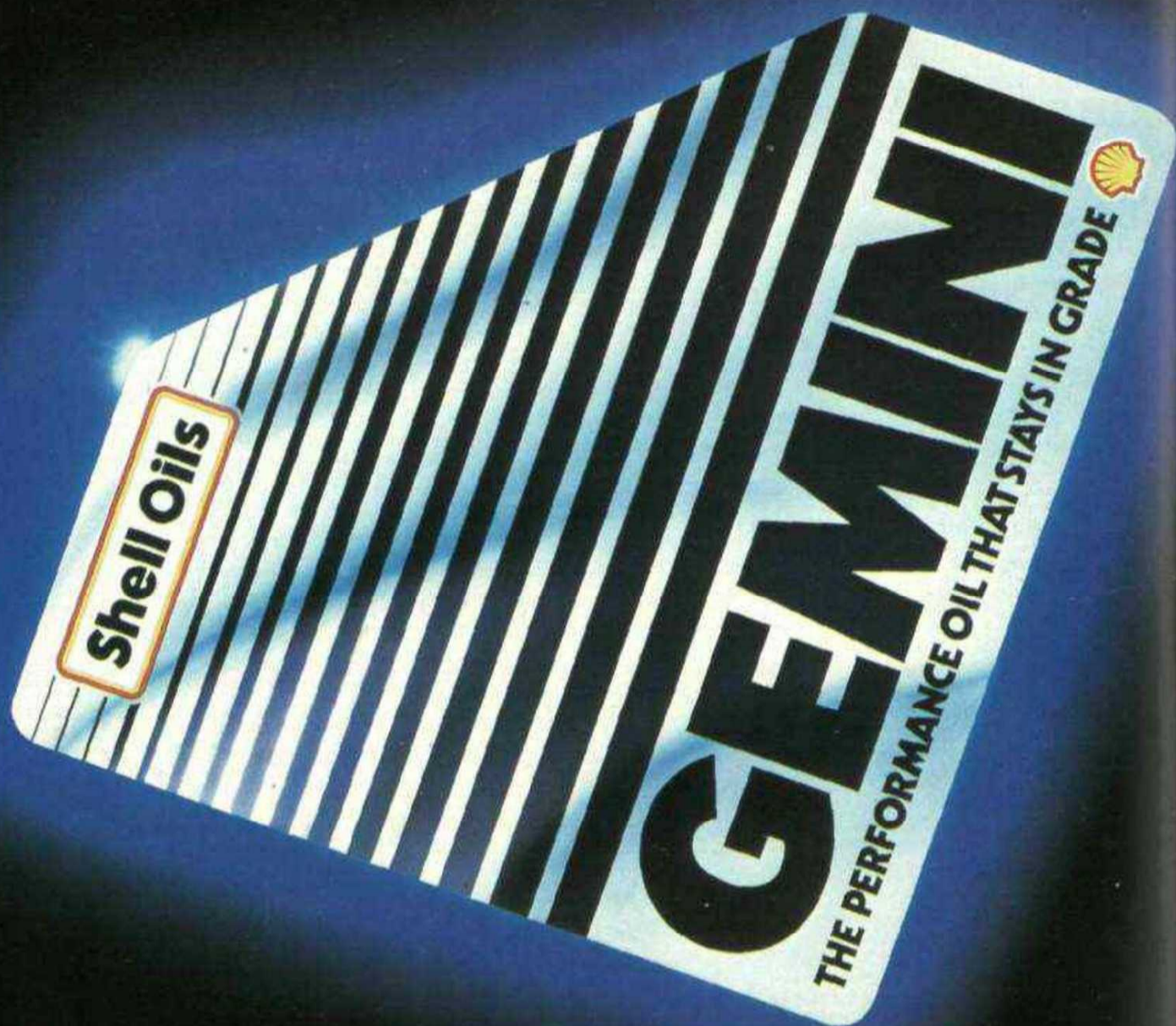
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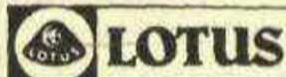
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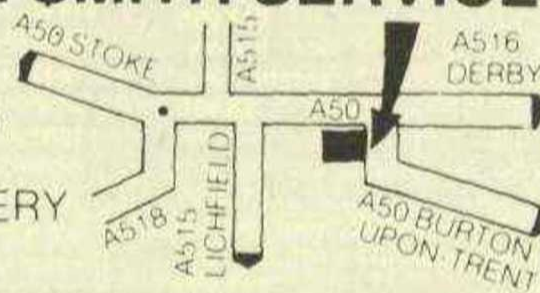
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| <b>84 "A" Esprit Turbo</b><br>Lotus yellow, black full hide, ACU s/r, Blaupunkt Hi-Fi, 3,000 miles                                  | <b>£19,995</b> | <b>81 "W" Scimitar GTE</b><br>Carmen red, black velour trim, automatic sunroof, electric windows, mirrors & aerial, 32,000 miles    | <b>£6,995</b> |
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| <b>84 "A" Porsche 944 Lux</b><br>Gold met, beige Berber, pdm, s/r, Panasonic Hi-Fi, fsh   | <b>£16,795</b> | <b>80 "V" Scimitar GTE</b><br>Royal blue with a moonstone mod band, automatic, black hide, elec winds, mirrors & aerial, rad / cass | <b>£5,995</b> |
| <b>77 (TLD) Rolls-Royce SSII</b><br>Brewster green, black Everflex, black Connolly hide, 54,000 miles, fsh                          | <b>£15,950</b> | <b>80 "W" Scimitar GTE</b><br>Bucksin, mushroom velour trim, automatic, electric window & aerial, Wolfrace wheels                   | <b>£5,995</b> |
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| <b>82 "Y" Scimitar GTC</b><br>Royal blue, blue hide, overdrive, hard and soft top, electric winds, mirrors and aerial, 25,000 miles | <b>£7,995</b>  | <b>77 "S" Scimitar GTE</b><br>Yellow with tan vinyl roof, tan velour trim, head rests, Wolfrace wheels, rad / cass                  | <b>£2,995</b> |
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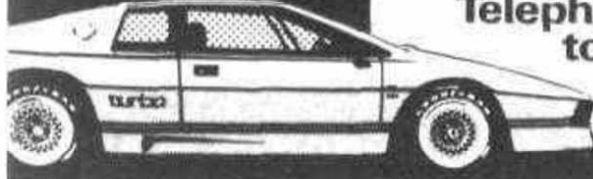
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**1981 'W' PORSCHE 928S AUTOMATIC.** Finished in Metallic Zinc with Dark Blue partial leather trim. Equipped with a sunroof. This car has had one owner from new when it was supplied by ourselves. It has a perfect history with us which has just included a head-off freshen up job. Drives like an '83 so this remarkably sophisticated car represents terrific value for money. (Ring and find out how good!)

**1980 'W' PORSCHE 928S AUTOMATIC.** Finished in Metallic Light Blue with Dark Blue and Black Check trim with a sunroof. Extremely well looked after by just one owner who like most of the other cars in this ad, bought and had it serviced properly throughout its life by ourselves.

**1980 'V' PORSCHE 928S MANUAL.** Metallic Light Blue with Dark Blue partial leather. Maybe we should point out that naming the sunroof as the 928's only extra still means you get air conditioning, electric seats, four speaker stereo system, speed hold and all other gizmos as part of the standard package. Another flyer this one, just 41,000 miles since it left here new.

**1983 'A' PORSCHE 911 SC COUPE.** A pristine non-sport Coupé in Grand Prix White with Burgundy cloth trim. One very careful owner who has covered 21,000 miles. A gem of a little car.

**1982 'Y' PORSCHE 911 SC SPORT COUPE.** Guards Red, Black Berber trim, equipped with excellent Sports seats & PDM, 27,000m, 1 owner ish with us.

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**1983 PORSCHE 911 SC SPORT COUPE.** Superbly kept by P.C.G.B. member in stunning Guards Red with Black Check trim and equipped with... no forget it! Bob's just dealt. Must be another here by the time this ad is out though!

**1984 'B' PORSCHE 944** in Guards Red with Brown 'Porsche' interior and equipped with 7 and 8 inch wide Porsche alloys with Red wheel centres, power steering, electric sunroof, sport suspension, front fogs, passenger door mirror, cassette holder, 8,000 miles.

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**1982 'X' PORSCHE 944** in Guards Red with Black Pinstripe trim. Two owners and 29,000 miles.

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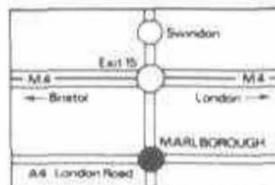
**1982 'X' PORSCHE 924 Turbo** in Sienna Red with Beige Berber trim, sunroof, passenger door mirror, sports seats, sports suspension, 928S wheels, P7 tyres, limited slip differential, cassette and coin holder, one owner.

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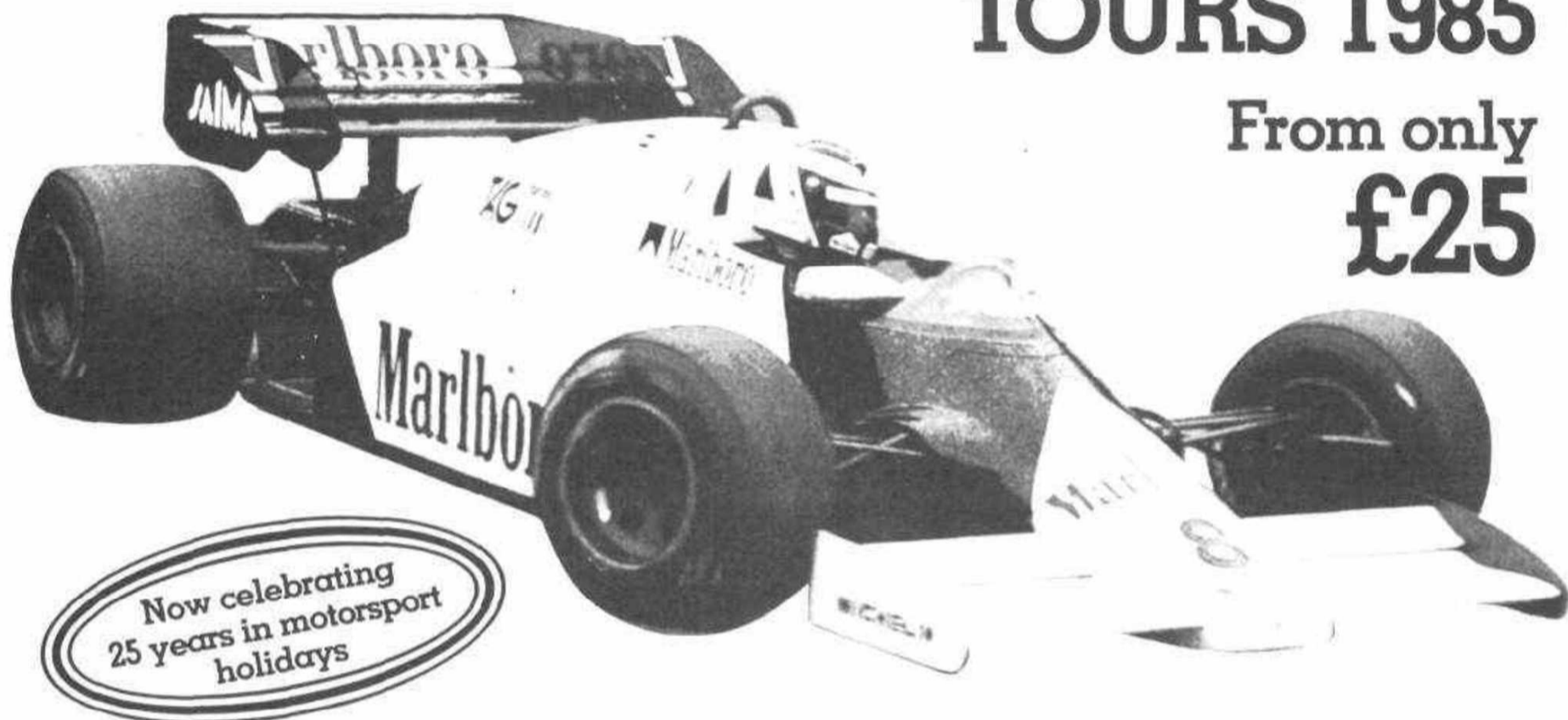
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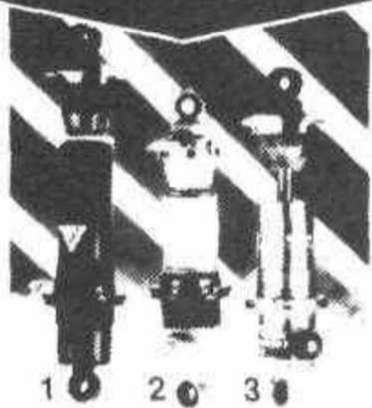
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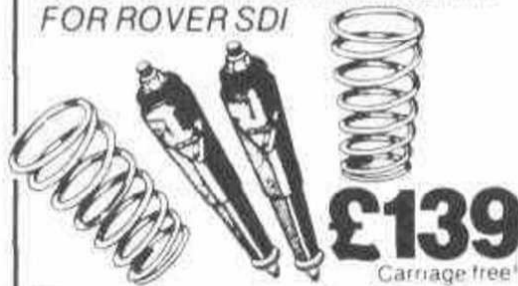


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Does your Rover tend to 'wallow'? Enjoy this superb car to the full after fitting the special Koni suspension kit consisting of two rear uprated springs and two Koni Special-D shock absorbers — at a fraction of the cost of the original system!

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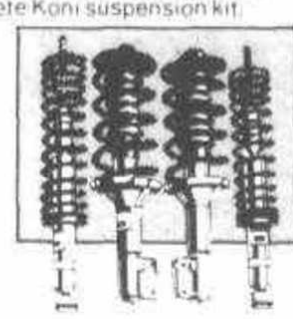
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| <b>RANGE ROVER—</b> | <b>VOGUE 1984A.</b> Met Blue, Beige velour trim, fitted all luxury features inc. 4 speaker radio/cassette, pas etc, full service history, immaculate. <b>£13,995</b>  |
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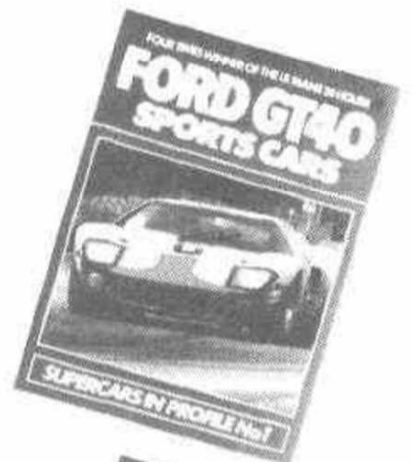
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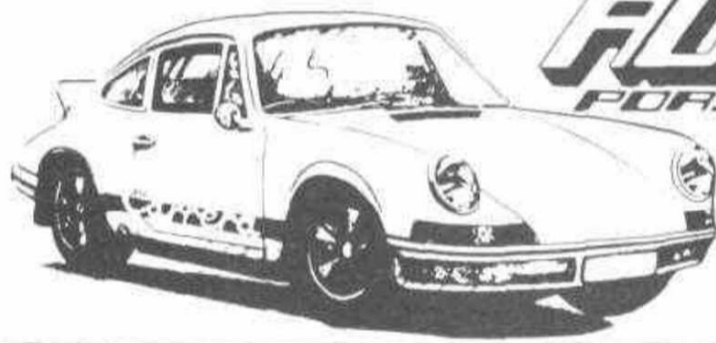
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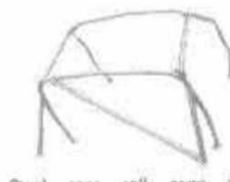
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Steel rear roll cage with diagonal. **£122.70**  
Also available in alloy. Also additional steel or alloy front cage.



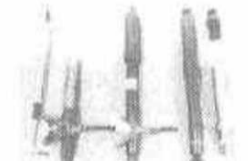
Aerodynamic mirrors. Gloss black glass fibre shell, adjustable mirror. For left or right-hand-drive. Each **£34.50** Pair **£57.50**



4 point clip-in harness. Sabell **£39.58**  
With mounting eyes that will screw in to existing mounts on most Porsches.  
BCP fire extinguishers **£34.19**  
Electrical master switch. **£17.18**



Competition lightweight bucket seats. Finished in black. With holes for full harness. **£258.75**  
Sub frames extra



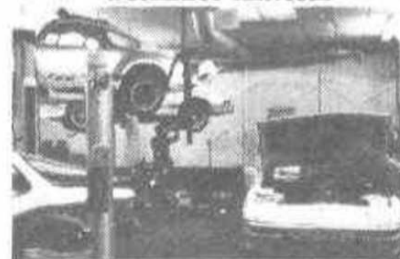
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Pair rear **£172.50**  
Koni also stocked.

The only vital non-obligatory mod. is sorting the brakes — see our July ad. — with competition pads, from **£16.10** / axle set, and competition fluid at **£8.95** / litre.

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NB: Only the racing numbers are an obligatory addition to a standard car.

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1975-83 Model 911. Special offer on limited batch of original Porsche units. Each **£169.00 + VAT**  
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1961 (W) Model 911 SC SPORT TARGA. Pacific blue metallic. Blue pasha trim, 1 owner, 42,000 miles, fsh, led, twin speaker, rear shelf. **£17,000**  
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## AUTOKRAFT LIMITED

A Prospectus issued by The London Venture Capital Market Limited on behalf of AC (Scotland) PLC may, inadvertently, have given rise to misunderstandings as to the present status and activities of Autokraft Limited. These companies wish to confirm the following facts:

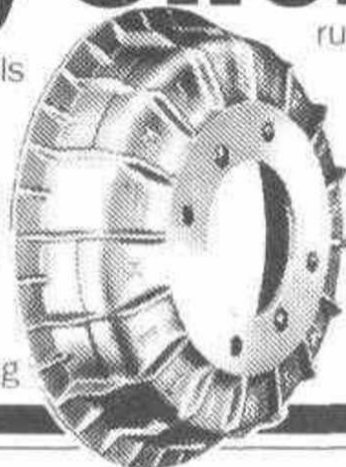
i) Autokraft Limited is in no way involved or connected with the proposed business of AC (Scotland) PLC.

ii) Autokraft Limited has the exclusive licence from AC Cars PLC to manufacture the AC Mark IV Sports Car — the new generation of the famous AC "Cobra" model.

The London Venture Capital Market Limited and AC (Scotland) PLC are happy to take this opportunity of making the position clear, and apologise to Autokraft Limited for any confusion which may have arisen.

## City Slicker

For Mini City and Mayfair models the **Minifin** aluminium brake drum with cast in iron liner gives you slick, cool and super smooth braking and it's cheaper in the long



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Why not let us tune or service your TR. Our fuel injection parts are the cheapest around. Also we have a full range of TR6 body panels (UK spec) at prices you would not believe

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| TR6 1971 'J'. Royal blue, nice original condition.   | £2,295 |
| TR6 1973 'M'. Carmine red, o/d.                      | £2,395 |
| TR6 1969 'G'. Signal red, carb conversion.           | £2,695 |
| TR6 1975 'P'. Topaz orange, o/d, 59,000 miles.       | £3,150 |
| TR6 1973 'M'. Pimento red, recon engine.             | £3,250 |
| TR6 1973 'L'. White, o/d, many new panels.           | POA    |
| TR6 1974 'M'. Pimento red, o/d, 25,000 miles.        | £4,750 |
| TR6 1970 'H'. White, 13,000 miles.                   | £5,450 |
| TR4A 1965 'C'. BRG, o/d, nice original condition.    | £2,750 |
| TR4A 1967 'E'. Signal red, o/d, wires, Surrey, mint. | £3,495 |

### OTHER MAKES

|   |        |
|---|--------|
| Porsche 911 Targa 1974. White, RHD, fsh.                      | £5,495 |
| Mercedes Benz 230SL 1964. Hard / soft, RHD, long MoT, untidy. | £3,395 |
| Ford Escort RS2000 1980. 29,000 miles, very original.         | £3,750 |
| Rolls Royce Corniche FHC 1972. One owner, 34,000 miles.       | POA    |
| BMW 323i 1979. 48,000 miles, two owners.                      | £3,495 |

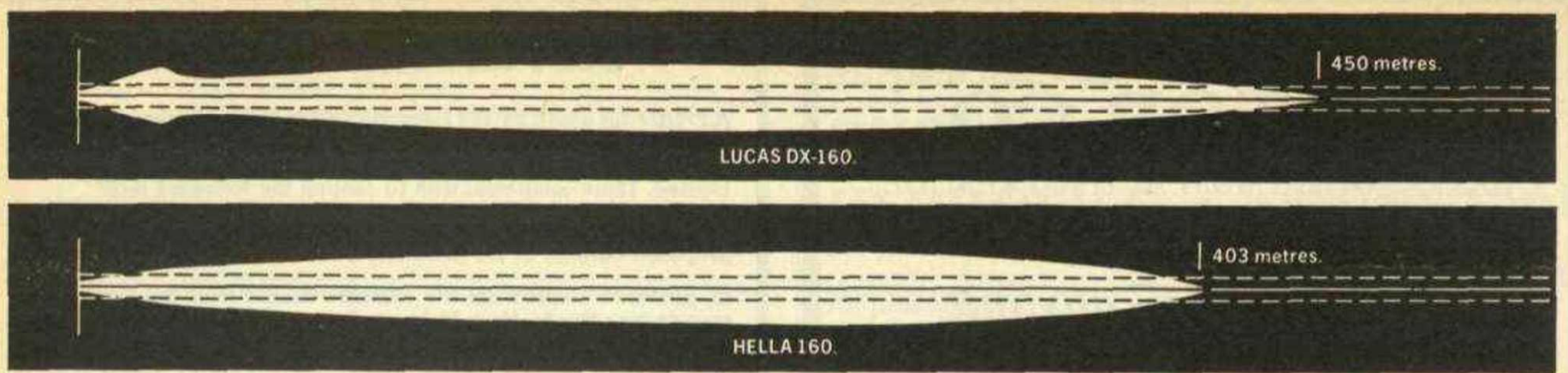
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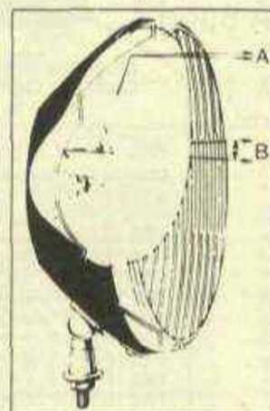
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**FRONT COVER PICTURE:** A CHEERFUL WAVE to the crowd from two entrants in this year's Brighton Run. Mr G. Hazell's 1904 12 hp Siddeley was one of 330 starters — 210 made Madeira Drive within the time limit.

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## Matters of Moment

### Racing Improves The Breed

IN this issue we describe the new RS200, Ford's exciting new prototype which may go into limited production to form the basis of a return to International Rallying. Whether or not the car is given the go ahead, whether or not it is successful, it crystallises a number of important points and trends.

Since Stuart Turner took over as Ford's Director of European Motorsports, the company has revitalised its involvement in the sport. Apart from the RS200, we have been treated to the announcement that Ford plans a new F1 engine in conjunction with Cosworth Engineering. FF1600 has been introduced into France and, with Ford's active assistance, will shortly be introduced into Portugal on the back of that country's enthusiasm for racing generated by the recent Grand Prix. The company has put its name and muscle behind the new Formula Turbo Ford. The new Escort RS Turbo is to be introduced into Group A saloon car racing and we understand that German-prepared Sierra XR4i cars will be seen in next year's ETC. Supporting next year's British Grand Prix will be a Ford-backed "World Championship" race for FF1600 national champions. A GpC project is under way in the States. And all this is in addition to Ford's long-term support of the sport over the world which has been in evidence for over 20 years.

Of course, the credit does not rest entirely with Stuart Turner, he is the figurehead of a wider, deeper, corporate will. Ford knows only too well that competition success sells road cars and that is why Ford is in motorsport. The announcement that the company will continue to supply the Kent engine for FF1600 for as long the category requires it, regardless of Ford's own road car production schedule demonstrates, however, that Ford is not a company which merely wishes to use the sport, it is also prepared to respond sensitively to the needs of the sport.

Ford is not the only company involved in racing and rallying, the list of participating companies is a long and impressive one which includes Austin-Rover, Jaguar, BMW, Honda, Renault, Fiat, Alfa Romeo, Lancia, Porsche, Volvo, Toyota, Volkswagen and many more. Whatever the reasons for the involvement of these companies: technical advancement, prestige, the training of engineers, marketing and advertising, both the companies and motorsport are infinitely the richer for their involvement. Cars which are used for racing and rallying may bear little resemblance to the vehicles most of us drive day to day, but we all derive benefits not only from the lessons the companies learn by racing and rallying but by the challenges which the sport presents to companies' engineers. On the other hand, the return of Jaguar to Le Mans this year captured the imagination of race-goers and the general public alike.

In building the RS200, Ford has not only drawn on its own resources but also the resources of the British motor racing and specialist car industry. We often forget just how remarkable this industry is but around the country there are scores of factories and workshops, often very small, in which craftsmen produce work of a quality which no other country matches. British industry is often the target of justified criticism but our motor racing industry reigns supreme. It is not only a showcase for British talent and skill but also an object-lesson for us all.

This year, every Indycar race has been won by a British chassis powered by a British engine. British cars have dominated F2, F3 and all varieties of Ford formulae worldwide. British-built chassis won 15 out of the 16 World Championship Grands Prix. Jaguar dominated the ETC where it matters — at the chequered flag. We have a lot to be proud of.

If the RS200 does go into production then we will see one of the world's major car producers competing with the assistance of our great racing car industry.

We wish both of them every success.

We wish our readers

**A Happy Christmas and New Year**

## Motor Sport Fixture List for December

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

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

| DATE   | ORGANISER                                    | VENUE   | EVENT  | TIME                     |
|--|--|---|--|--------------------------|
| December 2nd<br>December 2nd<br>December 8th/9th<br>December 8th/9th | BHRC<br>RAC<br>Caernarfonshire & Anglesey MC | Brands Hatch Circuit, Nr Dartford, Kent<br>Sandown Park Circuit, Nr Melbourne, Australia<br>Brands Hatch Circuit, Nr Dartford, Kent<br>Wellfield Car Park, Bangor 115/5827221/2 | Race Meeting<br>World Endurance Championship 1,000 kms (INT)<br>Motaquip British Rallycross Grand Prix (INT)<br>J. J. Brown Memorial Rally (R) (Round of the <i>Motoring News</i> Championship)<br>Virgo Rally (R)<br>Exeter Trial (C) | 12.30<br>—<br>11.15<br>— |
| December 30th<br>January 11th/12th                                   | Port Talbot MC<br>MCC                        | Mynydd Epynt<br>Lewdown, Reading and Cirencester  |  | 08.30<br>22.00           |

## CLUB NEWS

IN THE WAKE of the arrival of Ford's new rally contender, the RS200, it is interesting to see the latest issue of *Havoc*, the magazine of the Ford AVO OC, a reprint of MOTOR SPORT's first report on the RS1600 from 1970. 1,000 examples were necessary for homologation, which meant that many were sold to the general public, something not so likely with the RS200. Another fact gleaned from the magazine — RS3100 Capris were produced for one month only, November 1973, which makes the 44 on the Register's books seem a lot.

Just published is the 1984 Yearbook of the MG Car Club's *Triple-M Register*. Its 56 pages include contributions from D.S.J. and Rivers Fletcher, and a profile of "Wilkie" Wilkinson, and numerous articles of interest to more than just MG fans. Some of the photos are in colour, and the book is obtainable from the Librarian, MG Car Club — MMM Register, c/o Kimberly House, 3 Kenmore Close, Kew. It cost £3 inc postage in UK, or £4 overseas.

A new front cover design graces *Recent History*, the twice-yearly magazine of the Historic Sports Car Club. Inside are an interesting article on OSCA and one on the Marcos Mantis (illustrated from MOTOR SPORT / LAT files). But the Editorial bemoans the difficulty of raising membership levels in the face of the current obsession with one-marque clubs, which is very obvious from the various magazines which come to this office. Nevertheless, the Club's various Championship and meetings are thriving, with a new Pre-65 F1 series on the way which should provide some very exciting racing. General enquiries to Brian Cocks, West Lodge, Norton, Wiltshire SN16 0JS. Back to one-make clubs: the Austin-Healey Club is another which is becoming more and more active in competition; an article in *Rev Counter* proudly points out that the Healeys beat the Porsches in the JDC Donington Four-Hour Relay Race this year. The next race meeting will be an AHC members race at

Brands on March 31st next year. The Club secretary is Mrs Carolyn Waters, The Laurels, Blind Lane, Tanworth-in-Arden, Solihull, West Midlands.

The Inter-Register competition for 1984 was won by the STD Register, with 24 points, in a contest in which each competing one-make club tries to include a contest of its own devising. It was nicely balanced this time, the Humber Register coming second, three points in arrears, third place going to the Austin Ten DC, with 18 points. The remaining places were occupied by the Alvis 12/50, Fiat and Amilcar Registers, in that order, and the Lanchester Register had a go this time.

The ERA Club Dinner was held at Bourne on October 27th, celebrating the fiftieth anniversary of the ERA. Rivers Fletcher was in the chair, and the Guest of Honour was the Hon Patrick Lindsay, who made an amusing and entertaining speech. Some seventy members and friends attended, including seven present-day ERA owners — Patrick Marsh, Nick Mason, Peter Mann, Bruce Spollon, Donald Day, Martin Morris and Tony Stephens. Willie Green, intrepid driver of R4D, was there, together with Anthony Brooke, of Vauxhall-Villiers fame, Rodney Felton, and William Cook, son of Humphrey Cook, one of the founders of ERA. Pierre Aumonier represented the BRDC, and brought along the original ERA Trophy, now one of the principal awards of the BRDC. A splendid evening — conversation, inevitably, went on well into the night! A filmshow will be given by the Club on Thursday December 13th at the Vickers House Cinema, Millbank, London. Starting at 7.30 pm, the films to be shown will of course feature ERAs, but much else too, and they will be introduced by Rivers Fletcher and Dudley Gahagan. Tickets, costing £1.30, can be bought at the door.

### Trojan OC

THE Trojan OC's Syon Park Rally seems to have been a very good event. Sixteen Trojans turned up, the President's Shield for the car coming the longest distance going to W. Roan, who had two-stroked all the way from Bury in Lancashire in his immaculate Trojan. The Rose Bowl for the best effort went to Bill Brown, who brought his smart Trojan van from Ross-on-Wye,

and the British Heritage Motor Museum tankard for the best Trojan present was won by Eric Rance, whose Trojan had been driven down from Ilkley in Yorkshire.

### TV Film

A DOCUMENTARY on the History of Grand Prix Racing between the wars, produced by Brian Johnston, will be shown in the "Horizon" series on BBC2 at 9.30 pm on Monday, December 17th. It includes early Shell films and other historic material, interspersed with shots of well-known GP cars filmed recently, and interviews with a number of authorities, the Editor of MOTOR SPORT giving his recollections of Brooklands at the old track itself. This is a new 50 minute documentary, unlike the old Grand Prix film which ITV foisted on us during its recent strike which was a Jackie Stewart benefit in the time of the Matra Fords. It included, with a complete disregard for decency, the accident in which Schlessler was burned to death at Rouen. TV producers apparently look on crashes as essential for emphasising the bravery of racing drivers and even Brian Johnson in the forthcoming BBC film could not resist using a shot of Clive Dunfee going over the Brooklands banking to his death in the Bentley. —W.B.

### New Swiss Hill Climb Venue

THE ORGANISERS of a new Swiss hill climb, located 35 miles south-east of Montreux, have asked us to extend an invitation to British competitors to compete in 1985. In particular, they would like to attract some ERAs, describing their course as "three or four Prescotts placed end to end".

Interested parties should contact Hans Berends, rue des Perce-Neige, CH-1893 Muraz, Switzerland.

### The Things they Say . . .

The Times recently commented that the Monte Carlo Rally is the oldest established main road motoring competition, whereas the MCC Land's End and Exeter Trials predated it respectively by three years and one year and originally ran over main roads. — W.B.

# NEWS

AMONG the annual awards presented by the BRDC this year are: BRDC Gold Star, Derek Bell who also receives the Richard Seaman Trophy and the Earl Howe Trophy; BRDC Silver Star, Richard Longman; John Cobb Trophy, Tom Walkinshaw; Graham Hill Trophy, Derek Warwick and the Fairfield Trophy, Martin Brundle.

\* \* \*

The first auction conducted by Onslow's of Winchester (0962-75411) saw some remarkable bids for books. A lot consisting of "Motor Racing With Mercedes-Benz" (George Monkous), "Motoring Sport" (Stuck and Burgaller) and "My Husband, The Motor Racer" (Rosmeyer and Beinhorn) realised £210. A programme for the 1955 Mille Miglia, together with two Indianapolis programmes, realised £230 and "The Hat Trick" a booklet on Bentley's 1929 Le Mans success, £240.

A complete, bound, run of MOTOR SPORT Vols 1-59 fetched £5,700.

\* \* \*

Motor Circuit Developments, in conjunction with the BRSCC, has announced a new racing series for 1985, Thundersaloons. Heavily modified saloon cars will be encouraged though they must be built around standard steel shells and not, as happens often in Super Saloons, purpose-built spaceframes or single-seater derived monocoques.

Each race in the eight-race series will be a separate event, not part of a championship, and each will have a prize fund of £2,500. Races will be run over distances of 50-75 miles and there will be mandatory pit stops and driver changes.

\* \* \*

Nissan has introduced a form of active suspension on its Bluebird range. Details are sketchy but, though undoubtedly a "first", the system appears not to be as sophisticated as the one currently under development by Lotus Cars in conjunction with the Cranfield Institute, though doubtless the company's next stage is well in hand. There are no current plans to bring cars fitted with the system to Britain.

\* \* \*

Experienced racing drivers who are considering running in Formula Turbo Ford may try a car at Brands Hatch before making the commitment. The cost is £100 for three sessions totalling 20 laps. Telephone 0474-872331.

Among constructors which have announced they will be building cars for F3000 are: Lola, March, Martini, Minardi, Ralt and Williams. Flat bottomed F1 chassis



WORKS MARCH DRIVER, Emmanuele Pirro, giving the prototype F3000 March its initial shakedown tests at Silverstone recently. This car is based on the Honda-engined F2 car which the company built for the Japanese championship.

will also be eligible. If every team and driver who claims to be seriously considering the formula actually stitches together a deal, there will have to be qualifying and heats. One Italian magazine claims that nearly 100 Italians alone plan to be in F3000 in 1985!



MARIO ANDRETTI, who has just won his fourth American National Championship.

By finishing second in the final round of the American Indycar Championship, at Las Vegas, Mario Andretti (Lola-Cosworth T800) won his first national title for 15 years. Former champion, Tom Sneva (March-Cosworth 84C) won at Las Vegas and finished runner-up in the championship.

Lola and March cars dominated the entire series and every point was won by a driver using a Cosworth DFX engine.

World Rally Champion Stig Blomqvist will race at the Motoquip British Rallycross

Grand Prix at Brands Hatch on December 8/9.

\* \* \*

Some sanity has been injected into FF1600 racing at last. A new 1,600cc championship organised by the RAC Motor Sports Association and sponsored by Townsend Thoresen and run on nine British circuits will become effectively a British National Championship. In order to bring this about the BARC and Motor Circuits Developments have voluntarily withdrawn their own national championships which, of late, have suffered as a result of too few competitors chasing too many titles.

Regional, junior and one-circuit championships will continue as before.

\* \* \*

Following the recent Birmingham "on the streets" parade, the city council has voted by 90 to 13 to support an annual road race. The next move is to lodge a Private Members Bill in the next session of Parliament and if that is successful, a race could take place in 1986.

\* \* \*

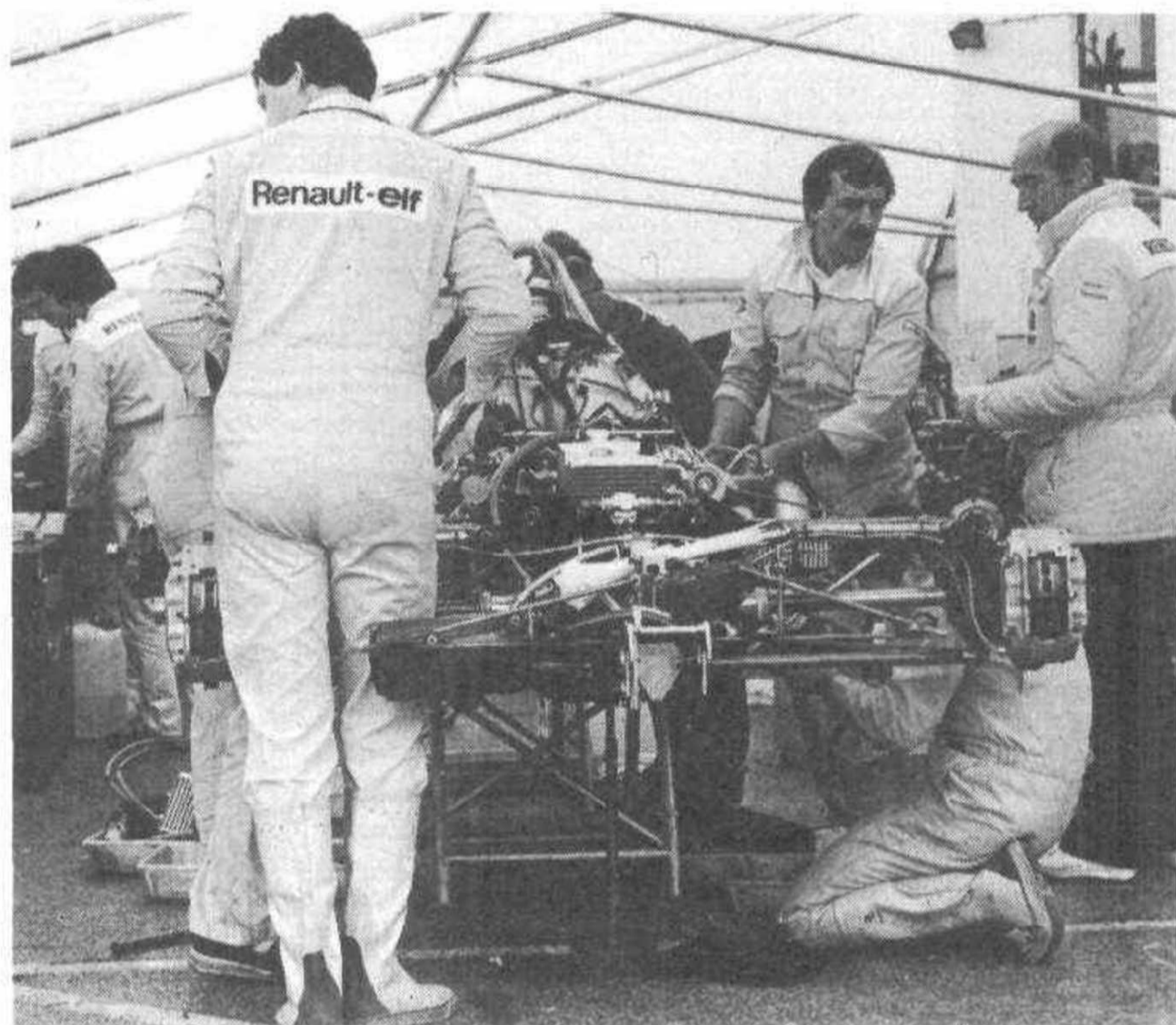
Ford is close to completing a mid-engined 2.1-litre 4-cylinder turbocharged sports racing car which complies with both IMSA and Group C regulations. This replaces the front-engined Mustang GTP project. The car, which could be seen at Le Mans in 1986, is an American project in conjunction with Zakspeed-USA. It appears to round off a massive commitment by Ford to almost every major championship in the world.

\* \* \*

The Renault F1 team will run on Goodyear tyres in 1985.

## THE FORMULA ONE SCENE

# Regie Renault



AT THE end of last season the Renault Formula One team reviewed its season and decided that changes had to be made. Alain Prost had won races for the team, but it lost the Drivers' Championship to Nelson Piquet at the last moment, and it lost the Constructors' Championship to Ferrari, so altogether had not done very well. The outcome was that at short notice Prost left the team, while Eddie Cheever had not even been asked to stay. As Patrick Tambay and Derek Warwick joined the Renault team, Prost moved to McLaren to join Lauda with the Porsche-powered McLarens and we all wondered how he would get on with his new team. He had driven for McLaren in his early days as a novice, but all his serious racing had been done with Renault, and there was no doubt that with the Renault he was a natural winner. This season has shown quite clearly that Alain Prost is a natural winner with any good car and his seven wins were impressive by any standards, so our question was answered. In 1983 Prost had been winning races for Renault, not vice-versa, and Renault's inability to win a single race in 1984 rather supports this view.

The one thing about the Renault team for 1984 was that the drivers were two of the most friendly and amiable in the business, and throughout the season this

*WORRIED expressions in the Renault work area. The team's 1984 season is one it would prefer to forget, but will 1985 be any better after a recent management shake-up?*

fact has been enhanced at every race. Neither Tambay nor Warwick can be described as *tense* or *surly* or *unco-operative*, quite the reverse in fact and everyone in the Formula 1 paddock, apart from rival teams, would have loved to have seen them score some wins for the Regie Renault, but it was not to be. In the Formula One paddocks the ELF people always have a Motorhome surrounded by tables and chairs, like an outdoor café, with cooling drinks or hot coffee always available, so it makes a good meeting point, especially for journalists and reporters who do not have a fixed base. After every practice session, qualifying session, or race, providing there have not been any desperate dramas, both Tambay and Warwick visited the ELF Motorhome (Warwick particularly for a nice cup of English tea, brewed up by Pam and Dave who run the ELF Motorhome) and make themselves available for a chat with at least five or six journalists. Not only is this appreciated by the Press as it saves them chasing around the paddock looking for the drivers, but it means that both drivers tell their personal stories but once, instead of half a dozen times, for everyone wants to know more or

less the same things. Other drivers slink off, or even rush off, to a darkened private Motorhome and you never see them. If some of the weekly "comic" reports have seemed biased towards Tambay and Warwick, you now know the reason why and it is entirely due to the drivers themselves.

When the Regie Renault reviewed their 1984 season it could only be described as appalling, but there was no question of dispensing with the drivers. Instead there has been a big change in the team personnel, but mutual agreement, and a very flowery press handout was published explaining why the Team Director Gerard Larousse was leaving. Larousse was in at the beginning of the Renault Formula One project, bringing with him a lot of racing knowledge both as a driver and a team-manager, and with his friend Jean Sage, has been more or less responsible for the team throughout its life. Now he has left and his place has been taken by Gerard Toth, who comes from within the Renault Research and Development department, with a lot of knowledge of engineering and management but virtually no experience of racing. In other words the Regie Renault is about to try a new idea for team management, and Gerard Larousse has joined Guy Ligier, to manage the Renault-powered Ligier cars.

Wandering about in the paddock during practice days I am sub-consciously aware of the make-up of the various teams, and most of them have a key figure who is in total command of the team. At Brabham it is Bernie Ecclestone, at Williams it is Frank Williams himself, at McLaren it is Ron Dennis, at Osella it is Enzo Osella, at Ferrari you are well aware that back at Maranello the old man is in total control and everyone at the race is conscious of that fact, at Lotus it used to be Colin Chapman. At Renault there has never been a Mr Renault, either at the races or back at base. There is a Managing Director of Regie, but somehow that is not quite the same, for he could leave and join another big firm, or he could retire and hand over to someone else, and looking at the Renault team I have always felt rather uneasy about the situation, for it has not had a "sword of Damocles" hanging over them, and in racing that is something you need. When things go wrong at Ferrari they all know that Monday morning will see the wrath of the old man pouring over them. At Renault you feel it will be a case of arranging a Board Meeting for 3 pm. When the Brabham team goes wrong, little Bernie pops up out of the ground and says "Gordon (Murray) what the hell is going on . . . ?" To his credit, when things are a bit tense during a meeting, Bernie does not push in with his "two pennyworth" but stands aside until those who are dealing with a crisis have dealt with it. At ATS Gunther Schmid always wants to know what is going on with his team, but

usually at the wrong moment!

At Renault Gerard Toth is named as the Director of Renault competition and Director General of Renault Sport, in other words he is in charge of all competitions that are supported by Renault, from Formula Renault to Formula One, and he is in charge of the department at Viry-Chatillon from where all the competition activity emanates. Once again we will view the forthcoming season of Renault with particular interest.

\* \* \*

## Monte Carlo

AS we all know Monte Carlo is the town in the Principality of Monaco and the Automobile Club runs two very important events each year, the Monte Carlo Rally and the Monaco Grand Prix. Over the past few years there has been a personal running battle going on between Michele Boeri of the AC of Monaco and Jean-Marie Balestre of the French Federation and the sporting arm of the International ruling body of motorsport. Much of this antagonism has been behind the scenes and has been kept underground, but for those close to the scene it has been ever present. This year it came out into the open when the Monaco club were censored for having done a deal with a Television company, without going through the FISA channels, thereby depriving FISA of some income. After much haggling it was agreed that the

Monaco GP for 1984 could run its course as a round in the World Championship, but the club would have to re-apply to take part in the 1985 Championships. Not surprisingly when they did apply this past Autumn their application was turned down, so on the face of it there is no Monaco GP in 1985, but . . . Nothing is simple in Formula One, and the date on which the Monaco GP was due to be run has not been filled by another event.

In November the FISA published the 1985 calendar for World Championship Formula One events, but already there is doubt about the opening round being held, which was supposed to be in Dallas in March. Shortly before this calendar appeared one of the motor clubs to which I belong published its calendar of events for 1985; there are 33 events on that calendar and we can all rest assured that every event will take place on the day specified. That club is the Vintage Sports Car Club, but it could also apply to the Jaguar Drivers Club, the BMW Car Club or any other motor club that comes under the jurisdiction of the RAC. These are all amateur organisations run by enthusiasts for their own sport.

There are times when I think we have got the terms "Professional" and "Amateur" muddled up. The world of Formula One is always telling us that they are "professionals" but if the way they run their affairs is professional all I can say is that I am glad I am an amateur.

## Formula One Tyres

When the "media" and the "powderpuff press" first got into Formula One, around the early nineteen sixties, Dunlop had a monopoly in racing. Dunlop used to advertise the fact that such-and-such a Grand Prix had been won on Dunlop, but it was no surprise as *all* the competitors were on Dunlop tyres and the company would have been hard pushed not to have won. Then Goodyear and Firestone arrived on the scene and set new standards and Dunlop pulled out. A section of the press declared it would be the end of racing! It wasn't, nor was it when Firestone pulled out, nor again when Goodyear pulled out (albeit only for six months). Now Michelin has pulled out so there has been a mad rush for Goodyear tyres, apart from Bernie Ecclestone who had already done an exclusive deal with Pirelli, exclusive in as much as they have guaranteed not to supply any other Top Team, ie a team that is likely to win. In the financial world, well outside Formula One and any other sort of racing for that matter, it would appear that Michelin has bought a 45% share in Pirelli, and the noises off are to the effect that in a year or two it could be 100%. Any suggestions that the Brabham team will be racing next year on black radial tyres marked Pirelli, but designed and built with the help of Michelin are strongly denied by all parties. Mr Ecclestone seems quite satisfied with the deal he has done with Pirelli, and why shouldn't he be? — D.S.J.



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## LOOKING BACK ON Stuart Lewis-Evans



"ONE OF the season's great moments for me came at Monza, during the second day's practice for the Italian Grand Prix. I had already managed a respectable lap time, and when I worked out how much I had in hand, it looked as though I might achieve fastest practice time. I set out to do this when there were only five or ten minutes of practice left. Just as I crossed the line after what I felt was the quickest lap I could do, the engine died on me; the magneto rotor shaft had sheared, and I came to rest beyond Lesmo, there to watch Fangio, Moss, Behra, etc, out to pip my time." Stuart Lewis-Evans writing in *Motoring News* in March 1958, describing how he set pole position for the previous year's Italian Grand Prix at Monza.

It was not just a thrill for Lewis-Evans for, of all the images from 1957, the year when Britain truly became of age as a motor racing nation, one of the most potent is the start of the Italian Grand Prix. Lewis-Evans was on pole with his Vanwall with his team-mates Stirling Moss and Tony Brooks alongside, with Fangio's Maserati making the fourth member of the row. In fact, only three cars should have started from the front but the Italians could not conceive of a green front row, not at Monza, so the formation was changed to a 4-3-4 in order that a red car could also be at the front. With that gesture the Italians tacitly accepted that, after years of forlorn hopes and frustrations, the British were to be taken very seriously in F1.

Moss, Brooks, Lewis-Evans... was there ever a more gifted driver combination ever assembled by any team? Moss, the greatest all-rounder the sport has known. Brooks every inch his equal in sheer talent. And Lewis-Evans, at Monza a novice with only four Grandes Epreuves behind him, proving he could be as quick as either.

No driver's career has been better

documented than that of Stirling Moss. Belatedly, the genius of Tony Brooks has also been recognised, but of Lewis-Evans comparatively little is known. He was a naturally modest man who drove in the days before every team had a PR man anxious to tell a breathless world what the drivers ate for breakfast. Even when he was racing, precious little was written about him, yet here was a driver out of the ordinary.

His close friend, Bernie Ecclestone, says, "He was superb, oozing with talent. He would have been one of the greats, he was already as quick or quicker than Moss. To draw a contemporary parallel, he was a bit like Alain Prost. He didn't put much up front, except in a racing car. He was a thinking man and he thought of nothing else but driving."

Moss and Brooks both pay tribute to his talent, his speed and bravery but both concede they didn't know him very well. They liked him, everyone liked him, he never had a cross word with anyone in the Vanwall team, but he kept himself to himself.

Cyril Posthumus, co-author with Denis Jenkinson of "Vanwall", says, "Sometimes the impression is given that Stuart was mouse-like. He was modest about his achievements and never bragged, but he was confident in himself. I thought of him like a little bantam. He was extremely approachable, if you asked sensible questions, and was as a racing driver should be, lots of guts and push."

Bernie Ecclestone comments "Off the track he was great fun, something of a practical joker, someone who would throw himself into anything. When he went from F3 to F1, he didn't put himself about because he found it a bit over-powering driving against Moss, Fangio, the greats."

The mechanics in the Vanwall team had the highest respect for him, as did David Yorke, the team manager, and G. A. (Tony) Vandervell, the patron. Moss' contract allowed him to choose the best car combination for every race, an option he

exercised. So, after trying all the team cars, he might elect to use the engine from car A, the gearbox from B and chassis C. Brooks, the acknowledged number two, came second in the pecking order and when the team had sorted them out they would turn their attentions to the slightly built young man who stood patiently by. He was uncomplicated, cheerful and undemanding — and very, very quick. Cyril Atkins, the chief mechanic, confirms that he was also very light on his cars.

Stuart's own account of his Monza pole position throws further light onto his personality and approach. It is written without braggadocio but with just a hint of pride for a job well done and just a hint of wonder that he was quicker than Fangio, Moss, Hawthorn, Musso, Behra, Collins, Brooks and the rest. Note, too, the intelligent calculation in "When I worked out how much I had in hand, it looked as though I might achieve fastest practice time. I set out to do this when there were only five or ten minutes of practice left." That level of calm thinking, allied to obvious speed, is a hallmark of a great or potentially great driver.

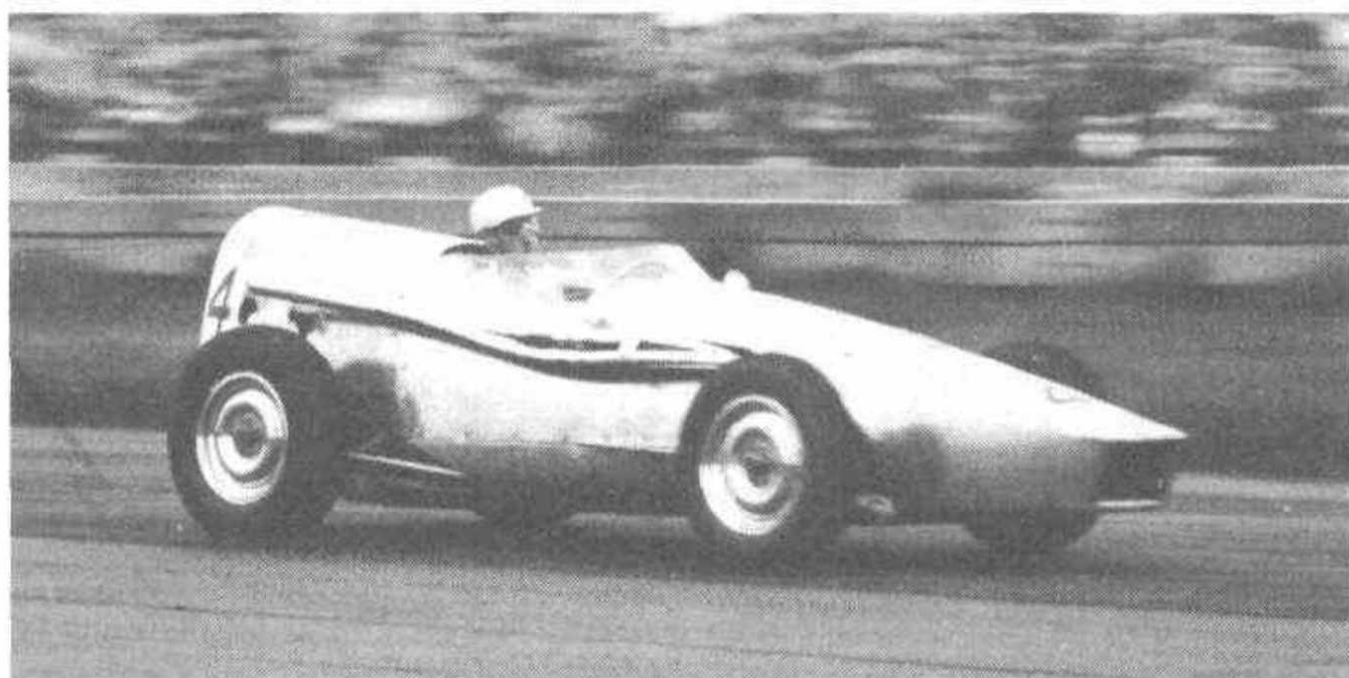
Little has been recorded about Stuart's early life and many attempts by this writer to trace members of his family have drawn a blank. He was born in Luton in 1930, the son of Lewis "Pop" Lewis-Evans, who had once been a mechanic to Earl Howe. He served an apprenticeship with Vauxhall Motors and spent his National Service as a despatch rider in the Royal Corps of Signals. A burning ambition to become a racing driver began to be fulfilled when "Pop" bought a Mk IV Cooper-JAP 500 cc F3 car in 1951. By this time the family was running a garage business in Walling, Kent. Bernie Ecclestone was himself in the motor trade in the same area and was racing a Cooper F3 with some success, mainly at Brands Hatch.

Father, who made his racing debut at the age of 51, and son shared the car in 1951 with sufficient success to prompt the buying of two ex-works Mk V Cooper-



LEWIS-EVANS in his Cooper-Norton winning the Elizabethan Trophy at Crystal Palace in 1953.





*DRIVING* this Connaught, which was immediately dubbed the Toothpaste Tube, Stuart Lewis-Evans won the first proper F1 race he entered, the 1957 Glover Trophy at Goodwood. It was to be his only F1 win.

Nortons for the following season. Both were very lightly built men, Stuart at eight stone being much the larger, but that was far from being a handicap when racing 500s.

On May 10th, 1952 Stuart captured everyone's attention when he took his first important win during the International Trophy Meeting at Silverstone. In appalling conditions he calmly beat all the accepted F3 front-runners, including Alan Brown and Stirling Moss.

From then until the end of 1956, his racing was almost exclusively done in Coopers in F3 and even when he was in Formula One he still found time to drive in the category. It's not too much to say that in 1958, when F3 had been overshadowed by 1,100 cc sports car racing, it was the promise of Lewis-Evans in the Beart-Cooper which ensured the inclusion of the formula in the programme of some important meetings.

In the Fifties, F3 was a very broad church. Moss, for example, still competed in the formula as late as 1954 when he was running a works-assisted Maserati in Grands Prix. Races ranged from 10 laps of the short Brands Hatch circuit to 100-milers and prestigious road races on the Continent. Many have commented on Lewis-Evans' frail build and apparent lack of stamina, yet frequently in F3 he had to drive for over an hour in close company and that he frequently won such races betokens more stamina and concentration that he is often credited with.

That said, stamina still remained a problem for him, especially since he suffered from a stomach ulcer. In later years, when Bernie Ecclestone accompanied him to races, he would organise regular supplies of milk for his friend and generally look after his diet. It must have been a reason why, sometimes, Stuart's performances in a race with the Vanwall, did not match his pace in practice.

Stirling Moss says, "I am sure that Stuart suffered from a lack of stamina which would be highlighted by driving a

Vanwall. The Vanwall was extremely difficult to drive. It was not very forgiving, you always had to be on top of it so it was not the sort of car to relax in. But when it was driven with great precision, it was very rewarding.

"When a driver gets tired, and remember we used to race for three hours in a Grand Prix, one of the first things to go is concentration. I'm sure Stuart suffered from that."

If he did, then Lewis-Evans certainly did not make mistakes because of tiredness. He had the gift of being able to pace himself. The only two crashes he had in Formula One were caused by mechanical failures and on several occasions he managed, by sheer skill, to avoid crashing when something went wrong with his car in circumstances which would have lost most drivers. So far as I can make out, he never even spun a car in a test session.

That was in the future however. Between 1952 and 1956, he established himself as one of the very best F3 drivers with a reputation for neatness and forcefulness. No one driver completely dominated the formula during that time, but Stuart took his fair share of wins against first the likes of Moss, Eric Brandon and Alan Brown and, later, Don

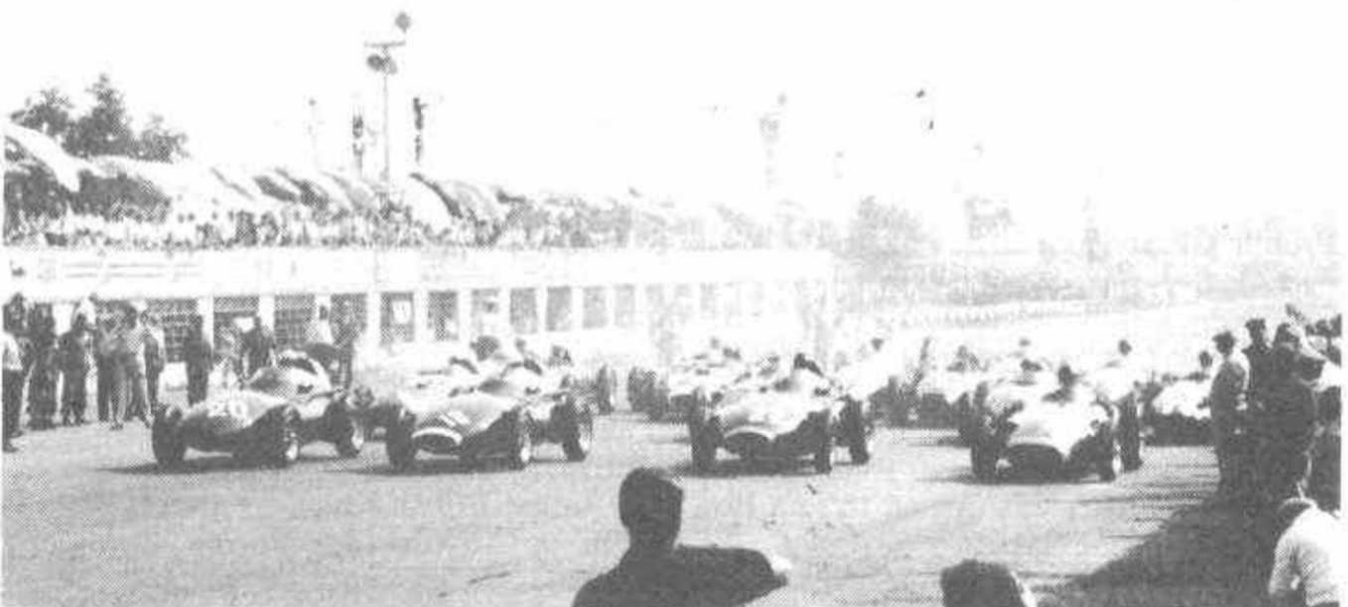
Parker, Jim Russell, Ivor Bueb and Tommy Bridger — and all those drivers also took their share of wins.

Among his dozens of victories over those five years, a few stand out. There was a win in the wet at Silverstone in 1952. Three successive victories in the Circuit of Orleans, 1953-5. Wins in Italy at Seregialia in 1954 and Castello di Terano and Cozenza in 1955, made him well known on the Continent and already familiar to Ferrari when the Italian team was looking for recruits for Le Mans in 1957.

Stuart's F1 debut came when he was invited to drive one of the works Connaughts at Brands Hatch in October 1956. It was one of those short F1 events which were a feature of British racing in the Fifties, fifteen laps of what we are now asked to call the "Indy Circuit". There was a respectable entry of a dozen or so second string driver / car combinations with Connaughts driven by Archie Scott-Brown, Les Leston and Jack Fairman and Roy Salvadori and Bruce Halford in privately owned Maserati 250Fs. Lewis-Evans had twelve laps to acclimatise himself to F1 but practised under the lap record. The end of the first lap saw him in a cautious fourth place but, by the end, he had overtaken Salvadori and Leston to finish second to Scott-Brown. His approach and fluency in the race impressed and he began 1957 as a works Connaught driver.

The first race of the year was the Richmond Trophy at Goodwood, where he lined up against the Vanwalls of Moss and Brooks, the works BRM and a number of private Maseratis. His car, a B Type with an odd-looking body which immediately caused it to be christened "The Toothpaste Tube" was so new it was unpainted. Stuart calculated, however, that it was so new it might be reliable. So it turned out, and as the faster cars retired he drove to his only Formula One victory.

Shortly afterwards at the Naples GP, against a full Ferrari team, he was holding second place, and driving sensibly to finish second, when just after three quarters



*A HIGHLIGHT* in a wonderful year for British motor racing, the Vanwall team lining up at the start of the 1957 Italian Grand Prix at Monza. Lewis-Evans (left) sits on pole with Stirling Moss and Tony Brooks alongside. To salvage some national pride, the Italians insisted that Fangio's Maserati be allowed to start on the front row.



*CASABLANCA 1957. Though a non-Championship race, the Moroccan GP attracted a complete F1 grid. Pacing himself sensibly, Lewis-Evans brought his Vanwall home second behind Jean Behra's Maserati. It was his best finish for Vanwall but he was to lose his life at the circuit the following year.*

distance, a front wheel hub split just as he was about to enter a bend. The only escape was through a "barrier" of straw bales but that would have taken him onto another leg of the circuit. He slammed down through the gears and broadsided the car around the corner to hobble back to the pits to retire.

His first World Championship event was at Monaco, another race of attrition but he kept the Toothpaste Tube going steadily to finish fourth. Shortly afterwards came the news that Connaught, after years of trying, had had to call it a day. Stuart Lewis-Evans was without a drive.

This state of affairs did not last long, though, for Ferrari needed more drivers for Le Mans and Stuart was offered a contract which was mainly for sports cars but with the inducement of some F1 outings as well. At Le Mans, partnered by the Ferrari test driver Severi, who had never previously raced, he brought his car home fifth. That was the year when Jaguars filled the top four places so Lewis-Evans at least was the first Ferrari driver.

He was then scheduled to drive in the French GP at Rouen, but come the day, Ferrari had not enough cars so he was apparently side-lined again. Vanwall, however, was in trouble for Moss had developed severe sinus problems while water skiing and Brooks had been injured at Le Mans. With a little prompting from Bernie Ecclestone, Stuart was invited to join Roy Salvadori as a stop-gap.

New to the circuit, to the car, to the team, indeed to Formula One, nothing very much was expected of him, but he qualified competently and had moved up to fifth place just before half distance

when the car had to be retired with overheating problems.

The entire circus then moved on to Reims for a non-championship race but one which had £10,000 in prize money, together with a lot of champagne for practice performances. Moss and Brooks were still out and, frankly, the Vanwall team was not expecting too much. It certainly did not expect to see Lewis-Evans start from the front row of the grid alongside Fangio and then shoot off into the distance, increasing his lead lap by lap.

He was securely in command of the race when oil from a breather pipe began to lightly spray into his cockpit. Eventually it was on his rear brakes, his gloves, his goggles and in his eyes but he kept cool, slowing where he needed to and taking advantage of the Vanwall's straight line speed. From certain victory, he finally finished third having shown not only speed but rare coolness and intelligence. Vandervell knew then that he had the third driver for his team and immediately set his lawyers on sorting out Lewis-Evans' contract with Ferrari. And the young man who not many weeks before had thought himself out in the cold when Connaught pulled out of racing had the consolation of 400 bottles of champagne for exceeding 200 kph average in the first practice session and breaking the lap record in the second.

In the British Grand Prix at Aintree, he ran as high as second, circulating just behind Moss, until a throttle linkage broke.

At the Nürburgring, the Vanwall team was all at sea with its suspension settings, and the cars were virtually undriveable.

Both Brooks and Lewis-Evans vomited during the race, both keeping going by sheer grit. For someone of Stuart's build, the Nürburgring under such conditions must have been a nightmare, but courage was something he did not lack. Still, even he must have been relieved when his race ended at half distance. Oil from the gearbox breather sprayed onto his back tyres, causing him to spin. The car was badly damaged but Stuart was unhurt and had at least the consolation of knowing he hadn't made a mistake.

In the wake of a fuel crisis precipitated by the Suez adventure, there had been a number of race cancellations in 1957 and, to bolster up the World Championship, a second race was run in Italy on the fearsome 16 mile long Pescara road circuit. It's as well to remember, incidentally, that in those days not only did teams do little testing on permanent circuits but many Grands Prix were run on public roads and so pre-race testing was out. Moss won by three minutes from Fangio with Lewis-Evans third after dramas which made him seriously consider quitting racing. Just after passing the pits for the first time, a rear tyre threw a tread at just over 100 mph. Typically, he completed the 16 mile lap safely on bare canvas. The replacement tyre completed one lap and exactly the same thing happened, this time with such force that the car was thrown sideways onto the pavement in front of a row of houses and shops and Stuart had to struggle to control it, narrowly avoiding shop fronts on one side of him and telegraph poles on the other. Few drivers can have more thoroughly earned a third place in a Grand Prix.

Then came Monza, and that pole position. For lap after lap the three Vanwalls slugged it out with the Maseratis of Fangio and Behra and Lewis-Evans was actually in the lead at a quarter distance when a soaring temperature gauge caused him to pit and later retire with a cracked cylinder head.

His debutant year, which had been outstanding by any standards, finished with a calculated second place to Behra's Maserati at the non-Championship Casablanca GP. He had decided to limit his revs in the interest of reliability and it is as well he did, else the Vanwall would have run out of fuel.

That winter he drove two races in New Zealand in the toothpaste Tube, now owned by Bernie Ecclestone. In the New Zealand GP, he was lying second to Jack Brabham's Cooper when, with twelve to go, the engine let go. In the Lady Wigram Trophy a misfire blighted his chances but he finished third to Archie Scott-Brown (Lister-Jaguar) and Ross Jensen (Maserati 250F), contemporary race reports describing the sheer brilliance of his driving under adverse conditions.

It would be tedious to go through every single race of Lewis-Evans' final year for suddenly he was much in demand and he seemed willing to try his hand at anything.

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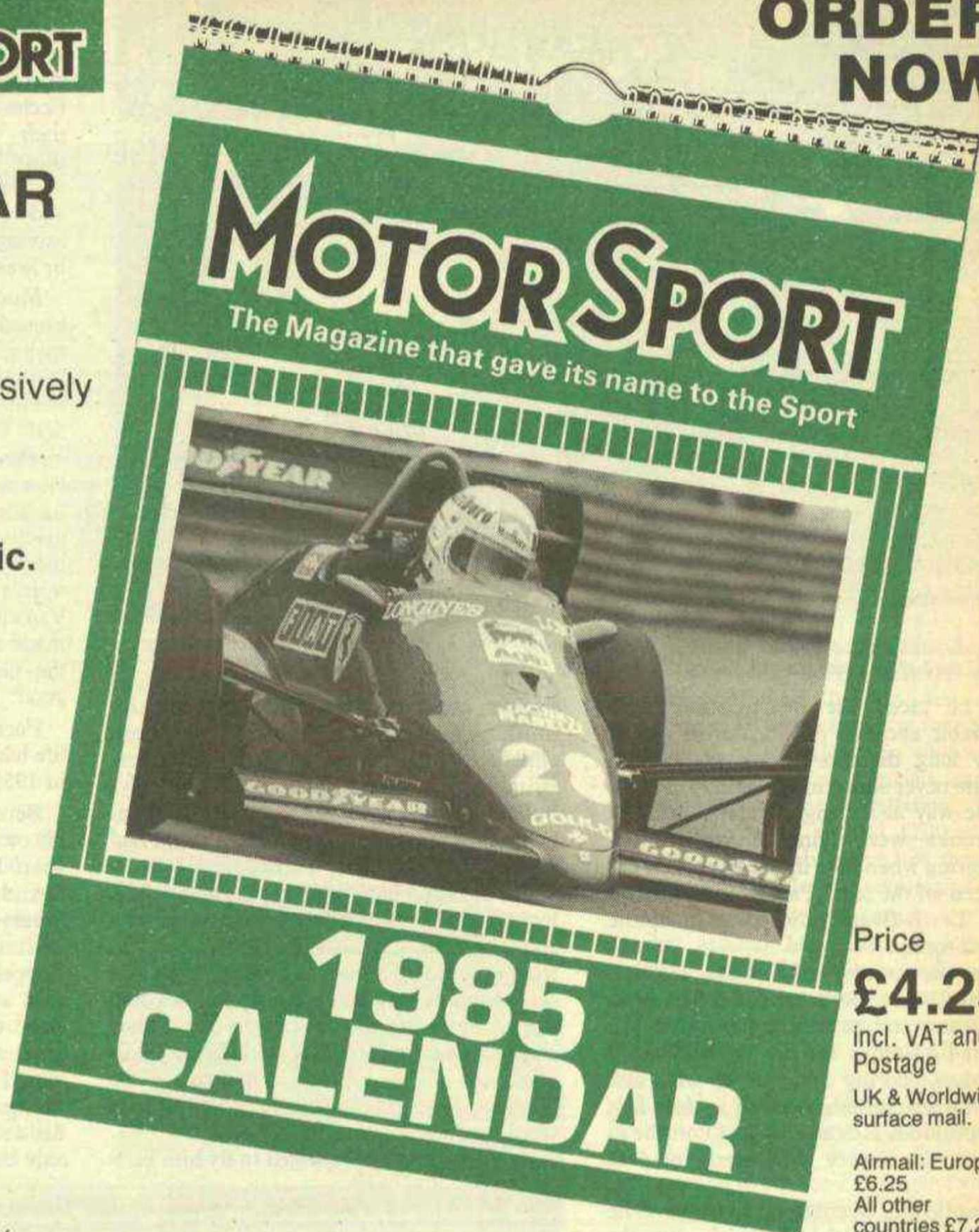
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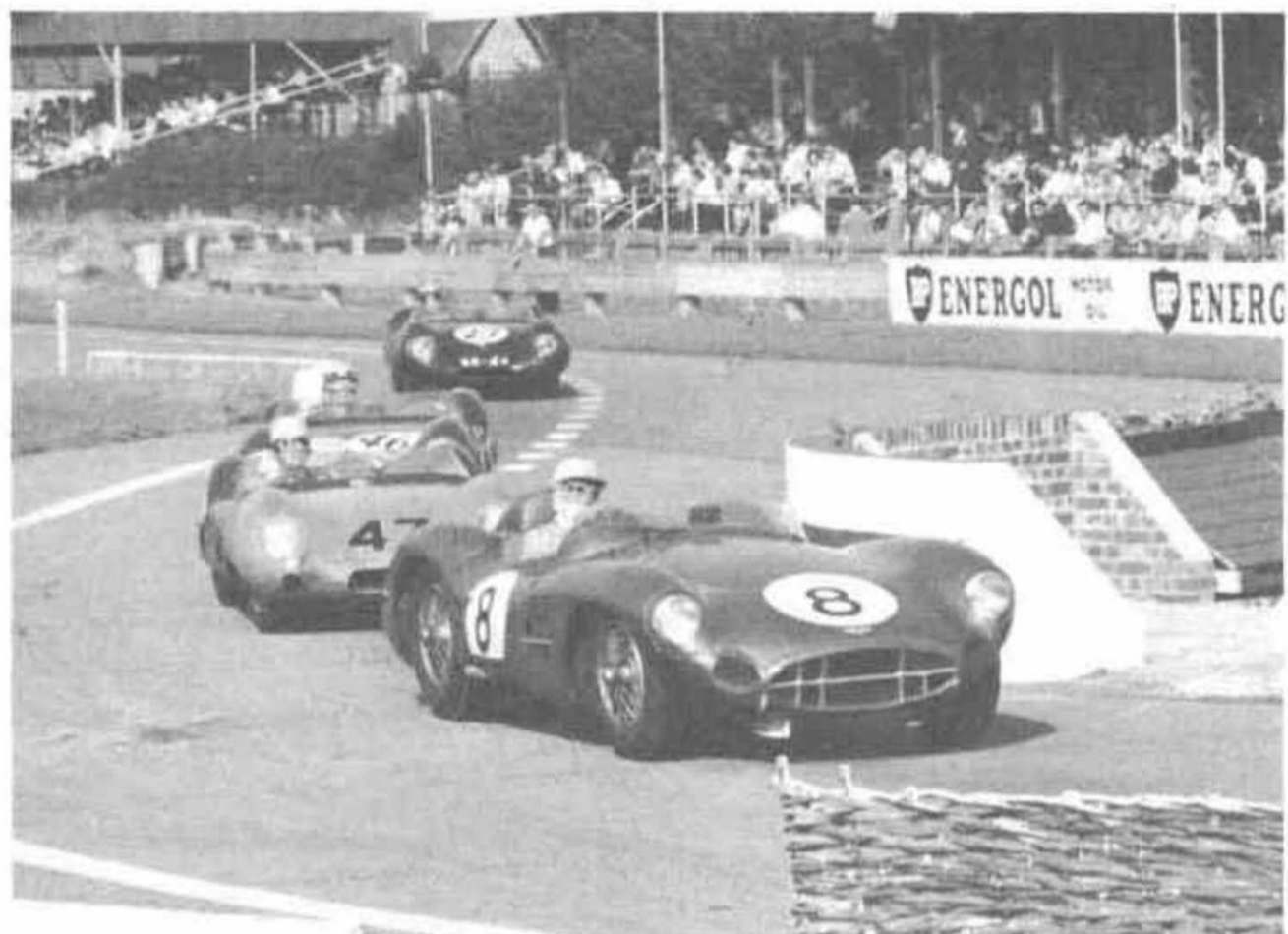
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1958 saw Lewis-Evans a member of the Aston Martin team. Here he negotiates the Goodwood chicane on his way to third place (with Carroll Shelby) in the Tourist Trophy.

In F3 he raced the Beart-Cooper with considerable success. Aston Martin signed him for long distance sports car events, though he never shone in sports cars in quite the same way as in single-seaters. Still, he and Brooks were lying fourth at the Nürburgring when, late in the race, their car was forced off the road. Partnered by Carroll Shelby, Lewis-Evans finished third in the Tourist Trophy.

There were races, too, in the 1½-litre Willment-Climax sports car and others in an Elva. When commitments permitted, he drove an F2 Cooper for the British Racing Partnership, scoring a couple of wins and picking up several other places against first class opposition. He ran well in a Porsche in the Tour de France partnered by José Behra.

The world was opening up to him and he was taking all the opportunities it was offering. In the background there were plans to run in 1959 with a team of Coopers owned and run by Bernie Ecclestone.

Of the nine Grands Prix which Vanwall undertook in 1958, Lewis-Evans was a team member for eight races, the outfit had had a lot of engine blow-ups and there simply was not enough equipment for three drivers to use at the Nürburgring. At Monaco he retired with overheating, Zandvoort saw him set pole in practice and finish third. A third at Spa was followed by retirement at Reims, fourth at Silverstone, third at Oporto and another retirement at Monza. Moss and Brooks won three races each in Vanwalls and Lewis-Evans did everything which could be expected of a number three driver with equipment which was inevitably number three.

In the final round at Casablanca, all the attention was focused on the championship

decider between Moss and Hawthorn. By finishing second to Moss, Hawthorn clinched the title by a single point to become Britain's first World Champion. The news bulletins which gave out the glad tidings at home also mentioned that Lewis-Evans had crashed and was badly burned.

On the 42nd lap out of 53, his engine had locked solid on a fast bend and the car had spun off, the tail hitting a solid object (a tree, a boulder, a marker stone, depending on the report you read), the petrol tank had ripped open and the car caught fire. Stuart escaped from the cockpit with his overalls alight but, in his confusion, had run in the opposite direction to ready help. His injuries were terrible.

Tony Vandervell arranged to fly him back

to East Grinstead hospital which had developed so many techniques for treating burns during the war. Stuart was conscious and lucid and even spoke of the cars he would drive the following season. The doctors, however, had already told Bernie Ecclestone only that he would not live, in their view, nobody could have survived those burns given the state of medicine at the time. On October 25th, a courageous and supremely talented driver passed away, leaving a widow and young family to whom he was devoted. He was just 28-years-old.

More than anything else, Stuart's death caused Vandervell's withdrawal from racing. It clouded a great year for the "Guv'nor" who had seen his cars win six of the nine races they started and take the very first Constructors' Championship. David Yorke, in a taped interview with Doug Nye, later said that Vandervell blamed himself, for the cause of Stuart's accident had been mechanical and something like that was more or less inevitable when stretching his team's resources to run three cars. Though Vanwall later developed new cars, the team made only four solo entries in races during the next three years and then folded for good.

Formula Three, a category whose natural life had been prolonged by Stuart's presence in 1958, faded very quickly.

Bernie Ecclestone cancelled his plans for his own F1 team and backed away from the sport for several years. Who can tell how Grand Prix racing might have changed had Stuart lived and Ecclestone become involved in it in 1959? Had he driven Ecclestone Coopers in 1959, we would probably have seen a different Lewis-Evans for the cars were that much easier to drive and with greater experience his stamina problems would surely have been overcome, allowing that great talent its full rein. At the time of his death, the ability of Lewis-Evans had only been scratched on the surface. M.L.



THE APPEARANCES of Lewis-Evans in the Beart-Cooper, seen here at Goodwood, helped to revive some of the flagging interest in the 500 cc Formula Three in 1958.

# ROAD IMPRESSIONS



## High-tech Saab 9000 in the luxury class

MEASURED against the activity in the small and medium size car sectors in the past five years, the large-car class has been a fairly neglected area. Most of the running has come from Audi, the new 200 Turbo and Quattro models establishing a benchmark for high performance with comparable handling, but in the summer Saab took the wraps off the new 9000 model which we drove just prior to the Turin Show.

In most people's minds the Swedish manufacturer concentrates on medium size cars built to a standard that comfortably exceeds mass-production averages, though the announcement last spring of the 16-valve turbo engine gave a hint of things to come. That engine, rated at 175 bhp, really stretches the 900 model chassis which falls short of excellence in handling and refinement when asked to transmit so much power, so when we went to drive the new 9000 in Germany there was no certainty that the car would live up to expectations.

Any route designed by Eric Carlsson is going to reveal quite a lot about a new model. In a total of nearly 400 miles covered in a day it was possible to sustain 130 mph on *autobahnen* without breaking any laws, enjoy the fast sweeping main roads that characterise Germany, take a mountain route to test the chassis thoroughly, and best of all, drive around the *proper* Nürburgring. At the end of the day we had no doubts at all that Saab has arrived

*THE NEW SAAB 9000 Turbo 16 with, below, a view of the interior. Although Saab and Lancia try to play down their joint development agreement, both the companies' new cars, the Saab 9000 and the Lancia Thema (page 1469), bear marked similarities.*



in the large car class with a model deserving the highest praise as regards comfort, space, high performance and superb handling.

In Europe we have only a hazy idea what a large car is . . . Jaguars and Mercedes are large, but why would the Saab 9000 be a large car when the Audi 200 is not? The Americans have a formula for measuring the interior volume, measured as the EPA Index, and anything over 120 cubic feet is officially a large car. The Saab 9000 turns out to be the leader here with a EPA index of 121.8 while the Audi 200 Turbo, though larger in most vital statistics, has an index of 114. The Renault 25, too, is greater in length, width and wheelbase but isn't sold in the States, so it doesn't have an EPA rating. The Saab, we are assured, is larger inside.

The American market is a vital one for Saab, which is in the process of increasing its manufacturing capacity by 50 per cent, to 150,000 per annum by 1988. This year Saab will sell more cars in the States than in their home market, and the Americans have given the 9000 a thumbs-up reception on the basis of test drives, and reputation. Since the oil crisis, and sub-sequent down-sizing of their products, the Americans have moved much closer to the Europeans and the Japanese so that a model doesn't have to incorporate acres of chrome-plating in order to succeed over there. Today, in fact, what's good in Europe is good in America too, so the era of the truly world car has finally arrived.

Saab would like to think of its new 9000 as a world car with high potential in all the world markets. It has taken a full ten years from conception to production, and there has been a lot of talk of co-operation with Lancia on the Type 4 platform. Maybe it would be a mistake to draw too many comparisons since few of the pressings are identical and all the vital statistics are different; obviously, the Saab is a five-door hatchback while the Thema is a notchback saloon, longer but 0.3 in narrower and 0.5 in less in the wheelbase. What is certain is that Saab has exchanged its experience in thorough corrosion protection for Lancia's experience of transverse engine installation. The development cost of around £200 million is fairly low, say Saab, halved or thereabouts as a result of the Italian connection.

The Saab 9000 will reach the British market around May 1985 at a projected price of about £16,000 depending on the level of equipment (in particular, the new air conditioning system developed jointly by Saab and Bosch is outstandingly good, and is likely to be demanded by many customers). Initially the only version will be the manual, using Saab's brand-new five-speed gearbox, but in the autumn a new version using the ZF 4-speed automatic with a torque converter lockup will be offered. At around the same time ABS anti-skid braking will become available too, but the one thing Saab's engineers will not comment on is their work on anti-skid acceleration. Four-wheel drive has been ruled out with the definitive statement "four-wheel drive, as it exists today, is too expensive and has no future". So while Audi reel from that comment, Saab will get on with an advanced limited slip differential system.

The engine is mounted on three hydraulic dampers, sloping 20 degrees forward to lie ahead of the axle line, and in this respect alone it is significantly better than the 900 turbo 16 which can be a little snatchy when driven roughly, and transmits some unwanted noise and vibration. The 9000 is notably refined, and the 2-litre engine is one of the smoothest we have come across at that capacity. The addition of the twin-cam, 16-

valve head, the Garrett T3 turbocharger with an intercooler, and Bosch LJ-Jetronic electronically controlled injection have done nothing to impair the smoothness, and the 175 bhp punch of this unit could easily lead the driver to believe that a 3-litre six-cylinder lies under the bonnet.

Many manufacturers will claim five-seat capacity for their cars, which is often true at a pinch, but the Saab 9000 falls naturally into that category. The design started out on the premise that rear legroom had to match that in the front even with the driver's seat pushed back as far as it would go. The seats are plushly bound in leather, the front ones heated automatically, and the interior generally has an opulent and spacious appearance and feel. The instruments were designed in co-operation with Saab's aircraft division, with illuminated orange needles sweeping around black dials with green figuring. They look nice in the daytime, and couldn't be more clear at night. The Swedes have, thankfully, avoided the gimmicky digital and bar-graph instruments which other manufacturers feel they have to foist on a not very willing public.

At very high speeds the Saab 9000 is relaxing and extremely stable. There was no wind blowing, but passing trucks didn't make the car flinch one inch and this was one of the priorities for the engineers. It felt like a car you'd choose instinctively for a very long journey, geared at a fraction short of 25 mph / 1,000 rpm in fifth; though bigger than the 900 the 9000 is no heavier, but has a better drag coefficient of 0.34 which is reflected in a fuel consumption that's around 10 per cent better.

The Nürburgring, by which we mean the 22 kilometre track which members of the public can still enjoy, remains daunting even if you use it as a fast road, and you appreciate all the more the skills of racing drivers who got around it in less than eight minutes. The unexpected often follows the unexpected, as black lines riding over the kerbs and into the armco prove, but the Saab 9000 refused to be ruffled in what we'd like to think of as a quick but sensible lap. The handling is surprisingly neutral and the low roll centre all but eliminates body roll, so while some performance cars would be pushed into revealing their weaknesses, the Saab showed none. Well, the brakes felt a bit grainy after several hard applications, but they recovered as soon as we returned to normal roads.

In the next couple of years the large luxury car market (and we'll think of the Audi 200 as a large car, even if the Americans don't!) is going to take on a new lease of life with that and the Saab 9000 joined by the Renault 25 V6 Turbo, the Lancia Thema V6 and 4-cylinder turbo, the forthcoming Mercedes W124 and, eventually, the new Jaguar XJ40. Executives with upwards of £14,000 to spend are going to be spoiled for choice, lucky people. — M.L.C.



## BMW Extends 5 Series Range

BMW HAS reinforced its "5 Series" range with the addition of two new variants. At the bottom end the carburetted 518 is replaced by 518i using the L-Jetronic injection system which increases the power from 90 bhp to 105 bhp with a corresponding improvement in performance. 0-62.4 mph now takes a claimed 12.6 sec against 14 sec for the old car, and top speed has been improved from 102 mph to 109 mph. Detail attention to aerodynamics has reduced the drag coefficient to 0.37 which makes a contribution both to the car's performance and to a small improvement in economy. In addition, the driver now has an adjustable steering column and a seat which adjusts for height and angle. Prices will begin at £8,970 when it comes on the UK market next January.

At the other end of the range comes the new M535i. BMW introduced the "M" motif two years ago to symbolise its connections with motorsport. So, "M Power" stands for the racing engines and "M Style" for sportswear. Apparently the Germans, a people not unknown for a respect of status, have taken this symbol to their hearts and putting an "M" badge on an existing car has become the latest "demon tweak". Driving across Germany to test the car, I certainly saw at least one example of this.

The engine in the M535i, is not however the same as in the M635 Coupé (see the March issue of MOTOR SPORT), which uses the 24-valve head first seen in the M1 Coupé. Against the 285 bhp of the M635, the M535i has just 218 bhp but this is more than adequate. Incidentally, the BMW people would not commit themselves too far, but it seems likely that "M" models will

*THE BMW M535i which will go on sale in Britain early in the new year. Note the discreet air dam at the front and a new rear apron.*

appear in the 3 and 7 series ranges in the future.

Along with the more powerful engine go special sports seats at the front, wide tyres on alloy rims, the ABS (anti-brake locking system) as standard and differently tuned suspension with gas-filled dampers. Prices will start at £17,950 and for this one may opt for one of two five speed manual gearboxes, a long ratio standard box or a close ratio Getrag, or a four-speed automatic gearbox.

BMW claims a top speed of 143 mph but the car I drove (with a Getrag box) reached the rev limiter in fifth on an autobahn equating to 147 mph. Colleagues who drove examples with the long ratio box reported that maximum speed came in fourth with fifth gear being basically an overdrive. It was not possible to accurately test BMW's claim of 0-62.5 mph in 7.2 sec but I would not dispute it, though I wonder if the same time could be achieved with the long ratio box. The Getrag on "my" car felt very notchy but I think this was the individual characteristic of a relatively new unit.

As you would expect of a BMW, comfort left nothing to be desired and the seats gave excellent support even when driving fast over Alpine roads. The interior is, again, excellently laid out and one wants for nothing in terms of controls and information but the matt black finish does not really speak of a car in its price bracket. The seats in mine were of black leather but looking at them, they could equally well have been of vinyl, they did not suggest that they were an option costing the best part of another £1,000. This is odd considering the prestige placed on the "M" logo.

In motion, the manners of the car are impeccable. The (power assisted) steering is

light and it feeds the information to the driver. The whole car feels taut and forgiving, seeming to corner on rails. Applying the brakes firmly from 140+ mph provided less drama than braking from half that speed in an average car. It says much for the car, too, that ordinary conversation can continue at its maximum speed, for wind and road noise are very low indeed. The car will flatter an average driver and give deep satisfaction to a skilled one.

The styling of the car is undeniably staid but discretion is no bad thing when driving a car of its performance on roads with a speed restriction. All in all, it's a beautifully engineered package which will be available on the British market in January. BMW hope to sell 500 examples in the UK next year, a 10th of the total production. These figures seem high enough to peg the price, yet low enough for the car to remain relatively exclusive which is, after all, part of the thinking behind the "M" motif. — M.L.

## Lancia Thema

THEMA is vital to Lancia's recovery in Britain; that much is frankly admitted by John Turner, of Lancar, the recently-formed British distributor. So it is no surprise that the recent launch of this three-box luxury car stressed very strongly the corrosion protection and the build quality of the Thema. And the latter at least is very obvious as soon as one sits inside. Even the two lesser models (100 bhp turbo-diesel and 120 bhp twin-cam injection) have a luxurious feel, with a wrap-around dash containing clear and logical controls and instruments. The two top versions boast a V6 (a revised PRV unit) with 150 bhp, or a turbo version of the 2-litre twin-cam which peaks at 165 bhp, with an extensive option list including several types of upholstery, electric seat adjustment, automatic heating system with or without air conditioning, self-levelling rear



suspension, and anti-skid brake system.

The ABS, though slightly rough in action compared to the Audi system, acquitted itself well on a wet test track, allowing emergency manoeuvres even under heavy braking, and the power steering (standard on all but the 2-litre) provides a good compromise between effort and feedback. Road-holding is secure, a small degree of understeer stabilising the car against the surprisingly high g-forces which are possible, but the ride is particularly impressive, remaining smooth and quiet across motorway and city road-works alike.

Surprisingly, the 2-litre Turbo is the fastest, Lancia quoting 7.2 sec 0-62 mph compared to the V6 which takes a full second longer. The intention seems to be to separate the "sporty" Turbo image from the more relaxed six-cylinder, but as the Turbo has more torque, and lower in the rev range to boot, this distinction seems doubtful. Peak torque is 182 lb ft at 2,500

*ONLY small badges distinguish one version of Lancia's Thema from another.*

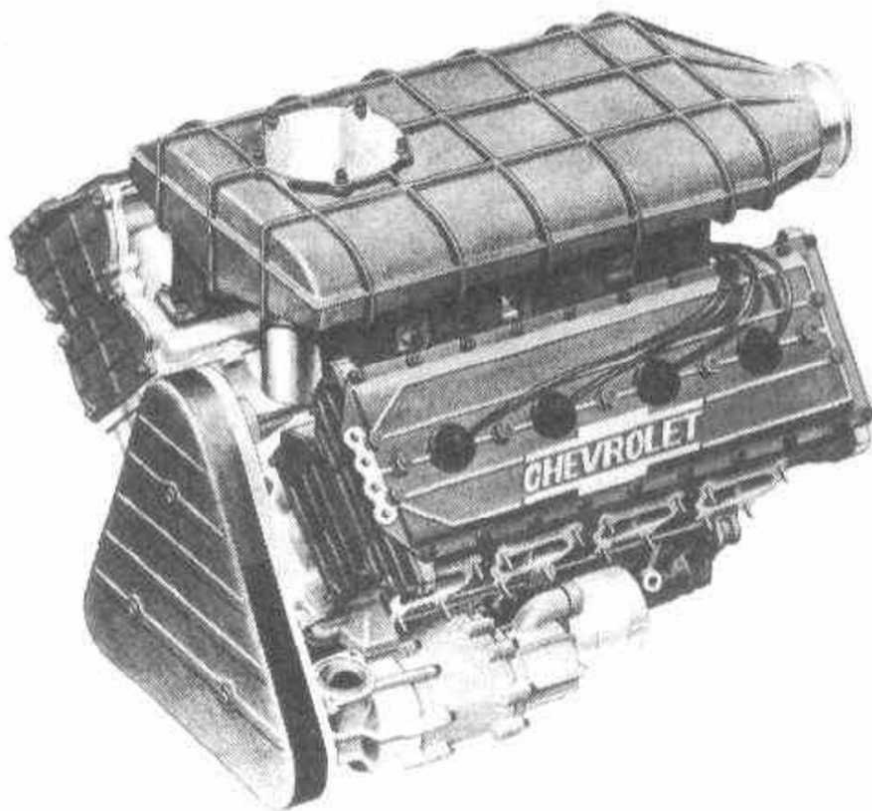
rpm, but a novel "overboost" system closes the wastegate under full throttle, increasing boost pressure, and therefore torque, up to 203 lb ft for brief overtaking sprints.

Two counter-rotating balance shafts make this a very smooth unit, while the use of an intake intercooler and a knock-sensor system allow a relatively high cr of 8:1, reducing the jump between the on- and off-turbo states, and making it a responsive and eager performer. Surprise of the range is the turbo-diesel, the first such Lancia saloon, which claims to be the fastest diesel saloon in the world at 115 mph, but which is unlikely to be included in the British line-up, at least until the petrol Themas establish themselves. Lancar's guess at prices says £12,000 for the 2000 e.i., up to £14,000 for an all options Turbo. — G.C.

## Chevrolet's Indy Project

AS PART of a move to re-establish an individual identity for Chevrolet within the General Motors Corporation, a joint venture between the American firm and a small British engineering concern has been created with the intention of developing a new Indy / CART engine. The 2.6-litre twin-ohc turbo V8 will be built up with Chevrolet technical help at Ilmor Engineering of Brixworth, and testing will take place both here and in America, where the Penske team have exclusive use of it during the development programme.

Thereafter the engine will be sold to Indy / CART teams, with a good result at Indianapolis in 1986 being the aim. Although this project will be in addition to support for the existing push-rod V8 and turbo V6 units, Chevrolet maintain that their corporate policy is "we're not in racing".



## The Veteran Car Run

### The Editor Drives the National Motor Museum's 1903 De Dion Bouton

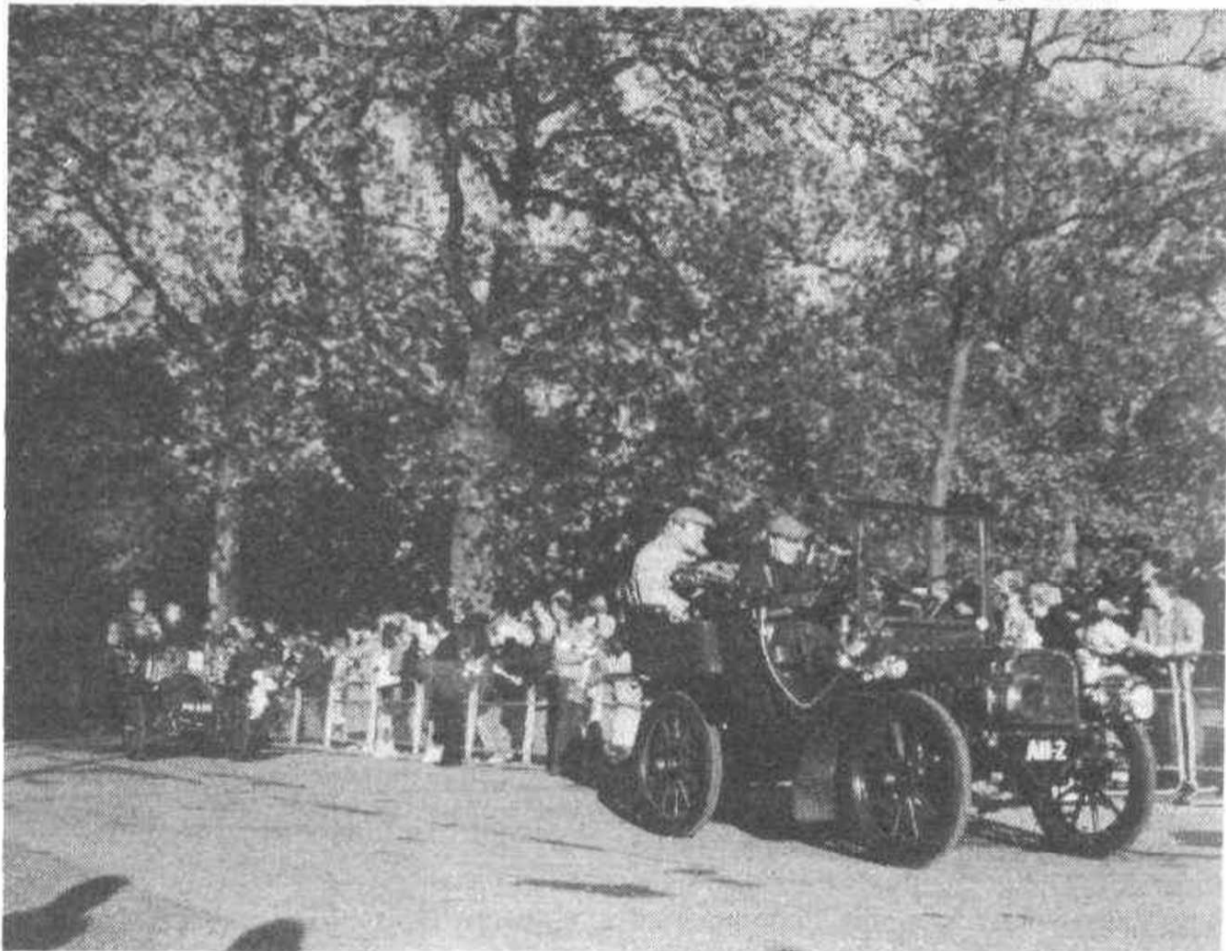
THE RAC Veteran Car Run is now one of the great motoring fixtures of the year, enjoyed by members of the VCC and the public and attracting about as much news coverage as a Grand Prix. The Run had 59 entries of pre-1905 primitives in 1930, by which time it had become properly established, and the number rose to 100 by 1935, 167 by 1951, and was up to more than 200 by 1954. This year the Police, who expressed an especial desire to give the old vehicles an easy passage from London to Brighton on November 4th, permitted 330 veterans to start. As on many occasions in the past, Lord Montagu of Beaulieu lent me a suitable car, this time the National Motor Museum's 1903 6 hp Q-type De Dion Bouton, Reg No AA 20.

I had a successful Run on it in 1962 with the late Michael Sedgwick as my passenger, so knew something of it. It was the very first car exhibit in Lord Montagu's original Montagu Motor Museum, now the NMM, having been used on his father's Beaulieu estate as a hack from 1910 to 1930. It is the epitome of the sensible, smaller veteran and more of this make than any other have survived to take part in the Run. The product of the aristocratic Count de Dion and the undistinguished-looking Georges Bouton, it represented extremely practical motoring when that pursuit was in its infancy, and so was very appropriate for driving in the Brighton Run. The engine, using electric ignition, was a high-speed unit for its day, the two forward gears were selected by expanding clutches, thereby avoiding any fear a novice, lady or even an advanced driver might have of changing speed on a "crash" gearbox, and at the back, inherited from steam-carriage days, was the famous De Dion back-axle, used then more to reduce unsprung weight and help the tyres than with thoughts of faster cornering in mind. The constant-mesh gears obviated the then customary whine of the "crash" box. The model-Q had the vertical single-cylinder engine set in front, beneath a typical coal-scuttle De Dion bonnet. Here then was a very practical 1903 motor car selling in 1903 for about £200. You can no longer buy them for that sum today, however, in spite of the numbers of "Ding-Dongs" that have survived. . . .

In 1962 Lord Montagu's little De Dion got me to Brighton satisfactorily but I was quickly made aware that what was the most simple and foolproof form of control on the clear roads of the early 1900s was not at all easy in the heavy traffic of "Brighton



ARRIVAL AND DEPARTURE: E. R. P. Boorman's 1902 Panhard-Levassor rolls along Madeira Drive having completed the Run, while (below) a 2-cylinder 10 HP Gladiator sets out from Hyde Park.



Sunday". The problem is that when a quick stop has to be made the right hand is pushing on the external brake lever while the left hand is endeavouring to persuade the gear-selector handle on the steering column to find neutral, and if the tiny throttle and ignition levers on the opposite side of the column slack back, the engine will stall. However, Lord Montagu's engineers had set things up so that the engine idled well, and they had thoughtfully marked the place on the gear-quadrant where neutral should be. Nevertheless, I

confess to stalling when I shouldn't have and finding driving the little car very hard work, although the De Dion is very docile if coaxed along in traffic mainly on its low-speed clutch and the spark advance, which is the lever set just above the hand-throttle, so that both can be moved forward together to speed up the engine.

Every five miles or so you feed oil from a plunger-pump labelled as supplying various parts of the hidden mechanism. But the foot transmission brake, and the little lever called the decelerator that alters the opening



of the exhaust valve, I was advised not to use. To reverse you select top gear after first depressing another pedal. That's about all there is to it. The long-stroke engine slogs splendidly up hills, although 49 cc smaller in size than that of an A7, its automatic inlet valve chattering happily. So I was all set for a good "Brighton". Lord Montagu generously laid on an early breakfast for his guests, who included HRH Prince Michael of Kent who was driving the RAC's 1902 10 hp Wolseley, at the friendly, obliging Royal Lancaster Hotel, conveniently near the Hyde Park start and with a useful garage on its roof. He also stood everyone lunch at the "Ship Hotel" in Brighton, where the VCC of GB was founded 54 years ago. For Lord Montagu it was a family Run. Lady Montagu was driving the 1901 Progress Voiturette, Ralph Montagu the Museum's 1903 12 hp Daimler, and Edward himself the historic 1899 Daimler that his father drove in the Paris-Ostend contest of that year, it thus being the first British car raced on the European Continent.

I was fortunate to have as my passenger a NMM Trust member, Mr. W. E. Everett, whose interest normally is V12 and other Jaguars, but who wanted to experience a Brighton Run. He proved a splendid companion, willing to crank the De Dion's engine innumerable times and flood its carburettor when a mysterious fuel starvation malady stopped us on a number of occasions on the latter part of the route. In 1962 the De Dion got me to Brighton in about four hours. However, both car and driver have become older and this year, although the traffic problems were relatively light, with the most depressing hold-up of all at Bolney, the journey took some six hours, including a pause for hospitality at the Gatwick Penta Hotel and a few more stops to top-up with water, as the under-bonnet tank feeding the low-set frontal gilled-tube radiator had opened-up a seam. This was never a real problem, the steam disappearing when we were on the move, and there is a pump to help circulate the coolant. However, without the help of Mr Everett and the preparation done by the Museum's Chief Engineer Howard Wilson, and Roy Brunskill, Norman Legg and Douglas Hill, my 33rd "active" Run would not have been anything like so easy. . . .

The De Dion really is a pleasant little car, and must have been simplicity itself to drive on former "open" roads, as I have said. The single-cylinder 698 cc engine does vibrate excessively at idle, so much so that the top of one of the Lucas "King of the Road" headlamps worked loose, but the Dunlop 700 x 80 tyres gave us no trouble. In their heyday the small De Dions were very popular with doctors, lady motorists and others. When the great motoring historian Kent Karslake found a 3-speed 1902 6 hp model (with normal clutch and gearbox) as a box of bits, in the summer of 1930, similar to the one his father had bought new, he thought well

enough of it to get the local garage to build it up, so that he could drive it in that November's Brighton Run, in the days, long since gone, when all such veterans were invariably called "Old Crocks", the drive taking 3 hr 36 min 5 sec, equal to a 15.9 mph average, and the late Anthony Bird, who wrote the definitive De Dion Bouton history, said of the 1904 8 hp De Dion he used as everyday transport in 1947 that "it performed nobly in spite of its age and the only time I found the vibration a nuisance was when I tried to light the sidelamps when the engine was running". . . . He confirmed what I discovered, that the steering with the small wood-rimmed five-spoke wheel is very light and said that the 6 hp model certainly deserved its appellation of the "Populaire". Another historian, St John Noxon, wrote of De Dion and Bouton that they were the first to throw open the doors of motoring to the millions, and the general quality of their productions earned for them a world-wide reputation. The 6 hp De Dion was in production from 1901 to 1905, in five variants, and the Q type was only available in 1903/4.

When driving in the Run there is not much chance to take stock of how others are faring but I met Roger Collings when he was

**Brighton Jottings.** — The best joke of the day occurred while I was waiting my turn to start in Hyde Park and was handed a leaflet offering me number plate A 10 in exchange for a transfer number and the sum of £15,000 ono. . . .! The most popular make in the Run was De Dion Bouton, 69 of which were entered this year. It took Hugh Smith 25 years to restore his 1901 model, after he had found the engine in a local laundry and a body for the car a week later, in a building about to be demolished. Ripley's 1903 De Dion was once left in a garage for nearly 30 years, after its owner had forgotten to collect it. Racing drivers have appeared in the Run quite frequently and this year Derek Warwick drove Renault UK's 1900 *voiturette*, with which Stirling Moss took part in 1973. The only surviving Type-C, its original 3½ hp engine has been replaced with a 4½ hp De Dion engine. The publicity hand-outs made great play of Warwick coming from a 200 mph F1 Renault-Elf Turbo to this little single-cylinder four-seater that cruises at about 7½ mph, and is apparently flat-out at 15 mph. Steam cars are always an attraction, such as John Patterson's 1899 Locomobile, said to consume a gallon of water every two minutes. While *en route* with the NMM De Dion I overtook the two oldest cars, of which Garrett's 5 hp Benz Victoria seemed to be somewhat faster than Mrs Moore's ill-fated 2 hp Panhard. R. S. Miles' 1899 3½ hp Benz dog-cart has been an entry in every Run since 1927, in spite of its upholstery being destroyed by a flying-bomb during the war, and Caffyn's sister-car has failed to finish only once since its first attempt in

going fast back to London afterwards in the indomitable Sixty Mercedes and learned that he had had a puncture, and one noticed many who had not made the Pylons by the required time of 4 pm, including Colin Crabbe's enclosed-bodied 1898 Delahaye. It was good news that Rosemary Bolster had driven the 1903 Panhard-Levassor which her late husband John ran for so many years. At breakfast I had met a keen contingent from Indianapolis who had brought over their 1904 20 hp Premier.

One amusing aspect of the 1984 Run was that, in the official programme, my passenger was quoted as one "J. Hunt". This resulted in shouts from the onlookers intended for the former Grand Prix driver and TV commentator. But James had had the good sense not to turn out for what could have been a wet and beastly ride; in fact, the weather was glorious, and Brighton certainly deserves some sunshine, after recent sordid events. . . . Continuing my weekend "French Connection", I used a comfortable and useful Renault II TXE five-door hatchback as my back-up car, which on the Sunday evening made light and economical work of the 250-mile run home to Wales *via* London. More about this modern French car next month. W.B.

1932. Ex-racing drivers taking part were Phil Hill on a 1903 Peerless and Jack Sears (1904 Mercedes). HRH Prince Michael of Kent had Prince Paul von Metternich, President of the FIA, and the Archduke and Archduchess Geza von Hapsburg with him on the Wolseley. There were 59 overseas entries, 19 of them from the USA. First to finish was Pickvance's 1900 Darracq taking just less than three hours, next in being Dr Lustig's 1902 Benz from the D-B Museum. Eastmead's 1900 Stephens was third to arrive. Mrs George Lanchester, 85, was in Pilmore-Bedford's Lanchester. Provisionally, 210 cars finished within the time-limit, the non-arrivals being: Mrs Moore (Panhard), Sharman (Gladiator), Ferrier (Landry-Beyroux), Briggs (Peugeot), Crabbe (Delahaye), Foulkes-Halbard (Orient-Express), Miles (Benz), Jeal (De Dion), Nicholl (Romain), Moor (Benz), Mingolia (De Dion), Smith (Locomobile), Sweeney (Sturmey), Richer (Deauville), Heminway (Renault), de Ballester (De Dion), Presinger (Lux), Wakefield (Conrad), Leake (Ford), Watson (Gladiator), Lipton (Humber), Aston (Miniature Velox), Hubbard (Oldsmobile), Carter (Orient Buckboard), Science Museum (Peugeot), Ralston (Pierce), Van Ackeren (Bayard), Mrs Langton (Cadillac), Erskine (Cadillac), Hassan (Cadillac), Collings (Darracq), Briggs (Darracq), Brunet (De Dion), Simons (Humber), Hornsby (Humber), Hearne (Humber), Mrs Harris (Humber), Warner (Lanchester), Akehurst (Peugeot), Jude (Phoenix Trimmo) and Henley (Turner Miesse). — W.B.

## Books for Christmas

**"The Centenary of The Car — 1885-1985"** by Andrew Whyte. 160 pp, 11¼ in × 9½ in (*Octopus Books Ltd, 59 Grosvenor Street, London W1X 9DA. £9.95*).

I expect we are in for a spate of books to coincide with the centenary of the motor car, over the next two years or so, and in this context I have already reviewed "Automania". Now Octopus Books has got early on this particular band-wagon with a very elegant, coffee-table size tome, which looks more at the cars themselves than bothering itself with the miscellanea of the 100 years of automobilism. In the hands of Andrew Whyte this must be accurate history, and personalities are interspersed here and there, among the chapters that deal with the centenary divided up into the periods 1885-1915, 1915-'30, 1930-'45, 1945-'60, 1960-'75 and 1975-'85, concluding with a two-page Chronology and an Index. The Foreword is by Jackie Stewart.

The main attraction of this book is in the fine colour plates, and racing and rallying up to recent times are included, the special photography being by Ian Dawson. A nice present, perhaps, but hardened historians will have seen almost all of it before.

— W.B.

**"Zagato"** by Michele Marchiano. 109 pp, 10½ in × 10½ in (*Automobilia, Milan £14.95*).

Zagato has always been something of a poor relation to other Italian coachbuilders, not in terms of ability but inasmuch as few Zagato designs have ever made large-scale production. With around 7,000 produced, the Lancia Fulvia Zagato is the most prolific model, with the others trailing far behind. Yet some of those cars, handbuilt in handfuls, are among the high-points of the coachbuilder's art — Alfetta 159, Alfa 6C 1750, Aston DBZ, Alfa TZ and Junior Z, and a variety of Abarth Zagatos.

Therefore it is a pleasure to open up this generously illustrated book and find the full Zagato story laid out, in Italian and English. Although broadly chronological, the book concentrates heavily on the Milanese coachbuilder's greatest period, between the mid-fifties and the mid-sixties, with some luxurious close-ups of body and chromework on the all-conquering Alfa TZs.

With illustrations on every page, the bilingual text seems thin at first glance, but all the information is there, together with one or two rather charming Italianisms. The text proper slots between the two halves of a year-by-year table of production, which yields such interesting facts as that Zagato were responsible for the shape of the Bristol 412 convertible, and the construction of the prototype Shelby Mustang 350GT for Ford. Lovers of fast cars will find cars for Ferrari,

Maserati, OSCA, Bristol, Jaguar, Rover and Porsche amongst a wealth of projects, while the student of design can trace the typical Zagato line, a muscle-bound front blending into a slender tail, right back to those early Alfas before the war.

This long overdue book will delight enthusiasts of Italian cars of all eras, and it is available in this country from Connoisseur Carbooks, 28 Devonshire Road, Chiswick, London W4 2HD. — G.C.

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To the ever-expanding number of Porsche books has come Dominique Pascal's "Porsche at Le Mans" which covers the entry of this famous marque in the great French 24-hour race since the first in 1951, since when the author has calculated that more than 440 Porsches have taken part in this race. Here they are in this book, which contains more than 440 photographs, depicting each of the Porsches that has run at Le Mans, and 16 pages of colour plates, tables etc. It must be good value to Porsche followers, at £18.95, published by the Haynes Publishing Group of Sparkford, Yeovil, Somerset. The same publishing house has also added two new titles to its "Super Profile" series, namely one of the MG TF by Jonathan Edwards, the other on Mini-Cooper and Cooper-S, by Graham Robson. Both are as informative and well-illustrated as all these Super Profiles and they each cost £4.95. — W.B.

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The latest titles from Brooklands Books, "Holmerise", Seven Hills Road, Cobham, Surrey, are "Mustang Muscle Cars 1967/71" and "Road & Track on Aston Martin 1962/84". The latter covers in reproduced road-test reports AM models from DB4 to Bulldog and the Mustangs reported on run from Mach 1 to the 429. Each soft-cover magazine-size book costs £5.95, or £6.50 by post. — W.B.

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Sapphire Publications Ltd (22 Datchet Close, Hemel Hempstead, Herts, HP2 7JX) has launched a new series called "Supercars In Profile", the first two being devoted to the Ford GT40 and the Porsche 935. Each profile is 32 pages long (eight pages in colour) and is printed on good quality paper. There is a brief outline of the evolution of each car, page of specifications covering the individual types produced, tables recording the international race successes of each car, and excellent photographs. The profiles cost £2.95 each and, to judge by the first two, is a very promising series.

\* \* \*

It's good to know that there is enough interest in Jim Clark for Patrick Stephens Ltd (Denington Estate, Wellingborough,

Northants, NN8 2QD, £9.95) to issue a new edition of "Jim Clark Remembered", Graham Gauld's tribute to the great driver who was also a close friend. Just over half of the book's 144 pages are devoted to outlining Clark's career while the rest is a portrait based on reminiscences of friends and colleagues, a record of all his races and, for the first time, the publication of the report of the investigation made by Peter Jowitt into the Hockenheim crash. Copiously illustrated, "Jim Clark Remembered" is both a factual record and a sensitively written memoir of "a very ordinary human being who had the good fortune to discover his true vocation in life" and whose fulfilment of that vocation will never be forgotten. — M.L.

\* \* \*

Airlife Publishing Ltd, 7, St John's Hill, Shrewsbury, Salop, SY1 1JE have brought out two very interesting aviation books which could represent very able presents at this time of year. The first is "Flying The Big Jets" by Stanley Stewart, a Senior First Officer on BA Boeing 747s who in 285 erudite pages, if you count the Index tells those who fly in Jumbo aircraft just what it is all about on the flight deck, outlining this for them in the much enthralling detail not only in the text but with innumerable diagrams, photographs and charts, although the author is not above including an appropriate piece of Ogden Nash verse about grounded planes. This book should be entertaining, even essential reading for those flying in jumbo jets, but will be welcomed by all who want to know more of the procedures involved — like how it feels to call Bombay from 1,000 miles away, the take-off and landing and emergency procedures, maintenance facts and figures, and so on, including a graphic description of preparing to let-down and land at New York. Just the job, while in a fireside armchair or when cruising in an aircraft-seat at 30,000 feet. The book costs £9.95 and is highly recommended. — W.B.

\* \* \*

The second new Airlife book is called "The 91 Before Lindbergh" by Peter Allen. It deals with cross-Atlantic flights by aeroplane, seaplane, flying-boat and airship up to Lindbergh's historic solo flight of 1927. This is the stuff of aviation history and contains not only descriptions of the crossings but some unique pictures, newspaper clippings, etc of them. Those unversed in this aspect of adventurous flying should hasten to read this 182 page £11.95 book. It is claimed in the dust-jacket blurb that it is the first book to cover the conquest by air of the North and South Atlantic and it makes a good follow-up to the big book, with its splendid pictures, "Atlantic Wings" by Kenneth McDonough which was published in 1966 but which is presumably out of print. — W.B.

## Ford's New Supercar

# The RS200

AFTER eighteen months of speculation and rumour, Ford has released details of the RS200, the "homologation special" which is expected to form the basis of the company's rally programme from the end of 1985 onwards. Four cars have already been completed with two more shortly to follow but, at the time of writing, the decision to complete the further 194 examples to qualify the car for Group B has yet to be made, though few within the company doubt that it will go ahead.

The car shown for the first time to the public at the Turin Motor Show is the fourth to be built and the first to have the finalised body shape and transmission. Originally styled by Filippo Sapino of Ghia, Ford's own engineering department at Dunton has made a number of alterations in the light of testing and the car now features a revised front end and a large dished aerofoil at the rear. The six pre-production prototypes are all the work of ART of Woolston, Northants, a company jointly owned by Tony Southgate and John Thompson. If the decision to proceed further is made then the remaining 194 will most likely be built by either Tickford or Reliant, two firms which have had a hand in supplying parts for the prototypes. Current schedules call for the 200th car to be completed by September 1985 at which point production will cease.

Stuart Turner, Ford's Director of European Motorsports says, "We do not want to build two hundred cars for homologation purposes and find most of them rotting in a field, so our aim is to produce an exclusive high performance road vehicle, properly certificated to meet European government requirements, which will go on general sale. To that end we have been careful to make a sensible production car with proper customer back-up. We will operate a hot-line for customers who will automatically be enrolled in an exclusive club and each car will come with a massive workshop manual and, even, a video tape of the stages in building a car."

With that approach firmly fixed in mind, a chassis has recently been crash tested as a trial before committing a complete car (it passed with flying colours and was still steerable after the test) and a number of compromises have been made in the final specification. Aluminium fuel tanks, for example, are used instead of rubber bag tanks on the grounds that the rubber tanks have a guaranteed life of only five years and this is not satisfactory for a production car.

When Turner was appointed to his present position in February of last year, one of the first things he did was to axe Ford's two current competition projects, the



C100 Group C car and the rear-wheel-drive Escort-based rally car, the RS1700T. "So far as a company like Ford are concerned, Group C means Le Mans. We were perfectly happy with Tony Southgate's design and John Thompson's execution of it, but we had our doubts about the 3.9-litre turbocharged Cosworth DFL engine. It seems there were X number of problems to be solved in the Y number of weeks before Le Mans, and we could not see how Y could go into X and give us a satisfactory answer.

"At the same time it was clear that to go rallying successfully we would require a four-wheel-drive car and subsequent events have confirmed this view. It is not easy to steer a project like this through a large company, even though Ford is committed to competition, and had we not scrapped the 1700T at that time it would have been much more difficult to steer through the RS200."

All the same, the decision to cancel surprised most observers and everyone waited to see what Ford would come up with next. Soon afterwards plans were announced of a project in conjunction with Cosworth Engineering to produce a new generation F1 engine. Then came the announcement of Formula Turbo Ford and wise heads nodded and predicted this was part of a new Ford strategy to project a "turbo image" rather like Renault has done. Turner, however, offers a more prosaic explanation, "We were approached with the idea and snapped it up because we would rather have Ford involved than another manufacturer."

Meanwhile rumours began to circulate about a new Ford rally car. One said it was to have a DFV engine and, indeed, this possibility was seriously discussed. Another rumour was that it would be a four-wheel-drive Sierra turbo. Again, this formed part of the thinking at one stage. Within Ford there was some support for the idea of either a steel or kevlar-bodied Sierra derivative. Another rumour had it that Ford

had set up design teams in different countries each producing its own idea of a rally car with one to be selected for the final version. This, in fact, was not the case though there is a germ of truth in the story.

Ford first approached Brabham to design the car (it would be interesting to know whether the F1 engine played any part in the negotiations) but the overture was rejected. A number of designers were then commissioned to produce drawings to a concept laid down by Ford Motorsports' chief engineer, John Wheeler. The designs were then evaluated by Turner and others at Ford with the advice of Gordon Murray and Keith Duckworth. The winner of what amounted to a secret competition was Tony Southgate, ex-BRM, Shadow, Lotus, Arrows etc, now a freelance designer.

The end result then, is a Southgate design to a concept by John Wheeler who also oversaw mechanical design and development. It is therefore a true Ford not a "bought-in" design (like the DFV engine) though Ford has used the expertise of the British motor racing and specialist car industry, the whole operation co-ordinated by Mike Moreton of AVO.

The car is a mid-engined two-seat coupé powered by the RS1700T engine (which is a Cosworth-developed all-alloy variant of the BDA) with a choice of either two or four wheel drive. Rather than use the Sierra shape, the solution was to use the windscreen and cut-down doors from the Sierra to give the RS200 a family resemblance while allowing an entirely new shape. The body, which is hinged fore and aft to allow easy access, is made of a composite of carbon, aramid and glass fibre and the detail engineering on it has been executed by Mike Pilbeam of Pilbeam Racing Enterprises.

Giving the car a unique shape also gave Ford three other advantages quite apart from the strictly technical ones of the body



THE interior of the RS200 uses a number of current Ford components yet still manages to look distinctive. Note the two (Sierra) transmission control levers, the taller operates the five-speed gearbox while the shorter selects the required torque split to the front wheels.

fitting the design and not vice versa, and allowing the designers greater freedom with aerodynamics, access etc. For one thing, since the body is not that of any current Ford produced anywhere in the world, it allows all divisions of the company to identify with it, even though the content of the car is almost exclusively British.

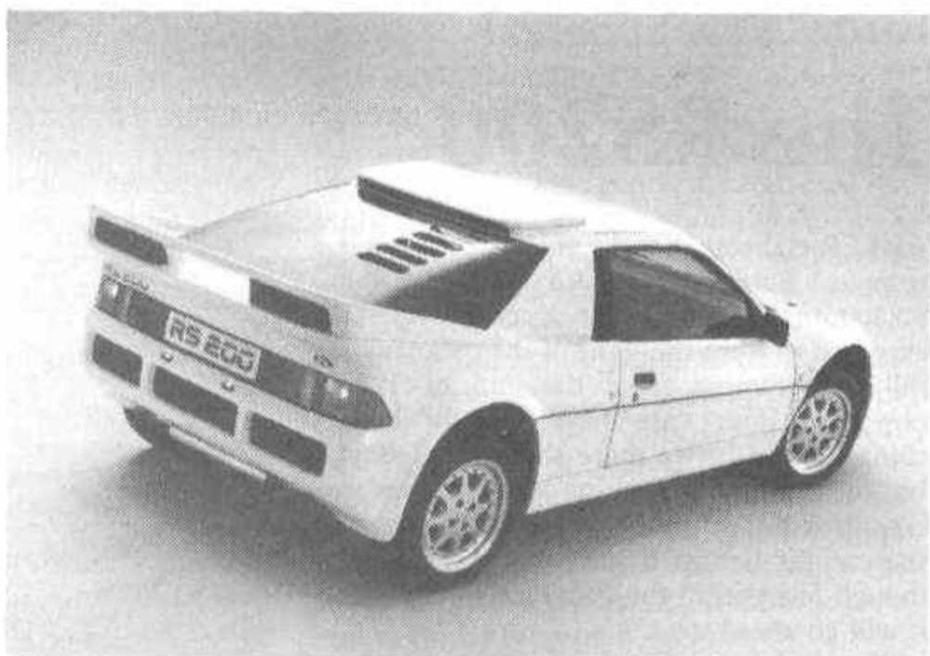
Then it does not tie the competition life of the car to the production life of any Ford model. Had it had an Escort body, for example, the competition life of the RS200 would cease if a new model Escort was introduced, for a major manufacturer cannot be seen rallying an obsolete car.

Finally, the continuing prestige which the GT40 still lends to the company is a lesson which has been noted. Ford hopes that the RS200 will follow in the tradition of the GT40 which is a good reason for limiting its production to the bare 200 units required.

The go ahead to build the first car was given last July and the completed prototype was shown to Ford's management on March 12th this year. Given that large companies now schedule up to eight years for the introduction of a new model, that eight month span is remarkable for the car shown was not a raw racer but a properly finished pre-production model complete with a finalised interior (designed by Ford at Dunton and executed by Tickford). The management were much taken with the car and decided to proceed with a further five.

Car number one might properly be called the *Mark One* for it differed in many important respects from the two cars which followed. Car number four might equally be called the *Mark Three* for it has body and transmission differences but if the decision to go into production is made, it is expected that further alterations will be very slight.

With his background in Formula One, Southgate's Mk 1 car made few compromises but once it had been evaluated by the rally specialists a number of changes were made. One is that all important components are now secured by a standard



THOUGH these photographs make the RS200 appear stubby, the wheelbase is virtually the same as that of the Range Rover. Both the front and rear body sections lift for easy access, the rear body panel being hinged on the top of the cockpit. Originally by Ghia, the styling has been modified during testing.

sized bolt, 12 mm. Rally mechanics like to drop components from the car whereas in F1 cars are worked on from above. This required a re-design of the floor pan which previously had been flat. To counteract possible loss of stiffness, a one-piece composite moulding to fit the transmission tunnel and rear bulkhead was designed. One of the concept parameters, incidentally, was the ability to change the transmission in just ten minutes.

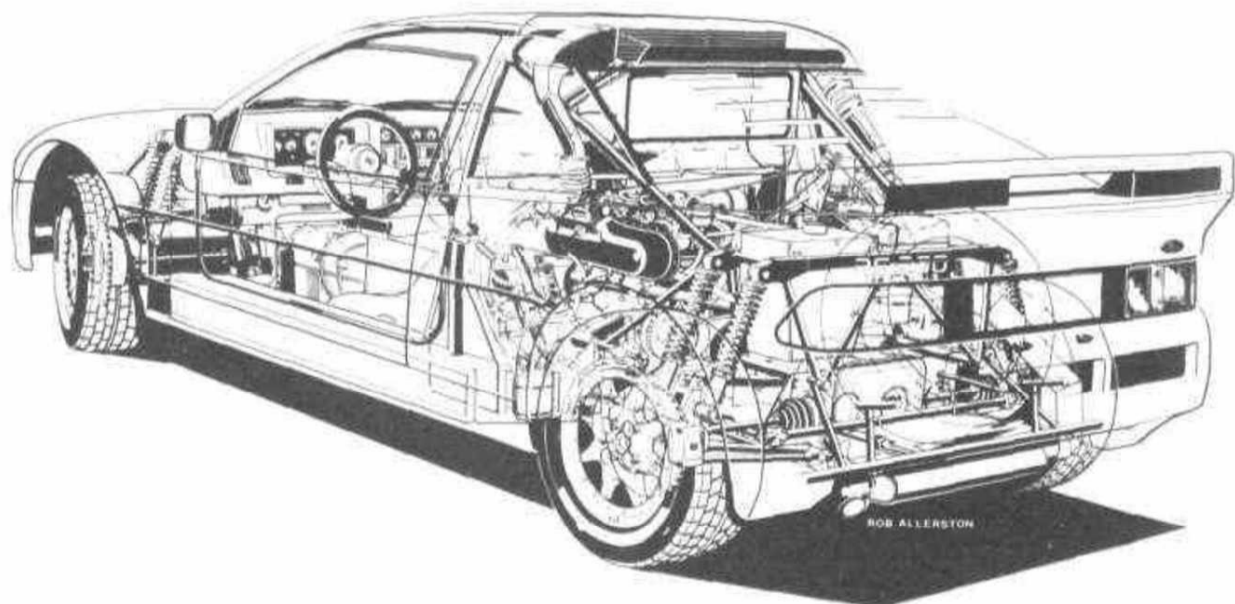
As on most rally cars, the damper travel is long but the problem of damper life remains. On the Mk 1, springing was by a single coil spring and damper to the top wishbones all round with a parallel damper to the bottom wishbones. Subsequent examples have had twin parallel coil springs and dampers on all corners acting on the top wishbones. Suspension is independent all round by double adjustable wishbones and, at least on the prototypes, blade-ended roll bars.

RS200/2 was finished on September 1st, 1984 and immediately taken to MIRA for evaluation by, among others, Jackie Stewart and Malcolm Wilson. Apparently the feedback was extremely favourable. The

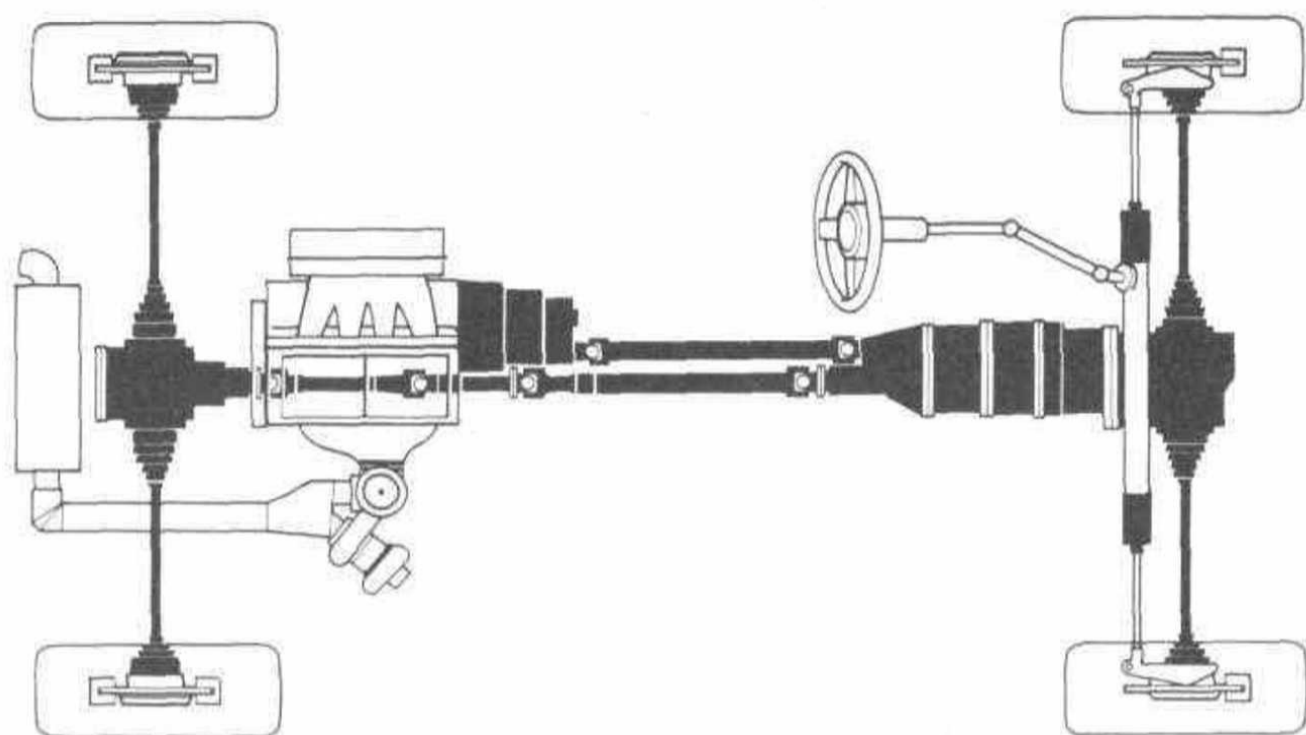
third car, with detail changes, was completed on October 1st and the fourth on November 5th.

The 1700T engine has been used and evaluated this year in Ford South Africa's works Escort RS1700T rally cars (the South African events do not require the same sort of homologation) and the engine has also been run in a Group C2 Tiga, entered by JQF Engineering, which was responsible for building the first batch of engines, from Cosworth components, last year. Recently the engine has been further developed by Brian Hart and the capacity of this four cylinder, 16 valve unit, has increased from 1,784 cc to 1,803.5 cc. The BDA, on which this engine is based, has been successfully enlarged to over two-litres so a final version of 2.1-litres is likely, for that would allow full advantage of the capacity regulations.

A Garret AiResearch T.04 turbocharger running at 0.8 atm boost with a compression ratio of 8.2:1 in the road version, pushes the engine to give 230 bhp at 6,000 rpm and 280 Nm-Din torque at 4,500 rpm. In that state of tune, the car, has a maximum speed of 145 mph and 0-62.5 mph acceleration in under five seconds. The competition version



THIS cutaway drawing illustrates admirably the double wishbone with twin parallel coil springs and dampers suspension which is used at all four corners.



This diagram illustrates the mechanical layout of the car.

currently gives 380 bhp running on 1.2 atm boost and a slightly lower compression ratio of 7.8:1. A stainless steel manifold is positioned clear of the block adjacent to a duct which draws off radiated heat and exhausts it through the rear spoiler.

Southgate himself was responsible for the 4wd transmission on cars one to three but, at his prompting, that side of things has been taken over by Ferguson Research. The engine is mid-mounted with the drive going forwards, via a transfer box, to the gearbox

fitted with Hewland ratios) at the front of the car. Between the five speed box and the drive and differential to the front wheels is a Ferguson viscous-control limited-slip differential. This allows the car to be driven with three different torque splits to the front wheels: zero (rear wheel drive only); 37% (normal four wheel drive torque sharing) or 50% (equal torque to both sets of wheels). A parallel drive shaft from the gearbox takes power to the rear. At both front and rear are further Ferguson viscous-control limited-



JACKIE STEWART discussing the first prototype with John Wheeler, the chief engineer of Ford Motorsport whose project the RS200 substantially is.

slip differentials similar to the one nominated for the new Escort RS Turbo.

As has been said, the double wishbone suspension is adjustable but, in addition, there are alternative mounting attachments at each pick-up point to give two choices of ground clearance settings. Uprights are of cast aluminium, 11½ in ventilated disc brakes are used all round and 16 in x 8 in Speedline alloy wheels are specified as standard in conjunction with 225/50 VR-16 inch Pirelli P700 radial tyres.

Spare wheels may be carried at both front and rear, the idea being to vary the standard weight distribution of 50/50 by removing one or the other. In road trim, a tailored luggage capsule replaces the front spare wheel.

The chassis is a stressed platform of aluminium honeycomb with deep box seals and a large stressed front bulkhead. Mild steel box sections front and rear carry the front transaxle, the engine mounts and the rear final driven unit. The wishbones are similarly of mild steel to facilitate easy repair should the need arise.

Ford has had a team from Aston Martin Tickford working in parallel with the designers to ensure that the car can be certificated for road use in every European country — the American regulations are considered too restrictive to comply with.

The company has taken the step of announcing the car publicly so that speculation can cease and the development team can get on with the job of testing and evaluating without scoop photographers popping up from behind every bush and tree. It is now strictly Boreham's baby, though Southgate remains a consultant until the end of the year.

If the nod is given and if all goes according to plan, the car should be homologated by next September which will see it eligible for the RAC Rally. In the meantime it is possible that examples may be seen in South African events. Prices have not yet been finalised but my information is that the road cars will be in the £30-40,000 bracket with the competition versions, which will be on sale to privateers, at a suitable premium. A full rally programme would go ahead in 1986 but this does not necessarily mean that every round of the World Championship will be contested for Ford naturally wishes to gain exposure in countries where it sells road cars.

Whether or not the car goes ahead into production, whether or not the car is the success Ford hopes it will be, it is always exciting when a major manufacturer produces a car of this sort. The GT40 is a hard act for anyone to follow but, by a coincidence, Tony Southgate was Eric Broadley's assistant designer when Lola Cars was acting in conjunction with Ford to develop the GT40. He left midway through the project to join Brabham — he couldn't stand all the Ford people who kept getting in the way! — M.L.

# Top Car '85

WE have reached the time of year when television channels churn out endless programmes in which stars present Awards to other stars and when there are tuxedos and tears and wonderfully moving speeches of thanks. Not to be left out of things, various organisations vote for a "Top Car" from the year's new models. One such body organising an award asked its members, of which I am one, to nominate the three best models, in order of preference, from a shortlist of 10, on 18 different points: styling, comfort, value for money, performance, brakes etc.

The shortlist of ten cars did not prevent voters from nominating for other eligible cars, but at Silverstone in late October examples of the selected ten were available to drive on a seventeen mile "circuit" of public roads, thus giving everyone who turned up a chance to reacquaint himself with cars already driven or to try others which had not previously been sampled. It was a fascinating exercise for it was a day of solid driving, note taking and, at the end, puzzling which car really did have the best brakes or ventilation.

The 10 models chosen for the day were: Austin / MG Montego; Honda Civic; Hyundai Stellar; Mitsubishi Hatchback Turbo; Peugeot 205 GTi; Renault 25; Rover 213; Toyota Carina; Vauxhall Astra; Volkswagen Golf. In order to compare like with like, I drove only the car at the top of each range and then only with a manual gearbox. I'm not sure how useful these awards are but it was extremely interesting to take part in the judging, though the winner will not be announced until after this issue of MOTOR SPORT has gone to press.

First I exclude from all consideration the Rover 213 and the Hyundai Stellar. I have yet to drive the Rover and it may be the best thing since sliced bread but if credit and kudos are to be given to a company for producing an outstanding car, then that credit must go to Honda for designing it, not to ARG for sticking a Rover badge on it. In any case, having spoken to many who have driven it, I suspect it would not have appeared on my voting sheet in any category. I should just add that I did not *pass up* the opportunity of driving it, it was simply that the day finished before I completed the full list.

The Stellar is a different matter, it is simply not a very good car. We all know the story of the Stellar. Hyundai made the Ford Cortina under licence in Korea and when offered the Sierra to build, they said "no thank you" and set about building a new car in the spirit of the Cortina. Ital Design styled a handsome body, the engine and gearbox come from Mitsubishi but are built under licence in Korea, and no car matches

it for equipment at the price. The GSL model I drove had alloy wheels, tilting seats, central door locking, electrically operated windows, headlamp washers and a stereo radio / cassette unit with four speakers and all for less than £5,500. That seems remarkable value for money and I felt sure that I would have to nominate it best value — until I drove it.

The 72 bhp of the 1.6-litre engine seemed completely inadequate for the size of the car — what it feels like with five adults and their luggage does not bear thinking about. "But," you say, "it's cheap." I reply, "It is being sold on the basis that it is a replacement for the Cortina, the 1.6 Cortina my wife owned was a vivacious performer for its size. The Stellar's engine does not stand comparison to the Cortina's. It is cheap — and nasty."

Driving the car meant using the gear lever a lot, which was unfortunate for it delivered a vibro-massage to the hand at all speeds. The steering was heavy and dead, and even moderate braking caused the wheel to dance in one's hand (heavy braking was extremely dramatic, the car turning violently to the right). The road holding was fair but the ride was stolid and this coupled with extremely uncomfortable seats, tilt they may but they are hard and the squab is too short, do not make it a "rep's car" as the Cortina was. It certainly needs its four radio speakers for at 70 mph, the combination of wind and road noise is uncomfortable, drowning out the radio.

Other writers have written well of the Stellar and it is possible I had a rogue car. But this was a car presented by the importers to be judged in a Top Car competition. I would expect the importers to make sure that only good examples were offered. It is so inadequate in important areas that it does *not* represent value for money at the price. Your local Ford dealer could probably undercut the GSL for a 1.6 Sierra — the seats won't tilt but it will be a great deal more comfortable.

The people at Hyundai should stop trying to produce a Cortina and take a look at the Toyota Carina. In many ways this is a similar car, a 1.6-litre engine, not dissimilar looks, but it feels like an integrated package. It has light, precise steering (which is power assisted), good brakes, low wind noise, pleasant ride and confident handling. It has no pretensions at being anything but an adequate saloon for the average driver and I marked it third in value, steering and noise level while regretting there was no one truly outstanding feature, for is the sort of design which one can respect.

The new Renault 25 is shortly to be the subject of a full road test. The shape is already familiar if only because it appears on every third billboard. Inside there is a sculptured dashboard which looks like a comic book idea of a spaceship and this seems to be designed around the radio. There are three separate sets of radio

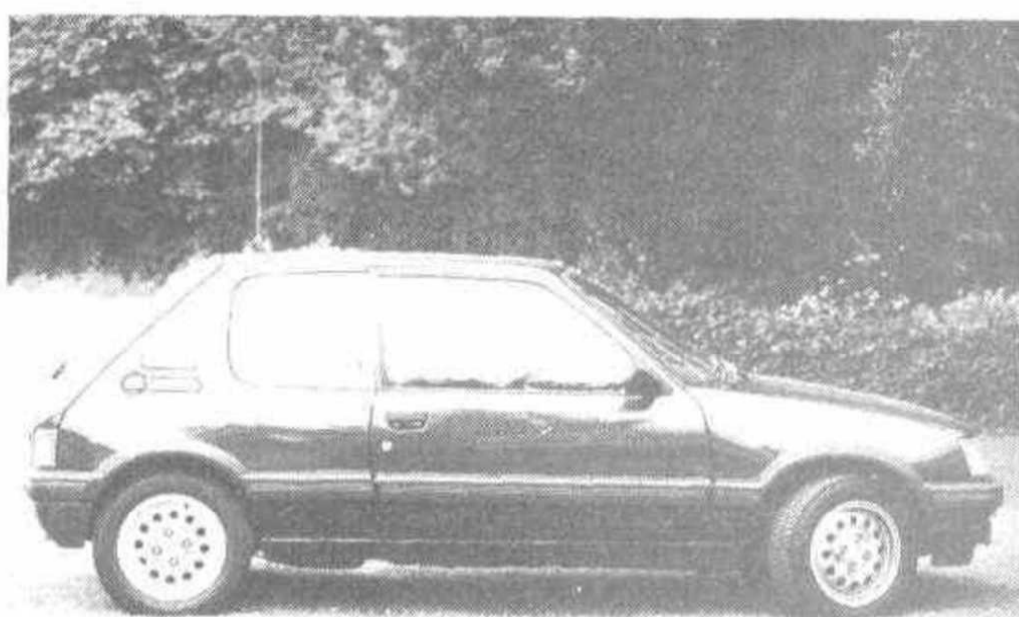
controls, including one on the steering column, which says something for Renault's perception of customer requirements. The cloth interior was very light in colour and I wondered how it would look after a year of family motoring. The ride is soft, in the French manner, too soft for the performance version I drove. The travel of the gearbox is long and when engaging second and fourth I found my elbow jarring against the arm rests. It's a comfortable car but does not feel "of a piece". Apart from its strange dashboard it doesn't present a personality. Still, I marked it top on noise level and finish, second on comfort and third on styling and efficiency.

I've enjoyed my drives in the MG Montego Estate. I very nearly marked it top for ergonomics for its analogue instrumentation is excellent, but then I remembered the dreadful digital layout and thought better of it. While customers are preferring a dash one can read under all conditions, ARG persist in trying to promote its digital dash on the MG Montego, so that's what the press tend to get. At least the company offers an alternative, the splendid Vauxhall Astra GTE is still sold only with a digital layout. It's vastly superior to the Montego's but I'd like a choice and on a serious car I want to see needles and dials. In exactly the same way, I wear an analogue wristwatch, but it is also a quartz watch.

The Montego, particularly in the estate version, is a good car which I marked second on ride (behind the Golf GTi) and second on value (behind the Peugeot 205 GTi). Like the Toyota Carina, it is decent without being outstanding. It's a car you could happily live with and regret it passing, but you won't feel excitement when you think of it.

The Mitsubishi Hatchback Turbo costs £7,749 and so is in the same market area as the Lancia Delta HF Turbo, the Golf GTi and the Fiat Abarth Strada. I could not recommend it overall above any of those cars but it figured four times in my marking. The brakes are extremely good, even if they lack feel; the engine is a joy, there is no discernible turbo lag and it feels as though it's right behind you all the way; it has good luggage space and low noise level. At the price, however, and bearing in mind that it is a sporting car, it lacks the refinement of the Golf, the *brio* of the Abarth Strada, and the overall packaging of the Lancia Delta Turbo. It lacks the overall co-ordination, the completeness, which its three direct rivals all possess. One strange thing, the turbo specifications are printed on the boss of the already ugly steering wheel. Why? Light reading in traffic jams?

Apparently, the GTi model has more than halved its share of total Golf production since the Mk 2 series was introduced. It's not hard to see why, Giugiaro styled the first Golf and a committee styled the second. The car remains a tremendous package but the GTi version suddenly lacks the style which



TWO OUTSTANDING SPORTING HATCHBACKS — the Astra GTE (left) and the Peugeot 205 GTi.

the first Golf had. A facelift is apparently being rushed through for the GTi. A greater priority than a sharper look, however, is a continuous or intermittent rear window wiper. In wet conditions the new car's tailgate window becomes opaque even quicker than does the Mk 1. It's annoying to constantly operate the rear wiper especially as, in wet weather, there are more important things to think about.

The Golf is still a lot of fun and it is a very sound package but it no longer rules the roost. I marked it top for ergonomics and top for ride, but the only other time it appeared in my scoring was third in comfort.

The Honda CRX Coupé was a car of which I've heard many good reports and most of them were confirmed by driving it. It's essentially a two-seater but with an optional seat for two midgets (Japanese midgets, I think, your Brit midgets come bigger). It scores highly in the performance areas with good handling and energetic acceleration (though one does need to use the gears for the engine is a little short on torque, but that is no hardship for the five-speed gearbox is first class). The ride is hard, however, and while this used to be thought to be inescapable from good roadholding, a fair number of cars have shown this need not be the case. The steering gave unpleasant thumps when cornering fast (not hard) on less than smooth road surfaces.

I don't mind a lack of comfort if the car is going to reward in other ways but the CRX is not so outstanding in any one area to compensate for the rather hard ride and seats which look the part but are not very comfortable. In my book visibility is the main factor when driving fast on roads and here the CRX is lacking. The rear window needs a wiper for wet conditions and, worse, I found it impossible to demist windows and screen even though the heater controls were exceptionally clear. It remains, however, a car with which I'd like a closer and longer acquaintance.

Eight cars out of the 10 have been covered

and that leaves just the Astra and the Peugeot 205 GTi to nominate for my top car. Both scored extremely well on my reckoning, each car making the top three on ten occasions out of fifteen. I should say I refused to mark on "running costs", since they are apparent only after several years, on "heating and ventilation", for I like a cool interior and every car (except the Honda CRX) was driven with the heating off, and on "safety innovation" for no car had any innovation of note, though all except the Stellar felt safe under all conditions for which they were designed.

When I began writing this report, I had not done my sums to discover which car emerged on top for I scrupulously marked point by point, without keeping tabs on the overall picture. Driving both cars again was a pleasure, particularly the Peugeot, for the company has responded to early, justified, criticism about the 205 GTi's harsh ride and has fitted new dampers with longer travel, but the same settings, which have improved that area considerably.

The Astra's looks do not appeal in the same way as the Peugeot's but I admire the engineering integrity in the use of aerodynamics to greatly improve performance, reduce wind noise, aid economy and improve ventilation, which is why I marked it top in styling with the 205 second. The Peugeot scored on mechanical design, being placed first above the CRX and Mitsubishi Hatchback Turbo. The Astra won on accommodation and comfort and luggage space and access, being outstanding for a car of its class, while the Peugeot did not figure. However, the Peugeot came third for finish and top for value, the latter being for the sheer exhilaration per pound sterling invested.

The Astra came top for performance (those clever aerodynamics again) with the 205 second. The 205 won on transmission, though, with the Astra third, behind the CRX. Brakes and steering saw the 205 top, with the GTE third and second. The GTE took third in "ride" with the 205, despite improvements, not listed. Handling went to

the 205 just ahead of the Astra, with the Mitsubishi third. The Astra came second to the Renault 25 for "wind noise" but the Peugeot was not listed.

The Peugeot 205 GTi wins the contest on my reckoning, I marked it top in seven out of 15 categories, with two seconds and a third. The Astra, which is a whole range and not just an individual model, was marked with four firsts, three seconds and three thirds. It happens that I have driven all of the Astra range and find it excellent at every level save for the diesel-powered car. I really rather hoped that the two cars would have finished in a dead heat, but cold mathematics proved otherwise.

Or did they? One tries to be impartial and to apportion credit where it is strictly due but I can't help feeling that the cheeky good looks of the Peugeot, its tautness and the exhilaration it imparts coloured my judgement. There were possibly areas where I marked it higher than I should. If that is so, then I do not apologise for cars are not impersonal things if they are truly good cars. The serious motorist needs to have a car to relate to and the 205 GTi encourages an emotional response in a way which the Carina, say, or the Montego do not.

The Astra and the 205 cannot, anyway, be directly compared. For the motorist with a growing family and a need for luggage space must choose the Vauxhall for the Peugeot is deficient in space. The Astra also has a higher top speed and better acceleration. It is however a car which seems to attain its brilliance by calculation whereas the Peugeot seems to achieve its brilliance by inspiration.

When all the votes are counted, I may prove to be in a minority of one. Perhaps, Heaven forefend, the Stellar is voted the best, or the Rover 213. My opinion will not be altered though. In the last analysis, however, it perhaps does not matter which individual car wins the award. The fact that so many makers are now producing so many good cars makes all of us, the members of the car buying public, the ultimate winners.

M.L.

# BF GOODRICH UPDATE:

## FOR THE FIRST TIME EVER, AN AMERICAN DRIVER AND STREET RADIALS WIN A MAJOR EUROPEAN RALLY.

Motorsports are the largest spectator events in Europe, and rallying is the largest motorsport in Europe. It is not uncommon to find a million or more spectators lining the courses of some European rallies.

It is extremely uncommon, however, to find an American driver winning a European Championship Rally. Likewise it is extremely uncommon to find a street radial winning such an event. In fact, neither had ever happened before the ECR Rally on the isle of Cyprus in the

### RUNNING AT A DISADVANTAGE.

Few expected Buffum and BFGoodrich to win at Cyprus. Buffum's car was a turbo-charged 4WD long-wheelbased Audi Quattro. Yet the Cyprus Rally course is not congenial to such a car. (Indeed, it was the first time a Quattro had ever run the Cyprus Rally). A competitor described the course as "one continuous hairpin." To make matters worse, the mountain

On the other hand, the competition was in smaller cars and quite intense. It included the Lancia Rally driver who was then merely one point away from ECR leadership points, and it included the 1984 British Rally Champion (who was also last year's winner of the Cyprus Rally).

Likewise the competition for BFGoodrich was intense, since the Buffum car was the



John Buffum at the wheel of his Audi Quattro on BFGoodrich T/A Radials at the Rothman's Cyprus Rally.

eastern Mediterranean on September 30, 1984.

The driver was John Buffum, winner of seven U.S. Pro Rally Championships. The tyres were BFGoodrich T/A® Radials.

roads were extremely narrow, with some scarcely wider than the cars. The Quattro was thought too big for such roads. Buffum found that much of his driving was in 1st and 2nd gears, with turbo boost barely coming on before he would have to brake for the next corner.

only major competitor not running on special-purpose rally tyres.

### PUNISHING CONDITIONS.

Conditions were intense too. The course, in fact, was so punishing that out of 76 cars

**BF GOODRICH T/A RADIALS**



starting the rally, only 30 finished.

Yet John Buffum with Navigator Fred Gallagher of

of the road. So in the mountains we used the Radial Mud-Terrain T/A.® It has a really aggressive tread pattern that



John Buffum (right), winner of the Cyprus European Championship Rally with Navigator Fred Gallagher (left).

Scotland managed to lead the entire distance of the rally. In the end, their Audi Quattro on BFGoodrich T/A® Radial tyres finished 788 minutes ahead of the second-place car.

"I've never rallied on tougher roads," Buffum said. "They were covered with a layer of dust a half-inch to an inch thick. Beneath that was a lot of loose stuff, and then about three inches beneath that was hard igneous rock, which was not at all forgiving to tyres."

In a previous interview with BFGoodrich, Buffum had explained how a controlled slide was the safest way through most corners in rally special (racing) stages. When asked if that was the case in Cyprus, Buffum replied: "Only on the plains. We used the BFGoodrich Radial All-Terrain T/A™ there, where you had room to slide through and where its bigger footprint was to our advantage. But the mountain roads were just too narrow. You can't do much sliding when the length of your wheelbase exceeds the width

cuts down into the road and pulls you along. Those BFGoodrich tyres really came through for us. Some of our competitors had awful problems with tyres. In Cyprus, with all its jagged rocks, you've got to expect punctures unless you're running on tank treads. But we only had two, due to encounters with roadside boulders. With one, we were able to drive the car about three miles to the end of the stage. With the other, we were far enough ahead so we could afford to spend a couple of minutes changing tyres. Others weren't so lucky."

#### TECHNOLOGY PUT TO THE TEST.

BFGoodrich has never built a special rally tyre. No doubt

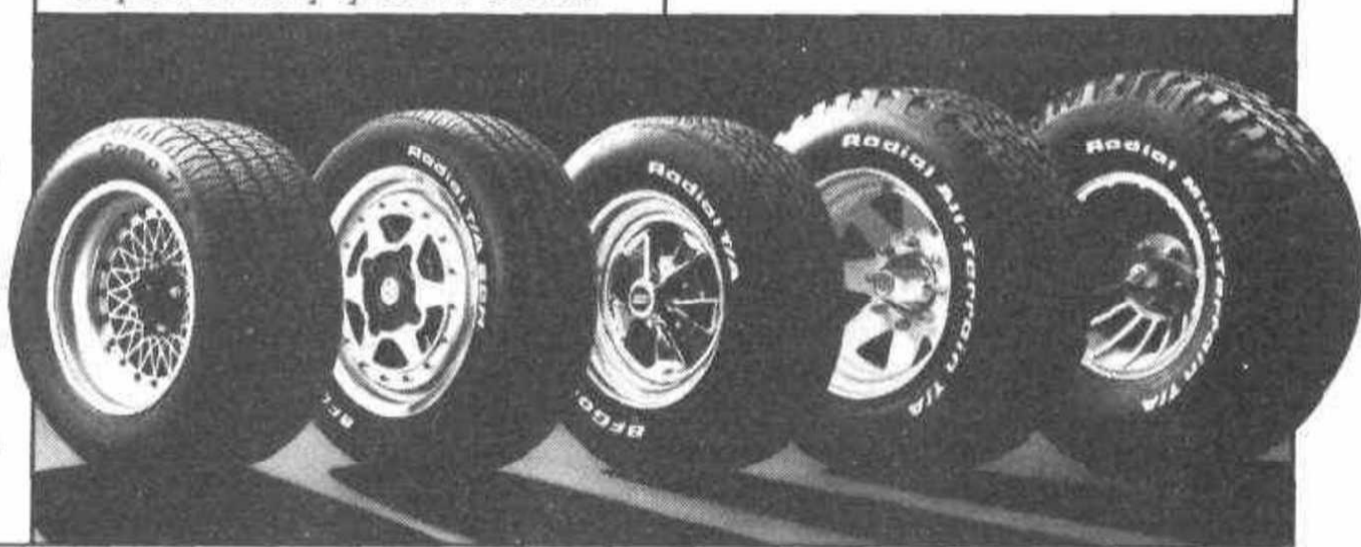
there are times when this puts T/A Radials at a disadvantage to pure rally tyres. But not always. Because in developing the entire line of T/A Radials, many combinations of designs and materials were explored to develop the optimum combinations for a variety of high-performance needs and driving styles.

A case in point is the fact that T/A Radials were on every winning car in every U.S. Pro Rally this year. Equally impressive was the first American victory in European rallying, and John Buffum's highly respected finishes of fifth overall at the Acropolis Rally and fourth overall at West Germany's Hunsruck Rally - on BFGoodrich T/A Radials.

But more important to you is knowing that a street radial can offer the traction and durability to perform well against highly specialized non-street tyres. And even more important yet is knowing that the BFGoodrich rally and racing efforts are in fact testing grounds for our continuing research and development of high-performance tyres for your car or truck.

At BFGoodrich, we believe in putting our technology to hard use so you can put it to good use.

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## Ivory Coast Rally

CONVERSATION after the Sanremo Rally seemed to centre not on the World Championship title duel between Stig Blomqvist and Markku Alén, but on the remarkable way in which Ari Vatanen and Terry Harryman had driven one of Peugeot's four-wheel-drive cars to its second major victory, trouncing both the Audis and the Lancias.

The new car had twice made an appearance, and had twice got among the leaders to snatch the limelight. Would it be able to sustain that performance? Would it score similar victories next year? How would it perform in the cold, wet, dank conditions of the RAC Rally, and on the unpredictable bush tracks of Africa?

These were questions many were asking, and it seemed at the time that at least one of them would be answered in the early part of November when Peugeot was expected to enter the car in the eleventh round of the World Rally Championship for Drivers, the Ivory Coast Rally.

Then came the surprising news (the Ivory Coast is a French-speaking country after all) that Peugeot would not be going. The two championship protagonists would be able to fight it out with no buffering influence of a cat among the pigeons.

Both teams had declared that they would leave their final decisions on Ivory Coast entries until after Sanremo, although Audi had always planned to take at least one car for Blomqvist, their number one driver of 1984. Alén still had a chance, albeit a small one, of beating Blomqvist to the top of the series in the two remaining rounds, but taking the team to the Ivory Coast would be a costly business, and when this was weighed against Alén's very slim chance of becoming champion, the Italian team decided not to go.

Without Alén, Blomqvist could almost

consider himself champion already, but Audi was not making any boast until the title had been clinched absolutely. Off went Blomqvist and his co-driver Björn Cederberg to begin practice for the West African event, and when this was over, their practice car was refettled and cleaned up so that Hannu Mikkola, the reigning champion, could drive it in the rally as a competing chase car, always close behind Blomqvist so that assistance could be given if required.

The interest shown by professional teams in the Ivory Coast Rally has always been a bit thin, and no doubt officials were concerned lest there should be no competition to speak of. But Kenyan driver Shekhar Mehta decided to make the trip from the other side of the continent, with Rob Combes as co-driver, with a rather old and well-used Nissan 240 RS. Like the rally itself, Mehta is sponsored by Marlboro, so there was a pretty strong reason for his presence, with mechanics from both Japan and Kenya.

Another Kenyan pair to take part were David Horsey and David Williamson, current Kenyan Motor Sportsmen of the Year. Having won the Total Zimbabwe Challenge, they were sharing the lead of the African Rally Championship with three others, and the Mombasa builders of their Peugeot 504 pick-up quite rightly felt that winning such a series would provide them with considerable prestige. The Ivory Coast Rally was the first of two remaining qualifiers; enough reason for Horsey to make the trip, along with mechanics from both AVA, assemblers of the pick-up, and Marshalls Ltd., Nairobi's Peugeot importers.

That was about the strength of the foreign contingent. The best local drivers were Alain Ambrosina in an Opel Manta 400

*CROSSING a typical African bridge is the best of the local drivers Alain Ambrosino who made fourth place in his Opel Manta 400.*

which had been supplied by the factory, Eugene Salim in a Mitsubishi Lancer Turbo, and Samir Assef in a similar car.

The start list numbered 51, but just as in previous years there were some very unlikely-looking cars in the line-up. To keep World Championship status for the following year, each round has to attract at least 50 entries, and it is undoubtedly the case in the Ivory Coast that numbers are made up by the inclusion of cars which are not intended to go further than the first few sections. The organisers know it, the competitors know it, pressmen know it and even the FISA inspectors cannot have failed to spot it, but it has nevertheless been allowed to continue.

To illustrate the point, only 14 of the 51 starters made it to Bondoukou, halfway through the first leg. Presumably, most of them had gone a respectable distance, taken off their numbers and gone home. One early "retirement" was Kenyan engineer Sorinder Singh driving Mehta's practice car. He started at number eight, but the numbers were off almost before he had left Abidjan, and he assumed the role of chase car.

Although the Ivory Coast has a good network of tarmac trunk roads, its minor roads are nothing like those of Kenya; nor are they as numerous. The countryside is generally more vegetated, there are hardly any mountains to speak of, and the changing character of the bush tracks makes it very difficult indeed to achieve a driving rhythm. Both this and the Safari take place in Africa, and neither uses special stages, but that is where the similarity ends.

The rally started and finished at the seaport of Abidjan, commercial centre of the country, but its two substantial rest halts were at Yamoussoukro, two or three hours drive away to the North along a good tarmac road. The president's birthplace, it is the official Capital, but it's not difficult to understand why the palatial Hotel President, standing out as an imposing but lone landmark, is rarely used to its full capacity.

The first leg made a loop to the North-East, close to the border with Ghana, the second a loop around the middle of the country, and the third went south-westwards to the Liberian border, making two stops at the seaport of San Pedro. Between these stops was a long section in the Forest of Tai, the most difficult of the whole event.

Torrential storms during the weeks before the start had made practice difficult to say the least. Crews got stuck for varying periods, and some were not able to complete their notes. Half of the Tai section, for instance, was impassable for most of the time, and it was not until the end of the second leg that competitors were told that this would not be cancelled.

During the rally itself, the weather was mostly hot and dry, and the deeply rutted mud baked hard into car-breakers of the worst kind. The going turned out to be very rough, with clouds of dust to make eyes red, voices hoarse, and overtaking very hazardous indeed.

Just as expected, the two Audis forged ahead in the first leg, Blomqvist's Sport version in front and Mikkola's older and slightly longer car some five minutes behind. There was no duel between these two; they were running just as planned, Mikkola close behind to help his team-mate if necessary. Up above, of course, circled a Piper Aztec which acted as an airborne radio relay station for the team's communications.

There was such a gap between the Audis and the others that third place became a prized position to avoid any dust. Mehta and Ambrosino were closely matched in the fight for third position, and they changed places several times. Ambrosino opened a lead when Mehta had to stop to replace a broken fan belt which had wrapped itself around a pulley spindle. Later, Mehta had the chance to get ahead when Ambrosino's service stop took rather longer than his own, but his Nissan refused to start and whilst it was being pushed the local driver moved off, ahead of the Kenyan.

In the second leg, the Audi drivers stayed ahead without really having to drive at 100%, but some 60 kilometres short of a brief stop at the town of Divo, Mikkola felt a sudden rattle and the onset of very peculiar handling. For no apparent reason his front left strut had broken and he had to drive very carefully to Divo where the strut was replaced just before the control. The episode cost him about half a hour, but he was nevertheless in no danger of losing his second place.

Behind them, Mehta and Ambrosino were still playing cat and mouse, but Mehta finally got ahead when, perhaps overplaying himself to stay ahead, Ambrosino slid off the road at a hairpin. Mehta arrived just as he was manoeuvring to regain the track and, very properly, he let the Nissan pass before carrying on with his recovery operation.

Various repair jobs were undertaken at the end of the leg, many of them precautionary of course. Axles and suspensions were getting most attention, whilst Blomqvist had half of a propshaft change before the control, and the other half after the restart the next morning. When his Quattro was driven into the closed park, it was actually a front-wheel-drive car!

There had been several complaints concerning the inaccuracy of the roadbook, and of controls which were several kilometres from where they should have been. At one place, where the route had been changed due to impassable flood damage, there were cars using a tarmac road in both directions in search of the control, and it reminded us of the decoy tactics sometimes used by the organisers of "hunt



*THERE was far more dust than mud, but here Shekhar Mehta finds some in his well used Nissan 240 RS which finished third.*

the marshal" night navigation trials. One astute competitor realised that a misplaced control could be turned to his advantage, and he was able to take a tarmac road to avoid a dirt track, and still arrive at the next control from the correct direction.

In the third leg the confusion worsened. In the Forest of Tai the roadbook just would not tie up with the road, and both Blomqvist and Mikkola took wrong roads. They milled around for some time, but eventually found their way out, happily still in first and second places, although it had been a close thing. The situation had been even more tense because earlier Audi's radio aircraft had returned to San Pedro airfield with dangerously low fuel pressure to the starboard engine, and the team was without proper communications until the Aztec was repaired and airborne again.

Mehta, too, was not happy with the situation, whilst Salim encountered a fallen tree and had to round up some villagers to use saws and axes to clear it. Horsey found his way similarly barred, but he chose the natural solution; with similar aid, his pick-up was manhandled over the obstruction! With tales of Safari tenacity obviously in their minds, he and Williamson got first the front of the car up on the hefty trunk, then they used see-saw tactics to raise the rear, which was finally dropped to ground level.

Alas, the long delay was too much for Horsey's maximum lateness to stand, and he got out of the forest just three minutes over his limit. However, he was allowed to continue in the rally because he complained of the bad routing in the Tai, the matter being left to be decided after the finish at Abidjan.

Meanwhile, unknown to Horsey, the front runners had also complained, even lodged an official protest written in French by Mehta and signed by Arne Hertz. The Kenyan privateer was thus in good company

although he did not get to hear of this until he got back to Abijan, via more misplaced controls and consequent confusion.

Something of a diversion was caused at San Pedro when Michèle Mouton, who was there as part of the Audi team, was whisked away from a restaurant by police who alleged that she had insulted one of their senior officers. It was quite farcical, though unpleasant for her at the time, but reason was fortunately brought to bear and she was released after a few hours.

At Abidjan on the Sunday morning the first four cars arrived in a group, having been bunched some 40 kilometres before the city, and the other two some time later. When Horsey got in he was asked to stay to be on hand when the stewards called him for a hearing. It was quite disgusting that he and his co-driver were kept hanging around all day and most of the evening, still grimy and tired, whereas earlier arrivals had been allowed to go off to their hotels to sleep.

The stewards' hearing took so long that the prizegiving was delayed, but eventually, after argument and counter-argument, they cancelled the troublesome section of the Tai, and various other sections where controls had been in the wrong place. The outcome was that there were six finishers rather than four, and Horsey, now leading the African Rally Championship, must stand an excellent chance of becoming Champion. Final round is the Rwanda Rally early in December. If he takes the title it will delight the AVA company at Mombasa, whose executive happens to be Safari clerk of the course Peter Hughes.

We have always marvelled that the Ivory Coast Rally should be allowed to remain in the World Championship. It has so many shortcomings that FISA's inspectors have either not known where to look, or chosen to look elsewhere. It could so easily be made substantially slicker, but now that its mediocre reputation has been established for so long, it would take considerable time and much persuasion to convince anyone that it has been improved at all.

Stig Blomqvist has, with the aid of co-driver Björn Cederberg, become World Rally Champion, a title he has thoroughly deserved from the time he drove underpowered Saabs and beat drivers of much more powerful cars. But having clinched the Championship, Audi will not be entering him in the Lombard RAC Rally of Great Britain, which will be taking place as this issue of MOTOR SPORT goes to press. G.P.

#### RESULTS

|     |  |              |
|-----|--|--------------|
| 1st | : S. Blomqvist / B. Cederberg (Audi Sport Gp B)    | 5 hr 24 min  |
| 2nd | : H. Mikkola / A. Hertz (Audi Quattro Gp B)        | 5 hr 46 min  |
| 3rd | : S. Mehta / R. Combes (Nissan 240 RS Gp B)        | 6 hr 28 min  |
| 4th | : A. Ambrosino / D. le Saux (Opel Manta 400 Gp B)  | 7 hr 03 min  |
| 5th | : D. Horsey / D. Williamson (Peugeot 504 p/u Gp B) | 13 hr 58 min |
| 6th | : P. Tauziac / L. Cournil (Mitsubishi Colt Gp A)   | 24 hr 14 min |

51 starters, 6 finishers

# THE TOP TEN — and the Ten Worst, British Cars

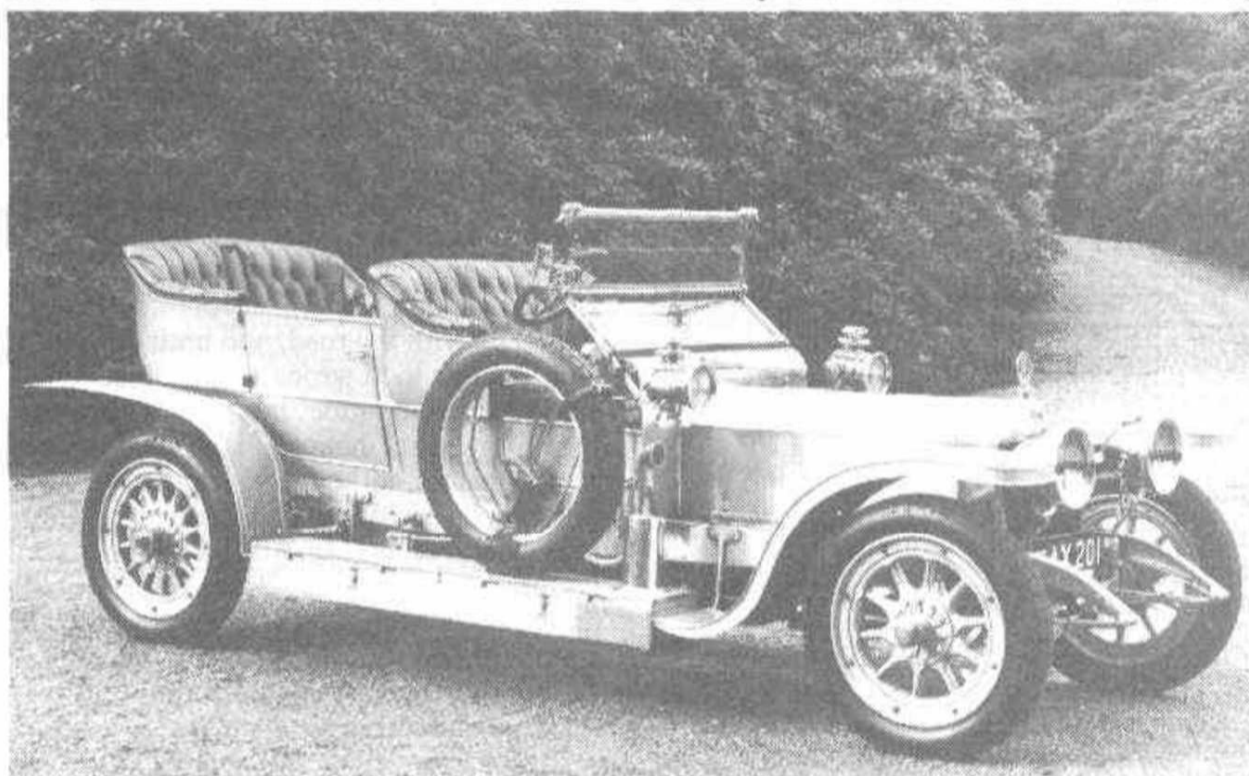
THE 100th Anniversary of the birth of the motor car, even though there is a divergence of opinion as to when this comes up, will undoubtedly concentrate motoring history in a spate of articles, books, rallies and gimmicks. It has already caused a famous Sunday newspaper supplement to embark on an ingenious interpretation.

The paper involved was the *Sunday Telegraph* which got its *Telegraph Sunday Magazine* to assemble a panel of experts and ask them to vote on which were the 10 best and 10 worst British cars made during the past century, the outcome to be revealed in its issue of October 21st, at Motor Show time. An ingenious idea, if a very difficult nut to crack. The task was put in the hands of freelance journalist William Foster, a writer more at home with wine and food than motor cars, who was prepared to travel all the way from Surrey to Hereford by train to interview me. A girl with the delightful and appropriate name of Genevieve Clarke masterminded this rather improbable ploy, which took some time to assemble, having been mooted late in 1983.

The panel chosen consisted of Lord Montagu of Beaulieu, John Langley of *The Daily Telegraph*, Courtenay Edwards, late of *The Sunday Telegraph*, Anthony Curtis, Editor of *Motor*, Ray Hutton, BSc, then Editor of *Autocar*, and Rob Lowthian, Editor of *Drive*, and myself, as Editor of *MOTOR SPORT*, of the motoring writers, and Stirling Moss, of whom it was stated that he had won 222 of the 494 races, rallies, etc he drove in, between 1947 and 1962. In the published findings we were quoted as driving, respectively, the following cars: a Daimler, a Rover 2600S, an MG Metro, a Rover 3500SE, a Jaguar XJS, a Citroën BX16RS and an Alfa Romeo-6. This panel was asked to draw up lists of what it regarded as the 10 best and worst British cars, and later a luncheon was held at which these lists could be discussed. The choices were somewhat surprising, in my view, and it would be invidious to publish the individual lists. I never saw Lord Montagu's list, but I understand that he was in favour of the later Rolls-Royce Silver Ghosts (an historical inexactitude), would have put the Daimler in the "best 10", and admitted a romantic attachment to the Jowett Javelin, which, however, was berated for its big-end failures by another panel member. One of the panel thought the Mini one of the most innovative cars ever made but another saw the Morris Minor 1000 as rather ordinary. Moss thought the Lotus Elite an absolute stunner even if it leaked and its doors fell off. He also thought the Range-Rover greatly over-rated but put many sports cars in his list, the Marendaz Special no doubt because of the trials successes his mother

had with one. Incidentally, Stirling described the MG-C as "quite simply the worst car I ever drove", which may well cause some surprise.

This is how the preliminary voting went, not including my choice. *The 10 best*: BMC Mini, 5; 1922-32 Austin, 7; Ford Cortina, 4; Rolls-Royce Silver Ghost, Range-Rover, MG TC, E-type Jaguar, 3; blower 4½ Bentley, Squire, 2; Ford Y 8 hp, Jowett Javelin, 4½-litre Bentley, Model-T Ford, Austin-Healey, Healey Sprite, Frog-eye Sprite, Jaguar XJ6, MG Metro, HRG, Mk7 Jaguar, Lotus Elite, Mini Cooper, Jaguar XK120, Jensen Interceptor, V12 Lagonda, Marendaz Special, 1901/4 twin-cylinder Lanchester, Speed Six Bentley, 16 hp Riley Kestrel, Lotus Elan, Rover 2000, V12



THIS 1907 ROLLS-ROYCE SILVER GHOST, actually built in 1906, was judged one of the best ten British cars. But is it really superior to later models, up to the present Silver Spirit for instance?

Jaguar, Lanchester 40, 30/98 Vauxhall, Bristol, Rolls-Royce P2, one for each. *The 10 worst*: Early Ford Zephyr, various, 5; Lea-Francis Lynx, Ford Consul Classic, Vauxhall Victor MkI, Nash-Metropolitan, Austin Allegro, Austin Princess R, 3; Farina-bodied Austin and MG BMC saloons, Burney streamline, early Bond 3-wheeler, Triumph TR7, Maxi, Austin Princess 2200, Morris Marina, MG-C, Fairthorpe Atom, SSII, 1930s Hillman Minx, Rodley, Ford Cortina MkIII, AC Invalid car, Austin A35, Vauxhall Wyvern, reverse-rear-window Ford Anglia, Bond Equipe, Bond Bug, Hillman Imp, Trojan, 1928 10/25 hp Rover, Rolls-Royce limousine, Bentley Continental, one for each. Well, there's no accounting for tastes. The last two were considered bad in the opinion of a very famous driver. . . !

The problem as I saw it, if the thing could ever be resolved, was being asked to name

individual cars, presumably for purposes of ultimately illustrating the piece with definites. At first I had gone for companies, as well as cars, with my reasons for selection appended, as follows:

## Best Ten

**Rolls-Royce.** Because it has retained the accolade of "The World's Best Car" from 1907 to the present day.

**Bentley.** For its great racing successes at Le Mans and elsewhere up to 1930, the 8-litre that troubled Rolls-Royce, and the present Mulsanne Turbo.

**Sunbeam.** Because the Wolverhampton-built models had Rolls-Royce quality and on behalf of the many competition successes, first British car to win the French GP, first to achieve 150 and 200 mph, successes carried on by the Rootes' Sunbeams.

**Lanchester.** Far in advance of other horseless-carriages at the dawn of motoring and a post-Armistice rival to the 40/50 hp

Rolls-Royce, with the overhead-camshaft Forty and straight-eight.

**Daimler.** For spreading the message of automobilism in Britain from the pre-1900 days, and because for so many years it was the Royal Car. Also for perfecting the vee-twelve-cylinder sleeve-valve engine and introducing the fluid-flywheel / pre-selector transmission.

**Jaguar.** For the sheer value-for-pleasure given by models like the XK120 and E-type, the excellence of its twin-cam six-cylinder and modern V12 power units, and its succession of Le Mans victories.

**Morris.** As supplier of sound cars, mostly, for the British motoring masses, and for Sir Alec Issigonis' Mini Minor that changed the whole small car concept the World over.

**Alvis.** For excellent sporting motor-cars down the years and not being afraid to innovate with front-wheel-drive, all-

synchromesh gearboxes and independent front suspension.

**MG.** For bringing sporting cars within the reach of the less well off and cocking-a-snoot at foreign opposition in important races, like the TT and Mille Miglia, etc.

**Rover.** For the satisfaction this value-for-money make represented in Betjeman land for many years, the successful gas-turbine cars, and the fact that the modern Rover 3500 represents the thrifty executive's Silver Spirit.

#### Worst Ten

**Arrol-Johnston Victory Model.** Intended to represent a brave new post-Armistice car it was an unmitigated failure, even the one lent to HRH The Prince of Wales for a tour having to be ignominiously recalled.

**Nomad (or Gnome).** For the audacity of perpetrating a badly-cooled two-stroke single-cylinder engine, a dummy radiator that fell off, friction-drive and absence of any springs, all in one car as late as 1926/7.

**Seaton-Petter.** In respect of general crudeness and an endearing habit of shooting backwards without warning, due to its self-reversible two-stroke engine.

**Trojan Mastra.** For failing to live up to the successful utility-car qualities of its Trojan forebears.

**MG Twin-Cam.** Because it proved such a disappointment from so promising a specification and the Abingdon engineers really should have been able to get it right. . . .

**Burney-Streamline.** Because it was a car that tried to be too clever.

**Early Bond Three-Wheeler.** One got so tired of shaving whiskers from the only spark plug and of its steering pulleys falling off.

**Stoneleigh.** Because even the skilled Armstrong Siddeley engineers soon sneered at it and who wants to drive sitting centrally with the passengers behind one?

**Lea-Francis Lynx.** A dreadful parody of a famous make.

**Pennington.** There were better autos, even in 1898!

Required to list *specific cars*, I named the ten best as Rolls-Royce Ghost, Shadow or Spirit, 8-litre Bentley, 20/60 or 25 hp Sunbeam, straight-eight Lanchester, 35/120 hp or 50 hp Double-Six Daimler or any vintage Royal Daimler, E-type Jaguar, Morris Mini Minor, 4.3 Alvis, 18/80 hp or supercharged K3 MG Magnette, and Rover V8 3500, giving as my ten worst cars the 1919 Arrol-Johnston Victory model, the Gnome or Nomad cyclecar, the Seaton-Petter, the Trojan Mastra, the twin-cam MG, the Burney Streamline, the Bond 3-wheeler as first made, the Stoneleigh, the Lea-Francis Lynx and the 1896 Pennington 3-wheeler, for reasons given in my "companies" list.

Clearly Foster was in for a rough ride. I was unable to attend the luncheon discussion and understand the tape of it to



FEW WOULD GRUMBLE with the TSM panel's inclusion of the E-type Jaguar as one of Britain's best ten, although Stirling Moss argued that the Jaguar XK120 came 30 years earlier (12 actually) and was "the most outstanding car ever produced".

be unintelligible, but see I am quoted "as far preferring a Land-Rover to a Range-Rover", whereas what I actually remarked was that the Land-Rover should be linked with the Range-Rover. It would be ungrateful if I did, because it was a Range-Rover that once got me to the very summit of Cader Idris!. The difficulty of the task was perhaps best emphasised when the vintage Lanchester motor-carriages "won" against the Lotus Elite . . . Anyway, you should find the piece well worth reading, and by courtesy of the *Telegraph Sunday Magazine*, I am able to give the final placings:

#### Ten Best

- 1959 BMC Mini
- 1956 Morris Minor 1000
- 1922-32 Austin 7
- 1970 Range-Rover
- 1961 Jaguar E-type
- 1930 Bentley 4½-litre supercharged
- 1907 Rolls-Royce Silver Ghost
- 1947 Jowett Javelin
- 1973 Jaguar XJ6
- 1928-29 Lanchester

#### Ten Worst

- 1960 Lea-Francis Lynx
- 1957 Vauxhall Victor Mk I
- 1951 Bond 3-wheeler
- 1966 Ford Zephyr Mk 4
- 1964-68 BMC Princess R
- 1931 Burney Streamliner
- 1962-63 Ford Consul Classic
- 1967 MG-C
- 1922 Trojan
- 1925 Nomad cyclecar

As I have said, you should read the text of their article to understand better some of these decisions, but it seemed very surprising to me that the Daimler is not included as one of Britain's ten best cars, in a survey covering the last 100 years of the automobile. The omission of Napier, Sunbeam and MG is odd, too, remembering the valuable motor-racing prestige these makes gave this country. Of the worst ten, I

would not have thought these Farina-styled Austins and MGs, etc, of the BMC era, which one person would have included, were all that bad but I am glad I got a cyclecar in the list, although it is a pity they illustrated a Tamplin but captioned it as a Nomad without springs — the Tamplin did have road springs of sorts, whereas the Nomad relied on its Dunlop balloon tyres for shock absorption. I certainly would not



THE PICTURE OF THE NOMAD (or Gnome) cyclecar which the TSM should have used — W.B.'s reasons for including it as one of Britain's worst are given in the text.

have put the earlier Trojans among the worst ten and think this came about because Courtenay Edwards played the old game of describing this make as "a boxy little saloon (there was no saloon model in 1922, Courtenay) with chain drive and solid tyres that took you, screaming with rage, all the way to the depot if your wheels got caught in the tramlines." Which must have sounded the death-knell for it to those unfamiliar with these admittedly unconventional cars. Incidentally, the one illustrated was a pneumatic-tyred tourer . . . And the Burney streamline shown is more correctly a Burney-Crossley.

But what a brave and clever feature for Fleet Street to have thought up, and to be fair, the TSM admits it is likely "to stir up a hornets' nest", as every motorist has his or her own idea on the subject. It should provide much discussion throughout the celebrations of the birth of the motor car which we shall soon have to suffer. — W.B.

## Birkett Six Hour Relay Race

THE 1984 750 MC Six Hour Relay Race finished up a five hour event. Having started promptly at noon, the event was well into its stride, with Ray Bellm's Chevron B19 leading handsomely on scratch, when Barry Smith spun and stalled his Turner at Becketts. Paul Edwards close behind in his Porsche RSR 3.0 could not avoid a collision, the Porsche limping back to the pits in a sorry state, but the Turner was in even worse condition and had dumped fuel and oil all over the track. The organisers stopped the race and re-started just over half an hour later at one o'clock.

The Six Hour Relay is a really splendid affair with 27 teams and 157 drivers taking part this year. It is the very essence of club racing and recently both Donington and Oulton Park hosted four hour relay races. Teams may now compete for points in this mini-series, the victory winning the Sir William Lyons Inter-Club Relay Challenge Trophy.

Most of the teams come from *one marque* clubs but the Ginettas had "guest" cars, all of which retired, leaving just three G4s. The Merry Fiddlers, racing Spridgets, all meet for their regular natters in a pub of that name. The two Morgan teams named themselves in honour of the make's 75th anniversary. One of the London CC teams was raising sponsorship for a new rescue unit — the team manager Geoff Divey wishing to return a favour having been cut from his car at Snetterton earlier this year. The Porsche Club of Great Britain fielded two strong teams, the club is becoming very active in competition having this year launched its successful Porsche Challenge. Formula Three driver, Ian Flux, was racing with the 750MC Racing and Technical Group — he'd given them a talk earlier in the year and the drive was their way of repayment.

At the re-start, Bellm once more shot into the lead but after half an hour his engine threw a rod. The Chevron team were never headed on scratch like last year, but had its fair share of dramas. The point of the Relay Race however, is that recognised winners are those who win on handicap. At the end of the first hour, the Merry Fiddlers (using only two of their team of cars) led the handicap from the BDC (Mk VI Specials), the Alvis Owners Club (who elected to race only its 4.3-litre-engined cars, four out of the seven in the team), the AC Aces (including one Alfa Romeo-powered car) and Team Turner.

There was little drama in the first part of the race. Dick Smith (Frazer Nash Super Sports) had a fuel pump go (as did Richard Dodkins' Chevron B8), while Ian Flux elderly Coombs 4C broke its engine mounts and the gear linkage fell apart, and despite both being repaired, the problems recurred



CHANGEOVER: the Austin Healey team transfer the velcro "baton" from incoming Sprite to outgoing Healey.

later.

At half distance, the Chevrons were way ahead on scratch, but Don Cressy's B8 had lost all its gears due to a broken adaptor plate. Then, on scratch, came Porsche "B", Clubmans 1600, Porsche "A", 750 MC R&T and the Alfa Romeo Owners Club. On handicap, though, the BDC led from the Alvis OC, Porsche "A", Team Turner, the Frazer Nashes and the Hobbits Wine Bar team (various Jaguar saloons and two E-Types) which was looking good for the Sir William Lyons Trophy, its nearest rivals, the TR Register and the Austin Healey Club not yet worrying them.

John Watson had lost the nose cone of his Clubmans Mallock — it was wedged firmly on the exhaust pipes of Peter Deans' Morgan +8. John Moore's fast Turner had expired, and John Liddle retired his Alfa Romeo with fumes in the cockpit, while the Imp engine in Lee Noble's Davrian had exploded. The catalogue of woe was building up. Unluckiest driver though, had to be Jack Bellinger who had twice replaced engines in his Morgan 4/4 in the previous fortnight, only to have a battery lead come off after three laps. Broken con-rods and fuel and water pumps were the main causes for retirement, the demise of David Scheldt's Stratos in a cloud of steam being a body-blow to Team Lancia.

With an hour to go, the scratch positions were Chevron, Porsche "A", Clubmans, Porsche "B", 750 R&T and Alfa Romeo. On handicap, BDC led Alvis, Porsche "A", Turner, Merry Fiddler and Hobbits. The Alvis team's position was highly creditable seeing that both Peter Woodley (Sports 4.3) and Brian Chant (Sports 4.3) had had to cope with punctures and the similar car of David Roscoe had a failed back axle. The Frazer Nash team, which had generally been in the top six on handicap, had slipped to seventh (Bill Fitzpatrick drove his TT Replica for three laps with no rear wheel bearings). The Austin Sevens were down to three cars all suffering from "worn bores

and loose blocks".

A fine battle between the Morgan +8 team, Post War AMOC, Ginetta and the TR Register continued in the latter stages. The Chevrons suffered more dramas, Don Prater's B8 experiencing overheating problems (traced to a loose radiator cap), while Peter Grant's B16 stopped at Becketts with only eight minutes to go. Still they handsomely won the scratch event from Porsche "B", Clubmans, Porsche "A" and the Alfa Romeo OC's team which put in a fine late run to pip the 750 R&T team for fifth.

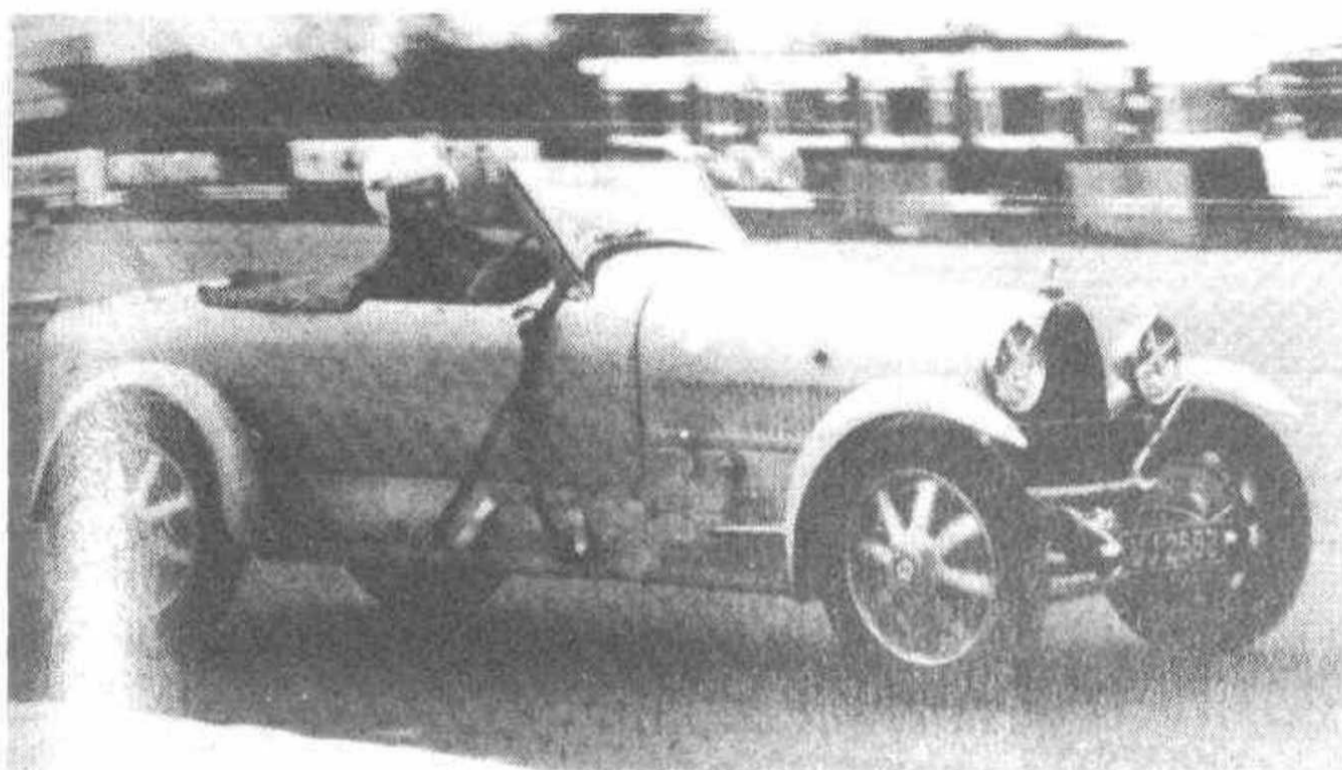
The Bentley Drivers Club team of Trentham, Grenville-Mathers, Bradley and Brewer won the main section, the handicap, by four laps from Porsche "A", Alvis (on the same lap), Merry Fiddlers, Team Turner and Frazer Nash.

The Hobbits had the misfortune to lose Ian Watson's E-Type two laps into his final stint but they achieved their aim of beating the TR Register (Reg Woodcock's TR5 running out of fuel with two laps to go) and the Austin Healey team. They therefore won the Sir William Lyons Inter-Club Relay challenge and the trophy was presented to them by the new chairman of Jaguar, Hamish Orr-Ewing, who had been a member of the BDC team in 1951 which was the last occasion on which the Bentley team had won the race. The Triumphs and the Healeys came second and third in the Challenge while fourth were the ladies' team of Vista Ad-Lib which, at Silverstone, finished ninth on handicap.

Everybody should experience these relay races, they are more than simply races, they are a *celebration* of the great tradition of British club racing. No matter how cynical one becomes when experiencing the antics prevalent in "higher" forms of racing, a few hours spent at these events restores your faith in the idea that motor racing can still be a sport — seriously fought competition leavened with humour, courtesy, camaraderie and fair play. — M.L.

# VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO  
OLD CAR MATTERS



*PROVEN? A Type 43 Bugatti, about which we wrote last month, won the VSCC Pomeroy Trophy Contest five times in all, thereby surely proving itself the ideal all-round vintage fast touring car. Here John Horton's Type 43 is seen in process of winning the 1980 event.*

## A Possible Yardstick

THOSE in the fortunate position of being able to afford to buy a good vintage, post-vintage thoroughbred or classic car have a difficult choice to make, as study of the many very covetable examples advertised each month in MOTOR SPORT underlines. For those in this difficult position there is a possible yardstick that might be applied.

Back in 1946, with things returning to normal after the war, the late Laurence Pomeroy, that colourful engineer-motoring writer who in 1947 became President of the VSCC, presented to that Club his Pomeroy Trophy. Pomeroy was the son of the late Laurence H. Pomeroy, the celebrated designer of the Prince Henry and 30/98 Vauxhall cars and subsequently the Chief Engineer of the long-established Daimler Motor Company. Pomeroy Snr had been largely responsible for efficient fast touring cars, in which light he saw the famous 30/98, and it was in his memory that "young" Pomeroy offered the Pomeroy Trophy. He was using at the time a fine 1914 Prince Henry Vauxhall given to him by its original owner, Mr T.W. Badgery, whose name he associated with the Trophy.

The Trophy itself was a fine, quite large model of one of the 1914 4½-litre Vauxhall Grand Prix racing cars, made by that master model-maker, the late Rex Hays. The rules

governing the contest for which this Trophy was the top award were complicated but ingenious, evolved by Pomeroy and his friend Cecil Clutton, with the intention of picking out from among the competing cars the best kind of fast touring-car. All therefore very much in the image of the illustrious automobile engineer, L. H. Pomeroy of Vauxhall and Daimler fame. The VSCC confined its competitive events to pre-1941 cars, as is generally the case today, apart from special deviations, but the Pomeroy Trophy was to be open to cars of all ages, a brave move that did not therefore especially favour the 30/98 type of car. But Pom saw it as being won by the larger cars, so it was originally open only to those whose engine size exceeded 2½-litres. By combining speed tests with a road section over which petrol consumption would be measured, insisting on useable hoods to open bodies, and by applying a formula that even took into consideration such things as weight, dimensions of the bodywork etc, the hope was that cars approaching the ideal fast tourer, of whatever period, might emerge.

For a few years petrol-rationing remained and the Pomeroy Trophy had to be awarded to deserving Club officials. But in 1952 all was set to run the competition as planned. It embraced a one-hour High Speed Trial, a steering-test and a ¼-mile sprint at Silverstone, followed by a drive to

Cheltenham for a road-section in the Cotswolds on Sunday, during which petrol thirst was measured. In the book "The Vintage Sports-Car Club" by Peter Hull (Cassell, 1964) it is recounted how Pomeroy had entered his 1914 Prince Henry Vauxhall but was troubled that this effective motor car might win, thereby making it a case of "Give a thing, take a thing, no Man's plaything".

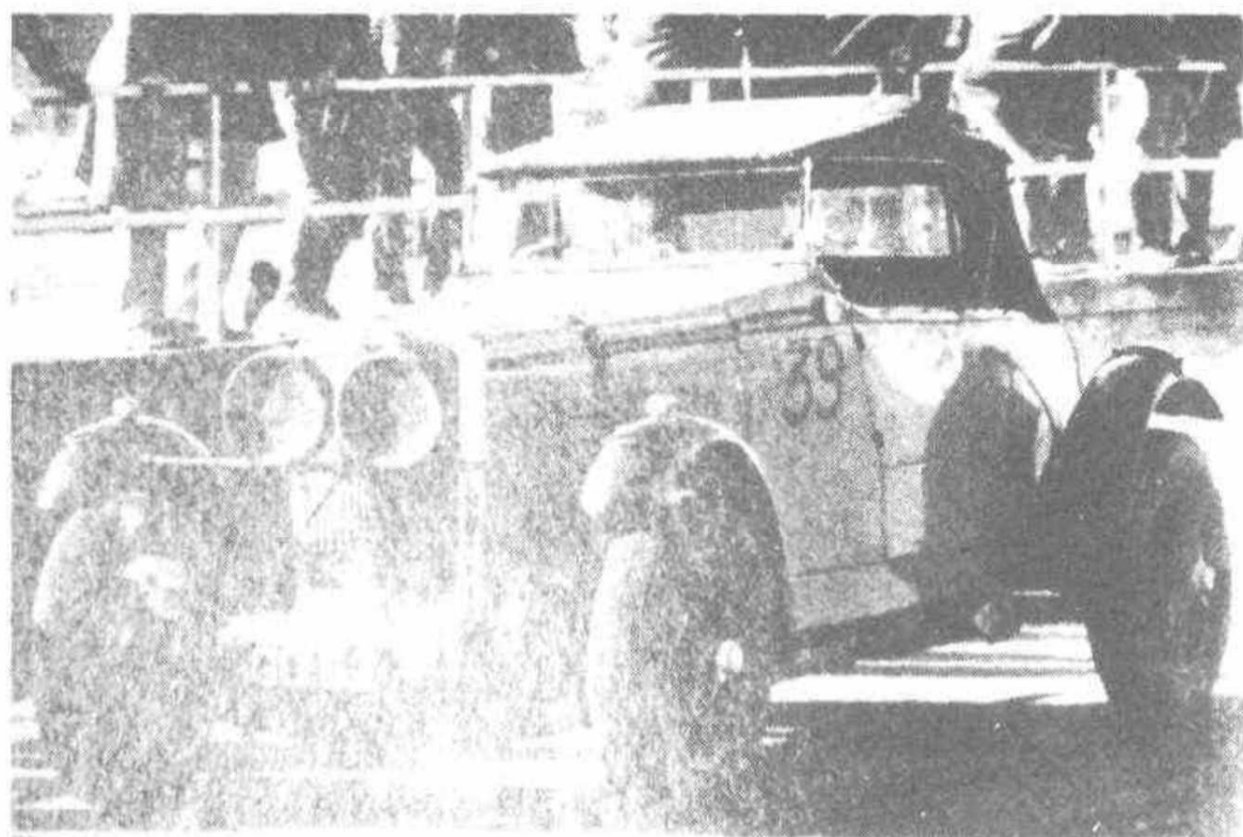
His anxiety was alleviated by Kent Karslake, who was to navigate for him, saying that he was sure to make a nonsense of the road-section, which should even things out no matter how well suited to the formula the ex-Badgery Vauxhall might be! In the event, Peter Binns's 1924 30/98 Vauxhall won this first Pomeroy Trophy contest, and Laurence Pomeroy must have been very satisfied and pleased with such an outcome. . . The purpose of the Trophy and the regulations governing it were justified and in general this has been the case along the years, as you will see in a moment.

The Pomeroy Trophy is still contested every year, under mainly the original rules, although there have been some alterations to the latter. Minimum engine-size changes have been introduced, the road section abandoned, and from 1973 the fuel consumption check was abolished, although it was re-introduced in 1975. On the whole, though, Pomeroy's original intention has worked out pretty well, which is why I am suggesting that those in the market for a car that can be used for fast road-work as well as a mild competition mount might do worse than use the results of the 31 VSCC Pomeroy Trophy competitions already held to guide their cheque-book hand. In more recent times there has been rather more emphasis, perhaps, on performance, with ss and fs ¾-mile times included, but steering prowess, braking, acceleration and high-speed reliability are incorporated and hoods still have to be erected. Looking at past Pomeroy's, it all seems to have worked out rather well. . .

Taking the winners by make, the list is as follows:

Bugatti: 9, Roesch Talbot: 4, Frazer Nash: 3, Alvis: 2, Sunbeam: 2, and one win each by Aston Martin, Bentley, BMW, Ferrari, Lancia, Lagonda, MG, Triumph, Reliant and Vauxhall. Which seems to embrace only motor cars of the superior sort! (It should be explained that the contest was abandoned three times between 1952 and 1984, in 1957 and 1973 due to a return of petrol rationing and in 1972 because of snow over Silverstone, as I well remember, as I had to hasten back to Wales before the intervening hills became impassable.)

Looking at the thing in slightly more detail, it is nice to see how often Pomeroy's formula pointed to desirable fast touring cars. After Binns had opened correctly by carrying off that Vauxhall model that formed the Trophy with his 30/98 the 1953



**APPROPRIATE AGAIN!** — Anthony Blight has won the Pomeroy Trophy Contest on four different occasions, driving two of his Roesch Talbots. Here he is seen in the braking test at Silverstone with Talbot 105, GO52, in the 1974 event.

event was won by John Vessey in a 1927 Lancia Lambda, which is surely a later-1920s car in the idiom of the earlier 30/98s? Then Jack Sears used his father's 1914 TT Sunbeam to good effect, winning the 1954 Pom. This may have tumbled the idea of a roomy touring-car taking the premier prize, but the car's technicalities were close to these of the Vauxhalls and Sunbeams that met in races before and after the war.

There was a bit of a jolt in 1955, when Benstead-Smith captured the Trophy in a Triumph TR2 but the thing returned to the norm in 1956, with an Alvis Speed-20 winning, driven by L. S. Richards. Nor can one be in any way disappointed over the following year's winner, which was C. Barker's 18/80 MG, for here was a 1930 car, just within the vintage dateline, that Cecil Kimber had surely planned as a notable fast tourer, and the theme was most convincingly continued in 1957, with a win for L. S. Michael's 1936 4½-litre Lagonda.

Bugatti domination of the Pomeroy Trophy contest began in 1960, with victory going to Ronnie Symondson's Type 57S, and no-one can grumble about that. Up to then, apart from the prowess of that TR2, all the winners had been pre-war cars, in keeping with the VSCC's normal principles, but in 1961 A. C. Doggett's 1956 DB2 Aston Martin scored, but who will deny that this is a desirable fast touring kind of car? Bentley boys are more likely to regard vintage Bentleys as sports cars but in the 1962 Pomeroy Jack Williamson proved that a 1928 4½-litre Bentley could double as a winning fast tourer.

Clever as the formula was, the out-and-out racing car endowed with road-going necessities was its match, given luck and a good driver, as Sears proved in

1963, when he won again in the venerable 1914 TT Sunbeam. Thus encouraged, maybe, Hugh Bergel took home the Pom Trophy in 1964, with his Type 35T Bugatti. But things were back as intended by 1965, with Sir Ralph Mallais the winner in his Le Mans 2.3 Alfa Romeo, a delectable sports / racing car capable of demonstrating these qualities not only for one hour at Silverstone but for a full 24 hours at the Sarthe . . . Anthony Blight has preached long and earnestly about the impeccable all-round excellence of Georges Roesch's bigger Talbots, so it was only fitting for him to show these qualities to apply to his 105/110 by netting the Pom Trophy in 1966 and doing so again in 1967.

Keith Hill's fast Silver Eagle Alvis put it across everyone else in the 1968 contest, this being an excellent example of British fast tourer, but Blight, again using Talbot BGH 23, scored his third triumph in 1969. Modernity came to the fore in 1970, when Neil Corner handled his Ferrari GTO beautifully, to put this make among the winners of the contest, and if this is a very different kind of motoring from that provided by an open 30/98, few would deny the appropriateness of its inclusion in a competition for all-round merit.

Writing last month about the Type 43 Bugatti, I remarked that it had won the Pomeroy Trophy more than once, as befitted such a splendid, fast, tourer. This was a distinct understatement, because after Cecil Clutton had begun it in the 1975 event, Type 43s won on four more occasions, proving, would you say, that they are the supreme all-round fast touring cars? Moreover, it took only two of the breed to do it, Hugh Conway in his Type 43 in 1975 and 1978 and John Horton in the ex-Clutton car in 1980 and again this year.

The rest of the Pomeroy Trophy winners to date have all been highly desirable motor cars. Michael Bowler demonstrated the rightful place in this scheme of things of his 1973 Sebring Frazer Nash in 1973, to which R. J. Joice added emphasis by winning the Trophy in 1981 with his 1953 Frazer Nash Le Mans coupé and doing it again last year when driving his 1951 Frazer Nash open Le Mans two-seater. (Note that so far no "Chain-Gang" Frazer Nash has beaten the Pomeroy formula.) Blight endorsed the Roesch Talbot's claim to supremacy under the Pomeroy rules with a win with his Talbot 105 GO52 in 1974, but a GP Bugatti rather dented the touring-car theme in 1976, when Bergel's Type 35T won for the second time. In 1979 Simon Phillips took the Pomeroy Trophy in a 1938 328 BMW, which, except for being a two-seater, is exactly the kind of car intended, equally capable on road or circuit. Finally, to date, Robin Rew, a determined competitor with a car which might even have become a cult for VSCC members in the post-war field, the Reliant Sabre Six, pulled it off in the 1982 contest, his fast coupé dating from 1963.

All in all, it does seem that the "Pom" is quite a reliable yardstick for those seeking to discover good all-round cars. I know the results have depended on what cars have filled the entry lists and that luck and good or bad driving must have affected them. Those who take it more seriously or have time to spend might draw up a marking system and see how it turns out, taking into consideration the first three cars placed in all these Pomeroy contests. As it is, I would suggest that the results may provide food for contemplation, by those about to browse through the advertisements at the back of *MOTOR SPORT*. — W.B.

**V-E-V Miscellany.** — At the NEC Motor Show reported last month Skoda exhibited their pre-1914 Lauren & Klement tourer and in the entrance foyer Motor-100 had a nice group of ancient vehicles which included Neil Corner's GP Auto-Union, a 30/98 Vauxhall, a 40/50 hp Rolls-Royce tourer, the 1907 TT Rover, a Ford V8 station-wagon, and the 1888 Benz three-wheeler from the Science Museum. Commercial vehicles were also represented, notably by the 1927 Scania. In the world of steam the colour front cover of the current issue of *Steaming*, official journal of the National Traction Engine Club, depicts the Sentinel DG4 truck beautifully restored by McMullen & Sons Ltd, the Hertford brewers, who used such steam-waggons from 1934 onwards. The magazine also illustrates the sole-surviving Tasker steam-wagon of 1924 vintage which will be the next restoration project of the Hampshire County Museum Trust, which has a collection of Tasker vehicles at Chilcomb House in Winchester. On the subject of brewery-owned steam waggons, Ushers own a 1937 Sentinel brewer's dray, in their livery, which attends steam rallies.



## The VSCC Welsh Event

THE VSCC ran another enjoyable event in Wales over the weekend of October 13th / 14th, driving tests on the Saturday and the Welsh trial contested over both days. The former, at Knighton, were less popular than formerly, with 14 entries and Howell's H6C Hispano Suiza a non-appearer. But the trial had an entry of 74, although Seymour Price non-started, his A7 having chewed up its crown-and-pinion as other babies chew rattles. I maintain that you cannot properly report driving tests, so suffice it to say that in the six interesting tests Mrs Ure's long Lancia Lambda demonstrated the benefit of a generous steering lock, which Fantom's 14/40 Humber lacked, and which also momentarily engaged two gears at once, but that MacMillan's Rolls-Royce 20, with a wheelbase five inches longer than that of the Lambda, took the only First-Class Award. Anson's 9/20 Humber gained a Second-Class Award, Green's 1928 two-litre Lagonda SM tourer a Third-Class Award, it also winning the *Concours d'Elegance*, by half-a-mark from Stimson's 1929 Riley 9 tourer. But the Tallylyn Railway Centenary Trophy for best overall performance went to Stimson. Johnnie Thomas courageously drove his 1904 Darracq, its radiator, but not its Lucas Autolite headlamps, protected by a frontal-mounted 810 x 90 Dunlop, and he got a plaque for his trouble. The "Huge Limousine" Trophy was not awarded but the owner of the immaculate and dignified Daimler that could have won it was seen spectating on the Sunday.

Dry weather had made most of the Sunday trials sections easy, so the final placings were decided mainly on the Saturday and early Sunday hills, Lloyds stopping many at the gulley, and the upper reaches of Railway hill proving unduly slippery. The Pilliths on the Sunday were more like speed hill-climbs than trials sections, but no doubt much enjoyed by drivers and onlookers in consequence! The A7s were a notable match for larger cars and it was young Winder's which was leading, until its petrol-pipe came adrift near the top of Pillith 1, letting Barry Clarke's replica-Hughes A7 into that position. Moffatt in the Type 13 Bugatti was third, the marks respectively 381, 373 and 368. In the big-car and specials category best performance was made by Grey's 30/98 Vauxhall, with 334 marks, from Holt's Silver Eagle Alvis (325 marks), with a tie for third place between Ghosh's 30/98 and Heath's 12/50 Alvis (324 marks each). Interest was lent to the proceedings by the entry of the 1917 Dodge, the Baughan cyclecar, the Crouch-Helix and Walker's Gwynne 8, and Di Threlfall in the Ford and Jolley's Austin 16/6 saloon seemed to be doing well. Rides suffered very bad luck when the fuel-tank drain-plug of his 4½-litre Invicta was knocked off while climbing Pant and the stream of petrol



POINTING THE WAY — J. Barwell receives instructions before tackling the next section of the Trial in his 30/98 Vauxhall.

somehow set on fire, the back of the car being badly damaged, although it was got home by rigging up a gravity tank.

Our last impression of this "Indian

Summer" day was seeing the high-ratio sprockets being refitted to Roger Collings' indomitable 1903 Mercedes Sixty ready for the run home. — W.B.

### Results

**Trial:** Bowler Trophy (Best performance): B. Clarke (Austin 7). 1st Class Awards: R. G. Winder (Austin 7), H. Moffatt (Bugatti), J. P. Evans (Austin 7). 2nd Class Awards: R. E. Reed (Austin 7), H. Spence (Lea-Francis Special), J. Fenner (Riley 9), R. Parker (Austin 7). 3rd Class Awards: W. S. Gordon (Austin 7), F. G. Giles (Frazer Nash), S. I. Mann (Austin 7), J. I.

Phillips (Alvis Silver Eagle). Smasher Trophy: W. B. Parker (Austin 7).

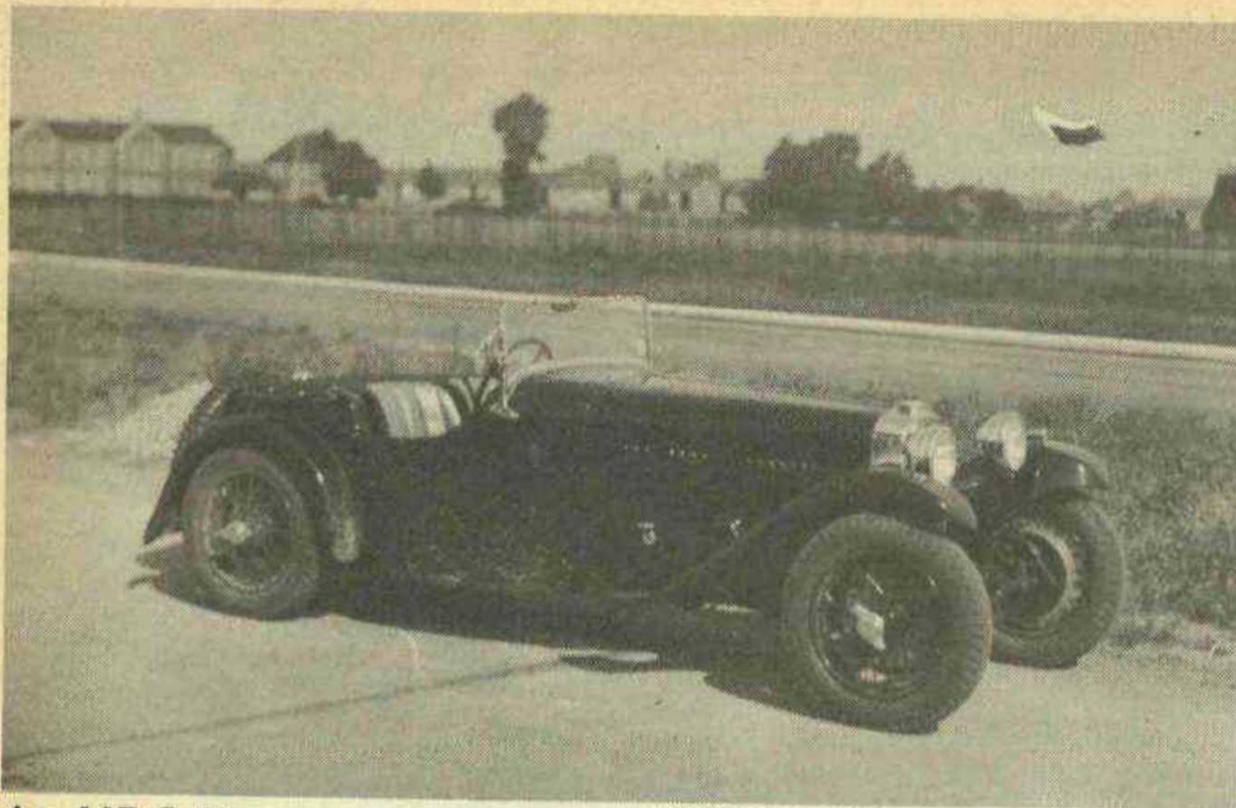
**Driving Tests:** Tallylyn Railway Trophy (Best performance): K. H. Simpdon (Riley 9). Edwardian Trophy: J. D. A. Thomas (1904 Darracq). 1st Class Award: D. MacMillan (Rolls-Royce); 2nd Class Award: R. I. Anson (Humber). *Concours d'Elegance* winner: D. S. Green (2-litre Lagonda).

## Enthusiasm!

THE OCTOBER issue of the official journal of the Vintage MCC contained an article by Ken Hallworth about his repeat of the historic Round the Coast ride of 1924, when Miss Marjorie Cottle riding a 2¾ hp Raleigh and the late Hugh Gibson on a 7 hp Raleigh sidecar outfit rode round the coast roads of Britain in opposite directions. A competition was organised as to the place where they would meet, which turned out to be at Skirlaugh, between Hull and Bridlington, the winner getting his estimates to within 19 miles. This year, in following the same route

on his 1929 3¾ hp Raleigh solo, Hallworth covered 3,400 miles, riding the entire distance himself, at 80 to 85 mpg, the only troubles having been two worn-out primary chains, breakage of a clutch lug, and having to grind-in the exhaust valve. Miss Cottle flagged him off and was at the finish in Liverpool, as was "Titch" Allen, founder of the VMCC (which today has more than 5,200 members) who in 1954 had done the journey on an Ariel Huntmaster combo. Hallworth, who was not out to establish any records, says he just did it in the spirit of what vintage vehicle ownership "is supposed to be about". How's that for enthusiasm?

W.B.



### An HRG Item

LAST SUMMER'S great Golden Jubilee of the VSCC will no doubt have pleasant repercussions that will last for a very long time. One such, so far as I am concerned, relates to seeing a blue HRG which I was told was carrying a plaque announcing that it was the car I road-tested for MOTOR SPORT back in 1937. Naturally this interested me but I could not find the owner. Thinking about it afterwards, I looked up the entry list and discovered four HRGs, so I asked Peter Hull which might be the one in which I was particularly interested. He suggested that it could be Peter Garland's (he also drives a 30/98 Vauxhall), which had had the distinction of winning the Jubilee Sporting Trial outright.

However, Garland told me that his HRG is not the one MOTOR SPORT tested but car no. A51, Reg. No. DCD 215, the first production HRG, built to the order of Harold Powell, one of the founder members of the VSCC. Harold himself had meanwhile confirmed this. He bought it in September 1936, when it was grey, with green chassis and wheels. Powell kept it until 1952, when marriage and a family made a larger car necessary. For a time it was in Bristol, but its subsequent history is a blank, until Roger Newton acquired it some four or five years ago. Garland badly wanted DCD 215 but it took him 18 persuasive months before Newton would part with it. With good reason, because his father, the late Jack Newton, had owned one of the fastest post-war HRGs, with which he used to compete at Shelsley Walsh and elsewhere. Naturally, Powell was delighted to see it win the VSCC Jubilee Trial.

All very interesting, but it wasn't the car I road-tested in 1937. It was suggested that the HRG I was seeking might be Tim Pipkin's blue car. However, Tim's car is Reg No EPG 735, the third production HRG, number A53, which once belonged to Tim Seccombe, and the plaque, put on it by

MOTOR SPORT's 1937 road-test car — "a genuine thoroughbred".

a previous owner, refers simply to performance figures I obtained with FPE 767. (I am indebted to Ian Dussek of the HRG Register for help in these matters.)

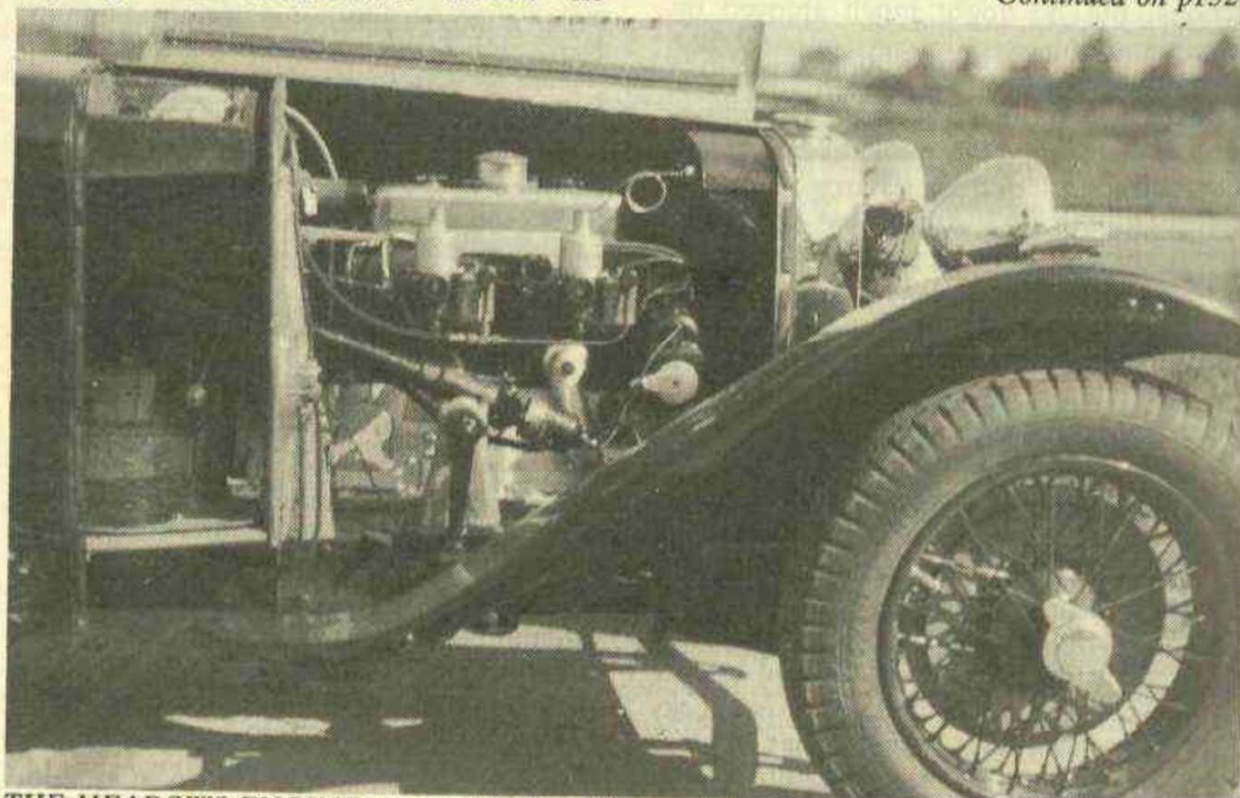
The HRG I actually road-tested before the war was car number A60, Reg No FPE 767. I was friendly with Ron Godfrey and used to call in at the HRG works from time to time, to see what was going on. I remember collecting FPE 767 from Tolworth and driving it down to the West Country in search of trials hills, cruising at a speedometer 80 mph for mile after mile. I found that this Meadows-engined HRG would climb New Hollow, Capstich and Ibberton, all well-known hills of the time, in second gear, at between 3,300 and 3,500 rpm, although bottom gear was used to clear the top of Ibberton in showers of gravel and pebbles. Hard-surfaced gradients like Zig-Zag and Middledown caused no

problems and on a fast ascent of the latter in third and second I hit the outside bank. Under these conditions there was a tendency for the engine to boil, although its cr was only seven to one and I was using Discol or Esso Ethy petrol; pinking was evident and the ignition control needed constant attention, although oil temperature did not normally go above 65 deg.

Later I took the car to Brooklands, to obtain performance figures. In those days we started acceleration figures from 10 mph, and the HRG was up to 50 mph in 9.8 sec, while 10-60 mph took 13.4 sec. A grass-clipping lap was done at 78 mph and when the car was allowed to use its own line round the Byfleet banking, this rose to 82 mph, but caused the soft Champion plugs to pre-ignite. Two up, the fs ¼-mile and ½-mile were done at exactly 88 mph. In those days road tests were of comparatively brief duration but in the two days I had FPE 767 I did 400 miles, no oil being required, the pressure at 40/45 lb sq in, and in the gears, going to 5,000 rpm, the maximum speeds were 26, 44, and 71 mph. The price? — £395.

I can still recall the very pleasant way in which the short, remote-control gear-lever sliced through the open, narrow gate for the Moss gearbox, the quick steering geared 1½ turns lock-to-lock, and the hard springing. I wrote at the time: "... if this report emphasises that the HRG is a genuine thoroughbred with outstanding performance and very interesting characteristics, we shall be more than satisfied. Suffice it, therefore, to say that Mr Godfrey has done his job well and given us a most refreshing motor car in this age of flashy, low-geared and generally 'pansy' small sports cars." In fact, the road-test report occupied just less than three full pages in the issue of MOTOR SPORT for June 1937. FPE 767 was later owned by Ken Farley, but was written off in 1960. So bang goes my hope of driving it

*Continued on p1522*



THE MEADOWS ENGINE was connected to a Moss gearbox.

# Black at midnight



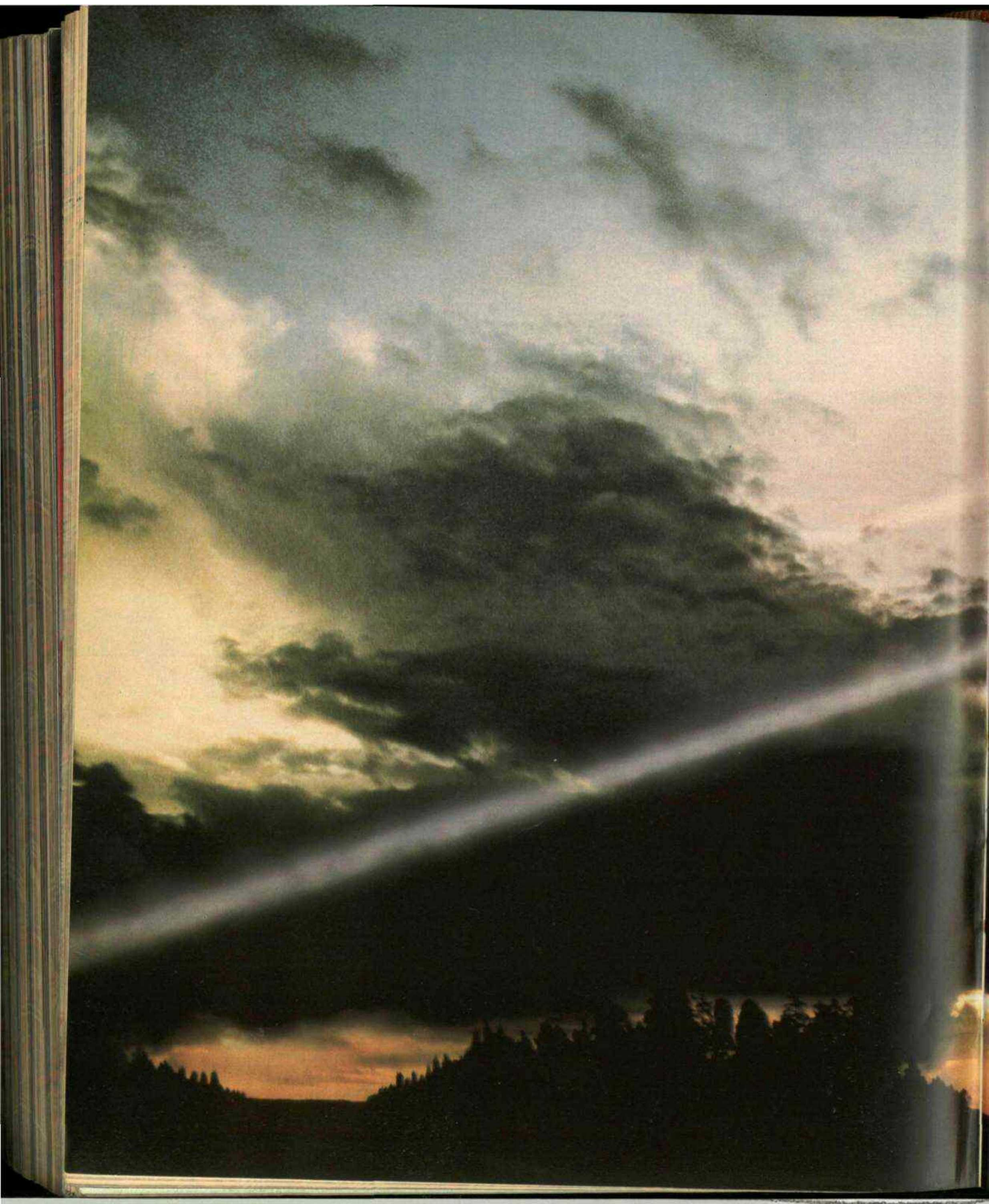
20 FILTER



John Player Special  
KING SIZE

JPS3BMS

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



IMAGINE THE FEELING,  
DRIVING A CAR BUILT BY  
A PLANE MAKER.

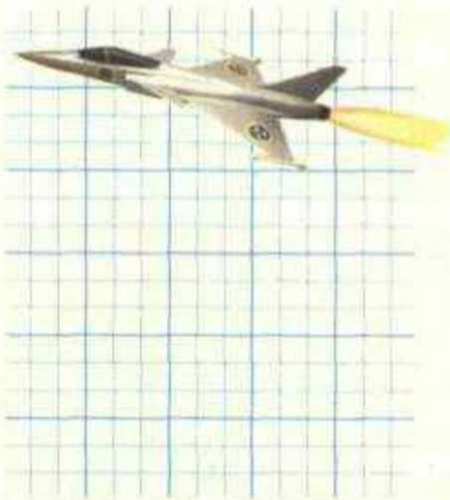




\* OFFICIAL DTP FIGURES: SIMULATED URBAN DRIVING 22.8 MPG (12.4 LITRES/100 KM), AT CONSTANT 56 MPH 39.2 MPG (7.2 LITRES/100 KM), AT CONSTANT 75 MPH 29.1 MPG (9.7 LITRES/100 KM). THE PRICE QUOTED (CORRECT AT TIME OF GOING TO PRESS) INCLUDES FRONT AND REAR SEAT BELTS, CAR TAX AND VAT BUT EXCLUDES SUNROOF AND REAR HEAD RESTRAINTS, DELIVERY, ROAD TAX AND NUMBER PLATES.

SAAB 900i • BODY: TORSIONALLY STIFF STEEL 2-DOOR SHELL • PASSENGERS: 5 • SPEED: 110 MPH • RANGE: 375 MILES\* • GEARS: 5  
STEERING: RACK AND PINION POWER ASSIST • BRAKES: 4 WHEEL DISC • SHOCK ABSORBERS: GAS FILLED • PRICE: £8,510

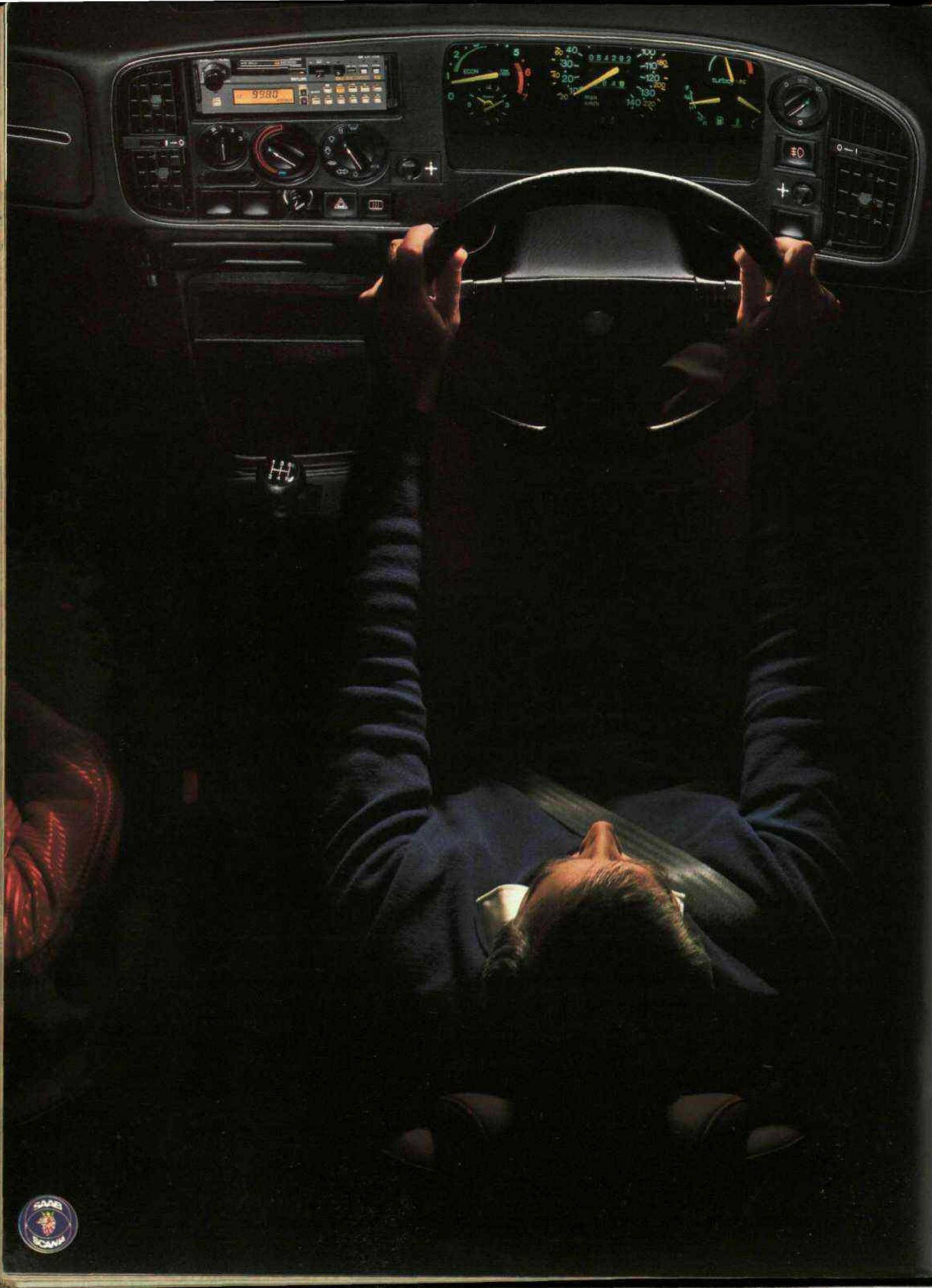
HE BANKED THE SAAB INTO A STEEP TURN.  
THE CAR'S LACK OF DRAMA NEVER CEASED TO AMAZE HIM...



**SAAB**

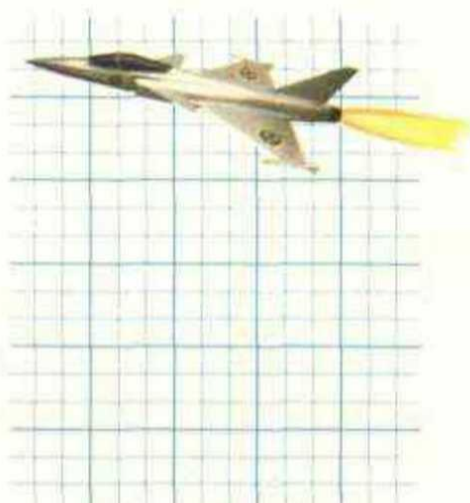
THE AIRCRAFT COMPANY

NOTHING ON EARTH COMES CLOSE.





SHE HAD CLIMBED DISMISSIVELY INTO THE PASSENGER SEAT.  
THEN, AS SHE SAW THE CONTROLS,  
SHE LOOKED AT HIM QUESTIONINGLY...



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SAAB 900 TURBO • DOORS: 5 • GEARS: 5 • STEERING: POWER ASSISTED • EXTERIOR MIRRORS: ELECTRIC, PLANE AND SPLIT LENS  
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## FLIGHT ENGINEERED

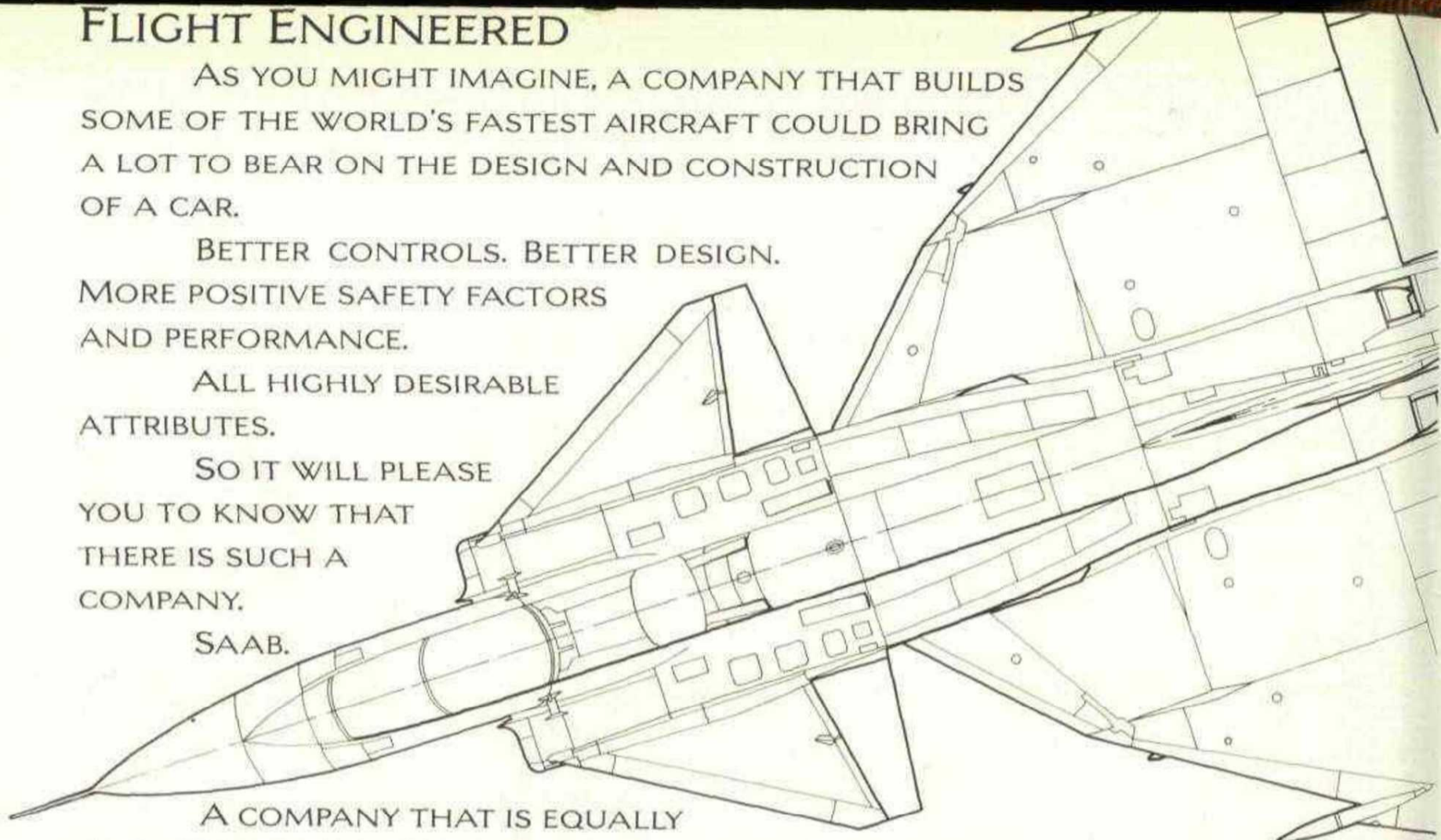
AS YOU MIGHT IMAGINE, A COMPANY THAT BUILDS SOME OF THE WORLD'S FASTEST AIRCRAFT COULD BRING A LOT TO BEAR ON THE DESIGN AND CONSTRUCTION OF A CAR.

BETTER CONTROLS. BETTER DESIGN.  
MORE POSITIVE SAFETY FACTORS  
AND PERFORMANCE.

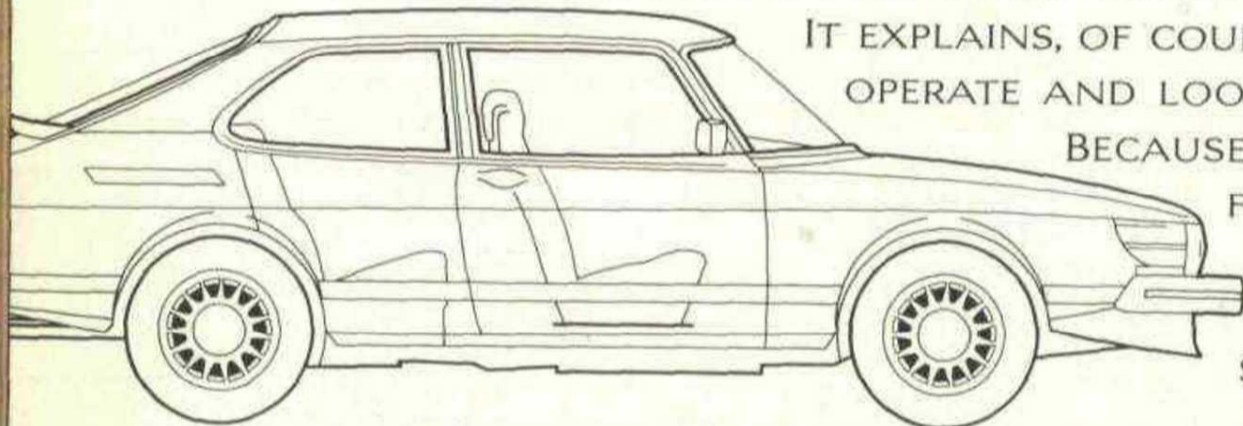
ALL HIGHLY DESIRABLE  
ATTRIBUTES.

SO IT WILL PLEASE  
YOU TO KNOW THAT  
THERE IS SUCH A  
COMPANY.

SAAB.



A COMPANY THAT IS EQUALLY  
AT HOME BUILDING FOR THE ROAD, THE AIR OR FOR SPACE.



IT EXPLAINS, OF COURSE, WHY THE CARS  
OPERATE AND LOOK THE WAY THEY DO.

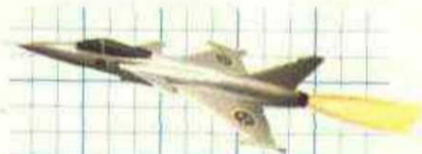
BECAUSE SAABS ARE DESIGNED  
FOR THE PILOT.

DIFFERENT. BUILT TO  
EXTRAORDINARY  
STANDARDS.

INSPIRED BY MORE FUNDAMENTAL INFLUENCES THAN MERE  
AUTOMOTIVE FASHION.

SO NEXT TIME YOU TAKE THE PILOT'S SEAT IN A SAAB  
AND YOU GET THE FEELING THAT THE WHOLE CAR HAS BEEN BUILT  
AROUND YOU, YOU'LL KNOW WHY.

IT HAS.



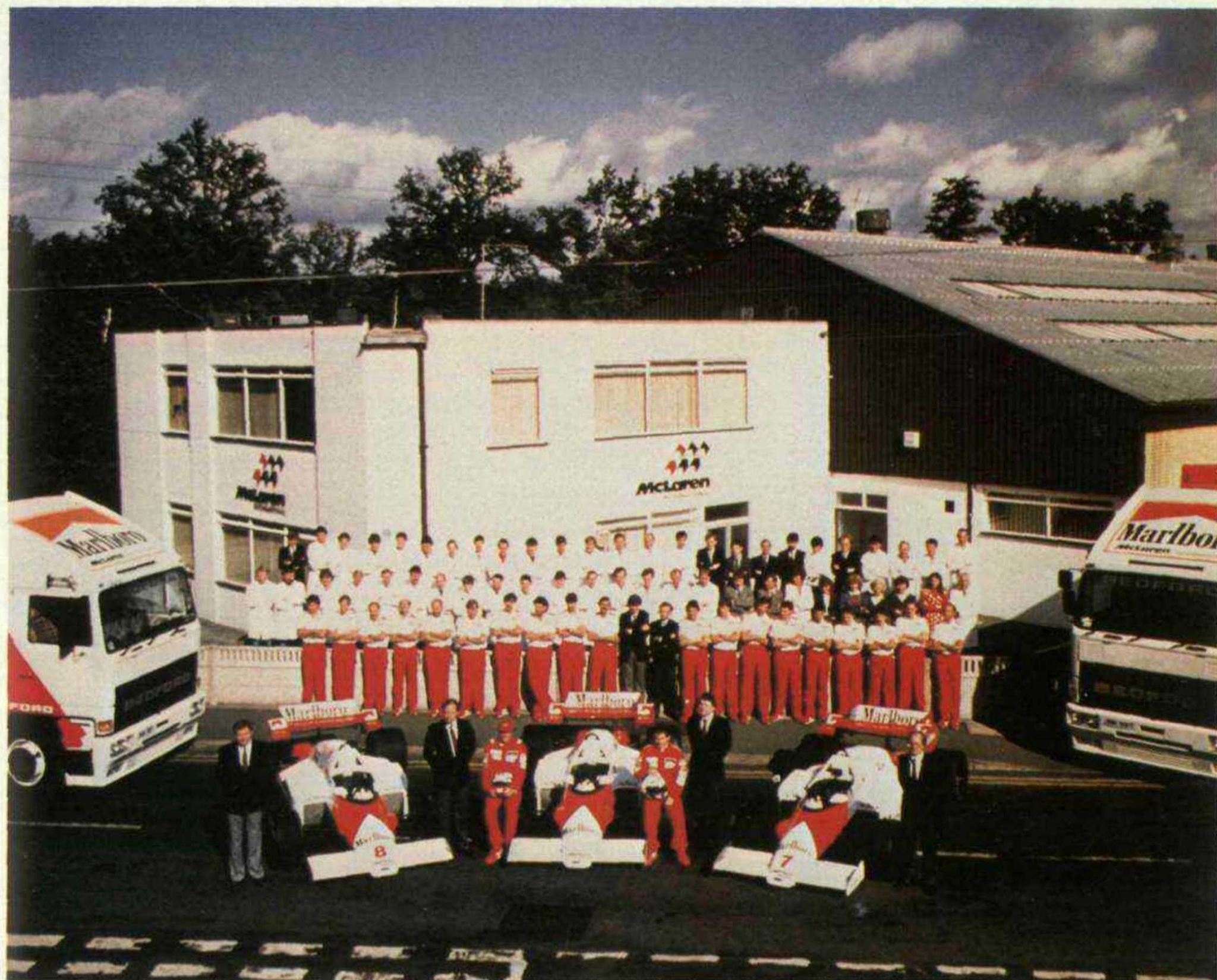
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# McLaren International — 1984



WHEN Bruce McLaren left the Cooper team and started his own company, called Bruce McLaren Motor Racing Limited, his main interest was Formula One racing, and though his team made a good name for itself at Indianapolis and in Can-Am racing, Bruce always insisted on Formula One being its major activity. He could see that technically Formula One was ahead of any other sort of racing and that the pace of development in Formula One was of such a high order that it kept his team really on its toes, so that it could tackle other forms of racing with comparative ease. He had a saying on his visiting card which read "WINNING ISN'T EVERYTHING — but it's somewhat better than finishing second".

After his tragic death in a testing accident at Goodwood in 1970 the team was kept going by his co-directors and associates, but much of the incentive and purpose behind the team had died with Bruce. There was a gradual decline, Denny Hulme and Phil

*THE McLAREN INTERNATIONAL personnel outside the Woking factory with the three team cars. In the foreground, left to right, are Creighton Brown, Ron Dennis, Niki Lauda, Alain Prost, John Barnard and Bob Illman. The front row behind consists of the race teams who look after the cars at the circuits, with Steve Nichols and Alan Jenkins in the centre. In the back two rows are the all-important people who remain at the factory building the cars, doing the design work and looking after administration. Missing from this line-up are the Porsche and Bosch staff who run the engine programme.*

Kerr returned home to New Zealand and eventually the team was taken over by two newcomers to Formula One. Ron Dennis had learnt his trade as a mechanic with Jack Brabham's team and had moved on to team management and ownership, becoming a strong force in Formula 2 and when he formed a partnership with John Barnard, who had learnt the art of racing car design with Lola, the old McLaren team, Chaparral and with a USAC team in California, he was ready to tackle the pinnacle of motor racing with an entry into Formula One. With their fellow directors Creighton Brown and Bob Illman, Dennis and Barnard took over Bruce McLaren Racing and moved it from Colnbrook to Woking and renamed it McLaren International.

The 1984 season has seen McLaren International win 12 out of the 16 World Championship races, four times being 1st and 2nd; it has won the Manufacturers Championship by a fantastic margin, and its drivers have finished 1st and 2nd in the Drivers World Championship. Bruce McLaren would have been proud of them.

Looking at the "Golden Book" of Grand Prix statistics we will see in due course that Prost won seven races this season, Lauda won five and the total score of points accrued by the two cars in the Manufacturers Championship was such that they had become unbeatable by the time the season was only two-thirds run. You could say it was a total annihilation of the opposition and complete domination of the

A dark, atmospheric photograph of an interior space. The walls are a deep, textured blue. On the left, there is a vertical metal screen with a complex, organic, lattice-like pattern. In the foreground on the right, a dark, curved metal object, possibly a chair or part of a table, also features a similar intricate pattern. The lighting is low, creating deep shadows and highlighting the textures of the walls and metalwork. The overall mood is mysterious and somewhat somber.

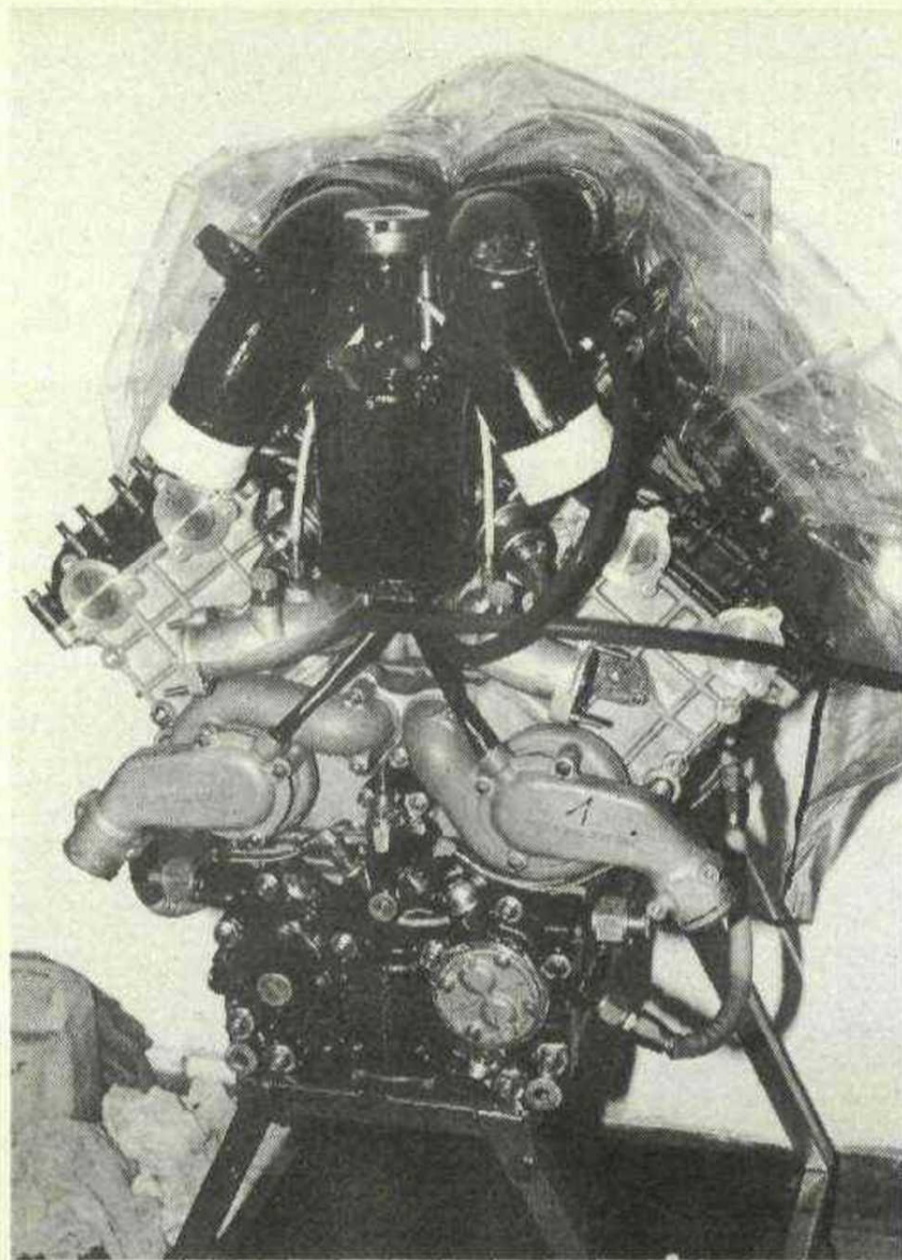
SF 157

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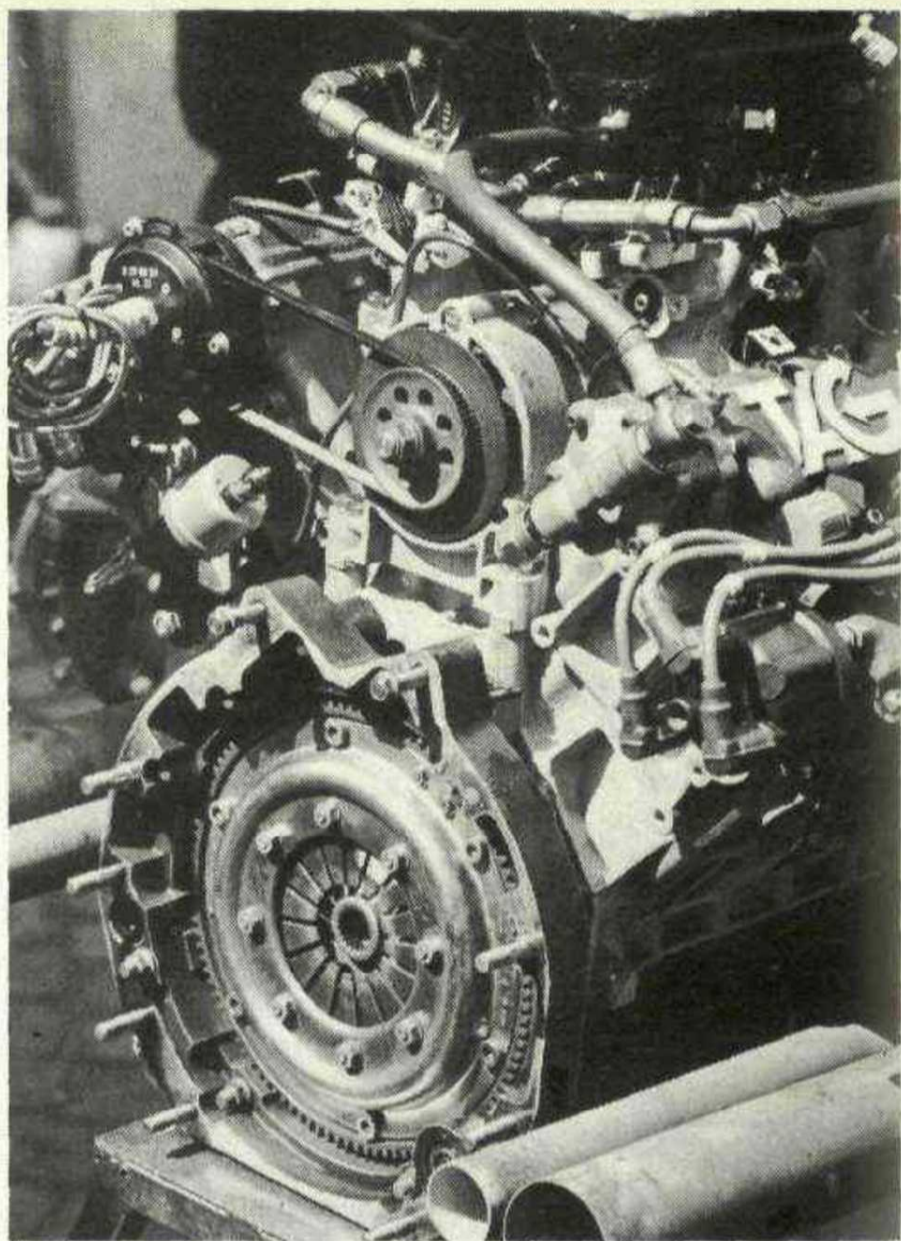


*FRONT VIEW* of the V6 turbocharged 1 1/2-litre engine designed and built by Porsche for TAG Turbo Engines, used so successfully in the McLaren MP4/2. Prominent are the two water pumps, one to each half of the engine, which caused a few problems in the early part of the season. Note the 80° angle between the two banks of cylinders. On top of the engine are the two collector boxes fed with compressed air from an intercooler on each side of the car, these boxes feeding the inlet ports where the petrol injectors are situated.

Formula One scene, and to the casual glance that would be true. Like most things nothing is as simple as that and throughout the season McLaren International has had its dramas, mistakes, frustrations and all the other problems that beset a team whose major objective is to win. These things have been no more nor less than any other of the top teams, but McLaren International has shone through and succeeded when it really matters, as the chequered flag comes out. Its weapon for the 1984 season has been the MP4/2 designed by John Barnard in close co-operation with the Porsche firm who provided the power for the car. The MP4/2 has a carbon-fibre composite (CFC) monocoque developed from Barnard's first car for McLaren International which used the Cosworth DFV engine, and the suspension and running gear is little changed from that initial design, as are the basics of the aerodynamics. The monocoque is made for McLaren by Hercules in the USA and many other components in CFC are made "in house" in the Woking factory of McLaren International. Porsche designed

and built the V6 turbocharged 1 1/2-litre engine during 1982/3 to the specification and requirements laid down by Barnard, especially as regards to overall size, weight and structural details to fit into the chassis design of the MP4/2.

When the project was started Phillip Morris, the Marlboro cigarette firm, was the principal financial backer of the team and obviously a project like the Porsche designed engine was going to cost a lot more money, so Dennis formed a partnership with the Saudi Arabian firm of Techniques d'Avant Garde (TAG) to set up a firm called TAG Turbo Engines, and this firm took on the responsibility of funding the Porsche engine project. As far as Porsche were concerned the initial order to design and build a turbocharged Formula One engine was merely another outside project to be tackled by the Research and Development Centre at Weissach to the west of Stuttgart. A large part of the work done at Weissach is for outside firms, in all branches of the motor industry and in other spheres, so that this Formula One project was treated in



*THE REAR END* of the TAG Turbo Engine built by Porsche showing the AP diaphragm clutch mounted on the flywheel. The starter ring is unusual in today's Formula One engines. There is a compressed air operated starter motor in a special housing cast into the crankcase, just behind the exhaust pipes in this photo. The starter motor is operated by an external air line, but there were plans for an on-board supply of compressed air contained in a CFC bottle; manufacturing problems and time prevented this being completed. It could have won Prost the Championship had it been available in the Austrian GP!

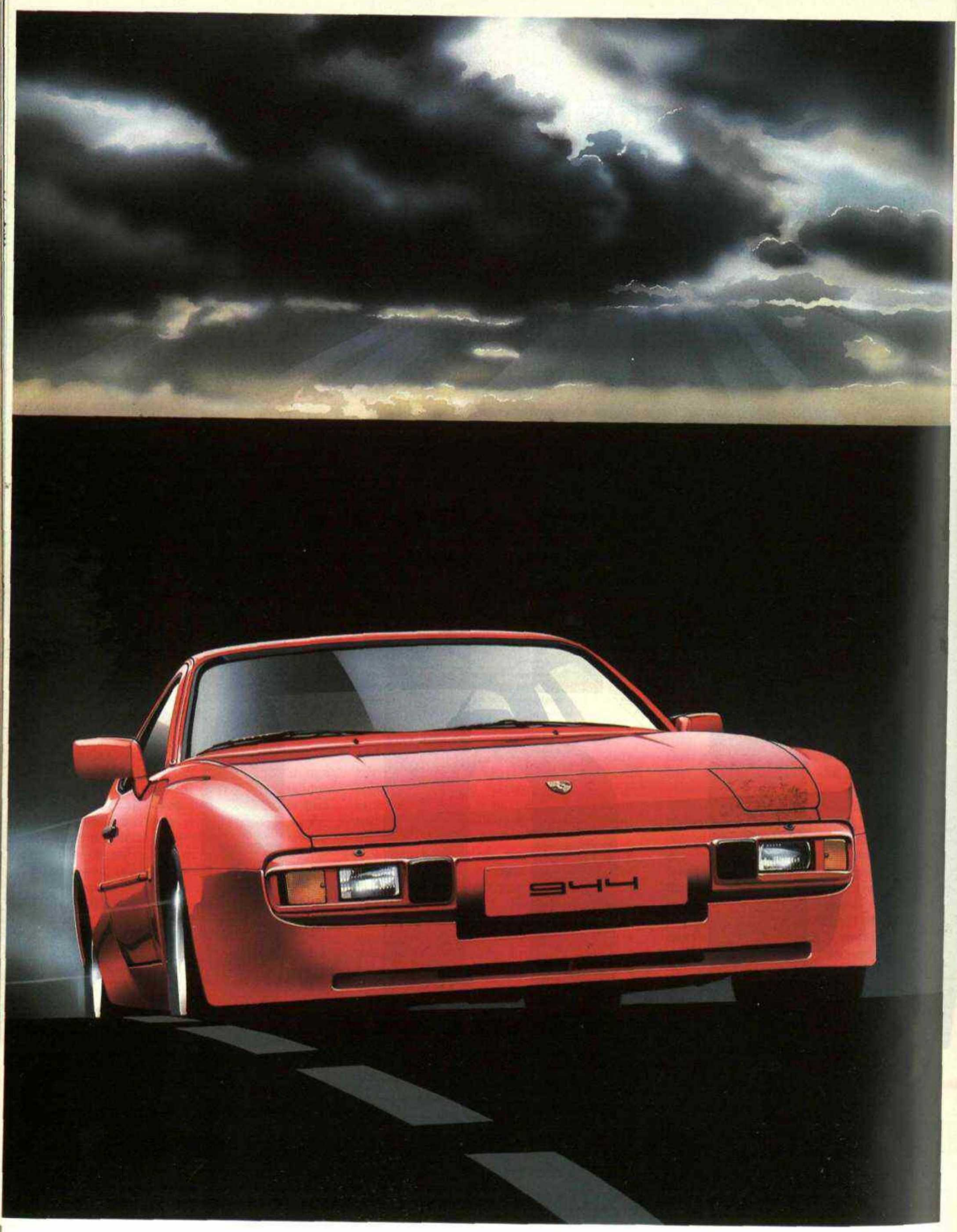
their normal way as a job to be done to the best of their ability and to satisfy the customer. The only difference being that whereas most experimental projects when completed are then handed over to the customer, this engine project involved development throughout the season and the maintenance of the engines being used, so that Weissach personnel have never left the engine project. Hans Mezger, the head of engine design department has attended the races, and Weissach mechanics and engineers have looked after the engines at the races, together with the technical staff from Bosch who have been closely allied to the engine since its conception, both on the fuel injection system and the electronic engine management system. With 12 victories in 16 races we can assume that Porsche's customer was well satisfied with the work done by Weissach.

There are still people within the ranks of Formula One who mutter about Ron Dennis and his Porsche engine, as if he has an unfair advantage, but they seem to forget that Porsche were there in Weissach in the days

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This remark was once volunteered at The Factory when Porsche were asked what made their cars stand apart from the mainstream. (Such incisive and memorable statements follow a fine tradition at Stuttgart!).

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Porsche will never compromise in their search to satisfy the total needs of the driver. And never cease to understand what in turn drives him. Or her.

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To match this straightline performance with cornering performance the 944 is built on a transaxle driveline. The principle is simple. The rewards numerous.

By mounting the engine fore, the gear-box aft, Porsche achieve even weight distribution, creating safe, balanced handling and positive traction.

Precise power-assisted steering adds to supreme driver feel.

As do a low centre of gravity and front anti-roll bars to help prevent pitch and roll.

And so that the 944 remains limpet-like on all surfaces, the 911 proven cast alloy wheels are shod with low profile tyres.

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Optimum performance with optimum economy.

Proof that with Porsche, opposites can attract. For this is one of the world's most powerful and tractable four cylinder engines.

A fuel injected 2.5 litre creator of maximum torque from as low as 2000 right through to 6000 rpm.

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The result is that this engine drives like and feels as smooth as a six.

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(Autocar Magazine May 1982).

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The capacious loadspace. Even without the rear seats folded down.

The twelve thousand mile inspection service intervals and the two year mechanical warranty.

The Porsche Longlife seven year anti-corrosion warranty that is routine maintenance free.

The major benefit of a double-sided, galvanised body shell that has undergone a comprehensive paint process that is second to none.

And the most conclusive benefit of all? Surely it is how well the 944 retains its value through the passage of time.

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Perhaps you now understand what Porsche specify in a car. And achieve.

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## **944 SERIES**

when nearly everyone was using a Cosworth V8 engine. Their expertise on design has always been freely available to customers (at a price) and you only had to ask, and then find the money. That is exactly what Ron Dennis and John Barnard did. Anyone else could have done the same, though whether they could have funded the scheme as neatly as McLaren International did is another matter, as also is the question of whether they could have integrated the Porsche engine design into their car design.

The outstanding thing about the team during this past season has been the fact that every aspect has been strong, there have been no visible weak links, though no doubt there are some that are kept "in house". That the whole design of the car has been right has been indicated by the fact that no major changes have been made during the season; the driver front has been as strong as anything seen for a considerable time, both Prost and Lauda being able to race against any opposition; the team organisation has been virtually flawless and its ability to overcome apparent disaster brought on by outside influences has been exceptional, as instanced by Prost being forced to take the T-car at the last moment in five races, twice winning with it and once finishing second after actually starting the race from the pit lane after everyone else had gone. Such performances indicate just how good the preparation of the cars has been and how prepared the team has been.

It says a lot for both the design and building of the cars and the ability of the two drivers, that the entire season has been run using only three cars, and even more spectacular is the fact that Lauda used the same car for all his 16 races. There have been minor accidents, but none severe enough to damage the CFC monocoque, and at the first race which was in Brazil in March the three 1984 cars that appeared were the same three that were used at the last race, in Portugal in October. The three entities were MP4/2-1 (Lauda), MP4/2-2 (Prost) and MP4/2-3 (T-car) and when broken down into component parts those numbers really only apply to the Hercules-built CFC monocoques, all other components being changeable or replaceable either due to damage or useful-life completion, for on the modern racing car all parts are given a design "life" in miles or hours, after which they are discarded and replaced with new components. Many teams have to replace their cars completely during a season, either due to the design being superseded, or due to a car being reduced to scrap in a violent accident. To achieve the results they did this season using only three cars is a fitting tribute to the worth of the entire McLaren team.

A fourth monocoque was made and MP4/2-4 built up around it with the idea of filtering it into the race team halfway through the season and to pension-off MP4/2-1 which had done the initial winter



*THIS shot of Niki Lauda's McLaren MP4/2, taken from above the car during the Portuguese Grand Prix at Estoril, emphasises the smooth, uncluttered aerodynamic lines of the World Championship-winning car.*

testing before the Brazilian race. However, due to the team being in America when this fourth car was finished, and also due to the inherent reliability and damage resistance of the team cars, this infiltration did not happen and MP4/2-4 was used as a test-chassis for private experimental running and Michelin tyre-test days. A fifth monocoque was built by Hercules but was never needed during the season so consequently MP4/2-5 was never completed.

On the engine side of the equation there has been a float of 15 of the Porsche-built turbocharged V6 power units to keep the team active, engines being changed as and when desired, either on a time or mileage life, a breakdown or due to not being up to scratch. When Porsche started this engine project for TAG Turbo Engines a float of six engines was envisaged, two for each car, with a spare one for Porsche to experiment on, but by the time the engine was in being this estimate was discarded. The first 20

engine numbers were delegated to the initial experimental batch and further engines used for development work, though not all that batch of numbers were used up. Engines from number 20 to 35 were considered to be "production engines" and these have formed the backbone of the team's requirements for the 1984 season. The engines have not been faultless or trouble-free and at times during practice, and even on race-morning warm-up, the engines have looked to be a disaster, but under actual racing conditions, which is what matters, they have built up an enviable record. While winning 12 of the 16 races, which involved 32 starts, there have been six retirements due to engine failure, though two of these were in the electrical ancillaries. The drivers caused four retirements through inattention, both committing two errors each, and one retirement was through gearbox trouble. Two of the victories were very marginal, Lauda's win in Austria being entirely due to

## McLaren International 1984 Racing Season

Cars: MP4/2-1 MP4/2-2 P4/2-3  
(Lauda) (Prost) (T-car)

| Races:        | MP4/2-1<br>(Lauda) | MP4/2-2<br>(Prost) | P4/2-3<br>(T-car) |
|---------------|--------------------|--------------------|-------------------|
| Brazilian GP  | Ret                | 1st                | —                 |
| S. African GP | 1st                | —                  | 2nd (Prost)       |
| Belgian GP    | Ret                | Ret                | —                 |
| San Marino GP | Ret                | —                  | 1st (Prost)       |
| French GP     | 1st                | 7th                | —                 |
| Monaco GP     | Ret                | 1st                | —                 |
| Canadian GP   | 2nd                | 3rd                | —                 |
| Detroit GP    | Ret                | —                  | *5th (Prost)      |
| Dallas GP     | Ret                | Ret                | —                 |
| British GP    | 1st                | Ret                | —                 |
| German GP     | 2nd                | —                  | 1st (Prost)       |
| Austrian GP   | 1st                | Ret                | —                 |
| Dutch GP      | 2nd                | 1st                | —                 |
| Italian GP    | 1st                | —                  | Ret (Prost)       |
| European GP   | 4th                | 1st                | —                 |
| Portuguese GP | 2nd                | 1st                | —                 |

\*By reason of a technical exclusion this position was officially credited as fourth.

Races Started: 32 (Prost 16, Lauda 16)  
Races Finished: 21 (Prost 11, Lauda 10)  
Retirements: 11 (Prost 5, Lauda 6)  
Non-starts: 0  
Pole Position: 3 (Prost)  
Fastest Laps: 8 (Prost 3, Lauda 5)  
First Places: 12 (Prost 7, Lauda 5)  
Second Places: 5 (Prost 1, Lauda 4)  
Third Places: 1 (Prost)  
Fourth Places: 1 (Lauda)  
Fifth Places: 1 (Prost)  
Sixth Places: 0  
Seventh Places: 1 (Prost)  
Cars Built in 1984 — four  
Cars destroyed in 1984 — 0

Winners of Manufacturers Championship:  
McLaren International  
Winner of Drivers Championship:  
Niki Lauda  
Runner-up in Drivers Championship:  
Alain Prost

The above statistics have been confirmed by McLaren International.

his mechanical sympathy in nursing his car to the finish with dire gearbox trouble, but even more due to his incredible ability to continue to race and not let the opposition know he was in trouble. In the European Grand Prix Prost had what appeared to be an easy victory, but afterwards it was found that the engine was very short of water and Porsche were amazed that it had continued to run without trouble.

The weak point in the McLaren part of the successful equation has been the gearbox, a McLaren design that was used with the first MP4 with Cosworth power. Porsche power, which is half as much again as the Cosworth power, has shown the gearbox to be running very close to its limits, and during the season work has been proceeding on the design of an entirely new gearbox unit, which will no doubt be high priority in the winter test-programme. Porsche's main problem with the engine has



THE crumbling track surface at Dallas saw both McLaren drivers make rare errors of judgement and lightly damage their cars against the unyielding concrete walls. Here Prost gets onto the "marbles", shadowed by one of the Lotus 95Ts while Lauda follows from an apparently safe distance.

been a tendency for the unit to lose water, not through simple leaks or localised boiling, but a mysterious consumption of coolant rather than loss and while investigation into this problem had to be tied into the racing and general test programme, it was never solved satisfactorily, indeed the reason was never really pinpointed. When your engines make 32 Grand Prix starts and finish 21 times, 12 times in first place and four times in first and second places, you could almost be justified in feeling satisfied, but Porsche are not like that. Thirty two starts and 32 finishes would only satisfy them if all the engines finished in perfect condition.

Throughout the season the cars have used CFC brake discs and pads, with McLaren's own design of brake caliper, using two per disc, one in front of the centre line and one behind, and they have been remarkably trouble-free and consistent. Other teams have used CFC brakes on some circuits and steel components on others, but McLaren seem to have been well on top of the braking situation. From the inception of the MP4 Barnard designed the rear end of the car to make the maximum use of air-flow. With the ban on under-car aerodynamic for the portion within the wheelbase, most designers abandoned all thoughts of air-flow

around the back of the car, but Barnard did not. His design had the side pods curving inwards ahead of the rear wheels, encouraging the air flow between the rear wheel and the bodywork where it covered the differential unit and gearbox, and he made sure that this area was as uncluttered as possible. His undertray swept upwards behind the driveshaft centre line and combined with the gearbox shroud and the hub carrier shroud a neat and efficient "tunnel" was formed for the air to pass through, the only encumbrances being a slim driveshaft and the upper rocker arm of the suspension. Beneath this upswept undertray two expanding channels were formed, one on each side of the gearbox, and this low-pressure area combined with the good airflow above created a very useful down-force at the back of the car. The whole layout was part of the original design, not an afterthought, and its cleanliness of line is very noticeable. It was much to John Barnard's amusement when he saw first of all Williams attempting to copy this rear-end layout, and then Alfa Romeo, Ligier and even Ferrari, though none were as effective, as they were compromises. One even had an air-scoop in the middle of this area which was supposed to be kept as clean and uncluttered as possible!

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Fortunately, the Prisma not only accelerates like a sportscar, it handles like one.

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But no matter how it drives, the Prisma is still a luxury saloon. And, as you might expect from such a car, it comes complete with tinted glass, central locking, electric windows and rear head restraints, split rear seats and seat belts.

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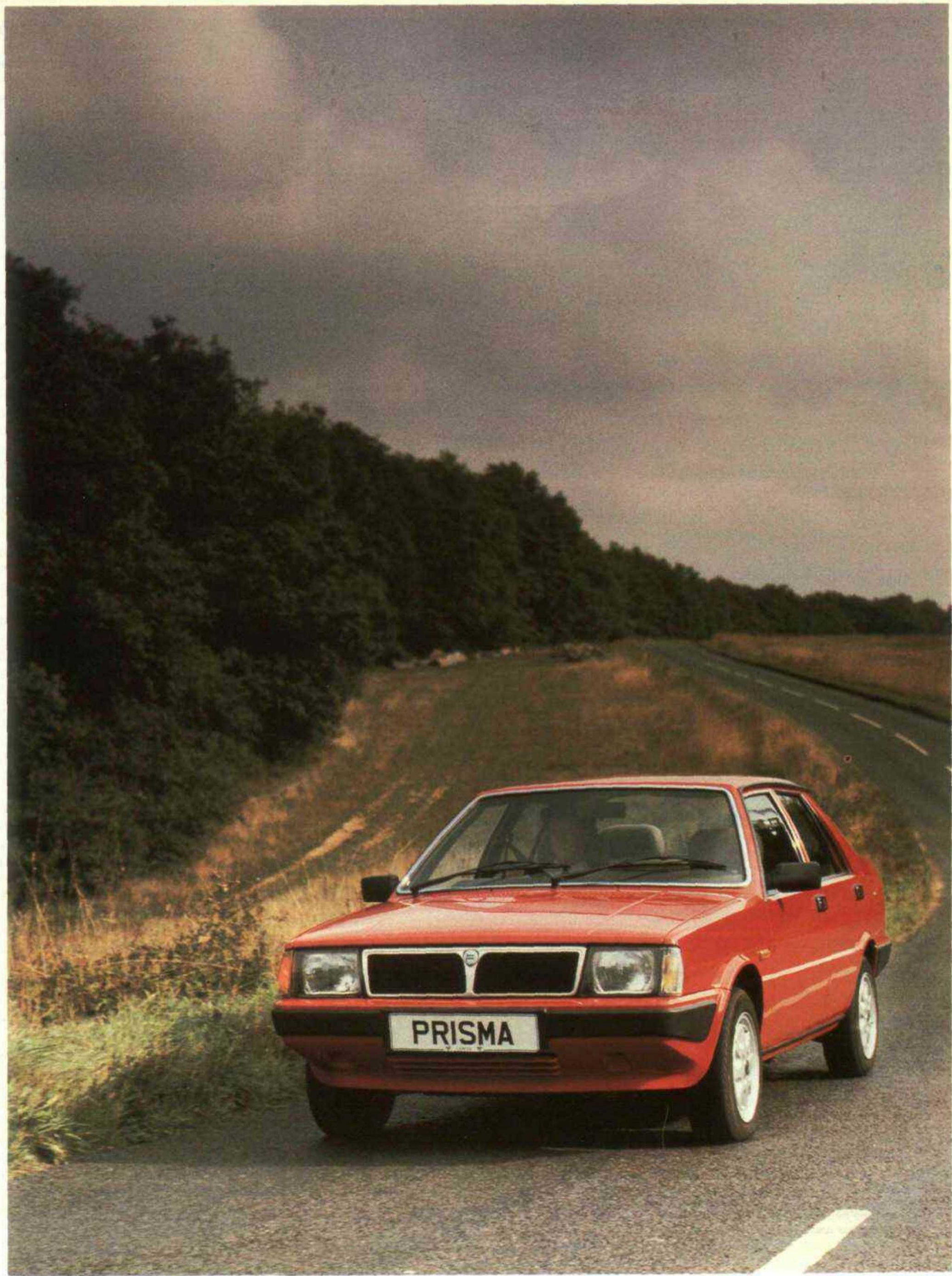
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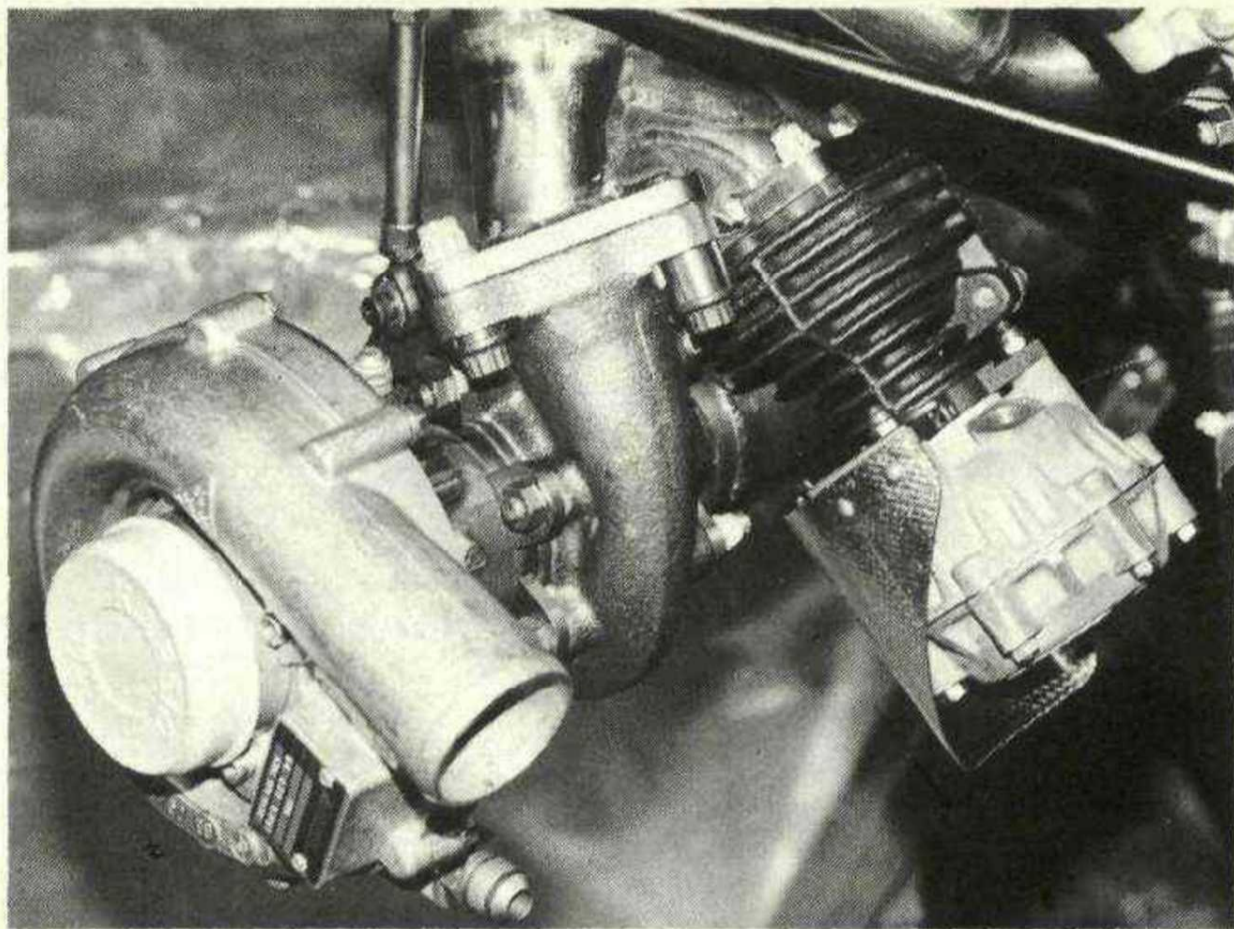


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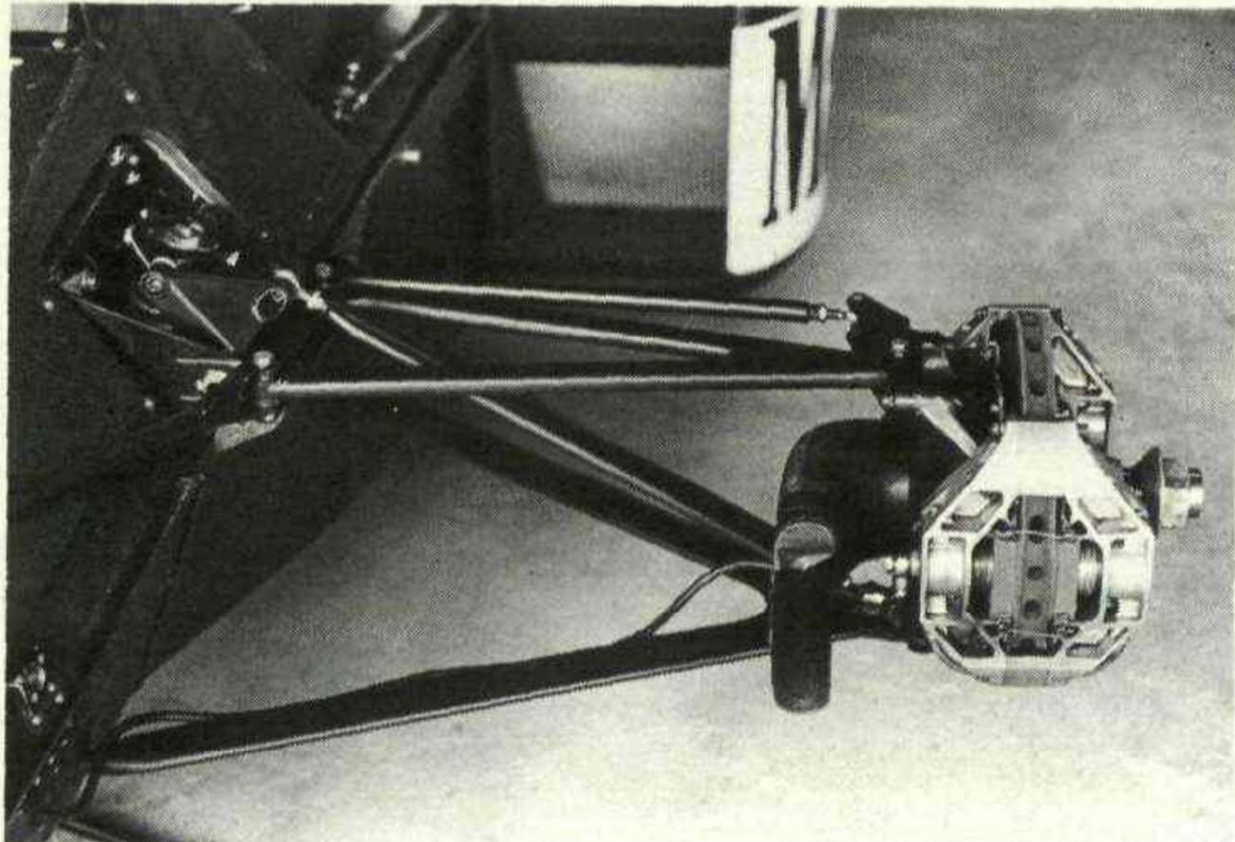




ONE OF the KKK turbocharger units used on the Porsche engine. The aluminium casing of the compressor is to the left of the picture, with its central air intake covered by a plastic bung. The exhaust gases enter the cast-iron turbine from the top and exit through the pipe behind the ribbed boost-control valve. The valve control unit in the aluminium housing has a heat-shield round it. The outlet from the compressor in the foreground feeds the highly compressed air into the intercooler. There is one of these units for each bank of three cylinders.

Although the two McLaren drivers finished first and second in the Drivers World Championship, they both had their lapses of concentration during the season and had anyone else been in the running for the Championship, these lapses could easily have jeopardised the final placings. When both drivers were on form and all was well they were invariably at the front of every

race, the only challenge coming from Nelson Piquet in the Brabham-BMW, but engine failures robbed the Brazilian of a lot of certain victories. The Canadian Grand Prix summed up the season, for Lauda was second and Prost third, in total domination of the rest of the Formula One field with the exception of Piquet and the Brabham-BMW. For once the Munich engine held

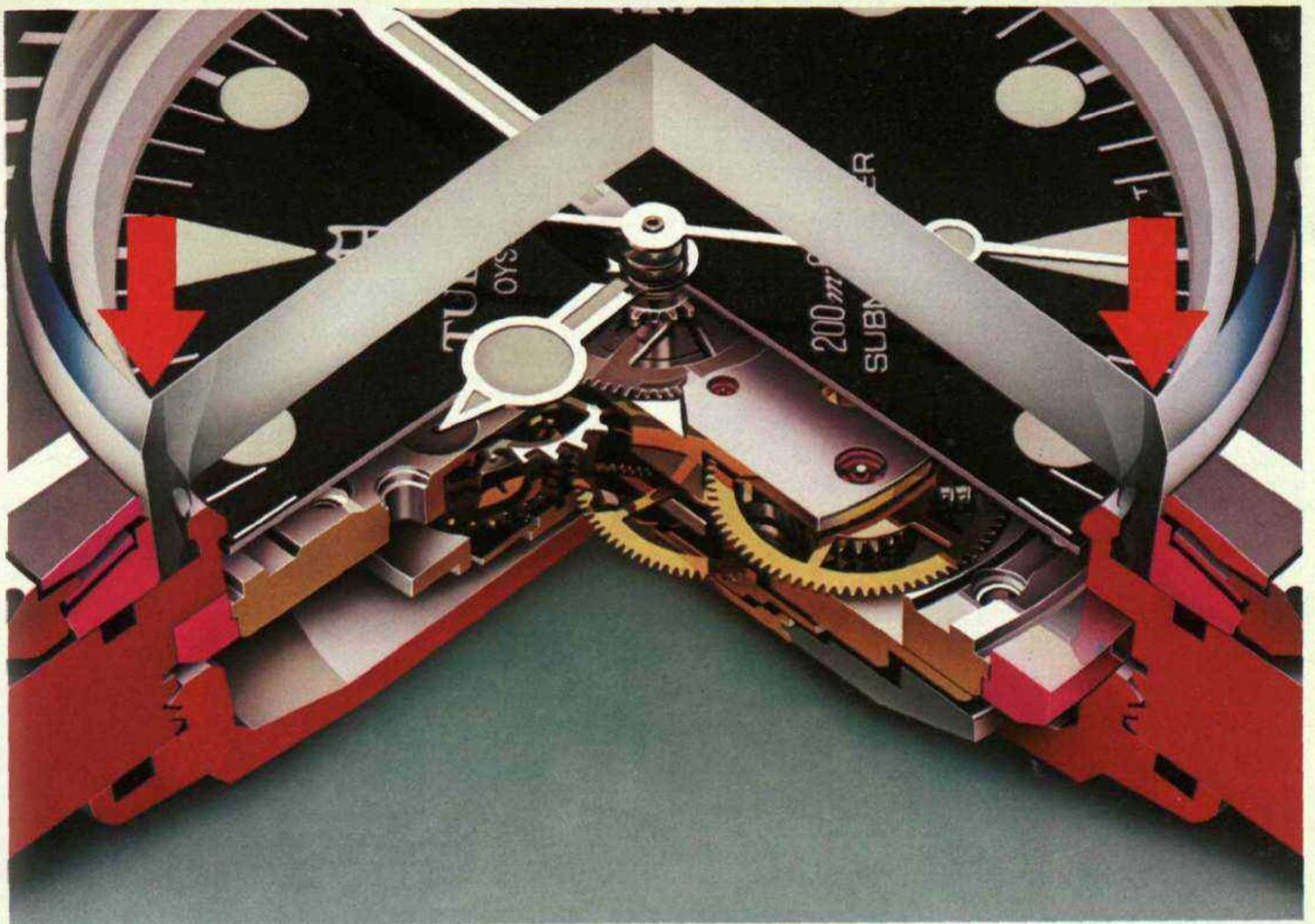


FRONT SUSPENSION of the McLaren MP4/2 is by double wishbones and a pushrod from the apex of the lower wishbone operating the inboard coil spring / damper unit by a small rocker unit. The cleanliness of the design and the detail finesse is typical of John Barnard's work and a hallmark of the MP4/2. Note the McLaren brake calipers for the carbon-fibre brake disc and the neatness and compact size of the hub carrier, the air scoop takes air into the centre of the hub.

together and Piquet finished first. Removing him from the equation McLaren had a dominant 1-2, a pattern they confirmed as the season progressed. Although Prost won seven races to Lauda's five, he lost the Championship by half a point to his team-mate, but in all truth Prost threw the Championship away twice for certain, and once as a possibility. In Austria he spun off on a fast corner and stalled the engine and there was no way of re-starting it. Had he kept the engine running he would almost certainly have finished second and might even have won, as Lauda was in trouble with his gearbox.

In Dallas he made a mistake and bounced off a wall, damaging his front suspension and promptly abandoned the car. Had he limped round to the pits the damaged components could have been replaced and he could have rejoined the race with every chance of finishing in the "points game". In Monaco, in the pouring rain, many people felt he was instrumental in getting the race stopped at half-distance, with the awarding of half-points for his win. Had the race run the full distance and he had been overtaken by Ayrton Senna, as seemed very likely, he would have scored six points instead of 4½. So, had Prost made a fault-free season he could well have won the championship points race, as it was he won the victory race, with seven wins, but failed to claim the title of World Champion. Equally, Lauda did his best to throw the championship away, first by spinning and stalling the engine at Monaco, a real "goof", then by crashing in Dallas, and finally by spinning during the European Grand Prix at the new Nürburgring Motodrom, which must surely have lost him second place. To his credit he kept the engine running while spinning and still had it running when he ended up backwards on the run-off area, so that he was soon back in the race, without losing a place on the lap-chart, but he lost a lot of ground that he was unable to make up. In the warm-up for this race Prost had a spin and damaged his car on a course vehicle, but the ever-willing McLaren mechanics had it all sorted out for him in time for the race. As can be appreciated the successful season for McLaren International was not achieved lightly, and the fact that there were no team orders for the two drivers meant that they raced hard all season. You don't spin off going slowly at the back of the race, but you can (and often do) if you are trying really hard to win.

Throughout the season the T-car (MP4/2-3) has been at the disposal of each driver on a rotational basis, alternating race by race, though naturally in case of dire trouble the nominated driver was always prepared to relinquish the car to his team-mate. At all times the team has carried complete alternative body panels and nose-cones for each driver, so that if the car was prepared for Lauda, with number 8 on it, and Prost needed it, it was a matter of



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There are people who respond well to pressure: it even seems to make them function better. The Tudor performs in exactly that way. Carved from a single block of surgical stainless steel, the Tudor case becomes -162 operations later - an object so faultlessly constructed that to call it merely "waterproof" is almost insulting to its integrity.

Nothing penetrates the winding crown, which screws down into the case in the manner of a submarine hatch. And nothing gets in at

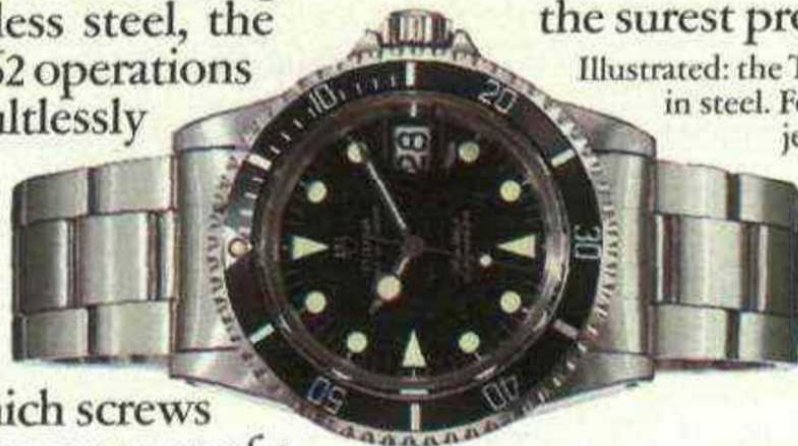
the back. Not even you. It takes a skilled watchmaker to get that off.

And the Tudor Submariner's crystal, its protective face covering, forms an even tighter seal under the pressure of 100 fathoms of water than it does at the surface.

It is appropriate that the Tudor should act so well under pressure.

For its fortress-like case houses one of Switzerland's finest watch movements: a rotor, self-winding, craftsman-built movement with a reliability that merits only the surest protection.

Illustrated: the Tudor Submariner Prince Oysterdate in steel. For the address of your nearest Tudor jeweller and further information on the complete range, write to Tudor at 1 Green Street, London W1Y 4JY, or telephone 01-629 5071.



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And if you like the sound of that, you'll also like the sound.

The Sharp RG 975 incorporates a PLL synthesised tuner with electronic frequency seek, which stops station drift.

Full logic control, auto reverse, Auto Program Search System, LCD frequency display and clock read out, five station pre-set memory for each band, fader balance control for four speaker operation and a five band graphic equaliser with Dolby<sup>†</sup> system completes the specification.

No other car stereo sounds remotely as good as the Sharp RG 975.

No wonder Sharp car stereo radio cassette players are N<sup>o</sup>1.

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THE SHARP RG975 OBEYS ORDERS WITH THE SPEED OF LIGHT

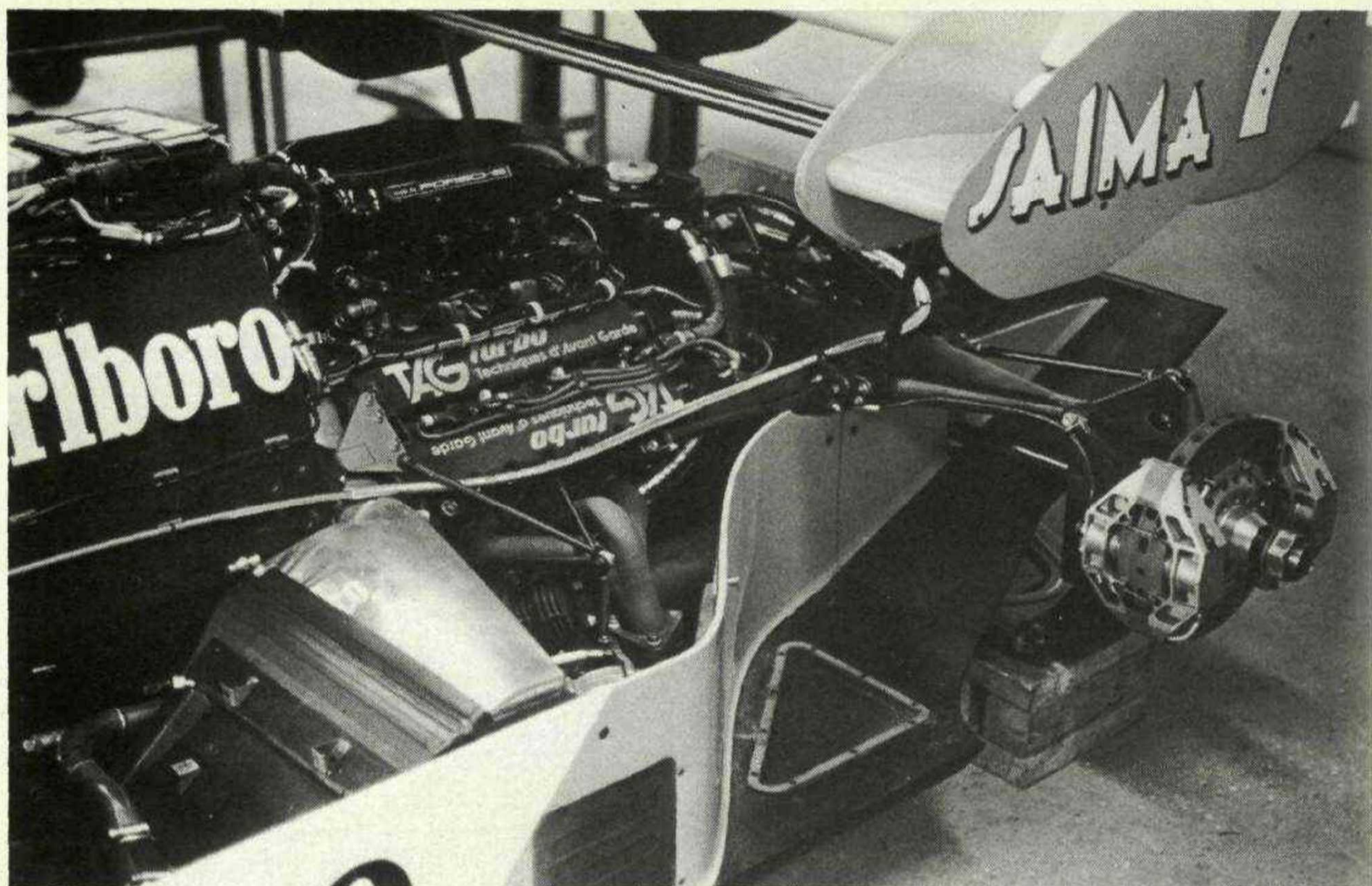
SHARP

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| FR | APSS | FF | REPLAY |
| ←  | →    | →  | →      |

2-WAY  
REMOTE CONTROL

VOL

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*THE REAR END of the McLaren MP4/2 exemplifies the style of John Barnard's design work and attention to detail. With the rear wheel removed the cleanliness of the uprising air duct through the suspension is very evident. The coil spring / damper units are mounted inboard and operated by the upper rocker arm from the top of the fabricated hub carrier. In the foreground, within the sidepod, is the intercooler for the left hand bank of cylinders.*

seconds to remove the Lauda inscribed panels and substitute the Prost inscribed panels with number 7 on them. One of the agreed rules in Formula One, but one not always adhered to by some teams, is that each driver should have his name clearly marked on the bodywork. On the MP4/2 it is on each side of the engine cover and such is Ron Dennis' attention to meticulous detail that each driver has his own set of panels for the T-car. Other teams are content to have both drivers' names on the T-car with a piece of sticky tape over the name of the one not using the car. Such slap-dash work is not the way McLaren International go about their racing. The whole team presentation is a credit to Formula One, the red and white colour scheme being that of Marlboro cigarettes, while the engine men wear the green uniform of TAG Turbo Engines.

There are numerous other sponsors supporting the team in cash and kind, the Unipart firm for example making all the exhaust systems and the oil coolers, as part of its sponsorship deal. The German clothing manufacturing firm of Hugo Boss has a stake in the team, as does SAIMA, a "leading company in freight forwarding by land, sea or air" whose headquarters are in Milan, and who started trading in 1816 when they first began to operate amongst the various Italian states. It now operates world

wide. Just as the Porsche engine has played a big part in the success of the team, so has the Michelin tyre firm, for without doubt the French tyre company has been well on top of the tyre game all season, Goodyear having occasional flourishes, and Pirelli being a consistent third. As mentioned earlier the McLaren International team has had no weak points in its make-up through 1984, whether it is chassis ability, engine power, brakes, aerodynamics, tyres, drivers, engineers, management, promotional support, work-force, sponsorship, factory output, organisation or any other aspect of Formula One, everything has been of a consistently high standard, and it is this that has given them the results that are the envy of every other team in Formula One now, or for many years back.

There are something like 80 people involved in the running of McLaren International, and employed directly by the firm, while an equal number must surely be working in other areas to support the team through sponsors or suppliers, the brainpower and engineering expertise available to the engine project in Weissach probably equals this, especially if the technicians from Bosch who work on the injection and electrics, and those of Shell who supply the fuel and oil and Michelin who supply the tyres are counted. Ron

Dennis and John Barnard lead this formidable army of people and direct operations, and at the races there are something like 20 mechanics, each car having its own team to work on it. There is no overall chief mechanic, the top man in each car team being responsible directly to John Barnard. Each driver has his own personal engineer, Steve Nicholls looking after Lauda and Alan Jenkins looking after Prost, the two of them being responsible to Barnard, the functioning of all parties being a smoothly integrated delegation of responsibility. Ron Dennis is overall team manager and commercial director, while John Barnard is the technical director. Creighton Brown looks after the sponsorship and external affairs and Bob Illman is financial director.

Success only comes if everyone, from the co-directors Creighton Brown and Bob Illman, through the drawing office staff, the car builders, the race mechanics and engineers, to the office staff who plan the whole operation of movements and all the suppliers all work with one aim in view, which is to win. Results suggest that they have all done exactly that. As Bruce McLaren said "Winning isn't everything, but it's somewhat better than finishing second". To win *and* finish second must be very satisfying. — D.S.J.



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# M1 Magic

## A day with BMW's lost super car



WHEN anybody mentions the BMW M1 coupé, I immediately think back to the summer of 1979 when the European Grand Prix season was considerably enlivened by the knockabout ProCar series, basically a spectacular support formula in which a handful of Formula 1 drivers were strapped into a squad of these works-owned central-engined BMWs and went out to do battle with a host of privateers. Regular Grand Prix drivers became eligible to drive the ProCars by being amongst the top six in Friday Formula 1 practice — unless, of course, they were Renault or Ferrari team members and were debarred by contractual obligation from racing at the wheel of the rival Munich firm's products. The all-M1 category provided some splendid racing, Nelson Piquet won the Championship to supplement the moderate salary he was earning as a rising star within the Brabham team and the cars were bought from BMW

by the ProCar Association which continued to run a similar series in 1980.

However, I can well recall an indignant Ken Tyrrell saying to me, "BMW is trying to get into the Grand Prix arena on the back of the rest of us by fielding those ProCars . . . if they *really* want to benefit from all the exposure available to Formula 1 then they should build a Formula 1 engine and get properly involved." I doubt whether Uncle Ken was being unduly prescient on this occasion, but BMW certainly did take that decision, spelling *finis* for any grandiose (and unrealistic) plans for the M1 to compete against the might of Porsche on the World Championship for Makes circuit. The ProCar series was wound up at the end of the 1980 European Formula 1 season, leaving the few remaining racing versions to eke out a twilight existence as also-rans in major sports car events.

A total of just over 400 BMW M1s were

made, of which a mere handful have found their way into Britain. Uniquely, perhaps, this car was probably obsolete before the last production examples had been manufactured, but the M1 had done enough to be guaranteed "classic" status from the outset. Undeniably attractive and engineered to an impressively high standard, the M1 was certainly no homologation special in road form: it was built to the same stringent levels of quality as any other production BMW and this alone marks it out as somewhat unusual amongst "small run" machines.

The seeds of the M1 design were originally sown in the form of a gullwing two-seater design exercise as early as 1972, but it was not until 1976 that Lamborghini was commissioned to produce the first prototypes of the finalised product. Development was further hampered when this Italo-German partnership ran into problems resulting from Lamborghini's financial difficulties and, moreover, there was a great deal of internal political opposition to the car's manufacture from within BMW itself. The whole M1 idea had really become the pet project of Competitions Manager Jochen Neerpasch, a man who conducted his business with an increasing amount of autocracy which was not approved of by certain members on the Board of Directors.

Eventually the bulk of the Giugiaro-styled M1s were manufactured by Baur, the Stuttgart-based specialist coachbuilder, and by the end of their production run, the M1s were priced at around £25,000 in Germany, although that is a price which doesn't take into account import duties to Britain and was calculated when the Deutschmark was significantly weaker against the pound sterling than it is today!

It was my pleasure to have a try in one of the ProCar M1s at Donington in the summer of 1979, a privilege afforded me by the generous, if apprehensive, Dieter Stappert who by that time was embroiled in attempting to put together a McLaren-BMW partnership in the Formula 1 arena. Despite running on a rain-slicked track surface, it was certainly an invigorating experience, but a recent day behind the wheel of a road version of the M1 shows the other side of the BMW's coin. The ProCars were out-and-out racers, bearing little resemblance to the docile, flexible and essentially usable road version which still impresses today as an absolutely outstanding "super car".

It is a measure of the timeless styling adopted by Giugiaro that the M1 looks as crisp and up-to-date today as it did when it burst upon the scene for the first time some six years ago. The typically Italian, partly panelled tubular steel chassis employs unequal length wishbone suspension all round and is powered by a BMW Motorsport-developed version of the well-known Munich six-cylinder engine,

found today in such machines as the 635i and 735i models. The uprating work was carried out by development engineer Paul Rosche, the man who went on to build the four-cylinder turbocharged Formula 1 engine, and although it retains the original unit's dimensions of 93.4 x 84 mm (bore and stroke) there are a host of other improvements which makes it very special indeed.

A new steel crankshaft, connecting rods and special Mahle pistons to cope with the 9.0:1 compression ratio were employed and the engine develops a maximum of 277 bhp at 6,500 rpm on Kugelfischer-Bosch mechanical fuel injection. The ZF five-speed gearbox is a notchy joy to use when compared, say, with the cumbersome change on a Ferrari 308, and the engine has a pleasant metallic ring to its exhaust note when worked hard: not quite the "zing" of Ferrari's transverse-mounted V8, but equally satisfying its own particular way.

Slipping in snugly behind the wheel of the LHD delight, the first thing that occurs to you is that there is only *just* sufficient room for a six-foot-plus frame to be comfortably accommodated. But one soon forgets that the top of the steeply raked windscreen is a matter of a few inches away from one's forehead and the overall impression is that the M1 cockpit fits the driver like a

*TWIN MIRRORS help the navigation of the bulky coupé, whose rear vision is limited.*



high-quality bespoke suit.

Visibility on all central-engined sports coupés tends to be restricted and on this score the BMW M1 is no exception, yet LHD has its compensations when manoeuvring down tight country lanes: as DSJ discovered long ago, you just hug the left-hand hedge, knowing full-well that you've cut it as close as possible on the near-side, hoping at the same time that the off-side looks after itself.

Pirelli P7s, 205/55 (front) and 225/50 VR 16 (rear), provide leech-like grip while damp / wet surfaces prompt reassuringly progressive break away that is easy to cope with at relatively modest speeds. Directional

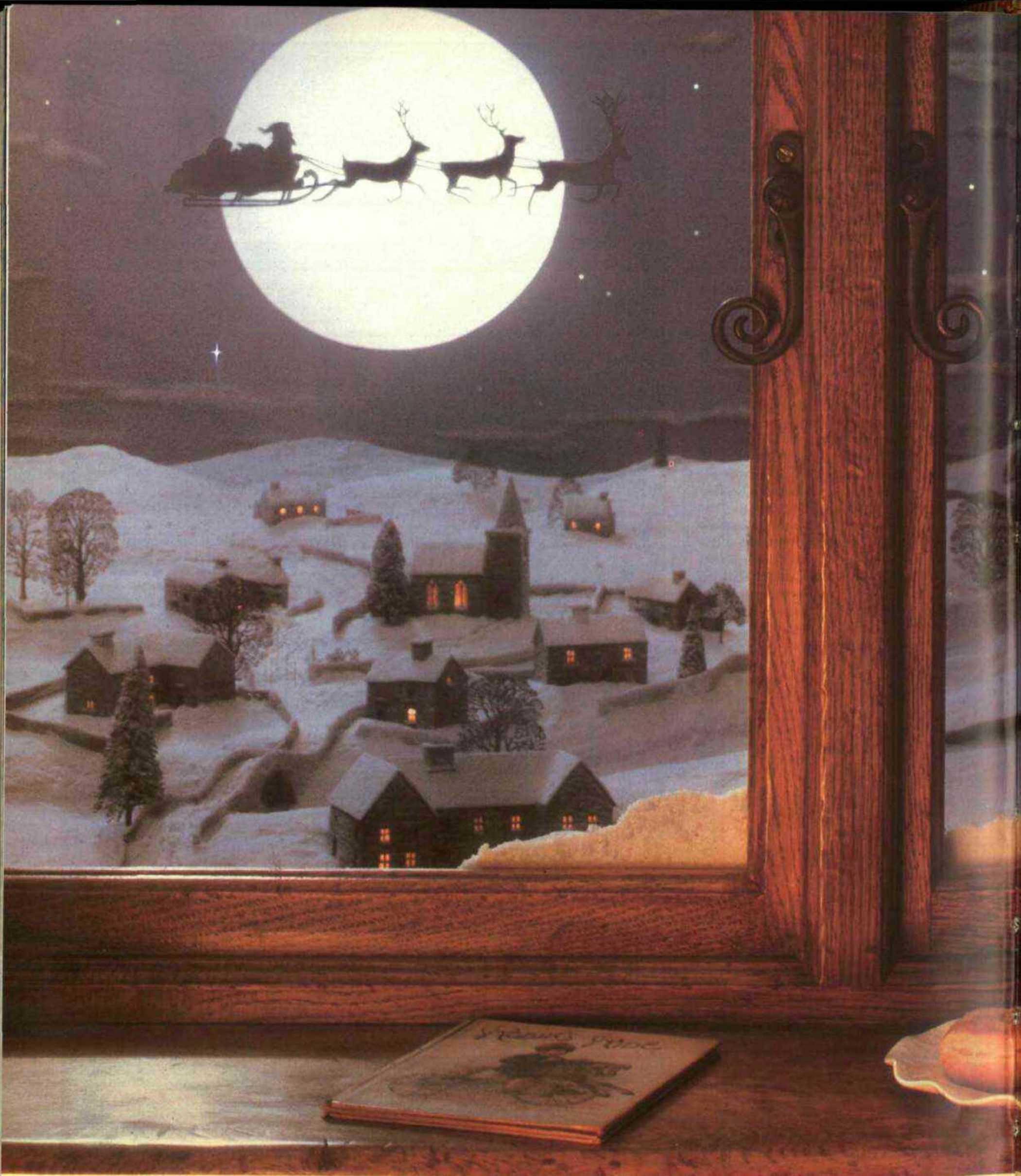
*ORIGINALLY* Lamborghini were to build the Giugiaro-styled car, but the 400 examples were eventually constructed by Baur in Stuttgart.

stability is pretty good, although there is a trace of lightness occasionally through the steering wheel, but nothing really to worry about. Interior trim is businesslike and adequate without being in the least bit flashy, the plain black fascia panels unadorned by undue decoration.

Whilst its appealing flexibility makes the BMW M1 an excellent "boulevard cruiser", make no mistake, it is very quick indeed. Pulling the gear lever across through its rearward dog-leg left into first gear and

*Continued on page 1521*





**G**RANT'S. THE STUFF TH

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**AT DRAMS ARE MADE OF.**

welcoming a visitor without offering a warming dram. —————



## RAC Brighton Run

BEAUTIFUL weather greeted the 330 starters at the Hyde Park start, where GP star Derek Warwick and his wife Rhonda (below) set off in a 1900 single-cylinder Renault. Below left is R. Middleton's 5½ hp Locomobile Steamer, and above that a 1903 De Dion Bouton is overtaken by a 6 hp single-cylinder Speedwell. Despite some problems, MOTORSPORT's editor Bill Boddy (above) successfully gained Madeira Drive at the wheel of the National Motor Museum's 1903 6 hp De Dion, the journey taking six hours.







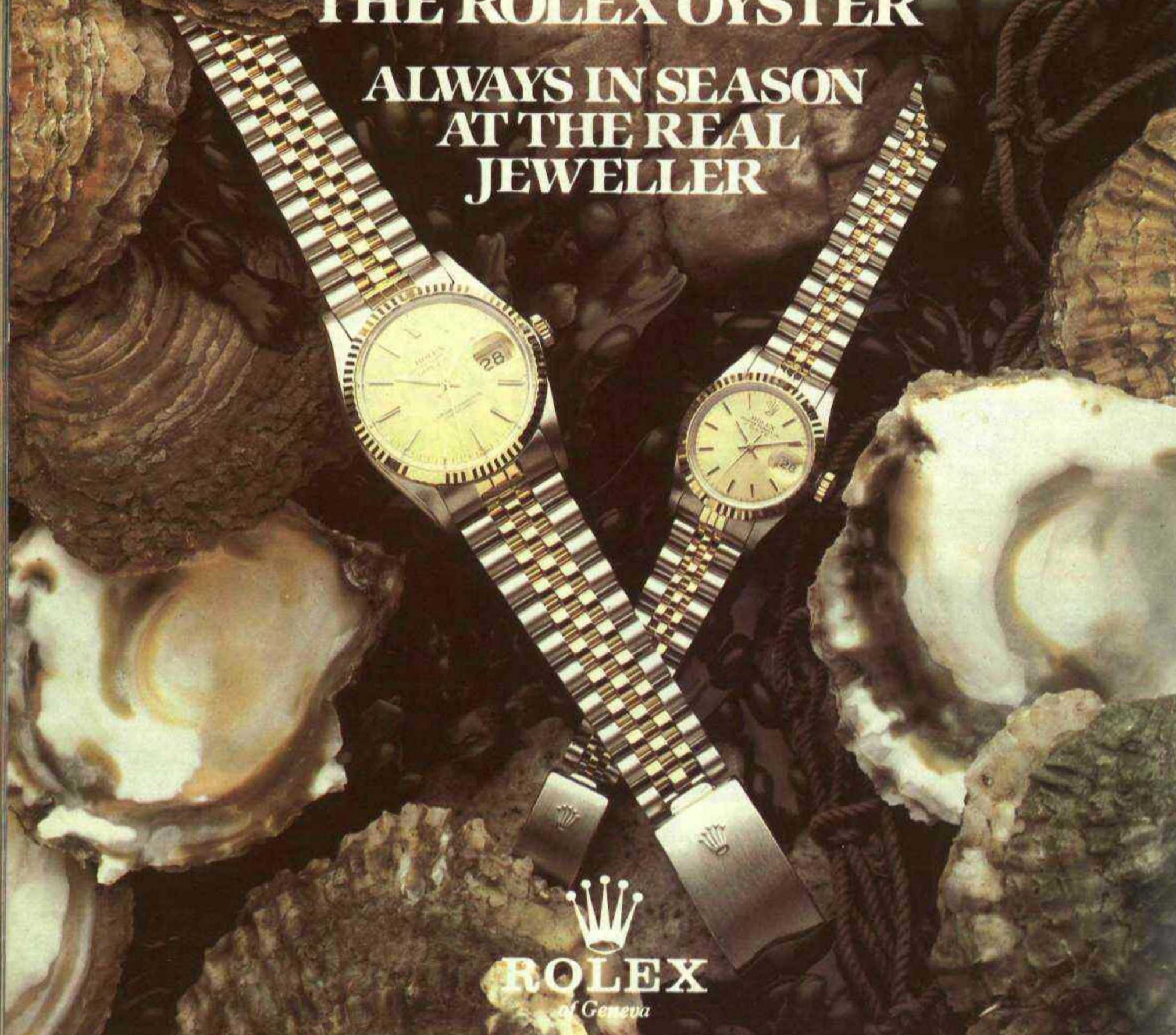
## FORMULA FORD FESTIVAL, BRANDS HATCH

CLOCKWISE from top left: (1) Eventual winner, Gerrit Van Kouwen leads Uwe Schäfer, Dave Coyne, Alvaro Buzaid, Harald Huysman Jonathan Bancroft and Bertrand Gachot, through Paddock Bend on the first lap of the final. (2) John Pratt began the Festival as one of the favourites, and though he started his semi-final on pole, he spun away his chances on the second lap when trying to take the lead from Buzaid. Here he is just ahead of Tim Jones. The engine in Pratt's Reynard is the Minister works unit, "Patch" which had powered the previous four Festival winners. (3) Dave Coyne (Van Diemen) narrowly leads Alvaro Buzaid (Reynard) in the second quarter-final. The Brazilian won the heat by 0.07s from Coyne but in the final, his engine blew up when lying third and Coyne was pushed off the track, though recovered to finish 11th. (4) The winner, Gerrit van Kouwen in his Lola T644E, a car which all the "experts" had declared to be uncompetitive this season. By recording the first FF1600 sub-49 sec lap, the Dutchman won himself an additional £5,000 to go with the glory. (5) Completing a splendid first season in motor racing, Jonathan Bancroft brought his Reynard home fourth to be the first British finisher. Here he is seen fending off Mark Peters' works Van Diemen.



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A NEW RENAULT ALPINE V6 will replace the current A310 next year. Mid-engined, it uses either a 2,850 cc normally aspirated PRV V6 engine or a turbocharged 2,450 cc unit. Just 218 examples of the A310 were produced in the first eight months of this year but Renault hope to sell around 2,000 of the new cars annually in France alone. The new car will meet US Federal regulations but there has been no announcement of a possible rhd version. Prices in France are expected to be around £14,000.



TO CATER for the impecunious enthusiast Midas Cars has produced a low cost version of the car which we tested in September and recall with unstinted pleasure. Called the Midas Bronze, the kit retains the same high standards of finish and trim of the Silver and Gold versions, and comes fully wired and complete with dozens of essential components. In this version the purchaser provides items such as lights, horns and instruments as well as a power train, wheels etc. At a basic £1,795, the Bronze kit should introduce many more people to this outstanding little sports car.

## BMW M1 — continued from page 1515

dropping the clutch at high revs causes for some careful judgement because the level of grip is so effective. The M1 squats down slightly at the rear and, as you floor the throttle, the rev counter needle is bouncing against the electronic limiter and it is time to change up into second. In fact, first-to-second is the only difficult change in the gearbox, and as the revs build up in second you reach 60 mph in just about seven seconds, that ratio taking you up to 72 mph and then a shade under 100 mph in third. Our previous experience of an M1 on a German autobahn indicated that 124 mph was available in fourth with the tantalising 160 mph only just out of reach in fifth gear under ideal conditions. At all times the M1's directional stability proved exemplary and no obvious Achilles heel, such as overheating brakes or rising oil temperature, revealed itself.

There are those who believe that the central-engined coupé is something of a motoring dinosaur, pointing out that Porsche has underlined just how perfectly the front-engined, rear-wheel-drive concept can be honed with its 944s and 928s. Some writers have accused the M1

of having all the shortcomings of a central-engined Italian classic with none of their effervescent character and flair. If you accept that a central-engined layout has its limitations, then this might well be a valid point, yet somehow it misses the specific character engendered by the M1.

There are very few cars which, after six years, stand up so well to critical appraisal in this exclusive super-car league. From our own experiences we know how many subtle, worthwhile changes have gone on under the skin of the various members of the Ferrari range since 1980, even though their outward appearance remains substantially unchanged. Had BMW continued with the M1, honing it into a prestige flagship for its overall range, rather than consigning it to an anti-climactic and premature demise, it might well be regarded today as one of the very best sports cars in the world. It would have been a worthwhile advertisement for the Munich firm's overall technical competence, even though the economics of its continued manufacture might have looked like an accountant's nightmare! — A.H.



LEWES 1937: W.B. drives one of the works' own HRGs in the Speed Trials, tying for third in the sports cars up to 1½-litres class.

HRG — continued from p1488 again!

Later I borrowed from Godfrey the works hack, the blue DPA 233 (which I gather has been dormant for some years but has recently come to light again), so that I could drive it at the 1937 Bugatti OC Lewes Speed Trials. I tied for third place in the class for sports cars up to 1½-litres with Miss Wilby's Frazer Nash, with a run in 27.6 sec, being beaten by Weldon's supercharged Atalanta which clocked 26.4 sec and Watkins-Pitchford's Frazer Nash which managed 27.0 sec. A slightly better run in 27.4 sec gave me another third place behind the blown 2.3 Bugattis of Craig and

Walsham, the HRG being slower by 2.5 sec and 1.0. sec, respectively, in the Novices class. Some years later I drove the famous Peter Clark class-winning Le Mans HRG, which finished 10th in the 1938 race and 14th, in 1939, co-driven by Marcus Chambers, finding it even more harshly sprung. . . .

To round this off, Harold Powell recalls making up a team composed of his HRG, Guy Robins in the red demonstrator HRG, Reg No EPH 19, and the late Anthony Curtis in the prototype, Reg No DPA 233 for the 1937 MCC Land's End Trial. So it is nice to learn that Robins has recently acquired the ex-Betty Haig HRG. — W.B.

## Nothing new . . .

JAPANESE automotive engineers are reported as looking at four-wheel steering as a means of making cars easier to handle and even for improving roadholding. Mazda in particular are said to be thinking along these lines. Well, there is nothing new, perhaps in this instance I should say under the Rising Sun. . . .

In 1923 the Holverter chassis, built at French's Motor Engineering Works in Balham High Road (I have often wondered if this became the Eton Garage, where in the late 1930s I used to keep my cars), was not only steered by all four wheels but had four-wheel-drive, which so many years later Subaru were to incorporate so effectively on ordinary private car types, and to complete the Holverter's originality, it had all-round independent suspension, by cantilever springs, and as if that were not enough, there was automatic control of spring stiffness, according to the car's speed, by means of an oil pump driven from the

transmission, which reduced the length, and therefore the suppleness of the road springs, the quicker the car was driven.

The method of obtaining a drive to each wheel was also highly ingenious, an additional gearbox behind a normal rh-control Wrigley four-speed box containing spur gears and a differential. The spur gears drove two separate propeller-shafts, one on each side of the chassis but at an angle outwards from the parallel side-members, bevel gears at the extremities of each prop-shaft driving crown wheels within the front and back wheels. To allow for suspension movements, universal joints were incorporated in these prop-shafts, and there were no axles, as such. The steering drop-arm operated a mechanism in the centre of the chassis that turned the back wheels, the action being that as the front wheels moved one way the rear ones went in the opposite direction, the Holverter pivoting on its centre-line!

This highly ingenious chassis had a 1½-litre side-valve Anzani engine driving

through a cone clutch, a radiator somewhat resembling that of a Bugatti, and Michelin-shod centre-lock wire wheels. The four-wheel brakes had water-cooled shoes and an oil pump servo action. The steering could be altered when the car was stationary to give normal front-wheel only control, or the aforesaid small-turning circle by having the rear wheels steer in the opposite direction, or it could be so arranged that a crabwise travel, for parking in a tight space, could be obtained.

Late in 1923 the Holverter, or Holle as it was also called (Reg No XP 765), was demonstrated at Box Hill, in chassis form with a rigged up driver's seat. It proved adept at ascending grassy gradients, but was hampered by somewhat poor ground clearance. If it could be discovered today it would be possible to have a four-wheel-drive car genuinely eligible for VSCC events and pre-dating cars like the 4WD Subarus, etc by more than 55 years! Rear-wheel steering with the wheels following the same arcs was obviously tricky if one parked too close to a high kerb, but this did not prevent Leyat using it on his propeller-driven Leyat cyclecars, in this case with non-steering front wheels. The back axle was centre-pivoted in this case and controlled by wire-and-bobbin. But in those days, except in Paris, there were presumably not many kerbs to worry about. — W.B.

**V-E-V Odds & Ends.** — On the 60th anniversary of Count Louis Zborowski's fatal accident at Monza someone put a large home-made laurel wreath bearing the simple inscription "Monza 1924" on his grave at Burton Lazars. *The Chichester Observer* of 1909 was complaining of how the growing motor-cab industry was taking business from job-masters during the Goodwood race week and how the growth of motor traffic was taking patrons away from the Chichester hotels at this time. J. Scheel of Ontario takes me to task for saying an early 3½ hp Benz had hot-tube ignition, as he thinks these cars all had electric ignition, even from the advent of the experimental 3-wheeler of 1885 / 86. I can only say I was quoting from recollections of a pioneer motorist, who may have remembered incorrectly.

A 1907 six-cylinder 7½-litre Darracq, one of a number imported by a well-known bus company for taking passengers up a mountain road to a holiday resort in South Island, is being restored in New Zealand and our correspondent would like to hear from owners of similar cars existing in Europe. In connection with our recent article on six-cylinder engines, Mr P. Hicks who is rebuilding this big Darracq says its crankshaft was beautifully machined from a 750 lb solid billet of steel, and has four main bearings with a total area of 80 sq in, lubricated by a very rudimentary splash system. He has made new alloy pistons for the engine and properly balanced the reciprocating parts but as there is no

vibration-damper he is wondering if the engine will shake itself out of the car when run above its original maximum of 1,200 rpm. Incidentally, the Darracq's camshaft had to be completely rephased, as the original seemed to have had cams ground by guesswork, giving a different timing for each of the six cylinders — perhaps bearing out the reputation of the make for being of somewhat crude construction? Letters from other Darracq owners can be forwarded.

A reader who stated recently at the Tredethy Country Hotel in Bodmin, Cornwall, reminds us that the house was formerly the home of Prince Chula and Prince "Bira" and is still very original, with the bar still named "Bira's Bar". The stables where the ERAs were kept have been converted into holiday cottages and our informant slept in a unit that was once the racing workshop, with the settee directly over the inspection pit — this when the racing cars were not being administered to at the White Mouse Garages, presumably. The graves of the Chula pet dogs are in the grounds. The ERA Club might well stage a rally at this hotel?.

As a "second-thought" about Sage-engined cars, which were the subject of an article in the September issue of MOTOR SPORT, these engines were, of course, used in the Silver Hawk light-cars of the early 1920s. Indeed, the Silver Hawk with which Sir Noel Macklin did so well at Kop hill-climb in 1920 and ran at Brooklands had an overhead-camshaft Sage engine with somewhat modified lubrication system which ran to over 4,000 rpm and had been hotted-up to exceed the 35 bhp of the standard engine.

A MOTOR SPORT reader tells of meeting, in "The Blue Cow" in South Witham, just off the old Great North Road, a venerable old gentleman wearing a billy-cock hat and smoking a clay pipe. This worthy, a local game-keeper, confessed that before the war one of his hobbies was to take his horse-and-trap out onto the then narrow Great North Road and drive it slowly down the middle of that famous highway, holding up "the toffs" in their Rolls-Royces who were hurrying to Scotland for the grouse shooting. The big cars had to mount the grass verges before they could pass. That is until the day a Bentley grazed the horse and in deference to the animal he gave up. Will that Bentley driver, if he reads this, now own up!

Enlarging a little on last month's article on the Type 43 Bugatti, it may be said that Malcolm Campbell won the very first BARC Mountain Handicap at Brooklands in 1930, with his TT car, averaging 62.56 mph from scratch, that Denis Evans' Type 43 was the ex-Earl Howe TT car and that among the users of Type 43 Bugattis in later times was Brian Finglass, who had the special Bachelier car (Reg No AWX 7) which he once drove to Molsheim, where its pre-selector gearbox was looked at with



**HOMES OF THE RACING DRIVERS** — The house in Cornwall which was once the home of Prince Chula and where "Bira" lived. It is now an hotel.

some distaste

Incidentally, among other Bugattis owned by Brian Finglass were a 2-litre Grand Prix (Reg No UU28), the ex-Col Giles' Type 44 four-seater (GU 7), a supercharged Type 37A GP (Reg No EPF 761), which proved troublesome, so was changed for the Type 49 tourer (Reg No AXD 437) that was afterwards owned by Mrs Rodney Clarke and referred to by her as "Poppy", and then a Type 50 4.9 blown dh coupé, that was very fast but inclined to be a bit of a handful at speed. It offset the disappointment, however, of being beaten to it by Chinetti when Finglass tried to buy from Bugatti in Paris the ex-Archile Varzi GP car. Then came his Type 57 era, when Brian owned among others a T57 dh coupé (Reg No BAP 181), T57SC Vanden Plas two / four-seater (Reg No FGW 384), another T57SC Vanden Plas car (Reg No DXP 970) now believed to be in America, and a T57S dh coupé (Reg No HLH 302). Those were Brian Finglass' later Bugattis. He began his ownership of the make with a beautiful Durlacher-bodied Brescia two-seater (Reg No EM 1591) found in a Wandsworth showroom and bought for £25 by easy-payments. It provided the young Finglass with many thousands of miles of good motoring while he still was an apprentice at the Eric Longden works in Manette Street, at Charing Cross, in London. He thinks the Durlacher coachworks were in Horseferry Road, Victoria, and they were, I believe, Diatto agents. Finglass joined the Bugatti OC and later had a very sporting tulip-wood Brescia two-seater (Reg No XK 8037), followed by a door-less four-seater Brescia (Reg No PT 1417), which was replaced with a Full Brescia with the eight-plug cylinder block, twin magnetos and outside brake and gear levers and a French pointed-tail body (Reg No XW 8522). Then came the Type 37 GP Bugatti (Reg No YP 9663) in which Brian drove for the first time to the works in

Molsheim. This led to the aforesaid 2-litre GP Bugatti, only changed for the Type 44 at the behest of Brian's girl-friend, who disliked going out in the GP.

We regret to learn of the death of Hartley-Smith, ex-Sunbeam racing-car mechanic of the early days, who accompanied these cars to the American board tracks, etc.

Up in Scotland Tom Abernethy has made a very good replica of a Gordon England Brooklands Austin 7, the one with the fully-streamlined two-seater production-type racing body, and we hear that another such replica is likely to be constructed further south. — W.B.

## An Air Pioneer

SOME 85 years ago on September 30th, 1899, a brave and dedicated pioneer of aviation crashed to his death in the parkland that surrounds Stanford Hall in Leicestershire. It is axiomatic that it is only winners who are remembered, and few people today know that an Englishman was, in the late 1890s, in the very forefront of experimental heavier-than-air flight. But it is a fact that in the four years that preceded his death, Percy Sinclair Pilcher was the only man in the world consistently and successfully to engage in gliding flights. After an unrewarding early attempt, Pilcher twice visited the great German pioneer aviator Otto Lillenthal in 1895, and on his return, eventually built "The Hawk" which he flew from 1896 until his fatal accident. To this day a full-size replica of this machine exists at Stanford Hall, and to a layman it is far more recognisably a forerunner of the aeroplane than is the Wright brothers' "Flyer" of 1903!

Pilcher's last flight was made against his better judgement. Not only was the weather far from ideal, but the fabric lifting surfaces

of "The Hawk" were soaked in dew as a result of its having been pegged out overnight. But Pilcher was reluctant to disappoint the contingent of Army officers present at the invitation of his host, Lord Braye, to witness this remarkable novelty. So he decided to make at least a trial ascent, and launched by a rope and winch, he safely took off and landed. Thus emboldened, he decided to make a prolonged flight, and again took off. At a height of 60 feet part of the tail of "The Hawk" broke, the aircraft fell precipitously, and poor Pilcher received injuries from which he died on October 2nd, at the age of 33.

Thereupon, a paralysis descended upon practical flying throughout Europe, but in America, the Wrights began all over again and eventually flew under power on December 3rd, 1903.

It is very likely indeed that the accident which robbed Pilcher of his life also stole his chance of immortality because he was quite confident that some time in 1900 he would successfully fly "The Hawk" under power! He was no "mere mechanic" but a mathematician, university lecturer, and a qualified practical engineer of note. He had already taken advantage of his connections with the infant motor industry to have designed, built and tested a four-cylinder petrol engine of extremely light weight, and developing four horsepower, more than enough by his calculations to sustain "The Hawk" in the air. Had he not died, there is no reason to doubt that he might well have flown some time in 1900.

It has been objected that "The Hawk" had no control surfaces (its attitude in the air being controlled by the pilot shifting his centre of gravity relative to the air frame)

and that this would have been impractical and dangerous. To some degree, true. But Pilcher had flown "The Hawk" as a glider for four years and knew its limitations. And it may well have been that his priority was to FLY — and then to deal with problems of manoeuvring as they arose. And a system of wing-warping for lateral control had been proposed and indeed patented as long ago as 1884!

Had Percy Pilcher flown in 1900, what then? Contrary to myth, the Armed Forces were intensely interested in the possibility of manned flight, and anyone who doubts this should consider the energy with which the British Army pursued the Wright brothers — in stark contrast to the utter indifference shown by the US War Department!

And the first flight from British soil was that of Cody's "Army Aeroplane No 1" in October 1908. Pilcher would not have lacked for capable and enthusiastic backing from the so called "Balloon Factory". But of course it was not to be. And more is the pity, because although no one can deny the Wrights their wonderful achievement, a combination of indifference by the US War Department and their own reluctance to give away their "secrets" held back the development of the aeroplane for a good five years.

Furthermore, every feature of their design with its deliberately inherent instability had eventually to be abandoned in the pursuit of truly practical flight! Speculation is vanity, to be sure, but it is tempting indeed to wonder about the subsequent history of flight, indeed the history of the World as it would have been had Pilcher not crashed on September 30th, 1899. — G. B. Woolley

photograph and my epistle relative to the Gray brothers and the LSR Railton car. For the sake of the historians I would like to correct one mistake of mine — the fifth member of the Gray team was Frank Newbold (not Newcombe).

In adding to my original copy surely W.B. was wrong in saying that they had a works behind "The Ship" in Byfleet; my memory tells me that they always worked at Brooklands in either the ERA shed or T&T's. Surely when W.B. refers to their works behind "The Ship" in Byfleet he was thinking of Les Anstead whose work was concerned more with racing motorcycles than cars.

Kenilworth

HARRY MUNDY

[Yes, I stand corrected Harry! Les Anstead had the premises behind "The Ship", confusion arising because he made the tanks for Campbell's LSR cars, the Multi-Union, etc and exhaust systems innumerable, for Morgans, Bugattis, MGs and many other cars, including the silencer for Millers 21-litre Benz. He began with the racing motorcycles in 1924 but had seen Brooklands being built, as a boy living in Weybridge — Ed.]

#### Singer Junior Experiences

Sir,

I read with interest your article entitled "Small Car Progress" (MOTOR SPORT, October) which contrasted a road test run carried out by Sammy Davis in a 1927 Singer Junior and a similar run carried out by yourself in a small Japanese car.

My own 1929 Singer Junior Saloon (essentially similar to Sammy Davis' car save for alloy bodywork and front wheel brakes) is of course very active in VSCC circles and is not unfamiliar with the Welsh mountains by virtue of its annual pilgrimage to compete in the LC & ES Section Welsh.

With but two exceptions (mine is very light on oil and a remarkable starter from cold) everything Sammy Davis said is still very familiar to me, a user 57 years later. It is a remarkably fatigue-free little car to drive even on long runs. Despite its 35-40 miles per hour cruising speed it is quite capable of averaging 28-30 miles per hour with 200-300 miles per day literally no strain. We must be the only people who have driven from Essex to Wales and back in one day in a Singer Junior when, approaching Builth Wells, we experienced what we thought might be terminal magneto problems dictating a return home whilst the engine was still running!

I am now happy with the fuel consumption since I also occasionally achieve 38-40 miles per gallon but on average 35-36 miles per gallon is more usual. The road test of the day gave promise of 50 miles per gallon but possibly this was not driving the Junior in the fashion of Sammy Davis or myself!

I must say, it would be quite interesting to

## VINTAGE POSTBAG

### "Romulus" and other matters

Sir,

Bill Morris has got it all wrong again! What D.S.J. and I were protesting about all those years ago was "Romulus" being raced again — not other E.R.A.s and historic racing cars. "Romulus" had a unique record and this was destroyed when it was dragged out of retirement and made to run again.

Captain J. F. C. Kruse who has been mentioned several times recently was, I believed, connected with the *Daily Mail* in Paris. He was a prolific letter writer to the motoring press in the late '20s and early '30s and was very pro-Rolls-Royce and anti-Bentley.

Re motor racing musicians: Buddy Featherstonhaugh was not a jazz singer but one of a Britain's leading saxophonists.

Clae's band were the Clay Pigeons. On the classical music side how about Hugo Rignold who had one very successful Brooklands meeting, George Weldon who drove an Atalanta at Le Mans and in speed trials, and Antony Hopkins who had a lightweight E-type Jaguar? Incidentally — Featherstonhaugh was the first British driver since Segrave to win a "big car" race abroad (Albi, 1934 in a 2½-litre Maserati).

Finally, may I point out that Cyril Paul and John Dunfee won the 1931 BRDC "500" not 1930 as stated in your November issue.

Stockport

DAVID L. GANDHI

### The Gray Brothers

Sir,

Many thanks for publishing the

retrace Sammy Davis' steps in the Junior. I wonder, 57 years into the future, if a surviving example of a present Japanese light car will be in the position to do the same. I think it very likely that my little Singer will still be, and possibly the then owner of VX1239 would like to take the matter up with MOTOR SPORT or possibly "Space Sport (incorporating MOTOR SPORT)" as the journal might then be!

Great Maplestead

D. G. ROUSE

### That Brasier

Sir,

There was a brief mention in the October issue of an Edwardian Brasier that was present at the Bishop's Castle steam frolic. This car is ours and it indeed has much later wheels and tyres. Actually the wings are wrong as well but I am confident that the rest of the car is genuine as the chassis number is stamped on a number of the body parts.

We would very much like to have a contemporary photograph of a similar car in order to establish what tyre and size of wheels were fitted originally and also the shape of the wings. The car is the 9cv (65x110 mm) 4-cylinder model they made in 1914, chassis and engine No 154. The Motor Car Index (1923 issue) suggests that the tyre size was 760x90 and that the wheels were "wire detachable". There is hearsay evidence that this car was used by the French army as a staff car in WW1.

Any information, particularly photographs of this model Brasier, would be most welcome. It is proving remarkably reliable after a more or less cosmetic restoration.

Bristol

M. E. A. MANNING

### That Bentley

Sir,

I read with interest your request for information about Bamber's of Lancashire (as it says on the maker's plate) who had their name affixed to a body for a 3-litre Bentley which another American has written about. He is referring to my old car, reg. no. CX 6624, which went from me to Bob Sutherland to Austie Clark to somewhere. This car was restored by Fred Hoffman during 1971-72. The paint and upholstery were done by Jack Loveday of Stratton St Margaret's. During the course of Jack's work he discovered two items of interest. The first was that a door had been framed in on the offside for the driver. Of course there is nothing so useless as a driver's side door on a 3-litre Bentley. In any event, the door frame was securely screwed to the door jambs and threshold and the outer aluminium skin over that area was sheet with no sign of inletting or welding. When the door frame was removed to renew the packing in the joint, another maker's plate, identical to the one on the functioning door was revealed. I thus surmise that Bamber was indeed capable of bespoke coachwork.

The second interesting thing that appeared was that there was no provision for the fitment of a top (hood). Nowhere was the aluminium skin nor the wood frame beneath pierced or marked for bows or tacking strips. Of course the car had had no top when I got it, but I always assumed that that was the result of some off-hand customising during an earlier tenure. Indeed it had always been what I always called it, a sunshine car.

The Bentley gave a great service from the first day I bought it from Ivor & Capt J. Gordon of Frank Day and Stepsons, that most delightfully curiously (and appropriately) named store. Its last great adventure was the drive from Boulder to Los Angeles for the 50th Anniversary of the Marque. We made good time through the glory of Western Autumn to California where the car was given great hospitality by the men of the Cunningham Museum who pampered it back to cleanliness and lent us what few things we needed to set right the rigour of a quick 2,500 miles. Three times we were stopped by the cops, but each time they "just wanted to have a look".

We were treated well by our fine host Mr Wisdom who imports to us most of the drinkable beer we have here in the US. After a drive up the Pacific Coast Highway, possibly one of the 10 finest pieces of b\*lls\*\*t driving on the North American Continent, the cross-shaft gears which always fail on 3-litres failed, and there we were. The rest of the story is sad, common, and part of the price of vintage motoring. Boulder, Co. R. J. SEIFFERT

### Malvern Memories

Sir,

I was brought up in Malvern. We lived on one of the steep hills of the town and our road was on the preferred route used by the road tester of Morgan sports cars. In those days it was Charlie Curtis.

Every weekday, sometimes more than once a day, a Morgan would roar past our front gate. The hood was invariably off and the spare wheel was usually not fitted. The intense desire to own a Morgan followed me from childhood to adulthood and I have now owned three: a 1956 Plus Four, a 1978 Four-Four and a 1982 Plus Eight. Adverse comments are often made about the comfort of these cars and they are not justified. The seats fitted to modern Morgans are very comfortable and although the ride is firm you don't end a journey stiff and sore as I have found you do in most mass-produced modern cars. Of the many cars I have owned, including Cortina, Viva, Mini and various pre-war cars including a 20/25 Rolls-Royce, the most comfortable was, without doubt, the Plus Eight Morgan.

In 1965, at the age of 17, I couldn't achieve ownership of a Morgan. The nearest thing I could get to that was ownership of a car once owned by the aforementioned Charlie Curtis. This was a 1932 Standard

"Little Nine", an exceptionally sluggish car (I still own it). On one occasion my run at one of the steep climbs of Malvern was obstructed by several cows being driven along the road. I had to make a hill start and as I reached the steepest part of the climb the clutch was slipping and progress was so slow that the cows overtook me. My only consolation for this ignominious experience was the thought that Charlie Curtis might have suffered similarly! I now live in East Anglia where a slipping clutch and weak brakes are little handicap and the risk of bovine defeat is only slight.

Mendham

BRENDAN BOYLE

### Sage Recollections

Sir,

Your article on the Sage car in the September issue is interesting, as you mention A. Graham Forsyth as Chief Designer. In 1957 I joined Fairey Aviation / Marine as Naval Architect and my first assignment was to design a fast motor boat around a new marine gearbox and drive system designed and built at the Hayes factory by A. G. Forsyth. He was first introduced to me as Captain Forsyth, as he was a pilot in the RFC during the first world war. He was then recently retired, but retained by Faireys as a gear consultant.

I am not exactly sure, but he must have joined Faireys around 1930 to design the "Prince" H24 engine with contra-rotating controllable-pitch propellers, as Sir Richard wanted his own aircraft engine. Prototypes were designed and built and one actually flew in a "Fairey Battle", but unfortunately the engine was not adopted by the Air Ministry, as they wished to rationalise with one engine manufacturer, the P12/24 being a competitive engine to the Rolls Merlin. This engine was exhibited in the entrance hall at Fairey Aviation, Hayes, until the forced sale of the Company to Westlands. Apparently the Directors were so incensed over the sale that the Exhibition Manager was told to "get rid of it". The engine would have been mine, but was too big for my living room! From Hayes it was moved out to White Waltham and from there to the Yeovilton Fleet Air Arm Museum, where it now rests for all to see.

A. G. Forsyth was also involved with the Fairey "Rotodyne" helicopter and I believe some of the related patents were in his name. He taught me a great deal about spiral bevel gears and I spent literally hundreds of hours type-testing his gearboxes in open fast motor boats up and down Southampton Water, usually in freezing winter weather conditions with one's ears dropping off with the cold!! The advertisement of the Frank Costin Protos Formula 2 GP car is interesting. We built the two wood monocoque chassis / bodies at Hamble using the same laminated wood construction that we had perfected for moulding the Firefly, Albacore, Atalanta and other well-known boats from the Fairey factory. Southampton ALAN V. BURNARD

# READERS' LETTERS

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

## FF1600 — A Professional View

Sir,

I read with great interest your article in October's edition of MOTOR SPORT regarding the critical situation with respect to the future of Formula Ford.

It is refreshing to see that one of the most established motor racing journals has realised the significance and importance of our most junior "pro" Formula. Something which I feel has been missed by many parties, for far too long.

I shall not dwell on each of the many points in your article, just to say that in many areas the Formula has progressed far quicker than certain organizing bodies realize.

Part 1. Formula Ford 1600 is a world-wide industry, to which many owe their livelihoods.

Part 2. It has the double role of being the backbone of many club meetings and the undoubted proving ground for future F1 champions. (On this point, I take issue with M.L. I know we have not yet had an ex-FF1600 champion win a GP, but keep watching that space, for Messrs Senna, Warwick, Mansell, Palmer, Cheever, etc, wish to break the "duck!")

FF1600's dual purpose of providing relatively low cost motor racing for the man (or woman) "in the street", as well as experience for the aspiring professional, creates its own problems. FF races have always had a mixture of the two types of drivers. However, over the years, there has been a gradual parting of the ways between these two groups. FF2000 was intended to cream off the season's aces, but, for one reason or another, this has not happened. Indeed, many drivers who have fallen foul of higher formulae have returned to FF1600, in order to rejuvenate their flagging careers. This, combined with escalating costs of equipment, travel and the well known recession, has reduced the grids, which in turn reduces the excitement and spectacle that is synonymous with FF1600.

Over the last few seasons, this separation has been increasingly evident and this is a situation which, I feel, must not be allowed to continue unchecked.

What is to be done? Not an easy question to answer. Firstly, the organizing bodies must realise the situation they have before them, and act positively and quickly after consulting the people it will most affect, ie the industry, sponsors, clubs, tyre manufacturers and — not least — the

competitors. This may appear to be a contradiction in terms, for how can you assess the opinions of so many groups positively and quickly? In my opinion, the Ford-based Formula 1600, 2000 and Sports 2000 is strong enough and important enough to have an organisation that looks after its own well-being now, and also, plans for the future. Whenever organisations or associations are mentioned, people raise their eyebrows in disgust — "yet more bureaucracy" they cry. No-one needs that, and I'm sure that everyone has some idea of the structure needed for such an organisation. I believe it requires a central figure (president, chairman or whatever), who has the experience and knowledge (technical and commercial) to oversee and control the Formulae.

His brief would be to ensure the well-being of the various categories under his control, to liaise with those who make the rules and indeed, those who are regulated by them. Such an individual has to be engaged and supported, for at least a three year duration, with his salary etc being paid for by the industry. I would consider this a worthwhile investment in order to ensure healthy grids and stabilisation for the foreseeable future. Indeed the Ford Motor Company might like to appoint someone themselves, after all, it is Formula Ford and a healthy environment can only be good for this Company, who have been a pillar in motor racing history.

I believe that there are moves to reduce the Championships for 1985, good! However, let us not stop there. We must progress with FF1600 so that it not only maintains its prestige, but ultimately becomes the Junior Formula.

To control costs nowadays is difficult, due to the heavy testing schedules taken on by the so-called "pro" drivers. It would be very difficult to control, far less stop, this. However, if we are to have one major National Championship which (provided the prize fund is good enough) will attract the "Glory Boys", and several regional Championships, this should keep the testing costs to the people who can afford them, whilst the regional guys will be happy to compete when the National Championship visits their particular circuit. This would have the effect of neutralising the advantage of costly testing by being on their "home ground".

Tyres are another major expense. This year in particular has brought to the fore the problems of tyres, with people who can afford it, sorting and grading tyres for best

performance. Meanwhile, the poor clubbie fellow spends his hard earned pounds on one, maybe two sets a year and is lumbered if his are not a "good set".

Engines? This year we have witnessed the disgraceful situation of a company selling blatantly illegal engines to customers who have paid their money in good faith. If an organisation was in operation (like ABTA is to the travel world) strong action could be taken against the company, not individual drivers. Cost? Would it not be possible, on a strictly controlled basis, for Ford Motor Company to "give" one basic Ford engine to each licence holder, for the sole purpose of racing in FF 1600? Obviously, the individual must prove good intent to use it for this purpose only. Therefore, engine tuners could survive happily, the overall cost would be reduced, including the used engine sales and "pre" formulae etc would also benefit.

The car constructors could also greatly assist in cost control in numerous areas. I'm sure, given the long term security of the successful continuation of the Formula, they would realise the benefits of keeping costs in check.

For the good of the sport and the industry, action must be taken now and I, for one, would be more than happy to see Ford and the RACMSA taking a positive and fresh approach in the aforementioned areas. This would remove the need for another organising body.

Chatham

GRAHAM FULLER  
Minister Racing Engines

Kieft-AJB

Sir,

After reading your absorbing "Archie Butterworth" article in the Nov issue, in particular the postscript, I suddenly remembered a photo which I took at Silverstone many years back of a Kieft 2-litre. I've never heard anything of the car since or before for that matter! I think the expressions on the faces of the mechanics speak for themselves! If I remember rightly it only did a few practice laps and was put away. I've checked on the programme which I still have but can find no mention of it.

While I was actually competing in the monoposto class of single-seater cars in the early sixties, I remember one of the Aston Butterworth cars entered in the race at Oulton Park with a 1,172 cc Ford 100E engine fitted. I cannot remember the driver's name but I never saw it again. I think I saw it spin off (in my mirror) at Lodge corner on the first lap.

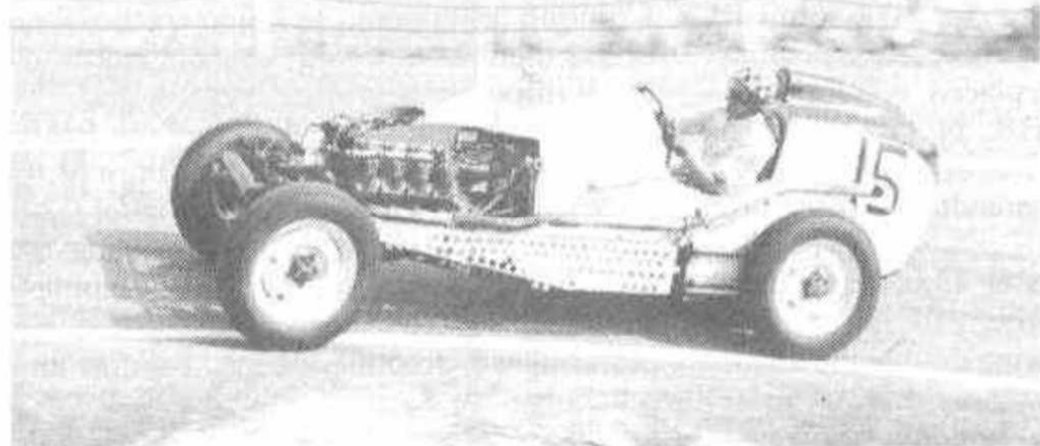
I'm sorry I cannot be more precise in my information but hope the photo helps.

I've been reading MOTOR SPORT since before the war. Keep up the good work.

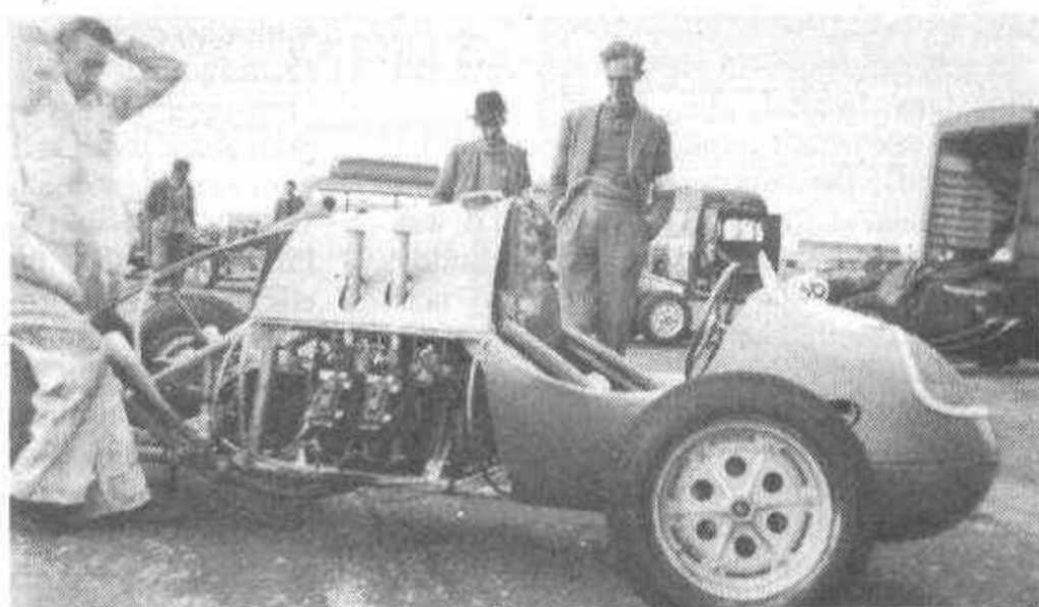
Llandudno

G. A. BODLEY  
[The car is the original Kieft 500 cc F3 car built in 1949. The photograph must have been taken in 1952/3 for the AJB engine is still in its Steyr-headed form. See the article on Kieft elsewhere in this issue. — M.L.]





BILL MILLIKEN at Mount Equinox in "Butterball". [Photo — Ludvigsen Associates]



THE KIEFT F3 CAR with its Butterworth engine — see Kieft-A7B.

### "Butterball"

Sir,

Your story on Archie Butterworth and his cars reminded me of conversations with Bill Milliken of Buffalo, New York, with respect to the "Butterball". My recollection is that this name derived from the original designer of the vehicle and the fact that it was rolled up into a ball when Bill acquired it. Bill Milliken subsequently made many alterations to the car, including the fitment of a new chassis frame. A photograph, one of my favourites, shows Bill at the wheel of the "Butterball" climbing Mount Equinox in New England in 1956. On the bonnet above the engine Bill fitted a tachometer and also a barber pole indicator to remind him which gear in the transmission was engaged.

Trusting this will be of interest.

London W1

K. E. LUDVIGSEN  
Ludvigsen Associates

### Old Fogey Writes

Sir,

I must be becoming an old fogey, but here it is: an angry letter to MOTOR SPORT from Tony Dron. As one of the very first drivers in Formula Ford 1600 early in 1968 I read your "FF1600 Focus" with unusual interest.

You were right when you dismissed Fittipaldi's and Scheckter's debt to FF1600 as irrelevant. They both had previous motor racing experience; in fact Emerson had won a single-seater championship in Brazil before arriving here, admittedly almost penniless, to make his fortune. Both these foreign drivers obtained powerful backing and without doubt they were given superior equipment.

However, to say that James Hunt spent most of his time crashing in FF is inaccurate. James had attempted to race a Mini in '67 but the project failed. He and I started in FF in May, 1968, as beginners. He was working for Telephone Rentals as a £20 a week salesman and he had an Austin Cambridge tow-car which he had bought for £30 (sold his Lambretta to get it!). James sold the Mini for about £300 and put deposits on a Russell Alexis and Chris Steele engine, taking out two separate hire

purchase deals on each of these. I had a Titan Mk 4. We raced every weekend, sometimes twice a weekend for the rest of that season and James' two significant accidents involved me. They were late in the season.

At Mallory we were tightly bunched, his right rear wheel between my wheels at the first corner. Some idiot hit him and we all went flying. By braking I got out from under his engine just in time. A week later at Oulton I spun in front of him at Cascades while in the leading bunch, and he cartwheeled into the lake and sank. Whatever else you may think of James Hunt, he was not a Formula Ford crasher; he is a gentleman who to this day exonerates me from blame for that incident ("I was going off anyway on my own; thanks for getting me out", he said). What's more, his obvious prowess in FF got him a drive in a ropery old F3 car at Cadwell, where he went and blew the famous stars into the weeds and took a lap record.

Later on, battle-weary with lack of recognition in F3, he did begin to crash too often, but he had the class to rise above such an understandable personal problem. That's the difference between a drop-out and a World Champion.

Sutton

TONY DRON  
Editor,

*Thoroughbred and Classic Cars*

### Racing and Rhythm

Sir,

I felt an uncomfortable nostalgic pang as I read your fine *rétrospectif* on old Piers Courage in the November issue, and can add little of any consequence — except to mention that he did actually purchase a Merlyn Mk6 sports car in 1962. I think it had a 2-litre Climax engine, and its eventful (but unsuccessful) career began as it was to carry on when Piers and I drove down to the Merlyn shed near Colchester in his white Jaguar MkVII to collect the thing. He could scarcely contain his excitement as we rolled the shining new red machine onto the trailer and set off to conquer the world, but 100 yards down the road the whole tail section blew off and was shredded by a lorry. Although racing men are not meant to cry

there have to be occasional exceptions.

I believe the car was later sold to Robin McArthur, who continued to struggle manfully with it.

Piers' friendship has proved to be irreplaceable and, in connection with M.L.'s article "All that Jazz" in the same issue, he also happened to be nuts about musicals in particular. His first reaction to the odd glass of sherbet was to drop on one knee and run through Al Jolson's "Jazz Singer" routine, which could clear a restaurant quicker than a salmonella sandwich.

In the racing and rhythm section we must include the BRDC's Honourable President, Gerald Lascelles, who is a considerable jazz aficionado, and I remember a long emotional evening with Mike Hailwood on the Yamaha (piano) in his house near Durban. He suggested that the affinity between good racing and good jazz — especially improvisation — was largely due to the fact that they both had to be "played" by the seat of the pants.

Ripon

CHARLES P. LUCAS

### All that Jazz

Sir,

Re your feature "Motor Racing and all that Jazz" (November issue). I am sure that you are wrong in describing Rupert E. L. (Buddy) Featherstonehaugh as a jazz singer. He may well have sung occasionally but he was best known as a very accomplished saxophonist. I used to have a delightful record of a dusky damsel named Valaida accompanied by Buddy on the saxophone ("I wish that I were twins, you great big babykins, then I could love you twice as much as I do").

Incidentally, I believe that Featherstonehaugh was the first British driver to win a continental grand prix, probably since Williams (Grover) at Monaco, when he won the Albi Grand Prix in Whitney Straight's 2.6 Maserati.

A noted omission from your list is Hugo Rignold, whom I remember competing in mountain races at Brooklands and who eventually graduated to conducting a full symphony orchestra.

Truro

RICHARD WINBY

Sir,

I was interested in the article "And All That Jazz" by M.L.

I hope he won't mind if I correct him on two points; the band led by Johnny Claes was known as the Clae Pigeons and I was amused to see the late Buddy Featherstonehaugh described as a jazz singer. Actually, he was a fine tenor sax player in the Coleman Hawkins tradition and one of the best outside the USA. He also played alto and baritone saxophone.

Only one jarring note in the article — the mention of pop group people and disc jockeys in the same breath as real musicians made me want to curl up!

Glasgow EDMUND B. CLANCY

Sir,

May I subscribe a few thoughts from an erudite reader about any relationship between musicians and competition drivers. Personally I don't think there is any. Race drivers are by nature competitive beings and musicianship does not require the "Tiger in the belly attitude." I was for several years a professional piano musician in several large and small orchestras, sadly terminated by business commitments, but I don't think it ever played any part in my ten years or so of motor racing. The late Philip Scragg, a great friend of mine, studied under the talented John Ogden, and we played over the years many duets etc, on my much admired 5 ft 6 in Bechstein. He would have perhaps made a good concert pianist had he lived, but like myself enjoyed both worlds immensely, but we never went any quicker, because of any musical ability.

In passing I still play every day and would like to race drive again, but at the age of seventy it is hardly possible, though I still drive my prized Ferrari 308GTB, which emits another sort of music.

I have been reading the "Nitty Gritty" in MOTOR SPORT for about 40 years and long may it prosper in these troubled times.

Woore JOSH RANGLES

### Wearing Story

Sir,

Having read Mr N. W. Trenerry's letter in the November issue of MOTOR SPORT I can sympathise with the disappointingly short tyre life he has experienced on the front of his Audi 80 Sport.

I own (or rather my company does) a 1982 Audi 80 CD which is similar in most respects to the Sport, apart from the former's five-cylinder engine, and which puts comparable power and weight through the front wheels. The car has covered 70,000 miles in a little over two years and is now on its third set of fronts. Originally equipped with Goodyear NCT's all round these were eminently unsuitable as there was insufficient "give" and the car lacked any kind of grip at the front, notwithstanding trying different pressures to compensate the understeer. Driving in the wet lay

somewhere between a joke and being very exciting and I will confess to somewhat "boy-racer" antics at times in the dry to aid premature wear and therefore replacement with another make. This happened at 18,000 miles and I replaced the lot with Pirelli P6 185 / 60 HR 14 tyres. These effected a transformation in both wet and dry conditions and I immediately felt more secure.

I changed the fronts at 43,000 and then again at 68,000 while the rears lasted until the change at 68,000 giving double the life of the fronts. I do no motorway driving, most of my motoring being London / Surrey / Sussex, town and country lanes.

Audi actually recommend changing the tyres from front to rear every so often but I'm of the opinion once the wheels and tyres are set up and balanced leave well alone.

Finally, for what is a heavily front-biased car, I find 30 psi front to 26 psi rear goes a long way to neutralise the handling on what is essentially a very fine and utterly reliable motor car. My comments regarding the Goodyear tyres relate to my experience on this one car as I'm aware they are extremely effective on other makes.

Woking

N. F. PAGE

### BMW Servicing

Sir,

I was most surprised by Mr Nicholls' letter in your November issue concerning the servicing of his BMW 528i and feel that it would perhaps be helpful to those who do not own a BMW with the computerised servicing lights to explain the system.

Once the orange light comes on an oil service or full inspection should be carried out as soon as possible. This light will remain on until the work has been carried out and the system cancelled by the BMW agent using the special tool mentioned by Mr Nicholls in his letter. However the first red light will not come on until some little time further has elapsed and the second one will not light up until much later still.

The whole point of the computerised servicing lights is that they take into account how the car is driven and as far as my 520i is concerned I have found that very approximately 1,000 miles is covered between each of the lights coming on and if this were the case with Mr Nicholls' car then he must have driven about 2,000 or maybe 3,000 miles since the orange service light first came on!

From this I would suggest that it is plainly ridiculous for Mr Nicholls to complain that his BMW agent could not carry out the work for one week when he may well have been in a situation that the car required the oil service for several weeks prior to him contacting the garage.

My experience with this type of servicing system over the 42,000 miles that my car has done in the last two years is that it is most satisfactory and much cheaper than previous servicing. I would also add that the BMW

agents in Maidstone have maintained my car to an excellent standard and I am of the opinion that any garage who could carry out a routine (as opposed to an emergency) job in less than about a week probably have too low a throughput in their work shops.

I would just add that I started my BMW ownership many years ago with a 3.0S progressing to the original 4 cylinder 520i and then to a 728 before my existing car which I have found to be virtually faultless and a superb compromise between performance, accommodation, comfort and economy.

Pluckley

R. E. FINLINSON

### Inflation

Sir,

Further to your item on "Small-Car Progress" (pp1198-1200), it is interesting to add in the necessary factors for inflation — based on the Retail Price Index — bearing in mind that wages and salaries have generally more than kept pace with inflation.

The current "RPI", according to Government sources, is around 352: having been set at 100 in January 1974, so in other words on item costing £1.00 in January 1974 should now cost £3.52. Based on this, 1974 figure the RPI in 1925 was 19.6 and 1930 was 17.6 (source: Whitaker's Almanac). Say 1927 was 18.5. This gives an overall inflation factor between 1927 and 1984 of:  $100/18.5 \times 352 = 1902\%$  i.e. a factor of 19.

The attached table compares 1927 actual, 1927 prices in 1984 terms and 1984 actual. On this basis even road tax at £90 is a bargain(!) and a cover price of 80 pence becomes only 10.7d (old pence of course).

| Item    | 1927   | 1927 at | 1984   |
|---------|--------|---------|--------|
|         | Actual | 1984    | Actual |
|         | £      | £       | £      |
| Car     | 200    | 3800    | 3100   |
| Fuel    | 0.45   | 8.55    | 5.00   |
| Oil     | .185   | 3.52    | nil    |
| Toll    | .05    | 0.95    | .15    |
| Meals   | 1.10   | 20.90   | 6.50   |
| Hotel   | 1.325  | 25.18   | 32.00  |
| Garage  | .10    | 1.90    | .30    |
| Fuel    | .62    | 11.78   | 10.08  |
| Oil     | .18    | 3.42    | nil    |
| Toll    | .02    | 0.38    | .20    |
| Meals   | .55    | 10.45   | 8.04   |
| Castle  | .125   | 2.375   | 0.70   |
| Total   | £4.705 | £89.40  | £62.97 |
| Car Tax | £8     | £152    | £90    |

The Hotel looks expensive!

It is for these reasons that the Government in a recent White Paper (Cmd 9300) shows that motoring costs (including car purchase) in increased in real terms by only 3% between 1972 and 1983.

Whalley

A. N. WICKENS

### Gina Campbell

CONGRATULATIONS to Gina Campbell, of an indomitable family, who has broken the so-called Woman's Water Speed Record, happily escaping injury in an accident after the record run. But it should be remembered that to do this entailed a speed of 122 mph, whereas when her father lost his life, "Bluebird" was tramping across Lake Coniston at something like 300 mph. . . .

W.B.

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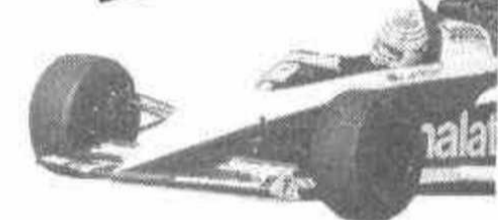
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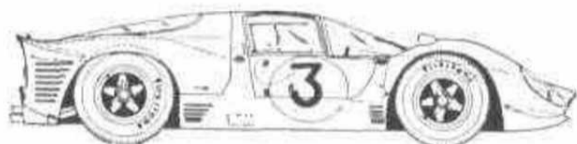
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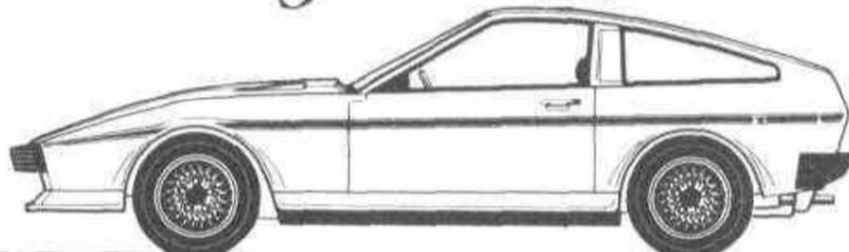
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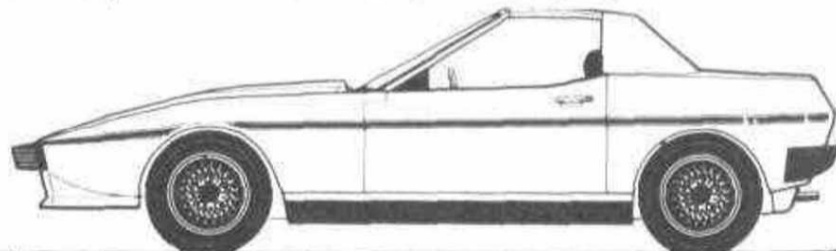
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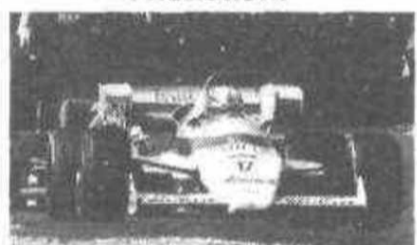
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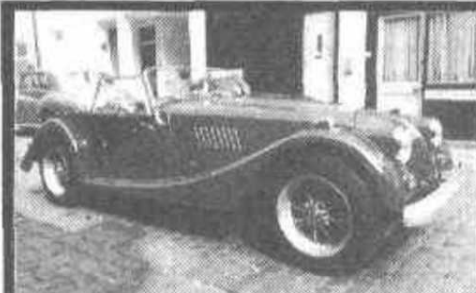
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the Champagne going as we will find it easier to discuss the price with you. For those of you who already have the **Morgan** sitting in the garage, how can you be so cruel to let it sit there all on its own? Rush round and buy it a mate. We have the following **Morgan 4/4**'s who are dying for a change of scenery and to make new friends. 1982 **Morgan 4/4** 4 seater finished in signal red with black interior, wire wheels, luggage rack, 9,800 miles, one owner. Another **Morgan 4/4** 4 seater also finished in signal red has stone leather interior and was registered in 1980, luggage rack and door handles are its only extras. For those of you who are not required to stand by in the event of one of Santa's reindeer failing, the following **Morgan 4/4** two seaters are for sale. 1981 **Morgan** finished in signal red, black leather interior, wire wheels, reclining and folding seats, luggage rack and spotlights, 28,000 miles. 1980 **Morgan 4/4** 2 seater finished in green, brown leather interior, wire wheels, chrome luggage rack, bonnet strap, door handles, cassette player. 1980 **Morgan 4/4** 2 seater, signal red, wire wheels, folding and reclining seats, leather interior, luggage rack, door handles. As you will have noticed we are very short of early **Morgans** so Please Help. Really desperate for early **Morgan Plus 8**s. Happy New Year.

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**BMW 2002 S**, both 1973, one must go, touring, running in, sunroof, new test, and low mileage automatic, £1,300 each. Offers. Taunton 680628. (76835)

**GUY 18J**, Triumph TR6, petrol injection 150 bhp model, low mileage second car, Saffron yellow, £2,950. Price reflects condition. Peter Foster, Melton Mowbray (0664) 63363. (76836)

**RS 2000 ESCORT**, W-Reg, MoT, good condition, 59,000 miles, breakdown insurance to July '85, anti-theft alarm fitted. £2,850 ono. Tel: Malvern 63714. (76837)

**GOLF GTI** Campaign Model, Lhasa green, Sept 83, 22,000 miles, sunroof, tints, four headlight conversion, trip computer, elec aerial, Pirelli wheels, P6's, £5,850. Tel: 0235 832087. (76839)

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# John Britten



To our readers one and all  
We hope that Christmas is a ball!  
And Santa brings you lots of toys  
The ones preferred by all big boys:

We've got them here in colours bright  
Ready for delivery Christmas night,  
They're sleek and fast and cosy too  
And always know just what to do.

And just in case you're not quite sure  
It's cars we're using as a lure!

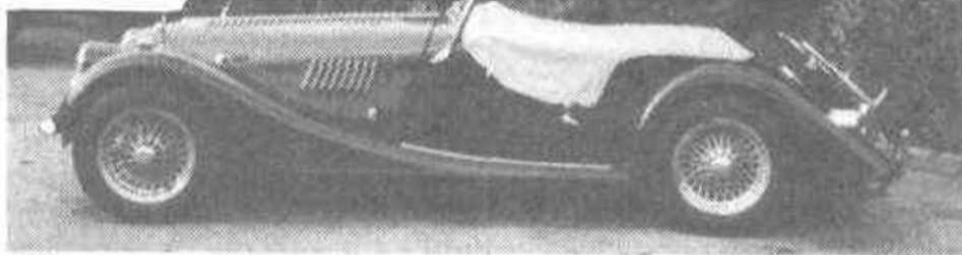
Happy Christmas — and if you buy one of our cars you'll make it even happier for us. Traditionally, this is a quiet time of the year for us, however, not so this year. At the moment we seem to be flapping around like an unplucked turkey, trying to keep pace with the ever increasing demands of our two thriving distributorships — the "magnificent Morgan"



and the "terrific TVR". Two highly individual and thoroughly British high performance machines, a profusion of which can be found five minutes from Junction 4 on the M1, namely our august premises. Give yourself a Christmas treat, come and have a test drive in our demonstration TVR 350i convertible, Bright Italian (not to say Ferrari) Red, just the thing to put roses in your cheeks or bring tears to your eyes. I'm afraid we can't offer you a demonstration in our 390i, but a quick trip with Chris or Roger will give you some idea of the breathtaking delights of owning one of the fastest production cars ever put together by man or beast! Currently in stock we have six new TVRs of varying specifications and hues including some at pre-October prices. Phone for more details. In the pre-owned TVR department — imagine finding one of these in your Christmas stocking: 1983A TVR 280i Convertible, Champagne (that's the colour), 6,000 miles, one owner, a purrrrrfect car, £11,500. 1982 TVR 280i Series II, fixed head coupé, Bright Red, one owner, 34,000 miles, 5-speed, excellent condition, £8,250. 1982Y TVR 280i,



Series II, fixed head coupé, Chrystal Green, Momo wheels, 16,000 miles, absolutely superb condition, part exchanged by TVR nut for new 280i, very well worth £9,500. 1982Y TVR 280i, Series II fixed head coupé, Chrystal Green, 5 speed gearbox, 26,000 miles, supplied new by our good selves, £9,350. 1981X TVR 280i convertible, Ferrari Red, BKS wheels, 35,000 miles, £7,500. 1981X TVR 280i Convertible, Bright Silver, blue interior, power assisted steering, 32,000 miles, excellent in all respects, £7,750. 1981 TVR Tasmin, Series I fixed head coupé, charcoal, 37,000 miles, very nice condition, part exchanged for newer Tasmin, £6,500. 1982 TVR Tasmin 200, Cosmos Blue, wooden dashboard, all 200 extras, one owner from new, supplied new and serviced by our good selves, £7,500. 1980 TVR Taimar, black, silver modelband, sunroof, radio / cassette, 39,000 miles, this month's "bargain offer", £4,750. 1980 TVR 3000S convertible, charcoal, stage III head and cam, XWX tyres, radio / cassette, terrific condition, £7,000.



1980 TVR 3000M, metallic Porsche blue, grey leather interior, wooden dashboard, moonroof, 34,000 miles, corner on rails with its Compomotive wheels and P7 tyres, guaranteed against rust with its bright red painted chassis, fantastic value, £8,250. 1979 TVR Turbo Convertible, British Racing Green, oatmeal interior, alloy wheels (Compomotive that is), radio / cassette, one of only 13 built, a rare beast indeed, £8,950. 1979 TVR Taimar Turgo, gold, brown modelband, radio / cassette, Wolfrace wheels, well recommended by CJA, and a car that has passed through these portals before, £6,950. 1979 TVR 3000S Convertible, bright red, oatmeal interior, Wolfrace wheels, radio / cassette, Janspeed engine, 45,000 miles, a real red

Morgan 4/4 4-seater, Nut Brown, two owners from new, bit of a plain Jane but good at heart. 1984 Morgan 4/4 2-seater, Signal Red, wire wheels, 9,000 miles, almost as good as new, and last but not least, not quite "dog of the month". 1960 Morgan 4/4 2-seater, Signal Red, 1,200 cc Ford Anglia engine, four-speed gearbox, easy clean wheels, bucket seats, very good value for only £3,500. For hours of endless fun and amusement at Christmas one couldn't do better than buy an Arkley kit. Having just restocked our shed at Arkley with these big white bits of fibreglass anticipating the usual Christmas rush brought on by people bending their hapless Midgets in the ice and snow, all we now need is for you to bring us



racer, £6,250. 1976 TVR 3000M, bright yellow, black modelband, one owner from new, good example of one of TVR's more plentiful models, £3,500. And here endeth the TVR lesson! Quite comprehensive, as you can see. With more arrivals and departures than British Rail at present, however, sad to say we continue to be starved of our other love — the "mighty Morgan", so please take pity on us at this time of goodwill and help keep us fed with some good low mileage, well cherished examples. We promise to pay the very best prices and will ensure a good home for any well loved Morgan. This month's Morgan offering begins with 1983A Morgan +8, Apple

your £390 plus VAT to complete our Christmas cheer. Odds and Ends: While appreciating the incredibly mild and pleasant weather we have been having lately, we do wish the Sahara would stop dropping dust all over our cars, especially our 1982 Fiat X19, Metallic Red, one owner from new, 20,000 miles, absolutely superb condition, splendid in fuel consumption, all for only £4,500. So that's it for 1984 folks, a year which has seen a few ups and downs and changes at the old homestead and doubtless we will all be here in 1985 recovering from our hangovers. Wishing all our customers and friends the very best for Christmas and the New Year. Bye!!



Pis green, black leather interior, alloy body, 3,200 miles, one owner, "mint" condition. 1982 Morgan +8, Nut Brown, stone leather, chrome wire wheels (very unusual), 13,000 miles, previously owned by The Gov'nor (much doffing of caps). 1978 Morgan +8, Ivory body, brown wings, 43,000 miles, one owner for last five years, exceptional inside and out. 1978 Morgan +8, Yoke Yellow (seriously!), brown leather interior, alloy body, well known at this establishment and highly thought of. 1979



## FOR SALE — continued

MORGAN 4/4 4-seaters, choice of two, both with wire wheels, tonneau and rust proofed, December 1983, signal red, 4,700 miles, excellent condition. 1984, new Indigo blue with cinnamon leather upholstery, delivery mileage. Offers. Tel: 0795 842520.

(76710)  
1966 S1 LANCIA Fulvia Coupé, fully rebuilt, 4 new wings, sills, and wheel arches, brakes, clutch and engine rebuilt, alloy panels, Webasto Sunshine roof, with £500 of brand new spares. £1,250 ono. Tel: 0388 763136. (76712)

TRIMPH SPITFIRE 1500, red, 1979, only 37,000 miles, immaculate, h/s tops, tonneau, 5 new w/w, and 5 new Grand Prix-S tyres, Waxoyled, £2,800. Tel: Edenbridge 864243 or evenings 862248. (76714)

1968 MGC Roadster all parts available to make complete car, partly restored will sell as spares, offers. Tel: 0621 741236. (76715)

FIAT 130C see miscellaneous cl. JJ9 see miscellaneous cl. (76708)

SALMON GP, twin cam, well known and successful VSCC car, but rather scruffy, £4,500 ono. Tel: 079682 248. (76988)

YIMKIN FORD. Unique front engine Formula Junior Historic racing car, 1960, immaculate, very competitive, many awards this year, full FIA Registration £4,900. Tel: 0228 76 408 evenings. (76991)

MORGAN 1969 4/4 4 seater, wires, crimson, good condition, mine for 12 years, £3,650. Tel: 0706 622254. (76992)

MORGAN 4/4 2-seater, 1976, 9,000 miles, red, beige hide, c/w, stainless steel exhaust, waxed chassis, many other extras, £6,950. Tel: 0625 532323. (76993)

BENTLEY MKVI 1948, rebuilt as close coupled sports tourer, body aluminium panelling on steel and timber frame, BR green with beige hide seats, engine reconditioned, hydraulic brakes all round, Selecta-ride rear shock absorbers, fold flat screen, 95% completed, reluctant sale, £7,500, full details. (76995)

PORSCHE 924, white, 1978, immaculate unmarked condition, bodily and mechanically perfect, LHD, any inspection welcome, £4,995 ono. Tel: Skipssea 340. (76996)

LOTUS ELITE 504 Auto, 1977, yellow, 45,000 miles, excellent condition, power steering, NCT tyres, stereo radio / cassette, two previous owners, £3,950 ono, p/x considered. Tel: 0229 22588 (Lake District). (76997)

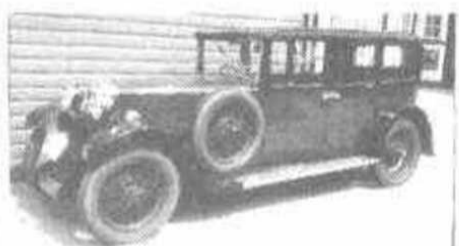
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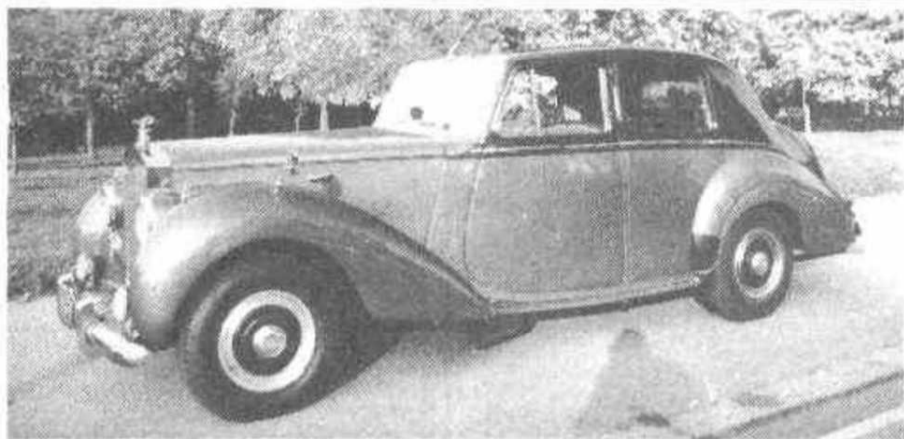
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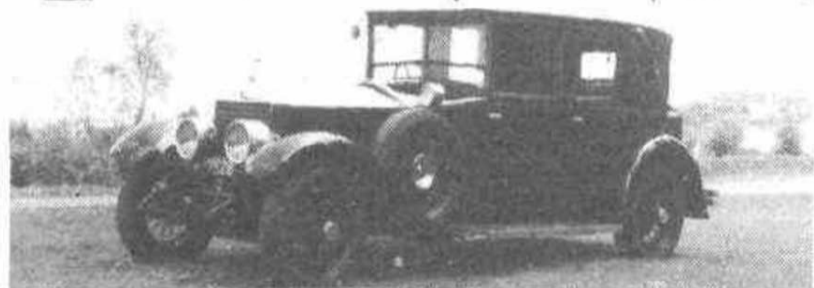


1953 R.R. Silver Dawn. 80,000 miles, automatic, as featured on page 126 Edward Eves 'Rolls Royce' book. Black Pearl over Tudor Grey, highly recommended.

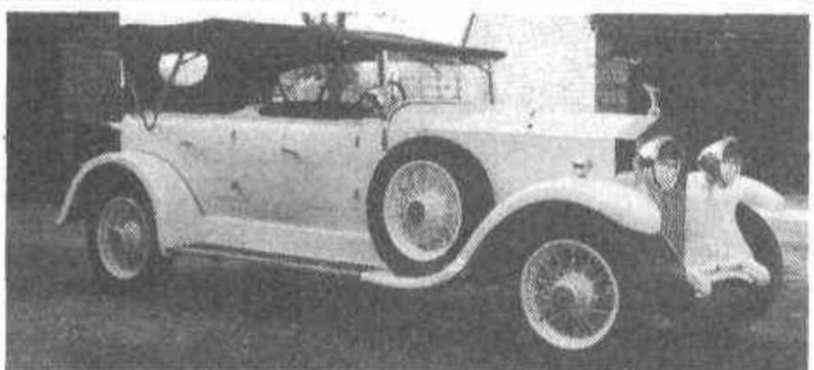
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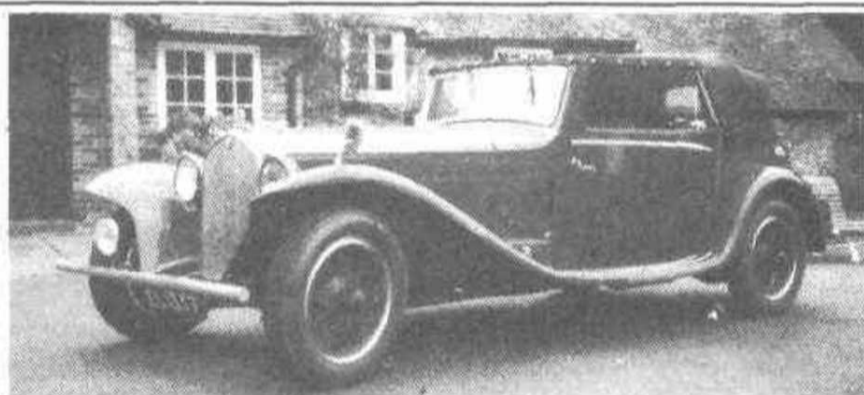
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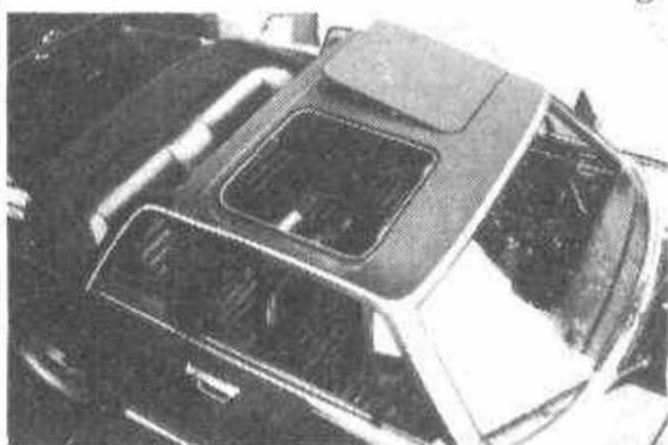
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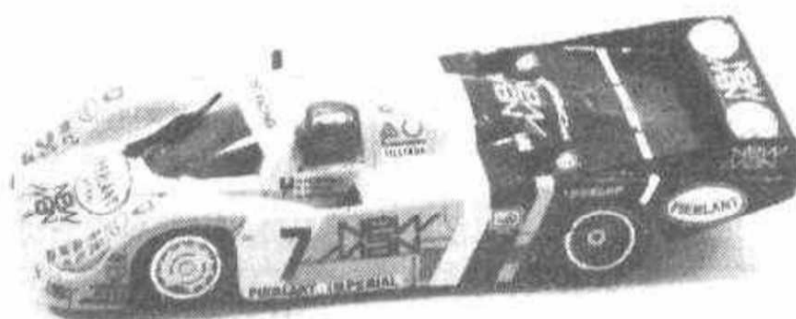
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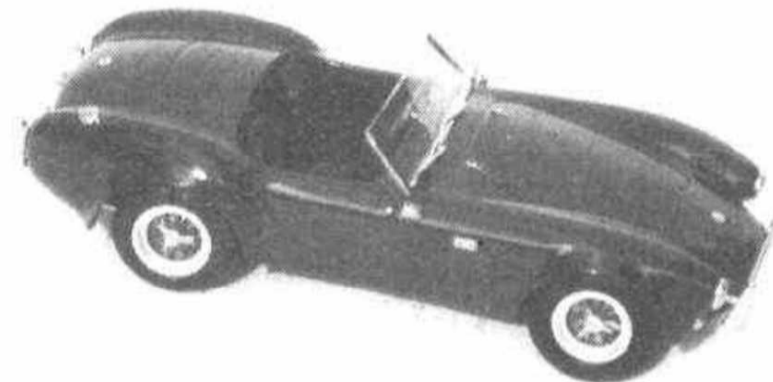
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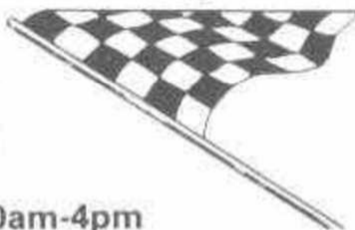
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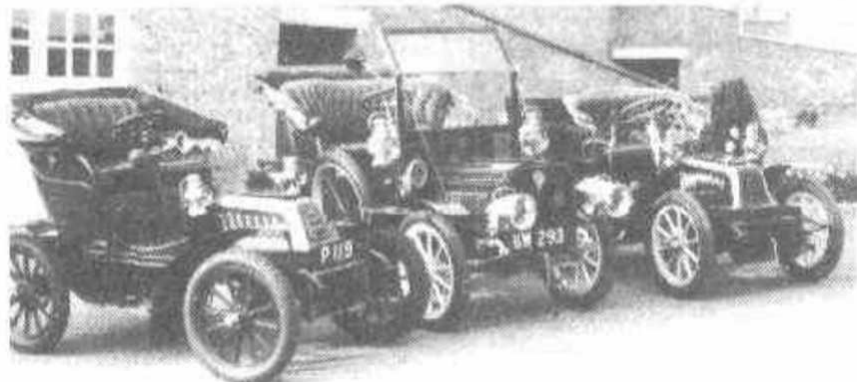


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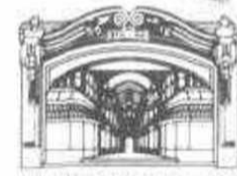
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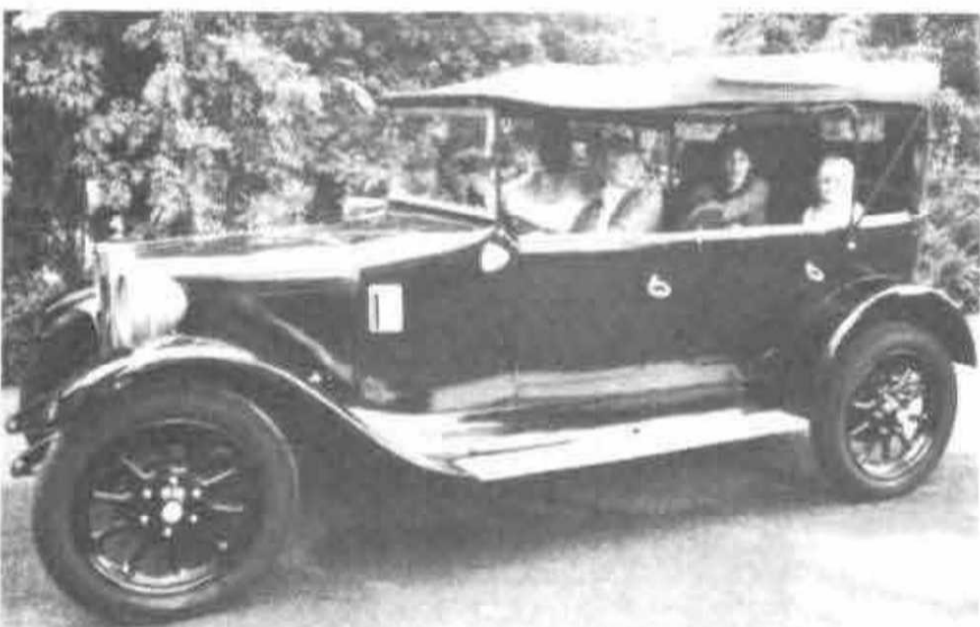
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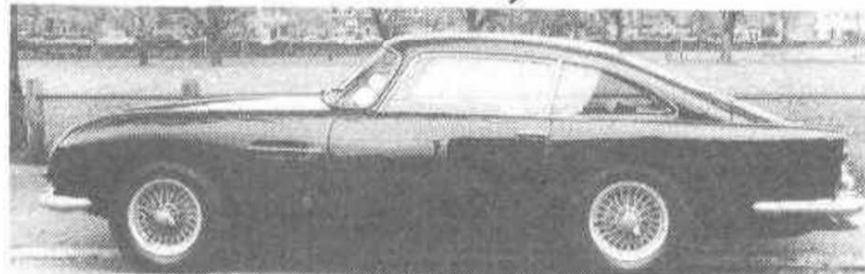
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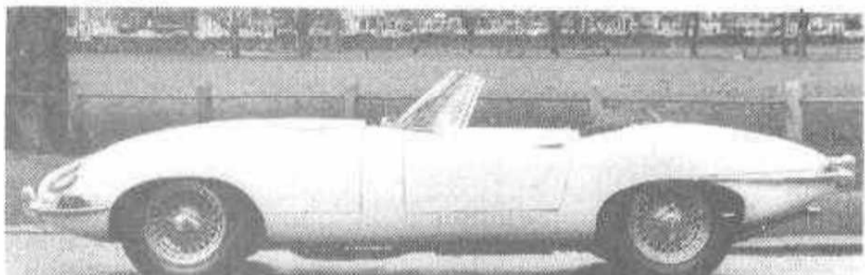
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1965 Bentley S3 Continental Drophead by H. J. Mulliner Park Ward.  
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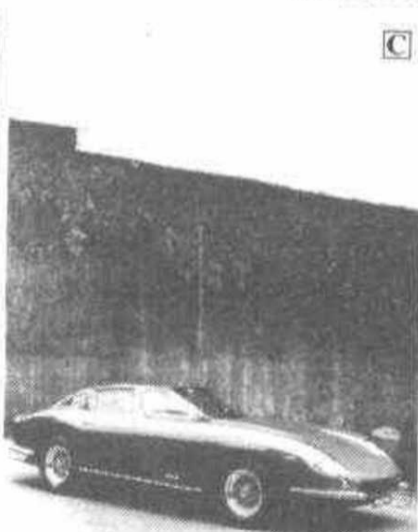
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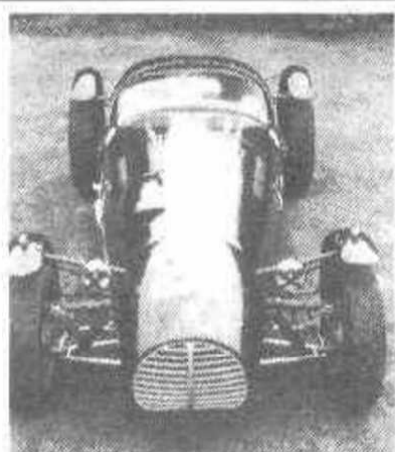
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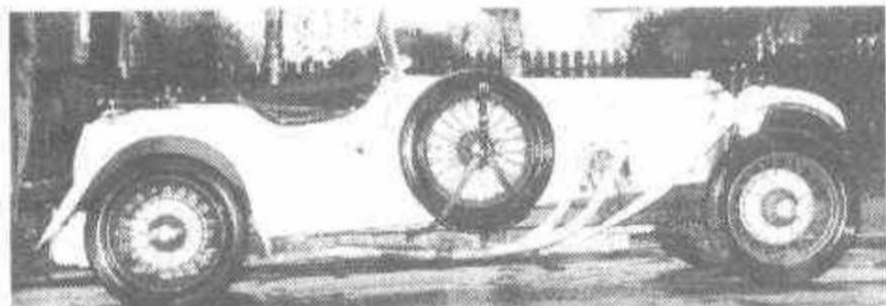
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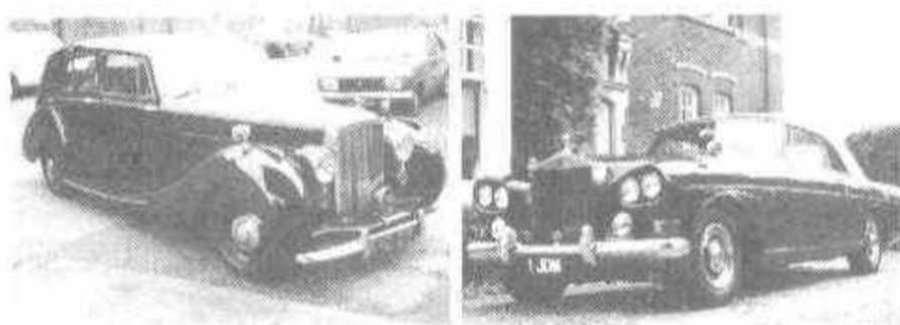


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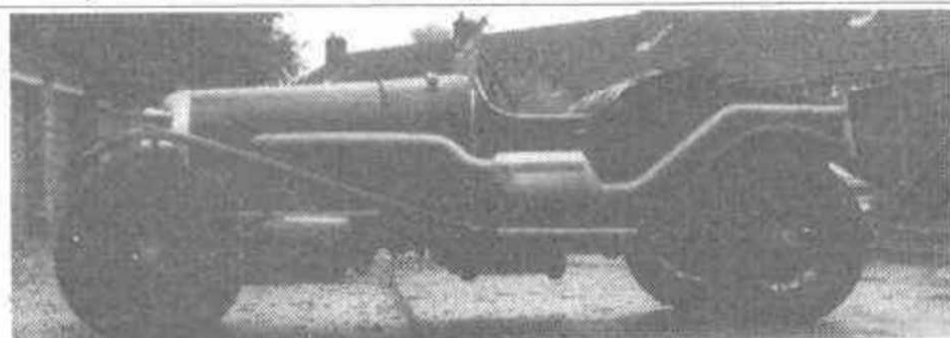
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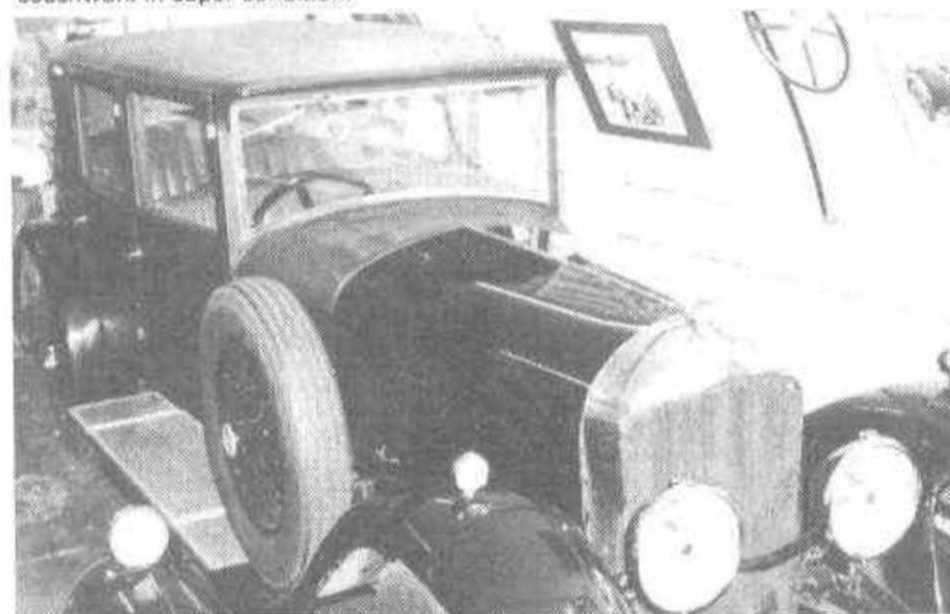
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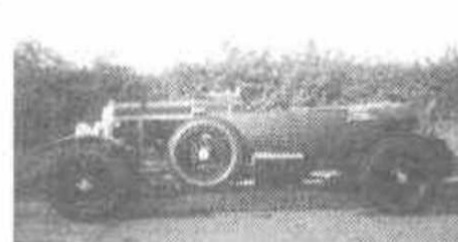
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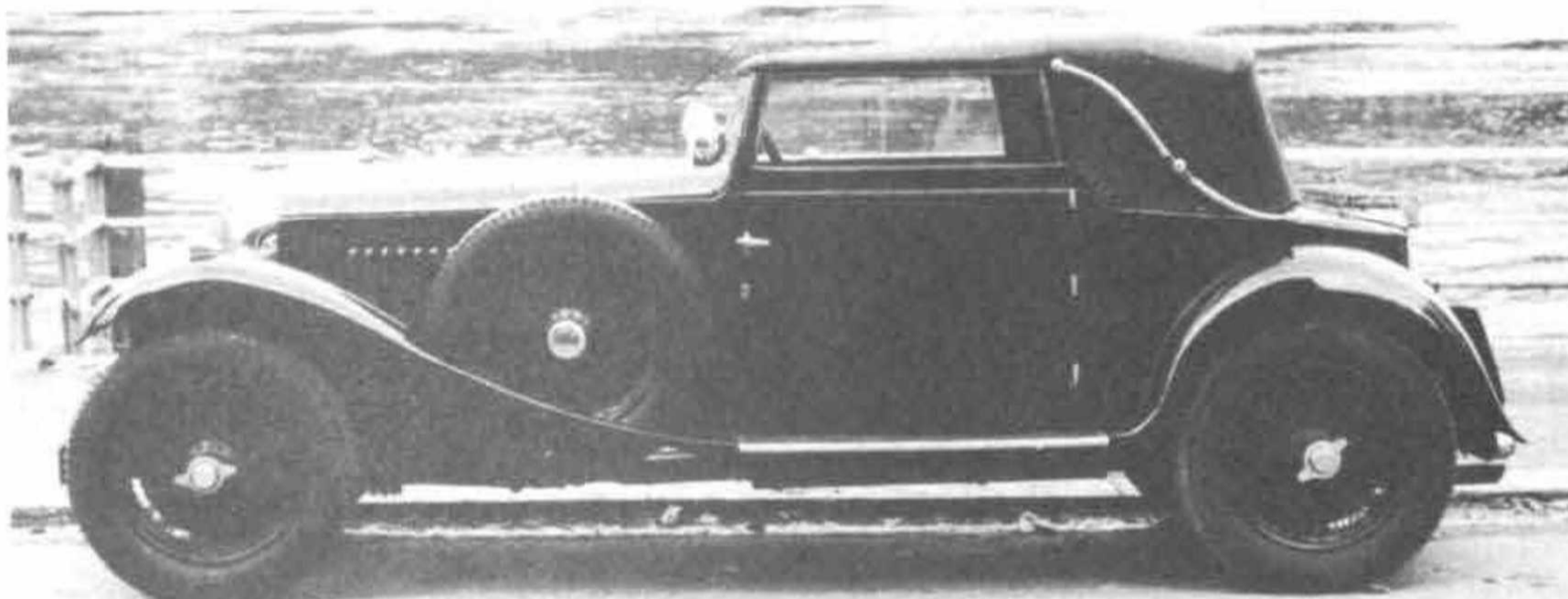
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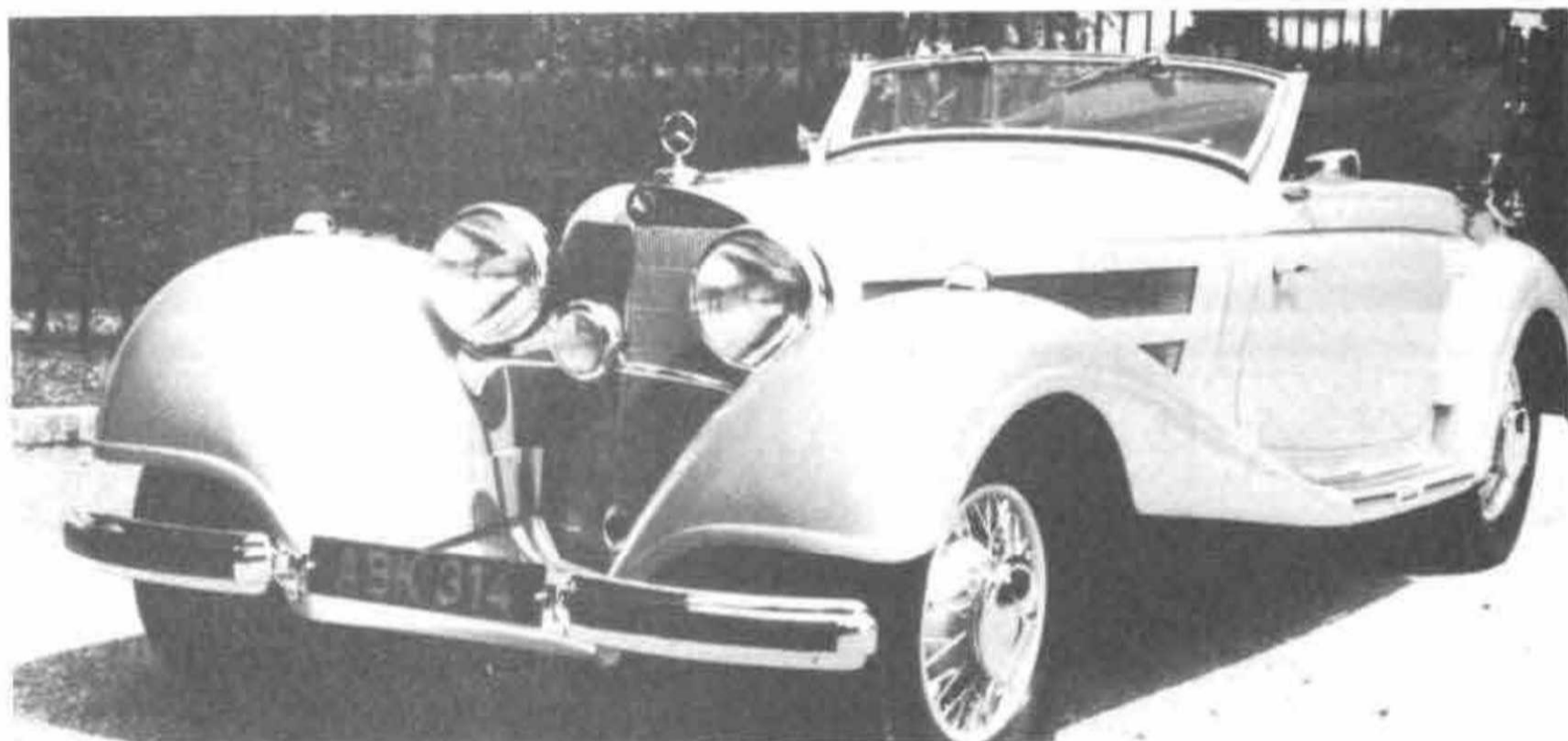
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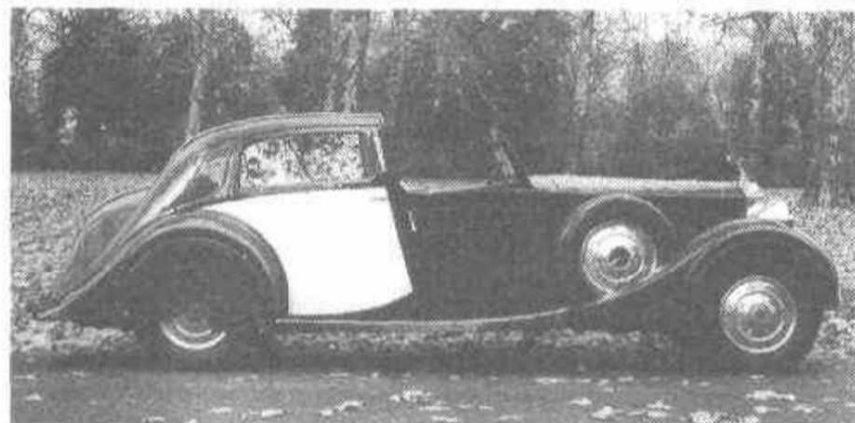
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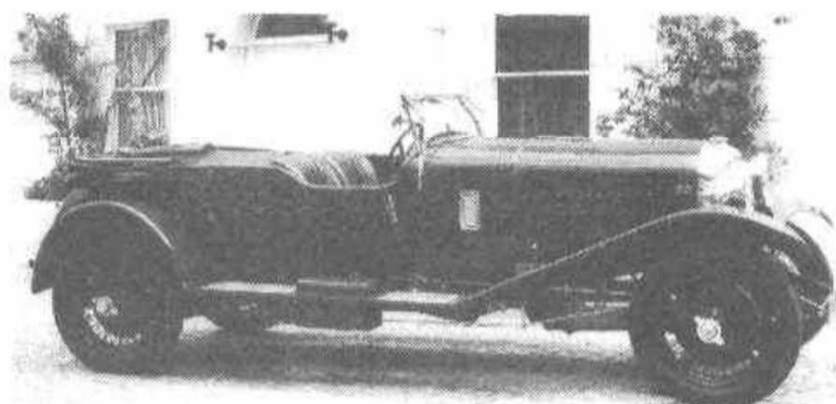
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1938 Lagonda V12 Rapide 2-seater roadster. 1935 Rolls-Royce Phantom II 3-position drophead by Gurney Nutting. 1939 Bentley Mk V Sports Saloon by Mulliner. 1908 Benz 45 hp. 1912 Rolls-Royce Silver Ghost Balloon car. 1930 Rolls-Royce Phantom II Continental Doctors drophead coupé with dickey. Alvis 4.3. Bentley 6 1/2 lt. Bentley R-Type. Rolls-Royce Phantom I tourer. 8 lt Bentley dhc. 1931 Cadillac V8. 1925 Sunbeam 3 lt. 1930 Rolls-Royce Phantom II roadster. Ferrari 275 supercharged. 1958 Rolls-Royce Silver Wraith. 1929 Bentley 4 1/2 lt tourer. 1934 Bentley 3 1/2 lt open tourer by VDP. 1934 Squire 2-seater roadster. 1922 D series Vauxhall open touring car. 1919 Rolls-Royce Silver Ghost touring limousine with sunroof. Supercharged 4 1/2 lt Bentley open tourer. 1922 Cadillac V8 open tourer. 1952 Bentley R Type Standard Steel.

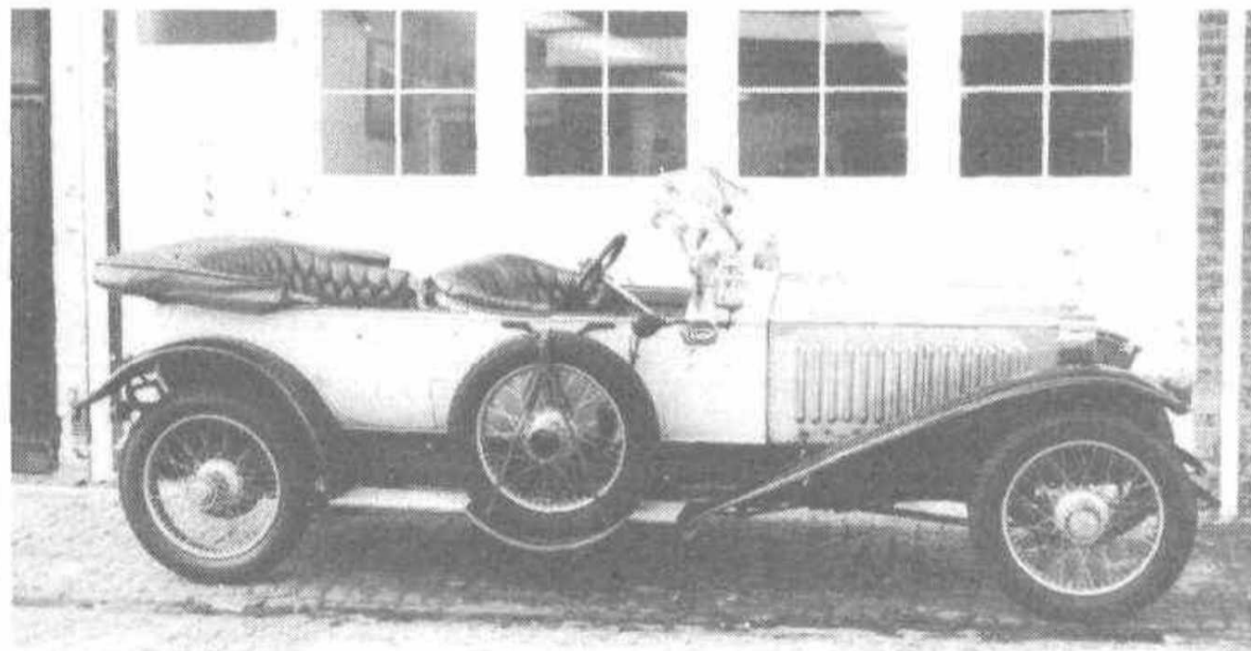
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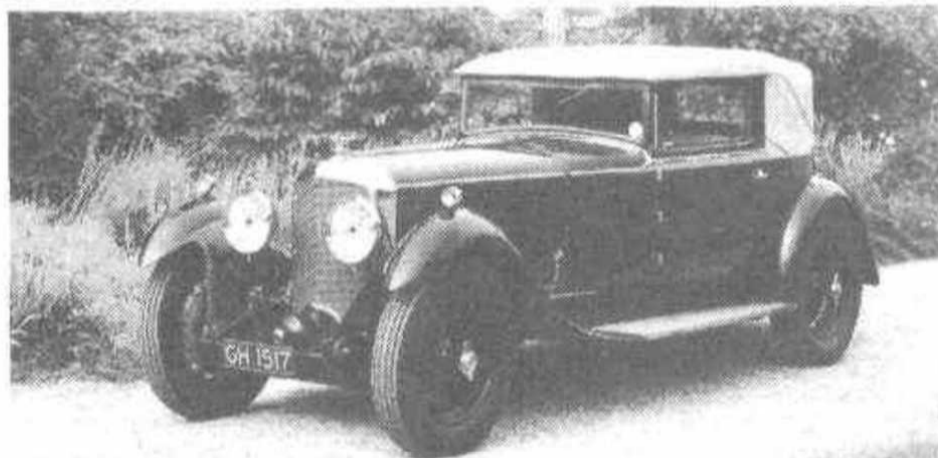
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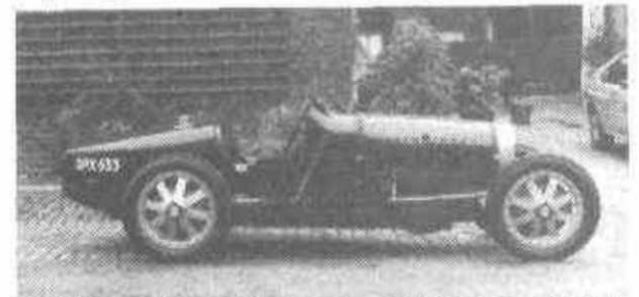
1930 Bentley Speed Six short chassis close coupled drophead coupé by H. J. Mulliner. 1982 Kensington Gardens class winner.



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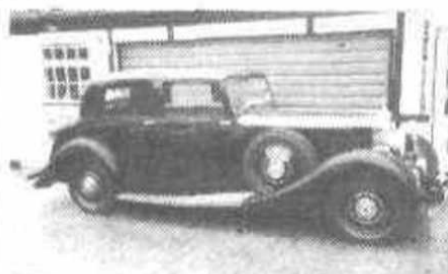
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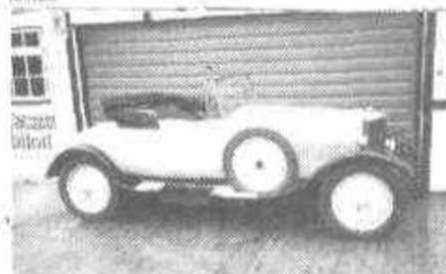
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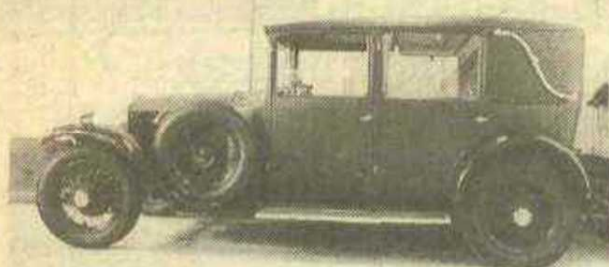
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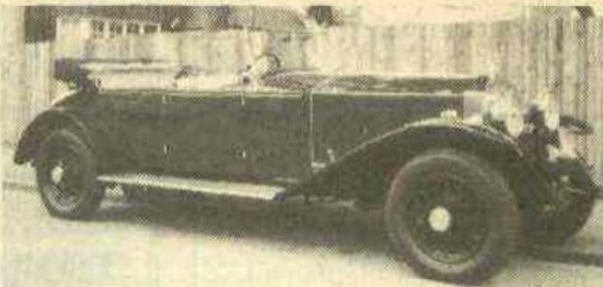
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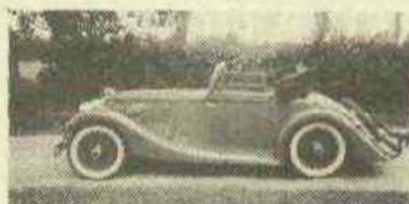
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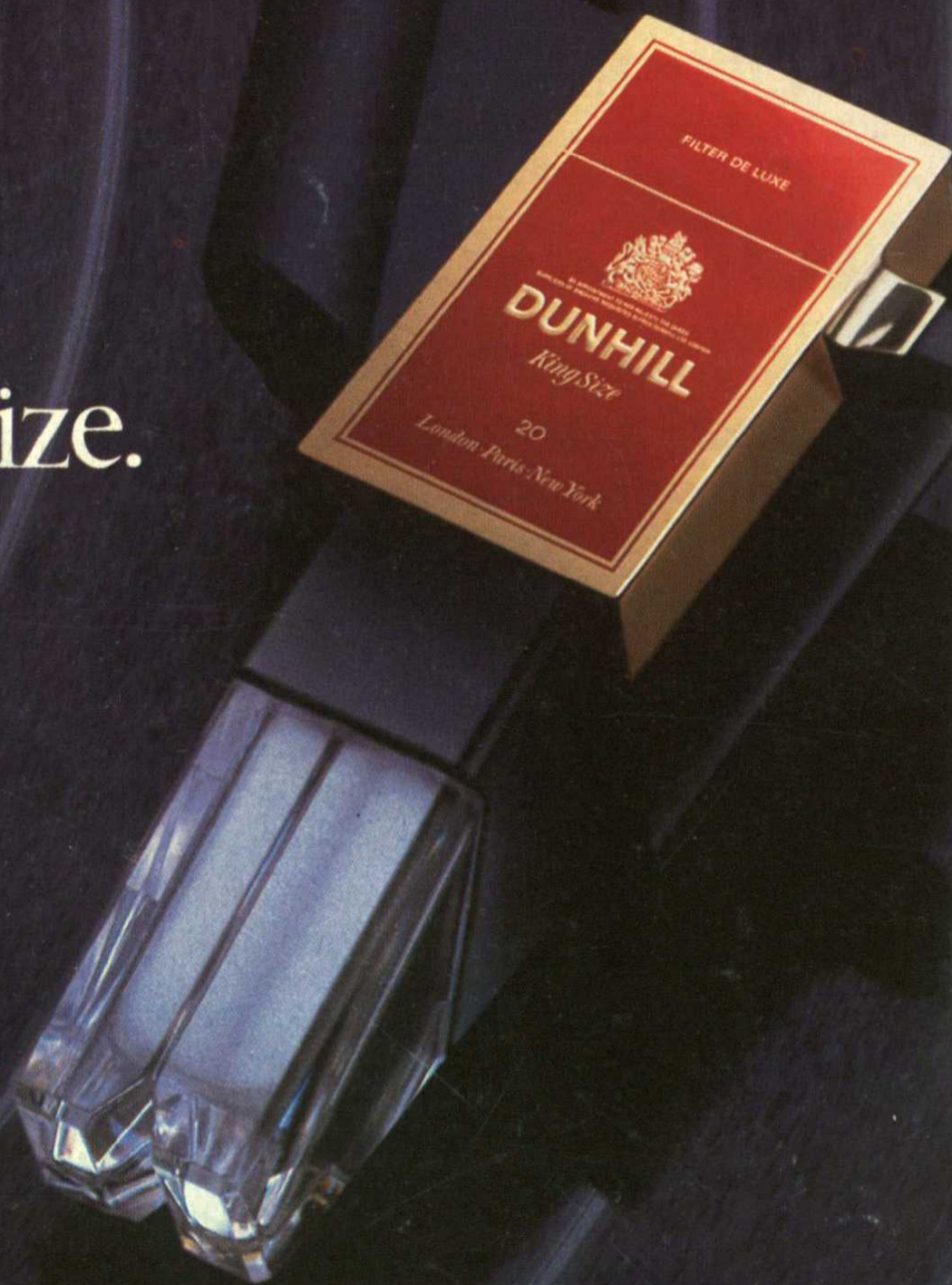
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