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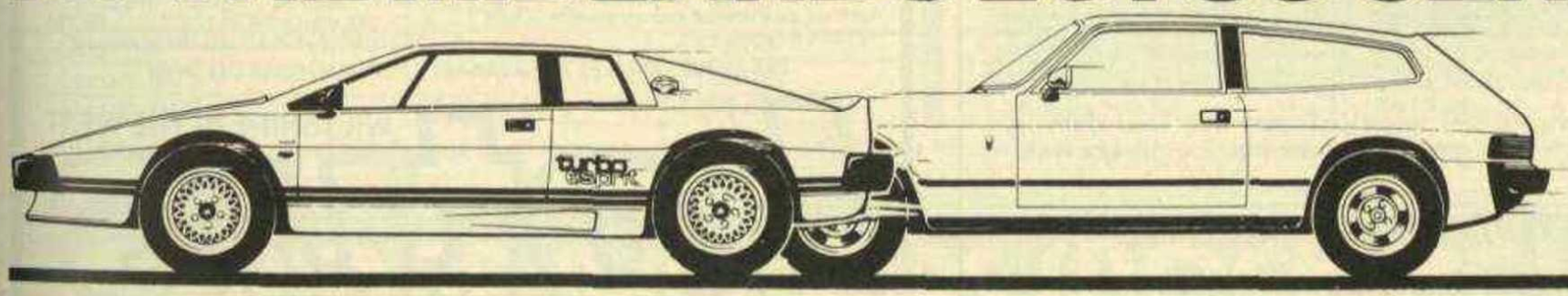
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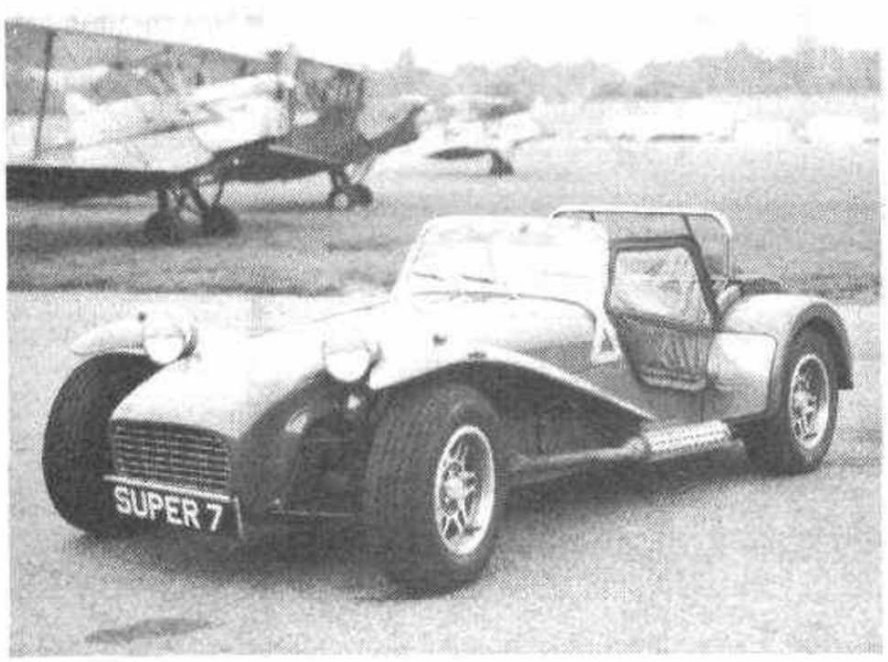
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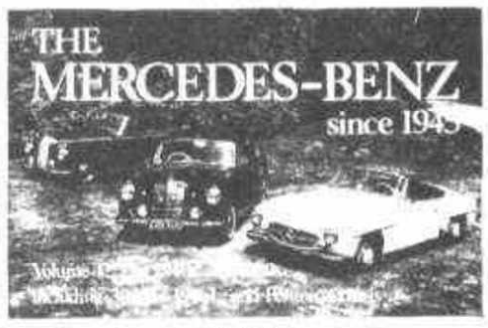
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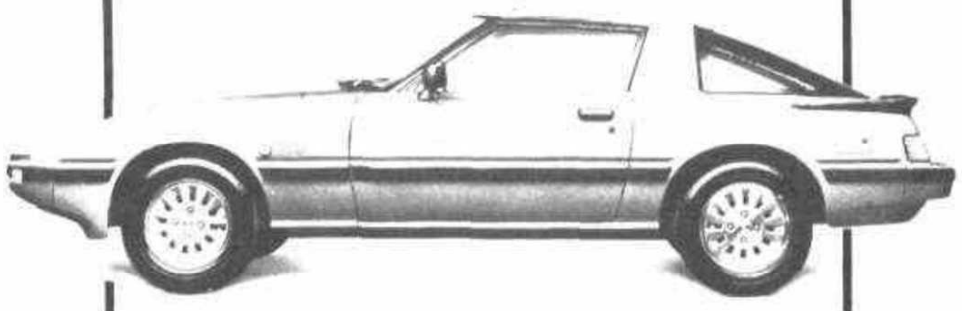
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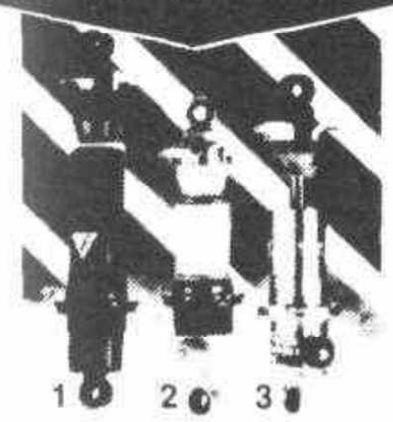
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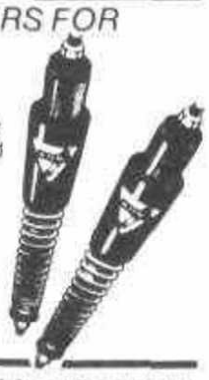
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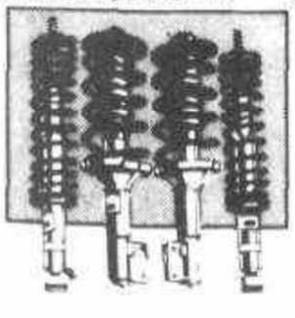
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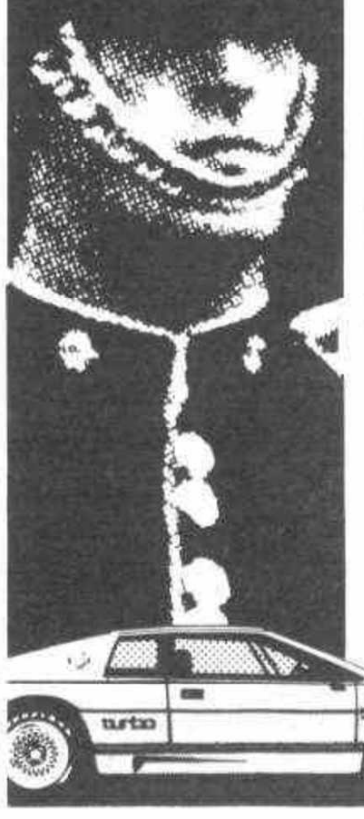
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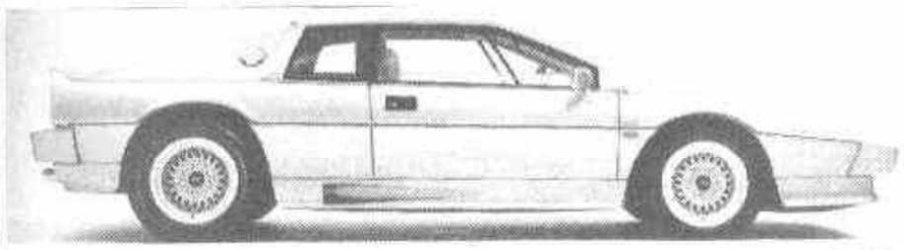
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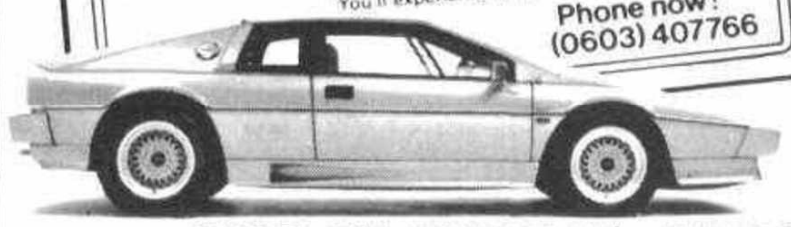
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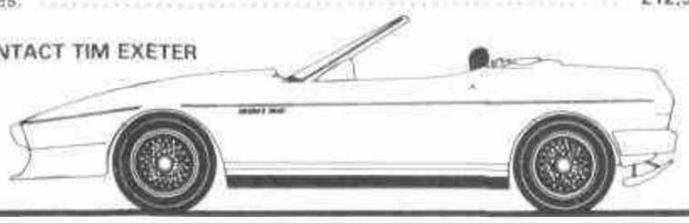
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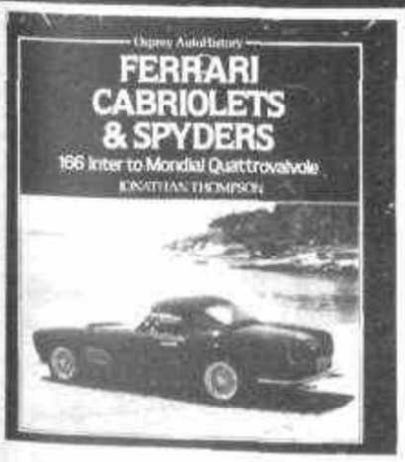
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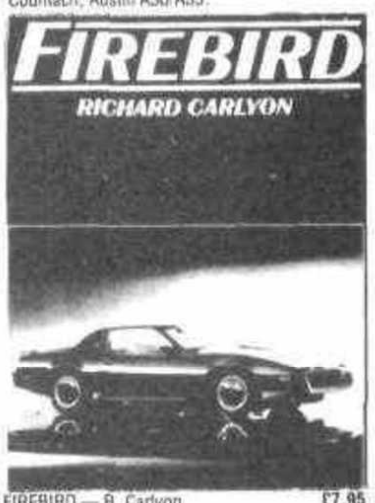
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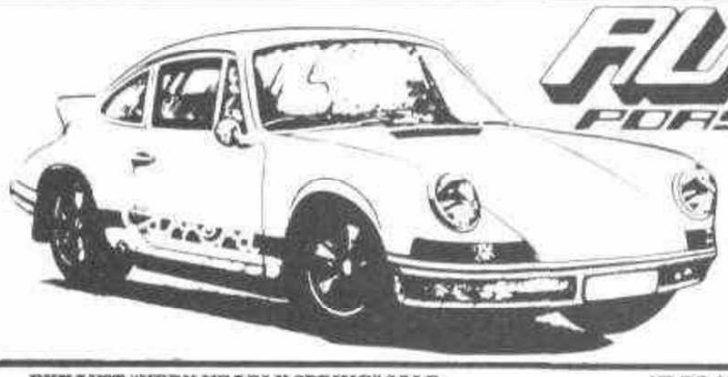
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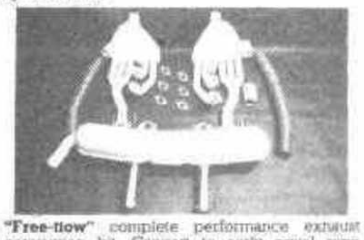
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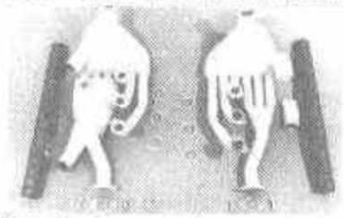
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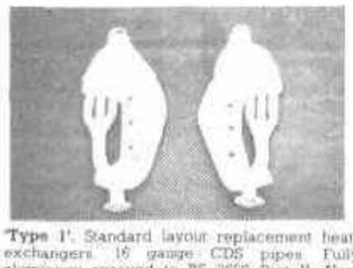
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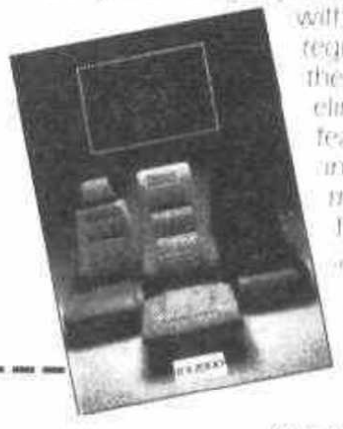
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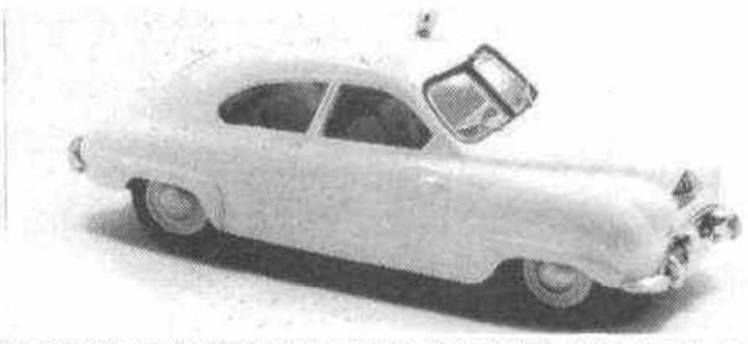
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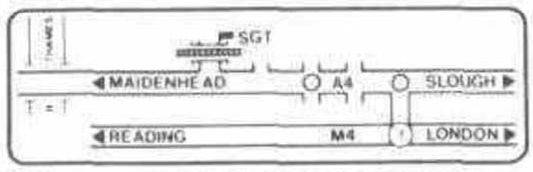
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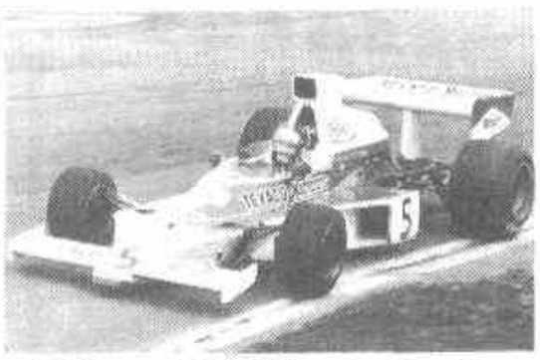
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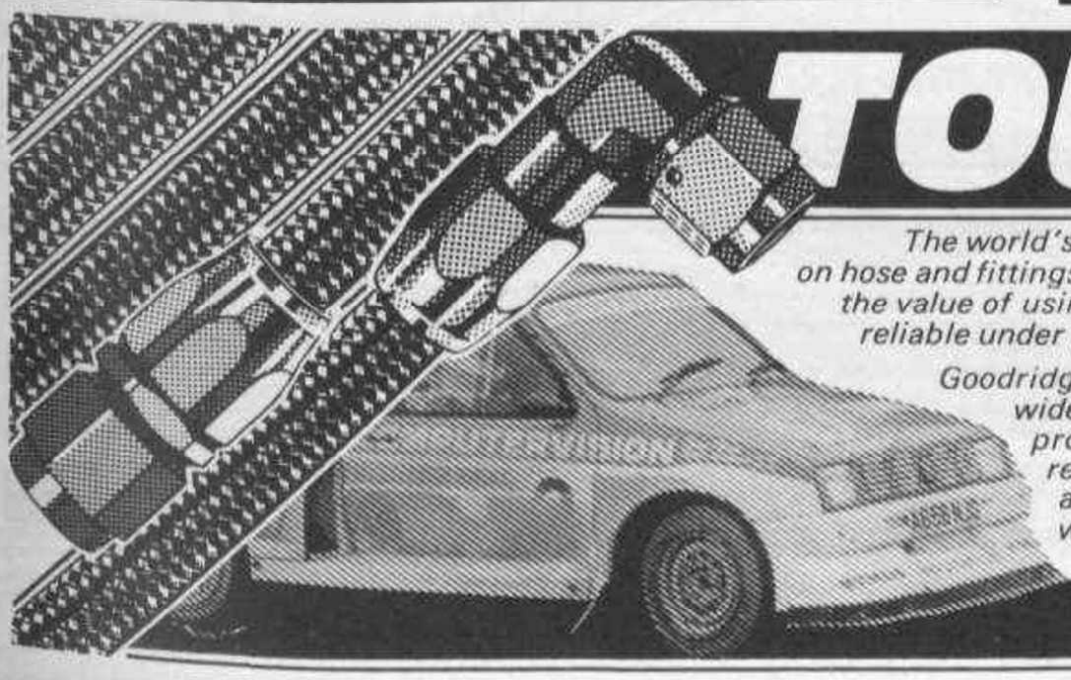


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7th July	Thruxton
4th August	Donington
31st August	Oulton Park
21st September	Silverstone
29th September	Snetterton
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VOL. LXI No. 3 MARCH 1985

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FRONT COVER PICTURE: FIVE IN A ROW: The Swedish Rally was dominated from start to finish by Ari Vatanen in the Peugeot Turbo 16, with a winning margin of 1 min 49 sec over Stig Blomqvist's Audi Quattro Sport. Vatanen and co-driver Terry Harryman have now won five consecutive WRC events.

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MATTERS OF MOMENT

RACMSA ON THE WRONG TRACK

Just when the organisers of the splendid Birmingham "on the streets" parades seem close to realising their ambition of having a proper motor race meeting in that city, so the RACMSA has said that it will not sanction street racing in Britain.

The argument put forward by the RACMSA is that the permanent circuits, which provide facilities for testing, racing schools, functions and race meetings throughout the year, should be protected and that revenue from racing should return to racing via the circuits. In this column in November we put forward the same argument as the reason why talk of a *Grand Prix* in Birmingham was misguided while, at the same time, hoping that the city would be able to stage a race meeting.

The question is would a race meeting in Birmingham harm the permanent circuits? We think not. Most enthusiasts attend races at a geographically convenient circuit with special meetings, the Grand Prix, VSCC meetings, F2 or F3000, and so on as additions to their staple diet. A Birmingham meeting would be such an addition, it will not prevent or deter the Brands Hatch regular from going to Brands Hatch, nor the Donington regular from going to Donington. The staple circuits would not be affected by an additional attraction and, make no mistake about it, the chance to see road racing in Britain at long last would be a more powerful attraction.

The novelty of road racing would bring a great deal of news media coverage and also attract thousands, possibly tens of thousands, of new spectators who have never before witnessed racing. Mere parades of cars around Birmingham have attracted bigger crowds than the British Grand Prix. If the meeting was a good one then it would surely attract new spectators to regular motor racing.

A Birmingham street meeting would be good for the sport.

The arguments for a street race meeting are simple and can be answered in personal terms. Would you stop going to your regular circuit because of a street race in Birmingham? Of course not. Would you like to see road racing in Britain? Of course you would. Would you welcome newcomers to the sport? Of course you would, for we would all benefit by increased interest in motor racing, even if that only means a few more column inches in the daily papers to offset their manic obsession with soccer, snooker, etc.

The case for a single annual street race in Birmingham is self-evident and over-whelming. We shake our heads in disbelief at the level of thinking employed by the RACMSA and those circuit owners who support its stance, that they cannot see the benefits to the sport which such a meeting would generate.

The Birmingham race *must* go ahead. The arguments against it are utter tosh.

ROAD SAFETY

Safety has been uppermost in the minds of successive Governments ever since the motor car became an available private-transport commodity some 100 years ago. Many of the rules applying to it have been acceptable, and safety is certainly to be considered, for 99% of drivers are anxious to do no harm to human or animal. What has been a matter for continual controversy along the years is whether or not speed comes into the safety complex, at all events on roads away from congested areas. From four, then 12 mph, the speed-limit was raised eventually to 20 mph, and abolished altogether before the war, except for a 30 mph restriction in built-up areas. When our first Motorway, the M1, was opened, there was complete speed freedom thereon.

Since the war, all this has changed. There is a multiplicity of speed-limits in operation and our excellent Motorways are restricted to 70 mph. (Had it not been for the powerful lobby from readers of MOTOR SPORT who signed our Motorway speed-limit abolition petition some years ago, we might have had a 60 mph limit on such roads.) Consequently, it is good news

Continued overleaf

Motor Sport Fixture List for March

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
March 2nd	Dukeries MC	—	Dukeries Rally	—
March 3rd	Croydon & District MC	Bramshill Forest Complex, nr Fleet, Hants.	Citroën Stages Rally	—
March 3rd	BARC	Brands Hatch Circuit, nr Fawkham, Dartford, Kent	Race Meeting (N/R)	14.00
March 3rd	BRDC	Silverstone Circuit, Silverstone, Northants.	Race meeting (N/R)	—
March 5th-10th	**Automobile Club de Portugal**	**Estoril, Portugal**	**Portugal Rally (World Rally Championship round) (INT)**	—
March 9th	Caernarvonshire & Anglesey MC	Llandudno	Skip Brown Gwynedd Rally (N)	—
March 10th	BARC	Thruxton Circuit, Andover, Hants	British Formula Three (N/R)	13.30
March 16th-17th	Cork Motor Club	Emmet Hotel	West Cork Rally (N)	10.00
March 17th	BARC	Silverstone Circuit, Towcester, Northants	Race Meeting (N/R)	15.00
March 17th	BRSCC	Brands Hatch Circuit, Fawkham, Dartford, Kent	Race meeting (Saloon Car Race Day) (R)	—
March 22nd-24th	**RACE**	**Sol**	**RACE Rally (European Rally Championship) (INT)**	—
March 23rd	BARC (NW)	Oulton Park Circuit, Tarporley, Cheshire	(NR)	13.30
March 23rd-24th	**BRDC**	**Silverstone Circuit, nr Towcester, Northants**	**International Trophy (INT/R) (F3000)**	—
March 24th	BARC	Snetterton Circuit, Attleborough, Norfolk	Race Meeting (N/R)	14.00
March 26th-29th	**AC Palermo**	**Sicily**	**Sicily Rally (European Rally Championship round) (INT)**	—
March 28th-31st	**ASA des Trois Continents**	**France**	**Rally des Garrigues (European Rally Championship round) (INT)**	—
March 30th	York Motor Club	York	York Rally (N)	—
March 31st	Brands Hatch RC	Brands Hatch Circuit, Fawkham, Kent	Touring Car Championship (*Motoring News* round) (R)	—
April 4th-8th	**Safari Rally Limited**	**Nairobi, Kenya**	**Safari Rally (World Rally Championship round) (INT)**	—
April 5th-6th	MCC	Oxford, London, Bristol and Lewdown	Land's End Trial	—

MATTERS OF MOMENT

Continued from previous page

that, in pressing for new road-safety regulations, many MPs seek an 80 mph Motorway limit, and are backed by the Association of Chief Police Officers. This is a cautious step in the right direction, but it should be remembered that in prosperous Germany there is no speed-limit on Motorways. As for the rest of the safety suggestions, most of them scarcely apply to experienced drivers and the harping on rear seat-belts seems droll when mums are permitted to cycle about with infants perched high up behind them, constituting, surely the greatest road-risk of all?

Clearly, although accidents have diminished since 1975, any sensible thing that will reduce the death-rate from 5,000 a year and serious injuries from 75,000, is commendable. A sense of proportion is very important in this respect, however, and it does seem that the vehicle-driver is all too often made the scapegoat, when cyclists (those mums?), careless pedestrians (especially drink / walk ones) and, according to a colleague, even Sinclair C5 electrics, can contribute their quota. . . .

■ A TECHNICAL FULL CIRCLE

When reviewing its 1984 road test accomplishments *Autocar* wrote rather controversially of the Saab 900 Turbo 16, saying that it left them "still wondering if 16-valve complication is worthwhile when you are jamming the mixture in with any sort of pump". In defence of this well-engineered, individualistic Saab, which we report on elsewhere in this issue, if much gas is to be forced into the combustion chambers it is expedient to get it out again after it has been fired, and to expedite this in a modern high-speed engine two comparatively small valves are better than one large exhaust valve, which is how Ettore Bugatti used to do it.

It is a very interesting trend of design that more and more designers are turning to the multiple-valve engine, whether turbo-charged or not, which Ernest Henry drew so well all those years ago that it enabled Peugeot to dominate the major races of 1912 and 1913. As for using this valve arrangement with forced induction, it was employed on cars ranging from the pre-war Grand Prix Mercedes-Benz to the blower-4½ Bentleys, and anyway, the Saab engineers couple with it an ingenious knock-sensor which renders different quality petrol acceptable, perhaps with the lower-ratings which will arise if and when lead is removed from commercially available fuel in mind, and they are now developing a highly ingenious new ignition system. Which suggests that they know what they are doing. . . .

OBITUARY

Sir William Lyons

THE peaceful passing of Sir William Lyons at his home on February 8th, at the age of 83, has taken from us one of the giants of the motor industry. His ability as a stylist first became apparent with the Swallow Sidecar Austin Seven conversions which first appeared in 1927. In 1935, he became a manufacturer in his own right with the SS Jaguars which were remarkable for their sleek styling and relatively low price.

Post-war saw Jaguar introduce the dohc XK engine, still being made, and with it a long list of cars which offered quality, style and high performance at a fraction of the cost which makers of comparable cars could offer. In addition, there were five Le Mans victories, a win in the Monte Carlo Rally, and successes in many, many lesser events.

A list of the cars which Sir William personally supervised, which includes the XK120, the C, D and E-Types, and the 3.8 saloon, says much more about the man's genius than any article could.

In recent years, Jaguar fell from the position it once held but, happily, Sir William lived to see its recent renaissance and learned shortly before he died that the company he founded had just broken all its own sales records with 33,424 cars sold in 1984 with demand growing all the time. He at least had the satisfaction of knowing that the company he founded looks set for a long and healthy future through continuing the tradition of quality which he laid down.

We extend our sympathy to Sir William's widow and family. The British motor industry and British motor sport owe him a great deal. He was one of the true greats.

CLUB NEWS

STARTING at the beginning of the alphabet with the **AC Owners Club,** the February issue of *AC Action* includes a fascinating article on the history and long-awaited restoration of A98, the factory Cobra Coupé built for the 1964 Le Mans race. Evolved quite separately from the Shelby Daytona coupés which it superficially resembled, this was the car which won notoriety by touching 185 mph — on the M1. Unfortunately it crashed heavily at Le Mans, and lay in crumpled pieces outside the factory until Barrie Bird started the lengthy process of resurrection. The project is now complete, although inevitably so much of the car has been replaced that it is hardly the same vehicle. A worthy engineering exercise, nevertheless. Forthcoming club events include the expected appearance at the Pomeroy Trophy, March 2nd, followed by a sprint at Ragley Hall on the 10th, and the Annual Prizegiving and Dinner Dance, to be held at the Kensington Hilton on Saturday March 16th.

Among a long list of Golden Jubilee events within the **Aston Martin OC,** are the Wiscombe Hill Climb, on the weekend of April 20th / 21st, with an informal dinner at a nearby hotel on the Saturday. The St John

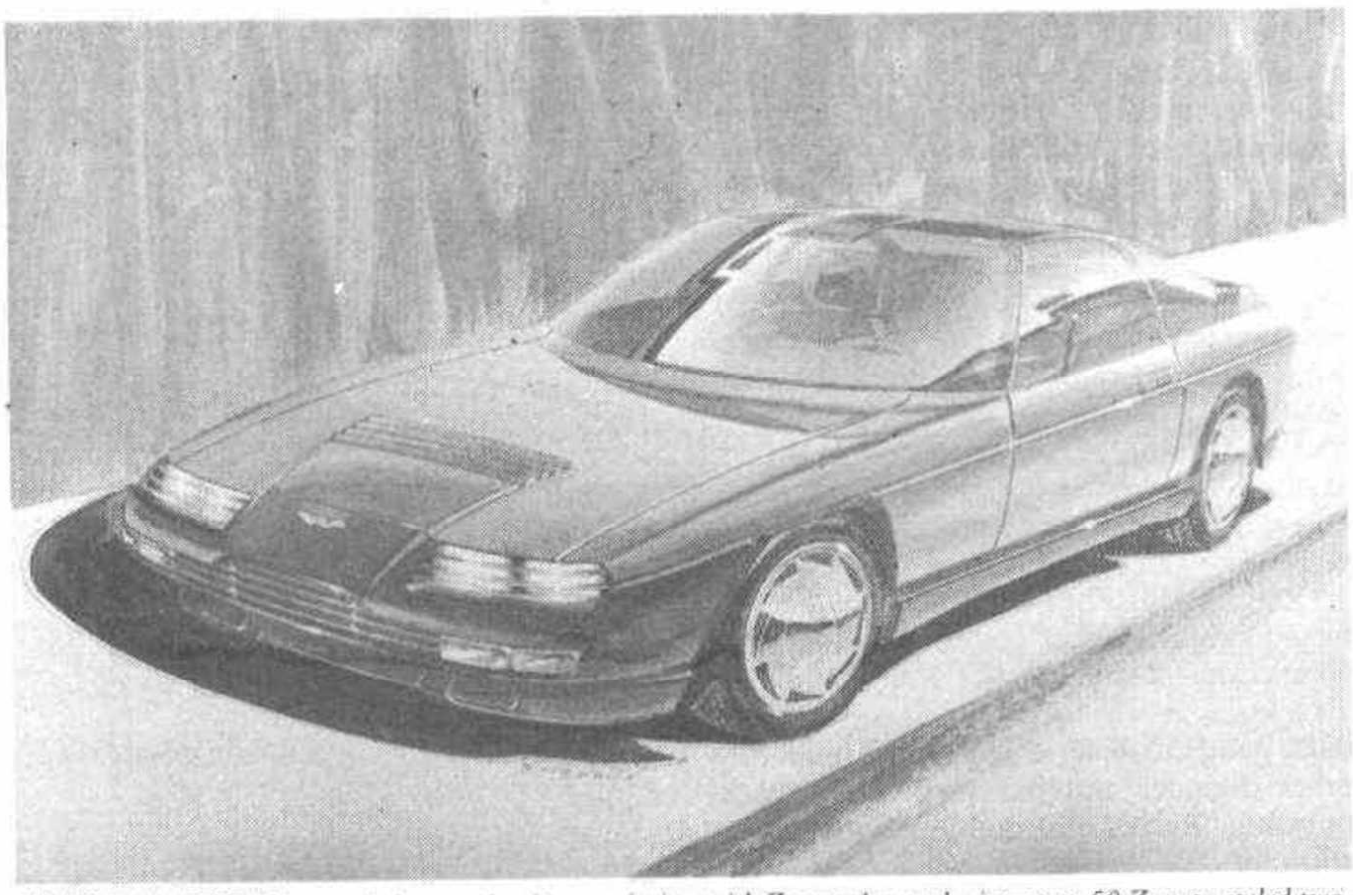
Horsfall Silverstone meeting will be on the 22nd / 23rd of June, but before any of these is the AGM on April 12th at the RAC Club in London. A full listing of the several sprints and race meetings is available from the Club Secretary, Jim Whyman, AMOC, Burton's Lane, Chalfont St. Giles, Bucks.

Astons will also be competing in a race at Mallory Park on Bank Holiday Monday, 27th May, against the **XK Register** of the **Jaguar Drivers Club**, an experiment pitting DB2s against XKs with the possibility of a future series. International XK Day is this year on Sunday 30th June at Hagley Hall, with the club's Annual Dinner being held on the Saturday before. Contact John Bridcutt on 038 081 2267 for more information.

The **Bugatti OC** are making capital out of having Prescott at their disposal by running another series of Hillclimb Drivers Schools this year, with Roy Lane as expert Tutor. Sponsorship has been obtained from Avon Tyres and BMTR Ltd, and the cost of £40 for the day includes lunch. Although pupils are not timed on the hill, they can analyse their performances later with the aid of video equipment. Application forms are available from BOC, Prescott Hill, Gotherington, Cheltenham, Glos. MOTOR SPORT will be attending the first of these days, and a report on the success or otherwise of going back to school will appear in the May issue.

In order to avoid unproductive clashes between historic vehicle events north of the Border, the **Scottish Vintage Vehicle Federation** was founded some years ago, and has been very successful. This year the Federation intends to select a Scottish Champion in each of several classes at one of the major events, the **Royal Scottish Automobile Club's** Veteran and Vintage Car Run on August 18th. Contenders will already be class winners within member Clubs, and the Federation even wonder about a British Champion. . . .

If enthusiasm is anything to go by, the time is ripe for BL to reintroduce the MGB. Interest in MGs seems to be expanding exponentially, as the various clubs would agree, and the biggest of them, the **MG Owners Club,** lists a formidable number of events in its 1985 calendar. The first race is in March, (Silverstone on the 17th) but the chief events are the Eurotour to the Nürburgring, setting off on Friday May 31st, and 'MG 85', to be held at Donington Park on June 29th / 30th. Telephone 0954 31125 for details. However, the **MG Car Club** has published its '85 calendar, too, and this extends to four pages of A4!; There are four one-model Championships, including two European meets, and I note that there is a new class for "semi-modified" Midgets. It may sound a litle vague, but it should go some way towards closing the gap between standard cars and the ever more expensive full-race specials. The Club office address is PO Box 251, Studley, Warks. Tel: 052785 3666.



ASTON MARTIN Lagonda is to revive its association with Zagato by producing up to 50 Zagato-styled two-seaters based on Vantage mechanicals. The first car is due early next year and will cost in the region of £70,000.

NEWS

THE 750MC has announced two new six-race series, one for Austin Seven-based F750 cars which raced during the period 1949-66, the other for early post-war Austin 7 kit cars. The latter is for aluminium or glassfibre-bodied specials such as those produced by Dante, Speedex, Heron, Ashley etc. Full details from Dave Bradley, 16 Woodstock Road, Witney, Oxon, OX8 6DT (tel. 0993-2285).

Renault's popular European series, which has featured mid-engined Renault 5 Turbos, will this year switch to Alpine V6s. Production of the mid-engined 5 turbo is unaffected by the introduction of the new 5 series.

A new company, Cavallo Cars of Bradford, is about to begin production of a particularly attractive and practical little 2+2 coupé, the Estivo. The car will be sold only in kit form but like some of the other serious kit car makers, the company is offering a version with all new (MG Metro) parts which requires the minimum of assembly.

The car comes with a Targa top and with canvas rear bodywork which, since the rear quarter-lights are removable, makes it either a semi-saloon or an open car.

Prices begin at £2,999 plus VAT for a basic kit requiring a donor car up to £6,060 (incl taxes) for a nearly completed car using all new parts.

We hope to bring you driving impressions of the Cavallo Estivo 130S in the near future.



THE NEW Cavallo Estivo 130S which is about to go into production.

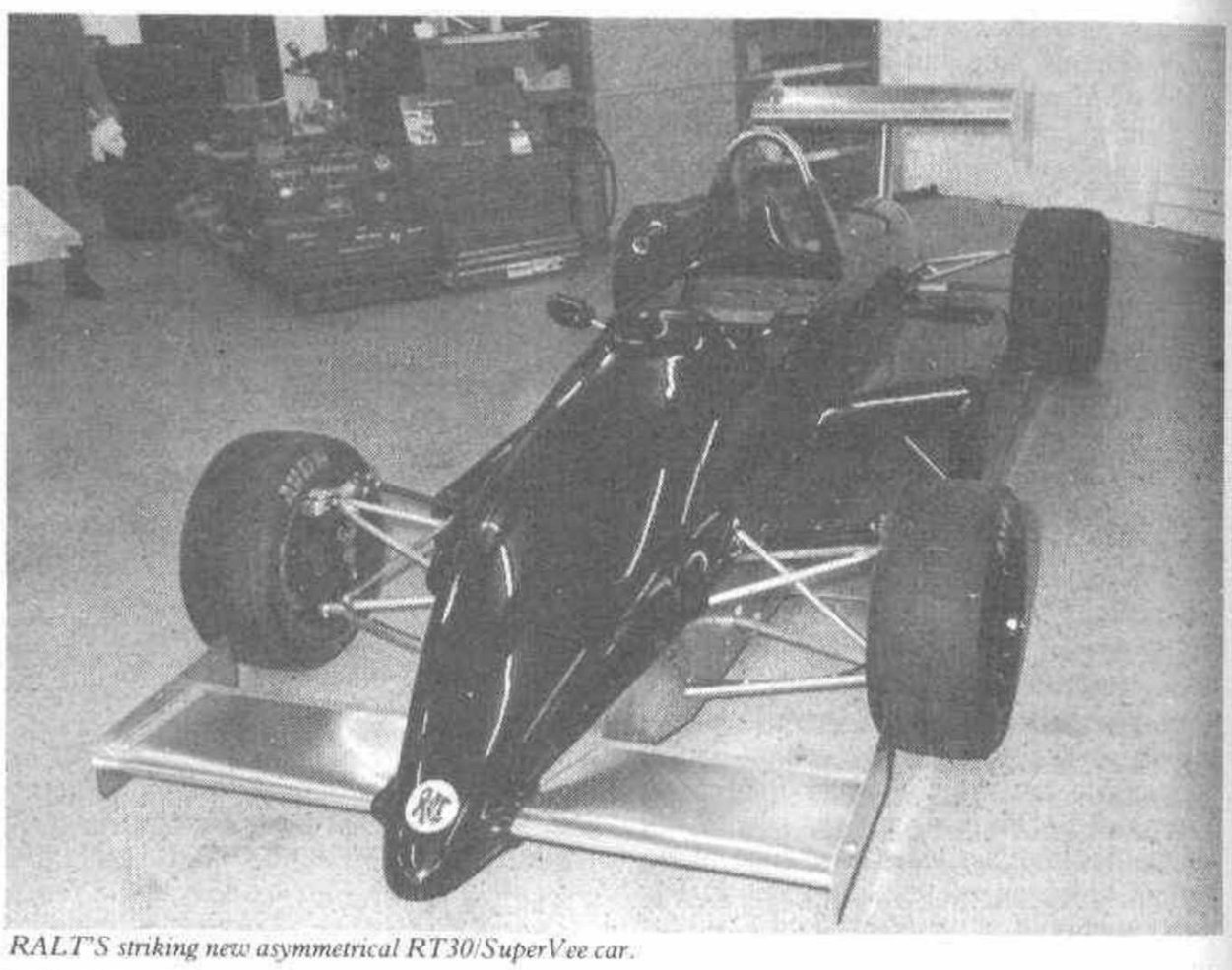
The new Ralt RT 30 F3 car, the first completely new F3 design from the company since 1979, has adopted a novel approach to combining aerodynamic efficiency with the demands of the 1985 regulations which call for deformable side structure. The left hand sidepod, which houses the water radiator extends only part way along the flat deformable side structure, while on the right hand side, the side structure is basically a platform extending the flat bottom of the monocoque with a small vertical lip. So far as we can ascertain, this is that rarest of creatures, an entirely new idea in motor racing design. The assymetrical lines of the car look odd and we would have raised our eyebrows had the idea come from anyone except Ron Tauranac. Tauranac, however, must have designed more good customer single-seaters than any other designer and has very rarely made mistakes. Ralt is also building an Indycar, most of the design of which has been undertaken by Tony Southgate.

Following a threat of legal action by Porsche, Covin has discontinued production and sale of the Covin Turbo Coupé a well-finished VW-based replica Porsche 911 Turbo. Aston Martin Tickford has been successful in an action against Kat Designs whose Capri body kits were alleged to infringe Tickford's copyright. We also hear of legal action taken in Italy against the builders of fake Ferrari GTOs.

Barry Sheene has had a busy time since he announced his retirement from motorcycle racing. First, he has become only the third individual to have twice won the Castrol Seagrave Trophy for achievements by land, air or water — the prevous multiple winners being Sir Malcolm Campbell (twice) and Donald Campbell (four times). Next, it has been announced that Sheene will drive a works Toyota Celica Supra in the 1985 Trimoco British Saloon Car Championship, taking over the place vacated by Win Percy whose other commitments preclude him from the series which he has won three times.

As generally expected, Alan Jones is to return to F1 racing towards the end of the current season. The new Beatrice team whose personnel include such familiar names as Neil Oatley, Carl Haas, Teddy Mayer and Tyler Alexander will use a new Lola design powered by Hart engines. It will be the first time for over a decade that Lola has been seen in F1.

British hopes in the 1985 ETC now seem to rest with a team of three TWR-prepared Rover Vitesses to be driven by Tom Walkinshaw, Win Percy, Steve Soper, Jeff Allam. Armin Hahne, Jean-Louis Schlesser, Eddy Joosen and Pierre-Alain Thibault. Jaguars may not be seen in the ETC until late in the year for the company's main efforts will be directed towards the World Endurance Championship.



RALT'S striking new asymmetrical RT30/SuperVee car.

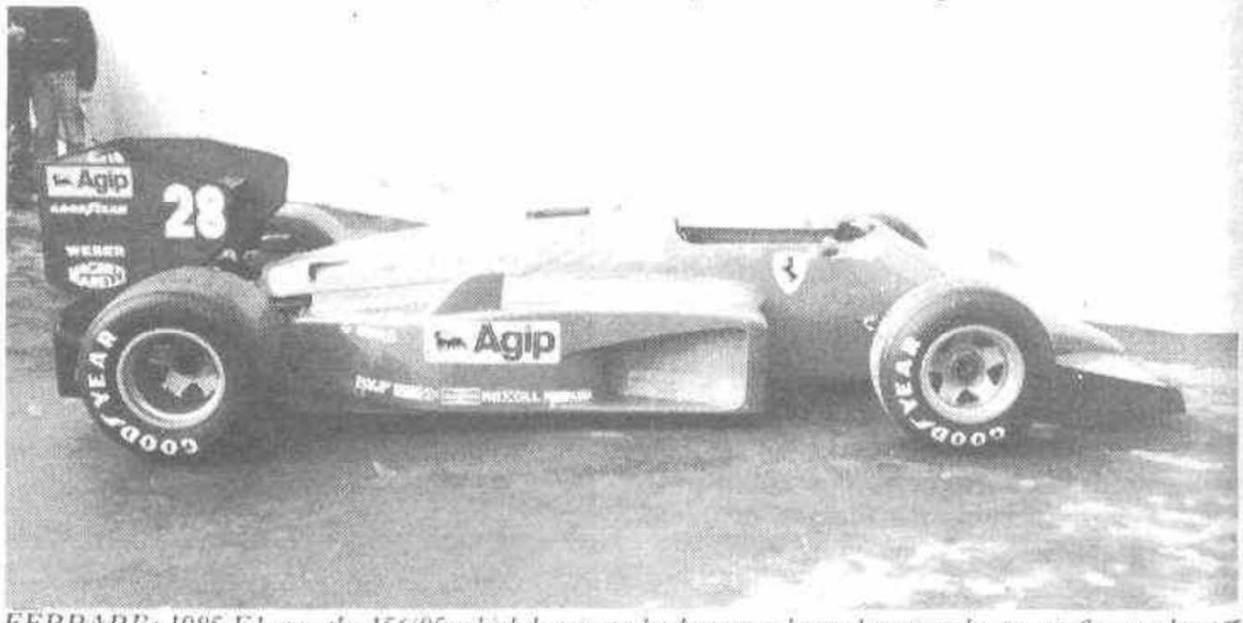
Rio Tests

MICHELE ALBORETO (Ferrari 126C4), using qualifying tyres, eventually emerged the quickest runner at Rio with a time of 1 min 29.18 sec. Alain Prost (McLaren MP4/2) was next fastest with 1 min 29.89 sec while Rosberg's 1 min 30.60 sec in last year's Williams FW09B was considered heroic. Nigel Mansell, in the other Williams, was sixth fastest with 1 min 32.40 sec but Mansell spent most of his time conducting engine tests and had his car jump out of gear on his best lap.

Fourth fastest was Patrick Tambay (Renault RE50) with 1 min 31.30 sec while team-mate, Derek Warwick, was probably the quicker driver for his time of 1 min 34.60 sec (11th fastest) was set on race tyres which were roughly four seconds a lap slower. Elio de Angelis (1 min 31.60 sec) was fifth fastest in the new Lotus 97T while early pace-maker, Ayrton Senna (1 min 33.34 sec on control rubber, ninth quickest) did not drive again after crashing into Mansell's car.

Cooling problems and a broken chassis spoiled the Brabham test but Nelson Piquet managed 1 min 32.50 sec just fractionally faster than Stefan Johansson's 1 min 32.60 sec in the new Toleman TG185, both cars running on qualifying Pirellis. Martin Brundle was easily the quicker of the two Tyrrell drivers, recording 1 min 35.57 sec (11th quickest) to Stefan Bellof's 1 min 37.79 sec (14th), in both cases the Tyrrell 012-Cosworths were on qualifying Goodyears.

The new RAM 03 overheated rapidly and is in urgent need of modification. Manfred Winkelhock recorded 1 min 36.14 sec (12th) and Philippe Alliot, 1 min 38.24 sec (15th). Niki Lauda had a whole series of mechanical problems which meant only five clear laps and all those on race rubber. His time of 1 min 36.49 sec (13th) should therefore not be regarded too seriously.



FERRARI's 1985 F1 car, the 156/85 which has its turbochargers relocated to give cleaner air flow to the rear wing. 780 bhp at 11,000 rpm is claimed in race trim while, for qualifying, there is talk of 900 bhp.

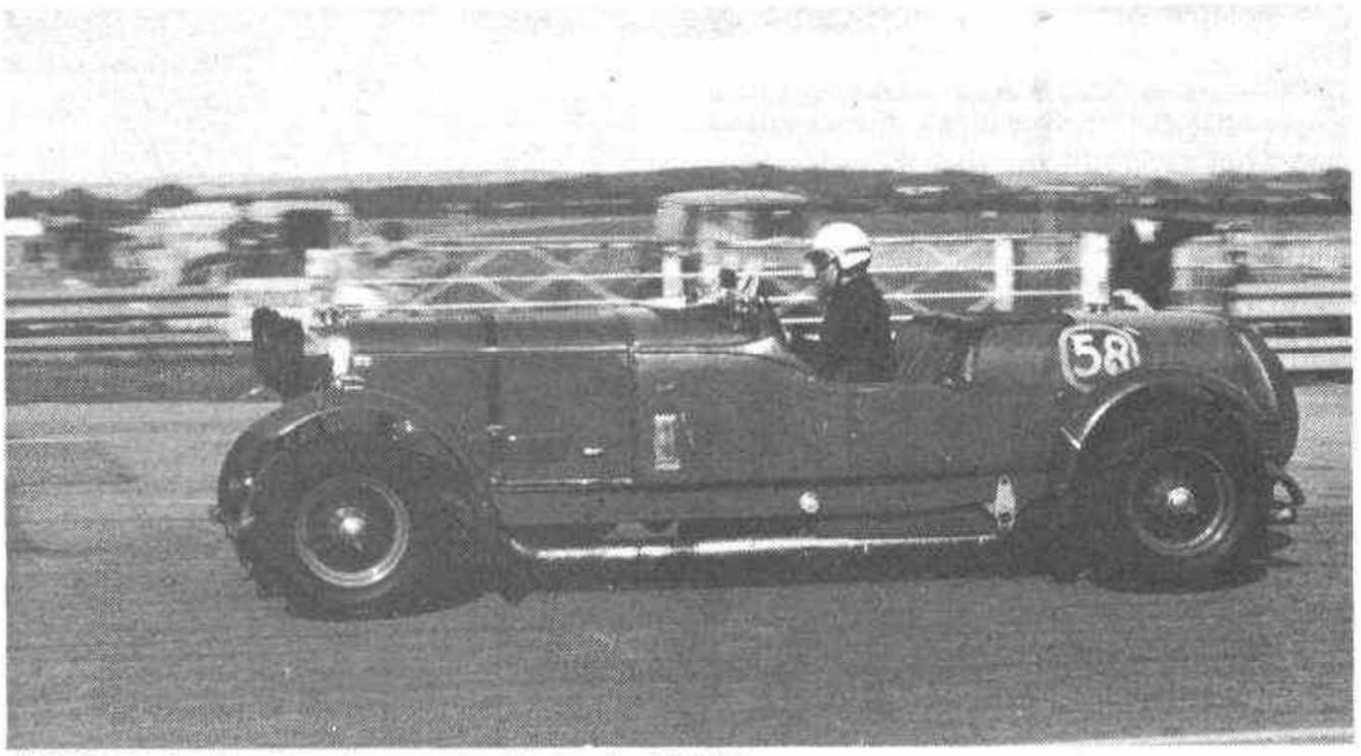
You Can Fool Some . . .

Historical Hysterics

WAS it Abraham Lincoln who said ". . . but you cannot fool all the people all of the time"? What you certainly cannot do is fool the readers of MOTOR SPORT. My article about fake historic cars and similar things in the February MOTOR SPORT produced such an instant response that one builder of "copies" was on the telephone before I had even opened my February issue. (He had not only opened his, but had read it closely!) He was pointing out to me that the four "copies" he built all had their chassis frames stamped with his initials and a number and he sold them as such. This is perfectly true and as I have known him for many years and discussed his cars with him at great length, even before he actually assembled his first one, there have never been any questions regarding the cars he built, using some original parts and many genuine spares. However, I have always told him that in my view a car assembled from the spare parts accumulated by owners of original cars will never be anything more than a special built from spares, indeed a true "bitza" and its intrinsic value can never be more than the sum total of the spare parts used, plus labour charges, to which he always agreed.

Now he can do nothing about the customer who takes his "spare-part special" away, thumbs through the history books, finds an original car that has "disappeared" and puts its identity on the "spare-part special" and carefully words an advertisement that suggests, but does not actually say as much, that the "real thing" is for sale (at three or four times what the "spare-part special" cost originally). This has happened with one of my friend's fake cars and he is justifiably very incensed about it, but he must admit that I warned him it would happen, as did many other people.

Telephone calls, post-cards, brief notes, long letters and private discussion have followed that February article, all from readers who basically agree with what I said, but not a word from those who have built "fakes", apart from third-hand murmurings of discontent. A Bugatti owner in the north of England wrote briefly to say ". . . wonderful article, how can anyone *not* understand or *not* agree — unless they have a vested interest in so doing. . ." Another reader from Essex wrote at great length about ". . . the car faking industry. You are absolutely right — we've got to watch those people who try to pass off a replica as the real thing, especially now that so much money is at stake. That's the root of the problem of course. . ." He went on to say that the one-make club of which he is a member [a very respected club it is too — D.S.J.] keep very detailed records of all their cars, even to listing two replicas



A REPLICA racing driver in a genuine fake car in a VSCC race.

because the creators of these cars are not trying to claim they are anything other than re-creations.

On the subject of "replicas" Andrew Whyte, who writes Jaguar history books and has detailed records of all genuine C and D type Jagurs, wrote to say "The Aldingtons (makers of the Frazer Nash cars from 1929-1977) used the term "Replica" correctly in 1950 when, having seen one of their first definitive post-war models do well at Le Mans in 1949, they called subsequent examples Frazer Nash Le Mans Replica. They were great wordsmiths in their advertisements [actually it was the elder brother W. H. (Bill) Aldington who wrote the advertising prose — D.S.J.], they must have used Chambers' Dictionary which says: *replica, rep'li-ka*, a duplicate, properly one by the original artist: a facsimile: a repeat (music). (It, — L. replicâre, to repeat)." Andrew Whyte went on to say that he is compiling his second volume of Jaguar competition history, which will list *every* D-type Jaguar and he will be concentrating on the cars as built and raced in their early life and include modern history where he considers it authentic or interesting, but not where he is in doubt about the nature of a car in its old age. If your D-type Jaguar is not in Andrew Whyte's new book you can consider it a genuine fake!

The Oxford English Dictionary gives Replica as "A copy, duplicate or reproduction of a work of art, properly, one made by the original artist" which would say that a "replica" 250F Maserati made in England, or a Dino Ferrari F1 car made in England are not "genuine replicas" — Presumably they are "fake replicas". On the subject of Frazer Nash Le Mans Replicas, one "fake replica" was advertised as "Le Mans Replica, made from original parts". It did not *say* it was a Frazer-Nash, though it certainly looked like one. Subsequently it was given a genuine chassis number which gave the game away because the original car still existed and was well documented in the Frazer Nash Archive records at Isleworth. At the moment no action has been taken but. . . .

Fake Bugattis are now such a big business that certain sections of the Bugatti Owners Club are actually encouraging and condoning their building, these people being described by one reader as ". . . replica and bitza cowboys who have jockeyed their way into positions of high profile and influence in the Bugatti world. . . ." He goes on to say "Have you considered the worst consequence: that anyone with a compromised car has an interest in diluting the integrity of the rare remaining originals."

Some readers have been heard to say (though not directly or in writing) "If we were not all purists like D.S.J. there wouldn't be any cars racing at VSCC Silverstone meetings". Now that is something I don't understand, for at any VSCC race meeting at least 50% of the entry are "specials" and in my book there is nothing wrong with a "special". I really like good ones, but I hate bad ones or unimaginative ones. The Barnato-Hassan Bentley, the Multi-Union, the Appleton-Riley, the Cognac, the Becke Powerplus, the Attenborough, the Gillow Riley-Bugatti, the Norris Special, the Bentley-Napier, the ERA-Delage are all splendid specials that keep VSCC racing alive, and almost every sports car in VSCC events is modified into a special. Some time ago when post-war Grand Prix cars were a bit thin on the VSCC ground one member who had a workshop full of bits and pieces offered to assemble a BRM-Maserati to help swell the grids; he had an engine-less 250F and a chassis-less 2½-litre four-cylinder BRM engine. It would have made an exciting post-war single-seater special, but the VSCC committee turned it down — a pity really!

A letter from Alain de Cadenet made interesting and sensible reading regarding racing old racing cars. He said: "Not so very long ago, one bought and raced a no longer current racing machine for the very simple fact that it was cheaper than a new one. The price of a Jaguar 'C' or a 'D' or a Lotus in

the mid-'50s explains why an ERA was so popular at under £1,000 ready (more or less) to race. Today the converse is true, but with the proviso that the great fun that was to be had from racing in the real thing has now been watered down to such an extent that fewer and fewer real things appear on the grids.

"It is very easy to get excited by the nostalgia of bygone racing times, and to be able to drive a machine today that is very much the same as it was when it was new, is in my opinion, one of the great joys of being able to drive at all. Replacing a few bits and pieces that have worn out, or changing fatigued parts with something benefiting from modern technology is one thing, but the wholesale manufacturing of complete cars from scratch mystifies me completely.

"Even if it is a commercially viable proposition, what real joy can there be in parading in a 1985 Maserati 250F or Tipo B *monoposto* Alfa? Why bother to fit a Maserati engine, why not use a four-litre Aston Martin engine, which would be cheaper and more available. Why not just a 250F look-alike with cheap internals and suspension? After all, who is going to tell the difference from the pits? Are we here to put on a show for the public or are we here as the current custodians of original machinery for posterity?"

I could not agree more with Alain de Cadenet. When he let me drive his 1934 *monoposto* Tipo B Alfa Romeo (which some people call a P3) I cannot begin to tell you the inward satisfaction I got from actually being in the car of my boyhood dreams with that beautiful supercharged straight-eight engine at the control of my right foot. That was the real thing. If Rodney Felton ever lets me drive his fake *monoposto* I can't imagine it will give me much satisfaction. When I drove a Formula One Renault Turbo a couple of years ago it wasn't the fantastic acceleration, speed, noise or feeling that thrilled me, it was being in a factory Grand Prix car when it was in use by the works team that gave me the greatest satisfaction. In 10 years or 15 years time when they are third or fourth hand club-racers it won't be quite the same.



A READER in Canada sent us a donation towards our "campaign for real cars". He points out that it is made up using new parts but the left hand bottom corner is original. Nobody will object, will they?

Driving a fake car that is pretending to be something it isn't (or to be more precise, the owner is pretending) doesn't interest me, but I do enjoy driving someone's special and have actually raced a couple of them in VSCC racing. One was a 4½-litre Lagonda built on the lines of the Fox and Nicholl Ulster TT and Le Mans cars of 1934 / '35. It wasn't a copy because the engine was the later LG model and the chassis was a 4½-litre "long" and not a 3½-litre "short" as used on the original team cars. In the half-light and across a field you might have mistaken it for a team car, but the owner was quite honest about it. He said: "This isn't a *Replica*, it's a genuine fake". It went very well.

We were all due to meet up on the Friday evening at a pub before the VSCC Silverstone meeting and I got there first, travelling up from the south. Herb Schofield was bringing the 4½ Lagonda down from the north in company with two friends also in 4½-litre Lagonda specials. Suddenly the pub yard was filled with noise as these three great cars swirled in, to stop with triumphant "blips" on the throttle pedals. They had finished their 200 mile run with a fine "dice" down the A5 and I really envied them for I could see that all three were highly elated with the way their cars had performed and had really enjoyed their motoring in close company. Old car motoring at its best, and the Saturday racing round the Silverstone Club circuit was tame by comparison. The tone of the meeting was summed up beautifully at scrutineering. I opened the bonnet of the Lagonda for the scrutineer to have a look-see and noticed that Herb had fastened an empty McEwens beer tin as a catch tank for the engine breather. The scrutineer took one look and said: "Shut the bonnet quick, and keep it shut, we are not supposed to allow advertising on vintage cars". — D.S.J.

ROAD IMPRESSIONS

Audi 90 and 90 Quattro

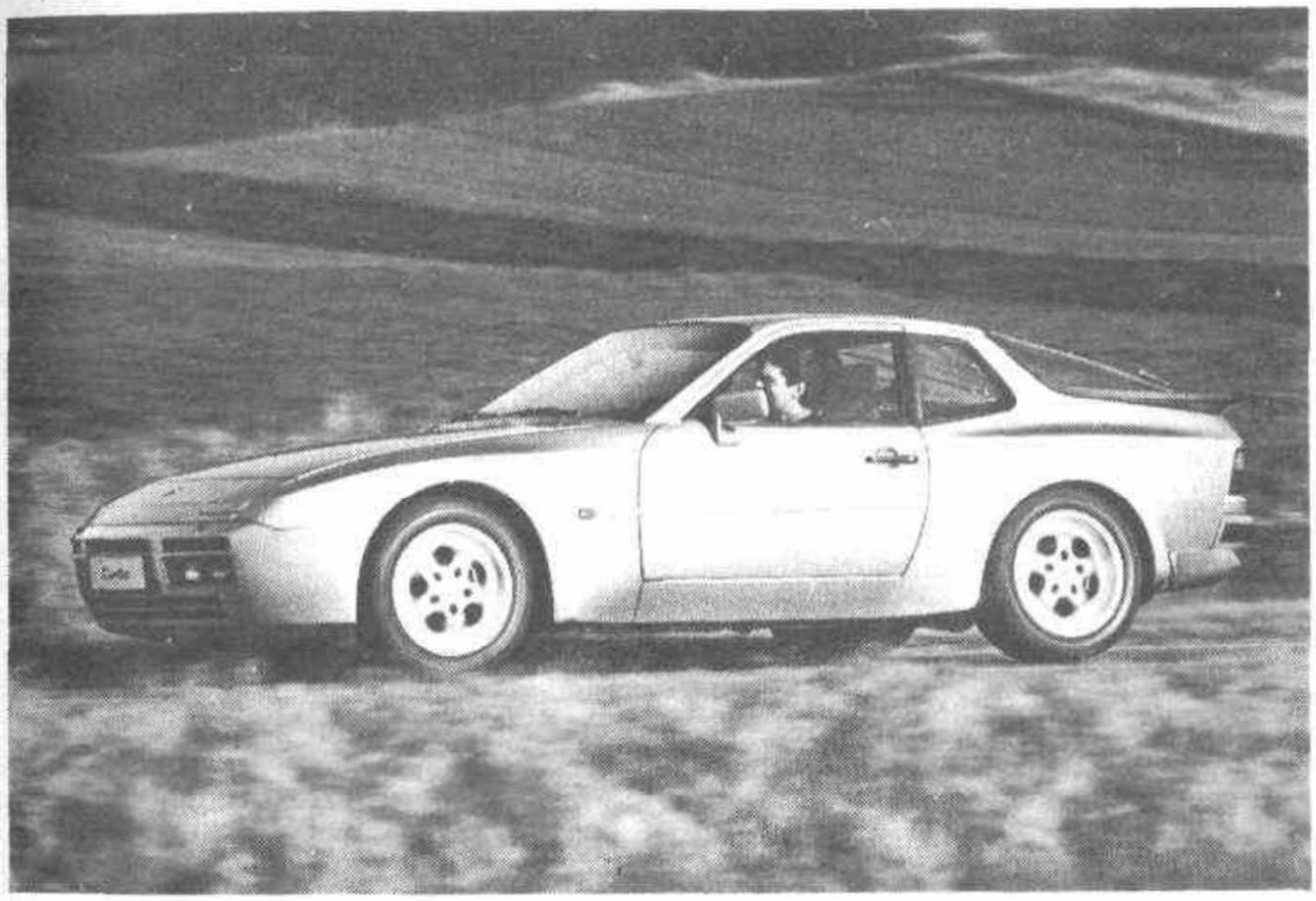
CONTRARY to what might be expected, the announcement of yet another new Audi after a wave of new releases should go some way to simplifying the designations in the range. The Audi 90 will be to the 80 what the 200 is to the 100; the result is that now all the small five-cylinder cars will be 90s, leaving the 80 designation for the four-cylinder versions. The 90 will aim for a prestige slot, with a high level of equipment such as power steering, central locking and electric windows, and it is ,distinguished from its lesser brother (to which its bodyshell is identical) by slimmer dual headlights, deeper "aprons" fore and aft, the integral foglights, plus similar full-width rear lamp treatment to the 200.

There are only two options: two- or four-wheel-drive. Spend £10,030 on the former,



and you get a 2-litre 115 bhp unit giving 116 mph and 0-60 in 9.9 seconds, together with the sort of torque which should result in 30 mpg plus in everyday use. For extra performance you will have to go quattro — undoubtedly a great asset, but the forced choice is indicative of VAG's determination to wean purchasers onto four-wheel-drive. The extra cost is £3,000, power jumps to 136 bhp thanks to a revised 2.2-litre engine, giving 0-60 in 9 seconds, and ABS braking is an optional extra.

Driving the 90 on damp and muddy Hertfordshire lanes recently showed that the suspension, unchanged from the 80, remains sure and positive with good traction even in 2wd versions, while the comfortable ride and lack of noise make the car a good contender in the small luxury car market (its rivals being Mercedes 190 and BMW 3-series). Changing over to the quattro version demonstrates immediately that the handling is crisper, probably less because the rear torsion beam axle is replaced by MacPherson struts, than the result of the tractive effort being channelled through twice as many wheels, and so lessening the combination of steering and driving loads on the front wheels. It is easy to extract very high cornering forces from the 185/60 HR 14 tyres, so the sports seats are a welcome standard fitting. A pleasant gruff exhaust note managed to find its way through the generous soundproofing, while the light but not always precise gearchange and the overall flexibility make this a most relaxing saloon for the ubiquitous businessman who seems to mould the marketing policy of most manufacturers today. — G.C.



HIGH PERFORMANCE FROM THE
Porsche 944 Turbo

EVEN before the Porsche 944 model was announced in 1981 a turbocharged version had raced at Le Mans, finishing in seventh place, and since then more than 60,000 normally aspirated 944s have been built, which is quite a success story. The turbo version, announced this month, incorporates what they term "third generation technology" to derive 220 bhp from the 2.5-litre four-cylinder engine, retaining all the smoothness that comes from the twin counterbalance shaft design. What is remarkable about this sports car is that the turbocharger is completely unobtrusive, with massive power and torque distributed throughout the range, so that it comes as a surprise to see the maximum speed of 245 kph indicated on the speedometer within seconds of a clear stretch of road presenting itself!

Against a stopwatch the Porsche 944 Turbo is closely matched with the 911 Carrera, and when the new car arrives in Britain in November the price will be nudging £27,000 at current values, so it's going to appeal to a fairly exclusive clientèle. Porsche Cars Great Britain Limited see a potential for around 200 cars a year against 600 911s, the 944 Turbo falling into quite another category in terms of appeal.

While the basic design of the Porsche 924 has not been changed in nine years, the 944 evolution is now moving forward rapidly in the same way that the 911 progressed between 1964 and 1969. New interiors are now in production, featuring a new dashboard design with 928-style instruments, the seats are improved and the windscreens are now flush-fitted to reduce the aerodynamic drag. Aluminium suspension castings replace welded steel, something that will follow on the "basic" 944, and in addition the 944 Turbo features a number of exclusive new features such as four-piston brake calipers which allow better heat dissipation, 7J and 8J cast alloy wheels (which, on the test cars, were equipped with a new type of Dunlop Sport D40 low profile tyre), stiffened suspension, a more aerodynamic nose form made of polyurethane, and undershields to improve airflow underneath the car and get rid of unwanted heat. A full-width spoiler underneath the rear bumper is the final stage in cleaning up the airflow, and the drag factor is slightly reduced to 0.33. Family resemblance to the 924 and 944 Le Mans cars can be seen quite clearly, and by means of quite subtle changes the svelte lines of the 924 body have been transformed into a very purposeful looking sports car in true Porsche tradition.

At 220 bhp engine power even exceeds that of the limited production 924 Carrera GT, but while that was an aggressive car the 944 Turbo is remarkable for its refinement. A new design of KKK type K26 turbocharger, with a water jacket to reduce bearing temperatures, is fitted on the cold, induction side of the engine with a crossover pipe from the exhaust passing behind the engine block, with several advantages including a 90-degree drop in temperature and a shorter passage to the induction manifold, which virtually eliminates throttle response lag. A new type of boost pressure regulator which eliminates the traditional flap valve has been designed, reducing exhaust back-pressure and improving economy.

Thankfully our legislators have not yet considered catalytic converters but the Germans are now set to follow the American emission requirements, and the 944 Turbo is remarkable in another aspect, that the power is exactly the same whether or not a converter is fitted to the exhaust system. This breakthrough is made possible by the processors in the Motronic "brain" which compensate the power loss, aided by a sophisticated knock sensor. Porsche are moving rapidly towards the era of "world engines" which are suitable for all markets, which will soon enable the Stuttgart company to export the 911 Turbo to the States once again. This will mean, too, that the 32-valve Porsche 928 S model, now sold only in America, will become available in Europe as well soon.

A test run in the Alpes Maritimes gave only an insight to the character of the Porsche 944 Turbo, which pulls as well at low engine speeds as the normally aspirated version. There is no perceptible point at which the turbo comes into play, just a far more pronounced surge as the revs increase. In a way the engine was even more impressive on the autoroute where, in a very short burst of highly illegal acceleration, the 944 built up to its claimed maximum speed of 245 kph with astonishing rapidity, and even touched 260 kph (161 mph) indicated on an apparently level stretch. Even allowing for a 5% speedometer error, which the engineers admitted as a possibility, the performance was nothing less than amazing since the engine noise remained subdued, and the most obvious sounds were the rustle of wind around the door mirror and the thump of the wide tyres over road joints. It is utterly unlike the 911 which is a more bustling, vivacious car altogether.

The ride has not been spoiled by the stiffened, gas filled shock absorbers, and the 944 Turbo felt extremely surefooted on bumpy, mountainous roads. To begin with PCGB have pitched their sights low at 200 cars in the 1986 model year, and it is admittedly a very pricey commodity, so it will be interesting to see how this model progresses. — M.L.C.

BMW Plans

AT A conference in London recently, the Managing Director of BMW (GB), Mr Paul Layzell, announced plans to increase BMW sales by 20% this coming year. Group turnover rose by 14% in 1984, and it was against this confident background that he foresaw a trebling of sales of the "tax-beater" 518i saloon, with smaller increases for four-door 3-series saloons.

The company do not see any immediate future for themselves in the estate-car or the 4wd markets, preferring to refine their existing products gradually. An example of this is the new electronic "NOX Control", which promises reduced exhaust emissions with existing fuel and no consumption penalty.

MG Metro 6R4

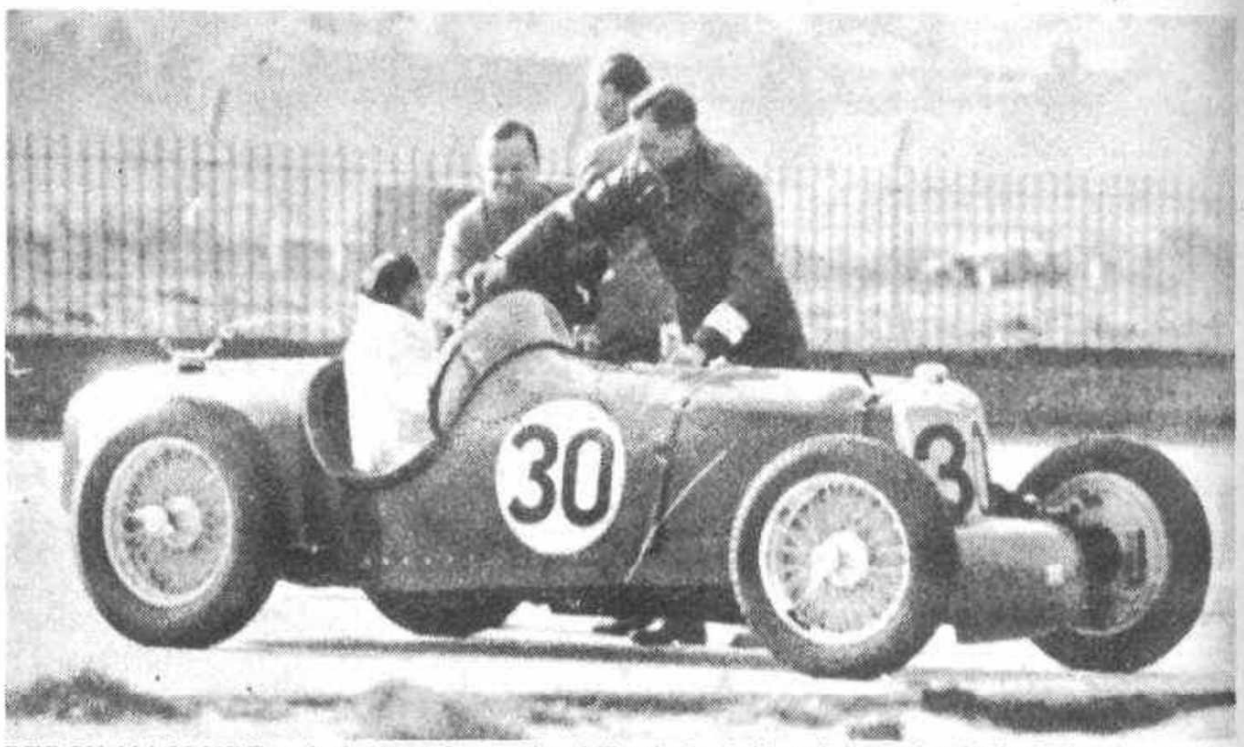
ARG has announced that it is to go ahead with the production of 200 examples of its mid-engined four-wheel-drive MG Metro 6R4 which uses a normally aspirated V6 version of the Rover V8 engine. The car will appear in the hands of Tony Pond in the Gwynedd Rally on March 9th.

"Photo-Finishes"

THERE are times, rather too many of them, when what should be a good motor race settles down to become processional, so that the less-avid onlookers tend to become bored and even those of us who are happy just to watch racing cars in action, wish things could be a bit more exciting. The fact is, that the fairer the race rules, the more evenly-matched the competing cars are going to be, and with lap-times more or less the same, only an unexpected happening or a particular piece of brilliance on the part of one or more of the better drivers can dig the thing out of something of a rut. Thus the close finish, the "photo-finish" in modern parlance, is something rather exceptional and to be remembered.

Such finishes were so rare in the early days and the great contests were of such extended duration and commenced at such uncivilised hours, that it is a wonder that motor-racing survived as a spectator sport. Fortunately the novelty, coupled with the noise and excitement, carried things along. But ponder on it, the very first proper motor race, from Paris to Bordeaux and back in 1895, saw the winning Panhard, conducted by Levassor himself, finish some 5¾ hours ahead of the Peugeot that took second place. This wasn't so bad for those who wanted to watch, because it took Levassor not far short of 49 hours to cover the 732 miles, so there was ample time for residents of Paris to return to their beds meanwhile. This applied to other great contests which started and finished close to the capital city. Later, when circuit racing was introduced, spectators had to be of a more enduring breed.

For example, the first French Grand Prix started at 6 am, but as the roads leading thereto were closed by 5 am, early rising was called for, after which there were two days' racing to follow before it was apparent that Szisz on the splendid Renault had won this prestigious race, at 62.88 mph. Moreover, the last car to finish, a Mercedes, came in some 4½ hours after the victorious Renault had been received, and again it would have been necessary to have been in one's place beside the dusty road of the Le Mans circuit at least by 6 am, in order to see the whole of this contest, even though Szisz, his car hauled to the start behind a horse, had spent 11½ minutes after he had been flagged to leave at 5.45 am attending to the needs of his machine — the kind of care which was to serve racing men well in the years ahead! There was another factor that detracted from the spectator-appeal of those early races, namely that many of them were run over circuits the lap-distance of which was excessive by today's standards, so that the cars passed a given point, where the onlookers braved sun or rain, comparatively infrequently, although this was to some extent off-set by the length of the contest — for instance, that 1906 Le Mans circuit was 64.12 miles long, the Dieppe GP circuit 47.84 miles to a lap and in the 477½-miles races there in 1907 and 1908 the competing cars passed but ten times.

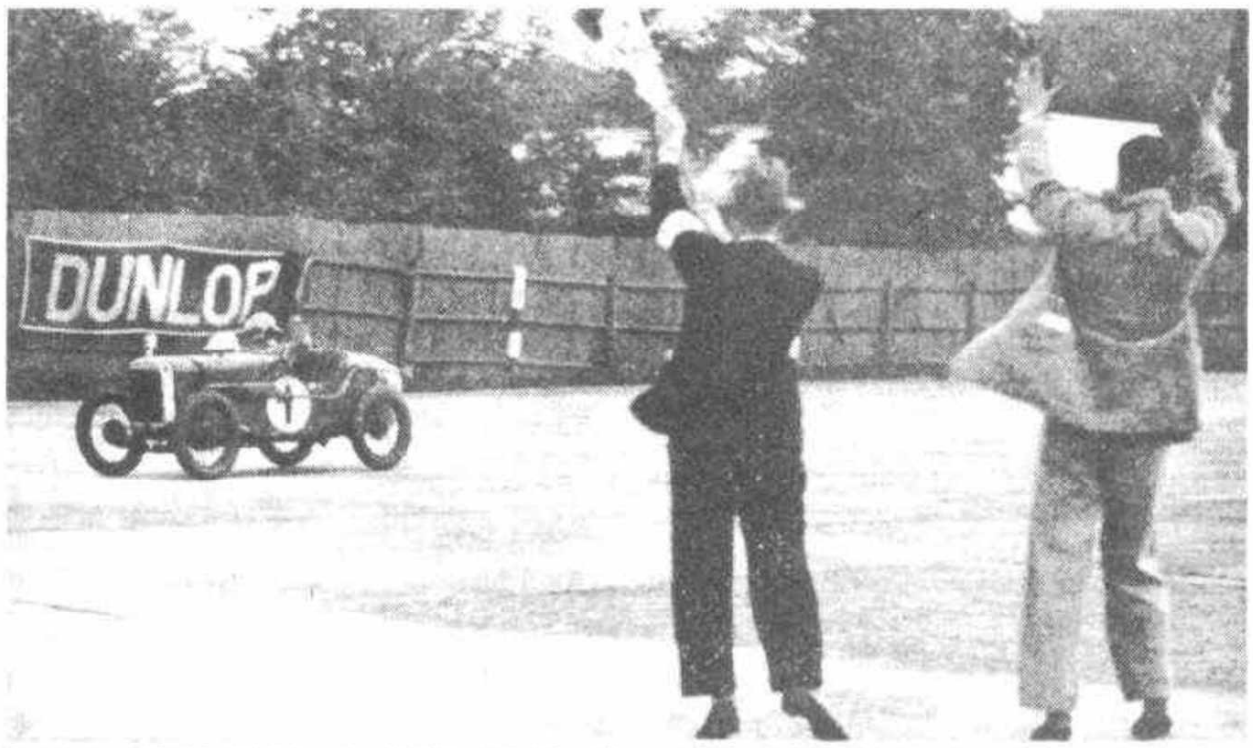


PERCY MACLURE took the 1938 International Trophy by 0.02 mph in a six-cylinder Riley, just staying ahead of Raymond Mays' ERA.

Even after the war, had you attended the 1922 French GP at Strasbourg you would have had to be in the grandstand by 8 am to see the then-unique massed start, and it would not have been until more than six hours had passed that you would have seen Felice Nazzaro flagged home in the Fiat as the winner and you would then have had to wait nearly an hour before the second-place Bugatti arrived, and another half-an-hour for another Bugatti to cross the line in third place, the only finishers out of 18 starters. After which, a "photo-finish" must have seemed welcome indeed, to the paying public that supported the game — no TV sponsorship in those days. . . .

Yet I suppose there are many of us who would willingly be transported back to the stirring days of those pre-1914 Grands Prix, with their towering, multi-litred cars controlled by drivers of great strength and stamina, or to the 1920s when cars were more sophisticated, their drivers endowed with a special brand of skill. . . . Just as, I suppose, D.S.J. must regret the passing of the "ride mechanic" Mille Miglia in which role he had exciting times and I am sorry I was never able to experience the thrill of riding in a racing car in a long race, as Sammy Davis described, after accompanying Count Zborowski at Lyons in the 1924 French GP: "After four rounds neither of us cared who was winning provided the Miller would only go on and on for hour after hour over that wonderful course in the sunlight, with the purring roar of the exhaust behind and that ribbon of road flanked by palisades, in front. . . ."

Reverting to spectators, it is not often that they have enjoyed the thrill of a "photo-finish". Resorting to statistics, I find that the narrowest margin by which the

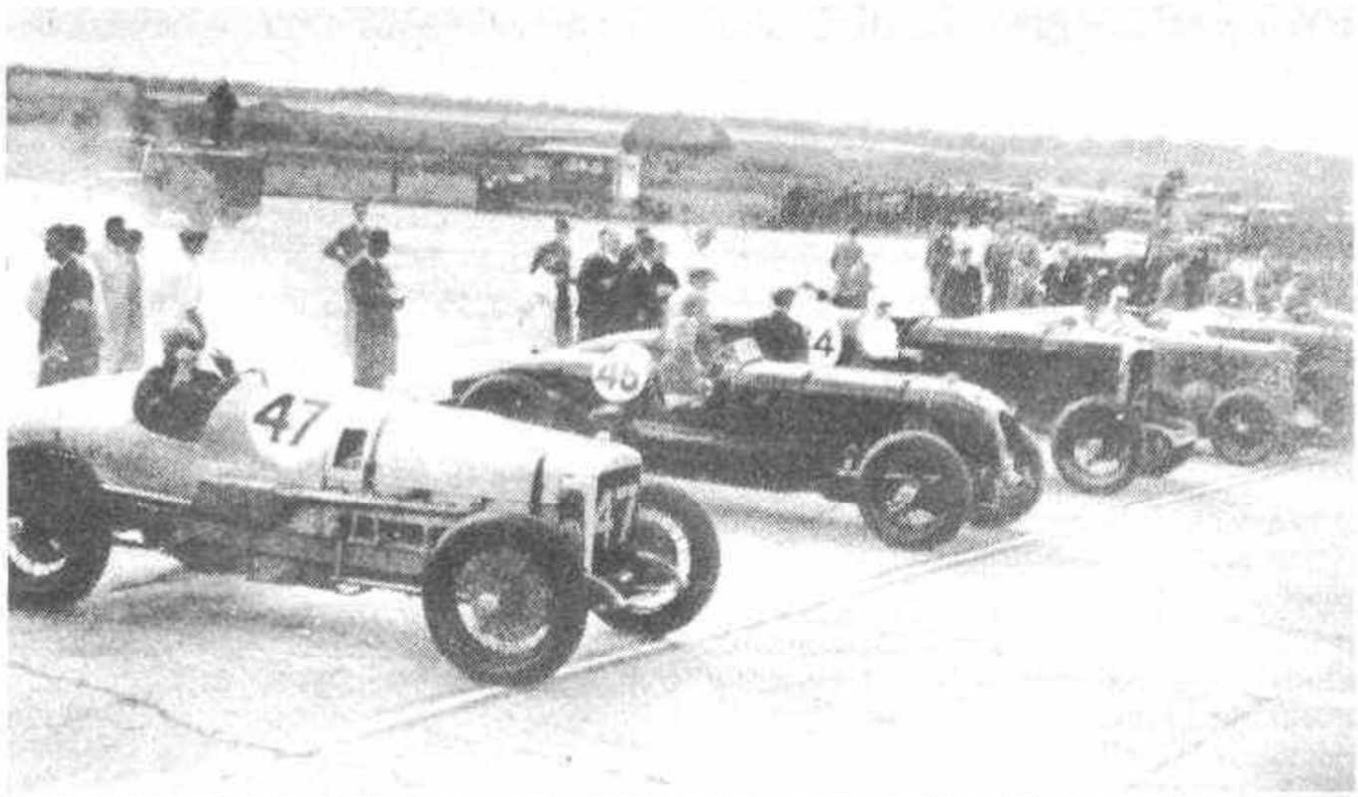


S. C. H. DAVIS winning the BRDC 500-Mile Race in "Blood Orange", the Austin Seven Ulster, by a narrow margin from Dr Benjafield's 4½-litre Bentley.

French Grand Prix was won between 1921 and 1939 was 0.5 sec in 1935, but this was because the Mercedes-Benz team had matters so buttoned up that Caracciola was able to tour home with his team-mate von Brauchitsch on his tail. More like it was the following year's French GP, in which, after 60 laps, over 621 miles and nearly eight hours' racing over the artificial road circuit at Montlhéry, the Wimille / Sommer Type 57S streamlined "tank" Bugatti won by 50.6 sec from the 3½-litre Delahaye driven by Paris / Mongin, pit-stops having affected the positions during the race, which was seen by only a small crowd, because most preferred an important horse-race on the same day. It had been almost equally close in 1933, and even more exciting, when Campari brought his 3-litre supercharged Maserati home just 52 sec before Etancelin's blue Monza Alfa Romeo that had a failing clutch so that it crawled round the Montlhéry banking on that dramatic last lap. It had been close, too, in 1932, when Nuvolari's P3 *monoposto* Alfa Romeo covered 0.35 more miles in the five-hour race at Rheims than Borzacchini, who did 0.33 miles more than third-place man Caracciola, but then this was a team-finish and Tazio was the No 1 driver, who, nevertheless, had had to open up to wash out a better replenishment-stop by Borzacchini.

Mostly, however, those pre-Hitler War French Grands Prix had unexciting finishes in terms of the distance at the finishing-line between winner and second-place car and driver, although this may simplify the drama of a race, in which there may be factors way down the field, or matters concerning the top runners, that can sustain interest even with a widely-spaced run towards the end. Mostly, though, the margins of over 18, 19, and 24 minutes between first and second places did not suggest much excitement for the onlookers, although in the great 1924 French GP the margin between the winning P2 Alfa Romeo of Campari and the V12 Delage of Divo was 65.4 sec, after more than 503 miles over the Lyons circuit. Hardly a photo-finish, however. . . .

You would hardly expect such a result at Le Mans, after continual 24 hours of racing, yet that is what more or less happened there in 1933. Nuvolari, in the 2.3 Alfa Romeo he was sharing with Sommer, had been delayed by a loose front mudguard and a leaking fuel tank. He lost 16 min at the pits and although the little Italian drove like the wind, setting a new lap record, there were further stops to plug the leaking tank. The last three hours of the long race became a duel between the Nuvolari / Sommer Alfa and the other 2.3-litre Alfa Romeo of Chinetti / Varent. Four laps from the end and Nuvolari was in the lead, but Chinetti passed him, in front of the stands, with only eight minutes from the flag-fall indicating the end of the marathon. Nuvolari responded by re-passing Chinetti at the Hippodrome, on that sizzling last lap,



WAITING FOR THE OFF: the start of the 1932 British Empire Trophy Race. The line-up is (from camera): Cobb (Delage), Birkin (Bentley), Eyston (Panhard), Lewis (Talbot), Dunfee (Bentley) and Hebeler (Talbot).

but was overtaken again, neither car, perhaps, at peak condition after so long a struggle. It was then that Nuvolari pulled out all the stops, for it was typical of Tazio that he was at his most skilful and determined in times of adversity. He re-took the lead, to win by 10 sec, 0.25-of-a-mile, after the Alfa had been racing for more than 1,953 miles at an average of nearly 81½ mph. . . .

At Monaco Nuvolari had no chance to exert his skill in a tense battle with his arch-rival Varzi but this was a race to remember, nevertheless. It had been a battle from the start between Varzi's works Type 51 Bugatti and Nuvolari's Scuderia Ferrari-modified 2.6 Monza Alfa Romeo. Varzi had the front row of the grid, this being the first time such a start had been used, 0.2 sec faster in practice than Tazio, who, however, was behind him on the second row. They fought one another all the way after the third lap, first one in the lead, then the other, Nuvolari a second behind Varzi at half-distance, the Bugatti with its shorter wheelbase perhaps taking the notorious Monaco corners faster but the tail-sliding Alfa accelerating better out of them.

After 80 of the 100-lap race Varzi broke Nuvolari's long lead, but the Alfa was ahead of the blue Bugatti again by lap 83 and pulling away. However, by the end of the 99th lap Varzi was level with Nuvolari and just took the lead for a moment as the last lap but one started. As they raced past the Casino on the final lap Varzi over-revved the Type 51's engine to over 7,000 rpm in third gear but Nuvolari held on, also over-revving, until a piston broke, hot oil spraying onto the exhaust pipe as Tazio jumped out and started to push his stricken Alfa Romeo to the finish. Thinking from the smoke that the Alfa was on fire, officials helped, and Nuvolari was disqualified, Borzacchini taking second place. Very nearly a "photo-finish" at Monaco. . . .

Space precludes continuing this theme, but since the war D.S.J. and A.H. have faithfully reported the *Grandes Epreuves*, in the pages of MOTOR SPORT, which will refresh the memory of classic close-finishes which are not remembered from personal spectator attendance. Do readers recall any that particularly excited them, I wonder? Of course, in handicap racing close finishes are to be expected, dependent on the efficiency of the handicappers. In order to make possible competitive racing between all types of cars, new racing designs, stripped sports cars, pre-war Grand Prix cars and home-built Specials, even touring cars — for did you know that someone once drove a fully-equipped 40/50 hp Rolls-Royce with its full complement of passengers in a Brooklands race? — individual handicaps were in use at the Weybridge Track from 1907 until it closed in 1939, and in the long-distance races held there class handicaps based on engine size were employed, until the JCC hit upon the ingenious idea of handicap chicanes to obviate these time elements and make handicapping easy to follow by the race-going public.

In a handicapped race, under ideal circumstances, all the runners should cross the finishing line together! Fortunately for the peace of mind of safety conscious officials, this never happens. But it is to the credit of the BARC handicappers that in those Brooklands' short handicap races dead-heats, real "photo-finishes", happened on four occasions. In fact, of course, there were no finish line cameras in those days, as used at today's horse races, and determination of the results implied a reliable Judge stationed by, and squinting along, a broad line painted on the Brooklands concrete.

The first of these dead-heats happened at the very first Brooklands Meetings on July 6th, 1907. Some excitement was badly needed (for a new sport), and that is what Charles Jarrott on his 60 hp De Dietrich and Frank Newton driving S. F. Edge's 50 hp

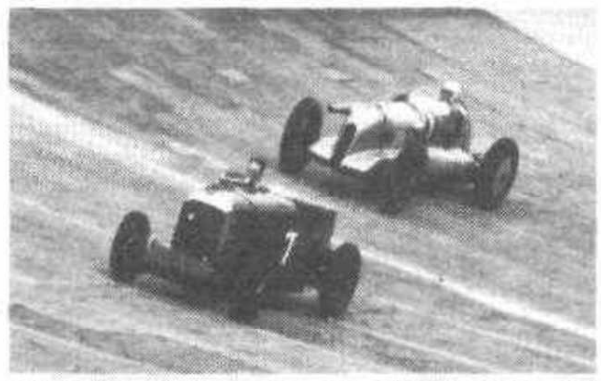
Napier, both bare chassis, provided as they came up the finishing straight on that now faraway summer afternoon at some 60 mph, to dead-heat at the finish of the Byfleet Plate. Jarrott, who had retired from racing but had returned to support this opening Brooklands Meeting, accused Newton of using oxygen to obtain a burst of speed to the finish. The stake of 550 sovereigns for first and second places was divided and this "photo finish" by two rival makes, the four-cylinder French De Dietrich and the six-cylinder British Napier, was excellent publicity for the new Motor Course.

The next dead-heat at Brooklands was in 1909, at the Easter Meeting, in the Sizaire-et-Naudin Cup, the grand-sounding title of which simply covered a half-mile sprint along the Finishing-straight for single-cylinder 8.9 hp cars of that make, a make well known there because the Clerk-of-the-Course, Major (later Col.) Lindsay-Lloyd, used to run about the place in a yellow car of this kind. On that Easter Monday afternoon the judge at the finish was Mr F. Fowler, who saw the green and violet colours of W. H. Milburn begin to come up on B. S. Millard in red coat and black cap on Cox's car and the two identical-looking little cars crossed the line abreast. And that was a non-handicap event. Down the years it was to happen again, not only with ties for second place on two occasions but involving two winners. The first of these involved J. P. Turner, who in the 75 mph Short Handicap at the 1925 Autumn Meeting was driving George Newman's orange 2-litre Austro-Daimler. Giving Purdy's duck's back 12/50 Alvis an 18 sec start, Turner overtook two other Alvis cars in the run home, and had then swung across the Finishing-straight to finish level with Purdy. The judge, still Mr Fowler, gave it as a dead-heat. Turner had lapped at over 93 mph and today's Alvis owners may care to know that Purdy had lapped at 88.15 mph . . . The other two Weybridge dead-heats were on the Mountain circuit, but before that two 5-litre cars, "J. Taylor" in Sir Alastair Miller's Delage and E. L. Bouts' Sunbeam had finished level in the one-lap handicap race for a cup presented by the driver of the old Delage, which had started eight seconds behind Bouts — could it have been a faked result, as was a later match race? The Mountain dead-heats were between Whitney Straight's non-supercharged 2-litre Bugatti, penalised 30-sec, and Faulkner's blown 2.3 Bugatti, in 1932 (the bookies had offered evens on Straight) and Roy Eccles in his blown Rapier Special, based on the little twin-cam Lagonda, and King-Clark's MG Midget, in 1936.

There were, of course, many exciting results at Brooklands, timed to the nearest one-fifth-of-a-second, where today they think in terms of 1/100ths of a second, and some of the long-distance races produced close finishes. One remembers that in the 1930 BRDC 500 Mile Race Dr Benjafield's



THE CLASSIC CLOSE FINISH — the 1932 British Empire Trophy Race when G. E. T. Eyston's 8-litre Panhard-Levassor was unable to pass John Cobb's 10½-litre Delage. Eyston protested and was awarded the race, but Cobb appealed and the decision was reversed, Here the two cars are crossing the Fork with Delage ahead.



TYPICAL of close racing at Brooklands: leaving the banking on the final lap.

blower-4½ Bentley was coming up fast on S. C. H. Davis' blown Ulster A7 at the end, in this class-handicap contest, so that the result was very tight, the "Blood Orange" A7 lapping at 87 mph, the Bentley at all but 123 mph, in those closing stages, the big car's n/s rear tyre breaking up as it crossed the line, the flying tread giving the mechanic a nasty rap, as it crossed the line. In fact, there were seven minutes separating them, after more than six hours' racing. And to put the thing into perspective, how many of today's much-prized Ulster A7s, whether fibre-glass bodied or not, could hold around 5,000 rpm for that duration?

Two more close finishes at Brooklands come to mind. The 1936 JCC International Trophy Race was a tremendous duel between Raymond Mays' 1½-litre works Zoller-blown ERA and Prince "Bira's" Jamieson-supercharged 1½-litre ERA. With a decent lead, Mays decided he needed more fuel and coming in, overshot his pit. A few churns of fuel were flung in but "Bira" went by. I wrote at the time: "From then on the race was as dramatic as anything I have seen. Mays did all he could to catch the other ERA. He had 16 sec to make up. A lap, and it became 14 sec; another and the gap was 12 sec. Slide-rule / stop-watch holders said the battle must end in a dead-heat. On the following laps Mays closed the gap to 10.8 sec, 8.8 sec 6.8 sec then to 3.8 sec, and there was then only a lap to go. On that final lap he strained every nerve, forgot rev-limits, in his effort to catch "Bira" and then, on the very rim of the Byfleet banking, the green ERA overtook the blue one! alas for Mays, even then it wasn't victory. Along the Railway-straight his over-stressed engine faltered and "Bira" tucked skilfully into Mays' slipstream. "Bira" then chose just the correct moment to pull up, and passed Mays. As they came up to the finish Mays seemed to make one last great effort to re-pass, the breaker-strip showing clearly on his n/s rear tyre. But "Bira" won by one second, or 0.01 mph. It was one of the finest finishes ever seen in a long-distance race and after congratulations "Bira" left with Prince Chula and a BBC script-girl, in their Derby-Bentley, so that 1½-hours after the race they could be "on the air" in a London studio.

The other close finish was in the 1938 JCC International Trophy Race, when May's ERA went sick but was still in a position to catch Percy McClure's unblown 1,736 cc six-cylinder Riley he had prepared for the race himself, after "Bira's" Maserati, which had been close up on Mays, had retired. Mays made up six seconds on one lap and on the last lap, braking late for the corners, he was right up with the Riley, accelerating up the straight to within lengths of it. But popular Percy McClure, driving with his goggles on his forehead, kept his cool and won by 0.02 mph. I shall always remember a weary-looking McClure coasting in with a dead engine, as "God Save The King" was played, signing a few autographs, then getting out and moving to the sanctuary of his tattered Riley 9 Monaco saloon . . . But it's all in my Brooklands book.

So is the account of that close-fought veritable Battle-of-the-Giants, the 1932 British Empire Trophy Race, when Cobb's 10½-litre Delage beat Eyston's 8-litre Panhard-Levassor by 0.009 mph, at over 126 mph. Eyston protested, was given the race, until Cobb himself lodged an appeal and the decision was reversed. That same year there was the great duel between Sir Henry Birkin, Bt. in the blower-4½ single-seater Bentley and Cobb in this Delage, which the Bentley won by ⅕ sec after a level start. In the 1933 Tripoli GP less than a length separated Archie Varzi and Guy Moll as their Alfa Romeos took the chequered flag, after racing for 500 kilometres, and one recalls the 1934 TT when a muddled pit stop held back Hamilton's MG Midget and Nuvolari in a K3 MG Magnette won this handicap contest after a heart-stopping last lap for those of the spectators who could follow that kind of thing, Tazio once again pulling out all the stops on the closing laps, and almost running his fuel tank dry, although this was not quite a "photo finish" as he won by 40 sec. In fact the Ulster TT, run on a credit laps / time class handicap, was noted for some close, but not "photo", finishes.

No doubt other intense races will come to mind, for even MOTOR SPORT readers may sometimes get ever so slightly bored by those races in which positions have remained unchanged for lap after lap, and will hope for a few more "photo finishes" during 1985. — W.B.

BOOK REVIEWS

MOST of the motor racing annuals are now safely gathered in and there are some welcome additions to the perennial favourites. The problem with trying to review **"Autocourse"** (ed Maurice Hamilton, publ Hazelton Publications, 3 Richmond Hill, Richmond, Surrey, TW11 6RE, 266 pp, 9½ × 13 in, £15.95) and **"Automobile Year"** (ed Ian Norris, publ Editions 24 Heures, distrib Patrick Stephens Ltd, Bar Hill, Cambridge, CB3 8EL, 248 pp, 9½ × 12½ in, £19.95) is that each sets its own standards of excellence in writing, photography and general presentation. No edition of either book is less than superb but, every so often, some editions stand out as being slightly above par.

Both books this year seem to me to be in that category. It's a marginal difference but "Autocourse" achieves it with a perceptive interview of Bernie Ecclestone by Alan Henry and a lucid, fascinating, piece by Brian Hart on the problems of balancing all the variables and achieving the best package with a contemporary turbocharged GP car. "Automobile Year", in turn, has a succinct article on the saving of Chrysler and, though its F1 coverage is brief by comparison with "Autocourse", it has the saving grace of being written by Peter Windsor.

After two years' publication, **"Automobile Sport"** (ed Ian Bamsey, publ Tenorhart Ltd, Highfield Park, Highfield Road, Yeovil, Somerset, BA21 4JR, 191 pp, 9½ × 12½ in, £14.95) failed to appear last year after the collapse of its associated monthly magazine. Editor, Ian Bamsey has revived the annual and, to ensure continuity, has included results for 1983. "Automobile Sport" covers more areas of racing than its rivals and, with fewer pages, achieves less depth. On the other hand it is extremely readable and employs a number of respected writers. Although it contains less pages than the two established annuals, none are taken over by advertisements. The quality of the paper and, hence, photographic reproduction is not very high this year but I have the feeling that, in years to come, I shall be glad to have the early editions of the run.

"Two Till The End" (FOCA in conjunction with Duke Marketing Ltd, PO Box 46, 32 Finch Road, Douglas, Isle of Man, 90 mins, VHS or Betamax, £34.95) is a digest of the 1984 F1 season using the best footage of the year's television coverage. Cramming 16 races into 90 minutes means there is hardly any depth but the video is given cohesion and style by a witty script, written and narrated by Clive James who reveals himself to be more than an averagely perceptive observer of the F1 scene. I found the events portrayed too fresh in the memory to really excite me but am sure I'll be delighted to play it again and again in the future. It's like a wine which is drinkable now but will improve with time.

"The Hillclimb and Sprint Yearbook" (ed Robin Boucher, publ The Cheddar Valley Motor Company, Averys Garage, Mark, Highbridge, Somerset, TA9 4NF, 228 pp, 5¾ × 8¼ in, £3.75 (incl p&p)) is the best value for money I've come across in a long time. It's a paperback printed on good quality paper with lots of photographs, and contains everything one could possibly wish to know about the 1984 hillclimb and sprint season. There are round by round accounts of the major championships, profiles of drivers, reviews of the sport in the regions, everything. This is a first class effort which will be welcome to everyone with an interest in the climbing and sprint scene.

The **"RAC British Motor Sport Yearbook"** (RACMSA, 31 Belgrave Square, London SW1X 8QH, 244 pp, 5¾ × 8¼ in, £9.50) is required reading for those actively involved in the sport but armchair enthusiasts, too, should have a recent copy for reference. It's like one of those handbooks published by the AA or RAC, you don't really need to buy one every year for the information contained therein does not change very much from year to year, but a fairly recent edition often comes in useful.

"Motor Sports Extra" (ed Jack Davidson, Chambers House, 70 Skene Street, Aberdeen, AB1 1QE, 80 pp, 6 × 8½ in, £3.50) is sub-titled "A History and Review of the Scottish Hillclimb Championship, 1970-1984". It is a well produced and presented paperback with photographs and profiles of leading exponents together with 101 sets of fully detailed results.

M.L.

"Mercedes — The Book of the Car" by Tony Stuart-Jones. 96 pp, 12¾ in × 9½ in (*Ebury Press, 72 Broadwick Street, London W1V 2BP*. £4.95).

If you like colour pictures, then this book will please you, for there are some on almost every page. It begins naturally enough with the pioneering development work which led to the foundation of what is now a major industrial giant, and offers a fairly thorough description of the variety of models which have led to today's Mercedes cars. The inter-war years are the most interesting section of the book, as of the company in many ways, and there is a run-down of the competition successes of the *marque* when German prestige was at stake.

The latter chapters, though, illustrate how conservative the Stuttgart firm became in the '60s and '70s, with a great many large pictures of remarkably similar cars looking more like a Mercedes brochure than anything else. There is also surprisingly little about the 190, even allowing for its relative novelty. Overall, then, not a historian's volume, but a good value all-rounder. — G.C.

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Brooklands Books, who publish those volumes of road-test reports and other articles from past magazines on a one-make basis, have issued two new titles, "*Road & Track* on Rolls-Royce & Bentley, 1950/65" and "*Road & Track* on Rolls-Royce & Bentley, 1966/84", which provide a nostalgic hotchpotch of reading for followers of these cars — I see that the first book includes a "Saga of the Winged-B" which I had forgotten I had written, and which I mention as it brings in the vintage models (the book dating referring to magazine dates not age of cars), as does Doug Nye's piece on the Barnato "Blue Train" 6½-litre Bentley, the recent sale of which for £246,000 the Bentley DC calls "Madness which evokes a great sadness, especially as it means that this fine Bentley will leave these shores and likely be unseen on any road again. They call it madness of a special kind, having nothing to do with mental health, little to do with motoring, but a lot to do with financial investment, so that the buyers were possibly pleased, the sellers probably ecstatic, the auctioneers undoubtedly pleased." The car's owner when Doug wrote it up was the BDC President!

Back to these new Brooklands Books, they are available for £6.50 each from "Bookstop", Seven Hills Road, Cobham, Surrey, or at £5.95 each from specialist bookshops. — W.B.

The latest editions of two of the most used reference books in this office have made their appearance; first, the IVECO Motoring Press Guide which lists all the publishers, magazines and journalists involved in the motoring field world-wide, which is available from the IVECO UK headquarters at Winsford in Cheshire, and secondly the 1985 FIA Yearbook of Automobile Sport. As before, this essential guide to all aspects of international motor sport is divided into sections of different colours to ease reference, with a breakdown of the structure of the FIA and its constituent organisations, complete lists of graded drivers, the various appendices governing eligibility of vehicles, safety requirements, Championship regulations, organising clubs, manufacturers, the press and the all-important (but of course not infallible!) 1985 competition calendar. Although only A5 size, the yearbook is nearly two inches thick, which goes some way to justifying the price of 190 French Francs. It should be obtainable from the specialists such as Motor Books, St. Martin's Court, London or Connoisseur Carbooks, 28 Devonshire Road, Chiswick, London, or from larger main bookshops.

G.C.



The Cars of Paul Emery

ALTHOUGH the building of specials is a world-wide occupation, the British have a particular flair for it, it's part of the great amateur tradition, I suppose. Look into the background of most racing car designers, and a good few leading production car designers, and you will find a special which, not infrequently, was raced. Some will even tell you that their first attempt with the parts of an Austin 7 or Ford 10 was the best practical experience they could have possibly received.

In the Fifties, in particular, some of the more successful special builders were pressed to make replicas and so became constructors. Colin Chapman, John Cooper, John Tojeiro, Brian Lister, Eric Broadley and Arthur Mallock all began by building specials and, with others, founded the British motor racing industry.

One of the most prolific and ingenious of special builders is Paul Emery who, every so often, looked set to become a constructor but who never quite made the transition. He says, "I built my own cars because I wanted to race and never had enough money to go racing except by building my own cars." It is true that some of his designs went into limited production. Seven or eight examples of his fwd 500 cc F3 car were built, for example, but he was never able to arrange his business affairs sufficiently well to make the transition from special builder to constructor.

In preparing this article I spoke not only to Paul Emery himself but to a number of people who had been associated with him throughout his long and varied career. The phrase "brilliant engineer" was often used of him by those to whom I spoke, and certainly his ideas were often in advance of their time, but being a brilliant engineer is no guarantee of success as a constructor, one needs business acumen as well, and it is clear that Emery was deficient in this area.

Emery is essentially a practical engineer but not a practical man. One who worked with him, Bob Mitchell, recalls that he was a very good panel beater and marvellous welder but a man who would never use a new part if a second hand one would do. He remembers the time Emery had an old Mini pick-up truck which was involved in a head on collision and appeared to be a write-off but Emery buckled to and within five hours had the truck to pieces, beaten out, and roadworthy again.

The title of this piece is "The Cars of Paul Emery" rather than, say, "The Emeryson Specials" for Paul's father, George, and his brother, Peter, both built specials which were called "Emerysons". Indeed, the name was coined when George began to be assisted by Paul in the construction of his cars.

Paul Emery was born in 1916 almost with a con-rod in his mouth. His father had a garage in New Malden where part of his business was preparing competition cars for among others, Kaye Don and both his parents occasionally competed. On leaving school in 1934 he served an apprenticeship partly with his father and partly, when relations were strained, with Geoffrey Taylor's nearby Alta concern. The first Emeryson appeared in 1935, with an Itala engine fitted to a modified GN chassis but someone offered money for it and it was quickly sold. Another GN-based car, this time with a 1,020 cc ohv Gwynne 8 engine was built up, the first car to bear the name "Emeryson" and Paul raced it with some success.

During the war, Emery worked first for Marine Mountings designing gun mountings then for Dowty Engineering designing hydraulic systems, but found time to buy and restore Fitt's twin-Centric-blown Hudson Special which had been blitzed and this he converted into a potent sprint car which was capable of accelerating from a crawl to 90+ mph in top gear. It was used on the road, too.

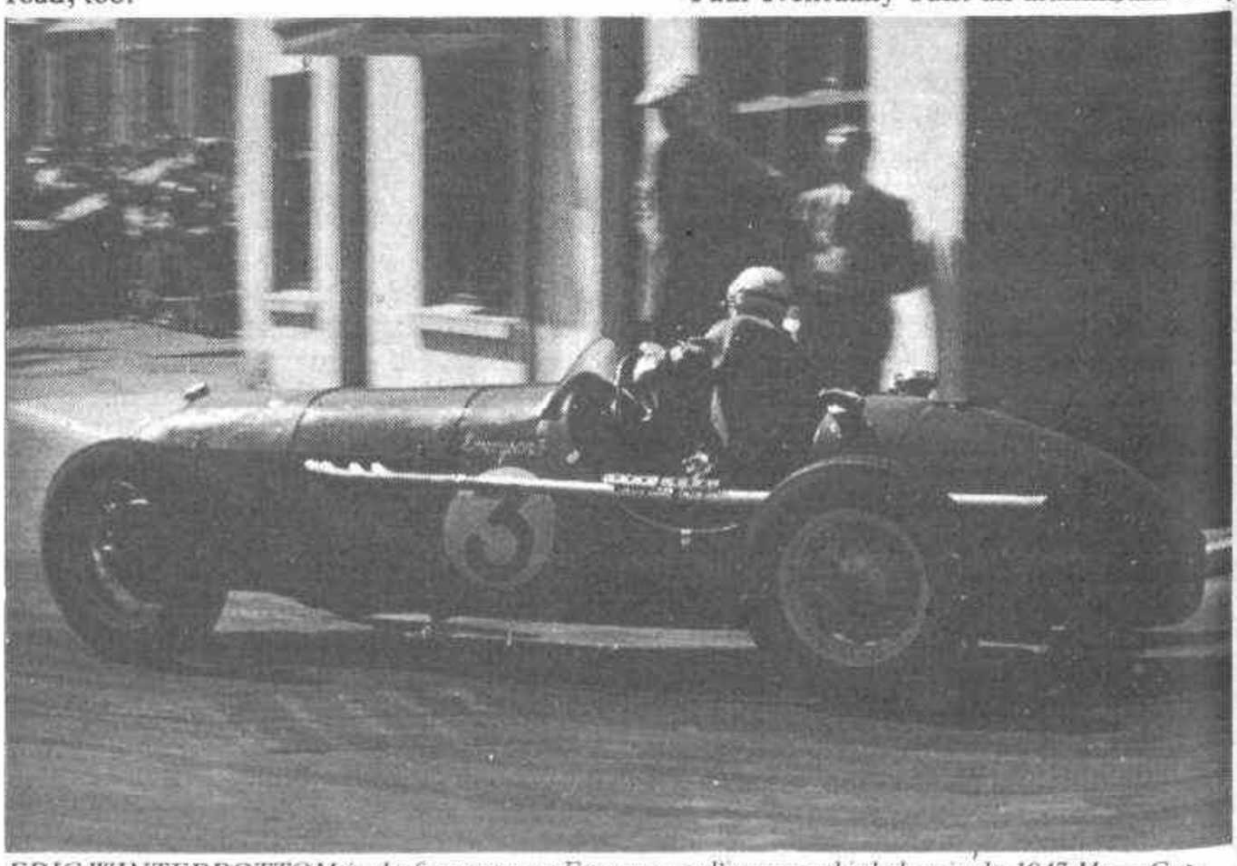
The first post-War Emeryson saw a shift in emphasis in the father / son partnership for Paul became the dominant influence. Working from a shed in Maidenhead, the two men produced a car which was good enough to win first time out and interesting enough for MOTOR SPORT to devote 2½ pages to describing it (September 1947).

The chassis was a robust tubular affair with the front suspension being a modified Singer coil spring and swinging arm assembly. At the rear was Alta-type independent suspension with torsion bars. Braking was by a modified 1935 Riley "Merlin Nine" system with the back-plates on the rear brakes free to turn on a fibre bush but anchored to the chassis by the arms of the Luvax shock-absorbers.

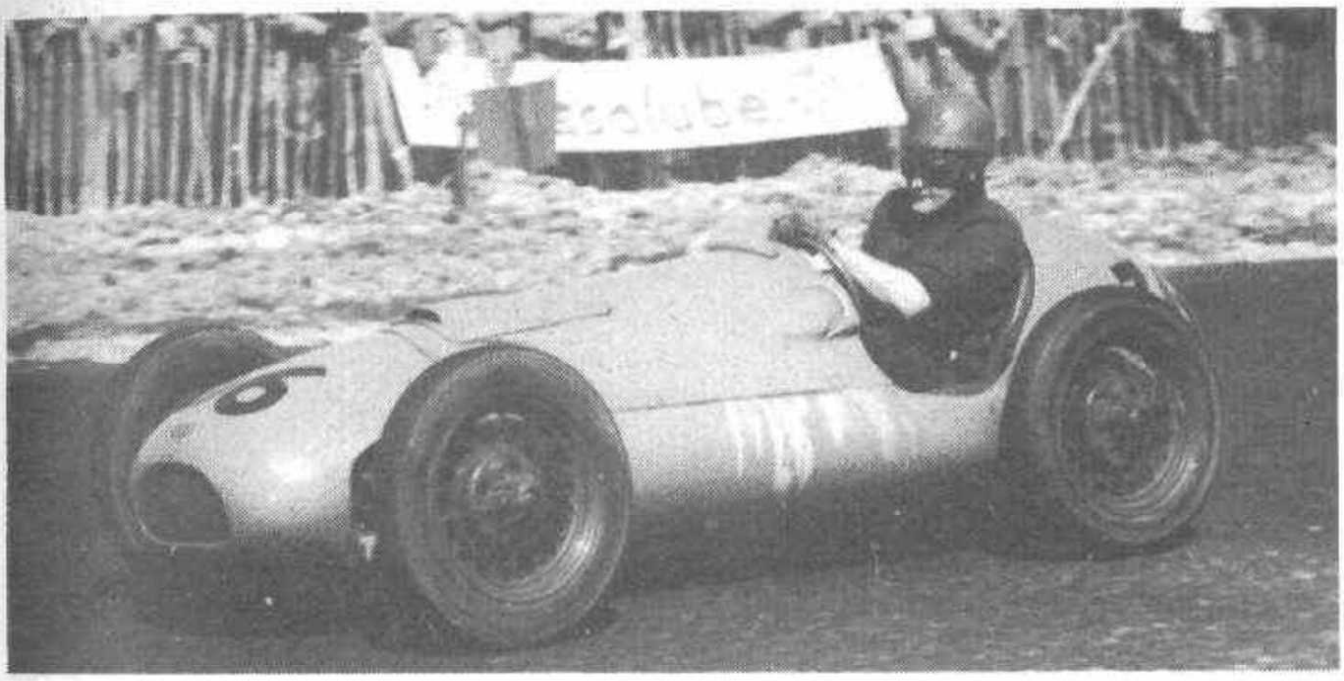
The gearbox was a Type 75 4-speed ENV pre-selector unit with an auxiliary 2-speed 'box located just before the differential. A 1934 dohc Lagonda Rapier engine, with its capacity reduced from 1,104 cc to 1,087 cc, was carefully assembled with slightly larger inlet valves. This was then given two-stage supercharging with a Marshall IZ 85 blower as the first stage, fitted with a large SU carburettor, and a Marshall cabin blower acting as the second stage giving 22 lb / sq in boost at 6,500 rpm.

Money ran out before the car was fitted with a body and there were not even sufficient funds to pay for the entry fees for the July 1947 Gransden Lodge meeting. Still, Eric Winterbottom, whose 1,100 cc Alta had been prepared by George Emery pre-War, struck a deal whereby he would pay the entry fees for two races and drive the car in the first with Paul Emery having the second run. Even without bodywork, the car was timed at 136 mph and Winterbottom won his (handicap) race convincingly. Paul, however, had a UJ break on the first lap of the main scratch race.

Paul eventually built an aluminium body



ERIC WINTERBOTTOM in the first post-war Emeryson on his way to third place in the 1947 Manx Cup.



PAUL EMERY at the wheel of one of his fwd Emeryson F3 cars.

for the car which was remarkable for its very small air intake, rather like a "Costin nose" but he had clearly done his sums right for the car never suffered from overheating and the small nose orifice became something of an Emery hallmark. It's interesting to mention that the MOTOR SPORT profile of the car concludes with the Emerys talking of a project for an "air-cooled flat-12 with hydraulically-actuated valves and something very special in the way of boosting — if the finance becomes available."

Paul Emery has been nothing if not ambitious in his thinking, as talk of the flat-12 engine proves, and he has generally had the ability to make his ideas work, but there is always that question of money. In fact, having completed the Lagonda-engined car, Paul could not afford to run it and it was driven for the rest of 1947 by other drivers, Winterbottom finishing third in the Manx Cup with 4 in toe-out on the front wheels after a small shunt, and Bobby Baird lapping within ½ sec of Jean Behra's Simca-Gordini in the Coupe de Lyon before breaking a valve spring.

Then Emery came across the straight eight 4½-litre Duesenberg engine from the ex-Whitney Straight car. This was bought, the compression ratio was raised and eight Amal carburettors added, raising the engine's output to around 400 bhp. The chassis of the Emeryson was modified to accept the engine but no transmission could be found to handle the power. Emery and Baird, who now owned the car, drove it occasionally but without success for the engine devoured gearboxes.

There being no suitable transmission on the horizon, Emery could see no point in continuing and so severed his links with the car, the new 500 cc F3 attracting him, not least because it was affordable. The Emeryson, which with a 4½-litre engine, had progressed to being a GP car, passed through various hands and is now the property of Denis Jenkinson. Jenks' enthusiasm for the chassis is firmly under control but he also has the rest of the Whitney Straight Duesenberg and has plans to complete it.

Emery began to consider a design for F3 in the early part of 1949 but it was 12 months before the first car emerged from his little general engineering shop in Twickenham. Although Emery was not the only designer to use fwd in F3 at the time, the Emeryson was by far the most successful car to have the engine and transmission mounted in front of the driver. In a car with just under 50 bhp and weighing less than 700 lb, the mass of the driver is critical and by putting the driver at one end and the engine at the other it was hoped to achieve optimum weight distribution as well as improved cooling. Looking like a miniature contemporary GP car, though its air intake was again tiny, the Emeryson featured a simple ladder chassis made of 2½ in, 16 swg, steel tubing, with independent all round suspension by unequal wishbones and rubber bands though production cars had coil springs. Everything that could be drilled for lightness was drilled. There was no differential or constant velocity joints.

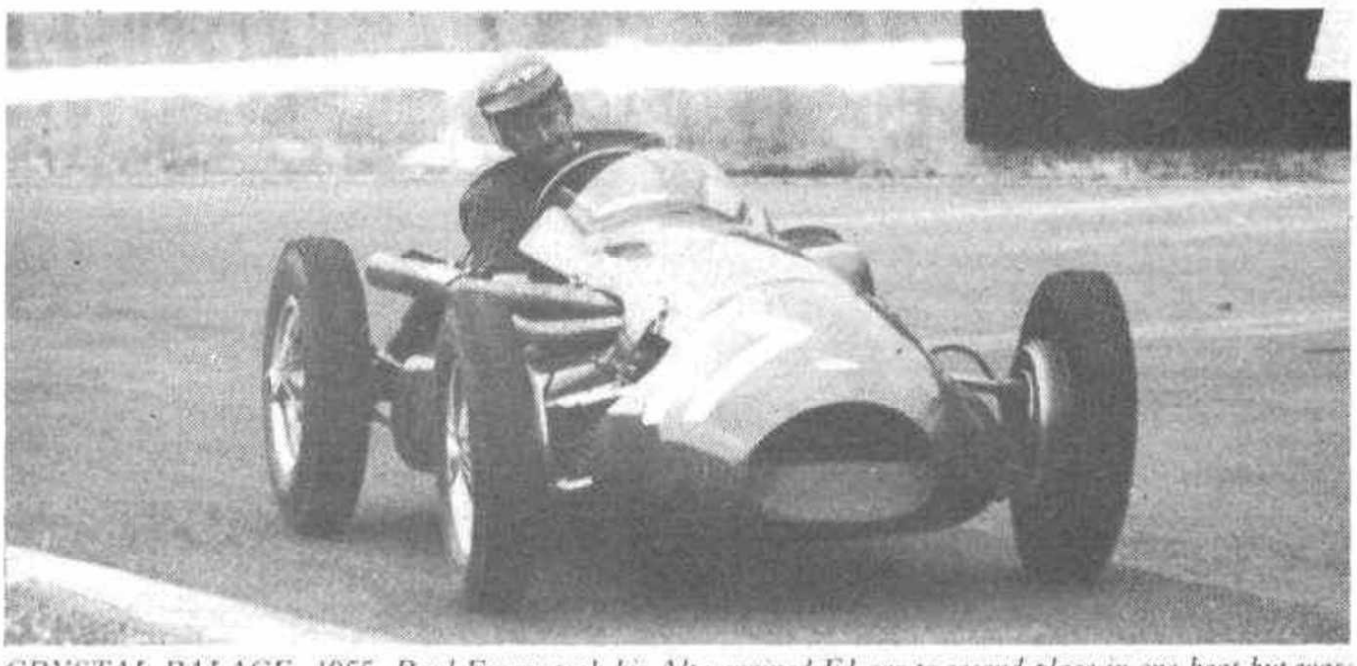
One of the problems of the old F3 was the vibration caused by using single-cylinder motorcycle engines and Emery tackled this in a characteristic way by building a 50 degree V twin engine using two complete 250 cc JAP cylinders. Though this was an extremely smooth running motor, when it went, it proved unreliable and the seven or eight cars eventually built were finally powered by single-cylinder JAP or Norton engines in 500 cc form.

A switch from rolling starts to standing starts in F3 proved unfortunate for the Emerysons for drivers could expect to lose a few places on the grid as the front wheels scrambled for grip but, with a Norton engine fitted, Paul won the GP of Picardy in 1950 and, sold to Peter Jopp, this car enjoyed a fairly successful career, frequently emerging as one of the better non-Coopers. His cornering was characterised by having one front wheel waving in the air.

As F3 grew in popularity, so it became more professional and soon, to be competitive, one had to have a Norton engine prepared by one of the ace tuners such as Steve Lancefield or Francis Beart. "I couldn't afford the prices asked for an engine capable of winning," says Paul, "and so I packed it in."

Some of these cars are extant and, indeed, I first made contact with Duncan Rabagliati of the Formula One Register when I came across his Emeryson-JAP undergoing restoration in TT Workshops in Westbury. Duncan who is a great Emeryson enthusiast, kindly opened his copious files to me to assist in writing this article.

From F3, Emery then turned his attention to F1 again and constructed a new car with a tubular chassis and, initially, an Aston Martin DB3 engine, which first appeared in 1953. The Aston Martin unit blew up with depressing regularity and was replaced by a 2-litre Alta engine bought from John Cooper for £100. A short propshaft connected the engine to an ENV gearbox and, in order to lower the drive train and, hence, the seating position, the ENV differential was mounted backwards taking the power from underneath itself via a reduction box. Coil spring and wishbone suspension was used at the front, a de Dion layout at the rear and, again, the car had a neat body complete with that characteristically small air intake.



CRYSTAL PALACE, 1955. Paul Emery took his Alta-engined F1 car to second place in one heat but was outclassed in the final which was won by Mike Hawthorn in Stirling Moss' Maserati 250F. The following year, however, Emery had a fine dice with Moss' Maserati but had to settle for second overall.

With its Alta engine increased to 2.5 litres, before Connaught did so, incidentally, the car was fairly competitive on slow and medium fast circuits against British club opposition. In 1956, Emery qualified it for the British Grand Prix at Silverstone, practising faster than the Maseratis of Maglioli, Godia, Rosier and Brabham, and the Gordini of da Silva Ramos, only to retire with ignition trouble on lap four.

During 1957 the Alta engine, which was kept, was replaced by an Emery-developed Jaguar 2.4-litre unit with dry sump lubrication and fuel injection achieved with a modified CAV diesel injection unit. It last raced in F1 at Goodwood in 1958 though appeared on the hills where Roberta Cowell successfully competed in the ladies' class.

The car was sold to Tony Biggs who had Maurice Gomm construct a two-seater body for it and, again, it appeared in minor events sometimes with Ms Cowell at the wheel. Biggs died in the early '60s and the car languished behind a café until discovered by Tony Noel-Johnson who restored it to single-seater form. I believe it is now in the collection of Dr Philippe Renault in France.

Following the 1953 F1 car came, in 1954, a sports racing coupé which was basically an Aston Martin DB3 chassis (DB3/6) fitted with a Jaguar C-Type engine. Emery drove it at the Easter Goodwood meeting before selling it to R. H. Dennis who entered it as an "Emeryson" at Goodwood that September but subsequently raced it as an "Aston Martin-Jaguar Saloon". Dennis retained the car and in 1965 re-bodied it with the shell from DBR2/1 and also gave it a DB3S engine. In 1957 Emery worked for a while on a water-cooled flat four dohc 1½-litre engine, intending it as an F2 unit, but it was never completed. Incidentally, Emery also had a marginal hand in the AJB / Kieft / Norton flat four engine which has cropped up in a number of recent issues.

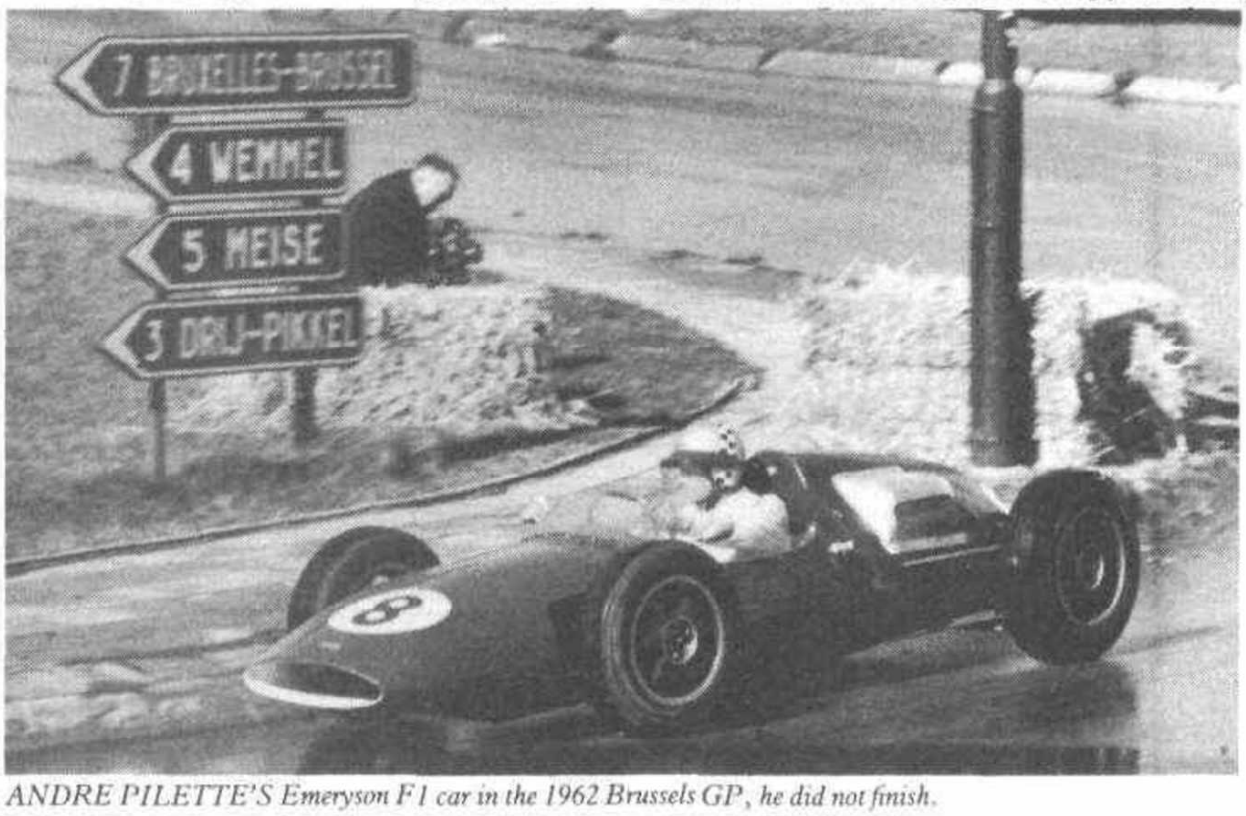
In 1958 Emery drove to eighth place in the Aintree 200 in Bernie Ecclestone's Connaught B3 "toothpaste tube" car which Stuart Lewis-Evans had driven in the Tasman series. "It's the only time in my career anyone ever gave me a drive," comments Emery. In fact he also attempted to qualify the car with others for the 'Monaco GP' that year. Then, converting the Alta engine to run on petrol, Emery acquired the unraced spaceframe "C" type Connaught (again with a toothpaste tube body) for which he paid Alan Brown £400 and a promise of any prize money which the car might win in the US Grand Prix at Sebring.



BOB SAID in the "C"-type Connaught in the US GP, Sebring, 1959. Emery owned the car but sold it after Said crashed on the second lap of the race. Later it was supercharged and entered for the Indianapolis 500 by three members of the 750 MC.

Bob Said qualified the car a fairly respectable 13th out of 18 starters but crashed on the second lap. It was eventually sold to some enthusiasts who had the idea of supercharging it and running it in the Indy 500. It was entered in 1962 but did not qualify.

By the end of 1959, Emery had also built up a rear-engined Cooper-Connaught with the previously unraced experimental Connaught hydraulically geared automatic gearbox. This made a handful of appearances,



ANDRE PILETTE'S Emeryson F1 car in the 1962 Brussels GP, he did not finish.

Paul's friend, Roberta Cowell, taking third in class at the Brighton Speed trials that year, and the chassis was eventually sold to Doug Serrurier in South Africa. Serrurier later made the LDS F1 cars.

In 1960 Emeryson Cars Ltd was refinanced under the overall direction of Alan Brown and Emery moved from Twickenham to the Connaught headquarters at Send. A fairly conventional design was laid down (rear engine, spaceframe chassis, etc) with only the gauge of tubing differentiating between F1 and FJ versions.

Fitted with a 1½-litre Coventry Climax FPF engine, the car was an F2 model in 1960 but, an F1 car the following year. Ron Flockhart put it on the fifth row of the grid at Brands Hatch in August 1960 but it retired with a broken fuel pipe but at Montlhéry in October, John Turner impressed a lot of people by dropping two laps after a spin and then proceeding to haul in the leaders. Negotiations opened with Ecurie Nationale Belge to buy some cars on the strength of this promising performance. It is not known whether the ENB knew that Turner's progress was aided by his missing out a straw bale chicane every so often!

In a track test written at the time, Jack Fairman gave the impression that though the car did not have the ultimate handling qualities of, say, a Lotus it had no vices and was forgiving to the driver. Unfortunately the drivers were not equally kind.

Three F1 Emeryson-Maseratis (and one FJ car) were delivered to the ENB and though Bianchi and Gendebien did not disgrace themselves in terms of how high up the field they managed to get the cars on their début at Pau in 1961, both did manage to crash quite heavily, thus setting a pattern for the season. One car was even bent on being run out of its transporter. Eventually, discouraged by the constant dramas, Emery withdrew from the arrangement and the Belgian team made up its own ENB-Maserati from what remained of the one Emeryson. Bianchi wrote one off in the 1961 Aintree 200 meeting. The third car is still in Belgium.



THE UNIQUE 1½-litre Coventry Climax powered Emeryson sports car with which Ray Fielding (pictured) won his class in the 1961 RAC Hill Climb Championship.

The Emeryson FJ car was no match for contemporary Lotuses but Mike Spence did achieve a notable victory in the 1961 100 mile Commander Yorke Trophy at Silverstone which led to a drive in the works Emeryson-Climax F1 car and, of course, progress to the Lotus F1 team. Four of these cars were built.

The prototype F1 car was sold to Andre Pilette, who raced it with the FPF engine and later sold it to Gerry Ashmore. A Mk 2 version was run by the works in 1961 for John Campbell-Jones and Mike Spence but they concentrated on the non-Championship F1 races such as the Solitude GP where Spence impressed everyone by running seventh while holding the gear lever in place.

A Climax-powered sports car variant was built for Ray Fielding who won his class in the 1961 RAC Hill Climb Championship with it. It subsequently passed through various hands but it has been the property of Richard Falconer since 1971 who has used it on the road and in occasional races, with Paul Emery driving it for 85 laps in the 1977 Silverstone Six Hour Relay Race. It is currently undergoing a rebuild but part of it has another small claim to fame.

Frank Lugg, when a Ford stylist, was inspired by the memory of a photograph of Fielding's car which led him to design the distinctive seven-spoke alloy wheels featured on the current Escort RS cars and the Ford RS200 rally car. The wheels, in fact, originated on the Fry-Climax F2 car which Mike Parkes drove.

At the end of 1961, a wealthy teenaged American, Hugh Powell, bought into Emeryson Cars and most of the old board, including Alan Brown, resigned. The plan was to run a two-car team for John Campbell-Jones and Tony Settember who happened to be Powell's legal guardian. Settember, then, more or less ran the show.

Alongside the 1961 works car, Emery built a Mk 3 version which was originally to have had a fibreglass monocoque. Had it been built it would have just pre-dated the Lotus 25, though Laurie Bond showed a fwd FJ car with a fibreglass monocoque at the end of 1960, which, raced only occasionaly and is currently somewhere in the Home Counties. The new Emeryson had semi-monocoque construction but the most startling feature was its nose for the radiator was almost flat beneath it with air passing under the car and up through the radiator. It worked, too, which suggests that Emery really did know what what he was about when it came to "eye experience" aerodynamics. The new car, which was very slim, also possessed far superior roadholding to the previous ones, and was crying out for one of the new V8 Climax or BRM engines, which it never received.

It was intended for Settember who found he was too large to get inside it so Campbell-Jones was given it. It is curious, but at Crystal Palace, Campbell-Jones suffered a persistent misfire and deliberate sabotage was later found to be the cause, a wire had been lodged in the magneto and a pencil line drawn on the rotor arm. The culprit was never discovered but relationships in the team became strained.

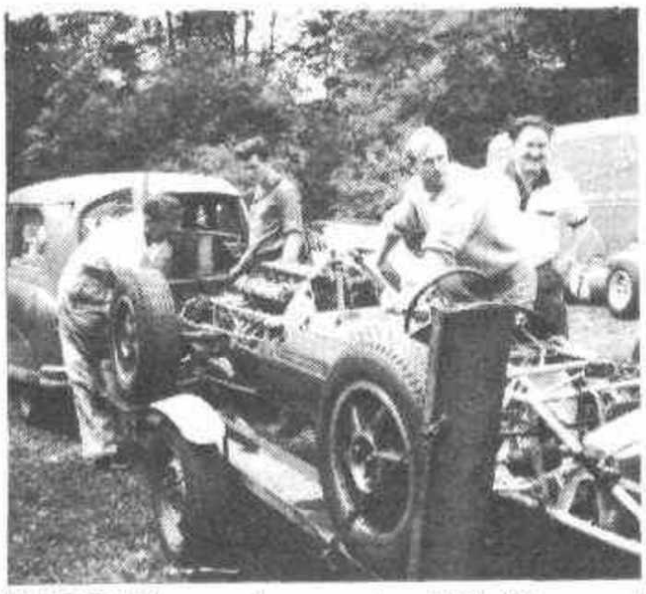
Campbell-Jones was shortly afterwards approached by Reg Parnell to replace Roy Salvadori, who was retiring, in the Bowmaker team. He agreed but first wished to fulfil a commitment to Emeryson by driving at Solitude. Settember, however, took over the new car for this meeting and his mechanics hack and bang away at it so he could fit in! The Emeryson involvement in F1 was pretty low key at the best of times and Paul himself withdrew from the team while Settember continued to enter the cars under the name Scirocco. Then Powell lost interest, it's been suggested that he found that women were more interesting than racing cars, and the whole effort petered out.

Of the seven F1 cars made, one remains for the others were ruthlessly cannibalised and two were destroyed in fires. Ed Glaister in Carlisle has two Emerysons, one of which *may* be the original F2 car, for it has an aluminium body instead of the usual glassfibre shell. Ducan Rabagliati is currently researching its history.

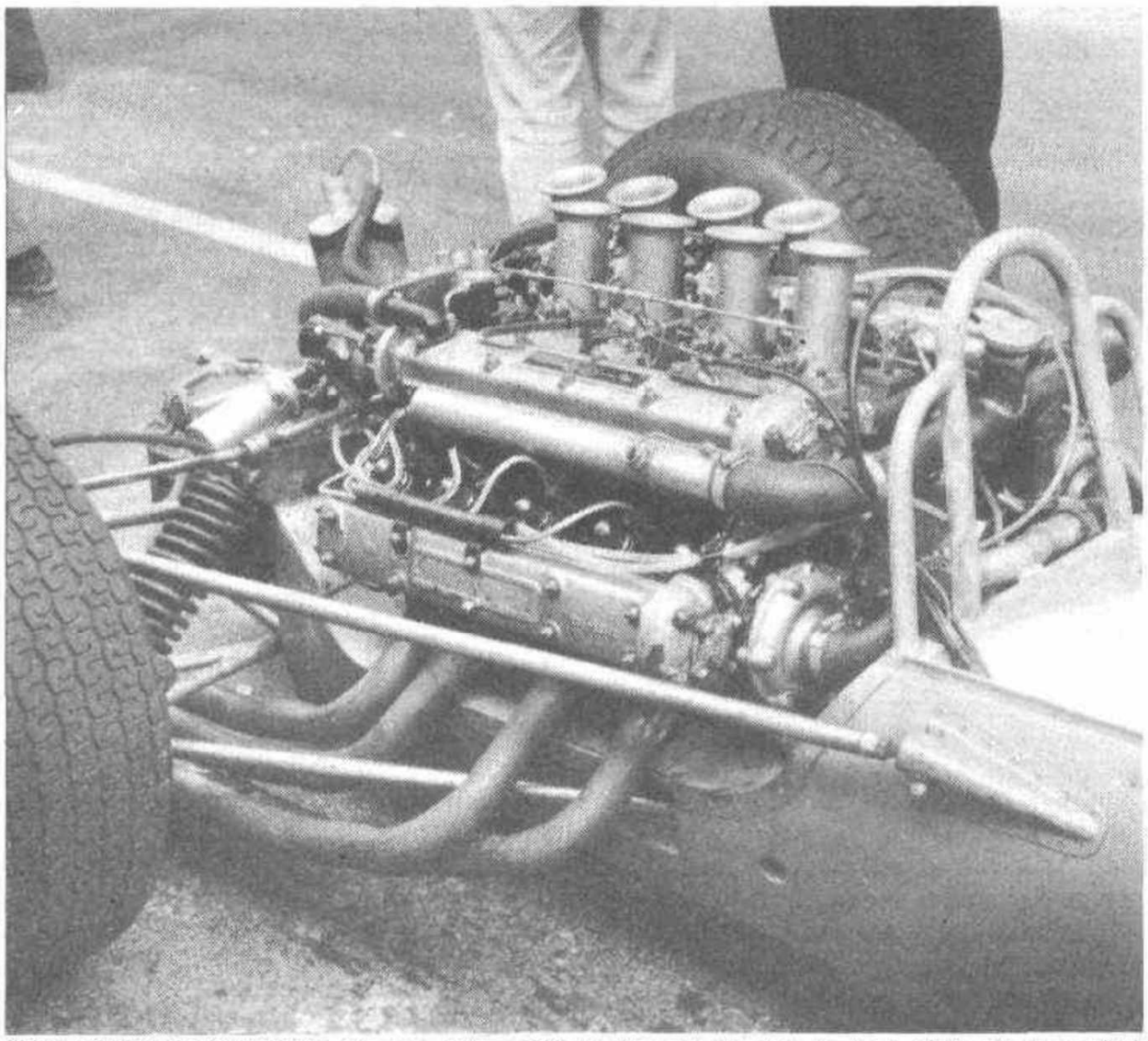
When the Mini appeared on the scene, special builders and tuners took to it, though probably the most interesting variants were built by the Ford Motor Company during its assessment of the new car. I believe Ford built around half a dozen Mini specials, including one with a north / south engine and rear-wheel drive, and would dearly like more information on this. Emery followed the same line of thinking as John Cooper and made a twin-engined car for Campbell-Jones to race but it proved very tricky to get both ends to work in unison and the idea was quickly scrapped though Emery is on record as saying that he still believes that if one wanted to build a 4wd racing car, then twin engines would be the best solution.

Another Mini variant was the fibreglass-bodied "Dart" which Emery built with Mini-Cooper components on a Minivan floorpan for Dizzy Addicott. This concept was taken a stage further by Jem Marsh who designed a fibreglass monocoque for Jeremy Dalmar-Morgan who was associated with Emery at the time and eventually it gave birth to both Delmar-Morgan's Mini-Jem and Marsh's Mini-Marcos (see "Marcos Reborn" — MOTOR SPORT, February 1985). The Dart was the inspiration, rather than the blood ancestor, of a line which is still alive in the great little Midas.

The "Dart" was shown at the 1964 Racing Car Show alongside the Imp-engined Emery GT. This was an attractive little mid-engined GT car based on Imp components and Triumph Herald steering, with a simple chassis frame and unstressed fibreglass body. A backer was found and the car would



THE WAY we used to go racing. Mike Spence and Paul Emery unload the works Emeryson F1 car at Solitude, 1961.



THE EMERY-MODIFIED Coventry Climax "Godiva" engine fitted in the back of the Shannon which started in just one Grand Prix, at Brands Hatch in 1966.

have gone into production had not the one person with both the finance and the faith in the car suddenly died on his way back to England with the contract due for signing a week away. One Emery GT was later raced extensively by John Markey.

There is some dispute over the number of Emery GTs made, Paul thinks there were four but he has a notoriously bad memory. Others say two were made. Certainly one went to the States, there was one in a scrapyard in Newcastle a few years ago and there is a restored one in London. It was not the last time that Emery tried to go into production with a car, though other writers have made the claim.

Towards the end of 1966, Emery was in negotiations to buy the one-litre F2 Honda engines with which Jack Brabham and Denny Hulme had dominated F2 and which had become obsolete with the introduction the following year of a new 1,600 cc F2. His idea was to use these engines in a works sports car team which would drum up publicity for a new project he had in mind — the production of a mass-produced sports car with a monocoque and vacuum-formed fibreglass bodywork.

Once again, his thinking was way ahead of then current practice but, once again, the project died through lack of finance. One wonders what the man might have achieved if, like Colin Chapman, he'd had the temperament to find the right business partner and to surround himself with the sort of engineer who could have taken his ideas and made them a practical reality.

He didn't and that is the end of the story, for motor racing is about achievement not just bright ideas. Still, one cannot help but wonder.

An Emeryson F3 car appeared in 1964 but this was one of *Peter* Emery's designs and was an update of the Elfin fwd Formula Junior car which he built in small numbers with no great success. Peter Emery was also involved in 250 cc racing which flourished briefly in the late '50s and build fwd Emerysons for that formula.

Paul Emery became an acknowledged Imp tuning expert, though his cars were frequently unreliable in racing which fact was perhaps not unconnected with his buying reject blocks cheaply from Rootes and machining them. There was an Emery 1,100 cc version of the Imp which was notable for its flexibility and Paul became a pioneer of turbocharging in 1965 with a 1,150 cc Imp turbo car which he raced in Rallycross. He even had plans to build a two-stroke flat eight turbocharged F1 engine based on two Imp blocks with twin crankshafts to be put in a 4WD car, but cost ruled this idea out.

In 1966 he bought the Coventry Climax FPE V8 "Godiva" engines which had been produced in 1954 but not used for racing since the firm had wrongly been led to believe that its 250 bhp would not have been competitive in F1. Using his ingenuity, Techalemit fuel injection, and Jaguar pistons, he converted it to three-litre form in time for the new F1 formula and it showed 312 bhp on the brake first time of running. Unfortunately, it was put into the back of the Shannon, a GP project commissioned by Aiden Jones, and the monocoque was not sufficiently well stressed to take the engine, which ripped out its mountings during practice for the one race in which it appeared, the 1966 British GP where Trevor Taylor qualified it 18th of 20 entries, but it retired on lap one with fuel feed problems. Extra pannier tanks had been fitted, the new plumbing came adrift and Taylor was sprayed with petrol. The project folded and the engine never really had a chance, though it did later appear in the back of a modified BRP owned by John Willment.

John Campbell-Jones drove the BRP in the 1966 Oulton Park Gold Cup where it proved terribly slow, Campbell-Jones being over 10 sec off the pace in practice and black-flagged in the race for dropping oil. There was insufficient money to develop either the chassis or the engine, let alone both.

Emery's ambitious projects died with the BRP-FPE and the parts were sold. The engine was later used by "Doc" Merfield, who had Bill Lacy develop it, and was raced in a modified Ford Cortina. I believe it is now owned by a gentleman who also has the F1 Kieft which was designed to take the "Godiva" engine.

Emery continued with his Imp conversions for some time, then he discovered midget racing at Wimbledon stadium and, in his mid-50s carved out a successful career as a driver and modifier of midgets. His expertise in both fields took him to five successive national championships and, because this form of racing, which is frequently sneered at by "purists", is actually run on professional lines, he made money out of racing for the first time in his life.

Emery has had a turbulent life and has scored a few "own goals" himself, and apart from that drive with Richard Falconer's car in 1977, has not raced since leaving the midget world at the end of 1974. People with far less ability than he have translated it into commercially successful enterprises. As a businessman, Emery was a disaster, yet as an engineer he received the warmest praise from all I spoke to.

Until fairly recently he had been working for Ray Fielding, one of his most successful customers from the old days, restoring historic cars in Scotland. When I saw him at the end of last year, he had recently returned from Cyprus where he is acting as a consultant on a new racing circuit project which will include, if it comes to fruition, a short road circuit, a quarter mile oval and a kart track.

He has had his ups and downs but, approaching 70, is still spry and dapper, the eternal optimist. He was at pains to point out that he has never announced his retirement from the sport and is still open to offers for drives. — M.L.



ADRIAN REYNARD (left) and Rick Gorne outside the Reynard works in Bicester. (Below) The building season in full swing as Ford formulae cars are readied for the season.

The Constructors — 2
Reynard

ADRIAN REYNARD is unusual among production racing car constructors in that he makes no secret of the fact that one day he hopes there will be an F1 car bearing his name. Even more unusual is that nobody close to the sport seriously doubts that he will achieve that ambition.

Two days after this article is published Reynard will know whether he has made a significant move towards his goal as five of his new F3 cars are scheduled to start in the first round of the 1985 British F3 Championship. It says a lot for the man's reputation as a designer that there will be five examples of an unproven design, each driven by a potential winner, on the grid at all. When the Ralt RT3 first appeared in 1979, there was only one taker, Elisio Salazar, and it was not until Stefan Johansson switched from March to Ralt halfway through the following season and then strung together a series of wins which secured him the Championship at the last round, did people take the design seriously.

The Reynard 853 could, if successful, signal a revolution in racing car design for it is the first racing car to be constructed from *moulded* composites, the first junior formulae racing car to have a composite monococque, and it also features clever "integrated design" corners. The uprights, brake discs, flanges, drive shaft housings and spindles are packaged as a single component and are interchangeable not only between all four corners on the F3 car, but with different specification brake discs and calipers, between all four corners on the company's latest FF1600 and F2000 cars. The push rod suspension is interchangeable from side to side as well.

This means that the company which produces them, Sabre Automotive Ltd., can produce them more quickly, easily and profitably while the customer benefits in terms of the number of spares he has to carry for emergencies and, hence, his capital outlay. Sabre Automotive is an in-house company which also undertakes some outside sub-contract work but whose main business is to produce all the components for Reynard Racing Cars, its chief customer, which is the branch of the firm which assembles, sells and develops the cars.

As well as being a first rate designer, Adrian Reynard is also a shrewd businessman and has fully grasped the dictum: "If a racing car manufacturer is not making money, then very soon he is not making racing cars." Like every other product, a racing car must make a profit not only to pay the wage bill, and Reynard employs three dozen people, but also to finance future development and design so that the company remains competitive on all fronts.

Part of the reason for the F3 car's late appearance before the start of the new season is that Paul Owens, who draws upon experience with composite monococques from his days as team manager with Maurer and by running the ATS D7, the design of which he inherited, has insisted on productionising the composite moulding process which is central to the 853. This has delayed the car by a couple of months but should pay dividends when full-scale production begins in the summer.

The monococque is made up of resin-impregnated sheets of carbon fibre, kevlar and E-glass which are carefully cut to pattern and laid in moulds. Aluminium honeycomb is laid between the inner and outer skins and the raw monocoque is then baked in an oven for eight hours, the total time for constructing a tub from scratch being 80 hours.

Fresh from the oven, the tub weighs 40 lb and a further 15 lb are added when component-carrying metal inserts are put into place. Parallel to the back of the tub, and bolted to an insert within, in the manner of a Brabham BT53, is a metal endplate which carries the engine sub-frame. It is no coincidence that this endplate will also accept a Cosworth DFV and, until it became clear that production schedules would not permit it, Reynard was talking to several interested parties with a view to providing tubs for F3000 this year. That idea has been postponed until 1986. When production begins in mid-summer, and Reynard believes he could produce a car a week, there will obviously be applications for F Atlantic and F SuperVee or, even, CART.

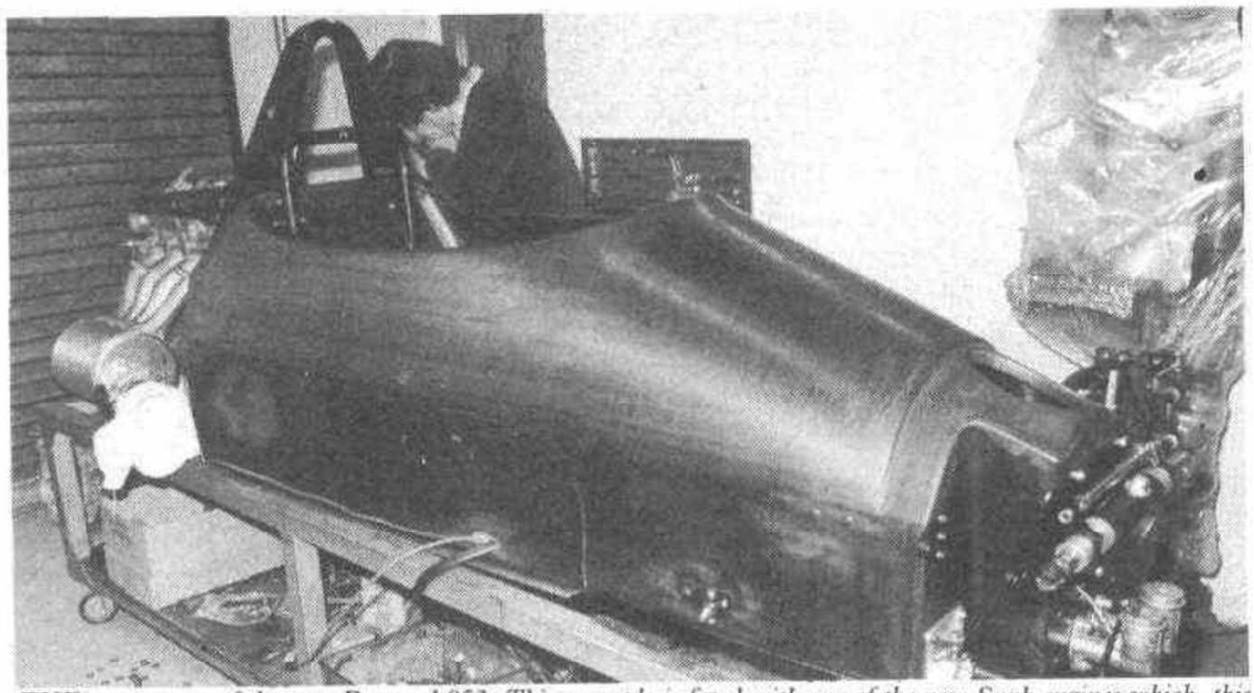
Sectional stiffness of the tub is claimed to be twice that of any current F3 car and as for torsional rigidity, Reynard will only say, "Like the men at Rolls-Royce when asked about power output, I will only say that it is 'adequate'."

The bodywork, which under 1985 F3 regulations must be flat bottomed and yet have deformable side structures, is made mainly of glassfibre with kevlar where extra strength is needed, and with aluminium honeycomb bonded in. Downforce comes mainly from the front and rear wings but the undertray curves up at the back to form an underwing which, it is claimed, generates a measure of ground effect.

Most cars will be fitted with the VW engine but four are being made for Madgwick Motorsport to be fitted with John Nicholson-developed works Saab engines. Madgwick will run one car in France, two in Britain and the fourth is the team spare. The



Saab engine features the company's new ignition system which does away with plug leads and provides what is, in effect, a separate coil on top of each sparking plug. A sophisticated, contactless, electronic engine management system provides optimum fuel / air mixture and ignition setting at every stage of the rev band.



THE monocoque of the new Reynard 853. This example is fitted with one of the new Saab engines which, this year, will be used exclusively by Madgwick Motorsport. (Below right) One of the integrated units which are interchangeable between all four corners of the F3 car and, with different specification brakes, with the Ford formulae cars as well.

Externally, the Saab engined cars are easily distinguished by the apparent lack of an air restrictor. The air intake is in the righthand side pod, which Reynard has shaped to provide a high pressure area just before the orifice. Air passes through the restrictor, over a hot wire which monitors air flow for the management system, and then into a plenum (expansion) chamber. This allows a certain amount of stability for the air before it is drawn upwards through a cast manifold and into the engine. A similar system was used by Connaught in 1953.

Reynard reckons that the removal of the air box from the external air stream of the car is worth 3 bhp in reduced drag. If stories I have heard about the engine's performance on the test bed prove to be true, then the Saab engine will produce 10 bhp more than any existing engine in F3 and, more to the point, will have much more torque over at least twice the usual rev band of an F3 engine which, because of the 24 mm air restrictor, typically delivers its power only over a 1,000 rpm range.

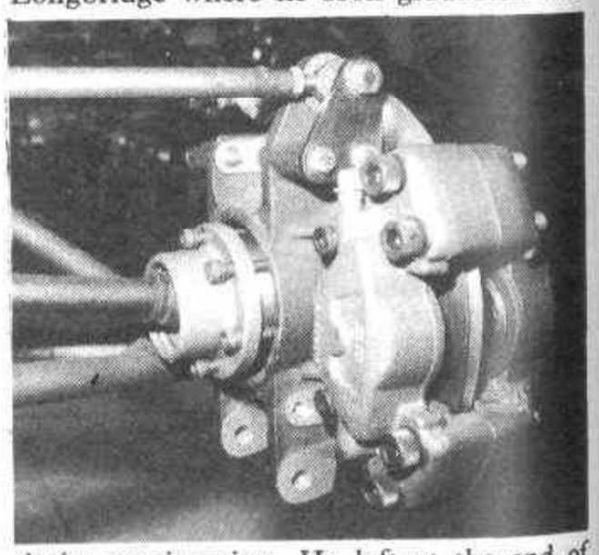
It's all very exciting and the opening rounds of the F3 Championship will be followed with an unusually high degree of interest for the new flat bottom regulations means that everyone starts again from scratch, team managers can no longer refer to notes they made last year and the year before, and there are brand new designs from Ralt, Magnum, Roni (ex-Cygnus) and Anson, as well as drivers who will start the season with last year's cars fitted with "update" body kits, waiting to see how the new cars perform before choosing.

Adrian Reynard was born in 1951 and was soon introduced to racing by his father who worked for BP and, among other jobs within that company, once looked after the fuel needs of contracted drivers at meetings. While still at primary school, he was the owner of a Get-Kart which he used to race against local opposition, mainly on grass. He soon became adept at tuning his kart's 100 cc Aspera engine. As a junior karter he was successful both in Britain and in Connecticut where his father's job took the family for a spell.

Determined to go into racing, he studied hard to get the right sort of "O" and "A" levels and when he was 15, he began working, unpaid, at weekends in the workshop of that great motorcycle sprint exponent, George Brown, in order to gain practical experience. When Reynard was 18, Brown sold him one of his frames for £100 and he fitted in it one of the rare single cylinder, 247 cc, two stroke Royal Enfield GP5 engines. Adrian was soon a familiar, and successful, figure on the motorcycle sprint scene. At the end of 1970, Reynard took five world records with this machine at Elvington and, the following year, with a frame of his own making, broke four of them. That machine is now attached to the wall of the reception area of the Reynard Centre in Bicester.

On leaving school, Adrian Reynard enrolled for a four year HND course at Oxford Polytechnic and found time to race, and win with, a single-seater Ginetta in Formula Libra races. In 1973 he designed and built an FF1600 car as part of his Polytechnic course and, taking it to Silverstone, won first time out.

Continuing with the car the following year, he was involved in Rupert Keegan's aerobatics at Brands Hatch whereafter the first Reynard was used to good effect by Jeremy Rossiter, who was better funded. In the meantime, he had founded Sabre Automotive and had taken a job with BL at Longbridge where he soon graduated into



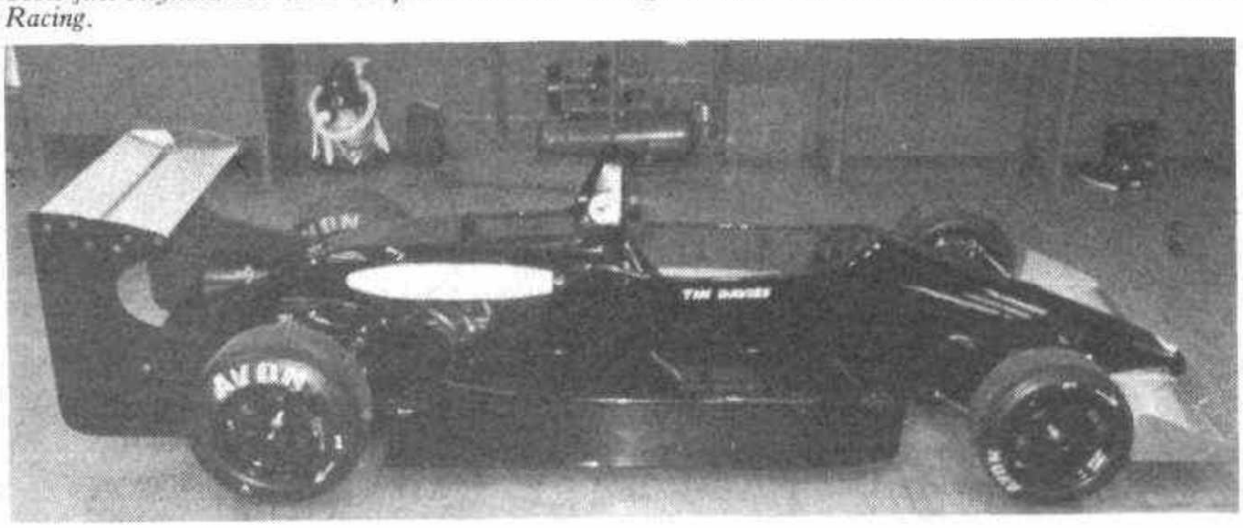
design engineering. He left at the end of 1974 and, since Sabre Automotive was not yet in a position to afford him full time, went for a year to study at the Cranfield Institute of Advanced Technology.

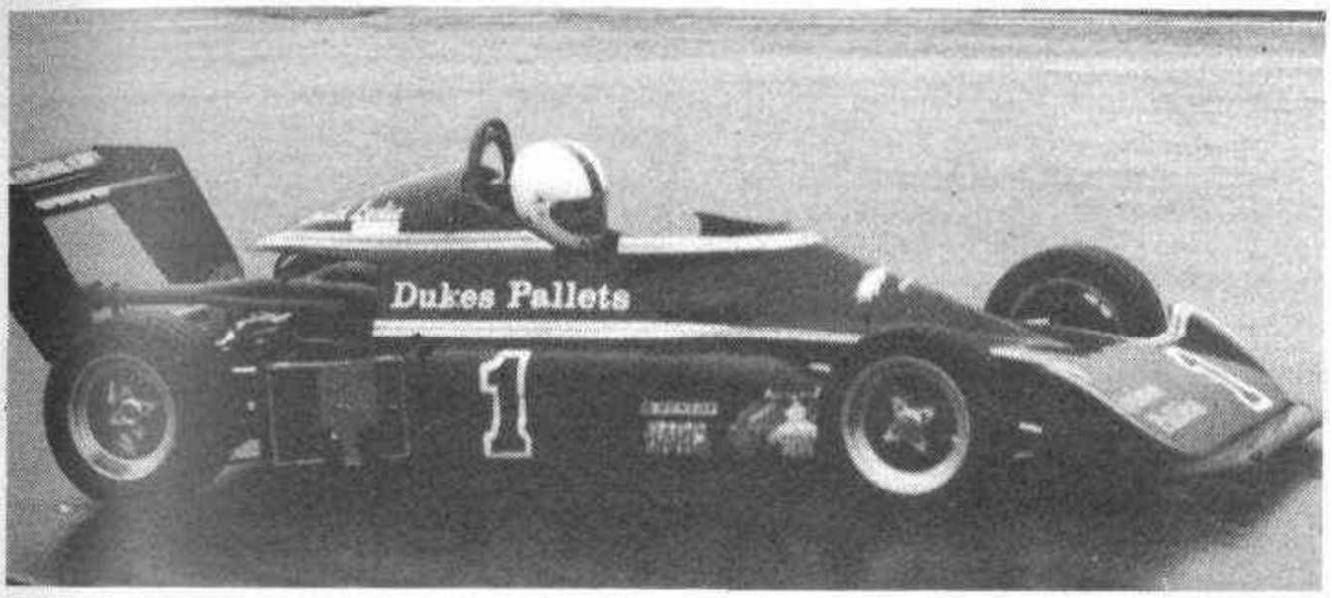
F2000 was just beginning and Reynard designed a car for the formula and sank most of his spare cash remaining into taking a stand at the 1975 Racing Car show which resulted in two customer sales. A further two cars were built up for the use of Jeremy Rossiter and himself and they had a fairly successful season, at one time or another holding every circuit record for the category.

An approach was made by Mike Keegan early in 1975 and the upshot was that Reynard designed and built the Hawke F3 car and carried out a lot of work on a study for an F1 design, both cars destined for Rupert Keegan, of course. Testing revealed that, though competitive, the Hawke was no better than any other F3 design so Rupert Keegan decided to stick to a Chevron to win the 1976 F3 Championship and the car was sold to Jan Lammers. An offer to drive the Hesketh 803E in 1977 was accepted by Keegan and so the Hawke F1 design was still-born.

Meanwhile, Sabre Automotive was growing in strength as a subcontracting firm with seven employees undertaking a range of

THE first Reynard 853 to be completed was the VW-engined car which Tim Davies will drive for Swallow Racing.





IN 1979, David Leslie won both national F2000 championships with this Reynard 79 SF, while Adrian Reynard himself, in a similar car, took the European title.

work which included making a handful of Reynard F2000 cars each year. These cars seemed to improve with age and production rose steadily, four cars in 1975, eight in '76, 15 in '77 (when Reynards won more F2000 races than any other marque), 20 in '78. Small numbers of FF1600 cars began to appear as well.

In 1979, David Leslie completely dominated both British F2000 Championships in his Reynard and, as a bonus, Adrian himself won the European series. Then, the following year, came a wrong move with the introduction of a ground effects car which was not very successful though it must be said that Reynard was not alone in making the mistake. The power available from F2000 engines was insufficient to compensate for the increased drag of a ground effects design and, besides, the whole area was still very much a black art which was not fully understood. Though fitted with ground effects sidepods, the 1980 car was essentially the same as its immediate forebears. In fact, in the Ford formulae, Reynard has produced just three basic concepts, the one which lasted until the end of 1980, the first slim-line car which appeared at the end of 1981 and the current design which appeared at the end of last year.

The period 1973-80 had been, for Reynard, the sort of career which is fairly typical for a bright young constructor. With the exception of the ground effects car, it had been a time of consolidated success with, in Sabre Automotive, a reasonably secure financial base. His talent had been recognized by John MacDonald, Reynard's near neighbour in Bicester, and Adrian had done some work with MacDonald, helping to engineer the two Williams FW 07s which he was then running.

1981 saw the formation of March Grand Prix International, run by MacDonald and using March 811s designed by Robin Herd. This car followed the general principles of the FW 07 but was a disaster. The monococque flexed and, on one occasion, a suspension mounting pulled out of it. Gordon Coppuck, who was then a freelance designer with a contract with March took control but Reynard was drafted onto the team's strength after Daly had failed to pre-qualify for Monaco, his sixth DNQ in a row. From the time Reynard joined, Daly made every race except the last one at Caesar's Palace. True he generally started in the last six on the grid but, at Silverstone, brought the car home seventh after a pit stop to rectify a loose gear linkage which cost him a lap and, perhaps, second place.

While concentrating on his F1 commitments, Reynard managed to design and build the Reynard SF 81 (Super Ford 1981) which appeared late in the season at Thruxton driven by Simon Kirkby. The new car, with its all-round inboard suspension and with its radiators recessed in the bodywork aimed to have the lowest possible drag, though on its debut it was wrongly geared and could not show its potential.

Both the SF 82 and FF 82 showed promise but Van Diemen were dominant in both categories in 1982. Reynard's F1 work was anyway taking up most of his time and his own cars were not so finely honed as a result. Over the winter, he managed to shed 50 kgs from the March to create the lighter, stiffer, more nimble 821 which Mass and Boesel generally had no difficulty in qualifying near the tail of the grid where you'd expect them to be in most cars.

At Monaco, over Reynard's head, MacDonald who had landed a big sponsor in Rothmans and was over-anxious for some results, switched from the radial Pirellis he'd been using, to crossply Avons. The relationship between the two men was never the same again and, late in the season, Reynard applied for a job at Lotus.

"As I drove to Hethel, I was 110% certain I wanted the job but I was told that I would have to sever links with my own company. I then realised what that meant to me and decided that I would return to F1 but it would be with my own car."

With his personal priorities settled, Reynard threw himself into his neglected company once again. One of the first things he did, and he will say one of the best, was to recruit his old friend, Rick Gorne, to act as a general manager and look after customers and sales. Rick had been a reasonably quick F2000 driver (with a Reynard, of course) who had left the cockpit to act as the BARC's Competitions Director.

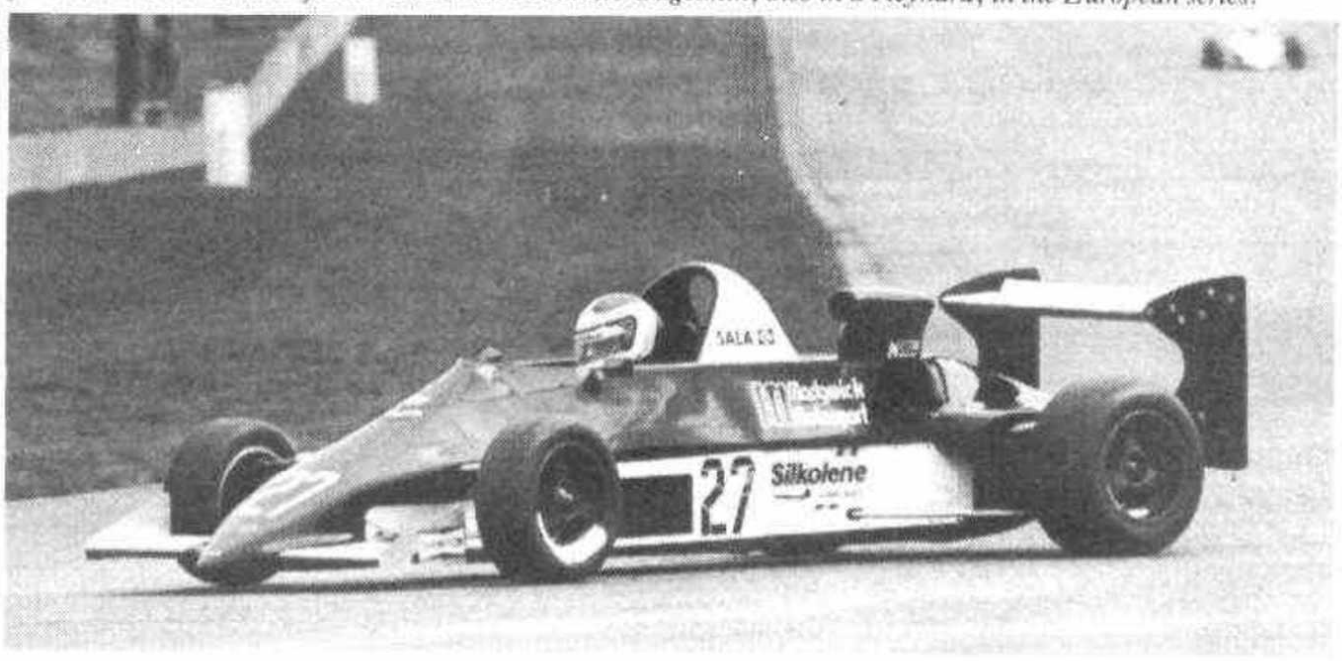
The chemistry between the two men, each knocking ideas off the other, revitalised the business. Visiting the factory in mid-1983 with the order books full and plans for the new F3 already in hand, one could sense almost tangible excitement. That year, the Reynard became the car to beat in the Ford formulae, at home and overseas as well.

The success continued last year, too, with Reynard cars winning no fewer than 31 championships all over the world. Including 30 FF83 kits which were supplied to Rondeau in order to establish FF 1600 in France, Reynard produced a staggering 151 cars.

In two years, the workforce had nearly trebled and, for first time, Reynard had to subcontract work out to meet the demand. In addition, the company launched and sponsored a low cost series for pre-1980 F2000 cars — which was won by a Lola.

The business is clearly run in a tight, professional, way. 30% of turnover comes from the sale of cars, 10% from subcontract work, sometimes for rival firms, and 60% from spares. "On average," says Rick Gorne, "a single-seater racing car is involved in an accident once every nine races."

MAURICIO SANDRO SALA and his Reynard 84 SF won last year's British F2000 Championship and finished a close second to fellow-Brazilian Maurizio Gugelmin, also in a Reynard, in the European series.



Reynard is very conscious of cost, not only in the way that any businessman should be, in terms of overheads and profitability, but also in the costs which his customers have to meet for, if the Ford formulae continue to generate escalating costs as they have done so over the past four or five years, then his position as a volume supplier of new cars is threatened. Part of his philosophy can be seen in the sponsorship of the pre-1980 F2000 series which encourages low cost racing, though one would not be in the least bit surprised if one learned that profit generated from the sale of spares to owners of previously obsolete cars did not off-set or out-weigh his financial stake in the series. Another example can be seen in his refusal, last year, to offer ground effects sidepods as an extra to his customers even though wind tunnel testing had shown they could offer a small advantage. While his cars were winning without them, there was no point in complicating the issue and adding to expense by introducing them especially since they would have been obsolete by the start of this year with a new "flat bottom" rule coming into force.

The sidepods themselves could be made quite cheaply but the expensive part would be the additional testing a team would need to dial them into a car and give the driver enough experience of them to be able to use them effectively. Similar to most engine builders in a dominant position, Reynard likes to have a few cards up his sleeve just in case the opposition gets too close.

The new "concept 3" Ford formulae cars are narrower and stiffer than their immediate forebears and feature, as standard, cockpit adjustment of the front and rear roll bars, something which was an extra on last year's cars. They also have the inter-changeable corner units previously described. Reynard regards the roll bar adjustments as an unnecessary sophistication, forced by the fact that he needs to keep ahead of the opposition, and would really like the Ford formulae to get back to basics.

Reynard's management strength has recently been increased by the arrival of James Weaver who acts as a technical liaison officer between the design team (Adrian now has three assistants) and customers. "There are over three hundred Reynards out there," says Adrian, "and if each owner has just two problems to answer each year, then that's over 600 enquiries which have to be dealt with." In view of the importance of the American market, a new branch, Reynard Inc, has been established there to sell directly to customers and to provide after-sales service.

An interview with Adrian Reynard published in MOTOR SPORT (February 1979) was sub-titled "An embryonic Chapman, or mini-Broadley?" which, given the time, was perceptive of its author, Jeremy Walton. Reynard is showing all the signs of deserving the comparison. When it became clear that the cost to research and develop the technology for the new F3 car would be around £150,000, he approached the Dept of Industry, pointing out that the new technology he was proposing to develop could have applications outside of motor racing. He must have been convincing too, for he received a "no strings" government grant which covered most of the cost. We may expect a new division of Sabre Automotive to market the technology. Not even Chapman got money from the government to build a racing car.

As a taxpayer, I shall be watching the progress of the new car with more than usual interest! — M.L.

Information Wanted

THE following readers would be grateful to hear from anyone who can help them with information about the cars they own. Letters will be forwarded.

Dr A. M. J. Blow from Bourn, Cambs, who has a Tojeiro-Bristol (reg no SOO 140). Jon Hadder and Bob Hall from Orpington who have restored the Kieft which Don Parker modified and drove with great success in the early '50s. Douglas Brogan, from Newbury, who is restoring a 1963 / '64 Formula Four (Imp-engined) Vixen.

Lawrence Sufryn, a Swiss reader who owns the sole remaining Terrier Mk 4 FJ car and the unique Terrier Mk 6 mid-engined two-seater sports prototype, would like some information about two Leda F5000 cars he has recently acquired.

Eugene Hall, the original owner of the Halson FJ car which appeared in the January issue, wonders if it is still in existence and what history it had, if any, after he sold it at the end of 1960.

A reader in Sweden, Ingvar Frederiksson has an ex-George Weldon 1935 Gough-engined Frazer Nash (reg no CMH 496) and seeks not only information about the car but recollections of Weldon's racing exploits with Frazer Nashes and Atalantas.

Uniroyal Championship

ONCE AGAIN the BRDC / BRSCC Production Saloon Car Championship will be sponsored by Uniroyal Tyres in 1985, with the innovation of a Manufacturer's Award, which it is hoped will strengthen "official" interest in the series. The Willhire 24 hour race is again part of the calendar, and will this year be exclusively for saloons.



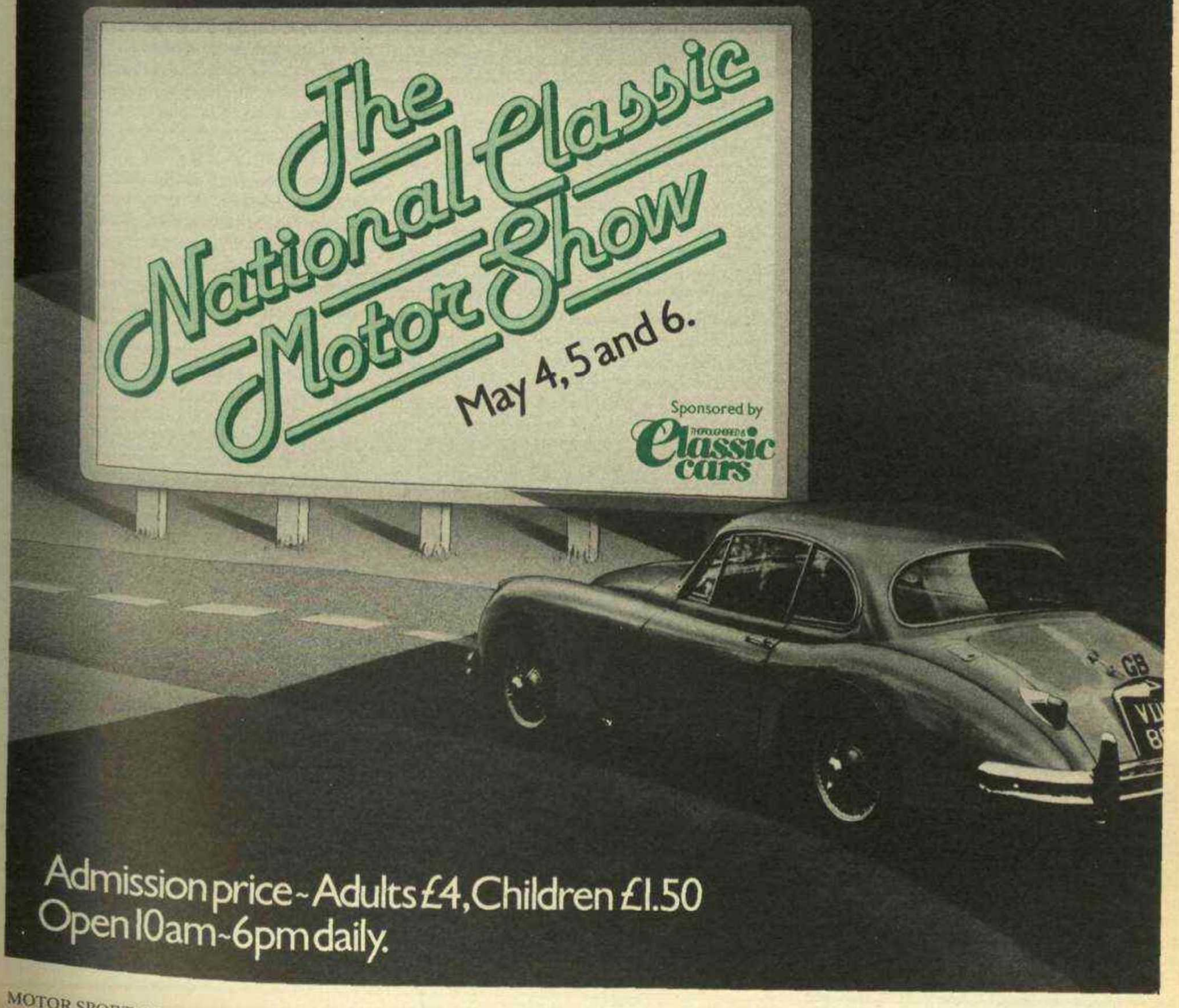
WHILE researching the recent article on the decline of the French quality car tradition we unearthed this photograph of a Delage with an all glass top exhibited at the Paris Salon in 1937. Can any reader provide more information about it?

Memory lane starts at junction 3 on the M42

Classic car enthusiasts will be able to travel back through 100 years of cars, motorcycles and commercial vehicles at the National Exhibition Centre, Birmingham, on May 4, 5 and 6.

Sponsored by Thoroughbred and Classic Cars magazine, the show will include a special display staged by the Museum of British Road Transport to celebrate the British contribution to 100 years of motoring. Plus there will be hundreds of cars on club stands, an auction of classic vehicles by Coys of Kensington, an autojumble and displays by specialist companies selling everything the classic car enthusiast could ever want.

The NEC is the country's largest exhibition complex and easy to get to by road — including the M1, M6, M69 and M42 motorways — rail and even air. So come and enjoy the classic motor car era. When you arrive, we promise they'll take you back . . .



Admission price ~ Adults £4, Children £1.50
Open 10am ~ 6pm daily.

ROAD IMPRESSIONS:

The Saab 900 16-valve Turbo



THESE days, when most cars, excellent as they may be, tend to be more and more alike, it is good to be out and about in a Saab. The car from Sweden not only looks different but it *is* different, in many subtle but practical ways. One senses that Saab engineers are men of integrity, for this shows up in the design of all the modern FWD Saab models. Everything within the car is well placed and nicely made. The tyres are large — 15 in, where 14 in would be used on other cars of this size, Pirelli P6s on the test-car, on 5½J × 15 H2 wheels — rather as on the old VW Beetle, which became renowned for tyre longevity. Again recalling the much-loved-in-its-day Beetle, and the contaminated air from the heaters of the early models, the Saab uses fully-filtered air, distributed through the many settings of the uncomplicated heater / ventilation system.

These two items alone add up to satisfaction when driving a Saab. It is possible to easily make the interior comfortable in all weathers and whereas a very renowned rear-drive car, also on P6s, came to rest on the ice-covered steep rh bend in my drive this winter, the Saab Turbo never lost its grip. So here is a partial substitute for 4WD; moreover, the Saab starts instantly in sub-zero temperatures and its washer-fluid never froze. It was in such wintry conditions that I tested the 900 Turbo in 16-valve twin-cam form. Not ideal for such a high-performance 2-litre, not because of inadequate handling, for this Saab was excellent in this respect, grippy, with good, light power-steering and those very powerful all-disc servo brakes, but because English drivers go slowly as soon as the weather looks bad. I was held up continually on roads where overtaking was less easy due to snow-banked verges. However, under these conditions the very remarkable docility of the turbocharged engine was shown up, but I hardly believed how smoothly the four-cylinder engine would run and from what low revs it will pull away from. Clearly this was no rorty three-door coupé, tiring to drive well. The response was there — and equally impressive, like 0-60 mph in 8.6 sec, and 50 to 70 mph, useful for overtaking, in 4.5 sec, to a top pace of 124 mph, but in traffic the 900 16 Turbo 3-door was docile indeed.

Under these winter conditions fuel consumption figures mean little, but for the record I got 24.3 mpg, which would give me an absolute range of some 336 miles (14 gallon tank). The steady-reading fuel gauge has the ¼-to-red-mark segments far closer than the rest, presumably as a reminder to refill; from full to "red" took 243 miles, suggesting a generous reserve. The gauges are very easy to read, the speedometer larger than the tachometer, which shows a normal maximum of 5,500 rpm, with up to 6,000 rpm usable for brief periods, after which the ignition cut-out operates. This dial incorporates a useful clock and an "Econ" marking up to 3,500 rpm. Another dial shows heat, fuel level and inlet-manifold pressure. The ignition key locks the gear lever in reverse as a thief-proof measure. The three rotary heater controls, and the switches, are very neat and two steering column stalks look after direction indicators and lamps, dip and flashing on the left, wipers on the right. The rotary lights switch, for head, side and Saab's daylight running lights is on the right of the fascia.

The five-speed gearbox is perhaps slightly notchy and the lever is apt to move under engine torque, although with the longitudinally-mounted engine the car does not "kangaroo" like some FWD cars. Access to the rear of the three-door body is easy and the luggage space good, if shallow. The expected amenities like central locking, electric window lifts, separate fascia-mounted toggle adjustment of exterior mirrors, electric sunroof, lamp wipers and seat cushions *automatically warmed if they are cold*, etc, enhance the already covetable aspects of this individualistic car. I was pleased to find "Deep Contour" leather upholstery, which seems to be slowly coming back into favour, as the road-test Renault 25 was so endowed, for the genuinely most comfortable seats with high squabs and integral headrests. The Saab range is comprehensive and starts in price from £6,995.

The new 900 Turbo was obviously the right model for a MOTOR SPORT assessment and now that it is available with the four-valve-per-cylinder twin-cam engine it is more than ever the enthusiasts' car. The performance is *very* impressive for a 2-litre hatchback which is by no means unduly petrol-thirsty (if it arises, thanks to the APC-system, 92-octane fuel is permissible), and which is quiet, very comfortable and cosseting, and easy to drive fast. Technicalities include the very over square 90 x 78 mm engine developing 175 (DIN) bhp at 5,300 rpm and maximum torque at only 3,000 rpm, Bosch electronic LH-jetronic fuel injection, and an inter-cooler for the turbocharger. The kerb-weight is approx 1,300 kg. The latest twin-cam multi-valve light-alloy cylinder head has central sparking plugs. The block is of cast-iron and the crankshaft runs in five bearings. The engine is mounted at 45-deg and drives through a rather heavy but smooth clutch. The power rack-and-pinion steering is geared 3.65 turns, lock-to-lock, for a 10.3 m turning circle.

The appearance of this Saab may well be an acquired taste. With its protruding nose and spoilered tail I thought it somewhat ugly, except that I have never really understood the insistence on beautiful cars, because they are for driving and once inside the external lines and styling cannot be seen . . . ground clearance was a bit low. The rear of the 900 Turbo Hatchback got very dirty but whether this was a matter of aerodynamics or exceptionally muddy roads is debatable. I found it difficult to remember to wait 20 to 30 sec before switching-off the engine to humour the turbocharger (which could be embarrassing at a petrol-station, as you did your "count down"!) and do not much like Saab's use of a small "get-you-home" spare wheel and tyre. Another individual aspect of the Saab is its bonnet which, after release, moves forward and up to give full access to the impressive engine. All fillers are very easy to use but the Noack battery behind its heat-shield is a little less accessible. The test-car had a Philips 760 radio / stereo set. The fuses are laid out, properly labelled, under a panel on the n/s of the engine.

Summing up this weather-restricted test, I am again an avid Saab enthusiast, for here is a very fast, very individual car with many highly satisfactory features, all of them practical, from the convenient stowages to the use throughout the Saab range of the well-proven 1,985 cc four-pot power unit. The extremely well-equipped 900 Turbo 16 three-door hatchback, a car finished and appointed in luxury style and a real "flier", costs £13,490. — W.B.



"Supercinq" Comes To Britain

WHEN the Renault 5 was introduced in 1972, not even optimists within the Regie could have predicted a 12 year production life and an output of 5.5 million units. One reason for its success was its size, for it was the first of the "Superminis", but even the introduction of a dozen direct rivals by other manufacturers (Metro, Fiesta, Nova, Civic etc) did not diminish its sales.

Another reason was the Gallic chic of its styling which is why, sold as "Le Car" it became something of a cult in the USA. It is hard to think of any other large selling small car which has ever owed so much to its looks. When the time came to consider a replacement, Renault took the decision to build a car which was still recognisably a Renault 5 for the company felt that, more than any other model in its range, the 5 personified Renault.

The spending of £384 million to produce a car which looks much the same as its 12 year old predecessor is quite a gamble and, as we all know, Renault is in the midst of a crisis with massive trading losses and severe overmanning. VW took a similar route with the Golf and while Golf 2 is unquestionably superior in every respect to original car, it's interesting to note that the proportion of GTi sales has fallen, for the public's perception of the new GTi has changed and VW has had to respond with a price reduction and new cosmetic kit.

The fact is that buyers of new cars are ruled as much by their hearts as by their heads. The new 5 is superior in every respect to the old 5 but excellence alone does not sell cars. There are factors such as nationalism, customer loyalty (Renault's has fallen recently but is still quite healthy at around 60%), and personal image.

When Renault invited journalists to drive the new car in France recently, the company thoughtfully provided examples of the older model to drive first. The statistics tell us that the new car is 10% lighter, 6% more aerodynamically efficient, 2.4 inches longer and wider and has 20% more glass, but the figures do not convey the far greater sense of space of the new car. Nor do they convey greater comfort, with much improved seating and interior. Gone is the old "jelly roll" ride, the new car is so much more taut and "of a piece". Gone, too, is the abominal gear change and, in its place, is a crisp gearbox as good as any in its class.

The old car had the engine placed north / south with the gearbox as the front, which necessitated a complicated linkage, the new car has the engine and transmission placed transversely. Make no mistake, the new 5 is a completely different car, and a far better one.

The bottom of the range is the 5TC (956 cc, four speed box, 42 bhp, 86 mph, 0-62 mph in 19.3 secs) which, at £3,845, costs exactly the same as a Metro City and has very similar performance figures.

At the top of the range, *so far*, is the 5TSE (1397 cc, 72 bhp, five speed box, 104 mph, 0-62 mph in 11.5 sec) which is very similar in performance to the Peugeot 205 GT and costs £5,895 which, by a strange co-incidence, is exactly the cost of the Peugeot.

The range is too diverse for the scope of this article but the other car which is likely to be of interest to MOTOR SPORT readers is the 5GTL (1,397 cc, five-speed box, 60 bhp, 99 mph, 0-62 mph in 14.0) which has similar performance to the Metro 1.3 HLE and, at £4,900, is very close in price.

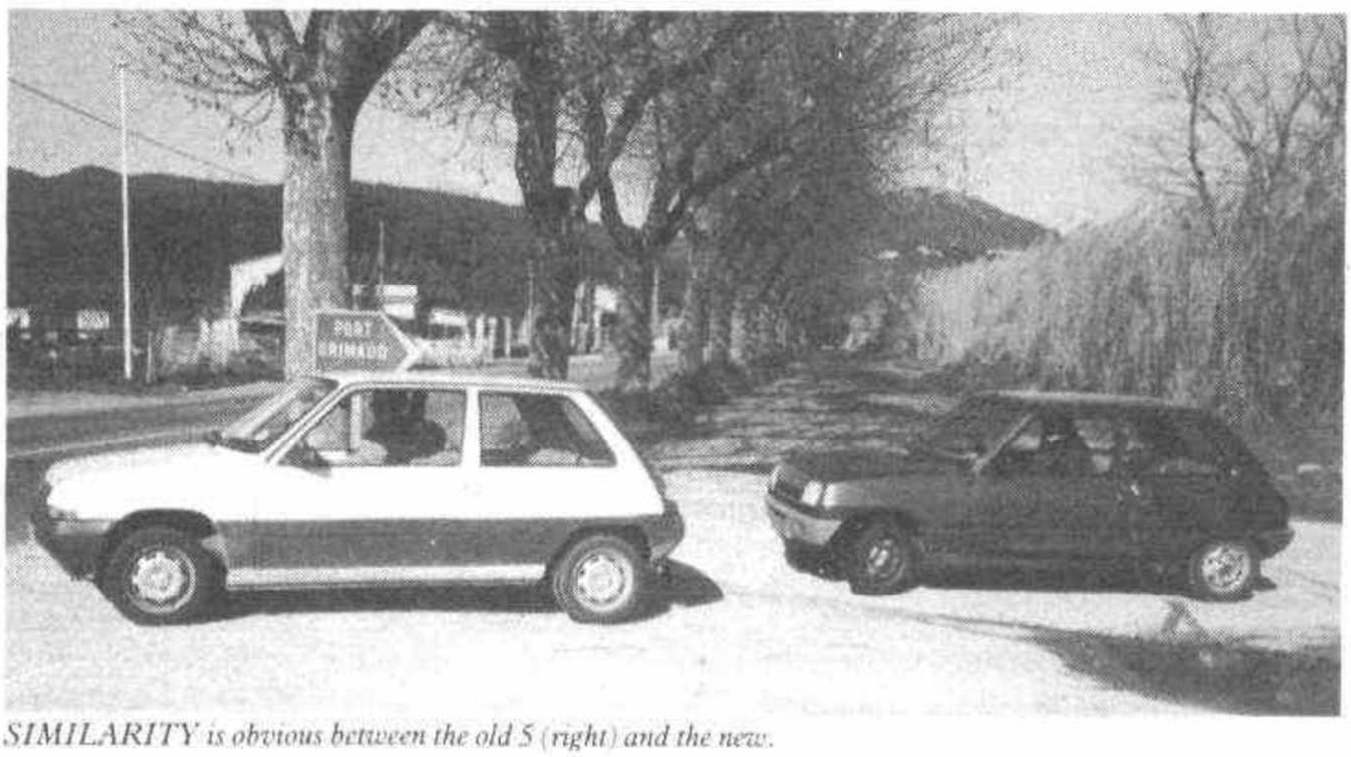
For the present, all 5s are three-door hatchbacks though a five-door version will arrive next year. There is also a 47 bhp 1,108 cc engine in the range and an automatic transmission in the range.

Mid-summer will see the arrival in the UK of the 5 GT Turbo. Forty examples have already been built to form the basis of Renault 5 Elf Turbo UK Cup racing series which will surely be a huge success, for the packaging of the championship has been so well thought out. These cars have 115 bhp and 124 lb/ft torque at 3,000 rpm. Claimed performance is a maximum speed of 125 mph and 0-62 mph acceleration of just 8.0 seconds. This model is significant for it will help mould the public's perception of the 5 series. This could prove to be the performance bargain of the year.

Apart from the GT Turbo, all models have disc brakes at the front and drums at the rear with an X-split. The GT Turbo has discs all round.

After two days of driving through cities and over mountains, I found precious little to fault. Wind and road noise are a little high but directional stability is excellent. The car has good brakes, good ride and steering, while the roadholding is very good, the 5 being the sort of car which is on the driver's side. Instrumentation, visibility and comfort are not bettered by any car in its class though the heater / ventilator system, with an excessively noisy fan, does not match the average Japanese system.

Renault has identified its competition as the Austin Metro, Ford Fiesta, Fiat Uno, Vauxhall Nova, Peugeot 205, Talbot Samba, Citroën LNA, VW Polo, Nissan Micra, Toyota Starlet, Honda Civic and Colt Mirage. That is a formidable line-up to take on. When the 5 was first introduced, it had



SIMILARITY is obvious between the old 5 (right) and the new.

no direct competitor for size but now, say, a British buyer who prefers to buy British if he can, has the choice of the Metro, which is British, and the Fiesta and Nova which are perceived to be British.

The original 5 sold so well partly because of its personality but I have to say that although it is a car which is hard to fault objectively, it did not excite me. My guess is that the Peugeot 205 is currently the clear leader on personality yet the 5 is more practical, has more carrying space, is roomier, more comfortable and has far better interior finish. Still, driving any 205 never fails to give me pleasure in a way which the Renault did not. — M.L.



STYLISH new fwd Corolla GT from Toyota.

Three From Toyota

TOYOTA has introduced three new cars onto the British market and has taken the unusual step of supplementing the existing rear-wheel drive Corolla Coupé GT with a fwd, transverse-engined Corolla GT hatchback. This newcomer shares the superb 4A-GE 1,587 cc, dohc, 16-valve four-cylinder engine and five-speed gearbox with its namesake. Claimed top speed is 122 mph, which we do not seriously doubt, with 0-60 mph acceleration in 8.7 seconds which is perhaps slightly conservative. With a price tag of £7,295, the Corolla GT makes it even more difficult for the buyer of a hot hatchback to make his choice for it is yet another car in the class to offer practicality combined with sound all-round packaging.

At MOTOR SPORT we often receive letters from readers asking advice on which new car to buy and each letter is answered as fully and thoughtfully as we are able. The letters we dread are those which seek advice on, say, "Superminis" or hot hatchbacks for there is no clear answer. Peugeot's 205 GTi is the most fun to drive, it's the contemporary Mini-Cooper, but has serious shortcomings in terms of interior finish and passenger and luggage space. I'd be personally happy to trade the shortcomings for the fun but then I don't have to regard my car as staple family transport.

When it comes to the sensibly sized hatchbacks, all are of a basic high standard at the core of the car and one is left trading the peripherals: three doors or five doors, the car's looks, slight differences in leg room and seating comfort, one's perception of the image of the maker and the individual model, one's relationship with one's local dealer, and so on.

It terms of ride, steering, wind noise and stability in cross winds, the Corolla GT is par for the course among hot hatches. Although the seats are terribly clever and adjust in all sorts of ways, I did not find them as comfortable as some but, against that, the layout of the instruments, ancillary switches, and the heater / ventilator system come as close to perfection as you'll find on any car, regardless of price. The three-spoke steering wheel, gear knob and gaiter are all leather trimmed and the rest of the trim is of plastic which is of average standard in some colours but which looks decidedly cheap in others.

The Corolla GT's engine does not have the sheer torque of a Golf GTi but is equally outstanding in a completely different way since it revs fluently to past 7,000 rpm and, if one needs to make a few more gear changes than with a Golf, then this is no hardship for the gearbox is delightful. I'd like to see objective figures, but my feeling was that third gear acceleration sets the standard for the class.

The MG Maestro 2.0 EFi trades central door locking and electrically operated windows against the Corolla's electrically operated sun roof, and the two cars are close in price. The Maestro has five doors to the Corolla's three and probably has the best ride of any hot hatch, yet the Corolla has an edge with its engine though it is only a marginal one. The Lancia HF Delta Turbo betters the Corolla by a couple of tenths to 60 mph and has Recaro seats and other extras, but is less economical and, in the form most widely sold here, a little more expensive. One is constantly trading on the margin when chosing a hot hatchback.

The point, though, is that the Corolla GT must be considered seriously if one is buying a car in this class. Its styling is descreet, yet purposeful. It is a throughly practical family car which is capable of coping with any driving conditions — Toyota was sufficiently confident of this to launch the car in Portugal, which has an abundance of interesting road surfaces, and to plan a long and imaginative route to sample the car. I finished a 2½ hour driving stint full of admiration for it and expressing the hope that I'd soon have a chance to get to know it even better.

At £5,248, the Corolla 1.3 GL also has much to commend it since it has most of the virtues of the GT model, though more muted. Like the GT, it has all round independent suspension though has drum brakes at the rear. Its 129 cc ohc 12-valve engine gives a maximum of 73.7 bhp and 76 lb/ft torque at 4,200 rpm. It shares the GT's fine five-speed gearbox (a three speed automatic is optional) and instrumentation. A maximum speed of 100 mph is claimed, together with 0-60 mph in 13.9 seconds. It is not, of course, as much fun to drive as the GT but it is perhaps better, relative to its class, than its more muscular brother.

The third Toyota I drove in Portugal was the new Starlet 1.0 GL which has a 999 cc ohc 12-valve engine, producing a maximum of 53.6 bhp, mated to Toyota's admirable five speed transmission. As with the Corolla range, the Starlet has fwd and transversely-mounted running gear, all independent suspension and disc brakes on the front wheels. The model it replaces had rear wheel drive.

It is smaller than the Corolla and more susceptible to cross winds but, despite giving away a third of a litre to the Corolla 1.3 GL it returns similar performance figures: 97 mph maximum with 0-60 mph in 13.3 seconds. Ride, handling, steering, road holding and braking are all of a very high order, though, for me, the excellent layout of the instruments was spoiled by a large panel marked "Economy" which glowed green when I was being a responsible citizen, and turned to orange when I was being heavy on the loud pedal. As my wife would say, it's all for my own good. She says the same thing about cough mixture. I don't like cough mixture either.

The Starlet is another viceless little car in what has become a fiercely fought category. While different manufacturers are shedding each other's (and their own) blood the buyer can only win — for the present. M.L.

VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO OLD CAR MATTERS



THE New-Phantom Rolls-Royce halts during a run in 1926 across Europe to watch the San Sebastian Grand Prix, won by Costantini's Bugatti.

The Grand Tour — Vintage Style

HAVING pondered on the tour of the Dolomites described in "The Motor Mountaineer" article in the January issue, when George Abraham accompanied Geoffrey Summers in his new 40/50 hp Rolls-Royce tourer on this 1921 adventure, I have been thinking about other motoring Grand Tours of Europe, in which fortunate motoring journalists were sometimes asked to take part. (They called themselves motoring journalists in those days, although I prefer to regard myself as a motoring enthusiast who writes rather than a journalist who motors, which is in keeping with the fact that there is now a Guild of Motoring *Writers*, *not* a GMJ. . .)

There is nothing particularly new about motor-touring, the petrol version of those Grand Tours without enduring which no respectable young man was considered to have completed his education, in Victorian times. Motor tours of the Continent took place about as soon as motor cars were reasonably dependable, and thus we find Owen John (whose later automotive life I have been telling you about in the "Motoring As It Was" series) setting off in a big Daimler for the sunny South with Raven Hill of *Punch* in 1906. He was by no means alone in this, or in any way a pioneer. That he was an enthusiastic motorist was, however, confirmed when he set off from England in 1913 in the company of an enormous box containing a pair of bucket seats, a windscreen, a hood and a horn, intended for his new 25 hp Zedel chassis, on which he proposed, after taking delivery at the Paris factory, to tour France.

Having paid overweight charges on his box-of-delights, and hired a special 'bus in which to take it across Paris, O.J. was told by M Graf, at Zedal's Pontarlier works, that if he waited a few more weeks a later-type Zedal would be available for him (perhaps the car ordered was not ready, or they had even forgotten that the Englishman was coming!) and that, meanwhile, he could borrow their test-car, which, they said, had done 40,000 km without trouble. O.J. fell for this and he seems to have enjoyed his tour, although the clutch slipped and required adjustment, on one occasion.

However, I digress, because exciting as these pre-1914 Grand Tours by automobile may have been, it is on some of those undertaken in the great cars of the vintage years that I want to write. The epitome of such journeys must have been to travel in a post-war six-cylinder Rolls-Royce, or similar high-grade make, although in the 1920s this still often implied an open touring car so that being long before the advent of interior heaters, the occupants wore all the clothes they could muster, their luggage being strapped to a grid behind. . . It was also before drive-on ferries, the late-lamented Silver City air lift or the Hovercraft, so cars had to be lifted precariously onto the steamers. The lure of the so-recently-fought-over battlefields took many car owners across the Channel as early as 1919, perhaps to show wives or fiancées to whom they had joyfully returned (unlike my father) what the battle areas were like or to live again the horrors they had so recently experienced in the trenches.

A pre-war 16/20 hp Sunbeam tourer was being used for this purpose, 2,500 miles to the French Alps and back causing it little trouble, apart from poor petrol resulting in sooting-up, old tyres bursting, and the engine boiling on the long passes. In a different context, one member of the BEF avoided returning to "Blighty" in a troop-train by purchasing an ex-WD 12/16 hp Sunbeam at a British Disposals Board sale of surplus Army vehicles at Arquata Scrivia in 1919 and driving it back to England *via* Italy and France, using the Riviera route in case snow closed the Mont Cenis Pass, the car laden with 36 gallons of spare petrol, oil, tyres and 100 lb of kit. Bad

roads were encountered, legacy of a motorised war, but 270 miles were put in on the fourth day, the Sunbeam averaging better than 40 kph from Avalon to Sens.

No doubt many owners postponed their holidays abroad until war-torn Continental roads had been repaired, the Corniche at Nice and the route of the (public-road) Gaillon hill-climb receiving such post-war attention sooner than many. Let us now contemplate some vintage Grand Tours. One such was that undertaken by Charles L. Freeston, FRGS, who like Mr Abraham was the author of books on the subject (such as "The High Roads of the Alps") and who had indeed waited until the summer of 1921 before studying post-war conditions because of the local food and petrol shortages making this unfavourable until then. The car used was a standard 1921 40/50 hp Rolls-Royce tourer (Reg No R-3705), weighing nearly 2 tons 12 cwt with four occupants, luggage and spares on board. The lucky passengers were Mr and Mrs C. Scott-Lindsay and a mechanic named Waldron.

The object of the tour was to try 50 Alpine passes in three weeks and, in fact, 47 individual passes were crossed, but six were covered *twice*, giving a total of 53 ascents. At first the suitability for such work of a car with a 12 ft-wheelbase, measuring 16 ft 3 in in length, was in doubt, but the Rolls-Royce soon proved its abilities. If flew up the Grand St Bernard pass (8,110 ft) pausing only at the compulsory St Remo custom's house. Even better, having passed through the Italian lake district, the Rolls ascended the Stelvio (9,040 ft) without a falter; at the summit the erstwhile hotel was in ruins and said to be full of dangerous gas-shells. In their travels the car's occupants were often mistaken for Germans, as British visitors were almost unknown in Alpine districts and 80% of the cars there were high-powered German vehicles owned by German war profiteers!

The Rolls-Royce managed even the Grodner and Sella passes, the latter built by Russian prisoners-of-war in 1915 and allowed to fall into disrepair, the bad surfaces of both failing to stop the car. It was able to show its paces up the Gobera and Broccone passes and, after coming down the Aprica to Lake Como, where a day's motor-boating was enjoyed, it went on to Turin and, after more Italian pass-storming, to the task of trying the French Alps. Eight passes were disposed of in a day, between Grenoble and Geneva. The Galibier from the Lautaret road, 7½ km rising to 2,050 ft, was covered in 14 minutes; the Col du Parpaillon took 12 hours to cross. The Rolls-Royce always "beat the road", reaching 40 mph between the corners even on an 11% rise, and in this strenuous 3,150-miles tour it required no attention. It was driven "by amateurs" throughout, who much appreciated "its wonderful steering-lock on hairpin bends and its perfect steering". Running back through France it several times exceeded 70 mph and touched 77 mph. Freeston offered the reminder that in the famous 1914 Austrian Alpine Trial, of the 16 passes included, only the Pordoi rose to 7,000 ft, whereas most of those to which he set the Rolls were higher, their total height equalling 293,296 ft. . . .

Another long tour was made in 1921 by someone concerned with a six-days' motorcycle trial in Switzerland, a country at last becoming friendly to visiting motorists, the car used being a big Chandler tourer, which climbed and descended passes in second gear and gave no trouble on a long run, returning through Belgium. Luggage was carried partly on the running boards, as the dust-covered spare wheel occupied much of the rear of the car. Yet another long Continental tour was essayed in an Angus-Sandeson tourer, an early model with those "crinkly" disc wheels, by "Vagrant", a person, or at all events a *non-de-plume*, which become very well-known later to readers of a certain famous motoring weekly. Comfortable in England, the car, with luggage in a box on the back, was found to be undersprung for France, in spite of rubber buffers having been fitted to all its road-springs. However, it made the 800 miles from North to South of the Continent with no more bothers than splitting of new heavy rubber buffers on the front axle within 40 miles of fitting them, so bad were the roads, magneto failure at Chartres, the ammeter going off duty (after functioning perfectly for 7,000 miles in England) by Valence, and back-axle trouble, after the Dunlop Magnum tyres had proved their worth in a snowy Rhone Valley. A new tyre had also punctured.

The tribulations of this 1921 tour by Angus-Sanderson were not over. The axle having been repaired by French mechanics for about the equivalent of 15/- (75p), an axle shaft snapped in Avignon. The car was towed away by a Scripps-Booth "with the fiercest clutch in the world" and the spare shaft carried installed, by the car's owner. The adventurers reached Nice and Monte Carlo eventually, and left the Angus at the Rolls-Royce depot at Nicodemi to have an extra leaf put in each back spring, ready for the return journey, an indication of how bad were many roads in France at that time.

While the Angus was being attended to a 1917 11.9 hp Renault of rare four-speed type was made use of. It proved adept at hill-climbing. Apparently British visitors were fewer than in 1920, in the RAC man's view, and apart from two Daimlers and an Armstrong Siddeley, it was "*toujours* le Rolls-Royce", whereas French cars were numerous, with Renaults, Delages, Rochet-Schneiders and Berliets prevailing. Messrs Nicodemi in the Boulevard Gambetta having charged only £4.2. 6d for adding those extra leaves in the Angus's cantilevers, it was off to La Turbie, where the 14.2 hp three-speed British car was hard put to keep up with the older and smaller-engined Renault and boiled a bit into the bargain, whereas the French four-speeder showed not a feather of steam (or water vapour, if you wish me to be scientific). Next, it was not the Angus but "Vagrant" who went sick, being laid up for days with gout. On starting to retrace his way to England he was delayed for hours while the Paris-Nice competitors were timed up the steepest part of La Turbie, a marshal objecting to how unsafely his car had been parked, when its owner knew it to be quite safe. . . .

Resuming, the extra rear spring-leaves made driving over the atrocious roads much easier, and on good ones they ran at a rousing 35-40 mph. . . . Over very bad roads, the Angus-Sanderson nevertheless managed 139 miles in a day, with punctuations for meals, dodging horse and oxen carts, to Chartres. On the following day it averaged 20½ mph on the morning haul but its owner thought it quite normal to devote two hours nightly to servicing it, and after doing 145 miles the following day, arose at 6 am to give it some more loving care. (Do modern motorists realise how fortunate they are?) The Angus had slackened its dynamo belt, worn out a tyre, and needed back-axle lubricant and it had used engine oil at 700 mpp. Later "Vagrant" had to get out his blow-lamp and mend a fractured bonnet-to-radiator stay. Perhaps, though, there was ample compensation in seeing only about *four cars a day* on the main highways, and none on the by-roads! The tour occupied 1,982 miles by the Angus's accurate Smiths speedometer and, taken to Brooklands, the car's weight, with two occupants, was recorded as 30¾ cwt. The troubles were made light of, blamed on the poor roads. So much for the lesser touring, in 1921. I recall a well-known motoring writer praising warmly a road-test 12 hp Talbot-Darracq at about the same time, *in spite of it having to be left behind in France with back-axle trouble*. . . .

Someone took a year-old 11.9 hp Bean coupé abroad, also in 1921, but this was considered a very small car for the purpose, although it performed well giving no troubles apart from a burst oil gauge, rather as S. C. H. Davis took a Chummy A7 to the Riviera five years later, taking the mickey out of lordly Rolls-Royces, Bentleys and Hispano-Suizas, etc, that were then the normal means of making the winter dash from London to Nice or Menton.

That Bean, with a crude heater rigged up, went to Nice again in the winter of 1921, covering the 904 miles from Calais with nothing more than a nail puncture and adjustment of the new Whittle belt driving fan and dynamo, but petrol in France was thought expensive at 4/- (20p) a gallon. Incidentally, in Paris kerbside petrol pumps had appeared.

However, I digress. This is supposed to be about vintage touring in the grand

manner. Like a tour undertaken, again in 1921, across France and Italy into Serbia and the Balkans, no less, in a 1920 25/30 hp Crossley tourer, of the kind that had given such good service with the RFC during the war.

The only concessions to bad-road touring were twin rear wheels, and special carriers for such spares, fitted at the Gorton factory before the car was driven down to London and handed over. With four people and luggage it weighed 16 cwt. Apart from a puncture in a front wheel at 40 mph near Nevers, caused by a broken bottle, no trouble occurred between London and Zagreb and the original Dunlops were still in use in Bucharest after the tour. In fact, that is not quite true, for the horn diaphram fractured at Moulins and a klaxon had to be substituted; the accumulators disliked the mud and wet, so that hand-cranking was needed after a night at Aix. Up cart tracks of 1 in 4 the Crossley did not even need first gear, and on the level but rough Italian roads 50 mph was the rule.

At the very beginning of 1922 what was described as "a de luxe journey to the South of France" was planned, when two Rolls-Royces had to travel thereto and "Vagrant", whom we have already met, was asked if he would like to join the party. He was told that on this winter run to the Côte d'Azur they would be travelling light. The reason for this was that one of the Rolls was a new five-seater demonstrator (Reg No XK-2100) with little space behind the driving-seat and its luggage-grid obstructed by the hood when this was furled (its rear screen produced the most awful draughts around the passengers' anatomies) and the other Rolls-Royce was Lord Rocksavage's 1920 sporting two-seater with two very restricted rear seats under a raisable turtle-back, protected by two aeroscreens (Reg No R-3701).

However, the cases were stowed somehow and they sailed from Boulogne in a sea-mist that accompanied the travellers as far as Beauvais. A person called "Clarence" was in charge of the operation, which included delivering Lord Rocksavage's car to him at his villa in Cannes. His car proved able to do 80 mph; it and the white tourer were groomed at the magnificent R-R depot in the Avenue Malakoff after the muddy 170-mile journey to Paris, where the party stayed at the Hotel St Anne, very warm as the proprietor had large quantities of cheap German "reparation" coal, whereas in 1921 French hotels had been chilly to a degree. The road to Auxerre was bad in places but the leading car cruised over the pot-holes at 40 to 65 mph, and the journalist of the party observed that "no cars of any but the highest class could have stood up to such speeds on these roads". The only result was a broken speedometer belt and "both cars purred into Nice as though they had only just left the Derby works".

From Paris the two mechanics had gone on by train to Nice and at Auxerre "Vagrant" found his suitcase, which had with difficulty been stowed in the sternsheets of the boat-bodied sporting Rolls-Royce, missing, presumably taken in error by one of the mechanics. He had to be lent a razor and hairbrush, Mrs C. contributing a small comb, and the leather lining of an overcoat had to serve in lieu of pyjamas. For him the "de luxe" aspect of the tour had somewhat diminished! On the run to Lyons "Vagrant" went in the back of the white demonstrator, finding goggles desirable. Over snow and mud the two Rolls-Royces ran, the 1920 car, on old smooth tyres, needing care in handling, and because it went astray at Maçon the run ended at some 50 mph with powerful lamps alight. The Hotel Terminus was noted as having vast bedrooms, but unlavish cuisine. One of the mechanics now broke the vee-windscreen of the new tourer with his head, so there were delays waiting for a new glass, "always said to be on the tram from the station but not arriving". This meant a night run over the mountains to Grenoble, the cold and hungry crew staying at the Grand Hotel Moderne et des Trois Dauphines. So the journey I have done easily in a day in a modern E-type Jaguar had already occupied four days, albeit the R-R persons were not in any hurry.

Further delays were caused by the Basses Alpes being closed by snow, calling for a retracing of the route, and very poor roads to Valence, and lunch at the Croix d'Or. The decision was then made to go to Le Canadel instead of direct to Nice. Mrs C. was expecting to stay at a villa she had rented but on arrival it was not ready — and it was dark. (Quite why this obviously R-R-orientated party was not received by Henry Royce at *his* villa, where he must surely have been in winter residence, I cannot explain.) This gives rise to speculation as to who was "Clarence", a driver of great skill apparently, and another member of the crew, who had joined in at Paris and was described "as a cheery optimist with a profound knowledge of wireless", unusual in 1922. Were these gentlemen top-ranking R-R personnel, perhaps? Anyway, a small hotel was found and the cars were garaged in the smart "private R-R motor house at Le Canadel". After nearly a week, one day having been spent in Paris, the two cars arrived in Nice, after terrible roads from Beau Vallon to Frejus, to be garaged at the R-R HQ at Garage Nicodemi on the Boulevard Gambetta, but not before a gendarme had objected to the 1920 car's steady 20 mph along the Promenade des Anglais, from its former 65 mph cruising gait. "Vagrant" was reminded of the troubles he had had when making a similar journey in his Angus-Sanderson the year before and his praise of the white demonstrator, a car capable of an easy 65-70 mph, was understandable, especially after it had been taken by him up La Turbie hill mostly in top gear, with occasional use of a third speed indistinguishable in lack of sound from the other, so that he remarked "All I can say is that to me the Rolls-Royce, up hill, down hill, or on the level, represents the true poetry of motion". Incidentally, Lord Rocksavage tried the white Rolls in Nice; maybe it was hoped that a sale would result. . . .

Another rather grand tour happened after the French GP at Lyons in 1924. After Percy Northey, of Rolls-Royce Ltd, and his party had watched Campari drive a P2 Alfa Romeo to victory at 71 mph, vanquishing the Delage cars, he took a three-day run, over the Lautaret and Galibier passes, before returning to Paris by way of Chambery and Saulieu. The car used, which he invited a motoring writer to join, was the latest 40 / 50 hp tourer (Reg No XK-2100), but not equipped with four-wheel brakes. However, the large drum rear-wheel brakes proved sufficient, except for two or three emergencies on this hurried trip, as they were exceptionally smooth, progressive and efficient, and did not squeak, while the roads were mostly dry. A fourth occupant was carried with the chauffeur on the back seat, behind a windscreen.

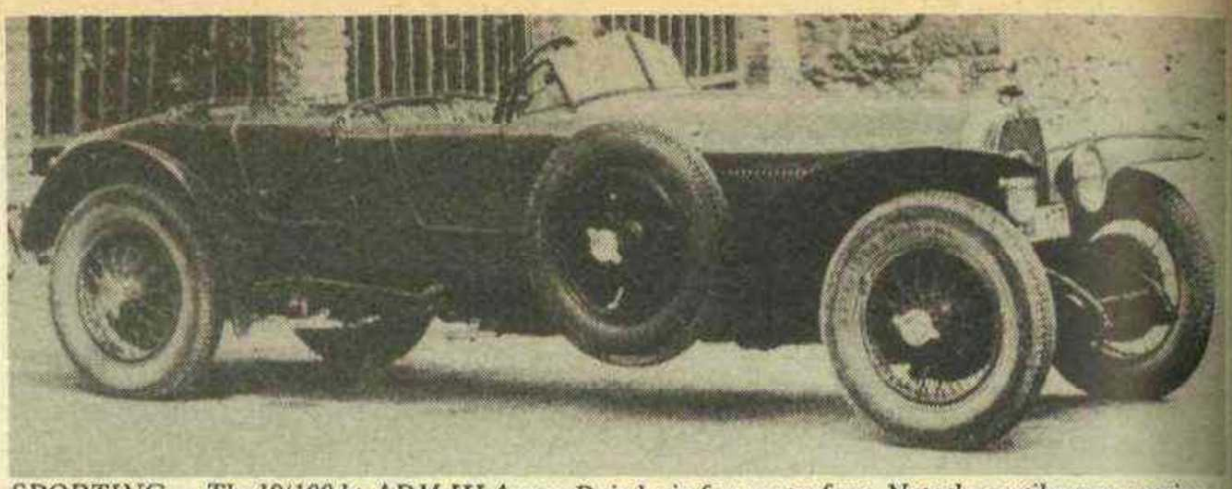
Leaving on the Bank Holiday after the race, the Rolls cruised at 50 mph towards Grenoble, going to its limit of 72 mph on long straights, "with never a sound but the swish of the tyres on the crumbling surface and the rush of wind past our ears". The excellence of the springing was also commented on, and it was noted that "a check for traffic, and at once the big six-cylinder engine accelerates with ease and grace as of some noiseless and mighty power pushing the car along, no tremor beneath the floorboards to counteract that impression, as in many cases of powerful cars when the accelerator is suddenly depressed." Up to the snow line, the Rolls climbed effortlessly, stopping at the PLM hotel at the summit of the Lautaret pass, where Lionel Martin and his wife with their Aston-Martin and Humprey Cook with his 30/98 Vauxhall, also open tourers, were encountered.

Then it was to the real test, the ascent of the 8,540 ft Col du Galibier. The car had the non-Continental cooling arrangements and began to boil, so that its radiator had to be replenished from a mountain torrent, ere the climb was completed, the exhaust cut-out now open. But so good was the steering lock that all the hairpins were negotiated without recourse to reversing. More single figure ascents and they were speeding home, and would have put 50 miles into an hour's fast running, had not a halt been made for tea. The second day's run disposed of 253 miles, many of them in Alpine regions, and on the last day the travellers made Saulieu to Fontainebleau in 3¼ hours, the car running into Paris after lunch in the Ghost-like silence peculiar to the Rolls-Royce, not a

The 19-100 Austro-Daimler

THE 19-100 hp Austro-Daimler was a comparatively rare sports car so far as this country was concerned; one writer has described it as "the most forgotten of the successful teams to compete at Ards (in the TT)". Yet it merits a firm place in sports car history, being a most effective vintage model with a fine pedigree, for was not the pre-Kaiser War overhead-camshaft, 5.7-litre Prince Henry Austro-Daimler one of the most impressive high-performance cars of its era, dominating convincingly the 1910 Prince Henry Trials? It is regarded by many authorities as the forefather of all subsequent sporting cars.

The make was kept before the motor racing fraternity after the war by a series of competition models of varying engine sizes, all with twin-cam engines, designed by none other than Dr Ferdinand Porsche, which achieved fame on the Continent and to a lesser extent at Brooklands and sprint speed-events in Britain. The 19-100 hp sports Austro-Daimler derived from the 19-70 hp model, which was in its turn a development of the cars Dr Porsche had designed while he was with the Austro-Daimler Company, where Karl Rabe was in charge of the drawing office. After Porsche left to join Daimler-Benz Rabe (who years later was to unite with Porsche and help with the Porsche sports cars) produced new models based on the original 2.6-litre Porsche design, one of which was this 19-70 hp model, of which three examples were brought to the 1926 Olympia



SPORTING — The 19/100 hp ADM III Austro-Daimler in four-seater form. Note the cantilever rear springs.

Show from the Great Portland Street premises of Austro-Daimler (England) Ltd. (Incidentally, at that time the famous "Street-of-Cars" housed more new-car companies than in later days, when it was more the location for used-car motor copers — in 1926 Beardmore, Chenard-Walcker, Panhard-Levassor, Reo, Senechal, and Studebaker also had addresses there.)

The 19-70 hp Austro-Daimler was a sports car in its own right, at least in twin-carburetter short-chassis form, this ADM model gaining a great many competition successes on the Continent. One of these Alpine sports models was shown on the A-D stand at Olympia in 1925, with one of the first of the open Weymann four-seater bodies to be seen at the Show. It is interesting that it bore many likenesses to the splendid range of sports model Mercedes-Benz cars that Porsche was to be responsible for, up to the great 36/220 and 38/250 models. This Austro-Daimler had a very neat six-cylinder engine with an overhead camshaft driven by a vertical shaft at the front, the enclosure of which, within an aluminium casting, was very neatly contrived, a linered light-alloy cylinder block, the crankshaft was balanced and, like the camshaft, had a vibration damper, the engine auxiliaries were positively driven, dynamo and magneto by skew gears from the vertical shaft, water-pump at the rear, and oil-pressure was indicated to the driver by electrical means. Brake and gear levers were central, with a unit gearbox and the specification included twin Zenith carburetters and Bosch magneto. The front axle ends were tubular, and strengthened to accept front brakes and these four-wheel brakes, with very neat operating-gear, running within the axle, with wedges in lieu of cams, were fully compensated. The front axle was a single forging. The wheelbase was 11 ft and the petrol tank held 22 gallons. Without passengers this 2,650 cc Alpine Sports Austro-Daimler weighed neary 29¾ cwt. It sold for £850 and one of them tested at Brooklands exceeded the claimed maximum speed of 75 mph over the half-mile against a strong breeze, by three

Continued on p285

GRAND TOURS — continued

squeak or body rattle of any sort to denote the buffeting to which it had been subjected. . . .

By the mid-1920s people were venturing abroad in smaller cars, one user of a two-seater 12/50 Alvis, for instance, being full of praise for his car after a 3,557-mile tour of the Dolomites that embraced 33 passes, in spite of having had to change three valve springs. The essence of the grand tour, however, was seen in 1926 when a saxe-blue Phantom I Rolls-Royce tourer (Reg No XY 2214) was driven across France to the Pyrenees and Basque country in the summer of 1926. This was another R-R inspired trip, to first see the San Sebastian GP, the crew again included a uniformed chauffeur, as on the 1924 expedition to the Lyons GP in a Silver Ghost. As before, the remarkable quietness of the big car was commented on, whether "trickling silently on top gear through old-world village streets, smoothly gliding like a phantom indeed, with that entire absence of effort that characterises a Rolls-Royce" — which remains just as true today

As far as Bordeaux no hill brought the PI off top speed and compared to the aforesaid Silver Ghost the new overhead-valve-engined car was found to be fleeter by several mph, to accelerate far more rapidly in a veritable crescendo of noiseless speed, and to settle down to a normal cruising gait of 60 mph. With other traffic conspicuous by its absence, apart from a few horse and bullock carts, they sped, finding a very good hotel, the Richelieu, at Monte de Marsan. Running at 70 mph, amid trams, motor coaches returning from Lourdes, and dust, the Rolls-Royce sped to the Pyrenees. There were many occasions when the "immense braking reserve" of the New Phantom was appreciated.

Many Panhard-Levassor tourist coaches were encountered, as the Rolls ascended the 6,936 ft Col du Tourmalet but this time, it seems, it was others who had to replenish their radiators at mountain streams. Fearful unguarded drops marked the run to Eaux Bonnes, only two cars met with, and the tourists arrived in Biarritz two days before the very dull Grand Prix was to be held. Incidentally, the spectators thereat soon melted away (under the glaring sun!) when they found only Delage and Bugatti competing, after Segrave's V12 Sunbeam had retired. The race was rendered even more unsatisfactory through protests about the placings — there is nothing new under the sun! The Bugatti 1, 2 was not in doubt, Costantini winning from Goux, after 5 hr 35 min 47 sec.

After which the PI was piloted up Monte Igueldo by Count Velayos's primrose-and-black Weymann-bodied R-R and Signor Carlos Salamanca's R-R; fine sight as this made, the Britishers were told that there were, in fact, some 500 Rolls-Royces in Spain. The motoring journalist of the party was allowed to drive on the journey home, 253 miles being covered on the second day. More than once the fully-laden car had shown 78 mph on its speedometer and after 2,000 miles was as good as when it has started out, except for a rattle from the hood (but none from the body) and a cracked pane in the rear screen. There were no oil leaks, brakes, clutch and finger-light steering were as good as ever, the Dunlops hadn't punctured. After two days in Paris the PI was shipped back on the *Maid of Orleans*, with only four other cars in the hold, in contrast to the crowded ferries that prevail today.

So much for grand touring in the vintage years. — W.B.

Black at midnight



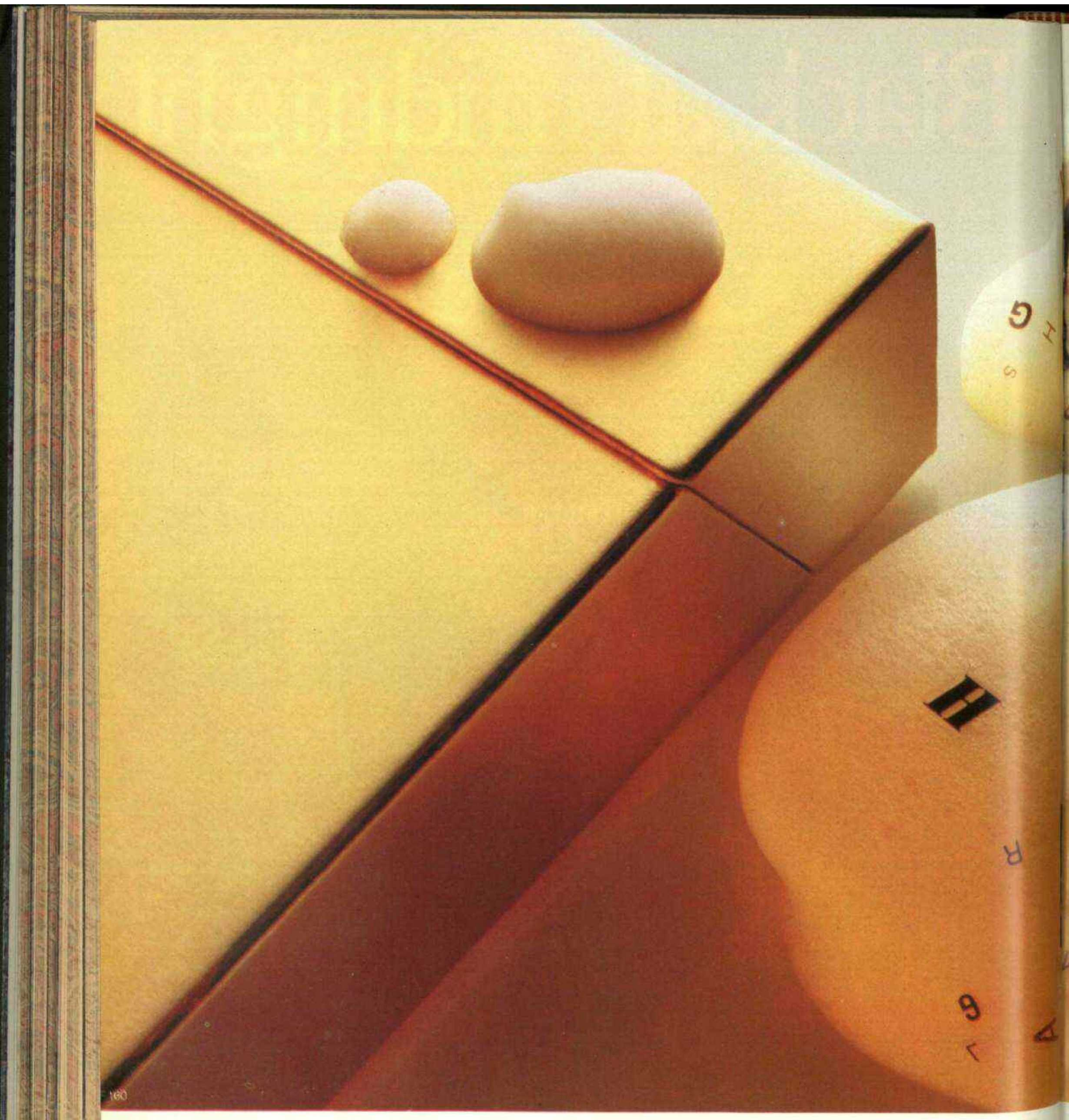
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Rio Tyre Testing









At the time of going to press we were not in possession of the final times set in Rio and, anyway, forthcoming tests at Kyalami and Imola should prove a more accurate guide to form as new cars from Williams, Renault and Ferrari appear. Last year's Brazilian GP pole time was set by Elio de Angelis in 1 min 28.392 sec but since the 1985 rules call for smaller rear wings, this year's times are not directly comparable.

Early pacemaker was Ayrton Senna (left) recently recovered from a virus infection, who took the all-new Lotus 97T around in 1 min 33.34 sec. Late in his run, Senna tangled with Mansell's Williams which was carrying out fuel tests and going relatively slowly. Both cars were damaged, but repaired, and neither driver was hurt.

Toleman (bottom left) still has not a 1985 tyre contract but were given three sets by Pirelli. The new T185 has impressed everyone with the neatness of its package and by its stability in corners and Stefan Johansson achieved 1 min 35.05 sec on his first visit to Rio. The use of Pirelli tyres at the test does not apparently mean a contract is available but the car's performance must make it an attractive proposition for Pirelli despite recent acrimony between the two parties.

Back in the cockpit of a Tyrrell 012 was Martin Brundle (below) now recovered from his Dallas accident. Tyrrell will start the season with Cosworth DFY engines but speaks of a turbo later in the year. The French court of appeal has disallowed Tyrrell's injunction against FISA, so the suspension from the 1984 Championship stands, though the case will be heard in a French court later this year.

Nigel Mansell (top left) was engaged in engine testing and so was not looking for a fast time but, using qualifying tyres, his Williams team-mate, Rosberg, recorded 1m 30.6 sec, well clear of the second quickest man, Alboreto in the interim C4 Ferrari who did a 1 min 31.09 sec.

The RAM team (above) this year benefits from increased sponsorship, a new designer, Gustav Brunner, and the flair of Manfred Winkelhock. Winkelhock praised the handling of the new car but could only achieve a time of 1 min 37.41 sec due to severe overheating and fuel feed problems.





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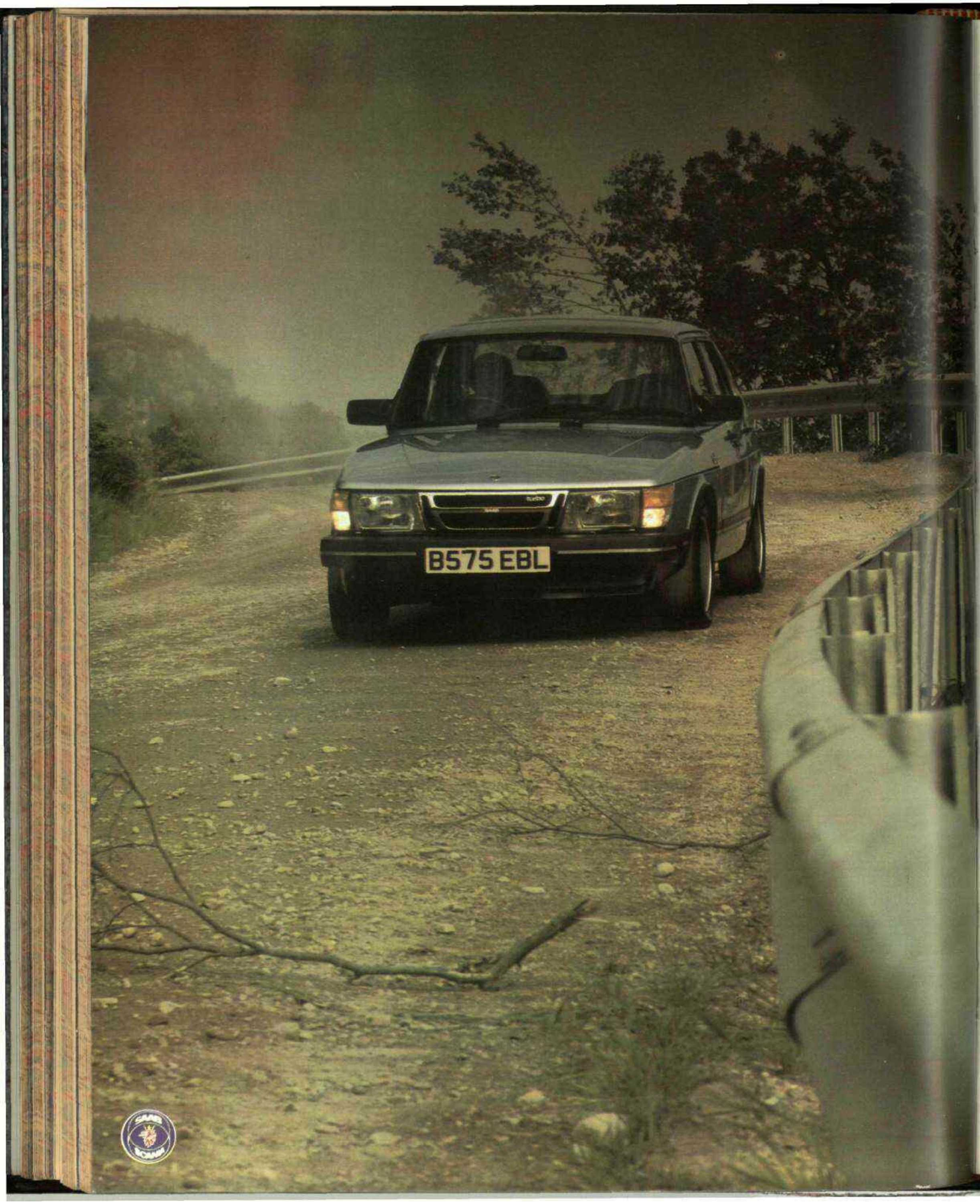
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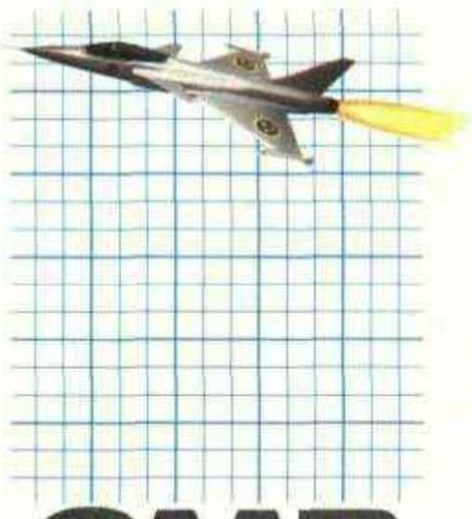
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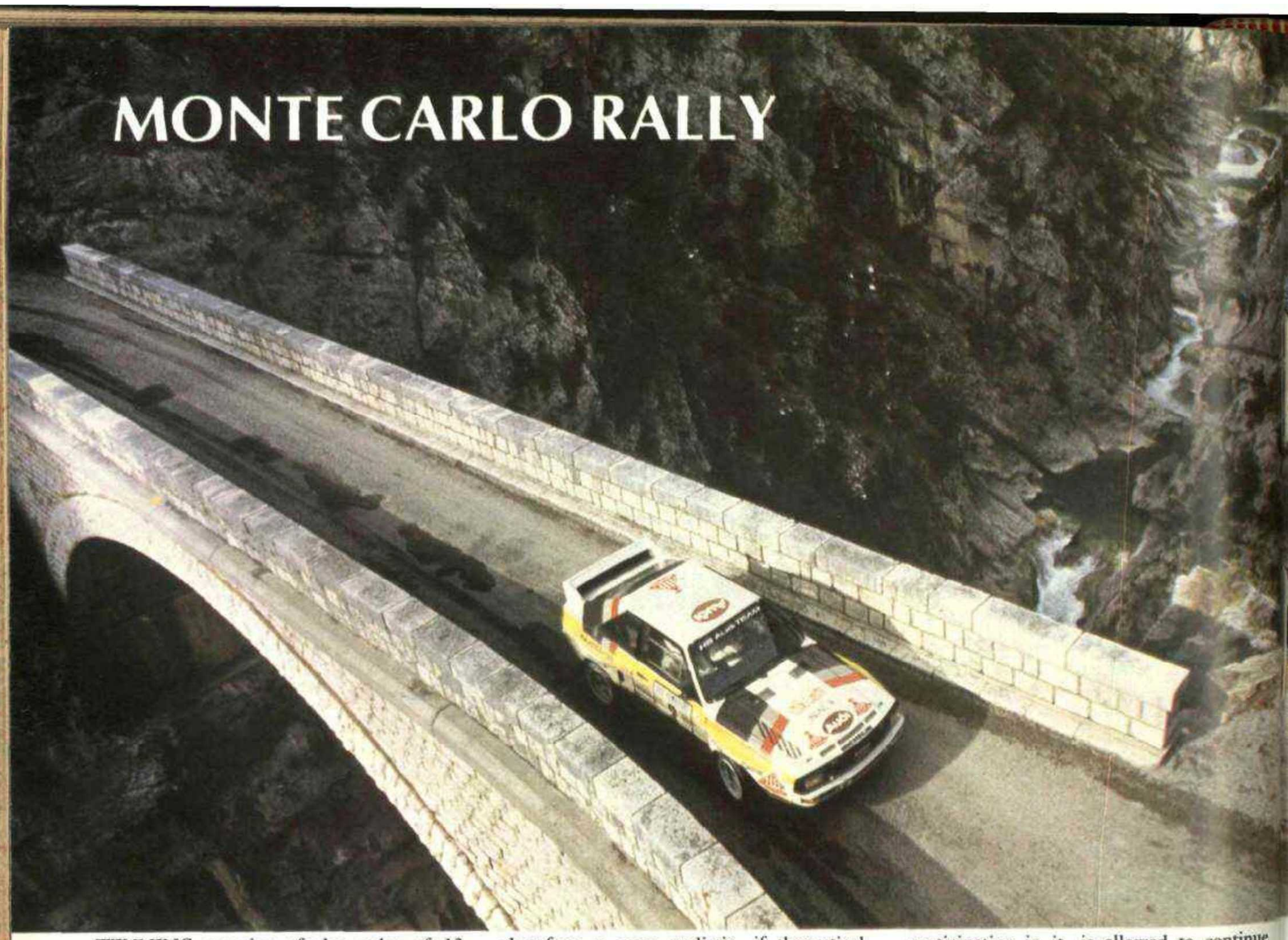
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MONTE CARLO RALLY



WINNING margins of the order of 13 minutes are normally associated only with endurance rallies such as the Safari, or, in Europe, only with something as rough and demanding as the Acropolis. Those based on comparatively short and smooth special stages — as the majority in Europe are — usually produce results in which the leaders are separated by mere seconds. It is all the more praiseworthy, therefore, when the winners of the usually close-fought Monte Carlo Rally accumulate a penalty advantage which would by no means be out of place on a cricket scoreboard.

Ari Vatanen and Terry Harryman have, in the space of six months, won no less than four World Championship rallies — three last year and now one in 1985 — but none of their previous victories has generated so much jubilation within Peugeot-Talbot as January's outstanding win close to home in the Monte Carlo Rally, when they trounced stiff opposition from Audi and Lancia.

Driving one of Peugeot's formidable little 205 T16s, with rear engine and four-wheel drive, their actual winning margin over German crew Walter Röhrl and Christian Geistdörfer in an Audi Sport Quattro was five minutes and 17 sec, but they had earlier been penalised eight minutes for clocking in early at a time control. On stage times alone, therefore, a more realistic, if theoretical, measure of their supremacy would be 13¼ minutes.

With plenty of snow, ice and slush mixed with the dry or wet tarmac, the rally provided all its traditional climatic ingredients, and produced the customary roadside councils of war as drivers consulted their ice-note crews, got into huddles with tyre technicians and sent spies to spot the choice of the opposition, all to help them decide which was the best tyre and stud combination for the reported conditions on the stage ahead.

One feature, however, did stand out prominently as a break with tradition; numbering just 117, the starters were fewer than in past years, due entirely to uncertainty, until about a month before the start, whether the rally would be held at all.

For some time, the AC of Monaco has been engaged in a dispute with FISA concerning the latter's interference in non-sporting matters connected with the Monaco Grand Prix. This rubbed off on the rally, and the result was a financial demand which the organisers found difficult to meet. We find it equally difficult to comprehend why a so-called international sporting federation, charged with fostering the sport which it represents, and encouraging participation in it, is allowed to continue when it has lost sight of its objects and seems to have no more thought for its participants than a bird has for the material which lines its nest.

Autocratic ruler of FISA is Jean-Marie Balestre, whose insatiable thirst for power and glory is well known in motor sporting circles, and it was his interference which brought the Monte Carlo Rally very close indeed to cancellation. No matter what the bones of the dispute, no-one can justly claim to have the well-being of the sport at heart if he poses the threat of downfall to one of the oldest and best known rallies in the world. Perhaps Balestre threw a tantrum because someone had the audacity to challenge his supreme authority as motor sporting Emperor of the World!

We would have written more of this highly unsatisfactory and dictatorial situation had not our lawyers forced caution upon us, so we will go on to say that, after months in limbo, the rally organisers, with great regret and reluctance, announced just after Christmas that they had no alternative but to cancel the rally. The bitter disappointment was matched only by fierce antagonism towards the man who brought it about; a man who, by his very position, should have personified support and



WALTER RÖHRL'S Audi (above) crosses a bridge on one of the few dry stages, where even the mountain stream hadn't frozen.

nourishment for the rally.

What happened during the twenty-four hours following the cancellation announcement will probably never become completely known, but there was certainly a change of situation which prompted the organisers to rescind the cancellation and declare that the rally would take place after all.

Eager competitors and supporters, not to mention hoteliers, restaurateurs, news-men and many thousands of enthusiasts all over the South of France, were jubilant, but the long period of uncertainty did adversely affect the number of starters, and there were precious few this year from outside France, most having been reluctant to commence expensive preparations without knowing that they would be utilised.

Car manufacturers, however, were in a different situation. Firmly on the organisers' side, they had made all their usual preparations, had already sent their drivers off to practise, made service plans, engaged ice-note crews, reserved hotel accommodation, laid in stocks of tyres and spares, were well advanced with building their cars and, in the case of Audi at least, had comprehensive air support standing by. If the rally took place, they would be ready for it no matter how late the decision.

For Peugeot-Talbot, the rally was enormously important. They did not consider their three wins of last year enough to prove to the world that their new car was no mere flash in the pan, and were about to embark on a determined World Championship crusade in 1985. Since much of the Monte is in France, it was doubly important, so they took three of the (declared) 350 bhp cars for Vatanen / Harryman, Saby / Fauchille and, newly attracted from Nissan, Salonen / Harjanne.

Audi had two Quattros, both short-wheelbase Sport versions improved for the snow by the sacrifice of a little power in the cause of better torque at lower rpm, but nevertheless with considerably more power than the Peugeots. Drivers were Röhrl / Geistdörfer and Blomqvist / Cederberg.

Lancia is more concerned with getting its four-wheel-drive car into a state of readiness than anything else, but no matter how time and manpower consuming those preparations, their sporting traditions would not allow them to ignore the Monte. Just one works car was sent for Toivonen / Piironen, joined in a combined service operation by another from the Jolly Club for Biasion / Siviero. Alén had, among other things, been testing in Kenya in readiness for the Safari.

They were hoping for dry tarmac stages, of course, but it was not to be, and, with only rear-wheel drive, the best Toivonen could do was to finish sixth behind a quintet of powerful 4-w-d cars.

Another factory team, though not regarded as one of the Big Guns, was Citroën, and they brought three of their little Visa "Mille Pistes" (named after the French rally of the same name, and a far cry from the huge, Maserati-engined SMs with which they used to go rallying) for Chomat, Wambergue and Andruet.

That was about the size of it, save for the privateers, among whom were "Tchine" in an Opel Manta, Snobeck in a Renault 5 Turbo, Beauchef in an Escort and Chasseuil in a VW Golf GTI. Other than winning co-driver Harryman, there were no British crews at all.

Despite the organisers' difficulties, the route was over familiar terrain, though not entirely in familiar style. There were Saturday start points at Paris, Monte-Carlo, Bad Homburg, Barcelona, Lausanne and Sestrieres, each route converging at St Etienne in the Loire Region prior to a five-stage leg to Grospierres in the Ardèche. After a 12 hour rest, seven more stages led to another of ten hours at Grenoble, after which 10 more led via a five hour stop at Gap to the Wednesday afternoon arrival at Monaco.

What followed on the Thursday night used to be called the Complementary Test, forming an addition to the main event rather than an integral part of it. It replaced the old "Round the Houses" race, and was run at night over a "circuit" of stages in the alpine region closest to Monaco, each stage usually tackled twice.

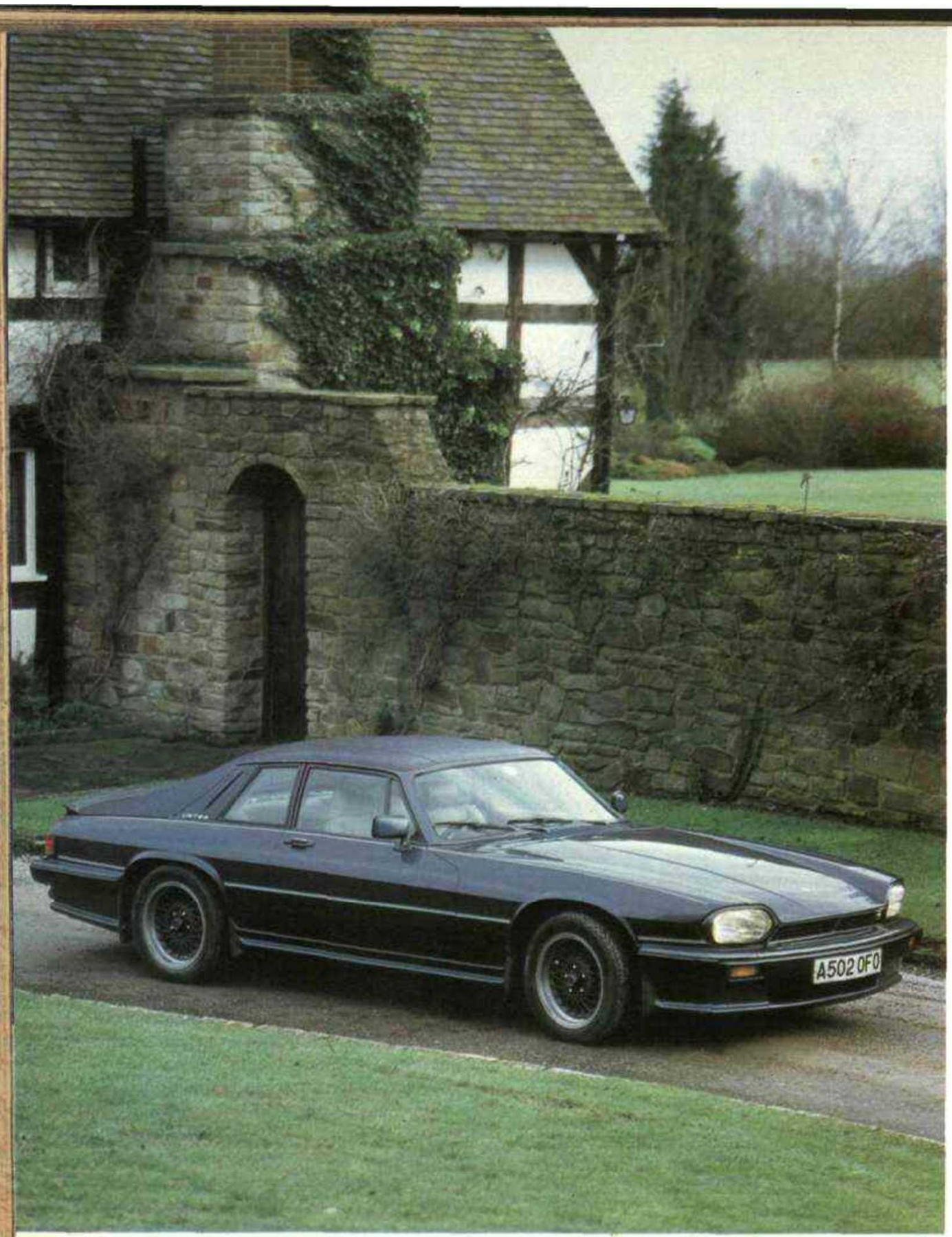
This year the Thursday start was brought forward to 10 am so that the first loop would be in daylight for the benefit of TV crews, photographers and even spectators. The second loop, over the same five stages plus one extra, brought the rally to its finish at Monaco at 8 am on the Friday.

The heavy January snowfalls across Europe, bringing skiers and snowballers even to the beaches of Monte Carlo itself, drew predictions that competitors would be faced with the worst conditions ever. But the snow went as quickly as it came, and Lancia's hopes for dry roads began to rise, only to be dashed again when the snow returned, fogs appeared, temperatures fluctuated, and the stages presented just

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VATANEN'S Peugeot (right) was in good fettle, as was driver, and both were in perfect harmony.





Lister Jaguar XJS

IT IS nearly ten years since the controversial shape of the first Grand Touring Jaguar, the XJS, first made its appearance. Although criticisms were levelled at certain elements of the styling, its technical excellence was allowed by all, and in common with the V12 saloon its silence and refinement are virtually without parallel. Yet the emphasis on these facets of its performance illustrate clearly the change in rôle of the "sporting" Jaguar, from the indisputable sports car that was the E-Type, to the Touring Car *de luxe* which is the bracket in which the XJS competes against the Mercedes 500 SEC, the BMW 635 CSi, and the Porsche 928S. The customer for these cars looks for luxury as much as acceleration, effortlessness as well as handling. A high percentage of these cars are sold equipped with automatic gearboxes, and when the Jaguar 4-speed manual 'box went out of production in 1979, the option of a manual change vanished altogether.

Yet in the last few years, the overt sporting image has crept back in amongst the big coupés. Not only have the burgeoning body conversion specialists, particularly in Germany, started to offer expensive, high quality, panels for high quality cars, but the factories also have whetted the sporting edge.

Since the 928 gained an "S" suffix and extra "go", power outputs (and fuel economy) have improved amongst all rivals in this area, and while automatics still predominate, today's purchaser will as likely as not have a four-speed version with a lock-up top, and perhaps the option of "sport" or "economy" shifting-points. Jaguar's first contribution was the HE series, conjuring extra power and torque from less fuel, and latterly the 3.6-litre AJ6 engine has appeared with a five-speed manual Getrag box in both Coupé and Cabriolet forms.

More recently, the XJS has received the attentions of one or two tuning firms aiming to offer the wealthy customer razor-sharp performance out of what is already an extremely fast machine. In April 1984, MOTOR SPORT tried the TWR version converted example; this time it was the turn of another famous name — Lister Jaguar.

The Lister project has been developed by Ron Beaty's Forward Engineering company, formed in 1967 to develop a range of extra-performance Jaguar engines both for cars and powerboats. In the last two years, a new company called BLE Automotive has been formed to market the Lister and the Invicta, an XJ13 replica, and to service customer cars. Forward Engineering power units range from a 4.5-litre modified XK, through V12s of 5.3 to 5.7 litres up to a 6.4-litre version of the famous 12-cylinder, and it was a car equipped with the latter engine that MOTOR SPORT drove.

The idea of the Q-car, the standard-looking machine capable of astonishing bystanders with its unexpected rapidity, seems to be out of favour currently, so BLE offers a body kit to underline the fact that this is no ordinary XJS. This kit is rather restrained, and consists of front spoiler and rear apron linked by slender rocker panels between the front and rear wheel arches. In addition, a neat black flexible tail-spoiler is added. The test car, finished in a deep metallic blue, had had its chromework painted to match, and enamel "Lister" badges replaced the Jaguar symbol on bonnet, tail, and steering-wheel. Otherwise the interior was standard.

Suspension modifications extend to a lowered ride-height and stiffer dampers, together with firmer location of the rear subframe, while 7J Compomotive wheels and 225VR 16 Pirelli P7 tyres fit under the existing arches with no visible modification. The effect of this is better body control, particularly when accelerating and changing direction at the same time, as on leaving a roundabout, but at the expense of the supremely smooth ride of the standard car.

However, that is only to say that the ride descends from the unrivalled to the merely excellent, and the elimination of the excessive softness enables the car to be pointed with all the verve of a much smaller car. Yet its ferocious traction, combined with all that rubber and power steering, good as it is, means that it requires constant small corrections through a fast bend to keep it on line — exhilarating, but

Continued on page 282

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ON the snow, here pictured above Burzet, the Lancias had no hope of matching the Peugeots and Toivonen (top) had to be content with sixth place.

MONTE CARLO RALLY

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about every surface condition imaginable. There have been completely dry years, of course, but 1985 was not one of them and the rapidity of surface changes, often from bend to bend, meant that ice-note crews had to be extremely meticulous, tyre choice became very critical indeed, and four-wheel drive was an immense asset.

Audi and Peugeot were delighted, of course, although parts of that first group of five stages did allow the Lancia drivers to demonstrate a little of their superiority on tarmac. Later in the rally, surface changes within a stage were sometimes less scattered and more pronounced, and Lancia decided that it would be folly to use studded tyres where an initial climb on dry tarmac would destroy the studs before they could come into their own on a later snowy descent. On a few occasions they set up rapid tyre change points in mid-stage, a ploy which they used to good effect with Fulvias back in the 'sixties, and several times since. Alas, this time the stages were not long enough to give them a significant advantage.

Vatanen had a distinctly unpleasant moment near the end of the stage which starts and finishes in the village of St Bonnet le Froid, a place as cold and desolate in winter as its name implies. The influx of spectators had been enormous, not only causing delays by jamming approach roads, but packing the stage with solid walls of people. The Finn's Peugeot slid wide on a bend, and the watchers were packed so tightly and so close that he was quite unable to avoid rat-tat-tatting along the front rank. Two were taken to hospital, but the most serious injury was a broken leg, although the Peugeot needed a new windscreen and some body straightening.

Later, Blomqvist's engine began the spluttering and popping which heralds turbocharger failure, and he wasted no time having the unit changed. But his lost time meant that he was down in fifth place at the end of that group of stages, behind the two Lancias. Röhrl led by 35 seconds, Vatanen having been unnerved for a while by his spectator incident.

After the stop at Grospierres the rally moved up to Burzet, scene of so many fracas in the past, one when a huge army of excluded and disgruntled competitors decided to move south to block the rally route, and another when local objectors spread four-spike nails on the stage, disabling an entire convoy of police vans and disrupting the work of ice-note crews.

Moving eastwards, the rally went via such familiar stages as St Nazaire le Desert, St Jean en Royans, St Barthelemy and Col du



Granier before reaching Grenoble in the early hours of Tuesday morning for a ten hour stop. By this time, Vatanen had well and truly moved into a substantial lead of more than two minutes over Röhrl. Salonen, demonstrating clearly that he is not just a man who gets reasonable results from slow cars, was in third place on his first event for Peugeot, ahead of Blomqvist, Toivonen and Saby, the latter having spent some five minutes in a snowbank.

The way down to Gap after daybreak was through equally well-known stages, the last of them, from Les Savoyons through Barcillonnette to Sigoyer, probably becoming one of the most notorious in the diaries of Vatanen and Harryman.

There was a four-minute delay at the start of that stage, and new stage start times were written into competitors' time cards by officials, those times also being their start times for the following road section. Alas, in the heat of their subsequent hasty arrival in Gap, after having been delayed by refuelling and repairing a broken tripmeter, Harryman used his *old* start time, not his corrected one, to calculate his Gap arrival time, and consequently booked in four minutes early, a mistake which cost them eight minutes' penalty.

It was a mistake which anyone could have made — and a few others did — but Harryman was nevertheless furious with himself even if he didn't show it. Vatanen was quite nonchalant and made no attempt to deride his partner No doubt they both knew well that huge mistakes by drivers are frequently easier to conceal (and often are)



BEST of the Group A cars was Bertrand Balas' Alfasud, here pictured (bottom) in a typical mid-stage village.

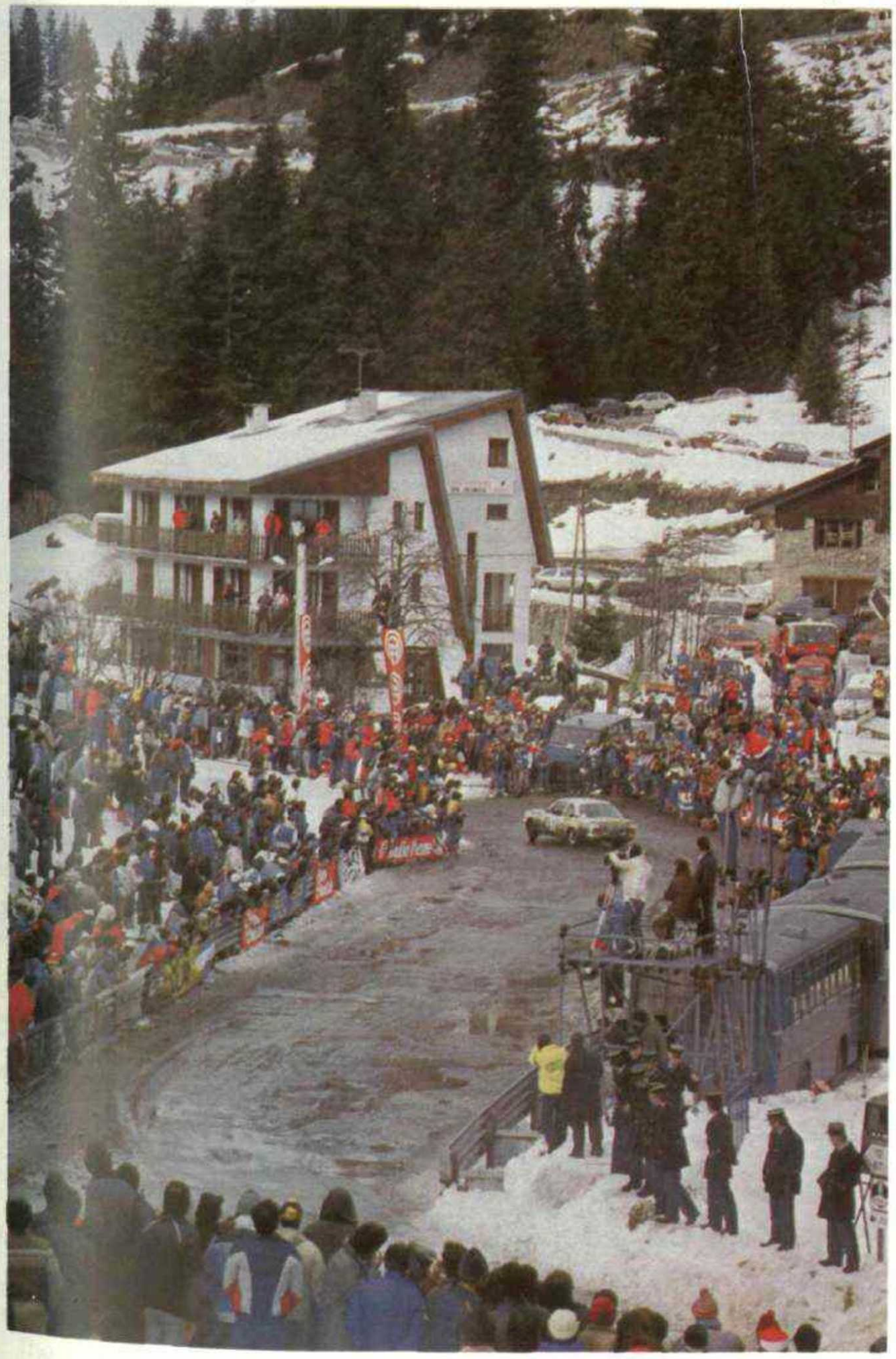
than much smaller ones by co-drivers.

The loss of that time put Vatanen down to second place, all of 4 min 41 sec behind Röhrl who began to think that perhaps he had a chance against Vatanen and his incredible Peugeot after all. But he reckoned without the resolute determination of the Finn and his British partner, for when the rally arrived in Monaco, that gap had been reduced to less than two minutes.

Some of that reduction was due to Röhrl having broken a suspension arm, but both he and Vatanen knew full well that an all-out duel would be the inevitable outcome during the final leg. Peugeot manager Todt made no attempt to curb Vatanen, but he did remind Salonen that if the two leaders drove themselves out of the rally, he should be well placed to inherit the lead and uphold Peugeot honour.

On the Thursday, after tyre vans had been restocked from the huge "tender" trucks, and mechanics and ice-note crews had gone off to their tasks, away went the rally again. The first stage was the narrow, twisty crossing of the Col de la Madone from Peille, just up the road from La Turbie, and as usual it was dry, so it was no surprise to find Biasion and Toivonen making best times, only a second apart. Röhrl also beat Vatanen by three seconds, but that was as far as the Finn would allow the German to extend his lead.

RARELY photographed by day is the summit of the Col du Turini, more usually seen by the light of bonfires, headlights, flames and flashbulbs.



Relentlessly, Vatanen whittled it down, and by the time the rally had crossed the Turini, the Couillole and that tortuous road leading up the hill from Puget-Theniers to Toudon, he was in the lead again. The third of those stages is always nasty, and this was no exception, causing all manner of difficulties in tyre choice. Röhrl unwisely chose racing tyres and he paid for it with a time more than two and a third minutes greater than Vatanen's. With a car still performing excellently, the Peugeot driver became confident of a win, but he took no risks, and only drove at an exact 100%.

Blomqvist all but lost his fourth place when he hit a wall on the Toudon stage and broke a driveshaft, and indeed did lose it for a while on the second lap, after the short stop at Monaco, when Toivonen again used his Lancia to advantage on the dry tarmac of the Madone. But this was short-lived, for Blomqvist got ahead again on the Turini. On the subsequent Couillole, mechanics muffed a wheel change and Toivonen slipped to sixth, behind Saby's Peugeot.

There may have been few incidents, few works teams and a smaller field than usual, but it was a decidedly interesting and well-organised rally, a great fillip for France's major factory team, a highly deserved Triumph for Vatanen and Harryman and a shot in the arm for the organisers in their struggle against those who attempted to stifle the rally. That fight is not yet over, and we trust that everyone concerned with the sport will, if required, offer the AC of Monaco all the support they need.

It's too early to predict championship possibilities, but it certainly looks rosy for Peugeot. The most interesting event in the offing seems to be Easter's Marlboro Safari Rally which is likely to have a better professional line-up than ever before, including a string of champions. Even Röhrl has been lured to Africa to help his team-mates keep Peugeot out of the high places. — G.P.

Results

1st : A. Vatanen/T. Harryman (Peugeot 205 T16) ..... (8m) 10h 20m 49s
2nd: W. Röhrl/C. Geistdörfer (Audi Sport Quattro) 10h 26m 06s
3rd : T. Salonen/S. Harjanne (Peugeot 205 T16) 10h 30m 54s
4th : S. Blomqvist/B. Cederberg (Audi Sport Quattro) ..... (7m) 10h 40m 11s
5th : B. Saby/J-F. Fauchille (Peugeot 205 T16) 10h 40m 45s
6th : H. Toivonen/J. Piironen (Lancia Rally) 10h 43m 16s
7th : D. Snobeck/J-P. Bechu (Renault 5 T) 11h 09m 05s
8th : J-C. Andruet/A. Peuvergne (Citroën Visa MP) ..... 11h 13h 12s.
9th : M. Biasion/T. Siviero (Lancia Rally) ..... (6m) 11h 13m 51s
10th : M. Chomat/D. Breton (Citroën Visa MP) 11h 20m 00s

(figures in brackets indicate road penalties)
117 starters, 69 finishers

World Championship Points

Drivers		Makes	
Air Vatanen (SF)	20 pts	Peugeot	18 pts
Walter Röhrl (D)	15 pts	Audi	16 pts
Timo Salonen (SF)	12 pts	Lancia	8 pts
Stig Blomqvist (S)	*10 pts*	*Renault*	*6 pts*
etc on scale 8, 6, 4, 3, 2, 1.		Citroën	4 pts

LISTER JAGUAR

continued from page 278

eventually rather tiring. Even on the patchy, damp roads of a January day in Herefordshire, the car impressed by the cornering forces produced, often more than the shallow leather seats could cope with in restraining the driver, but even more comforting was the realisation that such frankly outrageous amounts of power (440 bhp in this case) are in fact quite usable, even in slippery conditions. The crux lies in the engine producing enormous torque from all speeds so that it can be driven gently but fast in the upper gears. Muddy first-gear junctions require care, of course, but little more than for a front-wheel-drive car on narrower tyres, and the four-speed Jaguar box (obsolete but obtainable) is more than adequate, although for £5,000(!) a ZF five-speed is available. However, the 'box whines in the indirect ratios, and what with the tank-like rumble of 6,400 cc up ahead, those who value silence may be disappointed.



No-one could be dissatisfied with the Lister's performance, though. Its uncanny ability to compress straights and consume traffic with apparent indifference to the gear engaged remind one of video race-games — just steer around the hazards and you are on your way to a record score. . . It will stretch to 6,000 rpm in the middle gears, but there seems little point when you can virtually ignore the tachometer and treat third and fourth like a two-speed Indy 'box, capable of coping with most situations.

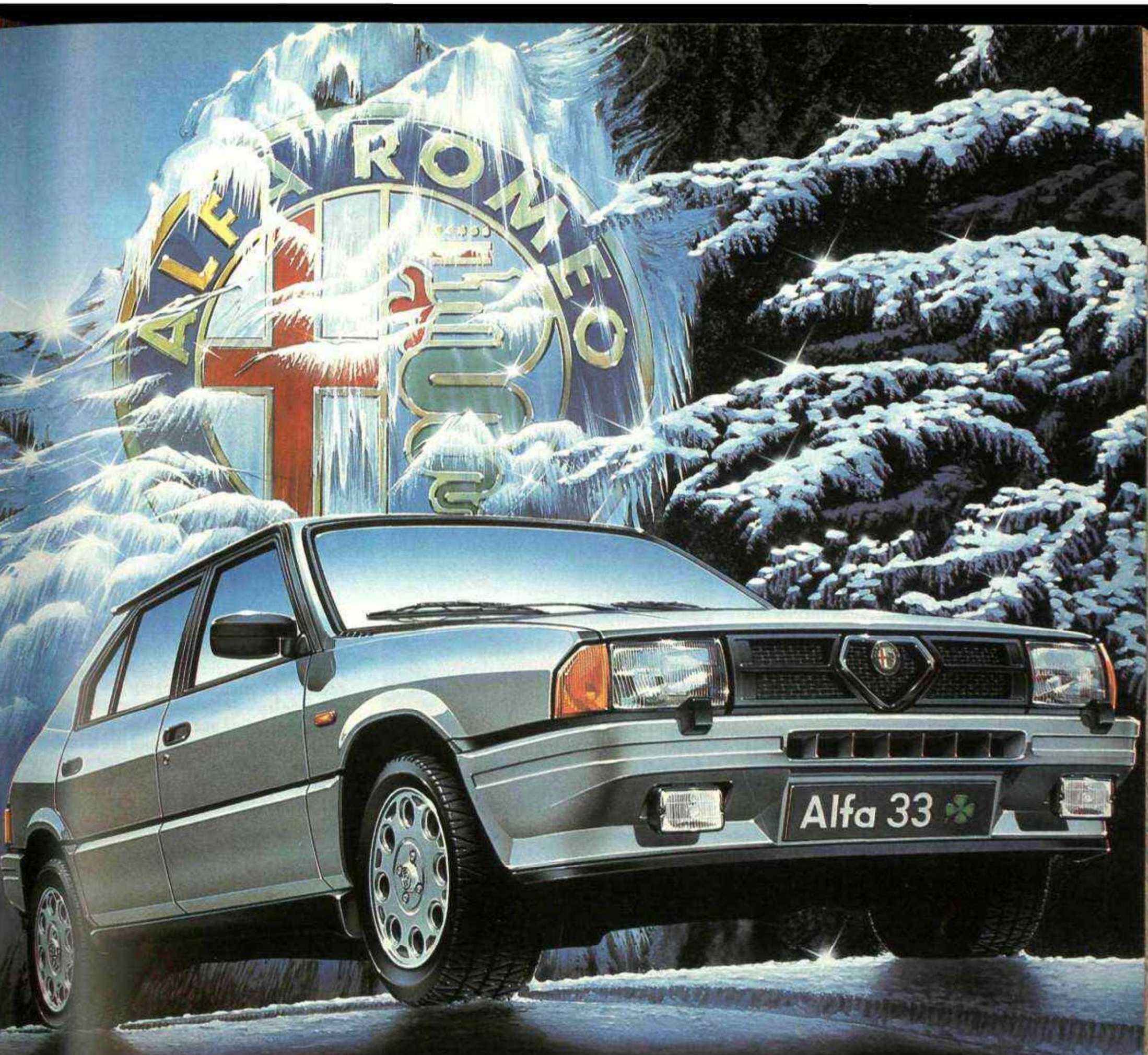
The speed of a large car tends to be deceptive (the Lister always seemed to be travelling 15 mph faster than I imagined) so the brakes have to be able to cope with heavy use; Forward Engineering fit larger ventilated discs at the front, and replace the solid rears with vented ones also, the result being belt-stretching stopping power, accompanied by that slight "tremolo" through the pedal which often goes with vented discs. Several hours' fast driving over twisting A- and B-roads caused no deterioration in this department.

So much for the good news. There is always some of the other sort, and in this case it centres on refinement — and finance. The use of a manual 'box shows up a degree of vibration under acceleration, and the overall noise level is pronounced, though not unpleasant in tone. In fact, having recently been a passenger around Donington in the Forward-prepared XJS racer of Ian Exeter (the E of BLE) I can confirm the similarity of sound. The road-going version needs to be treated like a competition car when changing gear, too: rapid, accurately matched changes are essential as the lever either goes in immediately or not at all. The clutch is heavy and quick, ideal for the country but less so in traffic, although the generous torque reduces the need for gear-changing in any case.

No-one expects a car of this sort to be cheap, but the total cost of a 6.4 conversion could be as much as £15,000 on top of £23,385 for a new XJS HE — that is almost a Lotus Excel or Porsche 944 in addition. Bodywork only totals £800 plus VAT and fitting; the 5.7 V12 (it gives 390 bhp) costs £4,560, the 6.4 another £3,000 extra, plus fitting charges, and then the whole lot has to be painted. . . Nevertheless, the end result must tempt the skilled driver who is considering devoting a great deal of money to his motoring pleasure. A price tag of £38,000 puts it between the Porsche Turbo and the Ferrari and Lamborghini supercars; it is probably more relaxing to drive than the former, and certainly more practical than the latter two. Perhaps the Aston Martin is its soulmate, in which case its price is less daunting, but a 928S is cheaper yet.

As a project for a secondhand XJS, it would be more attainable, of course, and it is the sort of car whose *kudos* is unimpaired by last year's number-plates. Very few cars now offer long-bonneted elegance, and it is a delicious feeling to be able to combine this with sports car gusto. Choosing any car means balancing some very complex equations; and while the Lister Jaguar XJS trades off refinement against sprinting-power, it seems to me that the exchange is no robbery. — G.C.





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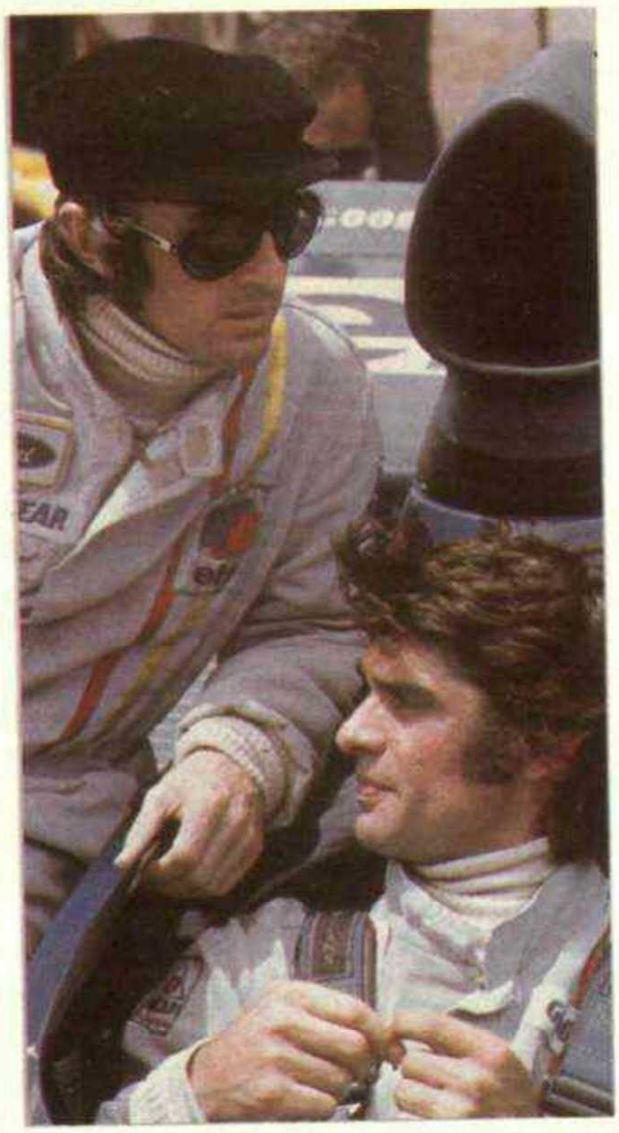
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LOOKING BACK ON

François Cevert

OF all the new drivers who came surging through to prominence on the wave of France's motor racing renaissance in the late sixties, François Cevert, with his film star good looks and delightful personality, was probably the most talented of all. To say that it was only his connections with the influential Elf petroleum company that earned him a place in Ken Tyrrell's Elf-backed Grand Prix team would be to devalue the charismatic Parisien's natural ability and sheer flair behind the wheel. Cevert's reputation had been firmly established in the cut-and-thrust F3 arena long before the spotlight of Formula 1 attention fell upon him and his subsequent performances as Jackie Stewart's team-mate indicated that his place in the Grand Prix firmament was fully justified on merit.

Born on February 25, 1944, Albert François Cevert was the son of a Paris jeweller who strongly disapproved of his son's early predilection for motor racing. An enthusiastic athlete from an early age, François displayed a marked preference for four-wheeled projectiles from the age of 12 or 13 when he used to snatch impromptu drives in the family's cars. Later, whilst doing his compulsory military service, he developed his budding technique by experimenting with the flat-24 cylinder Panhard-engine armoured tanks which, he later reflected, could be worked up to around 80 mph — either running forwards or in reverse! He also remembered that they handled better without their gun turrets, so they were taken off for unofficial races round the barracks at Ravensburg where he was based.



CEVERT with Jackie Stewart, his team-leader and inspiration, above. The last Stewart-Cevert, Tyrrell 1-2 was at the Nurburgring in 1973. Below, Scot leads Frenchman and the rest of the field down through the Hatzenbach forest section with Ronnie Peterson's Lotus 72 leading the pursuit.

All things considered, Cevert had an enjoyable time in the army, much of his 18 month stint being occupied travelling round the country representing his regiment in various sporting events. He was 22 years old when he left the services, walking straight into a major disagreement with his father about whether or not to go into the family business. Keen to try his hand at motor racing, Cevert suggested that he would work in the jewellers if he could have every Friday, Saturday and Sunday free, hardly a commercial proposition his father was likely to accept. Predictably, Cevert Snr. said "No", so François struck out to make a living on his own.

In an attempt to scrape together sufficient funds to make a start in racing, François took to selling records in 1965, a project which he admitted was quite successful and netted him a useful return. Then an advertisement for the Volant Shell competition at the Magny-Cours-based Winfield racing school caught his eye in a motoring magazine and he instantly took the decision to attend, changing his job to that of a woman's fashion sales representative in order to have more convenient working hours during which to attend the school.

The Winfield course was run on scrupulously strict lines, minor transgressions such as over-revving by even a





AT THE WHEEL of his Tecno, Cevert leads Tetsu Ikuzawa's Brabham and Roy Pike's Titan round Silverstone during one of many close-fought F3 internationals during the summer of 1968.

minuscle amount being penalised by disqualification. None the less, from the jostling ranks of bright-eyed new boys all hoping against hope for success, François Cevert emerged as the winner of the coveted 1966 Volant Shell competition. A Formula 3 car was the prize!

At this point, the young Franchman made a major error of judgement. He could have had one of the then-new Matras, but opted instead for an Alpine-Renault which admittedly looked like a good idea at the time, but turned out to be a disaster. He was promised delivery in time for the prestigious, very popular, Pau street race, but it never appeared. Eventually the factory provided him with an updated 1964 chassis with which to mark time while the new car was completed, but Cevert wound up doing the whole season in this old nail because the new car never materialised. Despite unsuccessfully imploring the Dieppe-based team to allow him to prepare the unreliable Renault engine himself, François managed to attract some attention for his hard, forceful driving style. However, in terms of results, the season was an unmitigated disaster with retirements in 16 out of 22 races.

In 1967, Alpine suggested that Cevert drove its works entry, a suggestion which François took a split-second to reject, realising that if he did not make a worthwhile impression in his second F3 season, then any chance of a professional racing career would probably be over. He managed to drum up some sponsorship from a fire extinguisher manufacturer, Sicli, and journeyed to Italy to buy a new Tecno, remembering how convincingly Clay Regazzoni had triumphed at Jarama the previous November. After driving non-stop back from Italy with his new car Cevert set the tone of his '67 season with an impressive début win at Montlhéry, the first in a string of successes that would earn him not only the French F3 Championship, but also Shell backing for a move into Formula 2 the following season.

In view of his heartening experiences with the Tecno in F3, it was perhaps appropriate that he should go with the Italian marque into this more senior category. Partnered initially by Giovanni "Nanni" Galli and later by Clay Regazzoni returning from a brief, unsuccessful foray in the works F2 Ferrari 166s), Cevert high-lighted this season with a finely judged victory at Reims when he popped out of his rivals' slipstreams with perfect timing to beat both Robin Widdows and Piers Courage to the chequered flag by a nose.

Ken Tyrrell takes up the story. "After Servoz jacked it in we had to cast round for a replacement, and as the Crystal Palace F2 international took place the following weekend, I went along with Jackie to have a look at the talent." At the wheel of John Coombs' Brabham BT30, Stewart won the race after Jochen Rindt's Lotus 69 retired, but this success was of only secondary importance compared with the satisfaction of discovering a significant new talent.

For the 1970 season he began as a member of the Tecno team, but his prospects changed dramatically after the sudden retirement of Tyrrell number two Johnny Servoz-Gavin after an accident in practice for the Monaco Grand Prix. The high-living "Servoz" had been recruited into Tyrrell's team as Jackie Stewart's partner at the start of the year, but suffered badly from the slump in fortunes prompted by Ken's enforced use of the cumbersome March 701 rather than the splendid Matra MS80 which had carried the Scot to his first World Championship the previous season. Consumed with self-doubt, Servoz-Gavin came to Tyrrell shortly after failing to qualify at Monaco and confessed that he was not keen to continue: he wanted to retire.

"It has to be said that Stewart told me 'that boy's good' and we signed him up with the approval of Elf who were, quite



SWEEPING through the Thruxton chicane, Cevert's F2 Tecno-BDA on its way to fourth place in the 1971 Easter Monday International meeting. The Frenchman won three major F2 races that season, but lost out to Ronnie Peterson in his quest to win the European Championship.

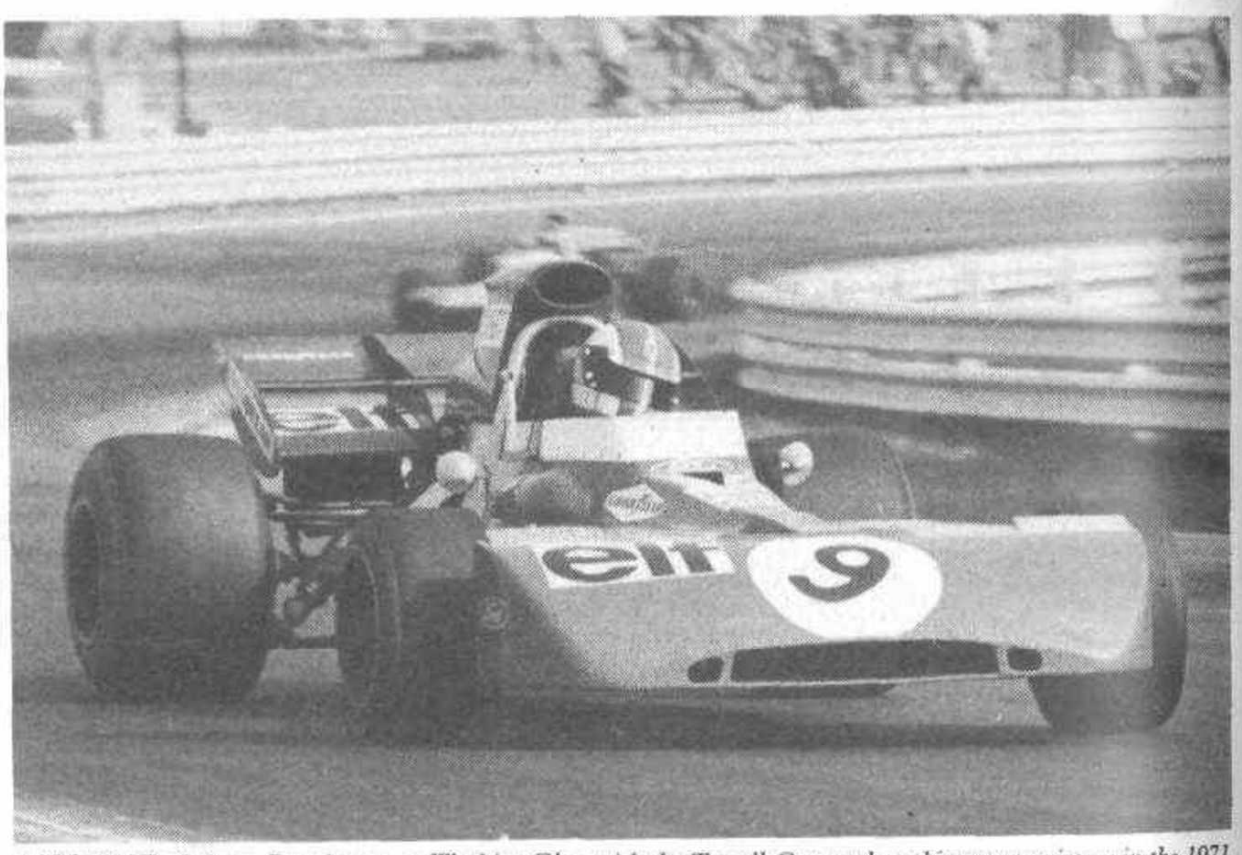
naturally, keen that we should take him on", admits Ken. Cevert made his début with Tyrrell in the Dutch Grand Prix at Zandvoort and, although his raw enthusiasm had to be tempered quite firmly by his team chief at times during the remainder of the year, it seemed that François was significantly less inhibited in his driving of the March 701 than some other more experienced runners who were saddled with the same "uncompetitive" car. He displayed a heartening degree of youthful enthusiasm and generally did not suffer from the same world-weary lack of conviction in the car that Amon and Siffert (admittedly running on Firestones) displayed in the works cars. By the time he appeared for the Canadian Grand Prix at Mont Tremblant, he had developed sufficient gusto to qualify his March fourth behind Stewart's new Tyrrell and the powerful Ferrari 312B1s of Jacky Ickx and Clay Regazzoni.

For the 1971 season, Cevert was given one of the new Tyrrells like that of his team leader and he began to develop a reputation as a worthy supporting driver, eventually finishing a delighted second to Stewart in the French Grand Prix at Paul Ricard. He dovetailed his Formula 1 obligations with a continuing Formula 2 programme for Tecno, using torquey BDA engines developed by the Italian constructor which were powerful enough to have the legs of most of François' opposition. Cevert opened his F2 calendar with a well-judged victory at Hockenheim, but thereafter the ill-handling Tecno chassis meant that he was off the pace at circuits where handling was at a premium, and since the engine often let him down on the faster circuits, his European Championship prospects evaporated and the title fell to the March-mounted Ronnie Peterson.

On the F1 front Cevert's critics would say that his progress was patchy, but he came home a strong second to Stewart at the Nürburgring and rounded off the season on a tremendously high note by winning the United States Grand Prix at Watkins Glen when Stewart faltered. It was sufficient to move him into third place in the World Championship standings behind Stewart and Peterson, so the future seemed very promising indeed.

Unfortunately the 1972 season was a troubled one for Tyrrell. The revitalised Lotus 72 put most of its rivals into the shade and at least part of Stewart's programme was spoiled when the Scot developed a stomach ulcer which caused him to miss the Belgian Grand Prix. The advent of the second generation Tyrrell F1 challenger proved too late to salvage the team's World Championship hopes and, although Stewart stormed back into a position of prominence by rounding off the season with wins at both Mosport Park and Watkins Glen, it was too late to head off Emerson Fittipaldi's successful quest for the World Championship.

One might have expected a driver of



MOMENT of glory. Pressing on at Watkins Glen with the Tyrrell-Cosworth on his way to victory in the 1971 United States Grand Prix.

Cevert's proven calibre to have been casting around for a number one seat in another team by this stage in his career, but the Frenchman relished his position as Stewart's partner at Tyrrell and was clearly sufficiently shrewd to appreciate the long-term benefits of such a position. He continued in 1973 as the Scot's number two — his third successive year in that position.

On a personal level there is no doubt that the two men got on splendidly. "François absolutely idolised Jackie," acknowledges Ken Tyrrell, "he hung on every word he uttered and soaked it all up like a sponge. He had a tremendous regard for Stewart and I feel he loved every minute of his time in the team with him."

Unbeknown to anybody but a secret, select few, by April 1973 Stewart had made his mind up to retire at the end of the season. Although he was still at the peak of his form as a driver, he was tiring of the pressures and determined to quit while still ahead. Stewart finished his career with a third World Championship title, but Cevert was by now increasing in stature with every race that passed. The German Grand Prix at the Nürburgring saw the pair's last convincing 1-2 with the Frenchman following round in the wheel tracks of his Scottish mentor. Stewart was impressed with the way in which François kept up. After the race he privately confided to Tyrrell: "He was quicker than I was today."

The secret plan was for François Cevert to take over as Tyrrell team leader in 1974 once Stewart's retirement had been made public, but fate stepped in and abruptly cancelled those plans at the last race of the 1973 season. Fighting hard for a place on the front row of the grid for the United States GP at Watkins Glen, Cevert's Tyrrell crashed heavily during practice for that event. The Frenchman brushed the guard rail going into the extremely fast Esses, the car was unsettled and catapulted into the wall on the opposite side of the circuit. The enormous impact was not survivable. Tyrrell withdrew his cars from the meeting and the race took place under a sombre cloud of unhappiness at the passing of one of the sport's most personable young ambassadors.

We will never know how François Cevert would have handled the responsibility of leading Elf Team Tyrrell in 1974, and Ken will not even allow himself today, some 12 years after Cevert's death, to speculate how things might have turned out. "I think it is clear that, by the end of 1973, François was a driver of exceptional talent. He was a wonderful bloke, simply wonderful, and absolutely no problem at all to get on with. But we will never know whether he could have risen to the occasion without the spur of Stewart to drive him on. It's very different having to set one's own target rather than going out to match the efforts of a team-mate or rival. But he was a fine driver, of that there is no question."

Out of the cockpit, François Cevert was universally popular and very much a lady's man. "He only had to flicker those huge eyelashes and the women literally began to go wobbly at the knees!" laughs Tyrrell to this day. But his sincere charm and unqualified good manners also ensured that he was highly regarded and respected by his male colleagues as well. All in all, François Cevert seemed to have everything going for him when he embarked on that fateful, final qualifying run in the sunshine at Watkins Glen in October 1973. His countrymen were convinced he would be France's first World Champion, but that was tragically not to be. Notwithstanding ,the efforts of Cevert's successors, France is still waiting for its first title holder! — A.H.

mph. From 10-30 in top gear took only 13 sec, good for a sports car, or 7.4 sec in 3rd gear, 5.0 sec in 2nd gear. The speedometer was found to be commendably accurate and a clutch stop assisted in making rapid changes on the well-designed gearbox. The Brooklands Test Hill was climbed in 14.8 sec, four up in 2nd gear, equal to an average speed of 16.23 mph. This was done with gear ratios of 19.2, 10.62, 7.86 and 4.28 to 1. This Alpine Sports Austro-Daimler was well sprung, its spring leaves having ground surfaces and the rear cantilevers possessing longitudinal ribs to control their lateral movement when cornering. It was on this fine chassis that the celebrated, if little known, 19-100 hp Austro-Daimler was based.

The changes were few. The cylinder bore was increased by 5 mm, to 76 mm, the stroke remaining at 110 mm, to give a capacity of 2,994 cc. In spite of the specification remaining almost identical to that of the 19-70 hp model, with the ohc-and-rockers six-cylinder power unit, the chassis price was nearly double, at £1,050, when announced here for 1927, the open-bodied car being priced at £1,250, while a saloon was listed at £1,325. At the 1926 Olympia Show, on Stand No 21, the 19-100 A-D made its English début as a very rakish red fabric-bodied four-seater with vee-windscreen, disappearing hood and flared mudguards separate from the running boards. This Alpine 19-100, which had non-eared centre-lock hub-caps to its wire wheels, cost £50 more than the ordinary open model. The front friction shock-absorbers were anchored so that their arms acted as brake-torque resisters.

Inevitably the 3-litre Austro-Daimler will be compared to the 3-litre Bentley. The latter, however, had a by-now-dated, long-stroke, four-cylinder 16-valve ohc engine allied to a cone clutch whereas the A-D used a light-alloy six-cylinder 12-valve ohc engine and a plate clutch. Its power output was quoted as 90 bhp at 3,000 rpm, 100 bhp at 4,000 rpm, and 110 bhp at 4,500 rpm, compared to 87 bhp at 3,500 rpm from the most highly developed 3-litre Bentley engine, while the 100 mph and Speed Model Bentleys of 1926, the year of the 19-100 A-D's release, were down by some 15 bhp on A-D's claimed power-output. On the other hand, by the end of the vintage period six 3-litre Bentley drivers, in specially-prepared cars, had lapped Brooklands in excess of 100 mph, but I can trace only one 19-100 hp A-D which accomplished this, as these Austrian cars were used there in sports form. Which is not to belittle the racing merit of the sports car from Wiener-Neustadt . . . Incidentally, in 1927 the Bentley cost £200 less than the more modern A-D, in chassis form.

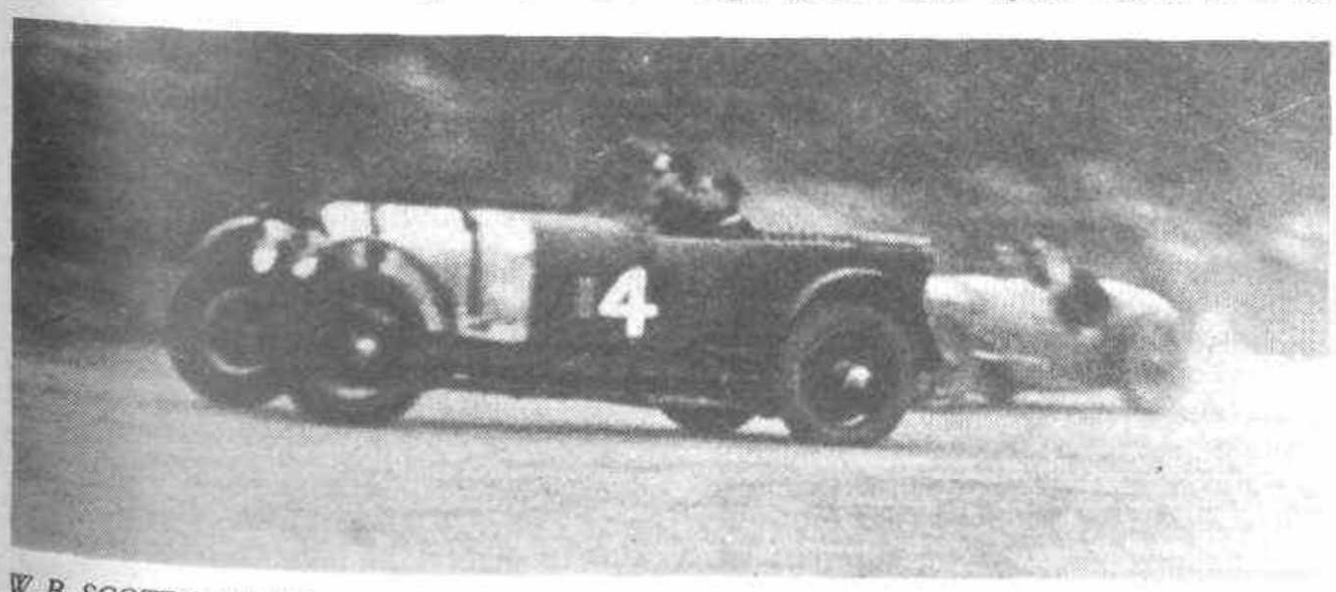
These sports 19-100s had the short chassis, with a wheelbase of fractionally over nine feet, while the vacuum fuel-feed was changed for a pressure-feed to obviate drying-up of the carburetters at sustained high speed. Road speed was said to be guaranteed to exceed 100 mph. This exciting sports car was ready for delivery in England by March 1927, and much interest was aroused when one was seen at the Inter-Varsity hill-climb at Ewelme Down, near Benson that month, where, incidentally, T. G. Moore, then-owner of MOTOR SPORT, drove his 3-litre Bentley.

A driver who regarded this specification as attractive was Philip Turner, motor dealer and racing motor-boat exponent, who raced as "R. Wilson" or "J. Taylor" for domestic or business reasons, his Austro-Daimler being entered by Alan Hess and other gentlemen, presumably to further this disguise. His black four-seater with red chassis made its début at the 1927 Whitsun Brooklands Meeting, when it won the 100 mph Long Handicap on its first appearance, from Densham's Bugatti and Dutoit's 3-litre Bentley, lapping at 93.72 mph. This led to a re-handicap and although Turner improved his lap speed to just under 100 mph, it was to no avail. However, in its third race that day Turner now lapped at just over 100 mph and, in spite of having been put on scratch with a couple of racing Bugattis, the Austro-Daimler won this 90 mph Long Handicap from Oats' OM and Dr Benjafield's Salmson.

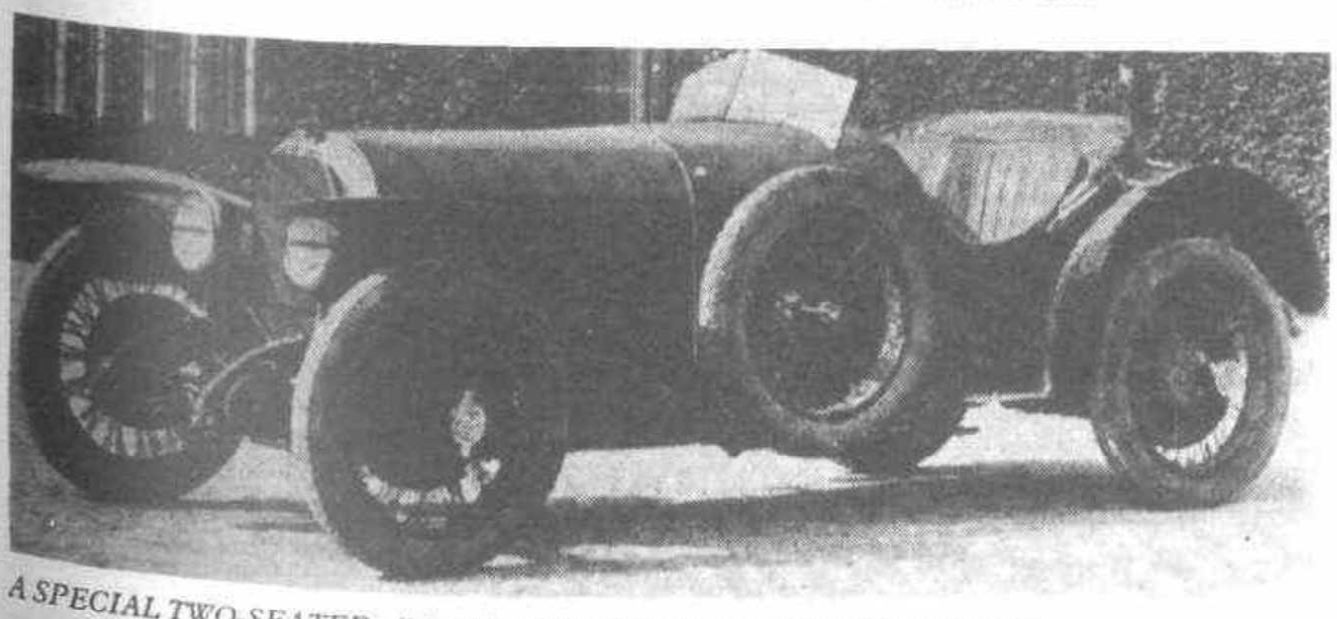
Now appearing as "J. Taylor", Turner's 19-100 stripped A-D ran next in the "*Sporting Life & Sportsman* Brooklands Meeting, rehandicapped when Hess elected not to drive it, but taking second place in the Drivers' Race, beaten only by Malcolm Campbell's 2-litre GP Bugatti. In a later race, rehandicapped and unplaced, the A-D lapped at 105.52 mph, the fastest lap for a 19-100 in a Brooklands race and, incidentally, only 2.75 mph slower than the faster of the two special racing 3-litre Bentleys aforementioned, Froy's streamlined car in the following year. . . .

By 1928 Turner was occupied racing Delage II, but he used his A-D for the longer (150-mile) Surbiton MC Fuel Consumption Sports Car Race, which it won at 72.24 mph, averaging 13.47 mpg, from Viscount Curzon's slower Type 43 Bugatti. Philip Turner also used it for that year's Essex MC Six Hour Sports-Car Race, when it won its class, with Cyril Paul as co-driver, at 68.18 mph. Alas, entered for the Boulogne Cup Race, his elder brother broke the A-D's engine with a hammer to prevent it starting, so that was that. . . .

By this time this handsome, efficient A-D was attracting the interest of other drivers, and Hugh Mason had acquired one. The 19-100 was to score its greatest success in the 1928 RAC TT. The Ulster sports-car contest, the first of the series and a complete innovation, caused enormous interest and for it a team of Austro-Daimlers was entered. F. M. Luther, who imported those twin-cam racing A-Ds through his Beardmore Company, put in Leslie Callingham, the Shell competition rep, in a short-chassis car with aeroscreens behind its



W. B. SCOTT'S 19/100 Austro-Daimler in action over the Brooklands "Mountain" Circuit.



A SPECIAL TWO-SEATER edition of the 19/100 hp ohc six-cylinder Austro-Daimler.

fold-flat windscreen, Turner ran his car, again partnered by Paul, and Mason completed the team with his car. The result was very convincing, Mason's car finishing 3rd overall, at 64.65 mph, Paul in Turner's car 4th overall, at 64.31 mph, and Callingham's 10th overall, at 61.49 mph. So, in this much-publicised race, Austro-Daimler took the coveted Team Prize, along with the *Daily Mail* and Wakefield cups to Mason as entrant and driver of the class-winning 3-litre car. "My car never had its bonnet lifted", proudly declared Mason after the race, but he had to drive it hard to overtake on handicap the only Type 43 Bugatti to finish. The A-D's average speed in this genuine road race lasting for more than six hours was bettered only be Sir Henry Birkin's 4½-litre Bentley, and then by a mere 1.11 mph. The A-D's were 1st, 2nd and 4th in Class D, separated only be the misfiring Bugatti, the other two Type 43s having retired.

Mason also used his A-D to good effect in the Southport sand races, winning several of them and cutting a corner so fiercely in one of them at the end of 1927 that he collided with Jackson's Sunbeam, which skidded round and tore its front axle off, the race having to be stopped.

By 1929 Kenneth Eggar had got hold of one of these useful 19-100 A-Ds. He entered it for the JCC Double-Twelve Hour Race but retired after four hours with engine trouble. (I believe his co-driver was Head, presumably Sammy Davis' usual riding-mechanic.) Eggar concentrated on the longer races, retiring from the BARC Six Hour Race after 88 minutes, with bearing trouble. He even entered for the 1929 TT, with H. Donaldson as co-driver, and for the purely track BRDC 500 Mile Race, but retired from both. W. B. Scott and S. Payn ran an A-D in the 1930 "Double Twelve" but the gasket went after 20 minutes. By now the competition heyday of the A-D in this country was over, although abroad it still did well, notably in the prestigious Alpine Trial. Austro-Daimler then brought out their backbone-chassis, all-independently-sprung ADR model and the 19-100 sports-car was dropped. There was one great swan-song, though, when Hans von Stuck used a light-weight Austro-Daimler to win the 1930 European Hill-Climbing Championship, which included breaking the Shelsley Walsh record with a climb in 42.8 sec, which remained unbroken until Whitney Straight went 1.6 sec faster in the supercharged 2½-litre Maserati in 1933. The car used is thought to have had the 1921 Targa Florio chassis but its 3½-litre engine was developed from that of the 19-100, a car which in its final form gave some 110 bhp.

The 19-100 Austro-Daimler was, of course, essentially a sports-car, emphasised by its best-ever Brooklands' lap being bettered by 3.7 mph by an eight-year-old twin-cam racing car of the same make and engine size. The ADM Austro-Daimler never achieved the acclaim of cars like the Bentley, in this country, but David Scott-Moncrieff has gone on record as saying, of his TT A-D: "I liked it better than any 3-litre Bentley I ever owned, and I have had a good many, including 'Old No 7'. It was faster and I think it handled infinitely better." Today this 3-litre A-D is a forgotten car but Peter Garnier, one-time Sports Editor of *The Autocar*, enjoyed driving his, in later years. If the 19-100 A-D had a weakness this may have lain in the use of a plunger instead of a gear-type oil pump, which could have been the cause of retirements from some races, with well-used cars. But it is certainly a sports car which deserves to be remembered. — W.B.

V-E-V Miscellany. — The Secretary of the Autovia CC seeks help in tracing what became of three Autovia V8-engined Specials, the Bentley Special built by Stephen Mond, using a 2-litre V12 GP Delage chassis and back-axle and front-axle and brakes from a *monoposto* Alfa Romeo, a Special which competed in the Brighton Speed Trials in the 1950s, reputedly based on a 1750 Alfa Romeo, and an Autovia Special (HC-8410) sold by a garage in Eastbourne in 1955 and last taxed in 1963, owned by David Green RN. Letters can be forwarded. To mark the 90th anniversary of J. H. Knight's petrol-driven car being made in Farnham, Surrey, Waverley Borough Council is planning a number of events, which are to include not only recognition of Knight's pioneering but of the local Abbott coachbuilding concern, and, at last, of Mike Hawthorn, who is confusingly called a "Railing Hero" in their handout! The highlight of these celebrations will be the unveiling of a Knight plaque on the appropriate building and a cavalcade of vehicles from 1890 to 1980 through Farnham on May 11th, which will include the Science Museum's Knight car and the ex-Hawthorn 2300 Alfa Romeo from the NMM. Those able to bring vehicles associated with the Hawthorns or Abbotts are asked to contact Farnham Museum (P. Davies or Mrs C. Sacha), 38, West Street, Farnham (0252-29577).

The article on George Abraham has produced many letters, including one from 90-year-old Maurice Greenwood who gained his first medal in the MCC London-Exeter Trial of 1913. He has a photograph taken by Mr Abraham showing his friend W. B. Little riding a Premier motorcycle up Skiddaw. Greenwood and Little both went to Grenoble in 1914 for the FICM Six-Days Trials which the war stopped; they both joined up and Little was made a Lt-Col, and was badly gassed in 1915. Another reader who had just seen a copy of one of Mr Abraham's books published by Methuen in 1913 picked up MOTOR SPORT and read the article on his exploits. He says that in the book's introduction, Mr Abraham praised his 10 hp Alldays as a hill-climbing vehicle and it seems that it may have been this car, in which he first conquered Hardknott. This reader also recommends exploring the Lake District between "the last snow and the first tourists" and intends to explore again this year in his Morgan three-wheeler.

Continuing our theme of why people changed one car for another, Charles Wilson recalls his father owning a number of 3-litre Bentleys. The first was in 1922, a four-seater with its spare wheel on the n/s. This was changed about a year later for another Vickers-bodied 3-litre, which had the spare wheel on the driver's side and because this caused the driver's right arm to get muddy it was replaced with very similar 3-litre with Gurney Nutting body (PP-3274?) which did not throw mud about. Mr Wilson drove all these Bentleys when allowed, until he crashed the last one mildly on a wet road, after which he was banned from using them but was given an ohv Anzani-engined Aero Morgan which was great fun but used to break rockers at 55 mph or over. He had learned to drive on his father's 1919 10/15 Fiat (BH-7264) at the age of about fifteen. Mr David Norton of Chard writes to say he and his brother used to own the Type 37A Bugatti (RPF-761) that Brian Finglass used to have, purchased from L. G. Bachelier for £150 in 1936 and kept until 1937. It was a 2-litre GP, *sans* supercharger, in road trim, in very good condition, and they got an immense amount of fun out of it, driving round the then largely-deserted roads of N. Buckinghamshire, hood down, in leather coats and helmets. The only trouble was reluctant starting in winter after being left idle from Sunday to Saturday, cured by cooking the eight plugs in the oven. This was reputed to be an ex-Campbell Bugatti, which had then gone to Rolls-Royce Ltd for study, run by one of the senior R-R personnel as a fun car, then passed to Bachelier for re-sale. After about 18 months with the Nortons all the roller bearings of the crankshaft disintegrated but Bach was able to install a 2.3 engine, for £50 or thereabouts.

With either engine the car is remembered as good for about 95 mph, de-tuned and in road trim, at some 4,500 rpm. Remarkably, when stationed in Ulster in 1942 David Norton looked out of a window in Portstewart and there was RPF-761. The new owner let him drive it to Portrush and back . . . Today Norton uses a 1938 Alvis Speed 25 dhc in the summer, which he has had since 1953, and a 1948 Mk VI Bentley in the winter, bought in 1963; both cars in mint condition and painted in identical colours.

Entry forms for the *Yeovil CC's* Bristol to Weymouth vintage vehicle run, which takes place on June 9th, are now available from Keith McGee, 38 Kenmor Drive, Yeovil, Somerset, BA21 4BQ (Yeovil 74630). Esso sponsor the Run, which last year had 212 entries. The fee is £4 for a motorcycle, £7 for a car, inclusive of two free teas at the Reception. — W.B.

Out Of The Past

HAVING remarked on how interesting old motor documents from the past can be, Terence Barnes has sent us some pages of old ledgers containing some interesting details of transactions which took place in the Stourbridge area. For instance, in 1910, there are such contrasting sales as TA 25 hp Daimler with dual ignition and special Michelin tyres to Lady Grey of Enville Hall for just less than £500 and a new Ford tourer to a doctor for £196. In 1911 more Fords were disposed of, one to a former Oldsmobile user, for around £155 each, one Goodrich-shod and this trend was evident during 1912, including two to doctors, whereas by 1913 the emphasis was on the 15/20 hp Studebaker, with a 20/25 hp Studebaker for Lady Grey. These cost not very much more than the Model-Ts and in 1914 two Studebaker Fours were sold, one being in part-exchange for a Flanders, another for a Ford, the respective allowances being £80 and £70.

Although the war was now in full operation, in 1916 / 1917 a Studebaker Six landaulette was disposed of, the body costing £140, as was a Studebaker Four van, which first needed a new axle shaft. Reverting to pre-war times, good business was done in Daimlers, of the 20 hp TE and TL type, two in part-exchange for Crossley and Humber cars, half-a-dozen of these Daimlers being sold in 1913, one cabriolet with all-electric lighting to Lady Grey, while in 1914 a TM 20 hp chassis cost the Castle Motor Co of Kidderminster £442, although they got an 11¾% discount. In 1916 a Brierley Hill ironmonger took an 18/22 Maxwell van for £190. Long before this an 11.9 hp Arrol-Johnston had been taken in exchange for a 15 hp Humber and back in 1907 there had been quite a brisk trade in 15 hp Coventry-Humbers, one exchanged for a 7 hp Star, and Sir H. F. Grey bought a 30 hp Beeston-Humber, with landaulette springs so that the body from his old Maudsley could be put on it, £20 then being allowed for this chassis, which eventually went to someone in Malvern for a £10 profit. A 30 hp dual-ignition Beeston-Humber was retained by the garage for its own use, until a 10/15 Humber was offered in exchange, and a gentleman in Hagley part-exchanged his White steam car for a Beeston-Humber, specifying steel-studded rear tyres, hood and screen, and an extra seat. Indeed, sales of Coventry-Humbers were good and many spares were ordered for them. Also in 1907, a 9 hp Star was taken on a doctor's new 7.8 hp Singer two-seater and re-sold without profit and a deal was done on one of these two-cylinder Swifts for another 7.8 hp Singer. Another was sold, along with a gent's coat, and the doctor's car required a back-axle overhaul. Lots of Swifts were sold, including at least seven Swift cyclecars into the war years.

Wading through these old ledgers shows many such deals, for 10/12 and 18/24 hp Swifts, a Smethwick doctor insisting on Biscon tyres on one in 1910 and getting £40 for his old Adams, and between March and August 1910 four twin-cylinder Swifts were sold, one in special colours for an extra 30/-. This trend continued into 1911, doctors again among the customers. Petrol, by the way, was 1/1d a gallon . . . In 1908 there had been some business in fuel and oil, etc with S. F. Edge, before Shelsley Walsh, but mostly it was from then on in numerous Humbers, an interesting entry being that of a 1910 racing 12 hp Humber. From a 1911 28 hp Humber, the 1913 demand was for Humberettes, at £125 each. Petrol now cost 1/8d a gallon. Two buyers exchanged motorcycles for them, a new Rudge and a used Premier sidecar outfit, one an old 8 hp Rover car. At least 33 Humbers seem to have been sold by this Stourbridge garage up to the war, one to a lady. Reading between the lines, those with imagination should be able to bring alive something of the way of motoring life in those days. — W.B.

V-E-V Odds & Ends. — The Sunbeam MCC's 48th Pioneer Run for veteran motorcycles takes place on March 24th, from Epsom Downs to Brighton. Entries have closed. The VMCC has its Racing Section dinner and dance at the Allesley Hotel, Coventry, on February 16th, and the Herefordshire Section its 1st Bromyard-Bangor Run on May 4th/5th. We regret to learn of the deaths of two famous motorcyclists — historian Erwin Tragatsch and Sunbeam rider Eddie Flintoff, who was still riding the Sunbeam he bought new in 1921 in recent competition events. The Bean CC holds its annual Daffodil Run for pre-war cars on April 14th, from Knowle Hill, Berkshire to Bournemouth. SAE for entry forms to R. K. Hickling, 22 Cranbourne Close, Slough, Bucks. The January issue of *The Driving Member*, magazine of the Daimler & Lanchester OC, carried pictures and stories of the great move of Daimler spares from Mason's yard in Edmonton to the store of these valuable spare parts. Pre-war Austins seem to thrive in family ownership. For example, newspaper reports in the current issue of the Austin Ten DC magazine mention an Austin Carlton saloon de luxe which was first registered in Derby in May 1934, later taken over by the owner's son, but laid up in 1956. A grandson has now restored it to celebrate the car's 50th birthday. The other report concerns a 1934 10/4 Lichfield saloon which the original family is still using, at a mileage coming up to 155,000, although the son who took it over in 1960 had to have the engine rebored last year, and at one time a broken front spring had to be repaired with a leaf from an A40, suitably modified. Incidentally, the original handbook quotes a new pair of brake linings at the equivalent of 17½p but the last pair required cost 34p.

The Croydon Airport Society is engaged with the Guardian Royal Exchange Group in their £3-million scheme to restore the original Croydon Airport Terminal Building and Control Tower to provide a museum of aviation history, Croydon Council having given permission for the demolition of "B" hangar and the old Air France hangar having been destroyed by fire. The membership secretary is Mike Marshall (01-643 5013). We wish the project well but cannot help thinking what a help £3 million might have been to the preservation of Brooklands. Through a mention in MOTOR SPORT a member of the 12/50 Alvis Register has made contact with Mrs Vera Boote whose late husband Richard, after commencing in 1924 with a Bleriot-Whippet, had many Alvis cars and drove these and an A7, 2-litre Lagonda, and a Brooklands Riley 9 at Brooklands and in MCC and other trials with considerable success in the 1920s and 1930s, and had owned the Silver Eagle Alvis about which this reader was enquiring.

The Veteran CC's AGM takes place on March 30th, at the RAC in Pall Mall, SW1. Among the prizes to be awarded, and the list is too long to mention them all, are the Lord Trophy to J. E. Tanner (1900 Daimler / 1904 Berliet), the Sears Trophy to E. Everard / F. Parkinson (1914 Ford), the Single-Cylinder Trophy to R. Pickard (1905 De Dion Bouton), the H. O. Duncan Cup to F. Parkinson (1900 Peugeot), the S. F. Edge Cup to Mrs Mieczkowski (1911 Rover), the Shuttleworth Trophy to Mr Long, the AA Cup to Mr Eastmead, the Lanchester Trophy to J. Zimbler (1910 Lanchester), the Coal-Scuttle Trophy to R. Phillips (1911 Renault), the Napier Award to J. Balmford (1914 Napier), the National Benzole Trophy to Mr Scholes, the Blake Memorial Trophy to T. C. Moore (1899 Panhard) and the Overseas Trophy to S. Halsall (1898 Panhard), etc, etc. Pendine Council had intended to hold a rally at the Beach Hotel, by Pendine sands, to commemorate the 100th anniversary of the birth of J. G. Parry Thomas, who was killed at Pendine while driving "Babs" on a LSR attempt there in 1927. They now find that this date came up in 1984, but they are going ahead all the same, if a year late! "Babs" will not be present but other vintage cars are welcome, for hospitality put on by the Brewers, on Easter Saturday April 6th, and Weybrige Museum have promised films and photographs appertaining to Thomas' activities. An sae to J. D. A. Thomas, Tirdail, Nantgaridig, Carms, S. Wales will bring details.

The turn-out for the VSCC assembly near Ledbury on New Year's Day was really remarkable, considering that it was just a local get-together organised by Mark Garfitt, who of course came in his Frazer Nash-BMW 319/55. Almost every desirable kind of vintage car seemed to be present on this cold but bright day, in the yard of the Verzon's Inn, whose proprietor had

contributed a bottle-of-bubbly for the car coming the greatest distance, which turned out to be G. Stephens' 4½-litre M45 Lagonda, from Neath, some 120 miles away. Mostly the assembled vintagery was in fine and presentable order. Morgan three-wheelers abounded, six in all, which cannot be just because Malvern is not far distant, and you could compare them with a modern trike, in the guise of the very smart and professional-looking Buckland. Most kinds of A7, several different types of MG including a blown 3.4, 12/50 Alvises, many Frazer Nashes, an OM, Monica Gray's GN were present and Light-15 Daimler rubbed shoulders with a Model-A Ford. Or, for contrast, how about the 1909 Renault twin and a Ford Eight open tourer?

Add an AC Ace, two Armstrong Siddeleys, Alvis Speed 25 and Firefly, two 3-litre Bentleys, a 30/98 Vauxhall two-seater, five Rolls-Royces, all of different types, a GP Salmson, a couple of Humbers, a nice bullnose Morris tourer, a smart 14/40 Delage, 3½ and 4½ Derby Bentleys, a bevy of Rileys from Monaco to Sprite, a Mk II Aston Martin and a few I must have overlooked, plus some vintage motorcycles, with Moffatt arriving in his stripped Type 35T Bugatti and Roger Collings departing, *to London,* in his stripped-for-racing 60 Mercedes while his family departed in their Speed Six Bentley, and surely this augurs well for vintage motoring in 1985? — W.B.

VINTAGE POSTBAG

The Stanley Cup

Sir,

Thank you for Bill Boddy's article on the Stanley Cup — even though it ended on a note suggesting a road event could not bear comparison with racing. During initial discussions as to the form the Cup should take, it was felt that there was a sufficient / surfeit of racing opportunities, and a dearth of motoring for fun. Ideas of resurrecting the Alpine Trials or a summer Raid to Europe were somewhat dashed by our senior adviser (who would like to claim anonymity), who said: "To some one-make clubs, the mere thought of getting three cars in one piece to the New Forest would be an achievement worthy of club legend."

To cater for such divergencies of opinion, it was decided to have an initial event for fun and charity within the UK and, hopefully, its future events would be determined by the wishes of the competitors themselves. A challenge to all one-make clubs is on its way, and it is hoped there is more resolve about than the New Forest comment might suggest!

Isleworth J. T. ALDINGTON

"The Motor Mountaineer"

Sir,

In the January issue's account of Mr Abraham's hill-climbing adventures, his ascent of Park Rash in 1920 with a Hudson Super Six is suggested as the first successful attempt of that tortuous hillside.

In fact, in March 1915 two light-cars had tackled the climb, namely a 10 hp Singer driven by Eric S. Myers, a Bradford motor dealer, and a much less-frequently-heard-of make, the Batley-built 10 hp JBS, designed by G. K. and E. S. Walker of Mirfield and driven on this occasion by one J. Walker.

At that time Park Rash was considered by many to be the worst public road hill in England (a title to which there were doubtless several other claimants) and although many car drivers had attempted it none appear to have made an earlier clean ascent. In 1914 a Rolls-Royce had managed the climb but only with the aid of men with spades and shovels! Under wintry conditions the little Singer tackled the gradient at speed and swept to the top in most impressive style, particularly bearing in mind the hairpin bends and the wet, rough, loose surface. The latter caught out the JBS, which reached midway then stopped, one wheel spinning and burying itself into the ground. However, once the passenger had alighted, the car slowly but surely reached the top, leaving behind deep furrows in the road. These were probably the first victorious climbs of Park Rash to be publicised. The hill was not surfaced throughout until as recently as 1953.

Stake Fell, mentioned in the write-up of the Speed Model Hillman, had also been successfully climbed by both cars earlier in the day, snow, ice and meltwater adding to the difficulties of the rocky track, and only a frozen snowdrift preventing them from attaining the actual summit, after the steepest sections of the rise had been negotiated without drama.

Liversedge STEVE DICKINSON

[My statement about Mr Abraham's ascent of Park Rush was taken from a contemporary account. — Ed.]

"Motor Ways"

Sir,

I enjoyed your piece on George D. Abraham. I have a copy of "Motor Ways at Home and Abroad" published by Methuen in 1928. There are 32 photographs by the author, most feature vehicles, mainly tantalisingly taken from the rear. This makes identification somewhat difficult, the Summers' 40/50 Rolls-Royce appears in several shots, both with and without disc wheel covers.

Other types identifiable are the Humber, H. E. and Albert mentioned in your article. A mid-twenties open Daimler (RM 3517), a splendid Sunbeam twin-cam 3-litre (UK1560) and M 5520 which appears to be an Edwardian Napier tourer, following a sporting bob-tailed two seater on the Buttertubs Pass. The Summers' 30/98 appears once, storming the very loose surface of Summer Lodge Hill, North Yorkshire, followed by a 4½-litre Bentley in a scene very reminiscent of present-day VSCC Lakeland activities.

The book is well written in the style of the day; cars are never named and seldom mentioned in the text. It would be an interesting exercise to follow the routes of some of these long ago motor travels in an appropriate vehicle.

Abraham comes over as an enthusiastic motorist, very much in favour of the open touring car, although he concedes that the saloon has its uses "for town or business work, or for use between hotels".

Best wishes for 1985 and many thanks for much reading pleasure; long may it continue!

Daventry MIKE HILL

Abraham's Exploits

Sir,

I enjoyed the article "The Motor Mountainer", on the vintage exploits of George Abraham. You have, however, missed out his between the war exploits with Morgan, these being published in *The Motor Cycle* and *Light Car* in 1917, and *The Motor Cycle* in 1926. In the former exploits a Grand Prix Morgan was described as being the first cyclecar to climb Honister Pass from Buttermere.

In 1926 the beauty of the Lake District in snow was the aim of the exploits, and Abraham suggested "those who come north in winter will find Lakeland amenable to exploration under snowy conditions" — this despite nearly sliding under a Leyland 'bus.

Fulwood JAKE ALDERSON

Empty Modern Road

Sir,

Owen John was not unique in meeting only two cars in 13 miles on his cross-country route from Newbury, even in 1923, for we had the same experience on Whit Sunday last when on the same road. We too were going cross-country from Burford to Newbury and were amazed at the almost total lack of traffic and the somnolent villages and on the last 13 miles, from Wantage to Newbury, saw only three cars on the road, although there were one or two outside a pub. It was mid-day and our feeling of unreality was compounded by the innkeeper refusing us a bar snack although we were faced by a silent knot of locals with snacks midway to their mouths. B4494 still seems like a dream.

Farnborough W. A. EMETT

READERS' LETTERS

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

V12 Jaguar v V12 Daimler

Sir,

I am a keen student of zoology and as a consequence of reading Mr D. W. Berry's letter in the January MOTOR SPORT, I thought it might be interesting to quantify the performance claimed for this seemingly remarkable cat (Jaguar) in its resistance to being dislodged from the fireside by a Double-Six Daimler. Results obtained from experiments of an empirical nature and conducted with my own cat have proved inconclusive so I have turned to the Double-Six 50 engine of 1926 for a bench mark.

Since there are no engine performance details published (gentlemen had no need to concern themselves with such things), it has been necessary to make certain assumptions in respect of mechanical and volumetric efficiencies in order to calculate a mean effective pressure of 793kN/m^2 and from which can be derived an estimated brake torque of 360Nm. This torque figure is only 15% less than that of the V12 Jaguar engine mentioned in Mr Berry's letter. In fairness, however, it must be said that the Daimler engine produces some 50% less power for a 1.8-litre increase in swept volume over the Jaguar unit. Nevertheless, the torque characteristics are wholly analogous (within the respective limits of crankshaft speed) and given equality of other factors, the top gear tractive efforts available (using Jaguar E-Type ratios) are 3471N and 4050N for the Daimler and Jaguar respectively. This gives the Daimler engine a relative efficiency of 86% which is quite extraordinary.

Put another way, top gear climbing ability for the two engines would be of the order of 19% and 22% so that neither would have any problem in the Scottish hills. I submit that despite the heat transfer gradients which characterised the double-sleeve-valve engine and the adiabatic / volumetric conditions flowing therefrom and which always served to restrict specific outputs, the Daimler Double-Six engine was a truly remarkable technical accomplishment which, after almost 60 years and the accelerated development afforded by a world war, still proudly stands comparison with anything produced subsequently. And as for the cat — well, this phenomenal feline, in order to trounce Pomeroy's masterpiece fitted in a P-Type 13 ft 7 in wheelbase 2¼ ton limousine chassis (the "worst case" Daimler from a performance point of view), would require a drawbar capacity in excess of 7,000 Newtons in order to maintain its tenancy of the hearthrug. Some moggy!!

Swindon, Wilts DERMOT ELWORTHY

[This letter arises from my query as to whether a modern Jaguar XJ could emulate the 1927 50 hp Daimler Double-Six in climbing Fish Hill out of Broadway in top-gear. — Ed]

From Count Lurani

Bugattis in the Mille Miglia

Sir,

After four weeks spent in lovely Barbados, I came home and only now I have read with great interest your article on the Bugatti Type 43 that was published in MOTOR SPORT of November 1984.

May I add a few remarks? In my opinion the greatest race in which Bugatti Type 43 took part was the second Mille Miglia race in Italy that took place on March 31st and April 1st, 1928. In fact Ettore Bugatti was visited in Molsheim in October 1927 by Count Ajmo Maggi, not only one of the promoters of the Mille Miglia, but also the Bugatti agent for Italy. Count Maggi had also very brilliantly driven Bugatti 35 in various races even winning the Rome GP with one. He persuaded Ettore Bugatti to enter a full team in the 1928 Mille Miglia race.

The cars were Type 43 and I believe that the team of drivers was the strongest one that any first class factory could enter in a race in those years. In fact the three cars were driven by Pietro Bordino, the famous ex-Fiat ace, by Count Brilli Peri, the great amateur driver who had won for Alfa Romeo the World Championship (Grand Prix of Italy) in 1925 at Monza, and by no less than Tazio Nuvolari. Brilli Peri had also led the first Mille Miglia for many hundred miles, and Nuvolari had also finished the same event. Thus these drivers had obviously good experience of this race. The cars were surely the fastest of the lot but not very well suited to the roads which in those years were still in poor conditions. But Bugattis nevertheless had won on the gruelling Targa Florio circuit and thus the 43s were expected to put up a great show. At the beginning they did. In fact at the Bologna control, the three Bugattis were in the lead with Nuvolari (124 km / hr average) Brilli Peri and Bordino.

Brilli Peri went into the lead at Florence having outdriven everyone on his home roads, but in Rome Campari, in the 1,750 cc six-cylinder supercharged Alfa Romeo, was already in the lead with Nuvolari (Bugatti) second at five minutes and Brilli Peri (Bugatti) fourth. Campari / Ramponi won the race. The cars had trouble with oiled plugs and brake shoes that had to be changed. Also heating problems and other small teething troubles slowed the lovely cars. The determination and stamina of the drivers brought all three Bugatti cars at the finish of the race and Brilli Peri finished sixth in the general classement and second in the 3,000 cc class. The Mille Miglia was a most gruelling event and it was great that the "43" all finished. In my book, the "History of the Mille Miglia", there is a good photo of Nuvolari driving the "43" in the 1928 Mille Miglia.

I have also a personal souvenir of the Type 43. In the 1930 "Double 12 Hour" race at Brooklands, where I successfully drove a 1,500 cc Alfa Romeo for F. Stiles' official team, I remember that Lord Howe and Malcolm Campbell drove a "43" and Lord Howe had rear axle trouble on the Railway Straight. He walked to the pit and collected a huge jack for lifting the whole rear end of his car and walked back again and completed repairs. I remember that every lap I found him walking and pushing his jack along the track and every lap we exchanged hearty signs of mutual encouragement. After the race we all met for drinks at Thomson and Taylor's and I (as class winner) was elected Honorary Member of the BRDC on the spot! At 24 I was then one of the youngest members, I believe. Now, at almost 80, I am surely among the oldest!

Count Castelbarco also owned a "43" that in Italy was called "Cannone" (the Cannon). On this car he and me managed to insert two girls and in 1929 we drove from Milan to Bologna and back to see the Mille Miglia passing in that town! . . . But this is another story! . . . Apart from the contents of MOTOR SPORT that are incomparable with those of any other similar magazine, I appreciate the way in which the magazine is put together. Modern publishers have adopted new standards also to impress the readers that often have little time to spare and run through the pages in a hurry. Perhaps, being old fashioned, I prefer the MOTOR SPORT traditional layout and its classic printing.

Thanks also for keeping the old flag flying and thanks for giving me a monthly pleasure.

Milan JOHNNY LURANI

Cooper Correction

Sir,

May I, through your columns, take the opportunity of correcting one background story in my book "Cooper Cars". On page 104 I describe how John Riseley-Prichard's beautiful little *Disco Volante*-styled Cooper-Connaught sports car was written-off by a mechanic on the Dorking-Leatherhead Bypass. I then add that an unfortunate PS to this incident was the fate of the mechanic who subsequently committed suicide (as I

had been told on good authority) by intentionally crashing another customer's Aston Martin DB3S during the Gosport Speed Trials. The owner of the Gosport DB3S has subsequently been in touch with me. My information was wrong (a) because the unfortunate Gosport victim was not the same man who had destroyed the Cooper-Connaught, and (b) because the subsequent inquest into his death returned an "accidental" verdict — despite gossip of suicide at the time. I did not quote names in the book, nor will I here, but I felt I should set the record straight.

Farnham DOUG NYE

Alexis Formula Junior

Sir,

M.L.'s "Formula Junior" article (MOTOR SPORT, January 1985) brought back many memories, but it was not only Merlyn who were spawned by FJ and went on to build a number of cars for a long period thereafter — Alexis did too.

The first FJ, HF 101 made a fleeting appearance in late 1959 but the purchase tax inspector was not far behind, and it had to be hastily exported to America. HF 201 was a vastly superior car — one of the most attractive cars of 1960 — and put in some brave appearances in the hands of Gerry Ashmore, Arthur Mallock and Jack Pitcher, before being acquired by Terry Ogilvie-Hardy, who added a "Ferrari" nose, renamed it Project X, and it became the 1963 Monoposto Formula Champion.

The later, rear engined cars were real challengers to the Lotus domination, and Peter Proctor, particularly, with a first place at Aintree and three second places at Snetterton, the Oulton Park Gold Cup meeting and at Brands Hatch, showed the way. John Ampt, Jacques Maglia, and David Prophet also performed with some success, but the highlight came in 1965 when Paul Hawkins defeated the works Lotus team in the Eifelrennen F2 race. Other F2 and F3 and trials cars followed with David Hobbs (F2), Dick Barker (F3) and Desmond Titterington (HFIII) among the drivers.

The scale of production increased with the mark 14 Russell-Alexis FF; with one of these James Hunt started his career. Other FF, F3, and two F100 sports cars were built over the years, the company, although still in existence, eventually becoming dormant in the late '70s, with perhaps 250 cars having been built by then.

Sadly HF 801, the Eifelrennen car, has disappeared. Denis Kingham raced it in Irish Formula 1600 races in the late '60s and it eventually found its way back to England, *sans* body, as an FF driven by Keith Fletcher in1972. Who was he and what has happened to the car?

Your reference to Geoff Gartside — who also built four Garford sports and trials cars in 1956/7 — also reminds me that only a year or two ago, I visited his workshops near Knaresborough, and the front half of the Cooper "500" Mark 8 frame that had *not* been used for the Garford FJ was still carefully preserved with all suspension and running gear, with a view to eventual restoration.

And what *did* happen to the first British FJ, the Halson — in 1965 it was advertised by "broke owner" M. J. Done at Salfords Garage, Surrey for £250, but what then?

DUNCAN C. P. RABAGLIATI

Wimbledon

BL Defended

Sir,

Reference "Readers Letters" (February 1985) surely Mr S. J. Sheppard should have checked the facts before making statements so damaging to the British Motor Industry. He asks "Why had we, the poor taxpayers, been forced to pay countless millions to keep British Leyland afloat?"

1) Does he not know that British Leyland ceased to exist following a shareholders' meeting on June 13th, 1978 which I attended.

2) Certainly this firm, a normal public company, with shares quoted on the stock exchange, received large government loans to re-equip its factories but Mr Sheppard is obviously not aware that a very high interest rate was paid for these, in fact the taxpayer had a very good return. It is the loyal shareholder who should receive sympathy.

3) His comments do not help to sell the fine range of cars now being produced by Austin-Rover Group Ltd. Did he know that it has been normal practice for motor manufacturers worldwide, including Rolls-Royce, to share or buy out major components, that BMW and Nissan built Austin cars under licence, that Volvo P1800 cars were built in Wolverhampton with bodies from Cowley and that this firm shares engines with Peugeot and Renault? Perhaps, when he sees the Rover 216 with its Austin designed and built engine he will change his mind.

West Lavington F. T. HENRY

Stuart Lewis-Evans

Sir,

I refer to your most interesting article on Stuart Lewis-Evans and would like to comment as follows:

Between 1951 and 1958 (when I left for USA) I acted as a senior paddock marshal for the BRSCC both at Brands Hatch and Crystal Palace. I was an assistant to that greatly respected and probably the most disciplined motor race official of that decade namely Mr Bert Lamkin.

M.L.'s article refers to Stuart's light physique and his determination to offset the same. I can provide proof positive in the following examples.

Firstly on the initial opportunity to drive a F1 car (the Connaught) the cars and drivers were assembling in the paddock prior to the descent into the tunnel. I was marshalling Stuart and he mentioned that he wished that he was seated a little higher and more comfortably.

Parked at the corner of the paddock was my AC Buckland which had detachable seat squabs. I ran over and removed a cushion and Stuart was delighted at the change and felt it contributed to his excellent drive where he overcame all the field except Archie Scott-Brown.

However after the race I immediately walked over to Stuart and found that he was so over-strained that he gladly accepted assistance to get out of the car and leaning over to remove the loose seat was an absolute effort for him. I remember two other occasions immediately following races when even to hold a brief conversation was an absolute effort to him.

Physiologically I know that Stuart received tremendous encouragement from all members of his family. During races I sometimes had the opportunity to watch a few laps from the old Paddock competitors stand alongside Mrs Lewis-Evans and members of her family. Their enthusiasm had to be experienced to thoroughly understand.

Before concluding may I refer to Archie Scott-Brown with whom I sometimes had a mid-day sandwich in the old BRSCC hut. Knowing the extent of Archie's disability I often wonder, had his arm and hand been normal, as to whether he would not have been one of the all time greats.

Finally, are there still members of the original BRSCC Brigade who can recall the last minute (30 seconds) panics when trying to get those four motorcycle type Amal carburetters synchronised on the Butterworth? Thank you also for that most recent interesting article.

Sunningdale DAVID W. GRIFFITHS

Right Attitude

Sir,

I must congratulate you on a very interesting article by M.L. on the demise of the French exotica and the Talbot Lago-America in particular.

M.L. raised the matter of the continental rhd habit. This was a source of wonder to me for years. I assumed that as the vast majority of people are right-handed the gear lever was placed on that side of the car for ergonomic reasons, the centre change being absent from early design thinking. This, however, is not the case with the Lancia Lambda. This car, one of which I owned for 15 years, had centre change from its inception in 1919 but retained rhd. The mystery lived on with me until the summer of last year.

It was nearly midnight and I was standing on the shore of Lake Como. I had come out to check that my 3-litre Bentley was safe for the night to discover a man examining it with obvious interest. We fell into conversation and he proved to be a charming gentleman from Venice with a love of fine cars. As we talked I raised the rhd question.

Strange to tell the reason for the phenomenon lay in the industrial heartland of Britain long before the motor car was invented.

He explained that in the 19th century tramways of English manufacture were installed in Turin and Milan and I believe other Italian cities (except Venice). This gave rise to a rule of the road that required one to drive on the LEFT in towns and cities and on the RIGHT in the country. I can only imagine that we did not think it worthwhile altering the direction of the points as it probably did not occur to export divisions of the tramway manufacturers that this was necessary. Anyway rhd was considered essential if the driver was to avoid the rails with his narrow section BE covers or impact with trams or alighting passengers.

There was a further reason and that was mentioned in M.L.'s article. Apparently it was of advantage to drivers in Alpine regions to be placed on the right-hand side. Having driven my 3-litre over many Alpine passes I can vouch for that. Especially in fog or rain. On the one hand you avoid a plunge into the abyss and on the other the rock face.

My friend of the night explained that the convention was paramount in Italy until the late 1950s and was only stamped out by overt government measures which severely taxed rhd cars. He mentioned that up until that time the wealth of the nation was largely in the north so that is where the cars were sold. It obviously followed that being in the north they had to experience Alpine conditions hence the insistance on rhd.

I realise that this explanation only relates to conditions in Italy, but as all major European car manufacturer nations had Alpine conditions they must have recognised that wealthy customers would wish to drive over the odd pass from time to time and would benefit from rhd.

Perhaps our present day British manufacturers of exotica should exploit this safe advantage instead of bending the knee to the lhd lobby. Our victorious tramway salesman obviously did not lack confidence or conviction that his way was RIGHT.

Thank you for MOTOR SPORT, what would we do without it?

Biddenden, Kent BARRY R. BOWYER

Kit Cars — Another Point of View

Sir,

I am both a keen associate member of the VSCC and the owner of a kit car. The reason for this apparent conflict of interests is quite simply a matter of cost. I am old enough to have driven a number of interesting sporting cars in the 1930s, and would love to own a well preserved Alvis, Lagonda, Riley, and in particular an AV 105 Talbot, but the capital cost of such cars is now prohibitive to all but a select few, and if you do happen to own one and are unlucky to break something, the cost of spares will be very high. So what to do if you want to enjoy your motoring in the vintage style and remain solvent?

The answer is to get hold of a well engineered kit car. After a lot of study I chose the TD model made by NG Cars Ltd and I have been extremely pleased with it. It uses standard MGB mechanicals, fitted to a strong boxed section cruciform chassis, to which is bolted a very good looking GRP 1930s style tourer body, extremely well finished and fitted out.

I have, therefore, got myself a good usable sports car at something like a quarter of the cost of a good authentic vintage model. It is easy to keep in good running order, spares are cheap and in plentiful supply, and above all I can now enjoy my motoring in vintage style without having to worry too much about the cost.

The term kit car is unfortunately regarded by many as something put together from sundry bits and pieces with a large plastic content, as indeed some are, but a select few are very fine cars, and I regard mine as an MG sports special. I have no connection with NG Cars Ltd, I chose their product because it appeared to be superior to others available.

Church Stretton, Salop A. P. FORSTER

BMW 328 in "The Pom"

Sir,

I have long had a considerable affection for the Pom so it was inevitable that I would enjoy your excellent summary in the December issue. However, in reaching your conclusions as to the most successful contenders over the years I believe you have overlooked one very significant point. Until 1979 the cars were divided between standard and modified and only competitors in the former category were eligible to win the Pom. I don't have to tell you that some members own up to modifications more readily than others!

Thus 1979 was the first year that my 328 qualified for the main trophy and it was therefore with particular pleasure that I won it. However in winning the modified class in both 1974 and 1977 I actually scored more points than the winner of the Pom and if I had been able to continue my research back to 1952 no doubt many similar cases would emerge. This is not to detract from the suitability of Type 43 Bugattis and Talbots but I think the gap between them and the 328 would be narrowed considerably if the post-1978 rules had applied throughout.

Swallowfield SIMON PHILLIPS

Rover View

Sir,

I note the recent controversy over whether the new Rover 213 should or should not be called a Rover. To be frank I find the argument purely academic and 10 years too late to boot.

Where the marque is no longer an independent company one will always have arguments as to when the last true model was made. Take Riley for instance — some say only those made by the Riley brothers, some include the RM series, some the Pathfinder and 2.6, some the 1.5 or even the last 4/72, Elf or Kestrel.

With Rovers the last car designed by Rovers as an independent company was the 2000/2200/3500 range. The last vehicle designed by Rovers when part of BL was the Range Rover. The SDI Rover has nothing in common with earlier models other than the engine (which is offered alongside two Triumph engines, one Austin engine and one Italian engine) and the fact that it is badged a Rover is merely the result of a policy decision — it could just as easily have been badged a Triumph.

It has been apparent for years now that BL will stick the badge of any of the marques it owns on any car in order to sell it. Nuffield probably started it and BMC continued it through the 1950s and 1960s. Triumph and MG have been more recent examples and it's now Rover's turn. They have every legal right to do so but to discuss the moral issue it's far, far too late. Look at the bright side — the way BL's market share is dwindling we shall before long perhaps see the Rover name back on the front of pedal cycles!

Taunton R. M. STENNING

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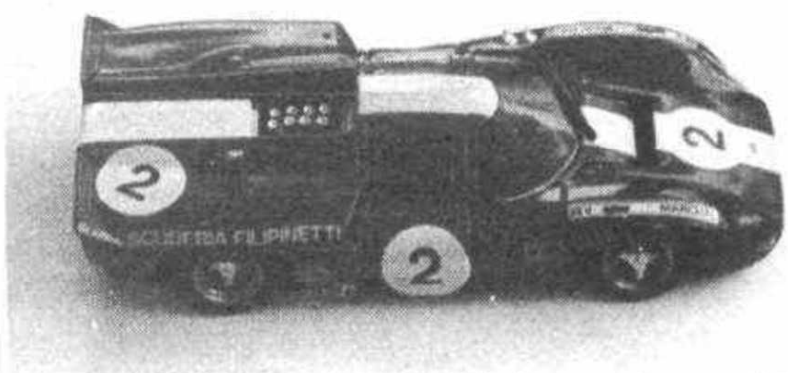
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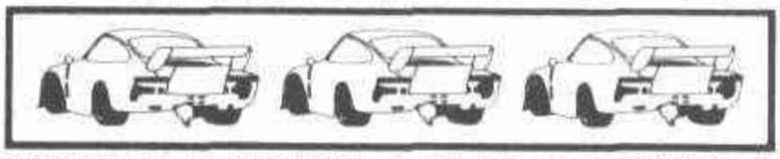
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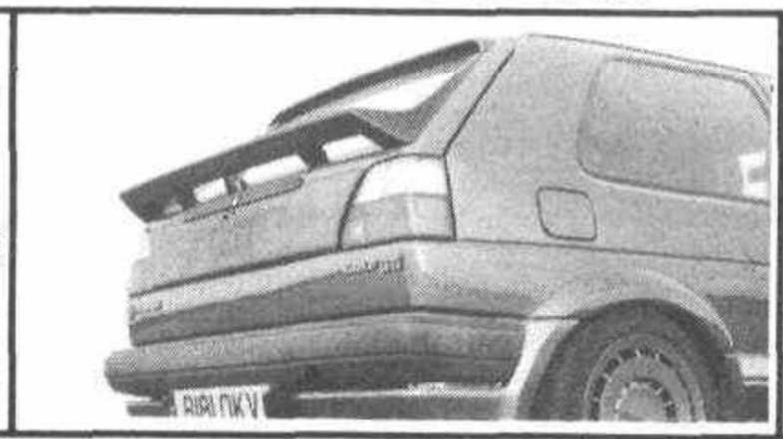
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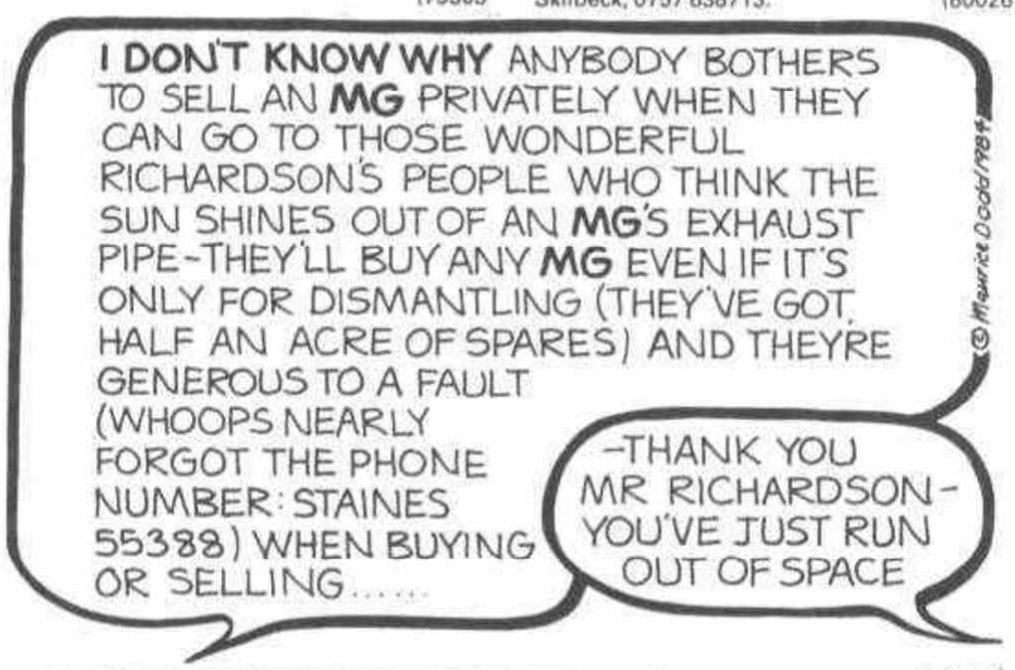
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£8,495. BMW 528i. 1982. Y-Reg. LHD. Polaris silver with anthracite cloth, and "black look", chrome 7" Mahle wheels, P7 tyres, front and rear spoilers, electric sunroof, electric windows, Recaro seats, Pioneer stereo.
£7,995. PORSCHE 924 TURBO. 1980 Model. Metallic onyx with black and white check pasha trim, factory sunroof, radio cassette, etc.
£5,995. SAAB 900 TURBO. Three door 1982. Cirrus white with chocolate velour, sunroof, electric windows, electric mirrors, alloy wheels, five-speed gearbox, radio cassette, etc. History.
£5,995. VW GOLF CABRIOLET GLS. 1982. Metallic red with wine interior, one owner, most attractive.
£5,995. MERCEDES 230C COUPÉ. 1979. V-Reg. Metallic rose with biscuit cloth, central locking, tinted glass, etc.
£5,995. BMW 320. 1982. Metallic opal, five-speed gearbox, factory sunroof, radio cassette, etc.
£5,995. BMW 323i. 1981. Alpine white with pacific cloth, five-speed gearbox, alloy wheels, rear spoiler, tinted glass, radio cassette, etc.
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£5,495. MERCEDES 250 AUTO. 1979. Classic white with tan trim, central locking, tinted glass, radio, etc.
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£4,995. VOLVO 262C COUPÉ. 1979. Rare Bertone two-door coupé, metallic silver with black hide, manual with overdrive, air conditioning, electric windows, alloy wheels, radio cassette, etc.
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£3,995. RENAULT FUEGO 2.0 GTX. 1981. Metallic silver with grey cloth, pas, electric windows, alloy wheels, radio cassette, etc.
£3,695. RENAULT FUEGO 2.0 TX. 1981 model. Metallic blue with pas, radio cassette, alloy wheels, electric windows, etc.
£3,695. BMW 316. 1979. V-Reg. Metallic Reseda green with black cloth, factory sunroof, sports suspension, wide wheels, twin headlamps, tinted glass, radio, one owner, 29,000 miles.
£3,495. BMW 728 Manual. 1978. Metallic arctic blue with grey cloth, factory metal sunroof, twin electric mirrors, central locking, tinted glass, radio cassette.
£2,995. RENAULT FUEGO TS. 1981. Metallic gold with tan cloth trim.
£2,795. ROVER 3500 AUTO. 1980. Black with cinnamon cloth, alloy wheels, electric windows, radio cassette, etc.
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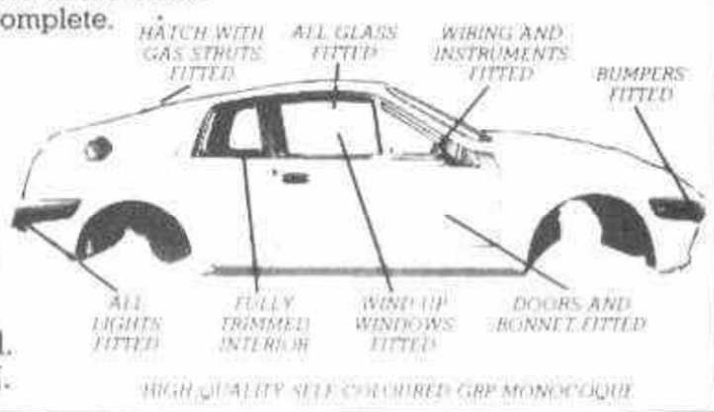


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He had a peculiar manner!!!

Needless to say Tanner did not work for us, leastways, we don't think so! Although **Mark** wears an earring and has got a good collection of hammers! So, starting off this month let me tell you about our cuckoo in the nest, it is a **1934 MG PB in British Racing Green,** one of only 500 made in very good original condition, with its lovely 4-spoke Brooklands steering wheel & quick action filler cap makes it a pleasant change from our usual fare, not unreasonably priced — a mere **£6,950.** Just think what that is in dollars! all you cousins across the water. We continue to be rushed off our feet keeping up with all the interest in new and used **TVR's** and at the moment we have **six new TVR's** and **16 secondhand TVR's.** Choose from the following: **New TVR 350i Convertible, Arctic White,** red *interior,* ***list price. New TVR 280i Con-***



vertible, Mist Blue, list price. New TVR 280i Convertible, silver, 1984 spec, hence **only £13,000 on the road. New TVR 280i fixed head coupé, Ferrari Red,** 1984 model, **only £13,500 on the road. New TVR 350i Convertible, Racing Red,** biscuit trim, **list price. New TVR280i fixed head coupé, Crystal Green,** power assisted steering, **list price.** Needless to say we do not stock a **TVR 390SE,** our bank Manager would not like it, but can offer early delivery on this most rapid of **TVR's.** In the pre-owned department there finds itself a **1984 TVR 280i Convertible, Crystal Green,** power assisted steering, one owner, 13,000 miles, **£10,950. 1983 A TVR 280i Convertible, white,** one owner, 14,000 miles, drives really well, **£10,500. 1983 A TVR 350i Convertible, Crystal Green,** 20,000 miles, one owner, part exchanged for 390 SE, **£11,000. 1983 A TVR 280i Convertible. Ferrari Ice Blue,** one owner, 9,000 miles, exceptional inside and out,

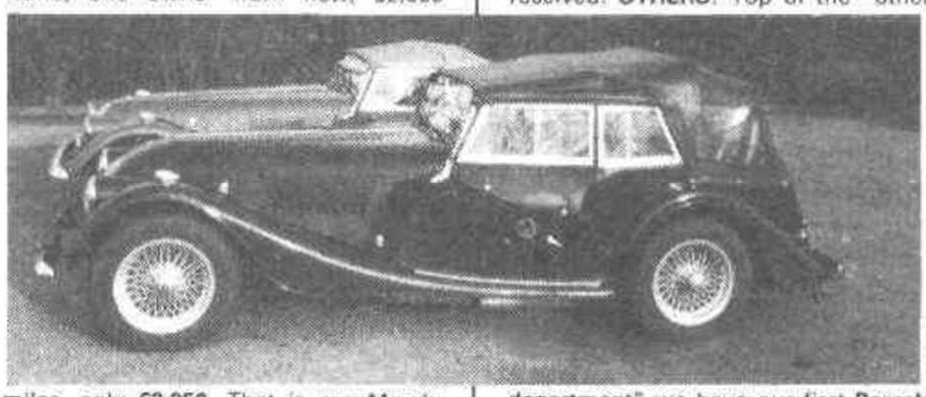


£10,750. 1983 TVR 280i, Convertible, Cosmos Blue, one owner 16,000 miles, well worth **£10,000. 1982 Y, TVR 280i fixed head coupé, Crystal Green,** 26,000 miles, five speed gearbox, sold new by **CJA** at Birmingham Motor Show, **£9,750. 1982 TVR 200, fixed head coupé, Cosmos Blue,** all 200 extras, one owner, 14,000 miles, power assisted steering, supplied and serviced by our good selves, very good in fuel consumption, **£7,500. 1982Y TVR 2+2, British Racing Green,** gold trim, one owner, 24,500 miles, Momo wheels, 2 and 2 halves seater, **£7,950. 1982 TVR 2.8 Convertible, dark blue,** Momo wheels, previously related to TVR's press officer, **£7,950. 1981 TVR 280i Convertible, black** superb condition and very rare being automatic, **£7,950. 1980 W TVR 2.8 Tasmin fixed head coupé, maroon,**





49,000 miles, in excellent condition, **£6,500. 1980 TVR Tasmin, 2.8 Convertible, gold,** Momo wheels, 30,000 miles, **£6,950. 1979 V, TVR 3000S Convertible Turbo, British Racing Green,** P7 tyres on Compomotive wheels, radio cassette, one of only 13 built, **£7,950. 1979 TVR Taimar, Turbo, gold,** brown modelband, radio cassette, sunroof, one of only thirty built, very good performance per £ — **£6,500. 1976 TVR 3000M, Turbo, Black,** white modelband, a real cheap, quick TVR, one of only 20 built, **£4,950. 1978 T, TVR 3000S, Convertible, Bright Red,** black cloth interior, radio cassette, Wolferace wheels, been in one family from new, **£5,250. 1978 T TVR Taimar, burgundy,** oatmeal interior, 27,000 miles, really excellent car, **£4,950. 1976 TVR 3000M, Bright yellow,** black modelband, one owner from new, 52,000



miles, only **£2,950.** That is our March collection of **TVR's,** so without further ado we move on to our alter ego, **"the magnificent Morgan".** Kicking off with **1984 Morgan 4/4 4-seater, Royal Ivory body with nut brown wings,** brown leather interior, wire wheels, luggage rack, +8 spot lights, one owner from new, 3,500 miles, **£11,500. Morgan 4/4 4-seater, 1978 T Imperial Crimson,** wire wheels, reclining seats, one owner, 32,000 miles, a nice example, **£5,950. 1975 Morgan 4/4 4-seater, bright yellow,** wire wheels, brown leather interior, like the curate's egg, good in parts, **£4,950. 1985 Morgan 4/4 2-seater, signal red,** chrome wire wheels, stone leather, alloy body and wings, reclining seats, delivery mileage, small premium on list. **1980 4/4 2-seater, Royal Ivory,** black leather, wire wheels, good sound example, **£5,950.**

1976 Morgan 4/4 2-seater British racing green, wire wheels, brown leather interior, very traditional, **£5,250. 1978 Morgan +8, nut brown,** stone leather interior, 23,000 miles, good sound car, belonged to Morgan Club member, **£7,250.** And that brings us to the end of *the Morgan news. Before we go on to* mention our **Arkley kits** and **odds and ends** we would draw your attention to the photograph of **Cedric Selzer's** beautifully restored **Lotus 24,** to be driven in this year's **Atlantic Computer Championship** by our one and only (Thank Goodness) **Chris Alford** who will once again be flying the **John Britten Racing Team flag** around the circuits of England. Come and cheer him on or better still, contribute some well needed **sponsorship** — all donations gratefully received. **OTHERS:** Top of the "others department" we have our first **Porsche 944, 1982 Y, gold,** ex-AFN demonstrator fitted with cruise control and radio cassette, 52,000 miles, excellent condition, a really lovely driver's car, not expensive at **£11,500. 1982 Fiat X19, metallic red,** 20,000 miles from new, fabulous condition only **£3,950. 1982 VW Golf GTi, bright red,** sunroof, radio, alloy wheels, one owner, good value at **£3,995. Arkley kits** — the present inclement weather conditions are helping the sale of **Arkley kits** and we are steadily running through our latest batch, still only **£390 plus VAT** for large lumps of fibreglass that promise hours of endless fun and amusement after you have met with the almost inevitable prang in your Midget. **After the snows of Febuary and the winds in March lets hope the April showers don't drown us.**







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FOR SALE — continued

LANCIA DELTA, Turbo, Sept, 1984, 4,000 miles, warranty September 1985, full special equipment, sunroof, electric windows, etc, Martini flash. Cost £8,300 accept £6,100. View Manchester or London 061-740 6966 evenings. (80323

MGTD 1952, BRG / beige, stage II tuning, National T Type concours competitor finishing in first ten 1982 and 1983, many spares included. Best offer over £6,500. Tel: 0476 62915. (80324

GTI GOLF 1981, one owner, 48,000 miles, clean and genuine. £3,500. Tel: 0354 54090 day 0354 53204 eve. (80327

BMW 528i, 1981, 5-speed, factory sunroof, tinted glass, twin electric mirrors, radio stereo, current wheels and caps, metallic red, one year MoT, MAA warranty July 1985, 30,000 miles, private sale. £5,795. Tel: 038482 / 3758. (80329

LOTUS ELAN S4 d/h, 1970, good condition, low mileage since full engine rebuild and balance. £3,750. Tel: Henley on Thames 572538. (80328

AUDI 200E W-Reg. Automatic. Superb motor car in black with electric sunroof, central locking and alloy wheels. One owner reluctantly selling. £3,900. Tel: 0734 744456. (80331

TRIUMPH TR3A 1961, black, red interior, wire wheels, overdrive, excellent condition with good weather equipment, long MoT, £3,350. Tel: 061-427 1876 (Plus 4). (80334

MG PB Two seater, 1935, good sound body, dismantled engine, restoration required. £2,750. Tel: 061-427 1876 (Plus 4). (80334

ALFA ROMEO Sprint Veloce, May 1982, 42,000 miles, radio / cassette, new tyres, recent exhaust and brakes, excellent condition, 2 years corrosion warranty remaining. Superb motoring for £2,600. Tel: Beverley (0482) 867097. (80336

1977 DAIMLER DOUBLE 6 coupé, silver grey / black roof, plum interior, fabulous car. £2,950. Also 1977 MGB Roadster, fitted V8 engine, alloy wheels, o/drive, Taxed and tested £3,750. Tel: 0625 522371. (002493

BENTLEY R TYPE Standard Steel saloon, 1953, Tudor over shell grey; new engine, just run in, excellent example, new tyres, exhaust and battery, 90,000 miles. Tel: Woking 04862 62825. (80369

MORGAN 4/4, 2-seater, 1977, brown, aluminium body, chrome w/wheels, 25,000 miles. £5,500. Crawley 30944. (80371

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1947	**Morgan 4/4 Series 1**	**£5,250**
1961	**Triumph TR3A.** Restored	**£3,795**
1927	**Austin 20 Mulliner Sal**	**£5,995**
1931	**Austin Heavy 12/4**	**£5,350**
1924	**Austin 7 Chummy**	**£4,295**
1933	**Austin 7 '65' sports.** Superb	**£4,295**



1933	**Riley 9 Monaco**	**£3,295**
1931	**A.J.S. 9.** Mint original 37,000 miles with 1922 AJS 350 cc Mcycle, 2,000 miles	**pair £5,450**
1931	**Morris Minor.** Excellent, original	**£2,850**
1936	**BSA Scout Sports**	**£4,500**
1935	**Triumph Southern Cross Sports**	**£4,750**
1934	**Singer 9 Le Mans 4 seat**	**£4,650**
1934	**MG PA 2 seat**	**£4,995**
1930	**Singer Junior Tourer**	**£4,250**
1937	**Lincoln Zephyr V12.** Just restored.	

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Corniche Saloon 80 Model, Le Mans Blue, Champagne Hide piped in Blue. One owner. Full history. Stunning example. **£29,950**

Rolls Royce Silver Shadow, '72. Caribbean Blue, Grey hide. Central locking, air conditioned, history. **£8,950**

Silver Cloud III, 64. Magnificent Sand over Sable, Magnolia hide. One owner last 18 years. A truly exceptional example. Low mileage.

Bentley SI Empress Line, Coachbuilt by Hooper. Low mileage, well maintained. Masons Black over Cafe au lait, Beige Hide. Electric windows. An excellent example of this classic design. **£14,750**

Silver Cloud II, Touring Limousine. Design Number SCT 100 by James Young. Finished in Dusk over Dawn Grey with Dark Blue Connolly hide, piped in grey, blue Wilton carpet piped in Grey leather. Electric division, cocktail cabinet, air conditioning. This is probably the most beautiful adaptation of a Silver Cloud and is offered with the unique registration number of "SCT 100". **POA**

Silver Dawn 54, Royal Blue over Shell Grey. Automatic, sunroof, grey hide, extremely attractive. **POA**

Bentley SI Saloon, 57, Sand over Sable with Beige hide. One family owned. 39,000 miles. Almost new appearance. **POA**

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Stutz Blackhawk Mk. VI, Absolutely stunning Acrylic White, Black hide interior, Full Gold plated interior fittings, as-new appearance, only 3,000 miles from new. A rare opportunity to own one of these limited edition exotic coupés. **POA**

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Bristol 412, Convertible, 77, Regal Red, Black hide, hard and soft tops, auto, PAS, air conditioning, cruise, etc, exceptional value. **£8,950**

Daimler SP250 Dart B Spec, Silver, Red Hide, Hard and soft tops, overdrive, 1962. Superb appearance. **£6,750**

Ferrari 365 GT 2+2, 1969. Italian Red, PAS, electric windows and quarter lights. **£11,950**

Jaguar 420G, 68, Midnight Blue, Grey leather, electric windows, auto, PAS, concours, must be seen. **£4,950**

Maserati Khamsin, 77, Racing Red, Champagne leather, 5-speed, PAS, air conditioning, radio / stereo. **£10,950**

Mercedes Benz 220 S Cabriolet, 58, Signal Red, Beige leather, Beige hide, low mileage, the best example available of this beautiful classic four seater drophead. **£15,950**

Mercedes Benz 220S Cabriolet, 58. Powder Blue, Blue leather, recent new Black hood. **£9,950**

Mercedes Benz 280 SL, 68. Silver, black interior, auto, PAS, hard and soft tops, radio / stereo. **£6,950**

Cadillac Eldorado Convertible, 71, 27,000 miles, magnificent black, White leather, Whitewall tyres, power everything, cannot be over described. **POA**

Volkswagen Beetle Convertible, 74. White, Black interior, alloy wheels, superb appearance, left hand drive. **£4,950**

Porsche 911 SC Sport Coupe '79 model. Oak Green metallic, Black pasha trim. Electric sunroof, radio / stereo P7s. **£10,950**

Porsche 930 Turbo 3.3 1980. Grand Prix White, Martini stripes, electric sunroof, air conditioned. **£19,950**

Ford Model T Landaulette 1918. Black, deep buttoned interior, very unusual coachwork. Extremely attractive. **POA**



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LOTUS ELAN 2+2 Cabriolet, sunburst red, oatmeal trim, 38,000 miles, new tyres, water pump, immaculate, owner last four years. £5,990. Tel: Whitehaven, Cumbria. 63197 evenings. (80375

BMW 3.0 CSI excellent condition 1973, 59,000 miles, any inspection, MoT Sept. Offers. Tel: Dumfries (0387) 55469 (evenings). (80376

JAGUAR MK II 3.4, 1967, manual, o/drive, black, red upholstery, new chrome w/wheels, recent expensive overhaul and refurbishment. £4,250. Tel: 051 924 9427. (80378

COOPER S 1275 Mk. 1, 1967, red / black roof, Webasto, Dunlop alloys, twin tanks, superb original example. £2,495. Tel: (09327) 86819. (80379

MORGAN 4/4, Green, 4 seater, '81, one owner, brown leather interior, excellent. £7,750 ono. Tel: Weybridge 49066. (80380

MERCEDES 280 SL 1971, automatic, pas, soft and hard tops, new tyres, service history, garaged all its life. 2 owners, top condition, good price wanted, private sale. Tel: 07357 2060 after 6 pm or weekends. (80381

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FOR SALE — continued

8th AUCTION of Veteran, Vintage and Classic Cars at the 6th Bristol Classic Car Show. Bristol Exhibition Centre 23rd-24th March 1985. Auction 1pm Sunday 24th, entries still being accepted. Send £2.50 for catalogue. Full details and forms from Classic Motor Auctions. Tel: Bristol 0272 650465 / 650415. (80459

RILEY 12/4, 1935, fabric bodied four seater, special hood and toneau, pre-select, very reliable, VSCC competitor 1983/4. Ready for season, £4,500. Tel: 01-439 0120 (office), 01-794 9791 (home). (80457

ALFASUD 1.5Ti, 1979, MoT Oct, nice body, Waxoyled, partly overhauled, cheap at £750. Tel: 051-427 2547. (80456

ROLLS ROYCE Phantom V, 1960, James Young Touring Limousine, midnight blue over black, elegantly equipped with side-facing occasionals, full service history, concours winning car. Tel: Bristol 575646. (80455

1928 AUSTIN 7 Chummy Tourer, immaculate, reliable, great fun, with fitted child seat if required! New hood, side-screens, tyres, etc, taxed, new MoT, drive away, £3,750. Butler. Tel: 0865 248607 (office), 08675 2288 (home), Oxford. (80452

ALFA ROMEO GT Junior, 1975, 4-headlamp model now fitted with 1750 engine, long MoT, many new parts, £800. Tel: Coventry 306060 (weekday eves). (80451

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BENTLEY 4½-LITRE, 1929, Le Mans body by Townsend, full details and photographs on request, can be viewed in Bedfordshire, by appointment. Offers invited before 18th March. Tel: 0480 212111 mornings, 0767 314408 evenings. (80448

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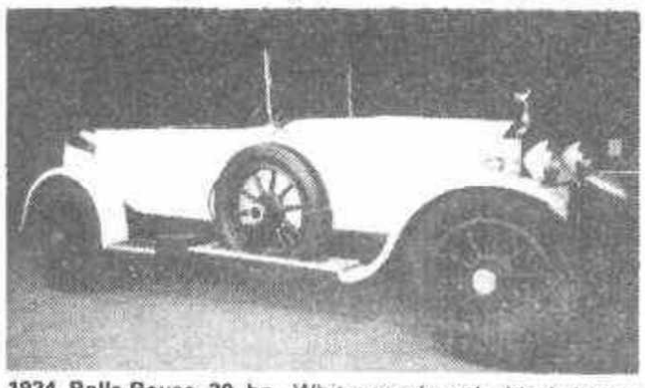
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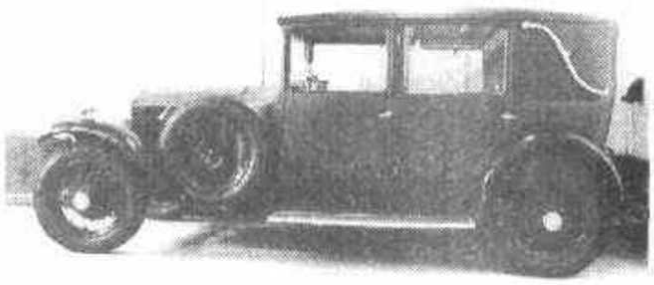
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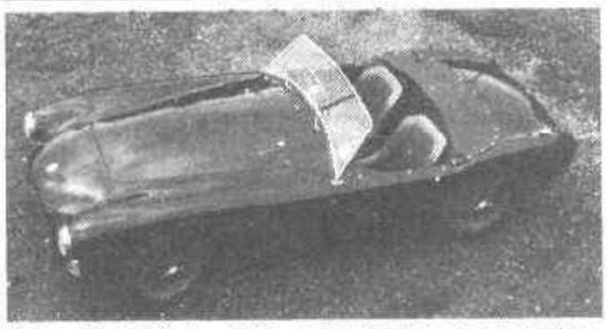
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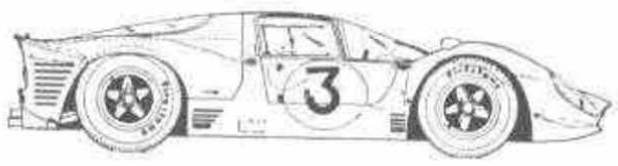
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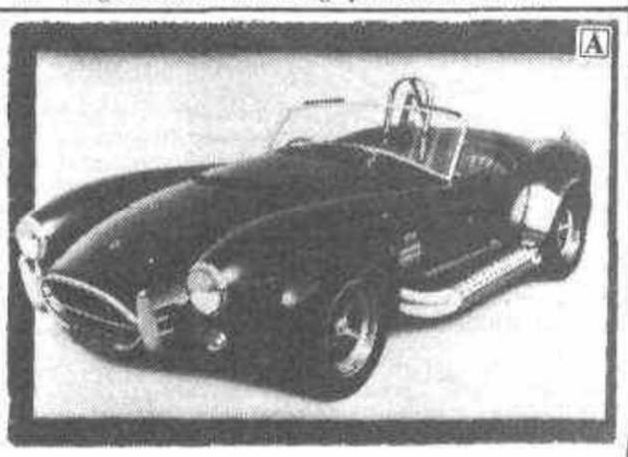


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EVENTS — continued

8TH AUCTION of veteran, vintage and classic cars at the 6th Bristol Classic Car Show, Bristol Exhibition Centre March 23rd-24th 1985. Auction 1 pm Sunday 24th. Entries still being accepted. Send £2.50 for catalogue. Full details and forms from Classic Motors Auctions. Tel: Bristol 0272 650465 / 650415. (80495
THE BUXTON AUTOJUMBLE. Sunday, March 3rd 1985, at the Pavilion Gardens, Buxton, Derbyshire. 10 am-5 pm. (Also Sunday November 10th 1985). Stall details: C. M. Smith. Tel: 05432 23922 / 53508. (77403
THE CHESTER AUTOJUMBLE. Saturday, March 30th 1985, at the Northgate Arena, Chester, 10 am — 5 pm. (Also Saturday, November 23rd 1985). Details: C. M. Smith. Tel: 05432 23922 / 53508. (77403
FORMBY AUTOJUMBLE, Saturday March 16th at Formby High School, Freshfield Road, Formby. For stall details. Tel: Southport 214412. (78065
SEVEN SPRINGS Pageant of Motoring Hall Place, Leigh, Kent, on Sunday 12th May, 1985. Cars and motorcycles up to 1960 invited. Autojumble and trade stands available. Write or phone for entry form — Ken Jenner, Great Sheephurst Farm, Marden, Kent. Tel: Collier Street 254. (78440
BOLTON AUTOJUMBLE, Saturday March 9th, Sports Centre, Silverwell Street, Bolton. The best for bike bits, car bits also. (79071
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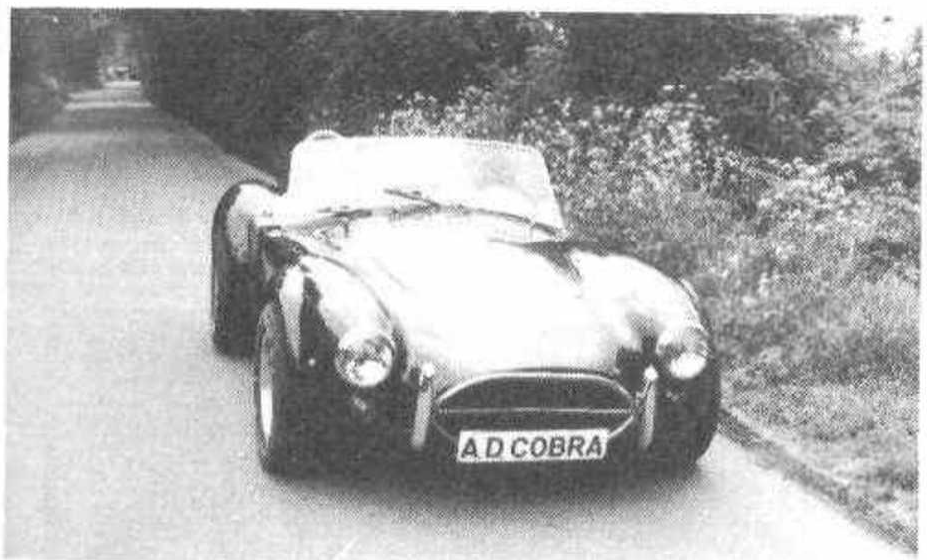
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THE NEW Jaguar Club, Jaguar enthusiast club, are organising a race series called classic cats drivers challenge based on the pre 1968 saloon formula, the first race of eight during the season being held at Thruxton on the 10th March. All those interested in taking part of supporting the series please contact Simon Clifton, Maidenhead Berks (0628) 26201. Daytime or write to him at 30/32 Queen Street, Maidenhead, Berks S26 1JD. (79094
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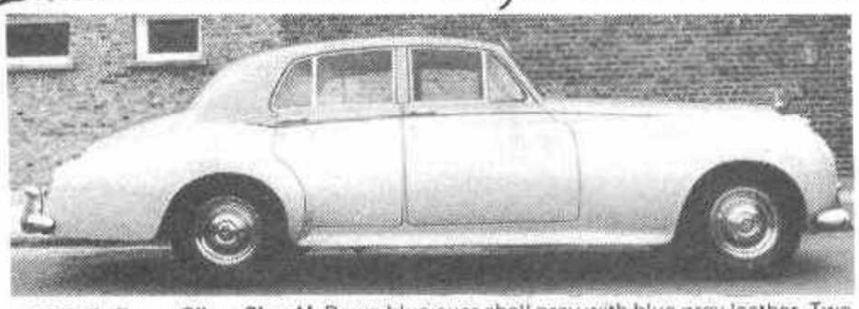
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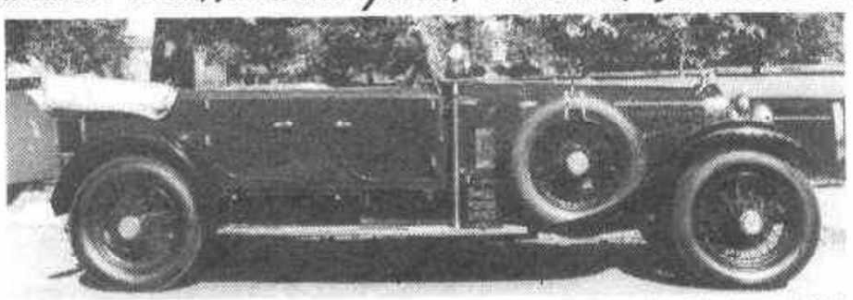
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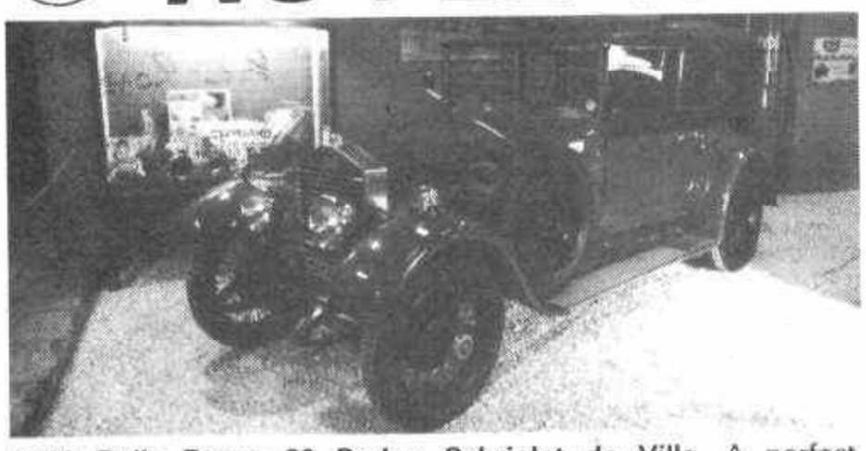
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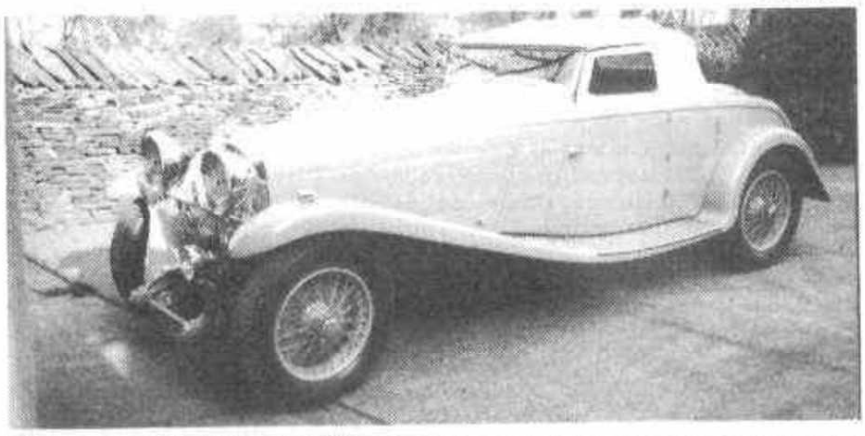
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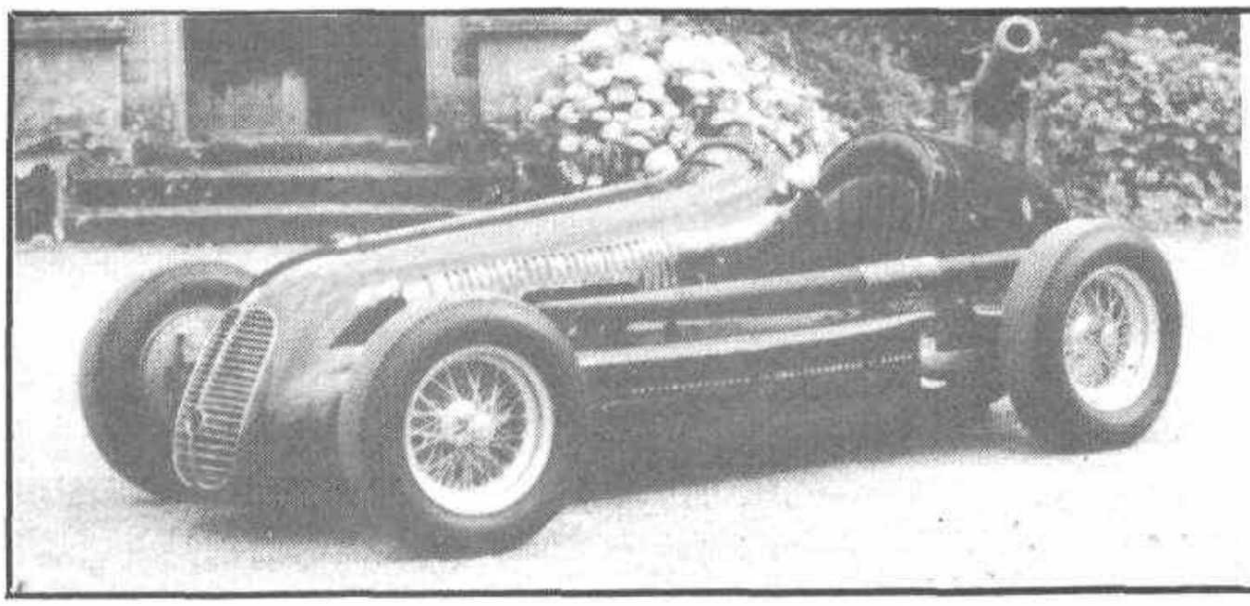


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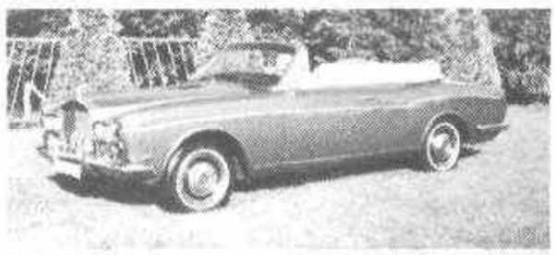
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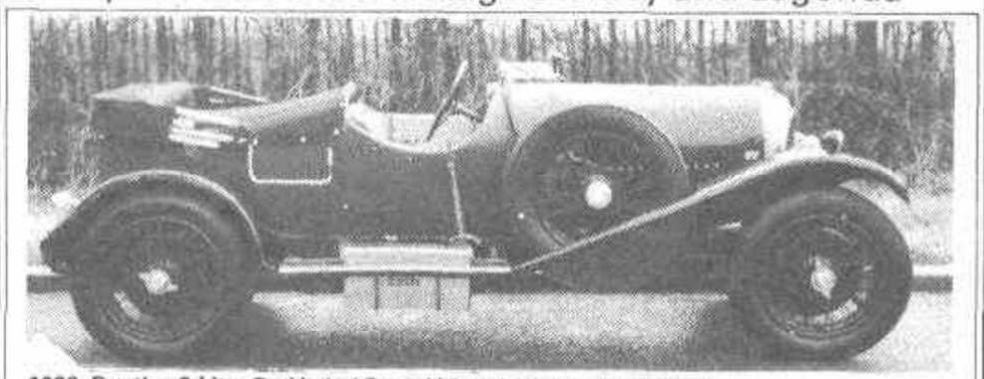
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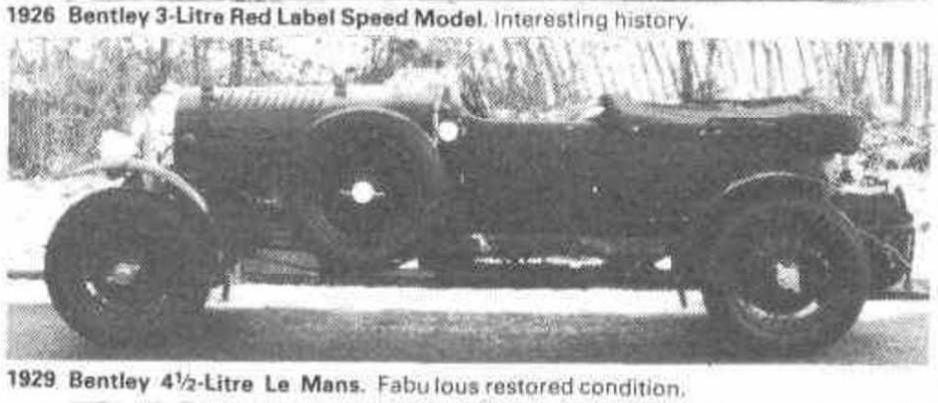
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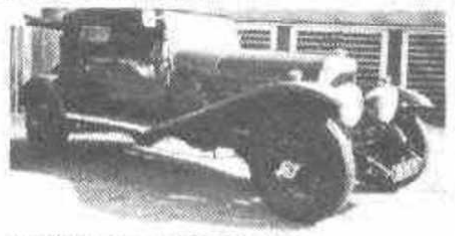
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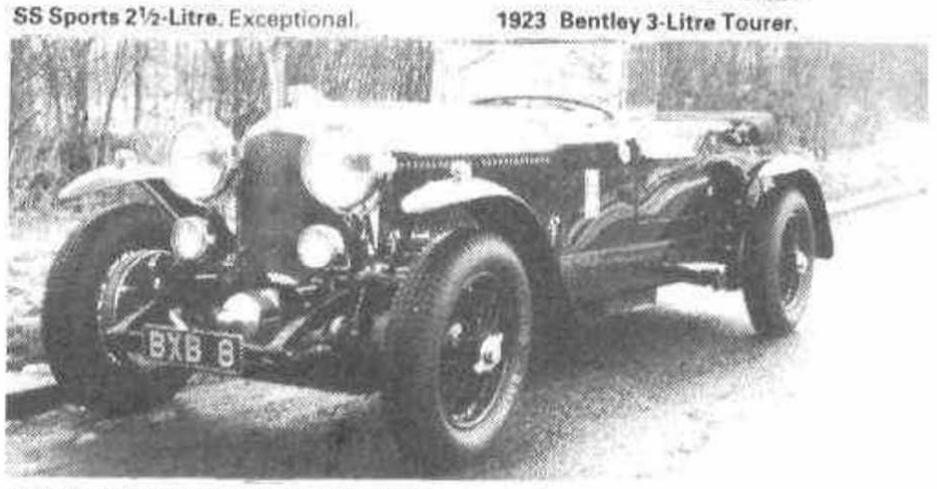
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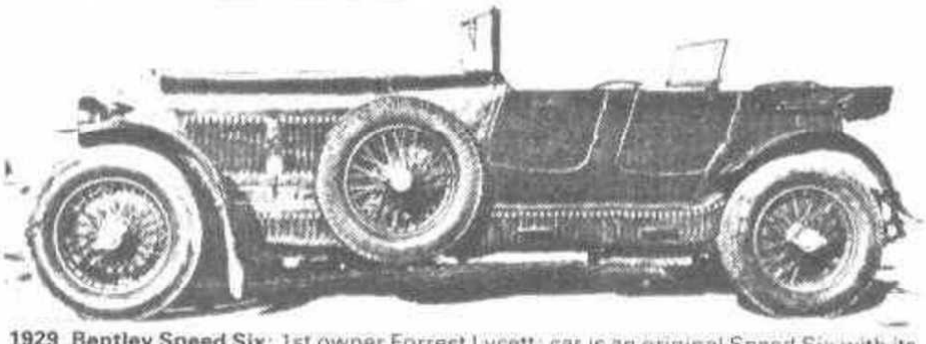
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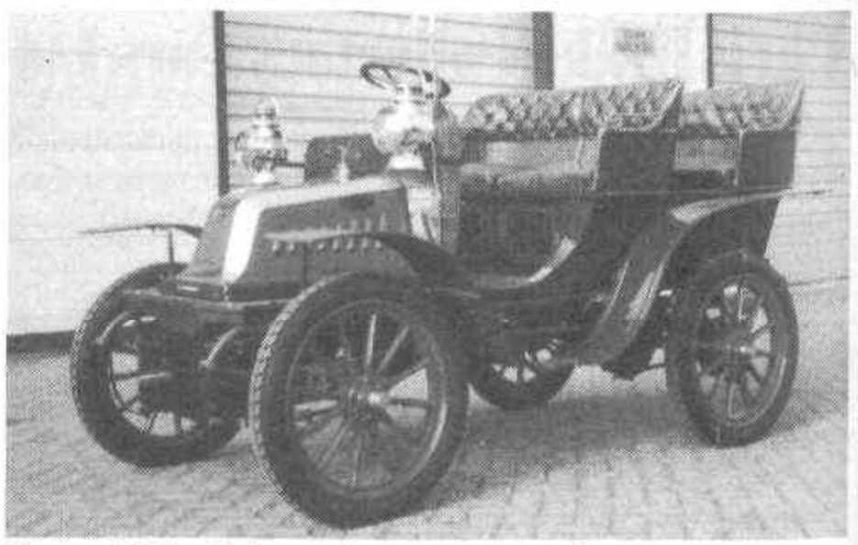


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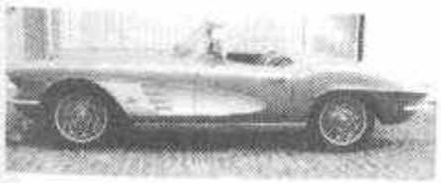
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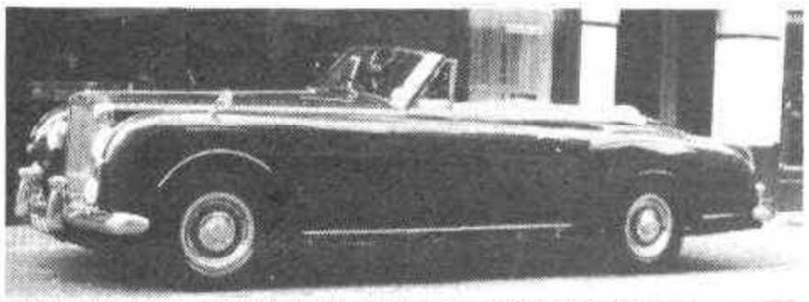
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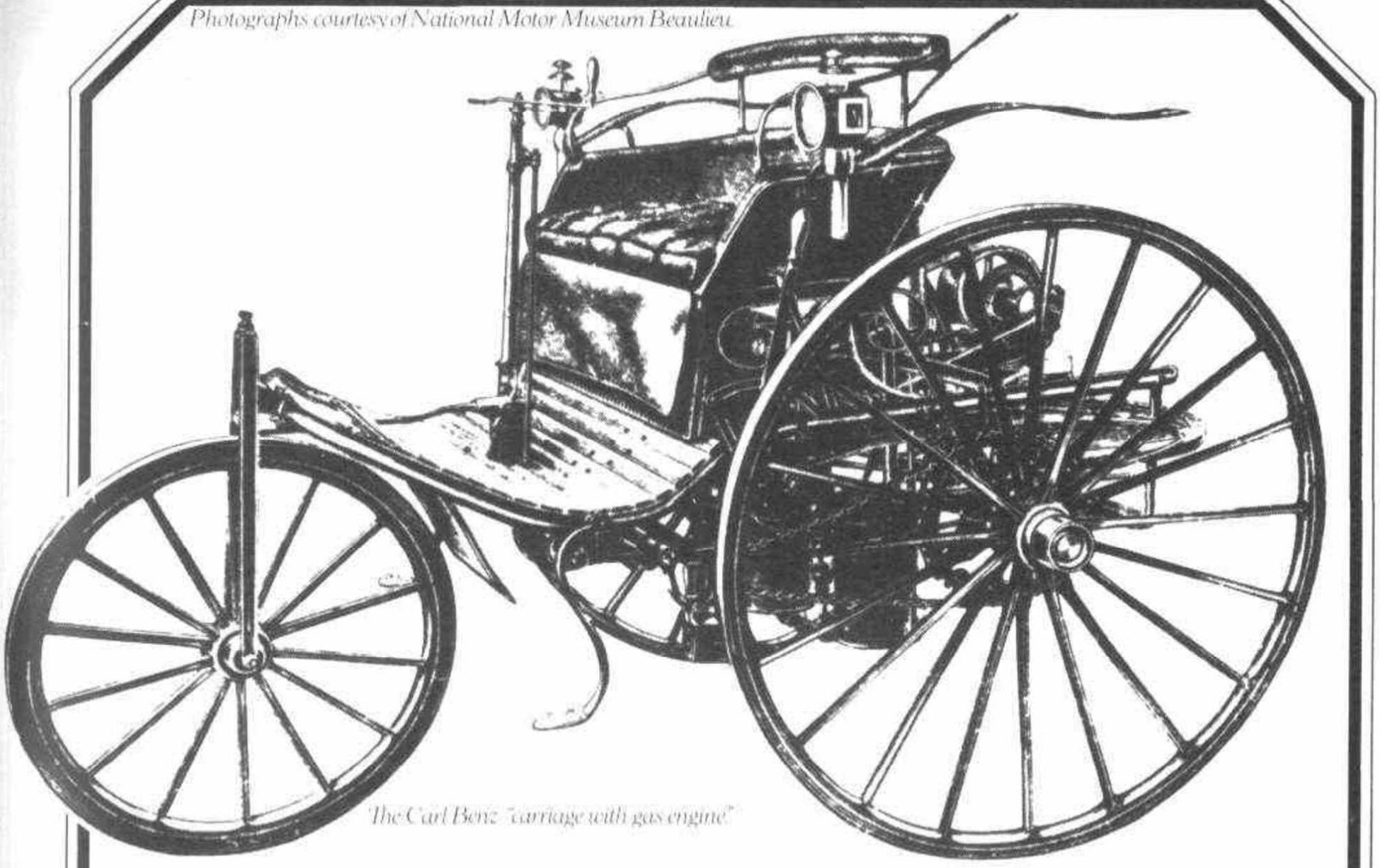
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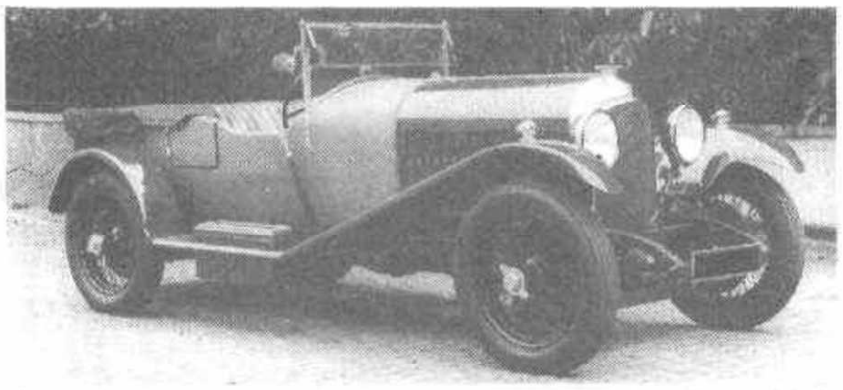
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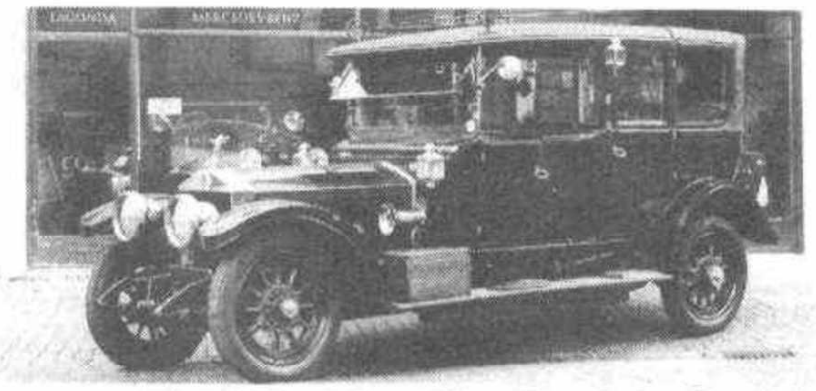
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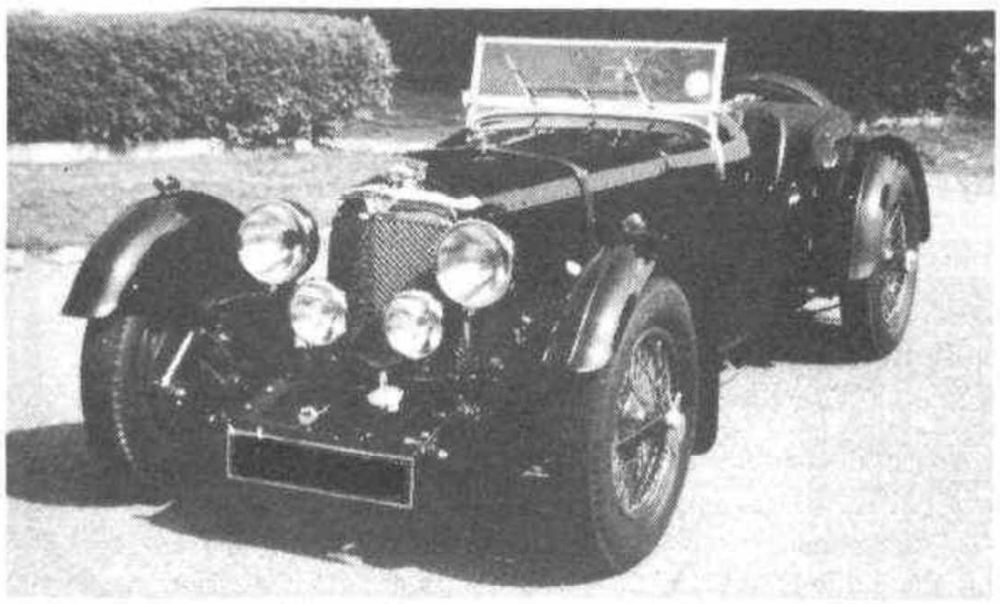
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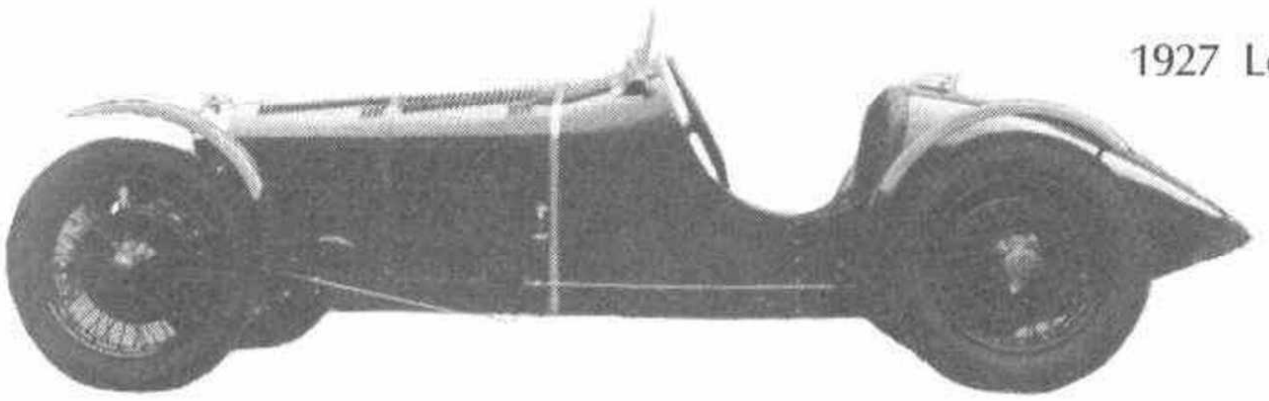
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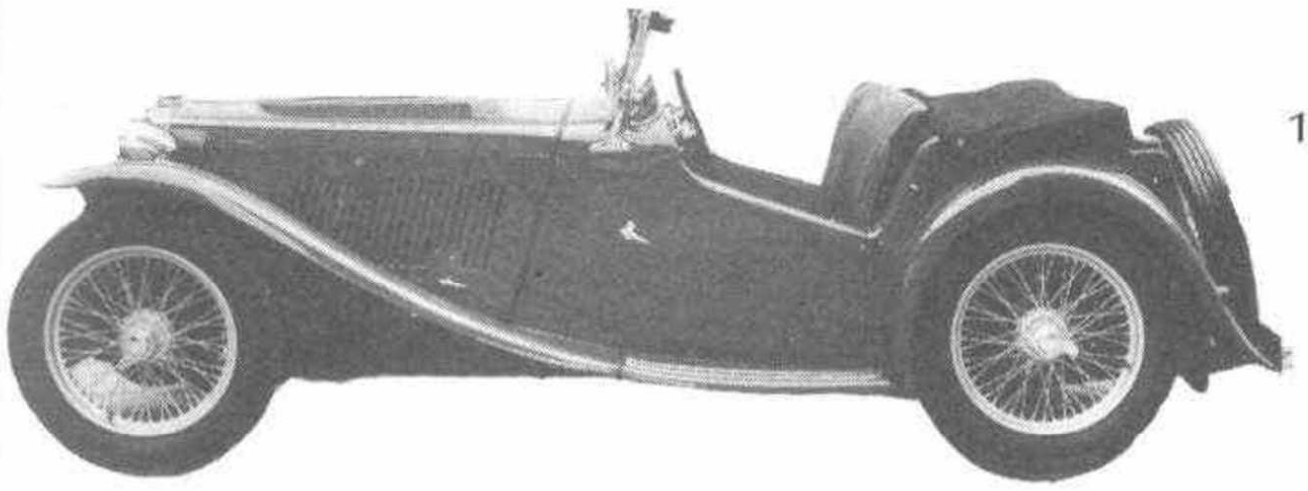


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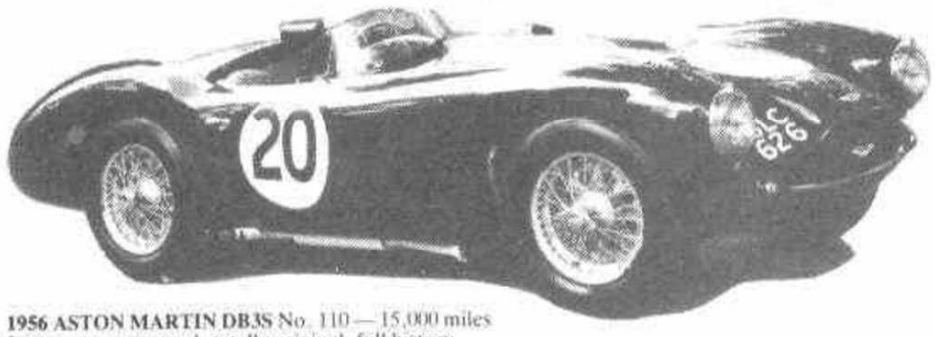


1948 MG TC

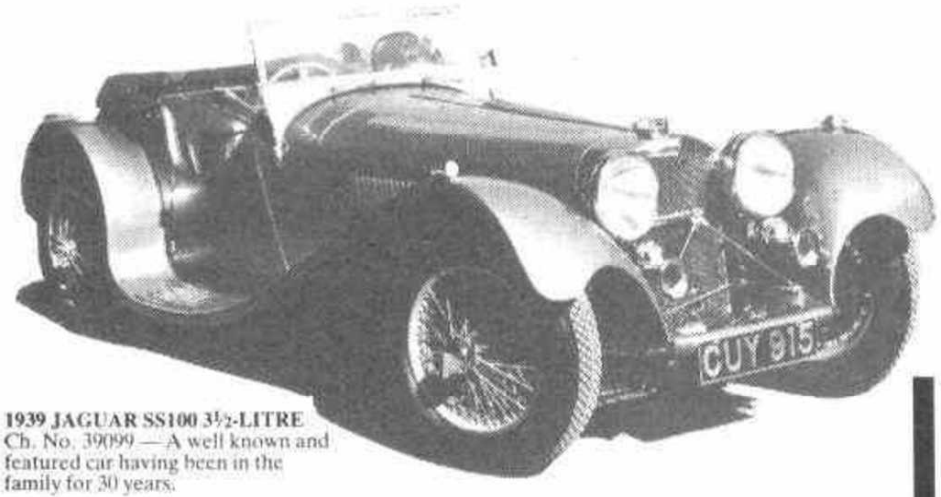
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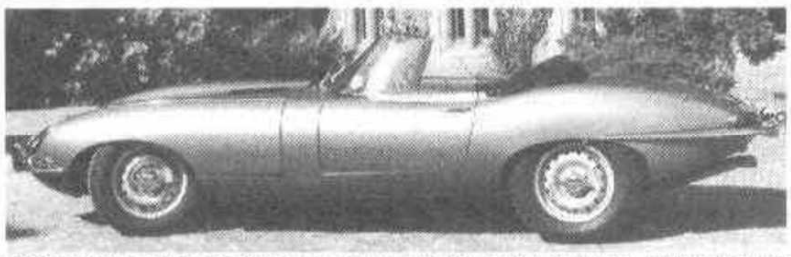
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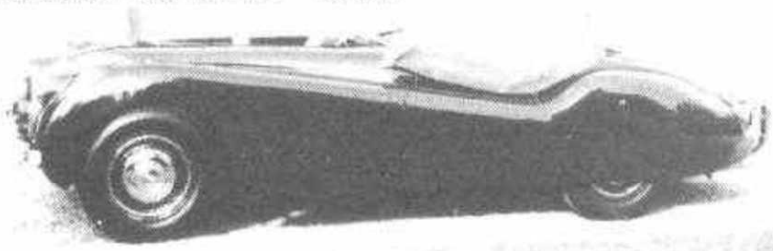
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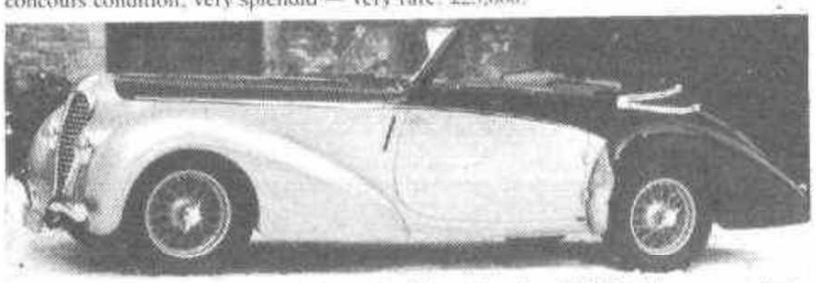
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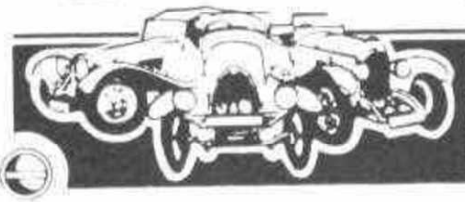


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Rolls-Royce Corniche Convertible, 1978

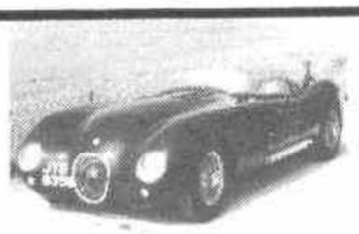
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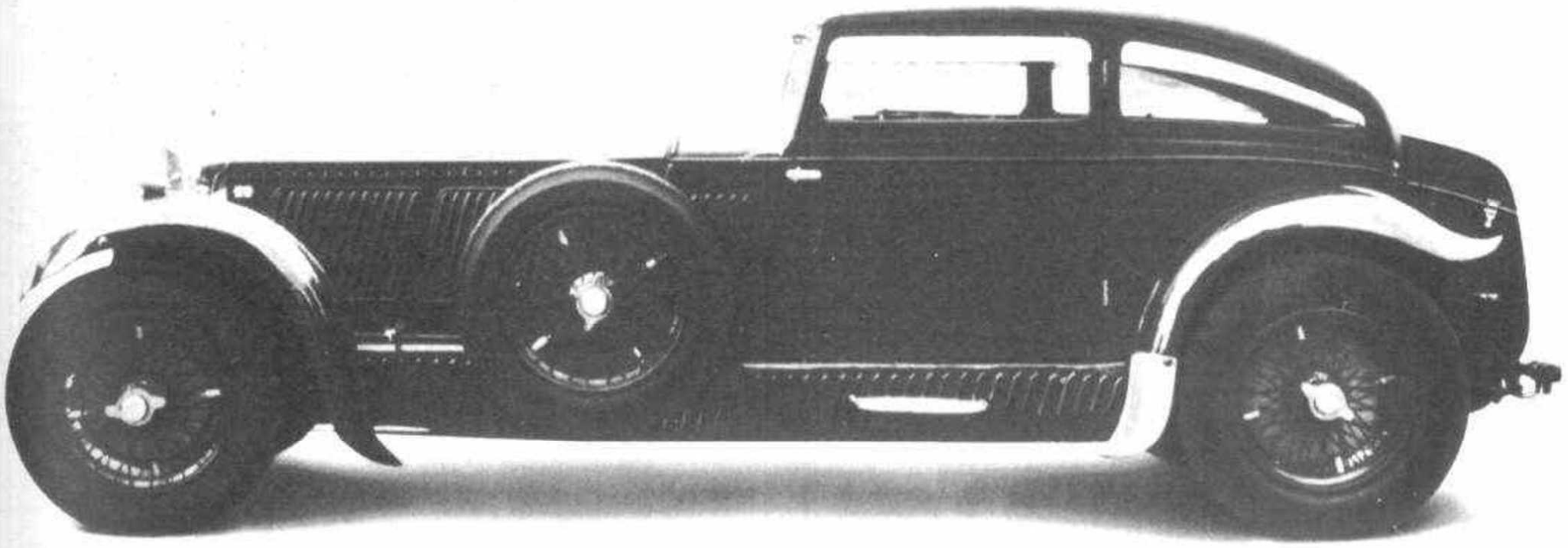


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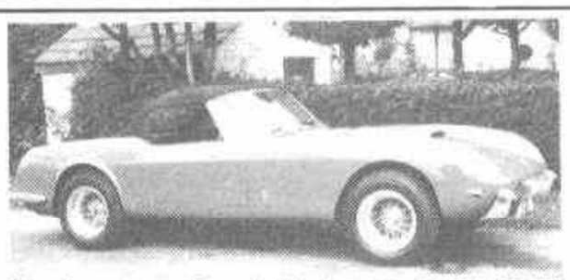
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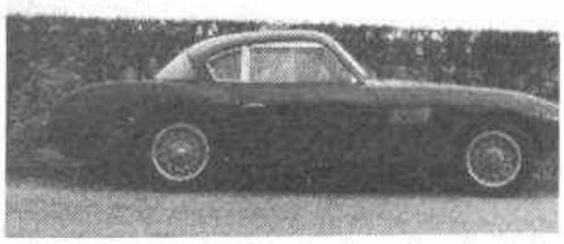
1965 FERRARI 275GTB. Chassis no. 7173. Short nose, six carb model, Borranis etc.



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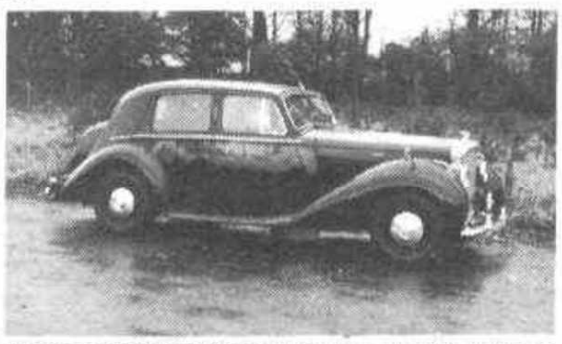
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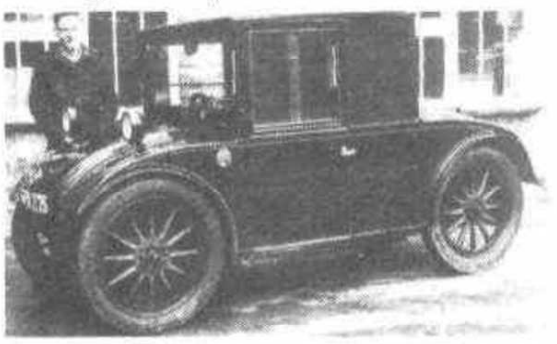
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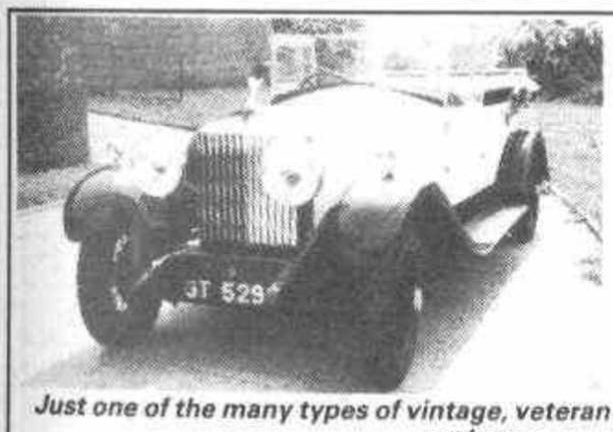


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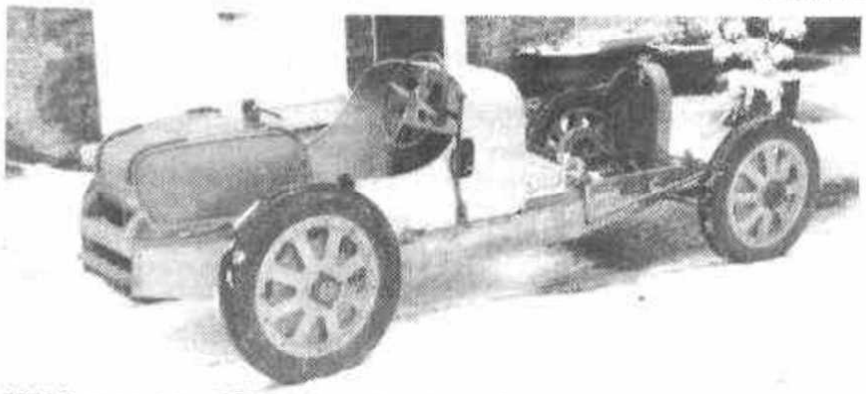
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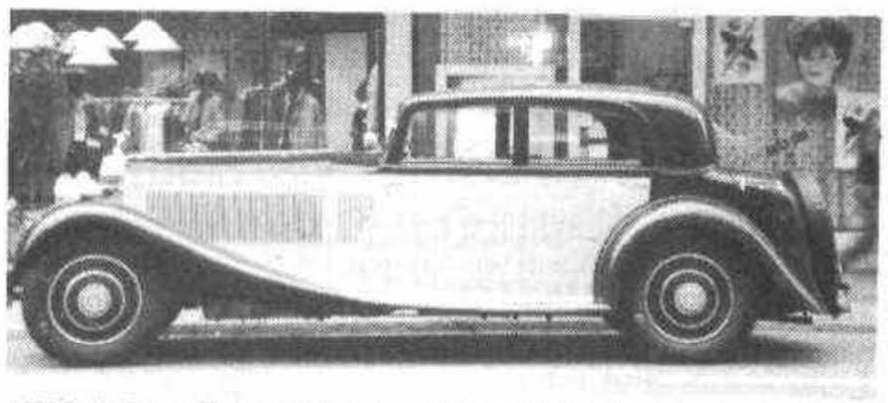
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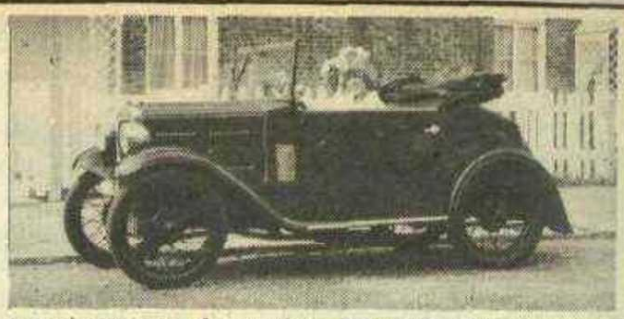
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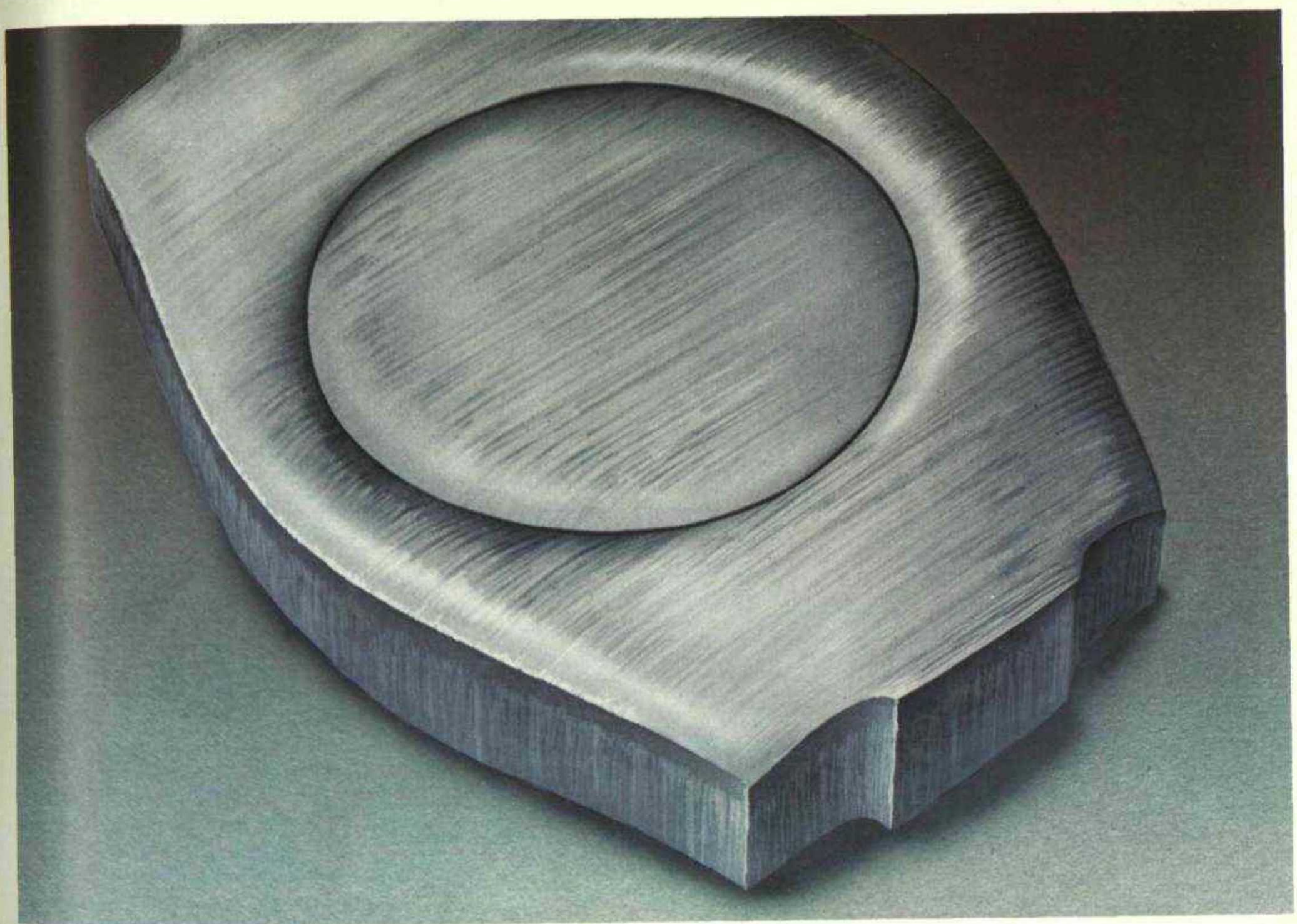
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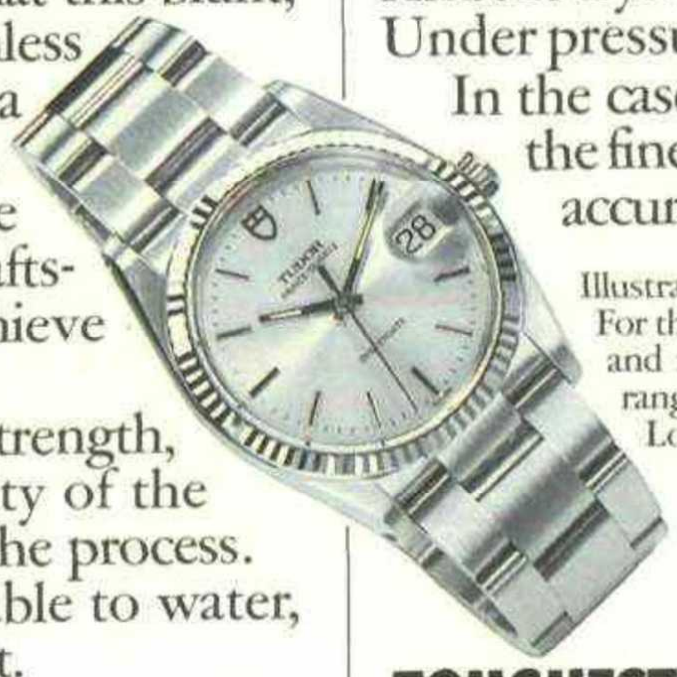
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