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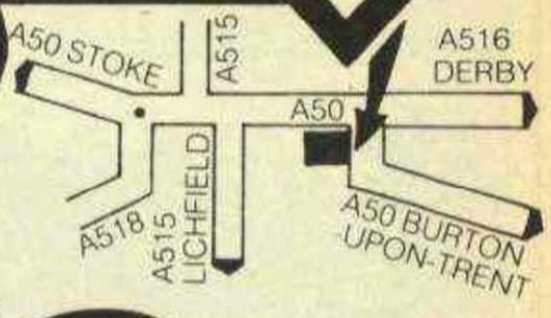
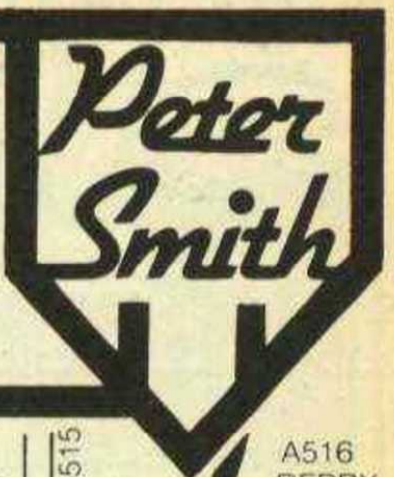
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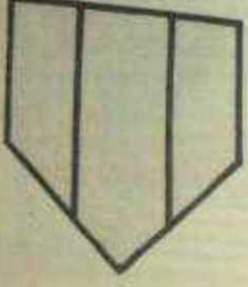
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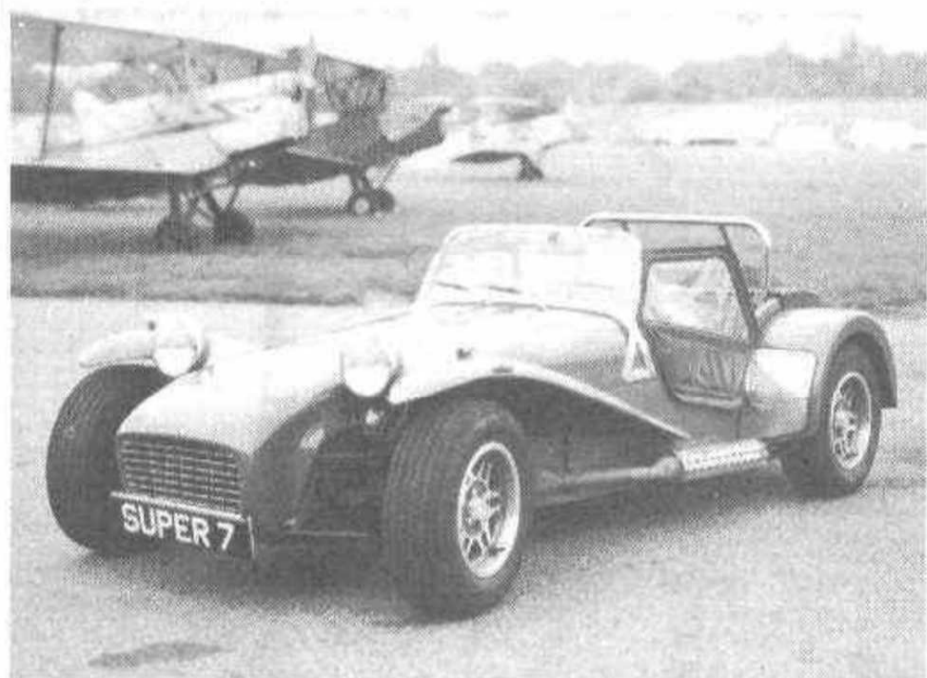
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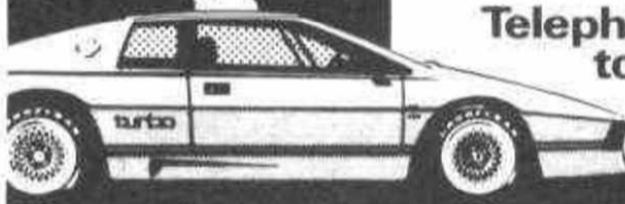


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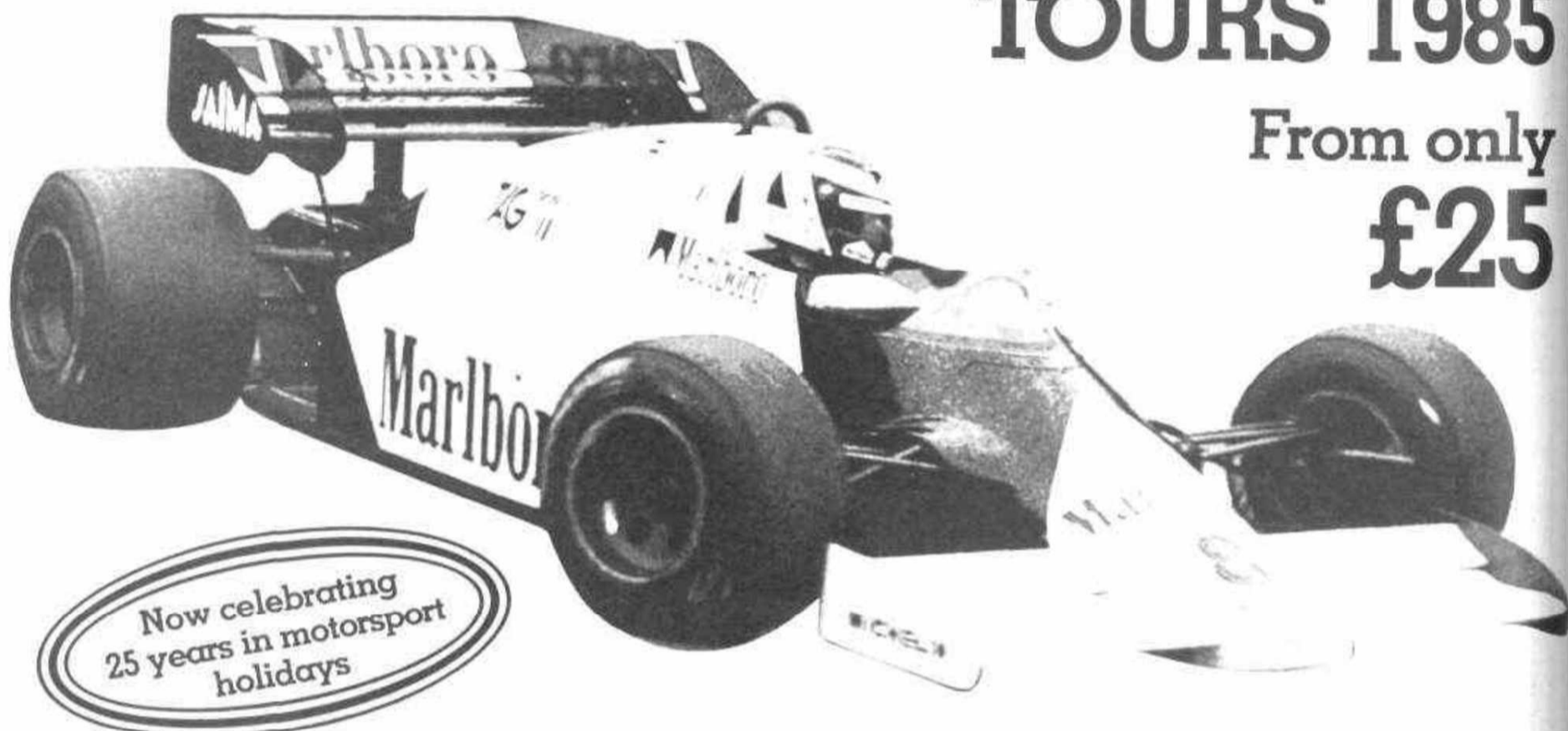
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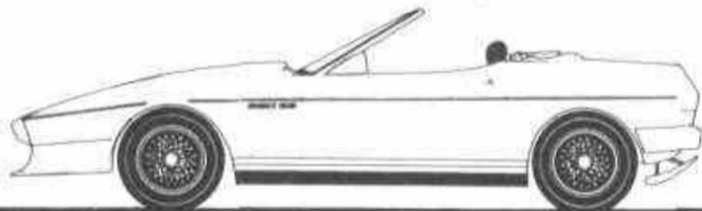


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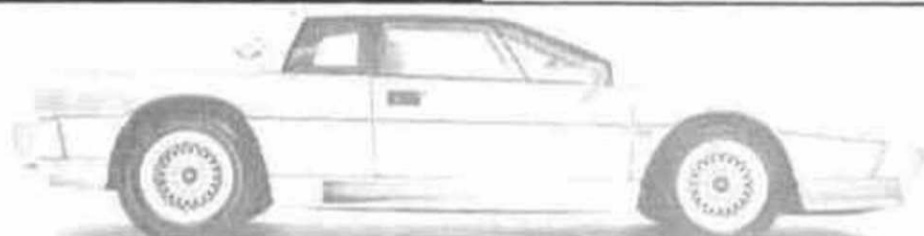
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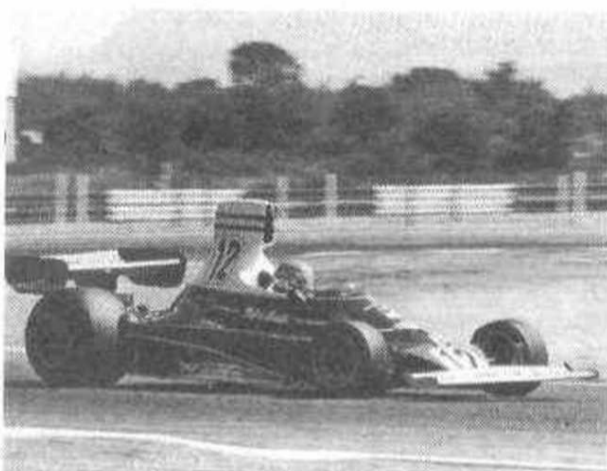
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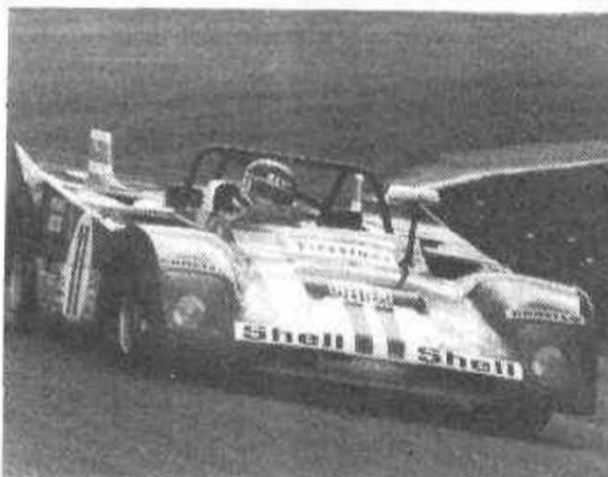
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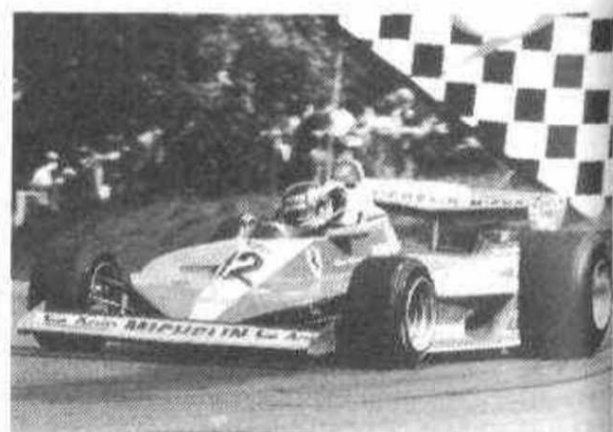
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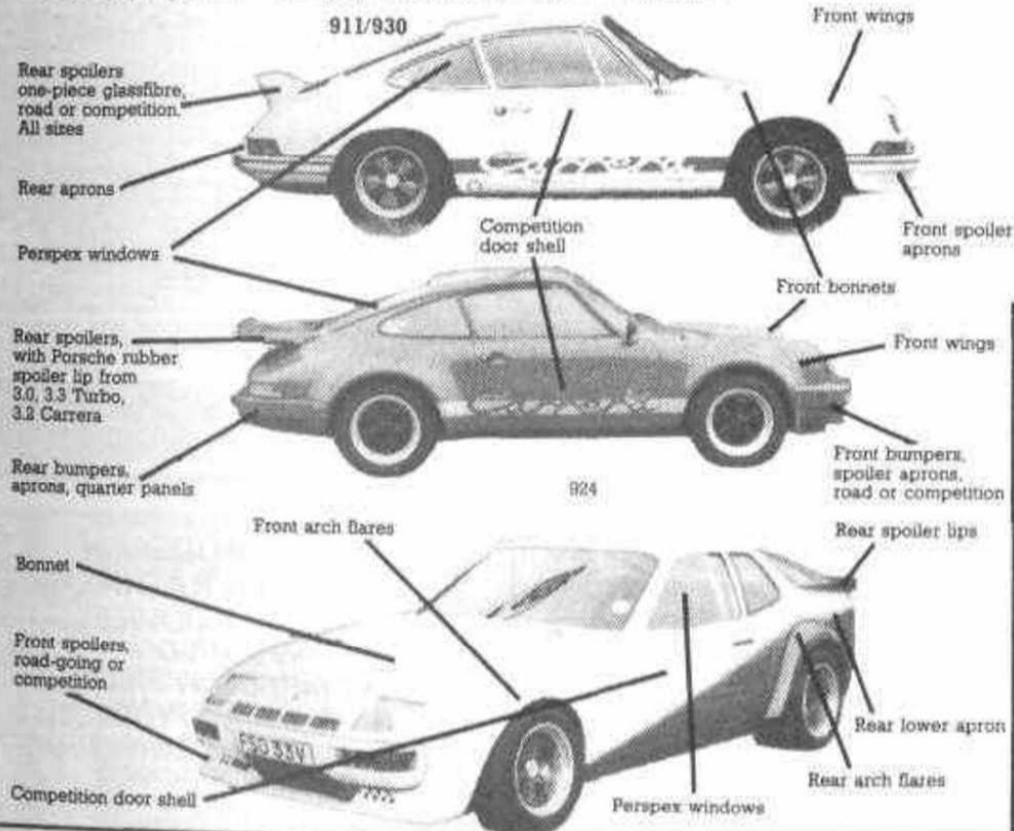
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1983 'Y' PORSCHE 911 SC SPORT COUPE. metallic Silver with Black Berber trim. Air conditioning. Sports seats, passenger door mirror, one owner, 22,700 miles

1983 'Y' PORSCHE 911 SC TARGA. Metallic Dark Moss Green with plain Black cloth interior. Matching green centred 7.8 inch 'Sport' Alloy wheels. P7 tyres. Green tinted screen, passenger door mirror, 12,000 miles. Absolute gem.

1983 'A' PORSCHE 911 SC COUPE. Grand Prix White with Burgundy cloth trim, passenger door mirror, 21,000 miles. Again perfect.

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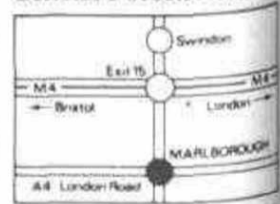
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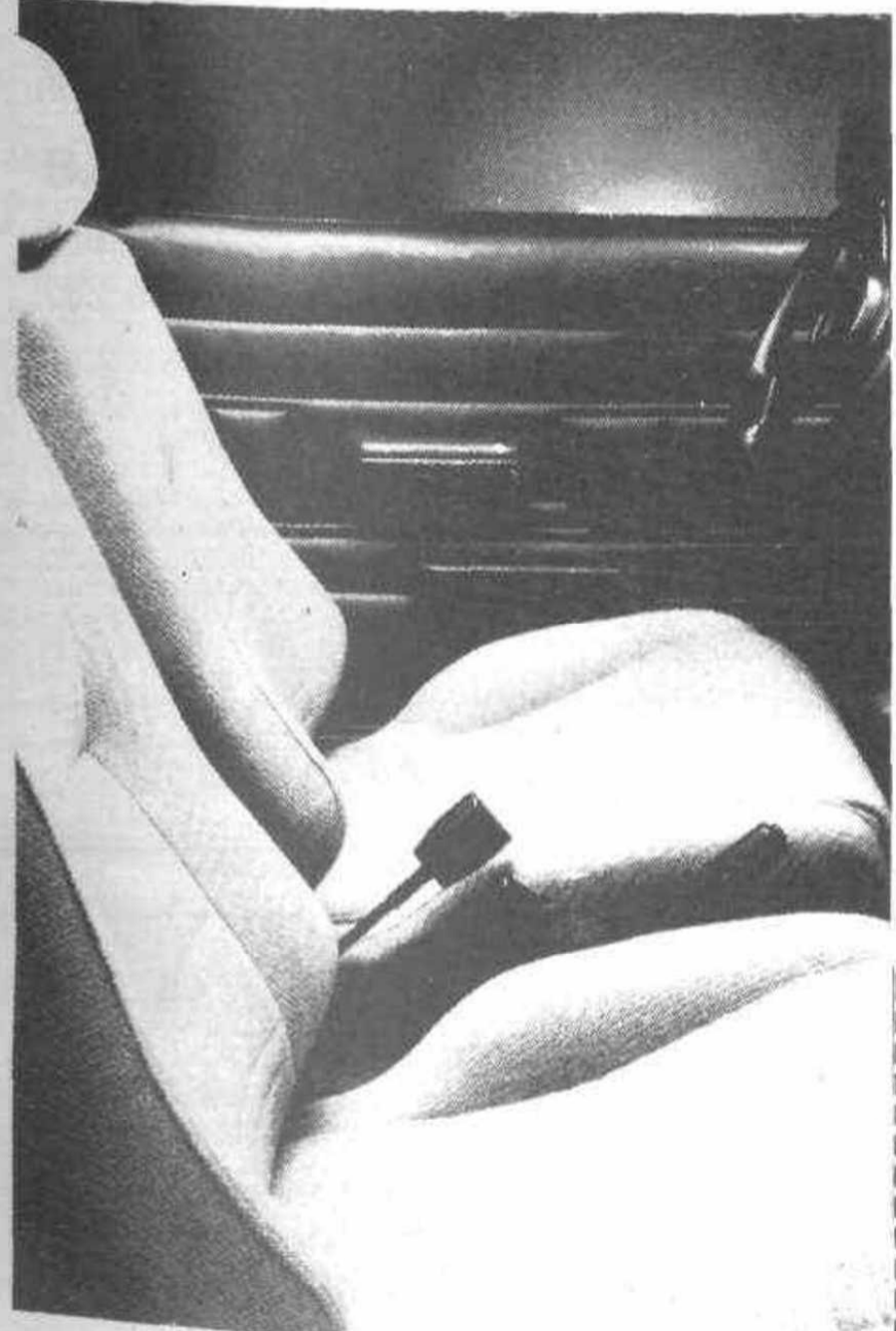
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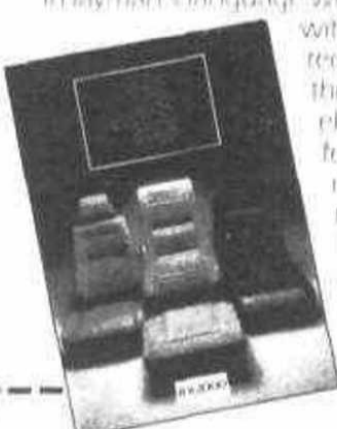
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81 (X) 400i	Auto Blue Ribot with Tan hide, 36,750 miles with history, Air conditioned, TRX tyres, Pioneer radio / cassette, Electric Sunroof.	£20,995
82 (Y) Mondial QV	Silver with Red Hide, Black carpets, Electric Sunroof, Stereo, 16,700 miles with History.	£22,995
84 (B) 308 GTS QV	Red with Magnolia Hide & Red piping, Red Carpets, Air Conditioned, Rear Aerofoil, Stereo, Lambswool overcarpets, 4,500 miles with History.	£30,500
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82 (X) 308 GTBi	Red with Tan Hide, 16,300 miles with History, Air Conditioned, Stereo, TRX tyres.	£20,995
80 (W) 308 GTB	Black with Magnolia, 22,200 miles with history, Air-conditioned, Radio / cassette, Wide wheels.	£16,995
78 (S) 308 GTB	Red with Black hide, carpets, 44,500 miles from new with SOLD previous owner, History, Air-conditioned, Wide wheels.	£13,495
80 (W) 308 GT4	Celeste Blue with Magnolia Hide, 18,000 miles with History, Air Conditioned, Wide Wheels, Electric Mirrors.	£14,495
79 (T) 308 GT4	Azuro blue with tan hide, Blue velour insert, 33,300 miles with history, Sunroof (factory), Air conditioned, Wide wheels, Sports exhaust.	£12,995
73 (L) 246 GT	Yellow with Black interior, 51,800 miles with history.	£11,995

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1983	A-Reg. MATRA RANCHO. White, tinted glass, one owner, 18,000 miles, 7 seats	£5,200
	MATRA RANCHO 7-SEATER. Gold metallic, one private owner, 6,000 miles, radio, tinted glass, costs £7,000 new	£4,750
1983	A-Reg. FIAT X19 BERTONE TARGA. Red, one lady owner, 9,000 miles, radio, stereo, as new	£5,800
1982	Y-Reg. MGB ROADSTER. Yellow, overdrive, radio, 24,000 miles, superb	£4,850
1982	VOLKSWAGEN GOLF GTI THREE DOOR. Black, factory sunroof, 22,500 miles	£4,995
1982	VOLKSWAGEN NEW SCIROCCO CL THREE DOOR COUPE. Metallic silver, Radio/stereo, low mileage	£4,150
1982	Y-Reg. FIAT X19 TARGA. 10,000 miles only, red	£4,750
1982	VOLKSWAGEN GOLF GTI THREE DOOR. Black, factory sunroof, 22,500 miles	£4,995
1981	FORD ESCORT XR3. White, fitted factory sunroof, alloy wheels, tinted glass and radio, 37,000 miles	£3,995
1981	X-Reg. JAGUAR XJ6 SIII AUTOMATIC. PAS, electric tinted windows, central locking, radio, stereo, 30,000 miles, Cotswold yellow, vinyl roof and tan leather interior	£6,995
1981	MGB ROADSTER. Tahiti blue, two owners, 35,000 miles, overdrive, radio, superb	£4,150
1981	X-Reg. AUDI 200 SE. Auto, pas, electric tinted windows, radio, stereo, met. red, 29,000 miles, locally owned, 18 months warranty	£4,500
1981	MGB GT. Maple, sunroof, radio, overdrive, tinted glass, one local owner, 13,800 miles only	£4,995
1980	(Nov.) TRIUMPH TR7 CONVERTIBLE. Metallic green, Five-speed, radio, low mileage	£3,250
1980	LOTUS ELITE 504 COUPE. Automatic, PAS, air conditioned, electric tinted windows, nominal mileage, White, black leather interior. Cost £17,000 New	£5,995
1980	W-Reg. TRIUMPH TR7. Tahiti blue, low mileage, five speed, sunroof, alloy wheels, radio	£2,850
1980	W-Reg. MG MIDGET. Maple brown, 29,000 miles, superb	£3,275
1980	(March) MGB GT. Yellow, one lady owner, 33,000 miles, overdrive, radio, underseated, Sundym	£3,875
1979	V-Reg. MGB GT. Black, overdrive, wire wheels, sunroof, 22,000 miles	£3,650
1979	V-Reg. MG MIDGET. Maple, exceptional example, previously sold by ourselves	£2,595
1979	(June) TRIUMPH SPITFIRE. Maple, matching hard top, radio, stereo, 27,000 miles	£2,895
1979	MGB GT. Tahiti blue, low mileage, overdrive, Sundym	£3,450
1977	(Aug) V-Reg. ASTON MARTIN V8. Black, tan leather int., 5 speed, PAS, air con., electric sun roof, low mileage	£8,995
1977	PORSCHE 911 2.7 LUX SPORTSMATIC. Minerva blue. Electric tinted windows, electric roof	£6,995
1974	MGB GT V8. White, overdrive etc. good example, one owner since 1976	£2,790
1967	LOTUS CORTINA MK II TWIN CAM. Not enough space to describe the magnificence of this unique machine	£1,995

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- LE MANS 24 HOURS — June 15/16
- FRENCH GRAND PRIX — Paul Ricard — July 7
- GERMAN GRAND PRIX — Nurburgring — August 4
- AUSTRIAN GRAND PRIX — Osterreichring — August 25
- DUTCH GRAND PRIX — Zandvoort — August 25
- ITALIAN GRAND PRIX — Monza — September 8
- YPRES 24 HOURS RALLY — June 28-30

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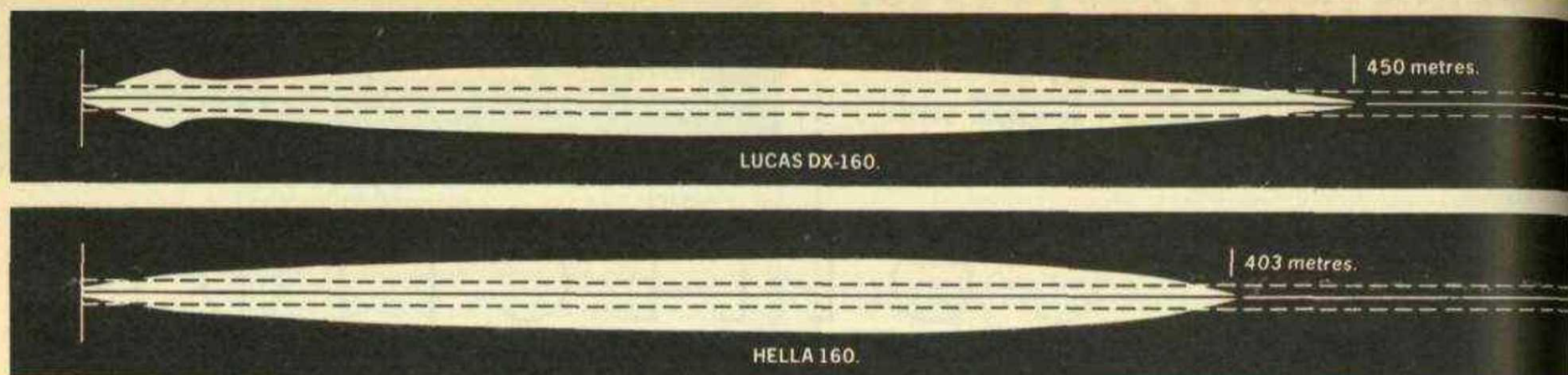
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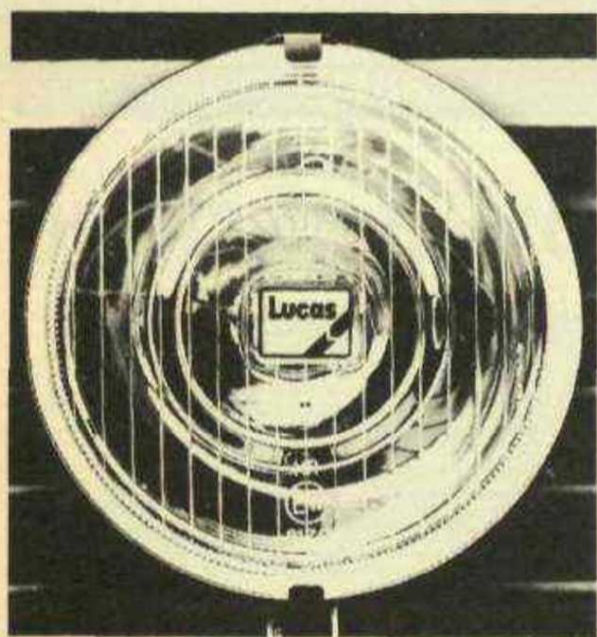
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As you can see, the results were pretty dramatic.

They also came out way on top in a 'Lucas versus the rest' comparison, instigated by Motor magazine.

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The secret, as our lighting engineers will tell you, lies somewhere in the world of lumen output, the refractive index and of course, the inverse square law. (That should get our

competitors guessing).

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Available in rally, round and rectangular formats, there's a suitable style for most cars. And their remarkably shallow profile demonstrates that lamps don't need to

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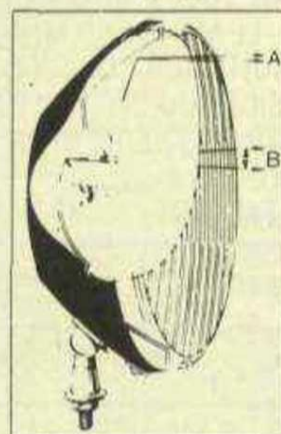
equipment by the British Junior Rally team, these lamps are truly tried and tested.

Additionally, we have produced a range of supplementary Fog Lamps which share the same high technology, high precision characteristics, but naturally give a wider, flatter beam to pick out kerbs and penetrate with minimum glare.

Designed and made in this country, our Fog and Driving lamps are a true tribute to British technology. Confirmation of which was made recently when our revolutionary Maestro 'Homofocal DMC' headlamp was awarded the prestigious 1984 Design Council Award.

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FRONT COVER PICTURE: The Talbot Lago-America was the last effort to salvage what remained of the traditional French quality car industry. We drove one recently and on page 168 report on the car and the tradition of which it was the last serious expression.

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Matters of Moment

A Midge Too Far?

IT IS no secret that Sir Clive Sinclair has been planning to try to revolutionise motoring with electric vehicles; indeed, a recent advertisement placed by Sinclair Vehicles Ltd states "by the early 1990s, Sinclair will have on the roads a range of fast, quiet, astonishingly economical family vehicles". SVL's first effort, the C5, has already been launched and if Sinclair's version of initial sales response is to be believed, it is quite possible that the company will achieve its target of selling over 100,000 vehicles during 1985.

Why is MOTOR SPORT concerned about the launch of a 15 mph "electrically-assisted pedal tricycle"? The answer is simple: as motorists we could be in the position of sharing our already congested road system with up to a quarter of a million C5s by the end of next year. This figure is in addition to existing, and future, bicycles and mopeds for it is clear that the C5 aims to create an entirely new market. The prospect of vast numbers of tiny, slow, vulnerable machines on the roads does not excite us.

The C5 itself is a very clever design, although it does not break new ground in technology. Driving one on an indoor track and on private roads around Alexandra Palace, we found it comfortable and stable with good brakes, handling and steering. Under those conditions it was fun to drive. In many ways it seems to be safer than the average bicycle; the polypropylene bodyshell gives some user-protection and, should a C5 hit a pedestrian, the shell presents a fairly large area of soft, flexible, material to soften the impact. We liked the way the C5 comes only in white with good lighting and reflective strips as standard. We would not, however, have even considered taking one on public roads without wing mirrors, a horn or a large reflector on a mast standing proud of the user's head, and these are optional extras, not required by law, over and above the base price of £399.

We feel this little machine would be wonderful for getting around motor racing paddocks, factories, holiday camps, even large hospitals, but the thought of huge numbers on the public highway appals us. SVL claims that the user's eyeline is the same as that of a driver of a Mini. We'll go further, it's *higher* than that of a Caterham Seven, but Caterham Sevens are not driven by uninsured 14-years-olds or those who cannot pass a driving test. The Caterham Seven also is intrinsically safe because of its outstanding handling, brakes and acceleration and the driver also has to have a horn, mirrors and insurance.

At the launch, a colleague on another magazine startled a cabbie by driving silently up alongside and starting a conversation. He was below the level of the taxi's side window. MOTOR SPORT'S Deputy Editor, who is 5 ft 9 in, was able to drive beneath the parked trailer of an articulated lorry with a good six inches to spare. No further comment is needed.

Many of the criticisms levelled against the C5 also apply to bicycles. A 14-year-old can ride a bicycle without insurance, mirrors, helmet etc and we re-emphasise that SVL has taken every possible step to make the C5 safe and we think that, in some respects, it is safer than a bicycle. We also feel that some points of criticism levelled against the C5 have been unfair. The four things which concern us are the C5's size, its speed, the projected numbers using the roads and the attitude of those using them.

At the launch, Sir Clive Sinclair said that users must regard the C5 as a bicycle not a car. On television that night, Stirling Moss made the same point. Most cyclists above the age of 14 ride sensibly for they are aware of their vulnerability. On the whole, it is the motorist who is insensitive to the cyclist, not the other way round.

The C5 is officially a pedal tricycle, not a car. To be precise, it is an "electrically-assisted pedal tricycle". It is odd, then, that in the brochure, in the advertisement which has appeared in the national press and in the first edition of the official magazine "C5 Driver" ("driver", note, not "rider" or "user") there is not a single illustration of anyone using the pedals. In a majority of illustrations, the pedals are invisible and in most of the remaining illustrations they are positioned to be as discreet as possible. In the advertisement, the only reference to pedals is "If

Continued overleaf

Motor Sport Fixture List for February

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
Jan 26th / Feb 2nd	L'Automobile Club de Monaco	—	Monte Carlo Rally (World Championship Rally) (INT)	—
February 2nd	Forest of Dean MC	St. Pierre Golf and Country Club, Chepstow, Gwent	Wyedean Stages (N)	09.00
February 2nd/3rd	IMSA	Daytona Speedway Circuit, Florida, USA	Daytona 24 Hours (INT)	—
February 3rd	Weston-super-mare MC	Longleat House, Nr. Warminster	Longleat Stages Rally (R)	08.00
February 3rd	HDLCC	Live & Let Live Inn, Neen Sollars, Nr. Bewdley, Worcs.	Geoff Taylor Sporting Trial (Sporting Trial Championship round) (R)	10.30
February 8th/9th	Union Mecanisee Spa	Belgium	Boucles de Spa (European Rally Championship round) (INT)	—
February 9th/10th	Galway MC	Eyre Square, Galway	Galway Rally (INT)	—
February 10th	Harrow Car Club	Brands Hatch Circuit, Nr. Dartford, Kent	CCH Sprint (R)	12.30
February 15th/17th	International Swedish Rally	Karlstadt, Sweden	Swedish Rally (World Championship Rally round) (INT)	10.01
February 16th/17th	NASCAR	Daytona Speedway Circuit, Florida, USA	Daytona 500 (INT)	—
February 21st	Pena Motoristics Diez por Hors	Costa Brava, Spain	Rally Costa Brava (European Rally Championship round) (INT)	—
February 22nd/24th	De Lacy MC	York	National Breakdown Rally (INT)	—
February 22nd/24th	ADAC Niedersachsen e V Sportabteilung	Germany	Sachs Winter Rally (European Rally Championship round) (INT)	—
February 22nd/24th	—	—	Hannki Rally (European Rally Championship round) (INT)	—

MATTERS OF MOMENT

Continued from previous page

you ever do run out of power, the C5's pedals get you home." SVL has designed a vehicle to meet a change in the law and then seems to have ignored the legal definition in its marketing.

In "C5 Driver", the machine is described as "the perfect alternative to the second car". In the advertisement we see the C5 described as an "electric vehicle for personal transport". We may have missed it, but could not find the phrase "electrically-assisted pedal tricycle" in the advertisement, the brochure or magazine. The phrase does, however, appear twice in the press pack, in relation to the 1983 regulations which allow the C5 to be driven on the roads by those of 14 years and upwards without a licence, insurance, helmet etc. We have no reason to suppose that the press pack is widely distributed.

Although the company is careful only to describe the C5 in terms such as "electric vehicle" (not, note, "electrically-assisted") and "practical personal transport — powered by electricity", the selling pitch seems to be designed to make the buyer associate it with cars rather than cycles. Yet, to be safe on the roads, the user must think of himself as having the vulnerability of a cyclist and not the relative protection of a motorist.

We believe that SVL should, without delay, shift the emphasis of the way in which it is presenting its electrically-assisted pedal tricycle, and call it that in its advertisements. SVL should not encourage members of the "C5 Teensters", a users' club for 14/19-years-olds, to think of themselves as "drivers".

We note, without comment, that for reasons of industrial security, no pre-launch C5 had been driven on public roads in day time. We must allow ourselves the observation, however, that the first user to try to circumnavigate Hyde Park Corner in the rush hour could be a 14-year-old without a driving licence, helmet or insurance. The fact that a 14-year-old may use one on the roads without licence, tax, insurance or helmet is constantly emphasised in the

marketing material.

We hope never to encounter a C5 on the public highway but, given the tone of the marketing material and the excellence of the marketing package, we fear it is a vain hope. The thought of perhaps 100,000 C5s by the end of the year horrifies us. The level of thought which has gone into designing, producing the marketing the product is of a very high order, but we feel it is talent used misguidedly.

In short, we hope the Sinclair C5 fails to achieve its maker's hopes, except as a fun or convenience vehicle away from our already congested roads. If Sinclair Vehicles, in the future, makes the breakthrough to produce a practical, fast, pollution-free city car, MOTOR SPORT will be the first to applaud. As it is, we say "thanks, but no thanks".



M.L. demonstrates the size of the Sinclair C5 by riding under the parked trailer of an articulated lorry.

CLUB NEWS

RECENTLY, something called a Rebuild Seminar has become rather popular amongst those clubs which are large enough to organise them, and one club which was in at the beginning of them is the MG Car Club. As well as a repeat of the very successful MGB seminar later this year, the club is

organising its fifth T Register rebuild event for those intending to restore MGs from 1930 to 1955. This is a one-day project and will take place at Syon Park on Saturday March 23rd. The cost of £8.50 covers the seminar, lunch, and admission to the Museum where, of course, some of the most famous MGs are to be seen. Tickets are available from David Barnes, 18 Easton Rise, London W5.

The Singer Owners Car Club is organising a trip to Holland on May 15th-21st for their members in conjunction with the Dutch Singer Owners Club. The club successfully combines all Singers in enthusiasm, from Edwardians to Rover Group Vogue and Chamois, but its real love is the sportscars of the nineteen-thirties — the 9 hp Le Mans, 1½-litre six, and the Le Mans Replica racing cars. The Secretary is Martyn Wray, 52 Waverley Gardens, Stamford, Lincs PE9 1BH.

A repeat of 1983's "Highland Fling Rally" is being organised by the Scottish section of the Veteran Car Club for May 12th-18th. It will be based at the Dunblane Hydro House, a very comfortable centre from which to venture forth on the choice of runs arranged for each day, while various visits and evening activities are included in the programme. Requests for bookings or information should be addressed to G. McCartney, Kethers Street, Motherwell, Scotland.

Within the BMW Drivers Club a repeat of 2002 Turbos has been announced, and there is a proposal in the quarterly BMW Driver for a Cabriolet Register too. But more interest to non-BMW drivers is an article called "Confessions of a Service Manager", in which one of the club's members defends his profession and asks for more consideration from the customer, particularly better briefing about problems. He also breaks down a hypothetical hourly labour rate of £13.50: the bulk goes towards running the business and the building, £1 profit, the mechanics gets £3.50, and 50% "unrecovered time". This is explained by the comment "Somebody has to pay for the parts at the store counter, too time, and a bit of fashioned skiving."(!)

NEWS

BP has withdrawn its sponsorship of motor sport following a reappraisal of its marketing expenditure. For the past ten years the company has been particularly active in the promotion of British drivers, sometimes sponsoring a full season, sometimes making a contribution to a drivers' budget, and it has helped the likes of Jonathan Palmer, Martin Brundle, Brian Henton, Rupert Keegan, Johnny Dumfries, Derek Warwick and Stephen South in F3 and above as well as drivers in various Ford Formulae.

BP, through its motor sport manager, Les Thacker, has done a great deal to advance British talent and the company will be greatly missed.

* * *

Following the withdrawal of BP, the Systime Racing for Britain scheme becomes even more important. Systime, a leading computer firm, has enabled the scheme to continue by allowing Steve Sydenham to administer it full-time. The company does not finance the scheme, however, all monies come from outside contributors.

The minimum subscription is £10 and we have been able to recoup that easily in the past by taking advantage of the many discount offers available. In fact, on economic grounds, it's hard to justify *not* joining.

Subscriptions, together with the names of three drivers you would like to receive support in 1985, should be sent to: Systime Racing for Britain, 41 Richmond Avenue, Bedford, Middx to arrive by 28th February if you want your votes included.

* * *

In the July 1984 issue of MOTOR SPORT, we followed the progress of the Ecurie Ecosse team making its return to Le Mans, scene of its greatest triumphs.

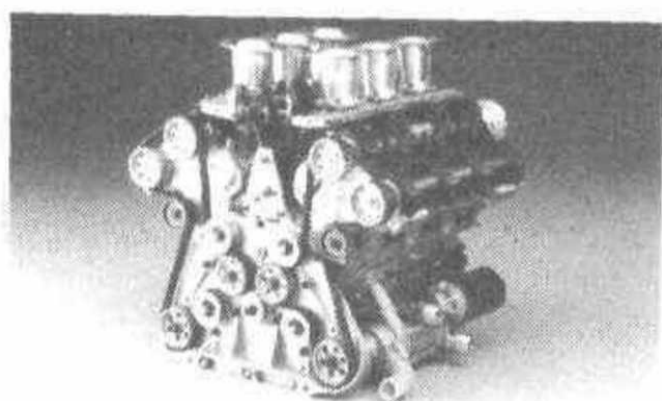
Unfortunately, during the Thundersports race at the British Grand Prix meeting, the car was written off when oil sprayed onto the rear tyres.

Over the Christmas holidays, we paid a visit to the workshops of Mallock Atlantic Racing where Ray Mallock and his team are at work on an entirely new car. The new Ecosse follows the general layout of the old car (which was modified from a de Cadenet and used some Lola components) but there is an entirely new honeycomb monocoque.

As last year, the drivers will be Mike Wilds, David Leslie and David Duffield.

* * *

We have received more details about the Yamaha X66 Formula Two engine. It will of course be seen only in Japan, but given that Honda entered F1 with an engine based on its F2 unit, the Yamaha may turn out to be more significant than it seems at present.



YAMAHA'S new 30-valve V6 F2 engine.

The most radical departure so far as a car engine is concerned is the use of five valves per cylinder (three inlet, two exhaust) in line with the company's motorcycle racing engines. The layout is a 77 degree V6 with a very short stroke (85.07 x 58.5 mm). Compression ratio is 12:1, the capacity is 1,995 cc, total weight 105 kg, and power is claimed to be 330 bhp at 11,000 rpm.

The unit is extremely compact and we shall watch its progress with a great deal of interest.

* * *

Ross Cheever, young brother of Alfa Romeo F1 driver, Eddie Cheever, has confirmed the form he showed in F3 in the second half of the 1984 season by winning the Tasman Championship, run to Formula Atlantic rules.

* * *

More racing and rhythm. Jermaine Jackson, the American singer, is considering organising an IMSA and / or Group C team.

* * *

The 1985 British F3 Championship promises to be the most interesting for years. The introduction of "flat bottom"

regulations is one reason, for everyone must begin afresh. Another reason is the discontinuation of the European F3 Championship which should mean more foreign competitors in Britain.

New cars are being built by Ralt, Reynard, Cyngus, Magnum and Anson while a number of people are producing "flat bottom" kits to uprate existing cars. It is unlikely that the Toyota engine, which has served the formula so well for so long, will be much in evidence, at least among the front runners, VW and Alfa Romeo based units will be the most popular power plants. Much interest will be centred on the entirely new Saab engines which, though heavier than the VWs, feature a sophisticated new electronic engine management system. Whether the Saab engine will race will depend on the results of pre-season testing conducted with Madgwick Motorsport

* * *

Readers who happen to find themselves in or near Paris between February 8th and 17th might care to look in on the Retromobile Show at the Parc d'Exposition Porte de Versailles, hall 5, 75015 Paris. Opening times change from day to day but if you go between 2 pm and 8 pm you should get in on any day.

There are 130 car exhibits, 40 of which are for sale and 150 exhibitors. Among cars on display will be a 1954 Mercedes-Benz W196, a 1954 mid-engined Renault prototype and the "Alfa 2,5l with which Fangio won Mille/Mille in 1950" (*sic*). The latter exhibit will surprise those who know that Giannino Marzotto won the 1950 Mille Miglia in a 3.3-litre Ferrari. Fangio finished third.



BACK in business again, the new Ecosse Group C2 car under construction in Northants. Background, left to right: Ray Mallock, the designer and builder talks to Alain Bertaut, organiser of Le Mans, who inspected the car to eliminate a recurrence of the team's scrutineering difficulties over the car's footwell, David Duffield and David Leslie stand by while Mike Wilds tries the monocoque for size.

The Formula One Scene

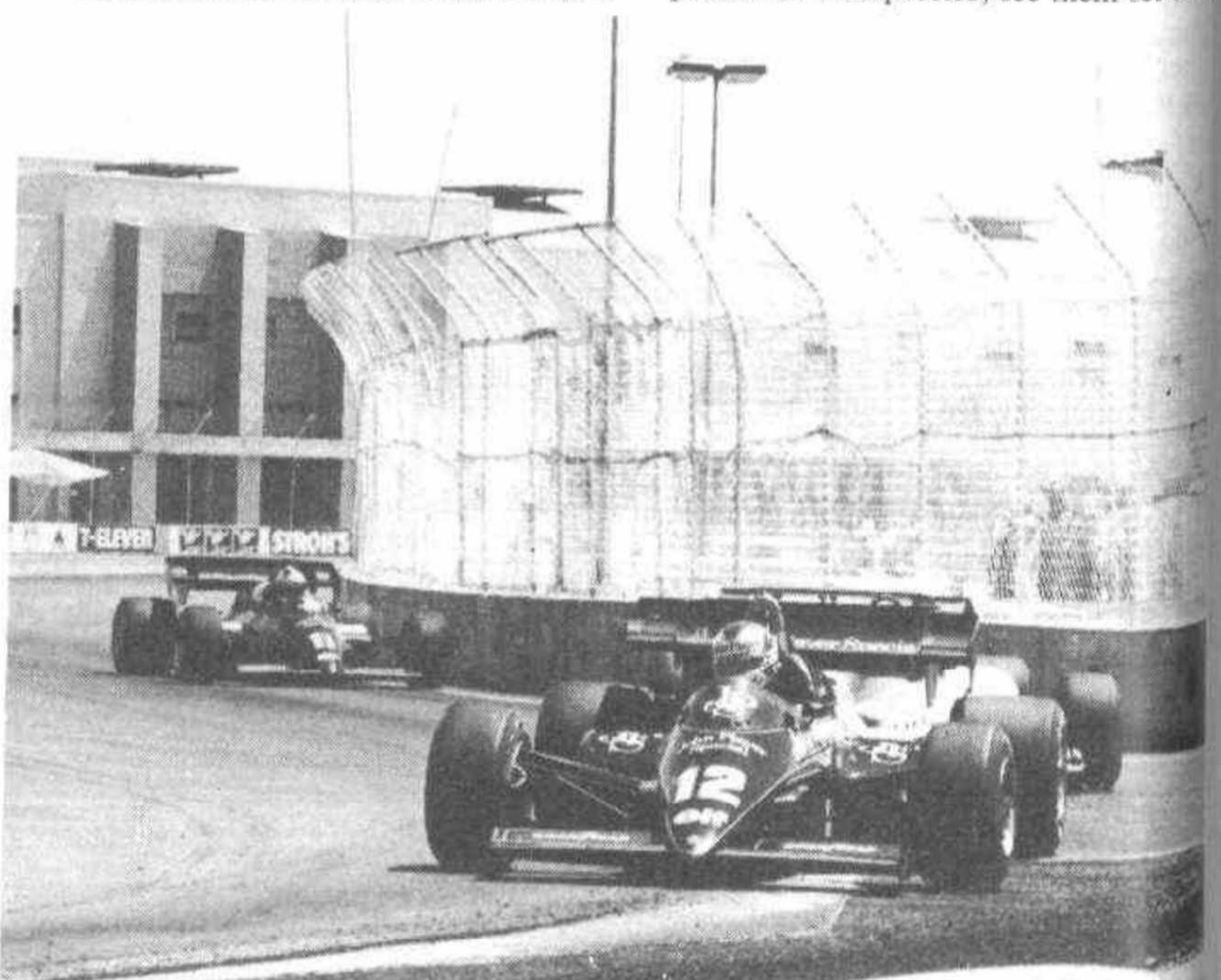
ONE thing that is becoming fairly standardised is that if the administration world of Formula One says something you need not listen too closely, because by the time you have absorbed the statement it will have been changed! The 1985 season will start with the Dallas Grand Prix; a simple enough statement, and the date was clearly given as being March 24th. Now, it seems, the 1985 season will start in Brazil on April 7th. The Dallas race has been cancelled, but don't ask me why; it could be that last year's race did not make enough money, or even lost money, it could be that FISA wanted to change the date against the wishes of the organisers, it could be that the organisers were disenchanted with the Formula One "circus", it could be this, it could be that. There is no agreement among the various reasons put forward. Like the Grand Prix at Long Beach, the Grand Prix at Las Vegas, the Grand Prix in Japan, the Grand Prix at Watkins Glen, the Grand Prix at Mosport, the Grand Prix at Jarama, the Grand Prix at Nivelles, it would seem that the Grand Prix at Dallas has disappeared in a cloud of (gold) dust. Equally one could ask what has become of the Grand Prix events that used to be held at Rouen, Reims, Albi, Clermont-Ferrand, Pau, Marseilles, Bordeaux, Barcelona, Oporto, Bari, Naples, Siracuse, Geneva, Berne, Lausanne, Turin, Bruxelles, Anderstorp, Avus, Solitude, Grenzlandring, and probably a few more I have forgotten, like Pescara, Tripoli, San Sebastian and so on. It looks as though Grand Prix racing has been tried in or near about every decent sized town in Europe, and a lot of the rest of the world. It still happens at Monza, Silverstone, Nürburgring(!), Francorchamps, Zandvoort and many other newer places like Brands Hatch, Osterreichring, Imola and Zolder etc. You might get the impression that Grand Prix racing is an unstable activity, compared with cricket at Lords, football at Wembley, horse racing at Epsom or rowing at Henley, and you would be right. And what happened to the Grand Prix at Aintree?

The start of the 1985 season at Brazil seems to be fairly assured and most of the teams are about to set off for some "testing" at the Rio de Janeiro circuit, in collaboration with the Goodyear tyre company, as most of them will be using Goodyear tyres this year, apart from Brabham, whose tyres say Pirelli on the side walls (I hope!). The Brazilian GP is due to be run on April 7th and as soon as the cars get back from there they have to be serviced and sent off to Portugal for the Grand Prix at Estoril on April 21st. From then on the 1985 season really gets under way, with a race on nearly every other weekend, almost right through to October, so stand by your television sets, turn Murray Walker "up" or "down" to choice and think

how lucky you are to be able to see and hear it all happening almost live and in colour (if you are well blessed). Think back to the good old days when you were lucky indeed to get a few lines in the Monday tabloids about the Monaco GP, a brief report in *The Motor* on Wednesday and longer reports in *Autosport* and *The Autocar* on Friday, but you had to wait until the 1st of the next month to read a really full Grand Prix story in *MOTOR SPORT*. Today, if you don't know all there is to know about a Grand Prix by the Wednesday following the event you haven't been paying attention. You can have a pretty good working idea by Monday lunchtime, and if you are a reader of *A.H.* in *Motoring News* you can know just about all that is worth knowing by Wednesday morning; even Tuesday evening in some parts of the country. This is all due to the ever improving system of communications that has grown throughout the world in the last two decades, and it will get even better in the next few years if Trade Unions don't put a damper on the journalistic world.

All of this inevitably leaves the monthly journal a long way behind, for even if it used all the latest communications technology a monthly is often not due on sale until three or even four weeks after an event. Due to this, and other factors, I shall be trying to alter *MOTOR SPORT*'s approach to Grand Prix racing. Nor to alter my enthusiasm for Grand Prix, for that hasn't changed since 1934, so it is hardly likely to change now, nor my enthusiasm for the Grand Prix car

and especially the Grand Prix engine, even the good Grand Prix drivers, but to the aspect of reporting. With our revised printing schedules and new publication dates of the last Friday in the month, it means that a lot of Formula One events will be taking place too late in the month to do a proper story for the issue that follows. We tried last year with one or two events, but in my estimation they were a failure, a half-hearted job not done properly, due to having to leave the circuit within minutes of the end of a race, write the story in an airport waiting room and rely on a lot of second-hand information because time did not allow us to look into things in detail. When a Grand Prix falls that close to our printing deadline in future I intend to send off a very brief resumé of the event with the bare results and to stay behind until the dust has settled and to absorb the aftermath of the event in my leisure, which I find more interesting anyway. This will mean that the "nitty-gritty" or "nuts and bolts" of the event will not appear in *MOTOR SPORT* until a month later, but at least it should make more interesting reading. Regular readers will be aware that after certain Grand Prix events I write "Reflections" on the event. The time-scale prevents this happening on every Grand Prix and the office staff who assemble and co-ordinate *MOTOR SPORT* often cannot understand why I don't reflect on every Grand Prix. The answer is that you need time to "reflect" and you cannot do while you are in a mad rush to catch the aircraft back to England, you need to linger at the circuit or in the area, watch the teams pack their transporters, see them set off



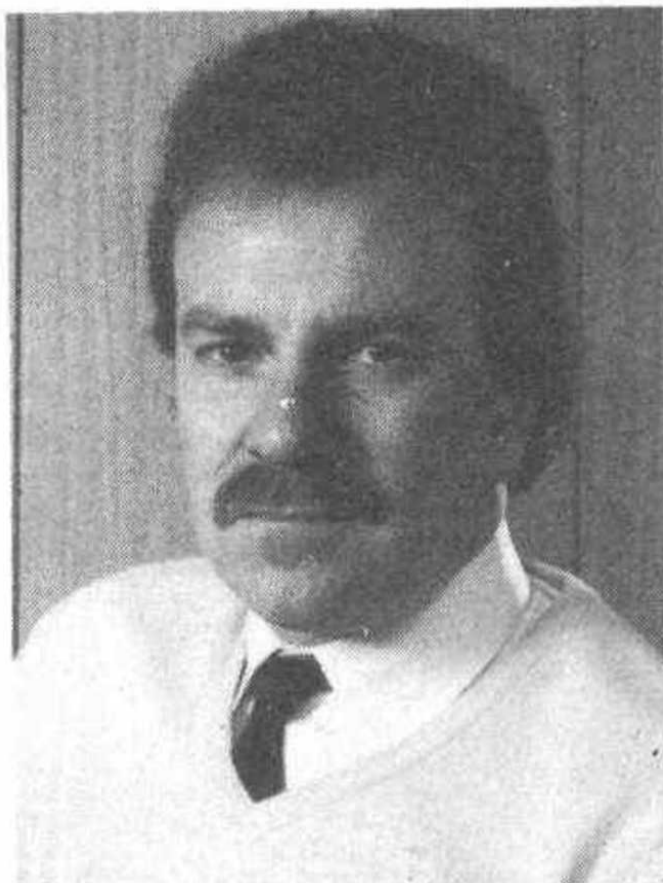
NOW YOU SEE IT, NOW YOU DON'T. The Dallas GP was scheduled to open the 1985 F1 season on March 24th but has been cancelled. One loss will be the chance to spread motor racing to an even wider audience for the soap opera "Dallas" was to include the race as a background to an episode.

home, wander round the circuit and look at the spots where deeds of derring-do were performed during the race, even where disaster struck. A time to reflect. . .

To return to the instant, there are going to be many new faces in new places when the season starts, or old faces in new places, and even some new faces in old places. With the reasonable break between the end of the 1984 season and the beginning of the 1985 season I suspect that there has been time for some of the people in Formula One to do a bit of reflecting and realise that they'd like a change of scene, or an improvement to their position.

Williams-Honda: Major change here will be the sight of Nigel Mansell scratching away in the Honda powered FW09 to start with, keeping Rosberg on his toes (as if that was necessary!), and hopefully both of them in Partrick Head's FW10 as soon as possible. This new car should see the beginning of the end of the aluminium-honeycomb sheet construction for the monocoque, for Head has moved into carbon-fibre-composite construction, "baking" his own cake in his own oven at the Didcot factory. A pleasant face that will be missing from the team is that of Neil Oatley, the quiet and confident engineer who looked after the number two car in the team. When chaos reigned in the Williams pit, and it often did last season, and everyone was 'up tight' or shouting, you would see Neil standing quietly by looking glum, but saying nothing. While people harangued Frank Williams, Frank Dernie, Rosberg or the chief mechanic saying "What's happening, what's happening . . ." if you caught Neil's eye and quietly murmured, "Things look pretty bad" he would often give a half-smile and say, "It'll be alright". At other times I would say, "Are you in trouble?" and if he nodded and said, "Yes", there was no need to say any more. You knew exactly where you stood with Neil. I, for one, will miss his quiet confidence in the Williams team and the reason he will be missed is that he has left Williams to join a newly formed team with high hopes for the future, and I know everyone in the pit lane will wish him luck.

McLaren International: Anyone who studied the article on this team in the December MOTOR SPORT will know that its major problem for 1985 is quite simple, "What do we do for an encore". It could win every race in 1985, instead of only 75% of the races, and I am sure that deep down that is what it intends to do. In spite of a few wild dreams by outsiders that the Porsche-TAG engine would be available to other teams it would seem that not even money can buy them to be put anywhere other than in John Barnard's chassis. World Champion Niki Lauda and his "shadow" Alan Prost are remaining faithful to the Woking team, as well they might. I use the word "shadow" bearing in mind that if the sun is behind you your shadow will be in front of you! Like the Williams team there is a small change in the



NEIL OATLEY (left) who has left Williams to join a new F1 team put together by Carl Haas, the US Lola importer. Details of the new team will be announced on January 29th but it is known that Alan Jones (right) will be on the driving strength and so will be renewing a working relationship with Oatley.

engineering staff of the McLaren team, in that Alan Jenkins, who looked after Prost's car last year, has left to join the Penske Indycar team. If Ron Dennis and John Barnard want to improve on their fantastic 1984 season one thing they could do is to repeat the performance without the dramas. Things like Prost changing to the spare car at the last moment, starting from the pit lane, crashing cars or blowing up a couple of hours before the start, starting cars almost down in mid-field, and "pussy-footing" to the finish in the lead without letting anyone realise it.

New Teams: A new name in Formula One was revealed at the end of last season, though it did not take part. This was Erich Zakowski's Zakspeed team, a name extremely well known in the tuning, saloon car and sports car world, and one that is highly respected by reason of results not words. Zakowski hails from Germany, with a business in Niederzissen south of the Eifel Mountains. He has built his own car in its entirety, even to the engine, for Zakspeed engine tuning and development has been a by-word in German racing circles for a long time. His development work has been similar to that of our own Brian Hart, starting with a basic four-cylinder Ford engine and ending up with his own four-cylinder racing engine. You start by improving the original components, with new cranks, rods, pistons, valves, camshafts, cam-driver train, new sump, new cylinder head, new block and comes the day when you realise you have created an entirely new engine, which is how the present Hart 415T came about. Zakowski has been going along the same path, and is now prepared to have a go at Formula One. Of particular interest is the fact that he has taken Jonathan Palmer as his driver. They do not intend to do the entire 1985 season,

so consequently will not be able to score points in the World Championship by reasons of one of the odd FISA rules, but nonetheless it will be an interesting project to keep an eye on.

Another new team that is proposing to appear before the end of the season is an American consortium headed by Carl Haas Enterprises and a big bag of dollars from an American sponsor. Carl Haas has been loud in American racing for a long time now and his partner in the team is the experienced Edward Mayer who was for so long with Bruce McLaren. All the noises suggest that Alan Jones will return from Australia to drive the car. As yet it doesn't exist, but this is the team that Oatley has joined, so we can expect the Carl Haas Special to look like a cross between an FW09 and an FW10, except that at the moment they do not have an engine to put in the back, and in my book the engine is a rather important part of the car these days. Even more important is the turbo-charger manufacture, and they don't have one of those either. Though it could be that they will use Hart-Holset engines.

Team Tyrrell: You have to admire Ken Tyrrell, for he will not give up. Having been stripped of all his successes in 1984 by the FIA, losing the points and places that his drivers scored for him, he has now got a French court of law to annul the FIA decision. Naturally the FIA says it can't be done, but Tyrrell's law man says it *has* been done, so we have another legal *impasse* that is going to drag on for the rest of this year. The team are pressing on with the construction of a new car, number 014 and it looks like 1985 will be a case of "now you see it, now you don't". Its reality depending on who is winning in the courtroom. Perhaps if Tyrrell had been really brave and called his new car 013, his luck might change.

D.S.J.

ROAD IMPRESSIONS



Vauxhall Astra GTE

ONE of the more exciting of the small European hatchbacks of 1985 is the revised Vauxhall (Opel) Astra in GTE form — indeed, an International jury has elected it the "Car of the Year". This is now a very competitive sector of the market and some people see these quick and accelerative hatchbacks as replacements for the smaller sports-car of former times. Be that as it may, this latest, technically-updated Vauxhall Astra is a very attractive package, well able to persuade many to throw away ideas of big, petrol-guzzling cars.

Let's not compare this most effective GTE with others of its kind, except to remark that for refinement and poise in this buyer's category Volkswagen's Golf GTi has a small advantage . . . Having said that, I have practically nothing to fault about this extremely enjoyable Astra GTE, which, as another motoring writer said of another car many years before, "Flem" Harris about the then-new 12/50 Alvis if you insist, is a car you want to take out and drive for the sheer fun of it. Putting an overhead camshaft, alloy head 1,796 cc engine developing 115 (DIN) bhp at 5,800 rpm into a three door saloon weighing only 950 kg, especially when the very carefully-contrived drag factor is 0.30 Cd, claimed to be the lowest for this class of car, is bound to give an impressive performance, particularly when the drive has a five-speed gearbox to encourage the car along. Thus the new Astra

OPINIONS DIFFER about the shape — a polite way of saying that it is rather heavy and unattractive from the rear.

GTE can achieve 126 mph and accelerate to 60 mph from rest in only eight seconds. The rest of the performance data is in keeping and my personal test, involving a full throttle run in up a local hill, proved to me, shall we say, that this little package is a match for far bigger engined sporting cars! Couple this to a taut ride and sensible controls and instrumentation, and this small Vauxhall becomes a car to covet, well able to set astonishing average speeds with the most commendable economy. (The ability of this small, powerful power unit to pull from around 1,200 rpm in fifth conserves petrol.)

I did not much like the car's shape, rather like a red blancmange I thought, and I could do without the "clever" LCD instrument panel with its coloured lines and a too big speed indication brightly lit and changing every one mph, directly before my eyes, although, in fact, there is control of illumination intensity, but this functions only when the lamps are on. Otherwise, the Astra's controls are very well arranged. Two rather short stalk controls work the turn-indicators / lamps on the left, as is now usual, the multiple wiper / washers for screen and rear window and headlamps (involving rather ugly projecting squirt assemblies at the front of the car) on the right. The vertical central console carries two open stowages, ash tray and lighter, the two well labelled heat / ventilator levers, the Philips Hi-Power 441 radio / stereo and a

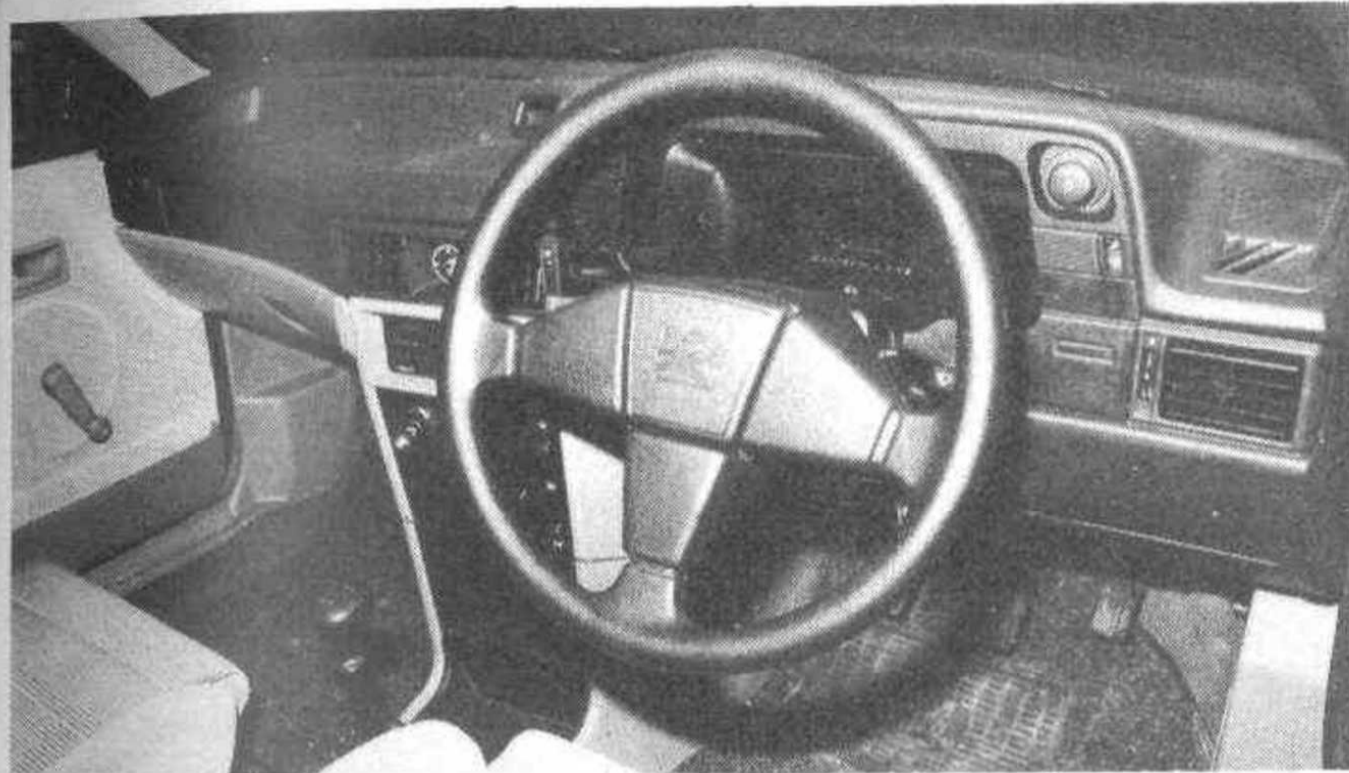
large knob for the heater fan which, pulled out, brings in a rear window demisting, variable warning light being incorporated. Conveniently up on the top of the fascia before the driver are the hazard warning and lamps controls — the latter rotary and commendably simple.

A sort of joystick protruding below the steering wheel confuses at first but is for altering the rake of the steering column. It is all delightfully practical, after some cars I have driven recently. Criticism might be applied, but mildly, to rather long seat belt on pivoted arms, with low set clips, which reel in too slowly, a somewhat thick steering wheel rim, the horn push being archaic in the wheel centre, while the driver's door could have had better "keeps".

Otherwise, I am full of enthusiasm for this appealing 1.8-litre road-burner. The revised suspension makes fast cornering a delight, even if the average car owner might call the suspension harsh, the 14 in Pirelli P7 tyres deal well with putting 115 bhp through the front wheels, wind noise is virtually absent, this is a notably quiet GTE from the mechanical angle, and the rally-type seats are a good compromise between support and comfort. Fog lamp and rear fog guard switches are conveniently located. The hydraulic tappet, 84.8 x 79.5 mm oil engine with oil cooler uses Bosch fuel-injection and starts instantly. It is a notably smooth unit, up to the 6,600 rpm which the bar graph tachometer advises at its limit, yet has a cr of 9½ to 1; the maximum torque figure is 104 lb / ft at 4,800 rpm.

However, this is the kind of very well contrived car that encourages one to forge figures and just enjoy its very impressive performance and taut handling. Power steering and central door locking are optional but the non assisted rack-and-pinion steering (four turns lock to lock for a 32.2 ft turning circle) is not unduly heavy and has absolutely no lost motion, and useful caster return, nor is central locking really needed in this compact two-door configuration unless one is forgetful about locking the tail-gate.

None of MOTOR SPORT's experienced readers would feel at the mercy of bigger cars when at the wheel of this Astra GTE except from the viewpoint of sheer ride comfort and spaciousness. The clutch pedal is somewhat biased to the right, to give good foot-parking space beside the console. There is a wide, if shallow-lidded, non-lockable cubbyhole and useful door wells, and the front passenger has a good roof light with delay-action; the doors are wide, to help with access for those relegated to the back seat. The deep friction-welded lightweight polypropylene nose-piece, droopnose, rear spoiler, and definitely upright slab rear panel make this Astra GTE more conspicuous than other GTEs but the engine-size is right for company-car use and there seems no reason why those



GENERALLY WELL LAID OUT, the GTE dash is "blessed" with an LCD display. It is better than some, but still suffers from overbrightness in poor light and illegibility in strong sun.

manufacturing the more sporting products shouldn't equip their reps with such cars, as a good publicity move.

There are many clever reasons according to Vauxhall for the low-drag factor, but the bonnet vents are presumably pure affectation. This 0.30 Cd-factor helps fuel economy, very materially. A colleague got 33.2 mpg on a, presumably fast, run from London to Donington and back, and my overall figure was 34.8 mpg. The tank holds 9.2 gallons and has a lockable cap on the o/s, one key sufficing for all locks. There is a neat little quartz electric clock between the centre fascia vents — so much nicer than LCD-ism. The test car had electrically adjusted and heated exterior mirrors. The bonnet ("hood" to Lutonians!) is rear-hinged, with prop-open lid. All the fillers, the dip-stick and the Delco battery are accessible and the camshaft-driven distributor has a weather-shield, but not the Bosch coil. There is a very reassuring six-light check-control panel on the fascia, warning even of low screen-washer fluid level; the light indicating a faulty dip-beam bulb or tail lamp bulb came on for a time but I could find nothing wrong. Perhaps a warning to say when the check-panel is faulty will be the next development! There was an unwanted buzzer for door open / lamps on but a more important safety factor were ventilated front disc brakes.

The basic price of this so-effective and likeable little high-performance Eurobox is £7,344.19. I was most impressed — but would want one with the kind of instrument panel fitted to lesser Astras! — W.B.

Vauxhall Cavalier SRi

AFTER returning the road-test Astra GTE Vauxhall's efficient Press Department laid on an SRi four-door saloon for trial, a Christmas Cavalier, as it were, in which over the so-called holiday period alone I covered over 1,000 miles. The Cavalier has been up-dated and given revised styling, the SRi

for instance having an unobtrusive rear spoiler toned with the body colour. This five-speed, fuel-injection 1.8-litre Cavalier is such a useful and acceptable car that I am not in the least surprised that it has become the country's favourite model of its class and size and a formidable rival in the sales-stakes.

Controls and layout are much the same as on the Astra, if somewhat differently, but no less conveniently located. I much preferred the analogue instruments to the Astra GTE's lurid digital read-outs, and these have daylight control of their illumination, without having to put the lamps on before the panel lighting can be dimmed. A normal switch is used for rear-window heating, and the Philips stereo radio / cassette player is the AC 741 model. When loading holiday luggage I found the boot so spacious that Hatchbacks were forgotten and whether regarded as a Junior Executive's car or as family transport, this 116 mph SRi Cavalier does most things very well indeed. Fuel thirst was 36.7 mpg, helped slightly perhaps because a small proportion of the distance was done pussyfoot over icy roads, and such economy, allied to a 13.4-gallon fuel tank means that this is one of those very rare cars that do not require time-wasting frequent refuelling.

The five-bearing engine has the ingenious in-head camshaft, not an overhead camshaft and it is interesting the Vauxhall admit to the Cavalier's German ancestry by referring to its Opel shock-absorbers, which the Bosch headlamps endorse. Apart from the turn-indicators requiring hand-cancelling and the hand-brake ratchet button occasionally sticking, nothing about this useful, comfortable, uncomplicated Cavalier marred fast winter driving and its 14 in Continental Super Contact tyres gripped well on wet and icy roads. I regard this popular Vauxhall Cavalier as a very good investment at the basic price of £7,753. And there are many practical options, from lamps' wipers to a sun-roof. — W.B.

The Mercedes 190E

IT WAS extremely good to be behind the steering-wheel of a Mercedes-Benz again, even though recent driving of an Automatic 190E saloon was a brief sampling between other tests, not a full road-assessment. But all the Mercedes magic is there, in this smallest of the Daimler-Benz range, the 2-litre 122 bhp four-cylinder Type 190 saloon. It goes almost without saying that the control arrangements and the interior layout and decor follow those of the larger Mercedes models, which is an abbreviated way of stating that, within, all is comfort, convenience and restraint. The individual heating / ventilating for driver or front-seat passenger, with the expected rotary control-knobs, the easily read dials, with oil-pressure (the needle at the top of the calibrations when all is in order), fuel contents (accurate and steady) and water temperature readings contained in one of them, the extremely comfortable seats, and the single, substantial control-stalk (right-handed, as is, I consider, correct) will be familiar to drivers of bigger-engined Mercedes-Benz cars.

The hand-brake is central, not a rh umbrella-handle, and the bonnet, headed by the three-pointed star mascot, seems short, but otherwise this is every inch a proud Mercedes-Benz motor-car. Polished-wood decor is confined to the gear-selector surround, but quality is evident in every aspect of the interior decor. The Type 190 I tried had the D-B four-speed automatic gearbox, with the refinement of a little slide-control for selecting "Standard" or "Economy" the latter the setting for maximum fuel thrift, which kickdown overrides, the selector-lever itself looking after the usual P,R,N,D,3,2 transmission variants. I was surprised at the very good acceleration of this car, which must become known affectionately as the "Little Mercedes", even in the E setting, which Erik Johnson, who handed it over to me at the very impressive new M-B headquarters at Milton Keynes, recommended for icy-road negotiation.

Certainly this 2-litre Mercedes is no sluggard, in spite of being a roomy car for its engine size. Over 120 mph and 0-60 mph acceleration in under 9.7 sec. from the five-speed version should be sufficient for owners of such a car, combining as it does the epitome of luxury with this performance, and I can confirm that the gears change quietly and almost imperceptibly on the Automatic version. The engine is also notably quiet. Another very impressive factor is the very good ride from such a comparatively lightweight car, never easy to achieve but endowed by M-B's use of sophisticated rear suspension on this model. Another thing that impressed me was the security imparted by the road-holding and braking. The same day as I had collected the Mercedes I had driven

over icy roads in a smaller front-drive car. I wondered if the rear-drive M-B would feel as secure, under such conditions. I was soon to remember how effective in this respect the car from Stuttgart is; you can tuck it into small traffic gaps, overtake, and corner fast, with complete confidence, inspired by the 175/70 R14 84H Pirelli-P6 shod wheels never losing grip, the power-steering among the finest of its kind.

The single arm windscreen wiper works well. Fuel consumption was 29.6 mpg, equal to a range of 358 miles. I have long regarded the Mercedes-Benz as the best-engineered car in the World and cannot but reflect that those who spend some £9,000 on the top-model in a range of lesser makes could enjoy the near-perfection of this "Little Mercedes" for an extra outlay of only about £2,000. The 190 E's engine revs up to 6,000 rpm but, what the more sporting drivers are avidly awaiting is, of course, the sixteen-valve Cosworth-MB-engined Type 190. — W.B.

Peugeot 205 GRD

FOR fairly obvious reasons, press officers are not the most objective of people when describing their companies' products, but when John Evans of Peugeot positively insisted that I try the diesel-powered 205 GRD I took notice, for his enthusiasm was patently genuine. Still, I insisted that I would not write about the car unless I felt it would interest the sort of person who reads *MOTOR SPORT* for some diesels I have driven recently have been extremely stodgy. The fact that you are reading about the 205 GRD at all, tells you something.

The initial outlay of £5,595 is not cheap for a small car, but for the motorist who enjoys his driving, and who must at the same time be economy conscious, it is a car to think seriously about. The 205 GRD has most of the virtues of the 205 GTi and regular readers will know that the *MOTOR SPORT* staff think very highly indeed of the GTi. It has the same excellent five-speed gearbox, roadholding, steering and brakes. It is a car which invites sporting driving.

The transverse-mounted 4-cylinder 1,769 cc engine produces 60 bhp at 4,600 rpm and 80 lb/ft torque at 2,800 rpm. It starts with the usual diesel thumping and at idling speeds there is no mistaking the engine, but once under way it is very smooth, responsive and quiet, only fractionally noisier than many petrol engines, and one really would not know that it was not a petrol engine under the bonnet.

Since I had the car to sample rather than test, I did not take independent performance figures. Peugeot's claimed maximum speed of 96 mph seems about right, however, while the claimed 0-60 mph time of 14.8 sec seems conservative. These figures are anyway academic on our congested roads. On my normal run to the office from Northamptonshire which consists of 17 miles on country roads, down



FIRST EXAMPLE of a new generation of Mercedes saloons, the 190 (above) boasts all the refinement of its larger brethren. The slight wedge shape is repeated in the recently announced mid-sized saloon, code number W124, which will appear as the 200 or 300 depending on the engine installed. Peugeot's GRD (below) is something of a revelation for a non-turbo diesel, with good performance, grip and handling, plus the expected economy. The day of the diesel sports car seems closer and closer . . .



the M1 and then city traffic, the Peugeot was very little slower than my Golf GTi. Still in a London traffic jam a Citroën 2CV is as quick as a Ferrari Testarossa.

Across country, to get the best out of the car, you have to use the gearbox a lot and the car really does need a rev counter for the power drops off sharply as one reaches maximum revs in each gear. It also needs a radical design of the heating / ventilating system. I found it impossible to heat the car satisfactorily and at maximum boost the fan drowned wind noise, of which there is a fair amount, mainly from the exterior mirrors, engine noise and the radio. The fan was objectional at anything over one third boost.

A pleasant surprise awaited me at the fuel pumps, however, when I found I'd averaged

49 mpg which, given the slightly cheaper rate for diesel fuel, equates to over 50 mpg for a petrol-engine car. 55/60 mpg should be easily possible for the motorist with a lighter foot than I, particularly if he is not involved in London rush hour traffic.

This little car will give its owner a great deal of motoring pleasure, a range of over 500 miles between refuelling stops, and a light fuel bill. The initial price is high, but that is offset by excellent economy, a six-year anti-rust warranty and the reasonable expectation of a very long engine life.

If you're in the market for a small economy car which is fun to drive, forget about some other diesels you may have driven and take this one seriously. — M.L.



TUNING TEST

Opel Manta 200i

WHEN I first reported on the GTE version of General Motors' venerable Manta, I felt that an essentially successful recipe was only spoiled by a relative lack of power. The last (and probably final) revisions to the old Ascona / Cavalier-based coupé and the replacement of the saloon by the front-wheel-drive model had at last given the Manta an identity of its own, and one which was developed through rally successes into an image of high-performance.

Yet, despite the sudden and even unexpected revitalisation of Manta sales, its increasing age and decreasing importance in relation to the Astra GTE have combined against it within GM, so that the company have not felt constrained to replace the rather pedestrian 2-litre 110 bhp block with anything more sporting. Enter the German tuning concern Irmischer, specialists in Opel preparation, with a choice of kits to make the GTE get up and go. Irmischer products are handled in this country by Steve Thompson Cars of Walsall in the West Midlands, who kindly loaned our test car.

Almost every Opel has been looked at by Irmischer, and kits available range from body parts for the Monza coupé, through tuning, handling and body kits for Ascona / Cavalier, Manta, Astra / Kadett, and the baby of the range, the Nova or Corsa. Probably the most startling of these is the cabriolet conversion on the Nova. With its aggressively restyled nose and its fully disappearing hood under a GRP rear deck, the Nova Cabrio is a snappy looking vehicle, though its diminutive size has a touch of Toytown about it. Irmischer must have

thought so too, for they also produce a kiddies' version powered by a 100 cc petrol engine and costing £1,850.

Options for the Manta (and of course earlier Vauxhall versions) come in a wide variety, and for simplicity's sake complete cars are offered in two forms, the i200 and i240 whose designations echo that of the limited production rally-winning Manta 400. Production of Irmischer's version, though, is far from limited, with a claimed figure of well over 3,000 so far for the i200 alone. But fear not, those of you who dread anonymity; the sum of the body changes, small enough in themselves, is enough to puzzle many an onlooker as to the origins of this rapid-looking motor in its standard white livery. Irmischer count themselves as manufacturers, not converters, assembling complete cars from basic shells supplied from Opel at Russelsheim, and the cars arrive in Britain with body and all trim components in brilliant white.

When MOTOR SPORT visited the Steve Thompson showrooms towards the end of last year, the specification and price for the British version of the faster i240 had not yet been settled, so we elected to stick with the slightly less powerful but appreciably cheaper i200. Whereas its big brother has upwards of 150 bhp, lowered and revised suspension and heavily flared wheel arches, and costs £11,000-£13,000, the i200 retains the already excellent spring and damper settings of the GTE, and contents itself with a works 400-style boot spoiler and twin-headlamp conversion. The purposeful look that results is intensified by the addition (a no-cost option) of lower body stripes in the colours of Rothmans, although our demonstrator also had large decals advertising its origin, which I could have done without. White alloy wheels in the GM five-spoke style complete the outside, while inside is mostly standard, except for the large Opel badges adorning the Recaro seats.

Both camshaft and distributor are replaced by Group A items, solid lifters are fitted, and a larger bore exhaust system helps boost power to 134 bhp. Our demonstrator was also fitted with a Group A cylinder head which pushed the output to just over 139 bhp. Torque is fractionally improved by 4 lb ft to 123.5, but the brochure comments puzzlingly that the peak torque shifts from 3,400 rpm to "a more usable 5,000 rpm". Perhaps Irmischer's engineers think in terms of competition engines, but such a torque curve is far from ideal for a road car, and this in fact proved to be the car's weak point.

With its extra power, the Manta becomes very satisfying to drive at speeds where the standard engine would protest noisily, nosing between bends with its crisp exhaust note as if it were enjoying itself as much as the driver. It is surefooted and positive, evoking more and more confidence as successive bends are dismissed with a brief chirrup from the 195/60 Goodyear NCT tyres and a flick of the gear lever from third to fourth. Fifth is a comfortable cruising gear, with usable punch, but the penalty for all this high-speed willingness is the need for much gear changing at town speeds. It is not that the engine is *particularly* feeble at lower revs, merely that one must remember to drive it on the rev counter in order to take advantage of those small gaps in traffic when they suddenly appear. I found myself frequently using a gear lower than I would have expected for this reason.

Overall quite a relaxing vehicle to drive, the i200 has a few niggles for its driver, these being the preserve of Opel, not Irmischer, such as the high-set steering wheel, dated (but legible) fascia, and pedals which make it difficult to heel-and-toe. Opinion varied on the ride quality, some passengers finding it "jiggly", but the driver looking for performance may expect or even welcome this as a sign of its ultimate capabilities. The seats offer good support, but do feel hard after a few hours. A decent-sized boot and reasonable rear seats make the Manta quite a practical coupé, while the action of the well-placed gear lever is easy, if a little notchy.

Too much right foot will spin the wheels very easily, and the best 0-60 mph times called for a steady throttle, when figures fell to about 7.7 sec. This compares well with the standard car's 9.0 sec, but maximum speed seems little changed — over a two mile test straight, the i200 crept up to an indicated 127 mph on the over-reading speedo. If anything that is slightly down on the 120 mph for the plain GTE, though I cannot see this as of much relevance.

With the standard GTE Coupé costing £7,281, the total for the i200 when tested came to £8,446 — reasonable value for an attractive and eager sports coupé. But since then the price has risen to £8,666 (plus £175 for the Group A head) which begins to make the standard GTE look more of a bargain than ever. — G.C.

Harry Varley Looks Back

W. O. BENTLEY, in his autobiography, tells us that on January 20th, 1919, Harry Varley, Burgess and he sat down with nothing but a few bits of paper and some ideas in a small office on the top floor of a building in Conduit Street and there, to W.O.'s instructions and with endless technical talk, they worked for nine months, with hardly a break, on the drawings for the 3-litre Bentley. I felt that it would be worthwhile learning a little more of this and having tracked down Harry Varley to an address in Southampton, where since 1977 he has been working on his idea of what a modern replacement engine for the vintage 3-litre Bentley should be like, I drove in the Alfa 6 all the way from Wales to talk to him.

Mr Varley, now 93, and having survived a massive heart attack, has a far better memory and decisive response to questions than many people 20 and more years younger whom I have interviewed. He remembers very well starting at Bentley Motors, at 16 Conduit Street, where he and Burgess occupied a tiny office behind W.O.'s own quarters, where their lesser thoughts would be interrupted by the frequent flushing of the loos downstairs. Money was very scarce then and they were conscious that they were living on W. O. Bentley's overdraft . . . I asked Mr Varley how he obtained that now significant job and he told me he answered an advertisement for staff he saw in the *Daily Telegraph*. He was by then a first class draughtsman, who had won second prize in a worldwide competition (had he coloured his drawing he would have been first) and W.O. seemed well satisfied.

He had started in the motor game around 1910 under Mr Hatch at J. A. Prestwick's at Tottenham, on the well-established JAP motorcycle engines. From JAP's he joined the Vauxhall Motors' drawing office at Luton, in 1912, working under the great Laurence H. Pomeroy, who is remembered as "a lovely boss". Pomeroy had joined Vauxhall in 1906 / 1907 and when Varley joined the drawing office he was engaged on the very successful A- and B-series of Vauxhalls of various engine sizes, and the 30/98 was becoming established. It is also very interesting, in view of the recent comments in these pages on the Sunbeam and Packard V12-cylinder engines, that Varley worked at Vauxhall's on such a power unit. Three of these V12 Vauxhall engines were built and they would run at extremely fast crankshaft speeds for those days, but the outbreak of war prevented them from going into production, and anyway the surface / volume ratio of the combustion chambers was "very, very naughty".

Pomeroy had asked Varley to design this



THE drawing office staff at Vauxhall Motors photographed before the First World War, when the 30/98 was being established under the great Laurence H. Pomeroy. Two at least failed to return from the war.

engine, intended for use in a car, as it was to be quite small, of roughly 3.7-litres, and his experiences at JAP's with small valves was regarded as useful. The camshaft was between the vee of the cylinders and the valves were *horizontal* in the heads, being operated by long rockers of forged duralumin, pivoted centrally on two eccentrics that provided adjustment. The crankshaft was formed from a solid billet of steel, with circular webs. To overcome the low heat / volume ratio Varley suggested lowering the compression ratio but as war was imminent Pomeroy told him to forget about it. A pity, as otherwise Vauxhall might well have joined Packard after the war with a V12 car.

One interesting thing happened to a B-type Vauxhall engine that was on test. One cylinder always performed better than the rest and when the fitter in charge, a man named Frazer, took the engine down there was no trace of carbon in that cylinder. This remained a mystery for a long time, until it was discovered that a minute crack opened up when the engine was hot, allowing coolant water to enter this particular cylinder. Proof that water injection could bring benefits, says Mr Varley, providing that such injection is arranged to function only when an engine has attained running temperature. He remembers a day when the great American racing driver Ralph de Palma, who drove for Vauxhall in the 1914 French Grand Prix, came into the works and found a loose nut on the racing chassis — "the roof was nearly lifted off" — and another time when a French mechanic assembled a back axle the wrong way round, so that the works manager Hancock, engaging one of the apparently forward gears, shot backwards through the

workshop wall . . . Incidentally, Hancock was manager in the office, Littler on the factory floor.

Varley recalls his days at Vauxhall's as very happy ones, and he had a great admiration for Laurence Pomeroy's engineering integrity. As the war went on Varley was directly responsible to C. Davidson at the War Office for problems encountered at the front with the D-type Vauxhall staff-cars. He also worked on experimental single-cylinder engine rigs in conjunction with the war effort and designed a double-reduction back axle intended for war vehicles. While he was at Vauxhall's Varley won the competition instituted by Pomeroy when a new radiator badge was required, by studying heraldry, so that he was able to come up with the now well-known one incorporating the crest adopted by the Vauxhall Iron Works from that used by Fulk le Breant, whose house, Fulk's Hall, was in Lambeth, and whose castle, by a remarkable coincidence, had been at Luton. Fulk's Hall became corrupted to Fawkes Hall and thus in the Norman French idiom to "Vauxhall" and the family crest was the now-famous Vauxhall Griffin, which Michael Sedgwick called a wyvern.

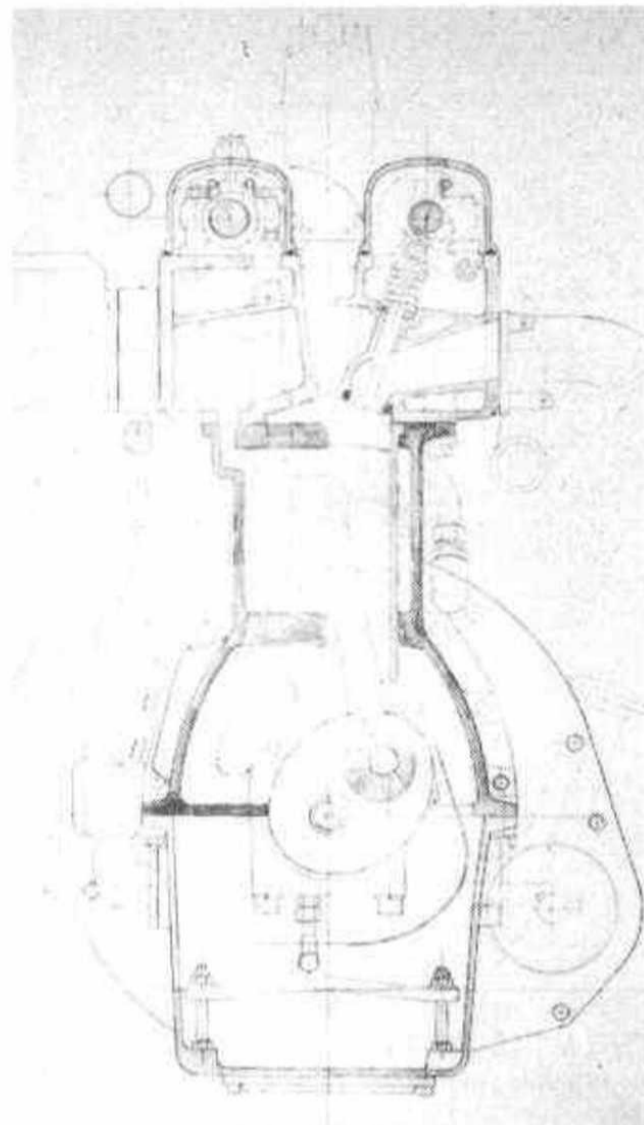
Varley left Vauxhall's in 1916 and, as I have said, joined the emerging Bentley Motors in 1919, first meeting W.O. Bentley after ascending a flight of wooden stairs in a small garage. At Conduit Street he had a first class tracer called Lilian Atkinson. He got on well with W.O., whom he remembers as a shy but pleasant person, and a great engineer, but would have preferred a detachable cylinder-head on the 3-litre Bentley engine. The integral head and block on this long-stroke design was a difficult

production proposition, apart from the complications for an owner needing to decarbonise it, and Count Lennaerts of Lennaerts & Dolphin, the Belgian foundry called in about casting it, was in full agreement. If one valve-seat was damaged, the entire cylinder block would have to be scrapped.

W. O. Bentley liked his railway engineering apprenticeship to be remembered and Varley says he expressly asked that the 3-litre's brake lever be designed to look like the reversing lever of a Great Northern steam locomotive! He had brought in F. T. Burgess from Humber's, who had worked with him on the BR2 rotary aero-engine, and it was a clash of temperaments that caused Varley and Burgess to quarrel; Burgess was apt to be content to guess at dimensions, etc, whereas Varley liked accuracy. However, for a time it all worked out. "We designed the Bentley engine first", Varley said, "and much of the chassis came from Straker-Squire". I enquired if any 30/98 aspects found their way onto the 3-litre Bentley, remembering that W.O. himself referred to that car as "our closest rival in the '20s", but Mr Varley would not be drawn, beyond saying his experiences at Luton had made him by then a first class draughtsman, who had learned a lot.

When the move was made to the factory at Cricklewood Varley was put in charge and Burgess's pettiness again intruded. In the end W.O. said he could work with one or the other, but could not put up with their bickering. When one of the DO men made an error in a gearbox drawing, quickly rectified, Burgess wanted to sack him, Varley spoke up for him, and was sacked in 1924, the draughtsman taking over Varley's job. Such is the injustice in industry. Before that he had designed the BHB piston used in the Bentley engine, the initials standing for Burgess-Hewitt-Bentley, Varley going to the company in which W.O. had interests to supervise production. They cured the piston-slap of the former hour-glass pistons. Many millions were made but he never received a penny. Before he left W.O.'s employment Varley had done preliminary work on the triple eccentric drive for the oh camshaft of the Big Six Bentley engine.

Varley returned to Vauxhall Motors at Luton in 1936 and worked under Mr Apfel, the American engineer who was responsible for introducing the variable-rate ifs on Vauxhall cars. The needle bearings used therein were a source of continual trouble, the needles "brunelling" themselves to the metal, and Varley suggested to Clarence E. King, Vauxhall's Chief Engineer who had, back in 1923, converted the 23/60 and 30/98 engines to overhead valves, that plain bearings should be substituted. He refused to countenance this, saying General Motors in Detroit would never agree, so Varley went ahead on his own initiative, with excellent results, admitted by King who



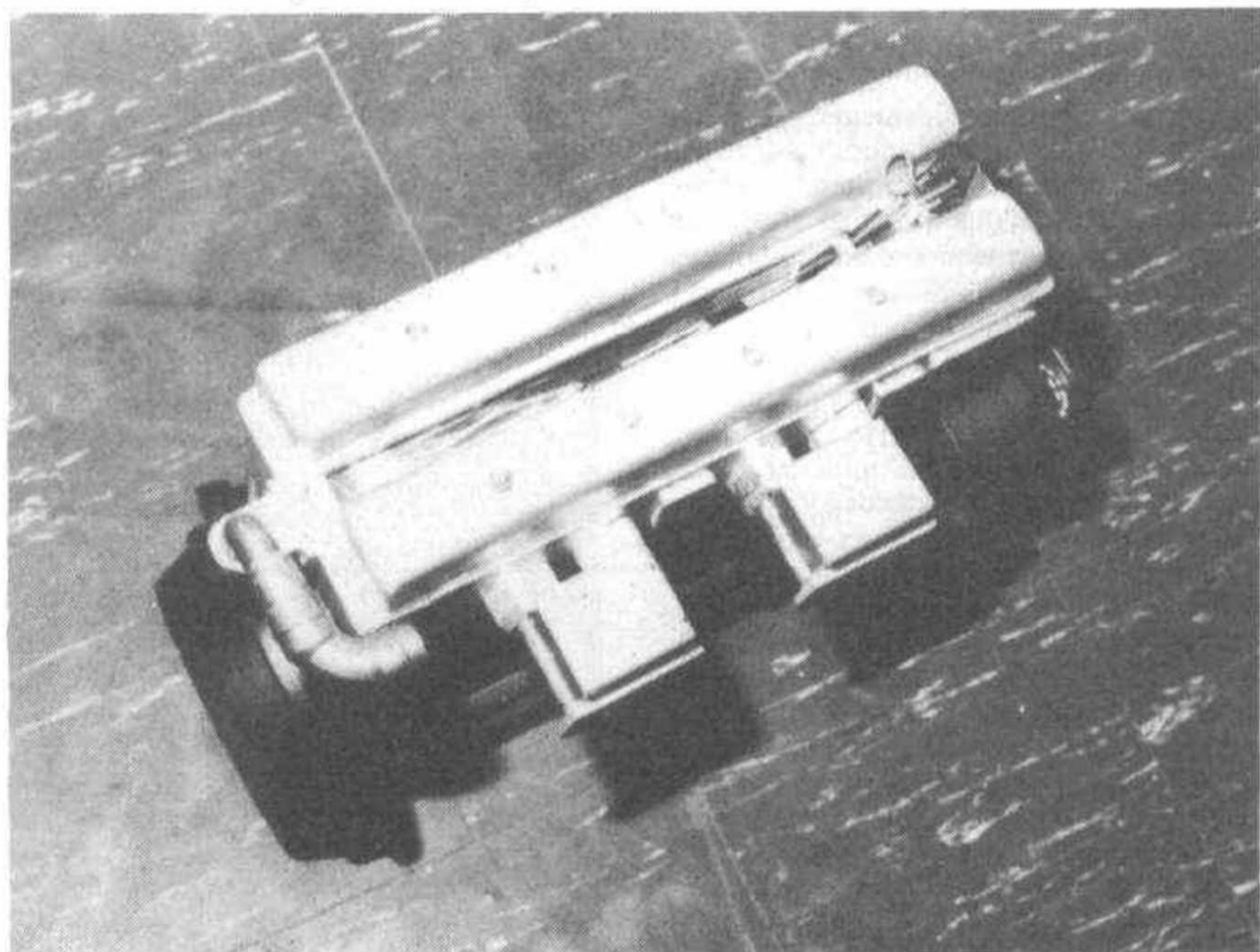
CROSS-SECTION of Harry Varley's new twin-ohc replacement engine for the 3-litre Bentley.

wanted to know why the car he drove, which had been converted to plain bearings, rode so much better. But the change was never adopted for production. . . .

Before that Varley had gone to Boulton & Paul at Norwich, where he saw their test pilot loop the Bourges biplane bomber, but being put on to designing cabane struts he soon tired of this. During World War Two he was called in by M. B. Wilde, the

engineers who had been asked to produce 400 barrage balloon winch engines, by Group Captain Baldwin of the Air Ministry. This gentleman was pro-Crossley, perhaps from his WWI experiences, and hoped a Crossley engine could be adapted, but Varley found a more simple solution in converting the ubiquitous Ford Ten engine. In 1943 he went to Rolls-Royce at Crewe, going to America for them and retiring, at the age of 66, in 1957. Since 1976 he has been occupied with a modern replacement engine for those 3-litre Bentley users who either crave more performance or cannot find a vintage power unit to replace one that has blown up, his 92 x 106 mm 2.8-litre four-cylinder engine aiming at 128 bhp at 4,000 rpm, say a better than 40 bhp improvement over the most powerful W.O. 3-litre engine. Fresh finance has recently been infused, so we should soon hear more of this project.

Finally, I find it interesting to know what vehicles those closely associated with motoring have used while pursuing their careers, so I asked Mr Varley about this. In the early days, and coinciding partly with his time at JAP's, he rode a series of motorcycles, including a Matchless 500, a Zenith Gradua, a 350 cc Scott and a 1,000 cc Royal Enfield combination. While he was helping to design the 3-litre Bentley he had a Morgan three wheeler and a Fiat 502. His period with Rolls-Royce coincided with ownership of a Hillman Minx and a Sunbeam Talbot 80 followed by a Sunbeam Talbot 90 and since his retirement he has had a Triumph Gloria, a Triumph 1300 and an Austin 1300 GT, while his wife Sylvia is at present driving a 1500 automatic Honda Civic. — W.B.



OVERHEAD VIEW of a half-size mock-up of the Varley engine. It displaces 2,820 cc and aims to produce 128 bhp.

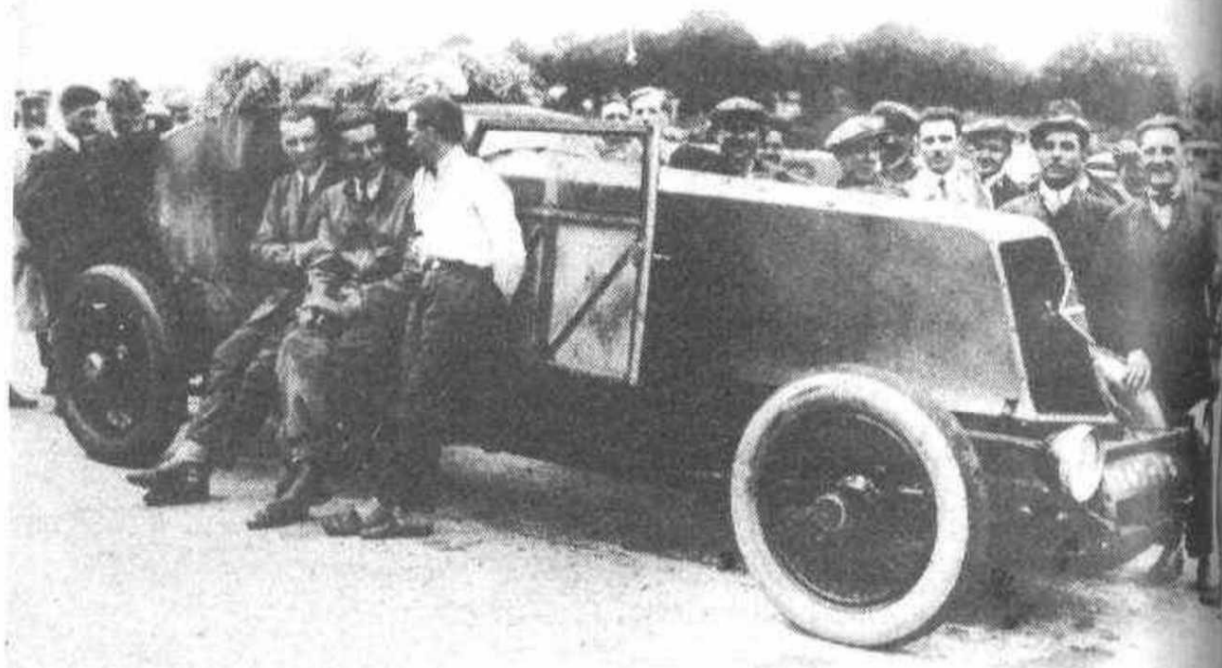
Time the Great Muddler

Hysterical Historics

THERE ARE people in the advertising world who say that if you tell the public loud enough and long enough, they will believe anything. In the journalistic world there is a similar feeling, especially as regards historical facts. Someone made a statement in print in 1924 and every now and then succeeding journalists have copied this statement so that it passes from legend into gospel and becomes fact. As time goes by some of these journalists call themselves historians, or to be more accurate their colleagues call them historians, so that if they perpetuate the 1924 story unchanged, then it must be true. Thus is a lot of motoring history established. The absence of any official historical society dealing with motor racing history means that anyone who has bound volumes of *MOTOR SPORT* and *The Autocar* back to their beginnings can set himself up as an historian and continue quoting the 1924 statement as historical fact, and few people bother to cross-check or verify. With the spread of television activity and documentary programmes these historians have had a field day. Instant information, right or wrong, and tomorrow it is forgotten, except that the recent spread of video recording means that you can now challenge some of these statements by a replay like taking your bound volume off the shelf and saying "but, in 1961 you said here . . ." which makes the writer more careful. The television scriptwriter is going to have to be more careful as well.

A recent television documentary made the statement that the 1924 Sunbeam 2-litre was the first supercharged Grand Prix car. Nobody would argue with that statement, except those of us who know that the 1923 Grand Prix Fiat was supercharged. Similarly, the 1938/39 Formula cars were said to have developed "the four-wheel drift", a statement that suggests that the writer had never read any technical books dealing with slip-angles, understeer and oversteer. To show a Mercedes-Benz in the throes of an oversteering power-slide caused by bigger slip angles on the rear tyres than those on the front tyres and to call it "a four-wheel drift" is ludicrous. And to show a very rare piece of period black and white film of Etancelin winning the 1936 Pau GP in the equally rare V8 Maserati and to describe it as Dreyfus winning in 1938 in a 4½-litre 12-cylinder Delahaye makes one lose confidence.

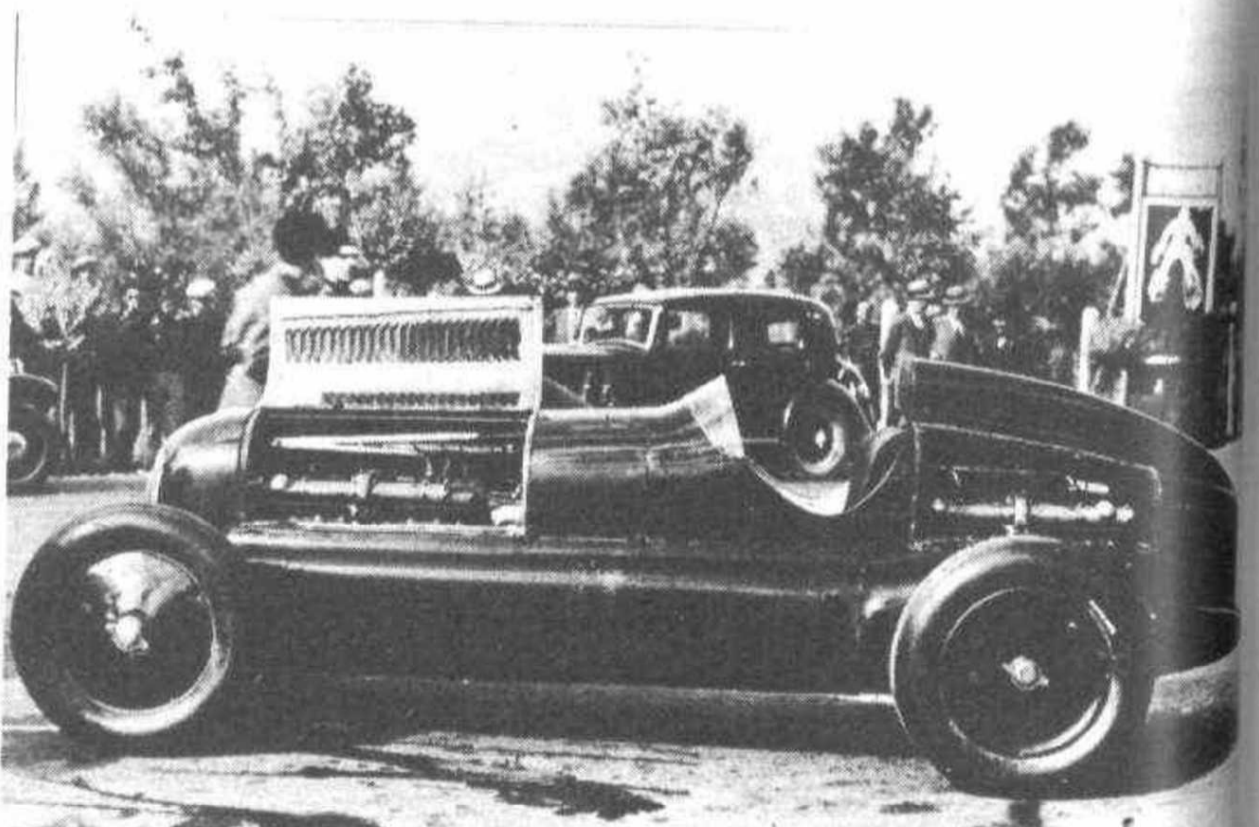
However, that is just words and pictures and anyone can make a mistake when writing and we know full well that the camera can lie, but when motor racing



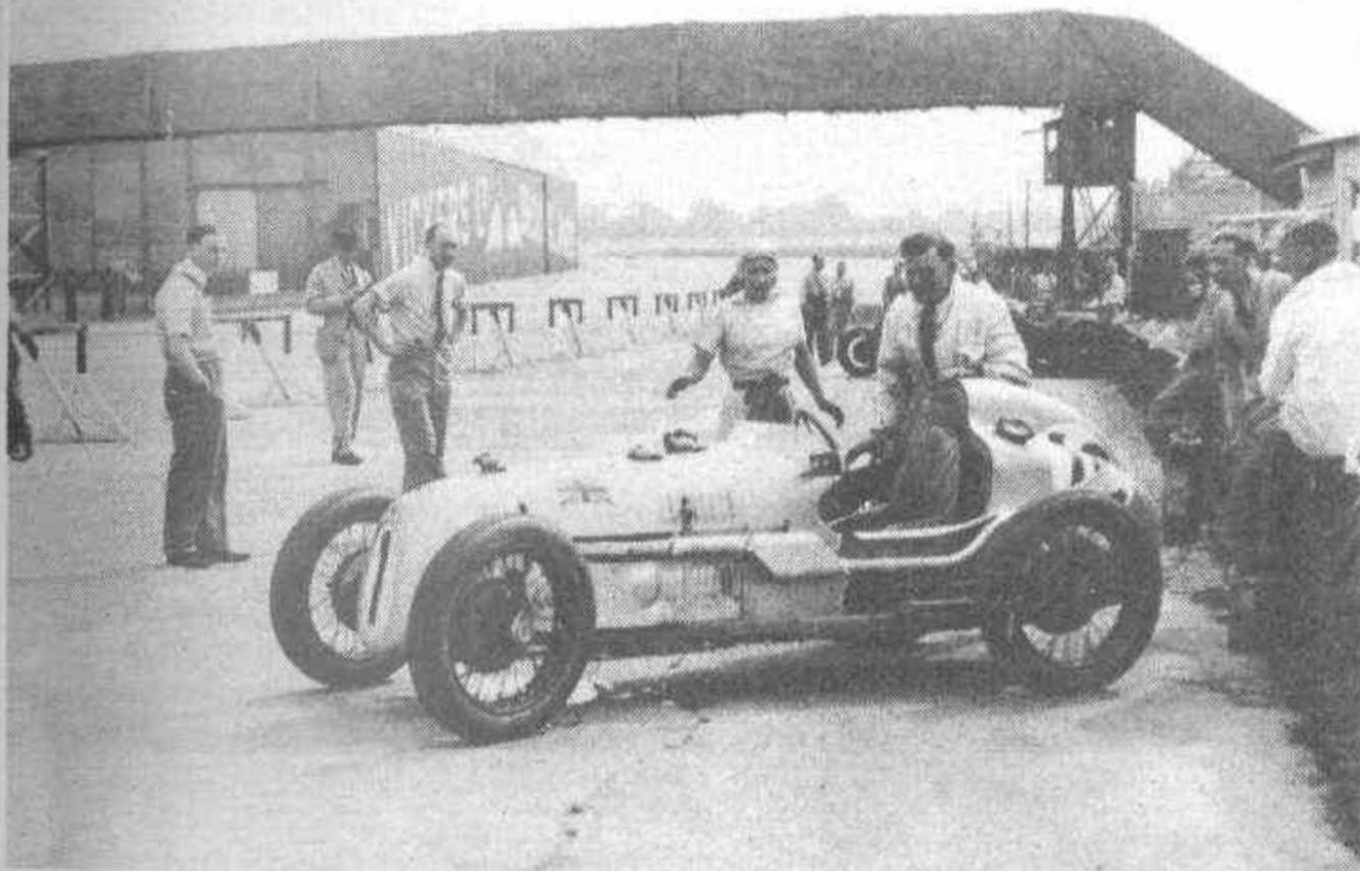
THE REAL THING — The 1926 record-breaking Renault 45 (40CV) at Montlhéry. Roger Pichon stands by the nearside front wheel.

history is standing before you on four wheels and you can touch it and sit in it, and on rare occasions even drive it, then that is something else. "We know that this is the actual car that won the 1936 Le Mans race, because the owner told us so, and he should know, as he has done a lot of research on it and has documentary proof." How many times have you heard that, substituting any known race, date, driver or circuit to taste. Nine times out of 10 it is true, but the odd one out is what worries me, for as the years go by the 10 becomes 100 and the odd one becomes the odd 10, and when the original 10 have become 1,000, the odd one out has

become 100. If you have 1,000 historic cars and one of them is a fake it is not too serious, but if 100 of them are fakes then you have a problem. One fake is easy to keep an eye on so that it doesn't become muddled up with the real ones, but if you have 100 fakes, or two can easily "disappear" in amongst the genuine 900 and then where are you? "It's only one odd one" you say, but there are nine more lined up behind it waiting the opportunity to slip under the blanket and appear as the real thing. A genuine D-type Jaguar might be worth £130,000 in "trade terms", while a fake D-type (and there are plenty of them) would only fetch £30,000.



THE REAL THING — The original Bi-motore Alfa Romeo prior to its record runs in 1935 on the Florence-Pisa Autostrada.

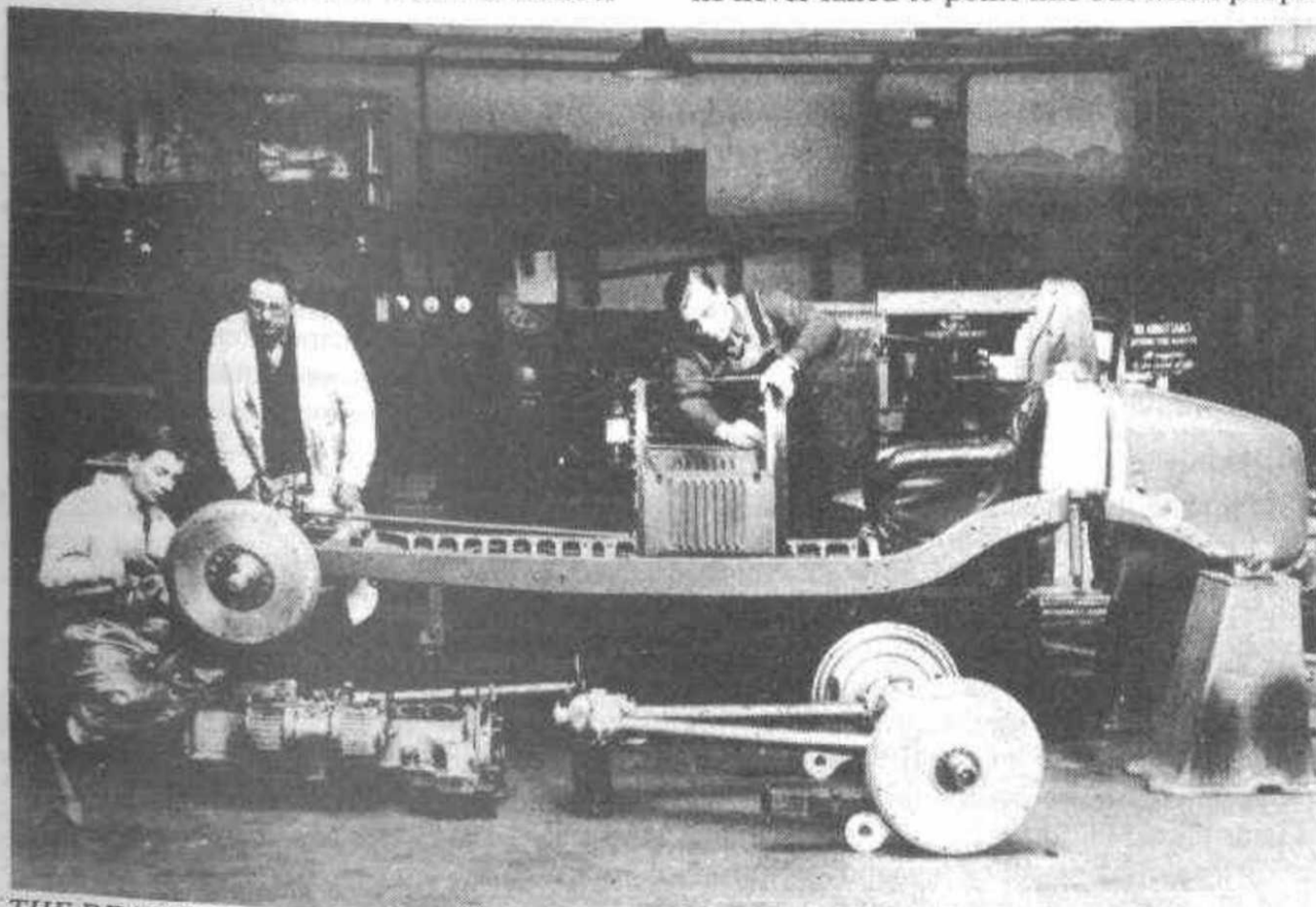


THE REAL THING — The works sidevalve supercharged Austin 7 in Brooklands trim, during the LCC Relay race in 1937.

you can lift the blanket and slip your "bastard" underneath and get away with it, it must be worth £100,000 to take such a chance, and you'll have quite a bit of spare cash to "grease palms" and "close mouths".

A much better and safer way is to let "Time" do its work. You produce a fake car that you openly call a "Replica" (other words such as copy or clone will do), but after a while you forget to use the Replica and if you can get the old car magazines to feature the car often enough and always "forget" to add the word Replica, you are well on your way to "authenticity". One of the first fake historic cars I can remember

seeing in the course of construction was Roger Pichon's copy of the 1928 record-breaking Renault 45 saloon. The original car was destroyed, as he well knew because he was chief mechanic on the car. The original car had sentimental memories for Roger, so in his retirement he collected up various bits of Renault 45 (40cv in France) and made a copy of the original car. His one regret was that he could not find any original wheel centres and hubs as used on the record car, so had to make do with production items. This irritated Roger but there was nothing he could do about it, but he never failed to point this out when people



THE REAL THING — Not a fake monoposto Alfa Romeo being built in a Mews garage, A. F. Ashby's car undergoing a total overhaul in 1938.

looked at the car. It wasn't the original record breaking Renault 45 and he never even hinted that it was, it was a fake made with the best intentions, but that was a long time ago. Roger Pichon has been dead a number of years now but the great car lives on and to me it will always carry with it his own personal reason for building it, and as nice a reason as anyone could wish for. Time the great muddler has taken its toll, and Roger's car is now described in articles and films as being the famous record-breaking Renault 45.

In one of our museums is a very fine Le Mans-type 4½-litre Bentley, except that I recall it being built from a rather dreary old 4½-litre Bentley drophead coupé. At the time I was staggered by the cost, but then I was naïve. Even as a fake Le Mans car it is probably worth a lot more than it cost to build, and as a genuine Le Mans car . . . It could be a genuine Le Mans Bentley because there is nothing to say it isn't! In an Italian museum is what appears at first glance to be Cugnot's original steam-powered three-wheeled device, but a plaque on it explains that it is a ¾ size model of the original. A laudable effort and an interesting project, but the trouble starts when people make scale models of the original historic vehicle to a scale of one-to-one and the plaque falls off! Also in Italy is a one-to-one scale model of a 250F Maserati that had a small identification stamped on it by the builder, but since leaving his hands it has been endowed with a genuine 250F Maserati identification, from a car thought to have been broken up irretrievably. Another 250F in this country has been built and given the identification of a car that was presumed broken up in 1959 or 1960. The original car has now surfaced in America! This well-known American racing man bought the car from the Maserati factory in 1960, never used it, and it has sat in his garage until last year when another American persuaded him to sell it. It must be the most original 250F Maserati there is. What the builder of the fake one is going to do is anybody's guess. Time can help, but just occasionally it can hinder the old car movement.

The number of fake cars in the historic racing car world grows every year and most of them are beautifully made, the workmanship and craftsmanship being remarkable, but as the years go by some of them become genuine, in the eyes of the media and the public, who rely on the media for information. Already we have a single-seater Cooper-Bristol that started life as a sports car, 250F Maseratis made from spare parts, numerous Bugattis made from scratch, Lotus 16s built from scrap parts, TT cars that never went near the Ards circuit, D-type Jaguars that owe their parenthood to E-types, SS100 Jaguars made from old saloons, competition-type Delahayes made from bulbous great post-war Delahaye saloons, Lagonda Le

Mans cars that do not match up when the real thing turns up, and so on. Our industry of new car manufacturers may be struggling, but the manufacture of old cars is a thriving industry.

The resurrection of some historic cars from oblivion is a worthy project, no matter how much has to be replaced and Nigel Arnold-Forster's Bequet Special is a splendid example. The resurrection of the *Bi-motore* Alfa Romeo as carried out by David Black and Tom Wheatcroft's Donington Museum will be a sight worth seeing and hearing, even if it isn't the actual original *Bi-motore*. It is not a fake as the project started with the last remaining bits of the car being rescued from Australia. Not quite the same thing is the very fine Tipo B *monoposto* Alfa Romeo made by a Northern enthusiast from surplus spares from a real *monoposto*, with a whole lot of new parts made from scratch. It cannot possibly have an identification unless there is a black spot in *monoposto* history which it could conveniently fill, but only the Alfa Romeo Section of the VSCC could tell us that.

Some people do not approve of resurrection from the grave. There are still opponents to Owen Wynn-Owen who dug up the remains of "Babs", the Parry Thomas record breaker that was buried in Pendine's Sands, especially as many major components had to be replaced in order to make it run again, but that is a matter of personal choice. In the new Bomber Hall of the RAF Museum at Hendon are the remains of a Handley Page Halifax bomber, retrieved from the bottom of a Norwegian fjord. It lies on a bed of shingle just as it was found and the RAF Museum explain that it is going to stay that way because to rebuild it or restore it could mean replacing so many of the original parts that they would merely end up with a replica, and they can see no point in that. Praiseworthy sentiments. It is



THE REAL THING — A genuine D-Type Jaguar competing in the 1955 Le Mans 24 hour race.

the only known Halifax, but every bit of it that lies in the Bomber Hall is original. Perhaps "Babs" should have been exhumed in the same way and laid out on a bed of sand in the Beaulieu Museum.

At any gathering of historic old cars, and these days even a Trojan or a Butler-Lacey sports model are historic, there will be a percentage of fake cars. The worrying thing is that the percentage is growing, and the "odd one" is mingling with the real nine. I will not name the names of the fake cars for their proud owners would get very agitated, but when you see an old car that appears to be historic, ask the owner about its origins.

You will be amazed at some of the stories you will be expected to believe. But be warned, the honest fakers will say "_____ off", from which you can draw your own conclusions.

There are those who say "the sooner a genuine D.S.J. is laid out on a bed of shingle in a museum, the better for everyone." Trouble is, there are lots of fake D.S.J.s about, and how do you tell the fake from the genuine? Patrick Lindsay once said to me, all seriousness "are you a replica or the real thing?" to which I replied "no, I'm a fake" which confused him. With "Time" on my side I could become authentic! — D.S.J.

A Vauxhall Puzzle

IT SEEMS that surprises can occur when you drive a Vauxhall. While I was stationary in the road test Astra GTE in an abnormal Christmas traffic jam in Hereford, someone jumped out of a car behind, tapped on the window, and gave my wife a potted plant, with a cry of "Good luck to MOTOR SPORT". A few days later, driving home to Wales on Boxing Day in a Cavalier SRi, I stopped for a snack lunch at a well-known roadside café and was recognised by a motorcycle enthusiast who asked me if I would care to join him. Warmed by those unexpected happenings, I had a surprise of a different kind while watching the TV version of Agatha Christie's detective story, "The Body in the Library", when the burnt-out car essential to the mystery was described, more than once, as a Vauxhall "Coaster". To my knowledge there was no

such Vauxhall model.

So the mystery within a mystery is, did the producer make a mistake, intending the car to be called a Vauxhall Cresta, the well-known model that was in production from 1955 to 1971 in various forms, or was the name "Coaster" used as an alibi, or as a libel-fender (surely not?), or for what? As the play abounded in pre-war cars, like the Derby-Bentley of the country Squire, the SS 90 or 100 of the playboy-actor and many others, a Cresta would have been incorrect, anyway, and my guess is that a Vauxhall Cadet may have been intended, in keeping with the 1931-33 period. Whether this anomaly is peculiar to the TV play or was perpetrated by the book's famous author I do not know, because this title is not among my wife's Agatha collection and, being an avid Sherlockian, I lay no claim to knowing intimately the Christie saga! Over to the Vauxhall OC? — W.B.

Help Needed

WE HAVE been told of a longtime reader who has unfortunately lost his sight and who is distressed at no longer being able to read his favourite magazine. Perhaps he is not alone in this and we would welcome the names and addresses of those in a similar position. We would like to know the extent of the problem so that we can try to do something to help.

We would also like to hear from anyone with the time and equipment to make cassette recordings of articles in MOTOR SPORT. Our staff are willing to make some recordings to supplement the effort but since, at any one time, we are perhaps a long way from the office, it could not be guaranteed on any regular basis.

Perhaps some readers are connected with charities which do similar work for the blind. We simply need information at present, can you help?

Lancia Joins 4wd Club

THERE can be nothing more galling than to see your design rendered obsolete before its service life has even begun, but that's the prospect facing development engineers at Austin-Rover, Mitsubishi, Citroën and, probably, a few more establishments around Europe and the Far East. The Peugeot 205 Turbo 16, and the Lancia Delta S4 announced a few days before Christmas, have trumped all rivals adhering to production car bases including, of course, the Audi Quattro Sport.

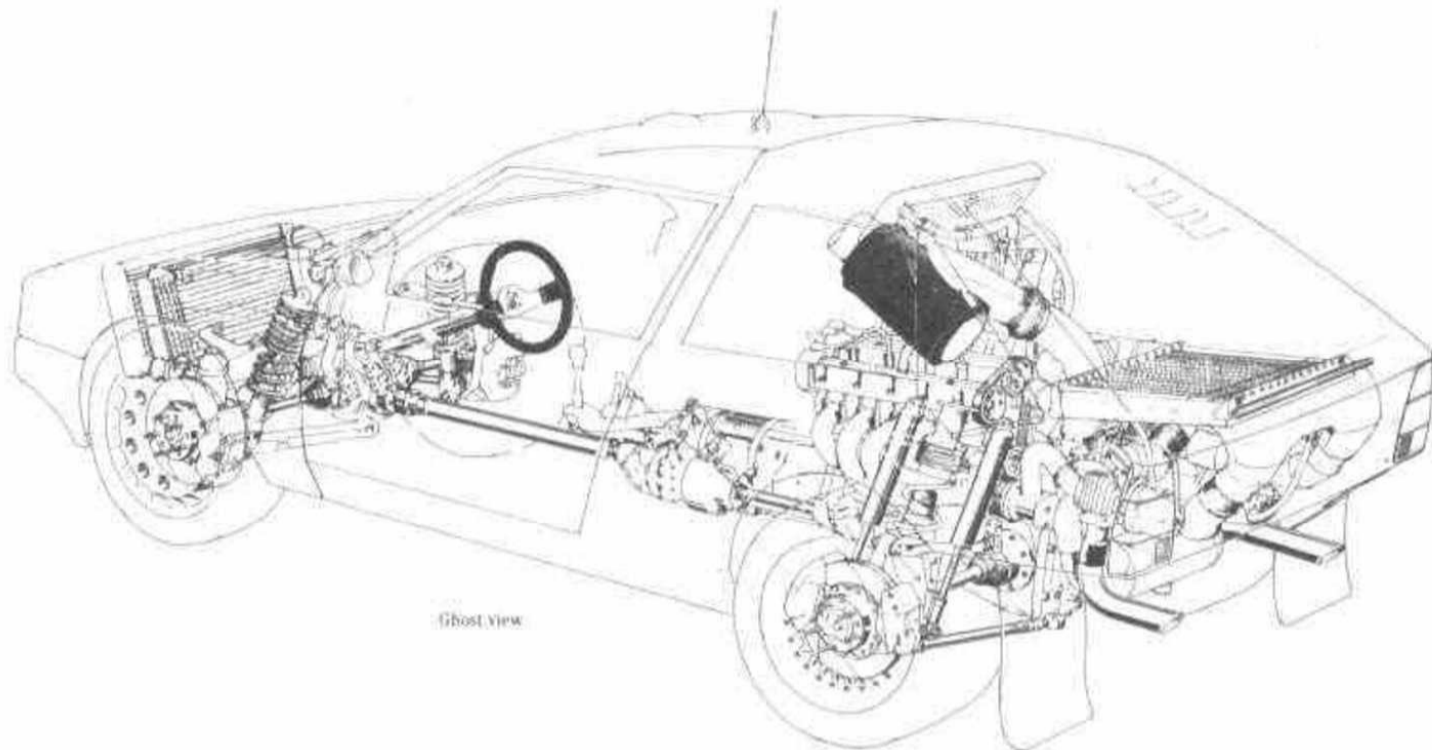
The Peugeot, already set in its winning ways, and the Lancia are virtually Formula 1 cars of rallying. Compact, light, mid-engined, turbocharged and with four-wheel drive based on the British Ferguson system they represent the ultimate in current design with upwards of 350 bhp available to the driver. The Ford RS200 will join this elite group later this year and it is hard to see how a conventional car can get a look-in on "sprint" events like the 1,000 Lakes and RAC Rallies. No doubt the Quattro will continue to perform well on events like the Safari but the skills of Walter Röhrl and Stig Blomqvist will be at a premium. It may be a little early yet to write off the chances of the MG Metro 6R4 but, based around a new normally aspirated V6 engine developing around 320 bhp it does not look a winner, on paper anyway.

The most interesting aspect of the Lancia Delta S4 is the Abarth designed all-alloy power unit which has both a Volumex supercharger and a KKK turbocharger which will combine to wring more than 400 bhp from a 1.76-litre design.

The crankshaft driven supercharger supplies boost at low engine speeds, supplemented by the turbocharger at medium revs. At the top end of the range a by-pass valve cuts out the supercharger and eliminates its drag, allowing the Delta S4 to attain 290 lb ft of torque at 5,000 rpm and at least 400 bhp at 8,000 rpm.

Whereas the Peugeot's 1.8-litre engine is mounted transversely behind the co-driver, Lancia's is located longitudinally ahead of the rear wheels. A twin-plate clutch and five-speed gearbox are located alongside the Ferguson centre differential, which is capable of varying the torque split and putting between 25 and 40% of the power through the front wheels, which are driven by titanium shafts. The S4 features a steel tubular chassis and carbon fibre and kevlar bodywork, the anticipated weight of the production cars being just 890 kg.

When 200 examples have been built at Abarth's works in Turin homologation should be forthcoming in time for the 1,000 Lakes rally, though the Delta S4 will run in prototype form in the Mille Pistes and Corsica rallies. The drivers will be Markku



NO OTHER design department has yet rivalled the ingenious simplicity of Audi's quattro layout to drive all four wheels, but Lancia's solution is tidy and workmanlike. Note the radiators or heat-exchangers in roof, nose and tail. Drivers for the S4 are Henri Toivonen and Markku Alen (below).



Alén, Henri Toivonen and Attilio Bettega, the two Finns having signed long contracts with Lancia-Martini.

Plans for the 1985 World Endurance Championship were announced at the conference, the driver line-up being Riccardo Patrese / Alessandro Nannini and Bob Wollek / Mauro Baldi, with Paolo Barilla in a third car at Le Mans. Lancia-Martini will contest all seven European rounds of the championship with the LC2 model, though with wider track and improved suspension, Michelin tyres and more aerodynamic bodywork. The Weber-Marelli engine management system will be modified to reduce the fuel consumption, in line with the 1985 regulations, though Lancia will continue to run the Ferrari-based 3-litre V8 engine. Technical director Claudio Lombardi estimates that he will see 650 bhp from the 308 engine though, more pessimistically, Porsche forecast an output of around

620 bhp from their flat-six when tuned to burn 510 litres of fuel in a 1,000 kilometre event. — M.L.C.

Täysillä Oikealle!

SOME years ago, a girl called Eeva Heinonen was one of Finland's best known rally drivers, and more than once did she delight British crowds by bringing her Volvo to the RAC Rally. Now married to Pertti Lehtonen, a former works driver for Saab Finland, she has long since given up the sport, but nevertheless continues to hold it in high regard. Last year she stood as a candidate for election to Helsinki City Council, and her campaign slogan, *Täysillä Oikealle*, was taken straight from pace note phraseology. It means "Flat out to the Right"! If Roger Clark ever stands for Leicestershire County Council, he might consider "Sideways to Victory", the title of his book. Any other suggestions?



Audi Completes Quattro Range

IT WAS not so long ago that Audi was perceived as a maker offering worthy, well engineered, slightly upmarket, but ultimately unexciting cars, a cut above the larger Volkswagens, perhaps, but the likes of BMW need not feel threatened. So far as some models were concerned, it might appear a harsh assessment of the company, but we are talking here not of the hardware, but of the image. The fastback Audi Coupé of the early Seventies, for example, was nobody's idea of a serious sporting car and it was slightly amusing to look at its pretensions.

Recently, however, one's perception of the firm has altered radically. The success in rallying of the Audi Quattro Coupé has helped that change ("Quattro" with an upper case "Q" refers, incidentally, only to the turbocharged coupés, the rest of the quattro range has the lower case "q"); the extraordinary combination of advanced aerodynamics and graceful styling of the Audi 100 has built on the rally successes; and the introduction of the 200, reviewed enthusiastically in last month's MOTOR SPORT, confirmed that here is a manufacturer one must take very seriously.

At recent car launches, we've had the opportunity to speak to directors of both Audi and BMW and it is clear from what the Audi people say (for they are the challengers) and by what the BMW people don't say (for they are the challenged) that the two companies are now fighting for the same market. It's no secret that BMW is developing a 4wd car and a little birdie told us of a BMW competition 4wd car under development at Porsche. Our little birdie, usually a very reliable source, mentioned a 400+ bhp output which suggests a rally car. It is generally believed that BMW has a V12 flagship model under development, could it be that the company intends to use a modified 4wd version of this to try to beat Audi at its own game?

IN ITS ELEMENT, the Audi Coupé quattro close by the Cresta Run. The handling of all the quattro range over snow-covered Alpine roads proved phenomenal.

On the other hand, a senior Audi executive did not dismiss the idea of a new flagship model bearing the name Horch (a company which, like Audi, was part of Auto Union) but he stressed that it would have to represent a level of quality synonymous with the name. BMW today, Mercedes-Benz tomorrow?

Since we are considering not just hardware but also image, it might be useful to remark that BMW has recently launched a range of products, sweaters and the like, which bear the "M" symbol which appears on the firm's F1 and F2 engines and the M535i and M635i cars. So potent is this logo that in Germany you can see ordinary BMW cars with the "M" symbol on the back. Audi has responded with the use of the name "quattro" on a rival range of products which, like those of BMW, are of a very high quality.

The idea is to make a quattro not just a car one would quite like to have, all things considered, but to make it a car one *aspires* to. No doubt the marketing men of both companies watch the sales of these products with as keen an eye as they cast on car production figures, for Jürgen may currently drive an elderly Kadett but if he wears an "M" sweater it means that one day he *hopes* to drive a BMW M635i. If Helmut drives a clapped-out Taunus but wears a "quattro" scarf, then that looks promising for Audi — in the future.

When two such serious manufacturers are involved in direct rivalry, the result must be good news for those of us who appreciate fine engineering and fine cars.

In December, journalists were invited to St. Moritz to sample the four cars which complete the Audi range and which allow the firm to claim that it is the first road car manufacturer in the world to offer 4wd at every stage of its range. They were: a 100 saloon quattro, a 100 Avant quattro, a 200 Avant quattro and a Coupé quattro.

Unfortunately the schedule was arranged suit journalists from many nations and Brits, being made of stern stuff, actually like to spend our time driving cars. The schedule did not allow more than 26 miles driving per car, sharing with another driver. MOTOR SPORT will not commit itself to committing seriously on high performance cars driven for an average of 13 miles apiece on unfamiliar roads.

We were, however, given an extremely impressive demonstration of the quattro range. Audi laid out a course on compact snow parallel with, and a few yards from the Cresta Run. Had we been on the trip a week earlier, we would have been allowed to drive up the course of the Cresta run itself. As it happens, we had an Audi Coupé quattro and found we negotiated the course with no problems at all. We were even able to drive into six inches of virgin snow and drive out again with little drama. We were then invited to repeat the exercise with the front engine, rear wheel drive product of a rival manufacturer (no names, no pack drill but guess who it might be) and found we got all of eight yards before hitting terminal wheelspin. One of our number did almost make it with a Peugeot 305, however, but it was a case of dedicated effort. The Coupé was effortless.

We then drove the Coupé quattro over the Julien Pass which was covered by icy snow (skimpy on the Armco is your Switzer, odd considering Jackie Stewart is a resident). "Impressive" is a weak word for the way the car behaved driven hard in conditions we rarely meet in England. It was like driving an ordinary car on a frosty morning, you took special care, of course, but pressed on. The car felt astonishingly secure at over 7,000 feet on several inches of solid snow. You could even chuck it around hairpins.

We felt less secure in the larger cars, for the shape requires more than 13 miles on unfamiliar roads before one feels sufficiently at home to position them on narrow roads and drive them as they are intended to be driven. Besides, the two versions of the 100 range which we drove were on clear tarmac so comparisons are not easily possible.

The Coupé, which has a claimed maximum speed of 125 mph will cost around £13,500 in the UK. The 100 Avant estate will cost around £16,000 and the 200 Avant estate about £24,000. Audi is to increase its quattro specialist dealers from 60 to around 100 though all Audi dealers will be able to take orders.

It is unfortunate we were not allowed greater acquaintanceship with the cars, for they are clearly exceptional, the sort of cars which, given time and the right conditions, extend a driver. As we've said before, some cars reveal themselves within a few minutes, others require time as one builds up a relationship. The quattro range is definitely in the latter category and we feel that a long term relationship would be a rewarding experience.

The Constructors — 1

Richard Owen Design & Engineering

IT IS common to talk of the courage, determination and competitiveness of racing drivers but rather hear constructors described in the same terms, yet they are essential qualities of any racing car constructor along with business acumen, design talent, the ability to work impossible hours and the ability to keep one's head when the world seems set to crumble about it. When looking at the recent success of McLaren International, it's too easy to forget the days when Ron Dennis struggled with the Rondel F2 team or that, not so long ago, he mortgaged his house so that he could back his judgement in John Barnard's design talent and his own confidence that he could himself run an F1 team successfully.

There was the time when Frank Williams had to sell his much-prized Porsche to keep his F1 team going and many other constructors could tell similar tales. The rewards of ultimate success can be great but they are rarely won easily. The difficulty of the task is easy to assess, take a pen and pad and jot down a list of racing car constructors who have come and gone. It is easy to reach three figures before having to scratch your head.

The constructor in the business of selling production racing cars is, of course, in the position of being as good as his last design. Most constructors wish the problem was as simple as that. Motor racing success depends on more than excellence and good management, there are also the elements of magic and mystery. Take, for example, the Lola T644 FF1600 car. Lola had enjoyed an extremely successful 1983 season with the T642 and the T644 was an acknowledged improvement and on the pace for 1984. Possibly because the looks of the car were not as startling as its Reynard and Van Diemen competitors, which had side-mounted radiators, opinion soon had it that the car was outdated. As that opinion gradually hardened into accepted fact, drivers began to find faults with it which they'd not previously noticed and some switched to other makes. Everyone positively *knew* that the Lola was as dead as a dodo.

It was odd, then, that a Lola won the 1984 Formula Ford Festival and set a new lap record. A possible explanation is that the driver was foreign and may not have known how slow his car was supposed to be!

Once a new constructor has built his prototype, his next problem is to persuade a decent driver to race it. Generally this involves the constructor in offering a very cheap or even free drive for a season, for drivers who are hoping to work their way up through racing are naturally conservative in their choice of cars, few can afford to make a

mistake financially or to gamble on wasting a whole season. For the constructor, the problem is this: he wishes to make a living selling racing cars. In order to attract orders, his cars must race successfully. To race successfully he must spare no expense yet he is deriving no income from selling cars, for customers will only come after he has proven his product.

If he then receives orders, he must then make fine judgements about putting the cars into production. How many employees does he take on? How much work does he sub-contract to other firms? What pricing policy does he adopt? How much workshop space does he lease? Does he continue to build one model or will the success of his first car perhaps attract for a car in a different formula?

These are fundamental commercial problems faced by the new manufacturer of any product but the manufacturer of, say, a washing machine does not face the same problems as a racing car manufacturer. Racing cars are expensive items and the difference between building ten cars in a season and building 12 is a significant one. The building season is very short since buyers tend to place their orders as late as they can, but require delivery by the end of February so they can start testing for the new season. Once the season starts, the performance of the product is under scrutiny every weekend and the difference between a car doing all the winning and a car which comes second while it is considerably smaller than the difference between the very best washing machine on the market and its closest rival, is vast in terms of customer perception. While you or I would probably be quite happy with a washing machine somewhat less than ultimate (otherwise there would be far fewer makers of washing

machines) drivers must have what they believe to be the best car. This is understandable since the cost of a season is frequently many times the initial outlay on the machine.

It should come as no surprise to learn, given the above, that racing car constructors (and engine builders) tend to have a very well developed sense of humour. They need it.

The choice of Richard Owen Design & Engineering as the constructor to begin this new series was made because the company is a recently-formed one and is still going through some of the processes already described. Unless the difficulties faced by all constructors are understood, their achievements are diminished.

Richard Owen himself is 32 years old and has been in business on his own account since 1980, beginning with subcontract design and fabrication work and producing his first car, the Sports 2000 Aquila RO82S, two years later. In the hands of Mike O'Brien, the car won the British S2000 Championship in 1983 and a similarly styled, but actually completely different replacement, the Shrike P15 appeared in the autumn of 1984. Twelve Shrikes will be ready for the start of this year's season and the reason for the change of name will become clear later.

Richard was just 12 when he began work on his first competition car. He had a stripped down Austin 7 which he'd bought from his savings and which he used to drive on private land. His father, Charles, had encountered some members of the 750 MC and the pair of them decided to convert the A7 into a racing special. Charles would make his debut as a driver at the age of 49 while Richard, who assisted in the design and building of the car, would be chief



RICHARD OWEN at the wheel of Arcos 6 at Silverstone in May 1973. The car was mid-engined with the motor beside the driver and the "passenger space" in front of it. The decals on the nose of the car indicate that there were still hard feelings about the banning of Arcos 3!



AS number two (of two) Williams designer, Richard Owen shared in Jacques Laffite's surprise second place in the 1975 German GP at the wheel of a Williams FW04.

mechanic.

Arcos 1 (Arcos = A Richard & Charles Owen Special) arrived at Silverstone for a meeting and immediately they drew up in the paddock, father and son knew they had done it all wrong. The car was basically a road-going special and it towered over the miniature sports/racing cars built by the serious competitors. Still, they had a few races with it and work began almost immediately on a successor.

Not every team, even in club racing, has a 12-year-old chief mechanic but it was not just a silly title. Charles recalls how once at Silverstone Richard was surrounded by a group of drivers who hung onto his every word while he expounded his theories on carburation. Arcos 2, in which Richard had a large hand in designing, was an advance but still not quite competitive and Richard was all of 15 when he began to design Arcos 3, a mid-engined special with its Reliant engine converted to sohc.

Although he could have pursued the conventional course and gone on to university, Richard knew that all he wanted to do was to design racing cars and so, aged 16, in 1968 he applied for, and won, one of the two apprenticeships which BRM used to offer annually. At Bourne he received a thorough grounding in all aspects of racing car construction and, meanwhile, completed Arcos 3 in a lock-up garage.

As soon as the car was completed, it was banned. Reliant was working on its own ohc engine and did not want to be upstaged by a teenager. Ironically, one of the first jobs Owen had to do on finishing his apprenticeship was to test a batch of Reliant ohc engines which the company had passed on to BRM for sorting.

During 1973/5 Richard won ten races with Arcos 6, the first F750 monocoque car. This had the engine alongside the driver with the mandatory passenger space in front of the engine. Arcos 4, incidentally, was a radio controlled model power boat with

which younger brother, Robert, now a designer with Porsche, represented Britain in International championships and Arcos 5 a more conventional F750 car.

In 1974 Richard became number two, of two, designers at Williams and like everyone who worked for Frank in the lean years has his fund of stories which tend to involve bailiffs and large men with broken noses repossessing the team transporter. While in retrospect the experience seems amusing, Richard had just married and needed some security so left motor racing to spend two years designing aids for limbless children.

The lure of the sport, however, was too strong and after two years he was back as a designer for Shadow in 1978, just after the palace revolution in which most of the team's key personnel went off to start Arrows. His first job was to design the Shadow DN 10 Can-Am car around the

DN8 F1 monocoque and the heavy and unreliable Dodge engines which Don Nicholls had acquired — it was not success. From mid-season Owen found himself anyway more and more concerned with the F1 team.

1979 saw him engineering the DN9B cars, largely trying to get de Angelis and Lammers onto the grid. It was clear that the team had little future and so, at the beginning of 1980, Richard left to design a new S2000 car for Van Diemen. Two months into the new design, Ralph Firman, Van Diemen's boss, cancelled the project for commercial reasons. Van Diemen work by subcontracting 70% of components and since the company regularly builds over 100 cars a year, it can demand, and get, keen quotes for the order it places. A new S2000 car, with a limited market, had realistically to be constructed largely in-house so there was a clear conflict of policy.

Taking his drawings with him, Richard then set up business on his own account on the Silverstone Motor Racing Industrial Estate. The chance to put his ideas into metal came for Richard when an American club racer, Bert Biles, approached Alan Cornack of Royale with the proposition that he should commission a new S2000 car. Cornack was unable to help and passed Biles on to Owen. The Aquila was born.

Biles fronted with cash and the little company (Richard himself and two employees) began work on the car. Because it was a prototype, everything had to be made in-house and Richard soon learned how expensive one-off components can be. Charles Owen, by now retired, spent nearly 1,000 man-hours on constructing the moulds for the fibreglass body which Richard had designed in a wind tunnel. When possible, both the families of Richard and his wife Dorothy helped out with cash but, always, with moral support. The big



THE Aquila RO 83S driven by Mike O'Brien at Silverstone in June 1983. On this occasion O'Brien finished third but from July onwards he was unbeaten and secured the British S2000 Championship.



MIKE O'Brien again, this time at Brands Hatch during the 1984 Formula Ford Festival Meeting, and driving the prototype Shrike P15 with which he scored a pole to flag victory.

opportunity had arrived, the completed car would be sold at the agreed commissioning fee for a loss, but that really did not matter. There followed months of gruelling work during which time Owen saw little of his family.

When completed, Richard shook down the car at Silverstone, returning a time just 0.6 sec outside the S2000 lap record. Bearing in mind Richard's status as a driver and the length of time he'd been away from the cockpit the new car was very promising.

Like most good racing car designs, the Aquila was deceptively simple, a short monocoque with a rear subframe and suspension all round by coil springs and wishbones. The most startling feature was its shape, evolved in a wind tunnel, for it was clear that in a closely regulated formula aerodynamics were the area in which most speed would be found.

Like most, but not all, good racing cars the secret of its speed lay in the total package and not in any one area. Unless you come up with a radical breakthrough, like ground effect, the trick is to carefully design each component so that it not only individually works well but works in harmony with the whole.

While the Aquila undoubtedly did this, the prototype shipped out to Bert Biles did not set the tracks alight. The reason was that Biles was not a natural winner and was never able to demonstrate the car's potential. All the hard work, the 16 hour days, seven days a week, seemed to be in jeopardy except that, by prior arrangement, the car was re-imported to Britain at the end of 1982.

Run from the works, the chosen driver was Mike O'Brien. The choice was shrewd, O'Brien had been in F3 and, though quick, never looked like winning. Owen felt that he could win in S2000 and, if he did, his previous reputation would not draw attention away from the car.

A fifth at Brands Hatch followed by a second place in the last race of the year at Thruxton convinced the little team that it

had a potential winner on its hands. The prototype went back to the States and Richard and his family took a very big step — his house was mortgaged so that a works car could be run in 1983.

Two cars were laid down, one for O'Brien and the other as a works assisted pay drive hire car. The first races of 1983 were disappointing, the car was quick, it could lead races, but silly little faults robbed it of victory, a stuck throttle, a stripped wheel nut, a driver error. Fifth time out, however, it won — and then was disqualified. The car had been fitted with Koni aluminium alloy dampers, which Richard had been able to buy secondhand for money was tight, but the rules stated that no alloy dampers were permitted. It was a mistake possibly bred from financial necessity and the fact that all the other cars had steel dampers, and steel is an alloy, and the fact that the RAC admitted to an error in drawing up the regulations which were later changed to *light* alloy, a clearly defined term, did not retrieve the win.

Most spectators are pleased when an outsider goes quickly but, understandably, established constructors are not. Each is after his share of a limited market and a bright newcomer upsets the status quo. Before long the rumours began: "Of course the Aquila is quick, because it's illegal." Then someone began to put around the word that Dunlop, makers of the S2000 control tyre, was providing the team with special (ie illegal) tyres — a ridiculous notion. Why should a firm like Dunlop ruin its reputation by helping a new shoestring outfit, run on a third of the budget which some competitors used, by cheating? Besides, the Aquila was actually running on secondhand tyres! Then the buzz went around that the car was too complicated for privateers, it had to be run by the works. Not only was the Aquila a very simple design but most of the front runners in the formula had works assistance.

The car started to win races and then

continued to win them, O'Brien winning the Championship in 1983, but the company was not exactly deluged with orders. The rumourmongers had done their work too well and potential customers were heard to trot out, "I've thought of buying an Aquila but I've heard it on good authority that..."

From July 1983 onwards O'Brien won every round of the British S2000 series but Britain, as a market, is third behind the USA and the rest of Europe. The car was showing well in the wrong place. Biles who had been appointed the USA distributor was selling nothing. The theory that once you begin to win races, the telephone would not stop ringing was disproved. Gone was Richard's normal cheery disposition, the man aged before your eyes. By the end of 1984 only three Aquilas had been built. For a while it looked as though the gamble of mortgaging his family's future, might fail.

An American, Jon Peterson, came up with ambitious plans to import 12 Aquilas in 1984 and there was talk, too, of other plans involving the company, an Indycar, perhaps, or an IMSA car. These were dashed when Peterson hit financial problems. Meanwhile Bert Biles was not too pleased at the thought of a rival taking over a design he had commissioned but offered to sell the full rights back to Richard for a modest quarter of a million pounds.

A new car had to be built, having gone through the Shadow v Arrows conflict, Owen was only too well aware of the possible repercussions and so the Shrike P15 was evolved (the P, for Project, being a trace from Owen's BRM days). During 1984 O'Brien continued to race Aquila 02, picking up wins and places and finishing third in the British Championship but not repeating his dominance of the previous season, partly because other cars had come along and partly because Owen's attention was on his new car. When it appeared, it was easy to dismiss the Shrike as badge engineering, an old car under a different name.

The Shrike does, in fact, follow the principles of the Aquila but, as Richard says, "The more I pondered the same questions, the more the same answers presented themselves. The tub, though, is lighter, shorter and 12% stiffer. The front suspension is on the same lines as the Aquila but has different geometry and stiffer uprights. We went back to the wind tunnel with the body and though the one on the Shrike looks like that of the Aquila, it's much lighter, it has a different style of construction, there are changes to the radiator ducting and different fences to the rear spoiler. It's so different, in fact, that we've had to build an entirely new buck."

Further, the car was changed subtly from being a prototype to a production racer. Whereas the prototype was built in-house entirely, the new cars are 70% subcontracted.

The Shrike made its debut at the Brands

Hatch F2 meeting late in the year and O'Brien took pole position and led the race until gearbox problems slowed him. However, he took pole and the chequered flag in the last two races of the season. Meanwhile Englishman Simon Kirkby had become a front runner in the American Pro-series. The net result is that 12 cars are currently being prepared for the coming season. Five are going to the States, two to Sweden, two are earmarked for Gil Baird's Tech-Speed team managed by Marvin Humphries, an ex-Shadow mechanic, and the remaining three to other buyers in Britain one of whom will race his car in the B class of the Thundersports series. A kit is also to be marketed at £6,900 (a normal complete car less engine costs £11,500) for Richard reasons that many experienced people in racing have lying around their workshops a number of common components, instruments and the like which could be utilised in building a car.

Numbers are important to a manufacturer, not only because each car represents a sale. The more Shrikes there are on a grid, then the greater is the chance that one will win and wins should translate into more sales and hence even greater representation which, in turn... That's how it should be and, if it does go like that, then Richard expects to build perhaps more than 20 new cars for the 1986 season. Of

course, it's never as simple as that. A maker cannot control the talent of the drivers who buy his cars and all the other makers of S2000 cars are determined to ensure that the buyers will be beating paths to their doors.

For the moment, however, Richard Owen Design and Engineering seems set on the right path and the family home is no longer threatened. The future of the firm, though, can by no means be said to be assured, but then no racing car manufacturer is ever secure. A road car maker can sell its products on past reputation and ride out difficulties presented by an inadequate model but the effect on a racing car manufacturer of a single poor design are swift and often terminal.

Still, Owen has a lot of respect in the industry. He's had at least one offer to design a new F1 car from someone who is trying to stitch together a new team — the overture was politely declined. At the time of my visit to the workshop I saw the EMKA-Aston Martin Group C car which Owen is re-engineering for its owner. Jobs like this are essential to a new constructor — it's surprising what cars you see in various workshops around the country.

1985 looks brighter for the company than the recent past. Owen has learned some rules of the game the hard way and is now determined to by-pass agents and deal directly with customers, which naturally

involves him in a lot of travel, particularly to the USA. As he says, "We've got to get an advantage in every department; speed, of course, but also spares, cost, technical development and back-up."

It's impossible to say what the future will bring to Shrike. Perhaps, though personally doubt it, Owen has only one good design in him — you occasionally come across designers like that. Possibly some of the team's rivals will make a large advance in 1985 and the car which showed well at the end of last season may be outclassed and incapable of sufficient development to stay in the game. Possibly we are witnessing the birth of an important new manufacturer, another Lola or March, one which will expand into the higher formulae. The imponderables are all part of the continuing fascination of the sport at any level.

We read so much about the hard times which drivers of talent sometime endure during their careers, the sponsorship problems, the duff cars and so on, that we rarely give a thought to the equally tough struggles which many constructors have to undergo to produce the cars in the first place. Almost all constructors have gone through bleaker periods than almost any driver, the difference is they often do not get the champagne, the lap of honour and the general recognition for what they've been through. M.L.

Postscript

MERRICK TAYLOR, general manager of the Kieft Sports Car Company in the late Fifties, has sent us this photograph of the Kieft works in 1958, which is remarkable not only for the variety of machinery under one roof but which also allows us to tie up a few loose ends from recent articles in *MOTOR SPORT*.

In the foreground is the 1957 F2 Lister which was briefly owned by Gil Baird. Baird had plans to install the flat four AJB / Kieft / engine in the Lister but how this was to be achieved since the original Coventry Climax engine was offset in the chassis and the Butterworth unit was nearly three feet wide, remains a mystery. Baird sold the Lister to Bill Jones in a deal which included a large number of plastic lamps, which Jones' company made. Jones sold the car later to Ian Raby who, in turn, sold it to the States but the car was not heard of again thereafter.

On the ramp is the rolling chassis of the Kieft F1 car. The white sports racer against the wall is Chris Meek's Lotus-Connaught (reg 319 BPD). Behind that is one of the supercharged Austin Sevens which Williams raced with the works team. Under wraps is one of the Coopers owned by that great hill climb champion and sometime F1 driver, Tony Marsh.

The sports car near the door is the ex-Mike Hawthorn F2 Cooper-Bristol, converted to two-seater form (reg HPN



665). Behind that is the Lister-Jaguar which Tom Kyffen built up from the remains of Austin Nurse's crashed Lister-Bristol. In 1958 it was driven by Bruce Halford and the following year was bought by Border Reivers for Jim Clark to drive.

Behind the F2 Lister is a Kieft Sports car chassis, almost certainly LDA 5 which raced at Le Mans with a 1,500 cc Turner engine in

1955 and later was made the prototype of a proposed Kieft road car. (See "Kieft Sports Cars" by Merrick Taylor, *MOTOR SPORT* October 1981.)

As though all this were not enough, just out of the picture is Berwyn Baxter's ex-Ken Wharton Aston Martin DB3S which was later part-exchanged for "Remus", then owned by Bill Moss.

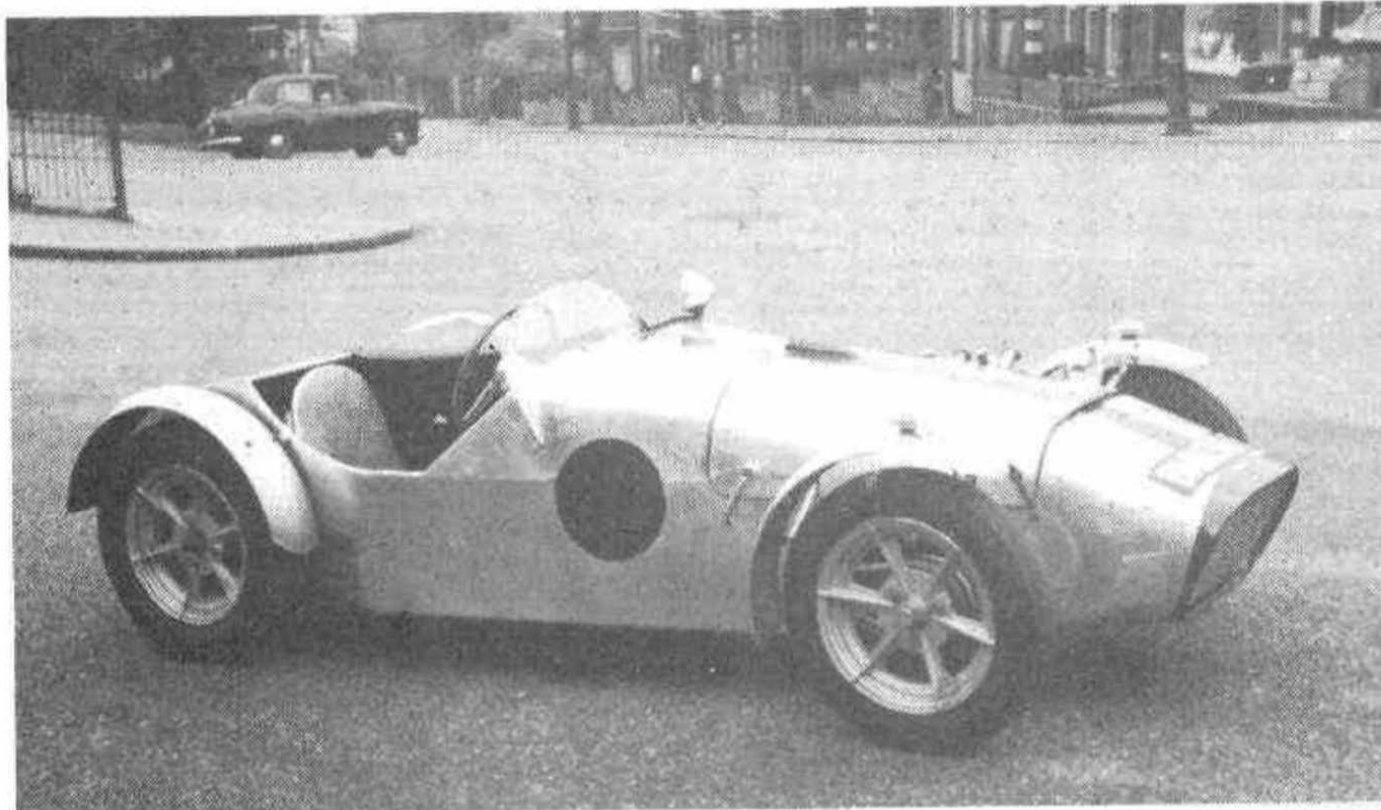
Marcos Reborn

IT IS NOT exactly breaking the official Secrets Act to remind readers that the name "Marcos" is a combination of the surnames of Jem Marsh and Frank Costin. In the September edition of MOTOR SPORT, we published Frank Costin's account of how he came to design the original Marcos, a very effective but extremely ugly little one-litre sports car constructed from plywood.

Costin's association with the company was short-lived, Jem Marsh was looking for a car with a wider customer appeal, Frank Costin was interested only in pure engineering and blow the styling. It was a partnership which could not last. In 1963, Dennis Adams redesigned the car, giving it a stunning fibreglass body which has become a true classic shape (Costin's retort is that it increased weight and lessened the performance). After a slow start, these cars began selling well with a variety of engine options. By the late Sixties, a workforce of over 100 was producing seven cars a week which were exported to 16 countries. Cars on the home market tended to have 1600 or 3-litre Ford engines while export models to countries where there were tight emission laws, usually had two- or three-litre Volvo engines.

Order books were full, the company was buoyant and so a decision was made to move in 1969 from the converted mill in Bradford upon Avon (the old Royal Enfield works) to a purpose-built factory in nearby Westbury where it would have the potential to build 30 cars a week. As part of the expansion, a new four-seater sports saloon, the Mantis, was introduced. The combined expense of the two projects helped cause the collapse of the company. Jem Marsh admits to some mis-management, both by himself and other people he had to bring in as the company grew. At the time, it was generally thought that the Mantis had caused the company's liquidation, it had been expensive to develop and nobody wanted it. Marsh denies this emphatically, saying that they fulfilled their projected Mantis production of a car a week and every single one of the 33 produced was sold.

There is no percentage in wondering how or why the company collapsed after having produced over 1,500 Marcos and Mini-Marcos cars. The company folded, but it was not the end of the story, merely the end of Act One. Act Two began three years or so ago when Marcos cars again appeared on the market, a return by popular demand. Now production is back to 75 a year with most components being built in-house. The customer can buy his car either as a kit (in one of three stages of completion) or as a virtually complete car requiring only a few hours work to finish. Four power units are available, the 4-cylinder 2-litre Ford Pinto, the V6 Ford 2.8, and the Rover V8 in either carburetted or injected form. Road



A 750 Special built using Speedex parts. In 1959 the complete body cost £49, a full set of wheels just under £20, while a donor Austin Seven could be bought for £10.

impressions of the carburetted Rover-engined Mantula were published in the November issue of MOTOR SPORT.

Linking the two acts was an interval of about ten years during which Jem built up garage businesses (since sold) and made a speciality of buying, servicing and selling Marcos cars. All components were available to customers after the company went into liquidation and a file on every car produced is retained at the factory.

The Marcos operation is currently a modest affair operating from a couple of large Nissen sheds on an industrial estate in Westbury. Marsh wishes to keep the operation within tight bounds and not over-extend himself. He sees the cars as being as timeless as the Morgan, and would like to continue in the Morgan tradition, constantly improving but not radically changing a vehicle which deservedly has a loyal following. He does not rule out other projects in the future, but the Marcos will remain the backbone of his business.

There is a problem when writing about Marcos and it is that "Marcos" refers to any of the cars built to designs between 1959 and 1970, from the original Cosworth-Ford 105E-engined "Ugly Duckling" (Marcos may have been Cosworth's first customer) to the svelte 3-litre road cars. There were no model names until the Mantis. Now we have the Marcos Mantula, with its restyled front, and this covers the Rover-powered cars. The Ford cars are simply "Marcos".

Jem Marsh was born in 1932 and, aged 16, went to sea to be a sailor in the Royal Navy. In 1952, he bought a partly completed Austin Seven Special and spent his three months shore leave finishing it. The car itself was distinguished only by the fact that its front suspension was by elastic operating through pulleys. Not infrequently, the elastic broke.

The bug had bitten, however, and Petty Officer Marsh realised that his future lay on dry land. He left the Navy in 1955 and

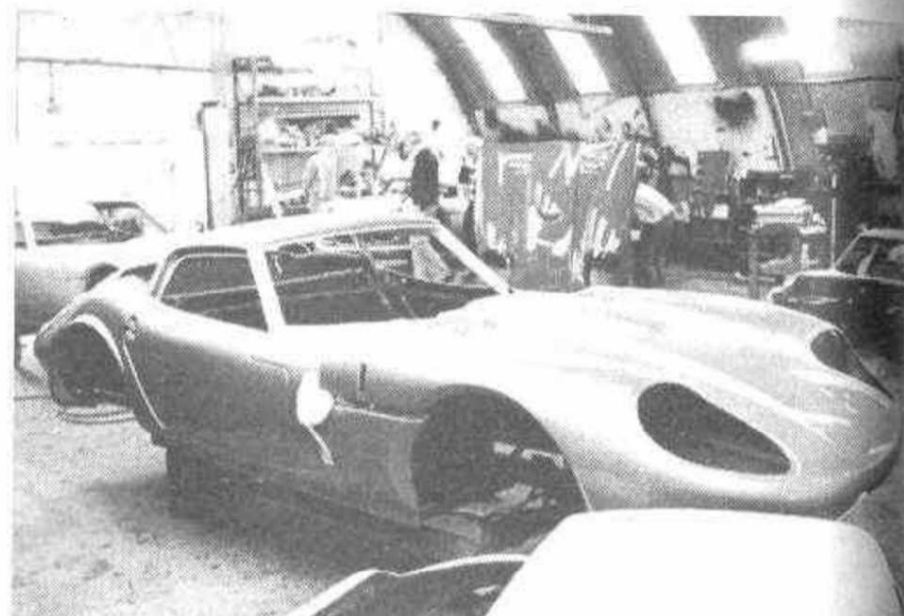
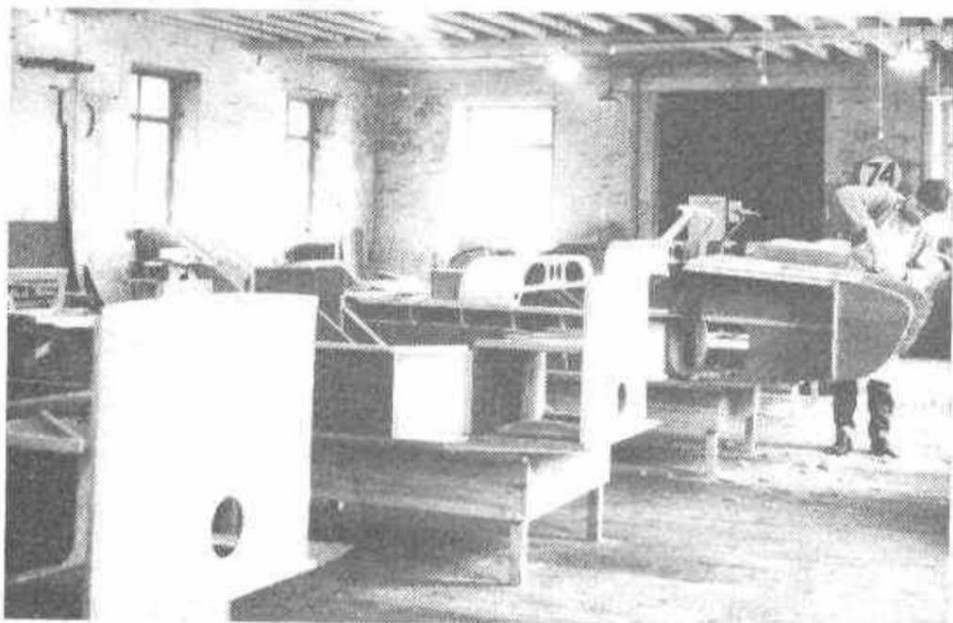
engaged in a number of activities, from stunt driving to selling agricultural machinery, together with a valuable spell at Firestone. In 1957, he began trading under the name, "Speedex", operating out of Luton and manufacturing and selling parts for Austin Sevens and their many derivatives. He may have been the first man to offer alloy wheels to the general public. True, they fitted only Austin Sevens, but handsome little things they were.

If you have access to copies of MOTOR SPORT of the time, you will find advertisements for dozens of firms offering bodies and parts for the "impecunious enthusiast" to create the car of his dreams from Austin Seven or flathead Ford components. Most folded their tents and stole away into the night but "Speedex" prospered and recently the name was revived to describe another Marsh company which specialises in providing components for the burgeoning kit car market.

In 1959, Jem and his Speedex Special were the outstanding combination in the F750 Championship which then enjoyed a prestige with no direct parallel today. After all, a few years before, Colin Chapman had established his early reputation in the category. The interesting thing about the Speedex car was that all the modifications



THE first "Wooden Wonder" Marcos. It was highly successful on the circuits but met with customer resistance as a road car.



THE Marcos factory at Bradford-on-Avon in the early '60s showing the construction of the wooden monocoques which were replaced by steel chassis in 1969. On the right the current Marcos works at Westbury where 750 examples of the Dennis Adams-styled Marcos and Marcos Mantula cars are made annually.

were available to the customer, from the independent front suspension unit, via the six-spoke alloy wheels, the alloy cylinder head etc, to the aluminium body, which cost all of £49.

During that year, the partnership with Costin was formed and the first all-timber car was produced. Press releases claimed that the car was built from Marine Laminated Ply, but it was really only ordinary plywood. The car was ugly, definitely not the sort for the then-equivalent of the dark glasses and gold medallion brigade to cut a dash in, but on the tracks, in its class, it was supreme. Bill Moss took nine wins from nine starts in 1960.

The Marsh / Costin relationship lasted only until car number six had been built, but eleven of the original were built and they were used by the likes of Derek Bell, Jackie Oliver and Jackie Stewart. They were a serious proposition on the circuits but shunned by road users. Jem now has the Stewart car and has been very successful in various Historic categories over the past few years, winning three championships. Taking everything into account, this is not a bad record for a car which was bought in 1964, as a pile of bits, for just £250.

Dennis Adams, who had met Costin while working at Lister and then gone with him to Wales to build the first Marcos, begins to come more and more into the picture. Now

a successful design consultant, he is one of those rare individuals who can style cars by instinct. Despite what Frank Costin says from the point of view of pure engineering, it was Dennis Adams' flair for styling which made the Marcos a success.

There was one other individual, not generally acknowledged, who helped the company, Commander Greville Cavendish. Despite early Adams' modifications, which included gullwing doors, the little company was in the doldrums in 1962, Jem himself making ends meet by working for L. M. Bellamy. On the grapevine, Jem heard that Cavendish, who was not without a bob or two, was interested in building his own cars. A meeting led to Cavendish putting a financial injection into the company.

By the time the Racing Car Show of 1963 came around, Marcos had built about 70 cars, in four distinct body shapes. The prototype, originally fitted with a Ford 100E engine, quickly discarded, began with cycle mudguards. Then came the model with a full fibreglass nose section. The first Adams cars had gullwing doors (23 were sold) and their successors had a fast back, of which around 20 were built. At the 1963 Racing Car Show, the "classic" Marcos shape was unveiled with an 1,800 cc Volvo engine. This was the first Marcos designed specifically for the road.

At the same show, Paul Emery (shortly to be featured in MOTOR SPORT) revealed a

Mini-variant with a fibreglass body set on a Mini floorpan and subframe. The thought was prompted, why not make a glassfibre monocoque. Addicott commissioned Marcos to build such a car, in conjunction with Falcon Shells, a company which made bodies for specials and in which Greville Cavendish had an interest, and the result was a car called the "Dart". When this did not go into production, Marsh whose idea it had been, designed a car on similar lines but retaining the standard radiator set-up, and this became the Mini-Marcos which remained in continuous production until 1983.

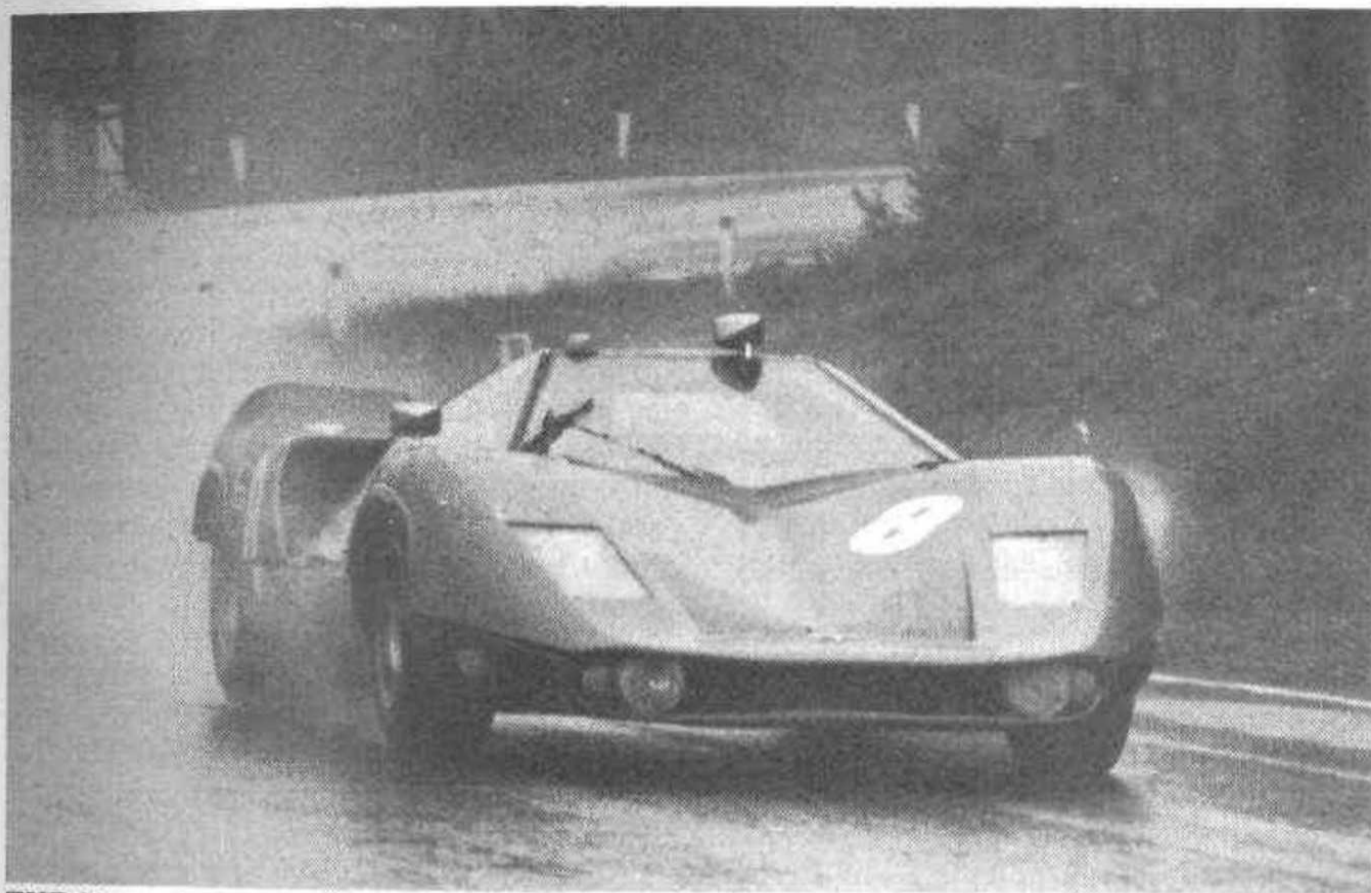
The "Dart" project was put in production by Jeremy Delmar-Morgan as the "Mini-Jem". The project since passed through at least five different owners but fewer than 50 examples ever appear to have been completed.

In contrast, the marginally uglier Mini-Marcos has been the most successful of the Mini-based kit cars and even had its moment of glory in international racing. In 1966 a version, built by two French amateurs, finished at Le Mans in 15th, and last, position. But it was the first British car home!

Jem recalls: "I arrived at the circuit and saw what a mess they'd made of it. I helped them over some of the obvious mistakes in the little time we had but they didn't want to know. Nobody wanted to know until it was



THE photograph on the left shows two examples of Marcos evolution. Compare the white Marcos leading with the earlier split windscreen model lying third. The International highlight of the Marcos' racing history came when this 1,287 cc Mini Marcos, driven by J. Marnat and C. Ballot, came 15th and last at Le Mans in 1966. It was, however, the first British car home, qualifying for a finish by half a lap.



THE Marcos Mantis-Repco which made a single racing appearance, at Spa in 1968.

the only British car left in the race and looked like finishing. Then everyone wanted to know." Of nearly 1,000 Mini-Marcos built, the 1966 Le Mans car is the one to have achieved a single moment of fame. Unfortunately it was stolen from its owner and so will either disappear altogether or else sire a progeny of "genuine Le Mans" cars.

Marsh made over 500 Mini-Marcos more or less as a side-line and could claim to produce both the most handsome and repellent looking cars on the market. In the 70s, he sold the project to Harold Dermott who made a further 380. Completely re-engineered and re-styled, it lives on as the fabulous little Midas, but the Mini-Marcos was the inspiration for the Midas rather than its natural parent.

Despite its looks, its racing pedigree and a price tag of just £1,500 for the 1800 version, sales of the Marcos were slow to move at first. By late 1964, the car was being built at a rate of just one a week but, in 1965, a switch to Ford power proved to be more popular with the buying public and with the introduction of the crossflow 1,600 cc and the V6 3-litre models, production began to rise. The 3-litre car, with its top speed of 130 mph and 0-60 mph acceleration in under seven seconds, helped to ensure that, after 1968, production grew to seven cars a week.

Also in 1968, Marcos produced a Gp6 car powered by an ex-Brabham F1 3-litre Repco engine. Suspension was 1967 Cooper F1 and Dennis Adams designed the wooden monocoque and startling body. After testing at Castle Combe and Goodwood, the car was shipped to Spa where it was to have been driven by Robin Widdows and Eddie Nelson. Widdows withdrew and Jem found himself as co-driver. "The car was built for racing drivers, who tend not to be tall, not for 6 ft 4 in constructors. The race was one of Spa's special wet days and I was glad when water got into the alternator and we

had to call it a day. The engine, though, was very nice, we drove the car on the road and it was very flexible."

After that sole appearance, there was some dispute with the tax man, over purchase tax, and so the car was sold to the States. It has never since raced, but it is still there, though a Buick engine replaced the Repco before shipping.

By 1970, Marcos was established as a serious specialist sports car company which looked set for a fair future. The Triumph TR6-based Mantis did not, however, capture the imagination.

Just as the standard Marcos had been startling for its time and, therefore, slow to sell initially, so the Mantis too possibly pre-empted public taste. Aesthetics are a personal consideration but I have to say that the Mantis disappointed when first I saw one but has steadily grown on me since.

The car had ceased to be known as the "Wooden Wonder" for, in 1969, commercial sense dictated that the wooden monocoque, constructed from around 350 different pieces, be replaced by a steel

chassis which was much cheaper and quicker to produce. Nobody has ever claimed that the steel version is better than the wooden one or that the discerning buyer was put off a Marcos because it was made of wood. Steel happens to be cheaper and more readily produced in unit numbers.

The crash came in 1971 and the assets were bought by Rob Walker's group, though Jem looked after them. Three years later he was able to buy back the assets and these form the basis of the revitalised company. After pressure to restart production, he sent out a single press release three years ago and the response from this was enough to start the orders flowing again.

At first, the new generation Marcos were assembled by two men from components built by sub-contractors, but now everything which is Marcos is built in-house except for the chassis (the people making it are doing such a good job, there's no reason to change) and the bodies which are the work of Fibreglass Applications, a firm run by ex-Marcos employee Pat Cuss. The standard of the fibreglass work is second to none. The beautifully finished body, the optional leather trim, etc are all constructed in the sheds in Westbury. In fact, the only non-British parts on a Marcos are the electric window winding units and, on some cars, the specified paint finish.

Jem's hope that the Marcos will continue as a sort of latter-day Morgan is not a vain one. People often describe the Morgan as having "traditional" styling but it is nothing of the sort. Show a Mog to someone living in 1908 and he'd think it science fiction time. Morgan styling is *not* traditional in an absolute sense, but the current Morgan derives from a company's traditions based around a pleasing style which has a defined beginning. In a similar way, Marcos is establishing its own tradition but based around a style first conceived in 1963.

Marcos and Morgan can be bracketed, however, in that they both maintain a tradition of soundly engineered cars and motoring enjoyment. Neither are cars for Everyman but, for the lucky few, they are everything. — M.L.



THE TR6-powered Marcos Mantis four-seater. Thirty-three of these cars were built before the original company liquidated in 1971.

BOOK REVIEWS

"The Book of The Motor Museum" by Brian Jewell. 112 pp 5½ in × 8 in. Costello, 43, High Street, Tunbridge Wells, TN1 1XL. £7.95).

This important little landscape-shaped book is bound to be welcomed by motoring historians and veteran-car followers, reproducing as it does the entire catalogue of that pioneer motor museum founded by *The Motor*, in collaboration with Waring & Gillow, in 1912, at the latter's Oxford Street Galleries in London. Each of the 32 vehicle exhibits, from an 1861 Compton steamer to an 1897 Clement are fully described and illustrated, as in the original catalogue, and it is fascinating to see who lent what and how their historical content was viewed back in 1912. There are also the subsidiary and accessory exhibits as included in the catalogue and an article by Jewell on the story of this unique undertaking, which was moved in 1914 to the Crystal Palace but disbanded when war broke out, some of the old cars then being disgracefully allowed to lie exposed on waste ground near Charing Cross, unless their owners had claimed them.

The lack of interest on the part of the Science Museum was blamed for the disbanding of this first motor museum and it is interesting today, aided by this valuable book, to think about how many of these veterans have survived, perhaps to belong to today's VCC members and even to take part in the Veteran Car Run. It is interesting, too, that *The Motor* owned some of the exhibits, including a Bollée, whereas, some 18 years later, Sammy Davis of the rival *The Autocar* had to buy the one he used on Brighton Runs. If you have any book tokens left, make sure you snap up this worthwhile record from the past. — W.B.

"Vintage Sports-Car Club Golden Jubilee Book, 1934-1984" by the Club's members, with notes by Peter Hull. 310 pp, 10¼ in × 8½ in. (*The Vintage Sports-Car Club Ltd, Russell Road, Newbury, Berkshire, RG14 5JX*. £19.75 post-free).

If Golden Jubilees are to be celebrated, it is fitting that they should be celebrated in an unforgettable fashion. This the VSCC has done, with its week of special events last year centred on Malvern, a most attractive celebration brochure, and now with its eagerly awaited Golden Jubilee Book. Impossible, really, to describe the pleasure this latter will bring to those addicted to the old-car movement. It is a very nicely

produced book, rivalling unintentionally that which the VCC has produced to document its activities, and full of nostalgia (an unavoidable word in this happy context), fun, and golden memories. After the highly entertaining leading articles by Kent Karlake on motoring life before the VSCC was born, Cecil Clutton on the Club's early years, Kenneth Neve on the birth of the Northern Section, proper cars he has owned by John Stanford, more recent vintage happenings by the Club's President Tom Threlfall, its reliability trials by Leslie Winder and VSCC racing as seen from the cockpit by Martin Morris, there follow all manner of pictures, cartoons, verses and articles short and long extracted from past issues of the *VSCC Bulletin* (always great fun in itself) — the "Best of the *Bulletin*", in fact!

All this adds up to motoring entertainment unlimited. Even those who, like me, possess all the *Bulletins* from the very first duplicated issue cannot remember all of it, so this collection is a significant reason for vintage rejoicing. A few misprints, like those errors which Sammy Davis liked to illustrate creeping in, have done so, as they do from *The Times* downwards, or upwards (if you have cause to wonder why I call the Alphonso Hispano Suiza the 1st Hispano it should be the 15T Hispano) but this is a tiny, minor point and the "Golden Jubilee Book" is sheer joy. It ends on a less frivolous note than the bulk of the contents, by tabulating the winners of the more important VSCC races, Prescott vintage ftds, the Club officials along the years, etc. If there is a diminution in VSCC entries for quite some time at the Club's 1985 events Peter Hull will have only himself to blame — they will all be at home with noses buried in this excellent tome he has knitted together, thanks for which go to the late Harold Waters, who left the VSCC a sum of money, that has been devoted to its publication. — W.B.

"Brief Glory — The Life of Arthur Rhys Davids, DSO, MC and bar" by Alex Revell. 222 pp 9¼ in × 6 in (*William Kimber & Co Ltd, 100, Feryn Street, London SW1Y 6EE*. £10.95).

For those who study the early flying days here is the biography of one of the great, young, fighting aces of the First World War, Arthur Rhys Davids, who joined the RFC direct from Eton, flew SE5s of 56 Squadron, and gained 27 aerial victories, including shooting down the Fokker triplane of the German ace Werner Voss, before being lost

without trace in 1917. The account is interspersed with the letters the young pilot wrote home to his mother and to his two sisters. This gives a direct and piquant flavour to this war story, so well conveying what was going on in France and back in England after "the lights had gone out over Europe". There may be those who will think that the inclusion of Rhys Davids' mother's letters of distress after his loss, of her criticism of the conduct to her by the RFC and the War Office are distasteful, but in as much as they portray history intimately and other's distress is always of interest to those not directly involved, Revell can be forgiven.

This is certainly a very good account of war in the air as it was in RFC days, but unlike one of Rhys Davids' fellow ace pilots, Capt McCudden, it is apparent that Davids had no interest in mechanical things, apart from his beloved aeroplanes — he considered air-fighting to be the best sport there was! — his 200 hp Hispano Suiza SE5 was a splendid mount, so no cars or motorcycles figure in this book, as they do in Christopher Cole's book on McCudden, VC (William Kimber, 1967). Indeed, the only reference of interest to motoring folk that I found was Rhys Davids meeting Capt. (later Lt-Col) R. C. Gallop at London Colney aerodrome, near St Albans, in 1917 — as Gallop was in the RFC on engine development and the new SE5a Scouts had just been delivered from Farnborough to London Colney I think we may assume this was the Gallop with post-war links with Zborowski, racing Aston-Martins and the blower-4½ Bentleys.

This is a book which all those who study the early flying days will want on their shelves. — W.B.

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Haynes of Yeovil has issued some important reprints of its earlier titles. These include the very interesting "Brough Superior — The Rolls-Royce of Motorcycles" by Ronald H. Clark, AMIME, a 176-page history of this very desirable motorcycle, with much racing and JAP engine data therein, including George Brough's description of his Clipstone crash, etc, now selling in this third edition for £7.95. Then there is now a second edition of Sal Incandela's learned "Anatomy and Development of the FI Racing Car" priced at £14.95, and a second edition of Jonathan Wood's work on restoring and preserving vintage and classic cars, at £12.95. Two new large-format Haynes / Foulis one-make books, "Mustang" and "Firebird" both by Richard Carlyon, each of these 12¼ in × 9 in-page Foulis books telling their respective stories in clear text and a generous selection of colour plates, to illustrate these impressive American automobiles, the print jobs emanating from Yugoslavia, Each volume costs £7.95.

W.B.

Haynes Publishing Group has issued two well-established books in new, fully-revised editions of one-make histories of the greatest interest and value to followers of later motoring history. Thus the classic work "Ferrari" by Hans Tanner and Doug Nye has gone into a sixth edition, having first delighted us in 1959. This literally weighty tome covers fully the story of Ferrari, now with almost double the number of colour pictures and with re-arranged chapters, while the book, all 672 10³/₄ in × 8 in pages, is now more conveniently divided into six sections. It costs £39.95 and would be a great New Year present for Ferrari followers — which means almost every enthusiast. The other welcome new edition is of "Ford's Competition Cars" by Barrie Gill and the late Michael Frostick, available again since the debut in 1976, priced at £12.95. — W.B.

* * *

One of the most complete books about the really intimate mechanical details of any one make of car has been "The Technical Facts Of The Vintage Bentley", issued by the Bentley DC for the purpose of assisting owners of such cars to better understand how they were put together and from what materials, so that better maintenance and ownership-satisfaction would result. This great work has now been republished in a revised form, as a fourth edition, it having first appeared in 1955. It covers every conceivable thing I can think of, in text and innumerable pull-out technical drawings and is thus essential to anyone in any way associated with the W.O. Bentleys anywhere in the World who can read English. The book is so comprehensive that it is pointless to enumerate its contents; it is really a super Workshop Manual, compiled with the expertise of those who have worked on Bentleys for a very long time. I say again it is all there, from how to fit correctly a Rudge hub-cap to complete dismantling and rebuilding of the engine. The Foreword is by Hugh Harben, the Club's President and the identification tables of all the vintage Bentleys, compiled by the Club's Patron, Stanley Sedgwick, form part of the impressive contents, as do tables of original metal specifications. The book is available from the BDC, W.O. Bentley Memorial Building, 16, Chearsley Road, Long Crendon, Aylesbury, Bucks, HP18 9AW, priced at £35 to members, £45 to non-members. If this seems expensive you have either not seen the book, or have not considered how it will aid the preservation of an appreciating asset. — W.B.

* * *

For those concerned with purchasing and DIY restoration of the Mini, all models, Haynes offer a comprehensive, big manual running to 288 diagram-packed pages, written by Leslie Porter, for £9.95, which must be a good investment for those running or hoping to run "minibrics". — W.B.

The third little soft-cover volume in the Sir Henry Royce Memorial Foundation's series "Rolls-Royce — the pursuit of excellence" has now been published, written by Alec Harvey-Bailey and Michael Evans. This one is of intense interest, as it covers the development of the 40/50 hp Rolls-Royce cars, from the original "Silver Ghost" up to the V12 Phantom III's, and the R-R aero-engines from Eagle to Griffon. Harvey-Bailey's father was R-R's Chief Technical Production Engineer and then their Chief Engineer of the Chassis Division, so his son, who burned his fingers as a child on the radiator header-tank of a hard-driven PI brought home by his father, knows his subject intimately, for he, too, was intimately associated with the Derby Company, as was his co-author. The book is an unfolding technical survey of how the R-R pre-war chassis were designed and developed, enriched with personal anecdotes and memories — rich stuff, which no Rolls-Royce believer can afford not to enjoy. The book, copiously illustrated, is available from the Foundation at the Hunt House, Paulerspury, Northants, for £4.95. The two lead-in books, about the formative years of the R-R Company, and the Merlin aero-engine, are also still available, and membership of the Royce Memorial Foundation costs £5 per annum. — W.B.

* * *

Sutton Libraries and Arts Services, Central Library, St Nicholas Way, Sutton, Surrey, SMI 1EA, has just issued the third volume in its series on the History of Croydon Airport. This well-illustrated 166-page soft-cover account is of the war period, 1939-1940, when the famous civil Airport took on a military role. The amount of information, the anecdotes included and the rare photographs, combine to make this essential to all aviation historians and the many others who recall the flying days at Croydon. Incidentally, pilots are seen with an A7 Chummy and Lord Harvey with his Norton, on the Croydon tarmac. I believe it is to be followed by further volumes, about what happened at Croydon later in the war and after the war, up to the sad demise of this historic ex-Waddon, landing ground. The present book, "Croydon Airport and the Battle of Britain", by Douglas Cluett, Joanna Bogle (Nash) and Bob Learmough, with a Foreword by Wing Commander R. R. Stanford-Tuck, DSO, DFC, Vice-President of the Croydon Airport Society, costs a modest £3.95 and I am glad not to have missed it. The same Library has also brought out a little companion-book to the third Croydon History volume, consisting of 20 colour plates by well-known artist Peter Cooksley, of aeroplanes seen at Croydon between 1916 and 1980, each plate accompanied by a lengthy description. This is quite attractive although I was disappointed that it does not include some of the air-liners I used to wait to see land

and take-off at Croydon as a boy — the early Handley-Pages, Farmans, Junkers, etc, although later air-liners *are* included, I was amused to find a 1921 SE5a described as a "racer", which puzzled me until I realised that it was one of the machines flown in a race at Croydon on July 16th, 1921. So more nostalgia for Croydon Airport fans, this little booklet, "Croydon Airport Flypast — Historic Aircraft Profiles in Colour" selling for £4.50. Postage on both copies £1 each. — W.B.

* * *

A new edition of "Land Rover" by K. & J. Slavin and G. N. Mackie, the latter having been with Rover's when the Land Rover was at the height of its initial fame, is now available from Foulis and the Haynes Publishing Group of Yeovil, the story of "Unbeatable 4 x 4" being told in 283 9³/₄ in × 6³/₄ in pages and a great many black and white and colour illustrations. — W.B.

* * *

Among the enormous quantity of erudite material written and published about the Rolls-Royce motor car, the Hon C. S. Rolls and Sir Henry Royce and other great characters who were responsible for it, one book has, since it was first published in 1964, stood out as the standard first work of reference on this important subject, before any of the follow-up works are tackled. This is the book called, simply, "The Rolls-Royce Motor Car" by the late Anthony Bird and Ian Hallows. It was a scoop for Batsford when it first appeared, with Bird covering all the vital aspects of "The Best Car in the World" in his inimitable style, tracing the beginnings, development and reasons behind not only the cars but the Company that made them, comparing R-R design and mechanical perfection with those of other great makes, and showing how, and how successfully, Rolls-Royce came to build aero-engines, from 1915 onwards. To this well-balanced survey Hallows added technical information appertaining to all the R-R cars from the two-cylinder model of 1904 that launched it all, up to the present, with tabulated specifications and development data.

As new Rolls-Royce models were introduced, the book went into new editions, in 1966, 1968, 1972 and 1975, and I was flattered when Bird asked me to look over the Silver Shadow additions. Now this desirable study has been issued as a fifth edition, with a few corrections where deemed desirable, and as the book always included the Bentley since 1931, the Bentley Mulsanne is included along with the later Rolls-Royce cars. So here is a chance to acquire this book if you did not avail yourselves of the opportunity in earlier times or to ensure that your information is up-dated. The fifth edition runs to 360 pages (10 in × 7 in), costs £25, and the publisher is B. T. Batsford Ltd, 4 Fitzhardinge Street, London, W1H 0AH, who has handled all the re-issues, using, praise be, a new design dust-jacket for the latest of them. — W.B.

VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO OLD CAR MATTERS



THE Trophy presented originally by Sir Arthur Stanley, CB, GVC, GBE, third son of the 16th Earl of Derby, to the BARC for an Inter-Club competition at Brooklands. The donor joined the RAC in 1901 and was its Chairman from 1905-1907 and 1912-1936. As Conservative MP for Ormskirk from 1898-1916 he was always ready to intervene on behalf of motorists. After the BARC abandoned the Stanley Cup Contest the Frazer Nash CC organised it and Frazer Nash cars figured in the winning teams in 1930, 1932, 1933, 1936, 1937 and 1939. It will be revived this year by AFN Ltd, with a generous donation to charity.

The Stanley Cup

IN VIEW of the generous gesture of AFN Ltd in reviving the Stanley Cup contest, with a donation of £1,000 to the Red Cross, as announced elsewhere, a few words about this event seem permissible, if only to show that inter-club competitions are traditional, having taken place before the war. . . .

The thing started when an Inter-Club day was instituted at Brooklands Track and the Hon Sir Arthur Stanley, GBE, CB, MVO, who was Vice President of the Brooklands Automobile Racing Club, donated his Stanley Cup to be won by the team of three cars, judged to be the most successful in the races held on that day, based on a marking system which gave seven for a win, five for second place, four for a third place, down to one mark for coming home sixth. Clubs except the RAC, the BARC itself, the RIAC and the BRDC were eligible to enter teams of cars, the competition thus encouraging the more amateur element.

The affair got going in 1930, when the first BARC Club Meeting offered a card of seven races, four short outer circuit handicaps, three longer handicaps, and a hillclimb contest to the Club enthusiasts, rather as the VSCC does these days at

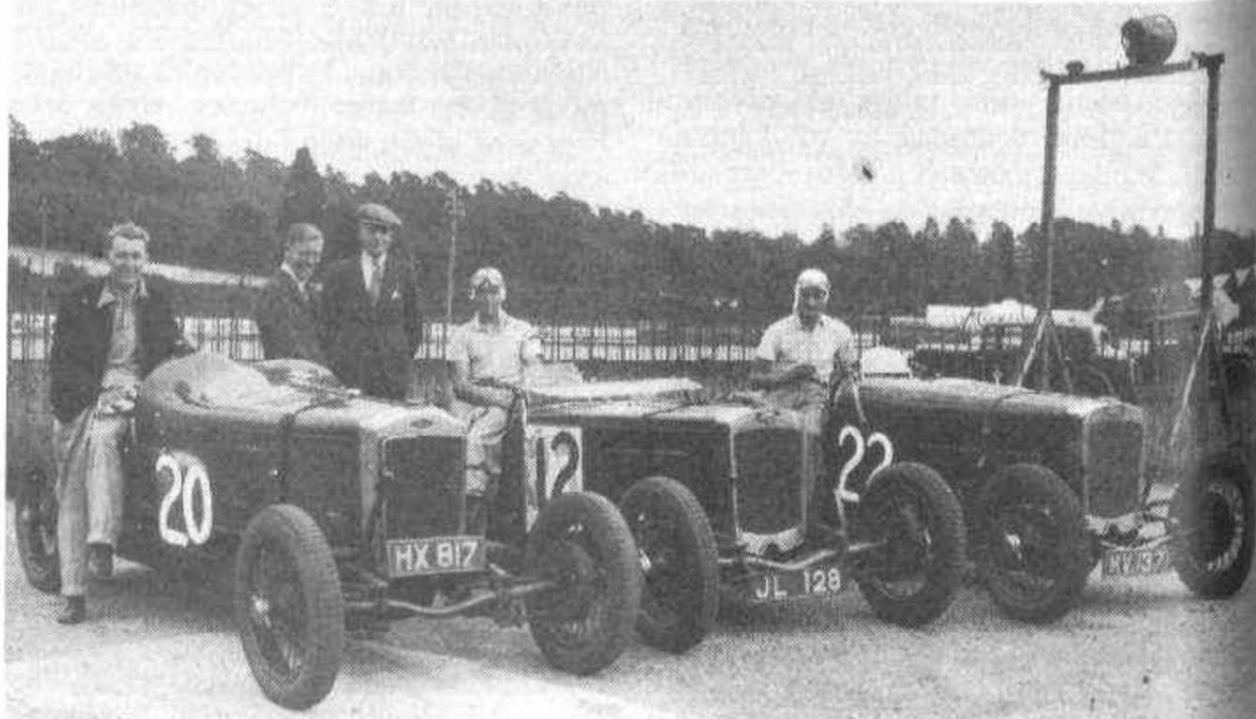
Silverstone, Oulton Park, Donington Park and Cadwell Park, for points towards the MOTOR SPORT Brooklands Memorial Trophy and other trophies. Two of these races were for "what are commonly known as Sports Cars and in racing or touring trim" — again, the present-day VSCC connection is apparent — and one was for Novice drivers (defined as those who had never won an award in a speed test or hill climb anywhere) and yet another was confined to one make of car, although it was not until the day of the meeting that it was decided whether these should be A7s or Morris Cowleys — in the event the latter prevailed, seven coming under starters orders and the fastest of these standard Cowleys lapping at 52.53 mph. How their handicaps were worked out is anyone's guess.

These Inter-Club meetings were full scale affairs so far as the Officials were concerned, Malcolm Campbell, the Earl of Cottenham, Earl Howe, K. Lee Guinness and Sir Henry Segrave being among those called upon to act as stewards, while the ever-indefatigable A. V. Ebblewhite and T. D. Dutton worked as timekeepers, Ebby also as a starter and judge. The winners proved to be Welch's Bugatti, H. J. Aldington's blown sports Frazer Nash, Brian Twist's Amilcar Six, novice Baker's big Minerva, Martin's sports Brooklands Riley 9, Iliffe's sister car in the longest of the races, over five laps, while Graham Evans took the Test Hill sweepstake in his blue Chrysler. But we are

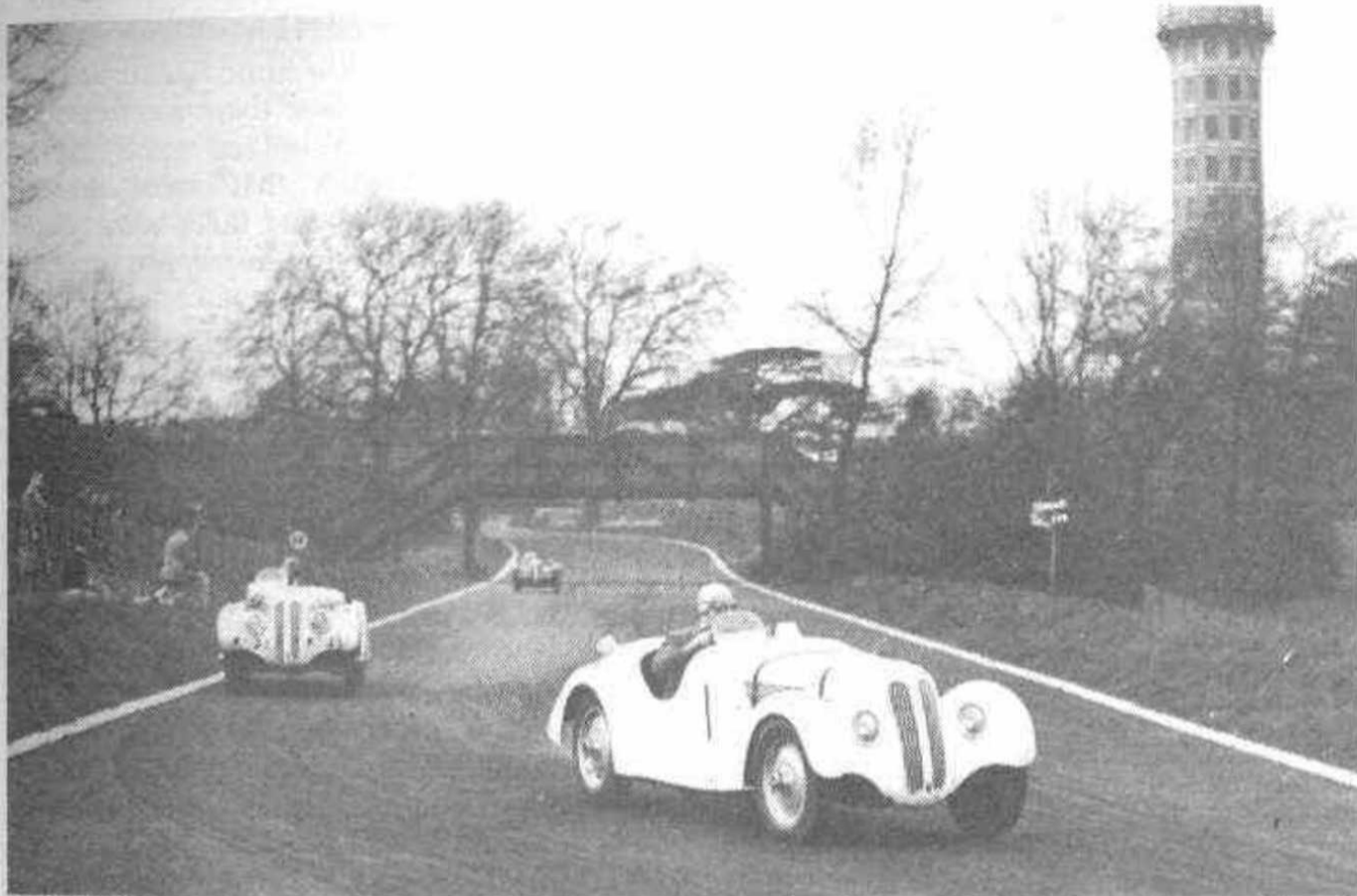
more concerned here with the Stanley Cup contest. For this the JCC had entered Spero's A7, Hendy's A7 and Gillow's Riley, the MCC Aldington's aforesaid Frazer Nash, Tommy Wisdom's supercharged Frazer Nash and Welch's GP Bugatti, and the Brighton & Hove MC Harvey-Noble Salmson, Baker in his boat-bodied sleeve valve Minerva and A. Baker's Bugatti. These Club drivers did not hang about, the fastest lap of the day being at 126.73 mph by Sir Henry Birkin, Bt, in the single-seater blower 4½ Bentley, and the Stanley Cup was won by the MCC.

Run a month later than before, in June 1931, the title became the Inter-Club meeting, and the programme was much as before, except that the one-make race was dropped and a Team Relay Handicap substituted. The Stanley Cup contest was now in full swing, with nominations of "Aldy's" Frazer Nash, Vernon Balls' A7 and Denis Evans' Type 43 Bugatti from the JCC, with Kenneth Evans' 1½-litre Alfa Romeo as their reserve, while the Cambridge University AC put in Clarke's Hyper Lea-Francis, Maurice Falkner's 2-litre Bugatti, and Maw's Riley 9, holding their Secretary A. C. Fairclough and his A7 in reserve, the Light Car Club, instigators of their own long-distance relay race, pinned their hopes on Spero's Lea-Francis, Le Strange Metcalfe's Horstmann, and Stonard's Riley 9, while the Brighton Club posted their team as the Bakers in Minerva and Salmson, and Fotheringham-Parker in his Silver Eagle Alvis.

On the day of this 1931 Meeting the winners were Jack Bartlett's blown Salmson, Balls' Sports A7, Purdy's Thomas-Special, Dalrymple's Chrysler and Bennett's 2½-litre Rover in the two-part Novices' Handicap, Munday's sports 30/98 Vauxhall, Aldy's non-supercharged 'Nash winning the five-lapper, while the Relay thing went to the Basingstoke MC & LCC's team of Watson's Riley, Elwes' blown A7



THE winning Frazer Nash team after the 1934 Stanley Cup Contest, photographed in the Brooklands Paddock.



BMW 328s on their way to winning the Stanley Cup Contest at the last meeting at which it was contested, at the Crystal Palace Link in 1939.

and Maclachlan's Lea-Francis, and Livesey's Wolseley Hornet was best up the Test Hill (fastest lap this year, 122.97 mph, by Penn-Hughes' blown 2.3 GP Bugatti). This time it was the Brighton & Hove Club that won the Stanley Cup.

As with other well-established organisations, things did not change much at Brooklands — if it were not that I am too modest, I might say the same for MOTOR SPORT — and the 1932 Inter-Club Meeting was on much the same lines as before, except that an extra event, the Special Reserve Short H'cap, was included, to accommodate a full entry list. Enthusiasm for netting the Stanley Cup continued at a keen level, the 1932 teams being those of the holding Brighton Club, the JCC, WASA (for the all-women enthusiasts), MCC, LCC, and the Cambridge undergrads. As a throw-back to a bit of history that has distinct overtones of the present-day VSCC, the races were won by Rayson's Riley, Osborne's Sports Lea-Francis (twice), Stonard's Riley, Lloyd-Roberts' Talbot, Miss Hedges' Sports-Talbot, R. J. Munday, now driving a Rover Speed-20, but the Team-Relay wasn't run because of breakdowns among the individual cars of each team! Only four assayed the Test Hill frolic, B. G. Evans winning the £2-trophy with his Chrysler. This, and the marks earned in the race placings, gave the Stanley Cup to the Junior Car Club.

There was even more ambition to take this prestigious award in 1933, eight clubs entering teams, newcomers being the Frazer Nash CC, Mid-Surrey, and the Bugatti OC. After the excellent selection of races had produced winners from Ashton-Rigby (MG), novice Mrs Roe (Lea-Francis), Miss Allen (Bentley), Dunham (Alvis Speed-20), Gordon Casswell (Frazer Nash), Baker (Minerva), and Miss Schwedler, who won the Lightning Short Handicap to which the

Inter-Club Meeting had now aspired (the sports handicaps and hill-climb had been abandoned) in the Dunham Alvis, the Frazer Nash CC cleaning up the Team-Relay (Berry, Casswell, Dent). Indeed, the Frazer Nash "Chain-Gangers" had had a good day and won the Stanley Cup. Incidentally, you could enter the lesser races for a guinea and the programme sold for the equivalent of 2½p!

It all happened much as before, in 1934. The WASA were again among the competing clubs, putting its faith in Mesdames Hedges, Evans and Allen, and this time the racing opened with the Team-Relay, won by the Junior Racing Drivers' team, the rest of the victors being Roy Eccles' Frazer Nash, Mrs Gordon-Simpson's Triumph, Parish's blown A7, Hector Dobbs' Riley 9, Powys-Lybbe's 12/50 Alvis, Day in Miss Moodie's Graham-Paige, Richardson's Riley 9 and Boyd's 2½-litre Maserati, the total of races up to nine, and the Maserati setting best lap, at 115.02 mph, which it repeated, to show it was no fluke. This compared to the fastest in 1933 of 122.07 mph in 1933 by Oliver Bertram in the venerable 10½-litre V12 Delage, and to show it was just as plausible he repeated this speed in his next race. One notes, though, that the prestigious "Lightning" title no longer applied to these amateur outer-circuit handicap races, and presumably because of an expanding programme the BARC dropped its Inter-Club Meeting for the 1935 season, leaving the Stanley Cup with the JRDC, whose stalwarts had been J. R. Hodge (Singer), K. Perry (MG) and J. Hutton-Potts (MG). It was thereafter left to smaller clubs like the JCC, MCC and LCC to run events orientated towards the amateur racing drivers.

This might well have been the end of the Stanley Cup contest, had the Inter-Club idea

not been transferred, after a break in 1935, to Donington Park and the Crystal Palace circuits where in 1939, due to the outstanding driving of Fane, Leslie Johnson and "Aldy" in 328 BMWs, the Frazer Nash / BMW CC, gained the Stanley Cup for all time, incidentally at a day's racing organised by Bill Aldington, in conjunction with the VSCC. So it is fitting that the contest is to be revived by AFN this year, even if it will be decided by a number of driving-tests and sprints, not races. — W.B.

Stanley Cup Winners

- 1930: Motor Cycling Club.
- 1931: Brighton & Hove Motor Club.
- 1932: Junior Car Club.
- 1933: Frazer Nash Car Club.
- 1934: Junior Racing Drivers' Club.
- 1936: Oxford University MC.
- 1937: United Hospitals and University of London MC.
- 1939: Frazer Nash/BMW Car Club

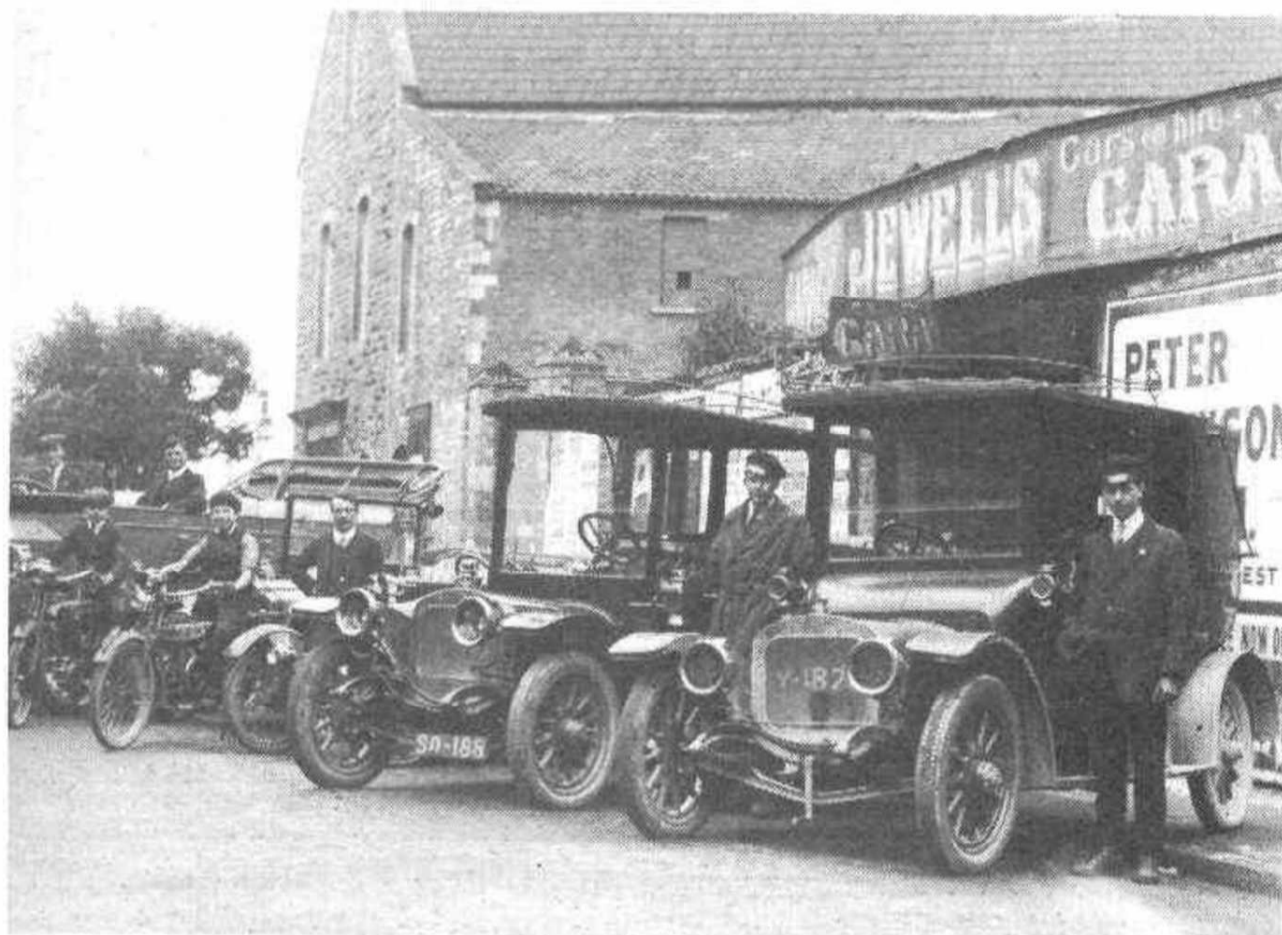
Another V12 Engine

RECENT articles on the older Sunbeam racing cars have shown how, but for the war, the Sunbeam Motor Car Company of Wolverhampton might have marketed the pioneer V12-cylinder private car, an honour that fell to Packard in America, after study of a V12 Sunbeam racing car. Then, from this month's article about the career of Harry Varley, it becomes clear that Laurence Pomeroy of the Vauxhall Motor Company in Luton was working on such an engine, but that was killed off by the outbreak of war.

After the Armistice another British V12 engine was designed by Mr W. L. Adams of the Laxtonia Motor Company in Peterborough. It was a very compact 3 in × 5 in bore and stroke (2,892 cc) power unit, with the two cylinder blocks inclined at the narrow angle of 30 deg. The cylinder blocks were to be of light alloy, and in view of Ford's innovative integral construction in cast iron of the blocks and upper part of the crankcase for their later famous V8 engine, it is interesting that the Adams V12 was to have this form of construction, but in aluminium. The cylinder heads were detachable and vertical overhead valves were operated by a camshaft running in an oil bath between the cylinders and mounted sufficiently high for rockers to prod the valves. Wet steel cylinder liners were used. The camshaft ran in roller bearings and was driven by spur gears at the front of the engine. The three-throw, two-bearing crankshaft had roller main and big-end bearings, lubricated by pump-fed troughs which were raised as the throttle was opened, as on a Knight-engined Daimler.

The Adams V12 had not been completed by the beginning of 1920 whereas the Lancia V12 had made its debut the previous October, at the Paris Salon; so Mr Adams had perhaps left things a bit too late. . . .

W.B.



"A TAXI, which in those days meant an ancient private car . . ." This group was photographed outside Jewell's Garage in Wells and probably the two Sunbeam hire-cars remained in use for many years thereafter. One of the motorcycles is a Douglas. [Photo by R. Birch]

MOTORING AS IT WAS

— A Look Back to the Roads of the 1920s

(Continued from the November 1984 issue)

WE ENDED the previous instalment with Owen John, whose motoring life we are following, going on a tour of France before the summer of 1923, to see how a British-made 11.9 hp Bean would stand up to prevailing conditions on the European Continent. It was while on this proving expedition with the Beans, from which the two cars used emerged well, that O.J. was made to think about fashion in France, his observations illustrated by sketches by his daughter of women's hats in various districts (how nice to have an influential daddy who could get your work published in the leading weekly motor journal!), from which he turned to politics, observing that in 1923 you saw no unemployed on street corners in French towns as you did in English ones, no buildings he saw looked to be workhouses, and he encountered no tramps, yet Britain's credit was then so good that the pound sterling was worth 80 francs and America was happy to sell goods to us — no doubt O.J. meant in the form of inexpensive cars.

There was a too-topical ring to some of O.J.'s 1923 observations. For instance, he noted the enormous industry (in a working sense) France was devoting to agriculture, saying that if in Britain also the Motor Industry came second to food production, she would have to be careful that the payment of out-of-work benefits did not supersede it . . . That was what having "bean" 1,200 miles about the Continent had

impressed on O.J. After which he was soon back to purely motoring topics, and around Motor Show time was speaking about brakes, hardly unexpectedly, because the 1923 Olympia Show saw a profusion of four-wheel-braked chassis, heralding the more or less universal adoption of such braking systems by 1924.

O.J. in his discourse on the need for good brakes referred to skid-pans, which I at first mistook for slippery places on which to learn how to master skids, until I realised he was referring to the skids once placed beneath wagon wheels to help retard the vehicle; an alternative to chaining up one wheel. That took O.J. back to the horses only age, after which he made the sensible point that if in this country dependable brakes might not seem particularly necessary (in the context of 60 years ago, that is) after one had found oneself on a continuous 10 mile down grade with hairpin corners all the way, one's viewpoint might change. Even in 1923 traffic was faster, more accelerative, and more congested than in pre-war times, in fact, speed was up by five mph according to one authority, so it was not surprising that four-wheel-braking was on its way. Not only did they provide better stopping power, they reduced the risk of the "dreaded sideslip". The latter was still open to debate in 1923 and to it O.J. added the sage point that what was needed was not just good brakes but *lasting* brakes, which was what

most early cars lacked. He also made a point which I do not recall seeing in print before, namely that at this time there were cars in use in the summer as converted motor coaches with brakes that were merely tempting providence, and there were roads that were nothing but death-traps to cars not fitted with the best brakes.

You may regard this as propaganda for the coming spate of 4WB, of all manner of ingenious kinds, but nevertheless, I am reminded of two incidents from my childhood that bear favourably upon O.J.'s arguments. As a boy, avid to ride in a car on every possible occasion, I remember the summer Sunday when a relation's brand new blood-red Willys Overland tourer was brought round and in it a party set out for a morning run, driven by one of the relation's sons, as the chauffeur was not called out on the Sabbath, except for special occasions. There wasn't room for me, and I retired disgruntled. Soon, however (retribution, perhaps?), the Overland returned and was hastily put away in the garage. They had experienced an accident at a local crossroads and the shining new mudguards and body were somewhat crumpled.

Now I think that at that time this British Overland, which had replaced an earlier model, still had rather ineffective rear-wheel brakes. It had collided with a taxi, which in those days often meant an ancient private-car with landaulette body. One of the sons had just been called to the Bar and over lunch it was proposed he should handle the case. Forever afterwards it was a family joke that he lost it, presumably from inexperience, because he eventually returned to Oxford as a respected don on the Law side. The point of this story is that in the 1920s there were a great many blind crossings at which good brakes alone could save a crash. There was a notorious one in Clapham Park in SW London at which, with a school friend, I sometimes lingered, wondering whether we would see an incident. And sure enough, one day, with tootings on their bulb-horns, an ABC and a bull-nose Morris-Oxford failed to stop in time and collided, with again, minor damage.

The Oxford was one of those rather ungainly tourers, appearing top-heavy, that undoubtedly had four-wheel-brakes, unlike the ABC, but that did not prevent the accident, in spite of wide grass verges that improved the sight-lines. As to whether 4WB were skid-reducers, no-one was very sure in those mid-1920s, the aforesaid relation expressing as his opinion that such brakes would throw one in the ditch and he would never have a car with them, which he kept to in his Austin 20 and Chevrolet days but rescinded later, when using Austin 12s and 16s. . .

Before the days of universal 4WB I remember how alarming motoring along narrow, high-hedged country lanes was — rear-wheel anchors, sometimes contracting-

band ones, often having to be used fiercely, to avoid contact with approaching vehicles. Today's wider roads and all-over traffic signals have made this a thing of the past, apart from our efficient brakes. But although O.J. referred to the much increased traffic in 1923 compared with pre-war, he knew a cross-country route over the Berkshire downs, turning left at Newbury, by which, in his old Crossley, he could avoid the congested Bath Road, meeting but two other cars in 13 miles. Hope for that, today!

Alas for this splendid back route of 1923, a friend of O.J. was involved in a collision at the very spot where it joined the busy, signposted main road. O.J. was a brave man, for in print he castigated the policeman who should have been directing the traffic at this point (odd that the presence of one was deemed advisable if the lane was so little used), saying he was talking to his friends, probably about football, and even telling him that the police should remember they were servants of the public and not schoolmasters! I wonder how many times his rather conspicuous Crossley was stopped, after that — except that I suppose only chauffeurs, not policeman, had the motoring weeklies passed on to them in those days.

What was really vexing O.J. was the advent of white lines to guide traffic. He made the point that somewhere or other a car has to encroach on the wrong side of a road in order get to its right side, so that white lines, beginning to appear in 1923 note, should not be regarded as "a cure-all to those who cannot look deeper than the surface", and that foresight became even more necessary than in the days when a driver used his own judgement. What, I wonder, would O.J. have thought of today's confusion of single and double white and yellow lines on almost all roads, with side-runnings marked by a dazzling display of what O.J. dismissed as "diagrams, and persecutions issued for just momentarily crossing into a forbidden area when no other vehicle is in sight? But one thing he referred to is just as true in 1985 as it was in 1923 — that, as O.J. said, we must not place too implicit reliance on any hard-and-fast rules that regulate the behaviour of other people, and we must always be looking out for the fool in the other car. . .

Around Motor Show time in 1923 O.J. was sagely observing that there were no bad cars and it is interesting that only the other day in the MOTOR SPORT offices we were observing much the same thing — some cars are better than others but really bad ones . . . ? Whether this was true when O.J. made the pronouncement I do not know; I was 10 at the time and did all my motoring on paper. He was certainly right enough when he remarked that people love cars dearly and badly want to buy one but they love the searching for it equally well — does this not apply to thumbing through the

advertisements at the back of this issue? For some reason this led to O.J. being persuaded by S. F. Edge into a Cubitt five-seater. He described trying it in the county of even more flaming beechwoods than Berkshire and as the Cubitt was made near Aylesbury — I used to pass the place as a boy, after it had ceased to make cars and become a dairy (which alas was not long after O.J.'s trial), in a Model-T Ford or Lancia country bus that used to wait for regular passengers between Waddesden and Aylesbury until they were ready to board and whose return time of departure was a matter for amicable discussion between the driver and these "fares" — he obviously meant Buckinghamshire.

Yes, it was in Bucks that O.J. tried the latest Cubitt. Curiously, he dismissed it in a mere eight words, although these were all of praise. It seems that the ploy was to dispel the adverse opinions being bandied about, concerning the Cubitt, by those who knew nothing of it. O.J. said he had only to *invent* a name for a car and these ignorant "experts" would pull it to pieces. This reminds me of an incident in quite another context. I once went to see a very famous motoring photographer, to make an offer (too low, as it happened) for his unique collection of glass plates covering many years of cars and motoring history. When I arrived he asked me, rather overconfidently I thought, of which make of car I would like to see his prints. Thinking to defeat him, I replied "Oh, of a Butterosi". Blow me, within minutes he was handing me a set of shots of this very car, engine from both sides, dashboard, all-round views of it, etc . . . (his negatives are now in the National

V-E-V Miscellany.—The official journal of the Vintage Motor Cycle Club, which incidentally now has over 5,200 members, was what used to be called a "bumper number" for the last month of 1984, the articles containing a very interesting look-back by Bruce Main-Smith at the factories he used to visit when working for *Motor Cycling*, a sort of "Machines I Owned" piece, running from aged Rudge-Multi and McKenzie-Hobart to Brough-Superior and Super Sports Morgan, and a long discourse about the twilight of Harley-Davidson of Milwaukee, etc. I am also glad to see that the Frazer Nash CC's *Chain Gang Gazette* has got going again after being out of circulation for a year and that it is now printed on glossy art paper, by Tony Jones. Last year this Club's Archie Frazer-Nash Cup was won by Freddie Giles and the most prominent name in the awards list was that of G. R. Footitt. It is good, too, to know that the former Stanley Cup Inter-Club Contest is to be revived by AFN Ltd, the original cup that was competed for at Brooklands and elsewhere being put up again, together with £1,000 given by AFN to the winning team for passing on to the British Red Cross. The idea is to have a day

Motor Museum at Beaulieu).

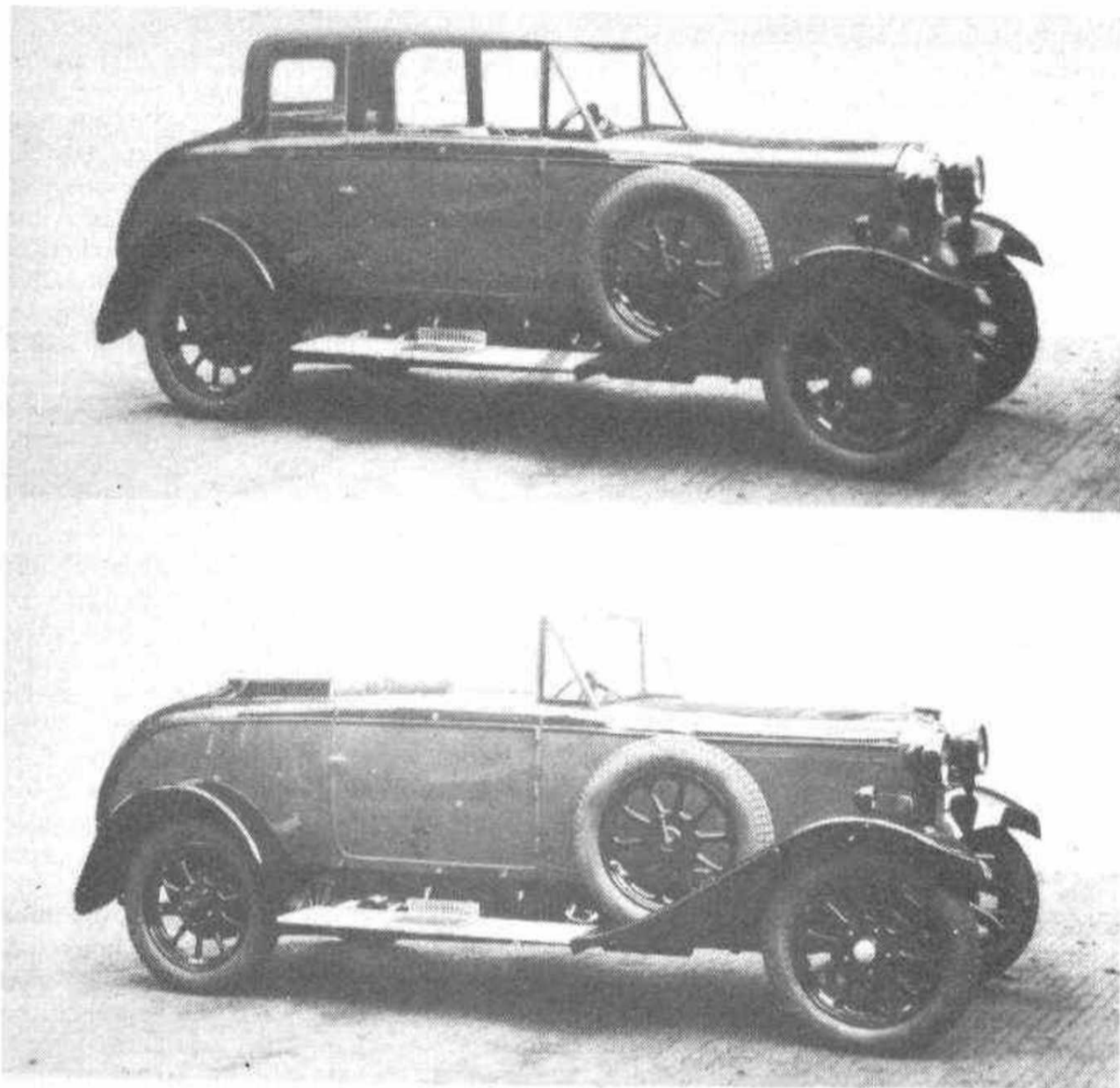
Having disclosed that the first Motor Show he attended was at the Crystal Palace, O.J. pontificated on the sort of people who attended these functions, not sparing the Press, which reminds me that elsewhere he once took off in very amusing fashion the style in which different motoring-writers of the pre-1914 years would have written-up a new car — disguised as a "16-25 hp Boompje" — after attending its pre-view . . . At Olympia time O.J. found himself in Liverpool, where, he observed, cars in use were, as a rule, streets behind those in the South.

He enquired of William Reece, the Ford agent who sold cars "from a palace made in the similitude of a French château" the reason but did not get an answer! Incidentally, can anyone, Mr Burgess-Wyse perhaps, tell me more of this obviously unique Ford emporium? Cheshire, our chronicler admitted, took to automobiles long before they were common elsewhere and had super-excellent roads, if not much beauty, and the motor displays in Deansgate were almost as good as that at Olympia itself, but Manchester's traffic was criticised, from "lurries" drawn by three horses in line, and heavy motorstuff bumping and banging over the granite sets, to tramcars that blocked and darkened the streets. Another little scrap of history emerged from all this, when O.J. recalled that both Liverpool and Manchester once had motor shows of their own and that you were taken to the latter in steam-cars, the insides of which were like a burlesque imitation of a Chinese laundry. . . .

(To be continued as space permits)

event in the country with some driving-tests and / or sprints included, with teams of three pre-1960 cars being entered by the one-make car clubs.

The *Leicester Mercury* has published another newspaper style "Bygone Leicestershire" edition, which looks back in particular to the Leicestershire police force, fire and ambulance services. The fire engines depicted seem to be circa 1906 Wolseleys with the bee-hive radiators, while in 1911 the Fire Brigade ambulance was a Siddeley-Deasy with a body built at Oadby. In post-WWI days the Police used a Triumph solo motorcycle, motorcycle and sidecar outfits of another make, and a Morris one-ton van, according to the front-page pictures. Terrance Barnes has drawn our attention to a coachbuilder who may have been forgotten by those interested in this side of things, namely Beddoes Moore, whose Managing Director was F. J. Barnes and whose premises were at the Oldswinford Carriage Works near Stourbridge. Among the bodies they made was the Barnes vanishing head saloon, in which the top folded back from an inclined windscreen and could be stowed out of sight in the boot. There two-door, four-seater



"VANISHING HEAD SALOON" built by F. J. Barnes at Stourbridge.

bodies were patented in Britain, France, Canada and the USA and were made on Singer Senior, Austin Sixteen and perhaps other chassis.

Those gluttons for punishment, the members of the Morgan Three-Wheeler Club, or at any rate seven of them, took part in last year's Morgan Night Trial, five in Matchless-powered Moggies, one with a JAP-engined car and one in a Ford-powered F-type, the winner being Bill Tuer / John Garside. In the 120 miles of nocturnal route one Morgan retired with gearbox trouble, one suffered from a blown head gasket on a side-valve Matchless engine which was cured with asbestos string, filched from a domestic Aga, and one competitor lost a front mudguard. Illness retired one crew but five finished the course — good show! The Tuers won the 1984 Morgan Three-Wheeler Racing Championship, with their 8/80 Morgan-JAP, by eight points from the Bibby / Brewin similar Morgan, with the Hodgson / Lomax Ford 100E-powered Morgan third, 12 competitors entering 48 races between them and finishing in 37, which, as the Club's *Bulletin* points out, is a 77% success factor, a high one in motor racing circles.

Clarifying the account of the firing-up of his 1921 Angus-Sanderson after its resuscitation, which we published last month, Michael Worthington-Williams tells me that all the major mechanical

components of the car are original to it, only the radiator, of correct pattern, having come from another car. His 1919 model, found on Dungeness beach through a reference in *MOTOR SPORT*, for which missing components have since been found, becomes Michael's next restoration job. Incidentally, it was this car which was owned by the father of the lady who was present and it has *not* formed part of the 1921 rebuild. Among the 270 guests present at this firing-up, were members of both the Angus and Sanderson families. Over Christmas vintage cars were prominent on TV, including many old American cars and a fine Springfield Rolls-Royce two-seater in a Charlie Chaplin comedy. The Motor Cycling Club has re-acquired the very fine, enormously large Schulte Challenge Trophy presented to it in 1906 by the late Mr M. J. Schulte for the competitor making the best performance in the London-Edinburgh Trial. The Trophy was won that year by J. W. Stocks and in 1907 and 1908 by J. Platt-Betts driving an 8 hp Rover. The latter driver thus secured the Trophy for all time but his daughter-in-law has now re-presented it to the MCC. There is a picture of Platt-Betts in his Rover in the current issue of *Triple*, the MCC magazine, showing this back-bone chassis light car to have had gas lighting and a spare tyre, not *wheel*, mounted up beside the driver.

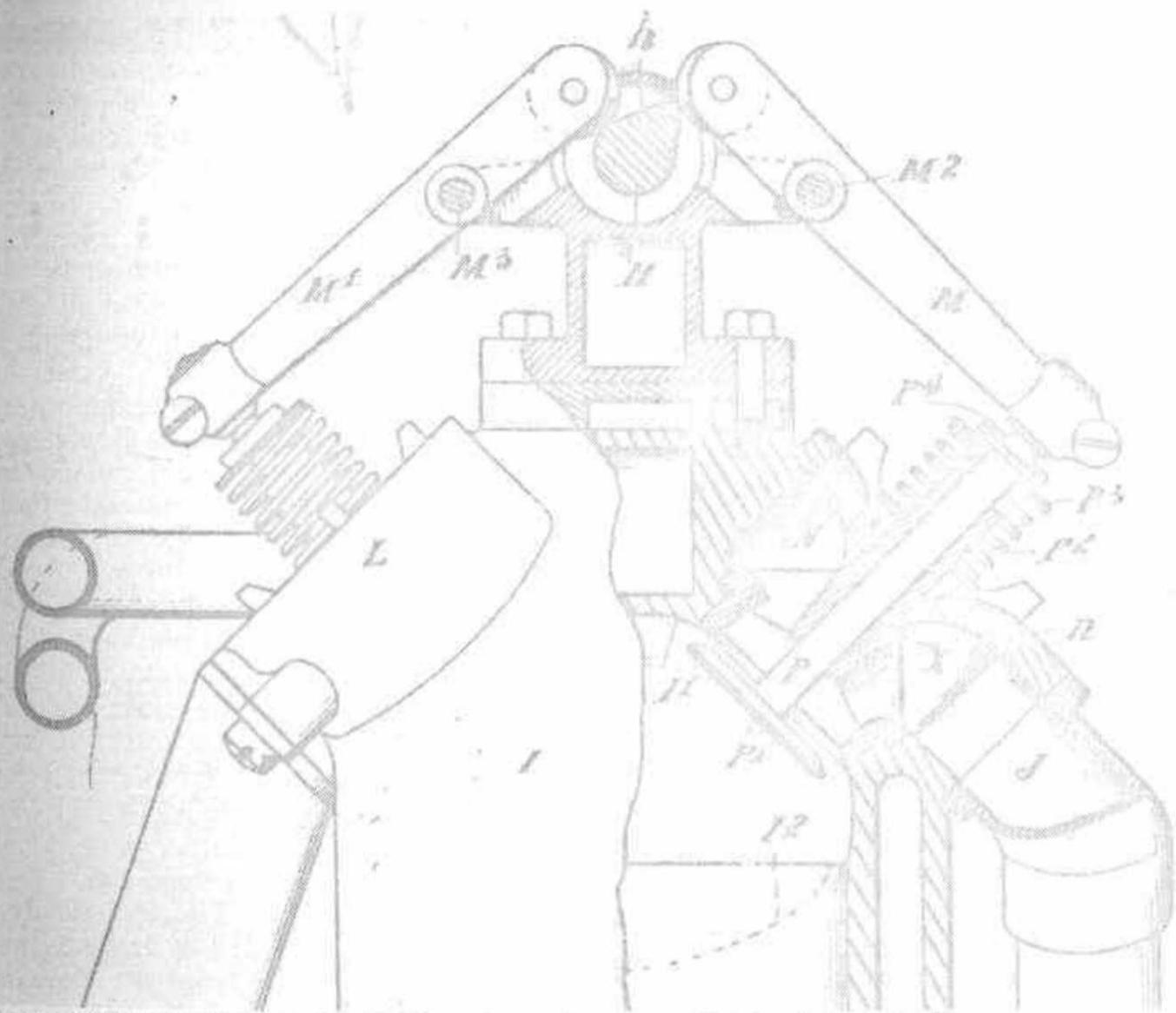
W.B.

Nothing New . . .

ERUDITE historians have no doubt looked at the interesting question of when the first ic engine with mechanically operated overhead valves appeared and when such valves were first operated by an overhead camshaft. Leaving aside Ernest Henry's pioneering of twin overhead camshaft (multi-valve) racing engines for Peugeot from 1912, reference to Gerald Rose points to Fiat having used oh valves, in hemispherical combustion chambers, operated by push-rods and rockers, as early as 1905, which Rose explained "gives more perfect utilisation of the forces of the explosion than any other arrangement". Pipe had a similar layout in 1904, as had the Prince Henry Benz of 1908, but with pent-roof heads. It is rather surprising to find that according to Rose many manufacturers were still using automatic inlet valves for racing as late as 1903 and that De Dietrich and Hotchkiss were still using them for this purpose in 1904. Mercedes had, of course, seen the light as early as 1901, with push-rod-operated inlet valves but retaining side exhaust valves, as Renault are thought to have done for their 1902 Paris-Vienna victory.

If Fiat pioneered both valves overhead, in hemispherical heads, soon to be widely copied, although Peugeot's four valve heads necessitated pent-roof combustion chambers, who first used the hemi-head and oh camshaft? Hugh Conway has shown me an American patent, taken out by the two engineers named Welsh of Pontiac, Michigan, in November 1907, for just such an arrangement, albeit possibly intended for gas-engine usage. They had oh valves at 90 deg included angle, operated from a central oh camshaft *via* rockers, with rollers bearing on the cams. The patent drawing shows a four-cylinder engine with the oh camshaft driven by a vertical shaft and bevel gears from the front of the crankshaft, this drive forming part of the patent specification. All of which suggests a car rather than a stationary engine.

The inventors claimed that the 45 deg inclined valves gave the minimum combustion chamber wall area to swept volume and that the oh valves as located gave a free exhaust and only a slightly heated inlet charge. The reduction in valve bounce consequent upon using an oh camshaft in lieu of push-rods was not referred to, but in 1907 engine speed would have been low in normal usage, so that this advantage would have been less apparent. Was this the first ohc engine? I feel sure someone will tell me it wasn't, and even allowing for time that probably passed between building an engine to the Welshs' specification (if this was done) and patenting it, Pomeroy was told that Mercedes raced an ohc six-cylinder car with vertical valves in 1907, while by 1908 the fast Clement-Bayard racing cars had inclined valve ohc engines. — W.B.



THE ARRANGEMENT of the Welsh engine's valve-gear — the first ohc hemi-head?

V-E-V Odds & Ends.—Those who follow Anrika Rice in the helicopter-orientated TV series "Treasure Hunt" may recall that the episode for December 10th last year started from Kentwell Hall near Bury St Edmunds. This moated Elizabethan mansion, standing originally in 5,000 acres of ground, was where R. J. B. Seaman, the most outstanding pre-war British racing-driver, was brought up. Too late to correct last month, the first car owned by Mr Abraham, the "Motor Mountaineer", was a Sunbeam Mabley, that oddly-shaped, tiller-steered contraption based, it was said, on a Victorian sofa, and not a "Mabberley" as published, while in the same article the photograph of me in a Bristol 405 in Lakeland hills was referred to, but omitted. In the February 1984 MOTOR SPORT D.S.J. had an article on fake cars in which he mentioned that the fine replica built by Roger Pichon of the Renault 45 which held the World's 24-hour record in 1926 has all too often been described as the real thing. The latest to perpetuate this error was Sue Baker, in a BBC "Top Gear" programme, when she came upon the car at a recent exhibition of old cars in Paris! At this exhibition the eight-litre ex-G. E. T. Eyston Panhard-Lavassor single-seater was seen to have survived, although down the years the bodywork of this genuine record-breaker has been hacked about a bit.

We hear that last year Peter Baines and Andy Macgill covered 1,066 miles in 24 hours in the latter's 1921 40/50 hp Rolls-Royce Barker tourer, avoiding motorways where possible, on a run that took them from the R-R Foundation's

headquarters at Paulerspury to Scoth Corner and back, ending at Moulton. This represents an overall average speed of 44.42 mph. In fact 2 hr 17 m had been lost repairing three punctures and a hole that developed in the inlet manifold, otherwise the average would have been 49.35 mph, very good going for a back-braked car, especially as much rain was encountered. The Rolls-Royce gave 11 mpg of two-star petrol and some six pints of oil. Next April, for Club funds, the R-REC's Chairman proposes to see how far his 20/25 hp Rolls-Royce Gurney Nutting saloon will go in the same time. . . .

My recent reference to the Eton Garage in Balham has brought a letter from Brian Finglass, who reminds me that this was a different establishment from French's Garage, who before the war was an agent for Dodge Bros and were further up the High Road, opposite GN Ltd. Brian kept his Brescia Bugatti at the Eton Garage at one time and recalls that opposite to it Ben Barker had his premises, an engineer who did many good jobs on the car for Finglass and who used then to run a beautiful little 10/23 Talbot. Incidentally, remembering that Finglass referred recently to L. G. Bachelier's two-seater Type 43 Bugatti, it was interesting to visit E. Allen the other day, to see the very original Type 43 he has been working on for an American enthusiast and to find beside it the Allen's yellow Type 40 Bugatti that has the body from the Bachelier 43, now with a panel removed to turn it into a shopping four-seater. Allen has also beautifully rebuilt a vee-twin NUT solo motorcycle (NUT for Newcastle-on-Tyne,

where these machines were made, of course), ex-the Sword Collection, for another fortunate American.

On June 23rd the Amberley Chalk Pits Museum is to hold a Dennis Day, and Mr John Dennis, grandson of the first Dennis vehicle builder has promised to attend, with exhibits from the Hestair-Dennis Collection. The Museum asks those with other Dennis vehicles to contact Howard Stenning at the Museum, Houghton Bridge, Amberley, Arundel, W. Sussex, BN18 9LT. A 1935 Vauxhall Six, with sliding roof, bought for £300 recently, is being restored in the North. — W.B.

VINTAGE POSTBAG

Howe and Campbell

Sir,

That Type 43 Bugatti which won the first Mountain race at Brooklands, I am certain that it was Lord Howe's not Campbell's. I was completing my engineering apprenticeship at Bentley Motors Ltd at that time, and had been at the track earlier that week. We had been unable to test a Le Mans replica 4½ on the full course, because the Mountain circuit was in use.

I joined Malcolm Campbell and Lord Howe who were there with "the old man's" Type 43 Bugatti. It was a new circuit to most people, but Campbell knew it well, because he had won the JCC Junior Grand Prix on what was virtually the same circuit two years previously in his 1½-litre Delage. Lord Howe had brought that Bugatti from Malcolm, and now Campbell was teaching him the best way round the Mountain, acting as his riding mechanic in practice.

On the day Howe drove with great dash, using exactly the same line at the Fork that I remember Malcolm Campbell used in the Delage. I cannot ever remember Campbell racing a Type 43 on that circuit; his Type 35, Type 39, the Delage, 38-250 Mercedes-Benz and 4-litre Sunbeam, but not a Type 43 Bugatti.

Kineton A. F. RIVERS FLETCHER
[Yes, Rivers, you are quite correct, as is my Brooklands Book. We should have said Lord Howe in the ex-Malcolm Campbell's Type-43 Bugatti. It is interesting that Campbell showed Howe "the way round," having won the JCC Junior GP with his Delage over this circuit, but with two artificial corners on the Finishing straight, two years earlier; Rivers modestly refrains from saying he was the intrepid schoolboy passenger, indicative of those carefree days. Incidentally, this Brooklands circuit had been used in the year before that, in 1927, for the first JCC Junior GP, won by Purdy's

Bugatti, and in that year the BARC run races at the *Sporting Life and Sportsman* meeting over "the Mountain", then called "the short Grand Prix course", but in this case used *anti-clockwise*. — Ed]

Bugattis

Sir,

Regarding W.B.'s piece about the Bugattis owned by Brian Finglass, through whose hands few Bugattis seem not to have passed at one time or another, the car registered EPF 761 was never a Type 37A.

I bought EPF 761 from E. W. Gillett in 1947. It had the chassis number 4613 and was originally a Type 35, built in 1925 and supplied initially to Malcolm Campbell via the agents at Brixton (see Hugh Conway's book on the GP cars). In 1936 it was "stroked" to 2.3-litres by L. G. Bachelier and the first notable event in my ownership of the car was the collapse of his crankshaft. Things looked up when that had been seen to and the Bug provided some truly memorable motoring. The pleasure it gave remains undimmed even by the thought that it must now be worth about 200 times what I sold it for in 1954.

Leatherhead

CLAUD POWELL

Still Extant?

Sir,

I'm enclosing a photograph of my late father, then Surgeon-Commander, Kenneth Wolferstan, outside the base at Eastchurch, during the First World War; the car, which was bright red, was a Carden, as no doubt you will recognise! It would be nice to think that it is still in existence somewhere, if not, I wonder who has that number plate?

Shortly after he was married to my mother he changed it for a Model-T Ford, with an English two-seater body, of which you showed a photograph some time ago. That one is still running.

In the '20s my grandfather, who lived in Shropshire, owned another very rare car, a Salmson, changing it for a bull-nosed Morris-Cowley, and finally a Wolseley Hornet. His home was on the main Hereford to Shrewsbury road and he would back his car straight out onto the road. The Almighty was very kind to him, as not once did he hit anything!

JAMES LA TOUCHE WOLFERSTAN
Weston-Super-Mare

Where Are They Now?

Sir,

As a very impecunious sulbaltern whilst on a Vickers Medium Machine Gun course at The School of Infantry, Netheravon, I purchased a fabric bodied, pointed tail, "M" Type MG Midget — WL 8787 — I think the number was. It was acquired with a great friend of mine, Paddy Ford of the 22nd Cheshire Regiment. Alas unfortunately no longer with us.

It was chosen with great care from a selection of vintage machinery from a very



THE CARDEN owned during WWI by Mr Wolferstan's father.

likely looking automobile establishment called "Bert Mason, Sports Cars". This is an absolutely genuine Double Twelve model said Bert, promptly relieving me of the princely sum of ninety pounds. I drove the MG back from Bert's to Wiltshire, but as this was the first time I had ever driven in London, I couldn't find my way out of town! Eventually I was personally guided out West by a policeman, who, seeing the SAS wings on my para smock (borrowed from Peter Fleming), could not have been more helpful!

We had an enormous amount of fun with old WL 8787(?), but later on Paddy was posted to Egypt and I brought out his share. As it happened I was soon to follow, but as my step-father refused point blank to have "that dreadful, smelly, motor-car" anywhere near the house, I decided to hand it back to brother Bert. This must have been June 1952.

Regrettably the MG expired ascending that long hill into High Wycombe from Oxford. I managed to manoeuvre it into the garage halfway up, but here it was abandoned. I went off to soldier in the Middle East for three years and never went back to find out what ever happened to the old car. Can any of your readers throw any light on WL 8787(?). It must be due for restoration by now!

Dammam, S. Arabia JOHN SEVENOAKS

Austin 7s in NZ

Sir,

As a South African who moved to New Zealand on retirement, W.B.'s notes on page 976 of your August 1984 issue gave me great delight. They referred to the presence of a flourishing Austin Seven tribe in South Africa, to which Mr T. W. S. Hall has obviously given much encouragement. My eldest brother was one of the very first salesmen to try and sell these cars in Capetown. They were regarded as a bit of a joke at the time, much as the later Minis were in their time. His first Capetown sale

was to the Market Master, a chap named Edgar. It might have been the first A7 sold in Capetown. In 1926 my brother decided, in consultation with the dealer, that an A7 should be entered in the Capetown-to-Hermanus trial in an effort to convince people that the A7 was, in fact, a car. The event took place in May 1926 under the auspices of the Cape Metropolitan MG. My brother entered the car and drove it, while I, at the tender age of 15, acted as navigator-timekeeper. It was held in winter and in rain and much mud. To the outraged consternation of all the other entrants we won the event outright and received a small medal, suitably inscribed, to prove it. In one of his more gracious moments my brother posted it to me about three years ago. Perhaps a delayed acknowledgement of my part in the affair. At least I can claim that my competition record in motor sport is 100%, as I have not taken part in any competition since the 1926 win!

As to Major van Riet's A7. This I well remember in its hey-day. Among other things it won the second Rand Grand Prix driven by "Duggie" van Riet, in December 1937. It was held on the Earl Howe circuit near Johannesburg. Among the entrants were Villorosi, Siena, Taruffi, Earl Howe and Mays, in an assortment of exotica. The race was on handicap, of course. If I remember correctly, van Riet averaged 72 mph for the 60 laps of the 2.2-mile circuit, just about the average he thought would win him the race. The car did not look like the famous racing Sevens. It was a single-seater supercharged car, reputed to be capable of 110 mph. I remember that the driveshaft was angled alongside the driver and not directly under him. As a result the car was very low indeed. It looked to me like a one-off, with a great deal of Major van Riet's own design work on both body and chassis. Since he was a wizard with engines (the South African Freddy Dixon, in fact) he had most certainly waved his hands over the engine. Maybe the factory supplied the engine, I don't know. Perhaps someone can persuade Duggie to divulge some details. He never said much! The nicest thing he ever did for me was to sell me a BSA Scout in 1936 — my first brand-new car. This fine car, with most attractive lines, gave me unbounded pleasure. Despite a modest performance (it deserved a more powerful engine) it had excellent acceleration for its day and type. After performing his mystic rites over the engine of his demonstration BSA Scout, Major van Riet entered and drove it in the Camps Bay Hillclimb (near Capetown). He won the event, which did not surprise me at all. I have never seen a Scout, or any other similar car, go up a twisty hill as fast as he did. I'm not sure if he won outright or whether it was a class-win. That was nearly 50 years ago.

Thank you for MOTOR SPORT.
Required reading for me.
Waikanae, New Zealand C. E. CARTER

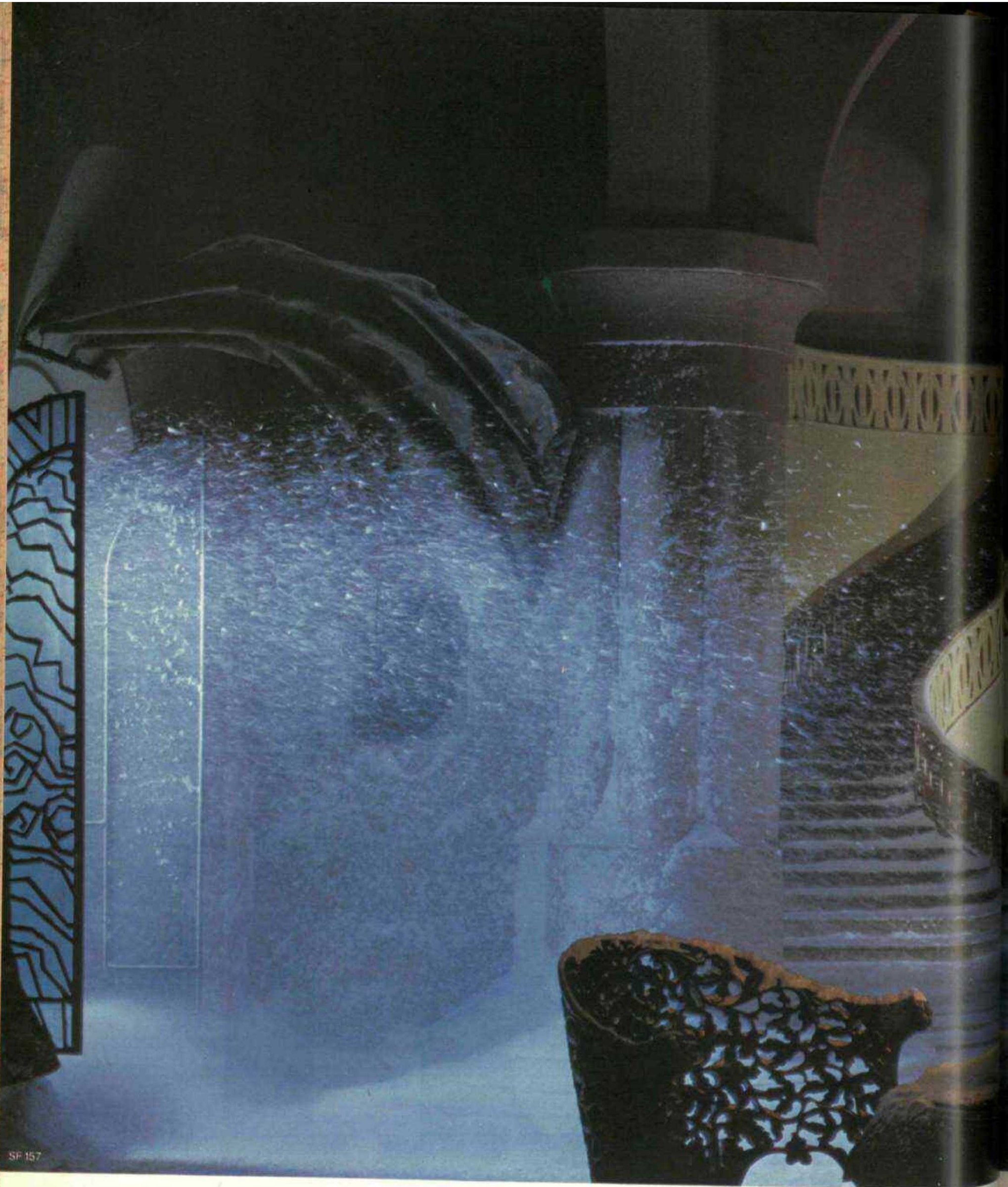
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LOOKING BACK ON Jo Siffert

REMEMBER October 24th 1971? It was a crisp autumn day and Brands Hatch basked beneath cloudless skies under a sun which was surprisingly warm for that time of the year. Jackie Stewart had just won his second World Championship title and, as the Mexican Grand Prix had been cancelled, a non-championship 40 lap event at the Kent circuit filled the gap in the calendar. Billed as the Rothmans World Championship Victory Race, it was an added bonus for British spectators who were receiving their fifth dose of Formula 1 action that season after the Grand Prix at Silverstone and three other non-championship events.

As the front row moved forward from the dummy grid, the crowd applauded the fact that two shovel-nose Yardley BRM P160s lined up in first and second positions. Jo Siffert was on pole, Peter Gethin in the centre of the front row and Emerson Fittipaldi's Gold Leaf Lotus 72 on the outside. Siffert had earlier been on the front row for the British Grand Prix at Silverstone and won the Austrian Grand Prix to boost the English team's morale after the sad loss of Pedro Rodriguez in a sports car accident at the Norisring. The moustachioed Swiss had been good for BRM and there was still some way to go before the "English Ferrari" subsided again to the status of a music hall joke in the mid-1970s. The fans were

keeping their fingers crossed for a Bourne victory in this half-distance Formula 1 sprint.

Siffert got off the line slowly and it was Gethin who bounded through Paddock Bend in the lead with Fittipaldi snapping at his gearbox. The pole position BRM briefly banged wheels with Ronnie Peterson's March 711, but whether this impact caused any problem is something we will never know for certain. Initially Siffert's progress through the field was unimpressive, but he soon got into the swing of things and before long, the predominantly white BRM with its red-helmeted driver was climbing through



JO SIFFERT'S Yardley BRM P160 swoops Silverstone's Stowe corner during the early stages of the 1971 British Grand Prix, holding second place as it chases Jackie Stewart's winning Tyrrell. Struggling out behind the BRM are the Ferrari 312B2s of Clay Regazzoni and Jacky Ickx, Ronnie Peterson's March 711, Tim Schenken's Brabham BT33 and Danny Hulme's McLaren M19.

the field: by lap 11 he was up to fourth place, behind Gethin, Fittipaldi and Stewart.

Suddenly, at the end of lap 15, silence fell across the Brands Hatch stadium, terrible in its strange intensity. It seemed as though, in the same split-second, not only did the racing engines die away, but the chatter from the crowd was instantly silenced. There were thousands of spectators enjoying this autumn motor racing bonanza, but in a few seconds, you could have almost heard a pin drop. Then came that heart-stopping pall of black smoke, rising vertically into the sky over Hawthorn Hill. Jo Siffert's BRM had crashed, caught fire and the genial Swiss driver perished in the inferno.

I quote from Siffert's obituary in the December, 1971 issue of MOTOR SPORT where A.R.M. remarked "... the best tribute of all we could bestow on a friendly, dapper little Swiss was the one I overheard at Brands Hatch at the end of this tragic meeting. Two ordinary enthusiasts were walking back to their car and one turned to another and said: 'It's a great shame, I liked Jo Siffert'. Almost certainly that spectator had never met him, yet those simple words so aptly expressed the esteem which he, and thousands of motor racing enthusiasts all over the World, felt for Siffert".

Although he never really achieved the great success in Grand Prix cars, Jo Siffert was always the kind of driver who attracted a huge following amongst his enthusiastic fans, and although his single-season achievements were patchy, he was to win enormous acclaim as a sports car driver for skill and reputation. But it was his attitude which helped endear him to the fans even more than his driving prowess: he had a simple, uncomplicated enthusiasm which was never dimmed by short term adversity. He loved motor racing, straightforward and simple, and he made it his entire life. He was an exciting, sometimes unpredictable driver to watch, but he always tried hard and radiated a zest for the sport which seemed somehow contagious.

Born on July 7th 1936, in the Swiss town of Fribourg, just to the southwest of Bern, Jo Siffert was the son of a car dealer, so it was no surprise when he became infatuated with cars and motorcycles from an early age. In order to obtain his heart's desire, his first motorcycle, Siffert picked and sold flowers as well as collecting spent army shells on the military ranges which he sold back to the thrifty military for re-cycling. His serious racing began in 1957 on a 125 cc Gilera and he later graduated to a larger capacity machine on which he won the Swiss 350 cc championship two years later. This early



PORSCHE WINNER: Siffert shared this JW / Gulf Porsche 917 with Derek Bell to win the 1971 Buenos Aires 1000 kms.

BRM-engined BT11 being built up at the firm's Byfleet factory by his loyal mechanics, Heini Mader (now an engine specialist of international repute who prepares BMW Grand Prix engines for the Arrows team) and Jean-Pierre Oberson (who runs Siffert's old garage in Fribourg to this day). Once initial teething troubles had been ironed out, Siffert really began to fly in this BT11, slamming round the sun-scorched Enna-Pergusa autodrome in Sicily to beat Jim Clark's Lotus-Climax to win the Mediterranean Grand Prix — a victory over Clark which he duplicated precisely 12 months later in the 1965 event. He finished fourth in the German Grand Prix and third in the United States Grand Prix at Watkins Glen to underline to the world he was a driver worth keeping an eye on.

In 1965 he retained his Brabham, but Siffert was taken under Rob Walker's wing and entered in the Englishman's distinctive team colours of dark blue with a white nose-band. This enabled him simply to concentrate on his racing while Rob's organisation took over arranging his entries, starting money negotiations, etc. Jo Bonnier was already on the Walker team, but there is no doubt that the somewhat aloof Swede never forged quite such a warm relationship with his boss as that which was to be enjoyed between Siffert and Rob Walker. In a brilliant drive, Siffert almost won at Syracuse again, beating off a challenge from Clark's Lotus and Surtees' Ferrari to build up a commanding advantage: alas, the car jumped out of gear over a bump, the engine

Continued on page 179

resourcefulness never left Siffert and he applied it to good effect when he moved into four-wheeled competition in 1960.

Formula Junior was the only category available to any Grand Prix aspirant at the time and Siffert attacked his new project with gusto, although his first car, a Stanguellini, proved distinctly less than successful. He quickly transferred to a Lotus 18, then to a Lotus 20 with which he won at Cesanatico, Lake Garda and the Eifelrennen at Nürburgring in 1961. He also finished third in the *Grand Prix des Frontieres* at Chimay in Belgium, behind the Cooper-BMCs of John Love and Tony Maggs, followed Love home again in second place at Caserta and notched up a trio of victories towards the end of the season at Enna-Pergusa, where he beat Lorenzo Bandini into second, Cadours and Montlhéry.

Sharing with Maggs and Team Lotus' Trevor Taylor, Siffert jointly won the European F/Junior title and he decided to supplement the purchase of a new Lotus 22 for 1962 by acquiring a four-cylinder Climax-engined Lotus 21 Formula 1 machine as well. Jo made his Formula 1 debut using the 22, equipped with a 1.5-litre Cosworth-Ford engine, in the Brussels Grand Prix, finishing an encouraging sixth, but the 21 did not get its maiden outing until Pau where Siffert finished seventh. His first World Championship Grand Prix was the Belgian race at Spa-Francorchamps, where he was placed 10th, and he continued fielding the car in a limited number of events for the remainder of the season. In 1963 he forged a partnership with wealthy Swiss privateer Georges Filipinetti to run a BRM

V8-engined Lotus 24. In it he finished second to Jim Clark's Team Lotus 25 at Imola, and then won at Syracuse. Mid-season, he decided to buy the Lotus off Filipinetti, but then rather fell out with the Swiss team boss when he tried to race the Lotus in the Rome Grand Prix at Vallelunga, arriving in Italy to find that his entry had been cancelled because Filipinetti had insisted the Swiss Automobile Club refuse him a visa to race. He was supposed to be driving a Filipinetti Ferrari GTO in the Nürburgring 1,000 kms race the same day: in the event, he drove in neither!

For 1964 he became one of the first customers for a Brabham Formula 1 car, his



LOTUS WINNER: At the wheel of Rob Walker's newly completed Lotus 49B on his way to a memorable triumph in the 1968 British Grand Prix at Brands Hatch.

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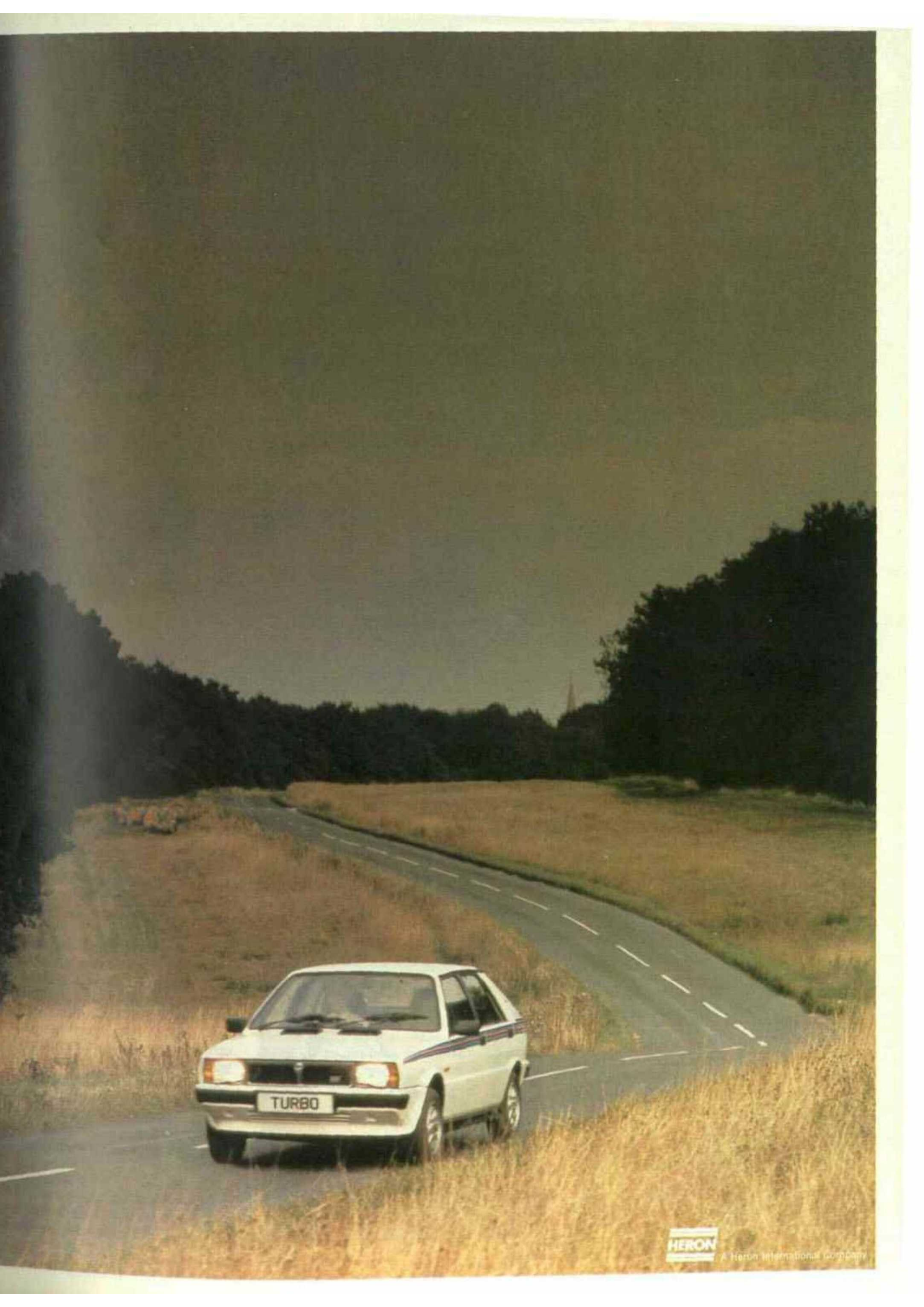
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*Source 'Motor' magazine



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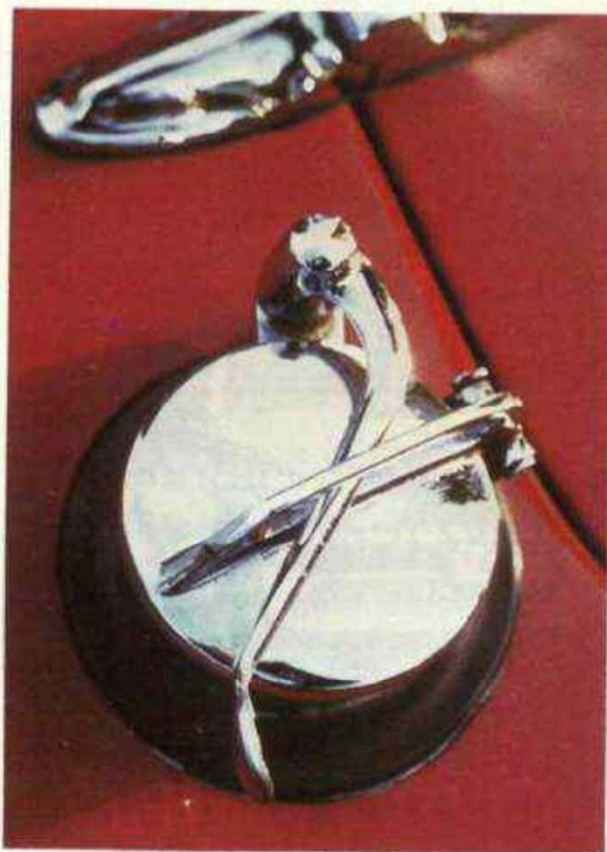


WHEN driving in France, I am always conscious of a paradox: so many motorists seem to drive in a sporting way, with verve and obvious enjoyment, yet almost all drive fairly mundane saloons. There is no French equivalent of Aston Martin, Bentley, Lagonda, Jaguar, Marcos, Midas, Caterham Seven though, I suppose, Alpine roughly equates to Lotus. How different things were before the war when France could boast a range of quality and sporting cars to match any country in the world: Bugatti, Lorraine, Amilcar, Hispano-Suiza, Hotchkiss, Chenard-Walcker, Delaunay-Belleville, Salmson, Talbot, Delage and Delahaye.

That great tradition of car making, allied to a parallel one of coachbuilding the products of which were unsurpassed for elegance and flair, came to an end in the late Fifties and the last manifestation of it was the Talbot Lago-America. Recently I had an opportunity to briefly drive one of the 12 Americas made. It fulfilled a personal ambition for I had admired the car since first seeing a photograph of the prototype in *MOTOR SPORT*, April 1957. It was also a sad occasion for reasons which will become clear later. Suffice to say at present that the car has so much personality that it sent me digging into the records to find out why it was the swan song of the tradition. It was

THE TALBOT LAGO-AMERICA

TYPICAL of the extravagant detailing on the Lago-America is the filler-cap — beautifully crafted but more appropriate to a pre-war car.



like coming across the last survivor of a once-proud civilisation, the obvious question to ask is "why?" Why did the tradition crumble and die? The answer generally given is that it was killed by taxation but though there is a lot of truth in that, it is an over-simplification. This is what actually happened.

Lorraine's last car was a 4.1-litre 20CV model introduced in 1932 but it was too heavy and expensive to attract many buyers and two years later the company closed down its car making division to concentrate on the more profitable aero engine side of its business. Thus a marque which had twice won at Le Mans faded. A similar fate met Hispano-Suiza cars in 1938; though the cars were no longer made the company made aero engines but, ten years later, it did exhibit a prototype fwd car with a V8 engine which never went into production. Amilcar was absorbed by Hotchkiss in 1938 and the result was the "compound", an interesting, pretty, sporting saloon with all round independent suspension and front wheel drive. The name was not, however, revived after the war.

The war left French industry devastated and some makers were too sickly to survive long. Chenard-Walcker, winner of the first Le Mans 24 Hour race, produced a handful

ONLY two right-hand-drive examples of this handsome car were ever produced. Left-hand-drive versions totalled 10.

of cars until, in 1947, it concentrated on a light van. Four years later the company was absorbed by Peugeot. Delaunay-Belleville which pre-WWI had rivalled Rolls Royce for the title of "The Best Car In The World" was nominally a manufacturer until 1950, though produced very few cars post WW2. By the Thirties, the company had not only lost the greater part of its reputation but was producing Franco-American hybrids which, ironically, was the course chosen by Facel-Vega in its brief attempt to revive the Great Tradition in the late Fifties and early Sixties. In 1950 the Delaunay-Belleville works were given over to the manufacture of the nasty little Rovin minicar. In the case of both companies, the war cannot be used as an excuse, they would have folded anyway.

Bugatti was a different case. Ettore Bugatti had new designs in stock and, during the war, had even produced a 370 cc minicar prototype, the T68. His death in 1947 robbed the firm of much of its drive and though he left behind the T73 with its 1,486 cc sohc 4-cylinder engine fitted in a vintage style chassis which was worked on by his son, Roland in conjunction with Piero Marco to eventually produce the monobloc dohc T102, Bugatti as a make was really dead.

Two of the little cars were made but apart from the death of *le patron* and the death in 1939 of his natural successor, his son Jean, there was also a long and acrimonious court case between the children of Ettore's first marriage and the children of his second. The smart body of the T101 in normally aspirated and supercharged forms, drew attention away from the fact that it was really only a re-bodied T57. Still, brochures were printed and the cars were exhibited at shows yet only ten ever reached customers, a fact not unrelated to its outrageous tag.

It is kinder, perhaps, to forget the radical, disastrous, T251 GP car which made a single GP appearance in the 1956 French GP. The performance of the car broke Roland Bugatti's enthusiasm and ambitious plans were quietly shelved. The company died officially in 1956. It had really died, of course, in 1947 on the death of its founding genius. It had been like a chicken which can run with its head cut off, on nervous reflexes alone. Such a chicken does not lay eggs.

Delage had been absorbed by Delahaye in 1936 whereupon it became basically a badge-engineered Delahaye fitted with a three-litre, six-cylinder, rather lumpy, engine which won few friends. Still, as we approach the year 1950 the French quality/sporting motor industry was looking fairly sound, all things considered.

The design might all be dated, but the world was hungry for cars and the few entirely new designs on the world market, such as the Jaguar XK 120, were either not in volume production or, in the case of the



American manufacturers, not globally acceptable; a gas-guzzler wins no friends when fuel is rationed. Besides, import tariffs and the like, natural when countries are struggling to get back into business, added another dimension along with the fierce patriotism which the war naturally created.

Though its cars were still of pre-war design, Hotchkiss managed to win the Monte Carlo Rally in 1949 and 1950, with Delahaye taking the event in 1951. The six cylinder, 4½-litre Talbot had won the 1949 French and Belgian Grands Prix and continued in F1 until 1951 as well as winning the 1950 Le Mans race, the only time which a single design has won both Le

Mans and a classic Grand Prix. In 1952, a re-bodied version of the same design very nearly won Le Mans again. These designs were dated but they were sound and they had the *cachet* of pedigree and sporting achievement.

To this day the French operate a system relating engine size to car tax which is why no contemporary French car has an engine greater than three-litres. In 1950 a car nominated as between 12CV and 15CV attracted road tax of £23 pa, but a car of 16CV (roughly three-litres) required a tax of £79 pa. This figure was more than a quarter of the cost of a contemporary Citroën 2CV.

CONTINUED on page 176



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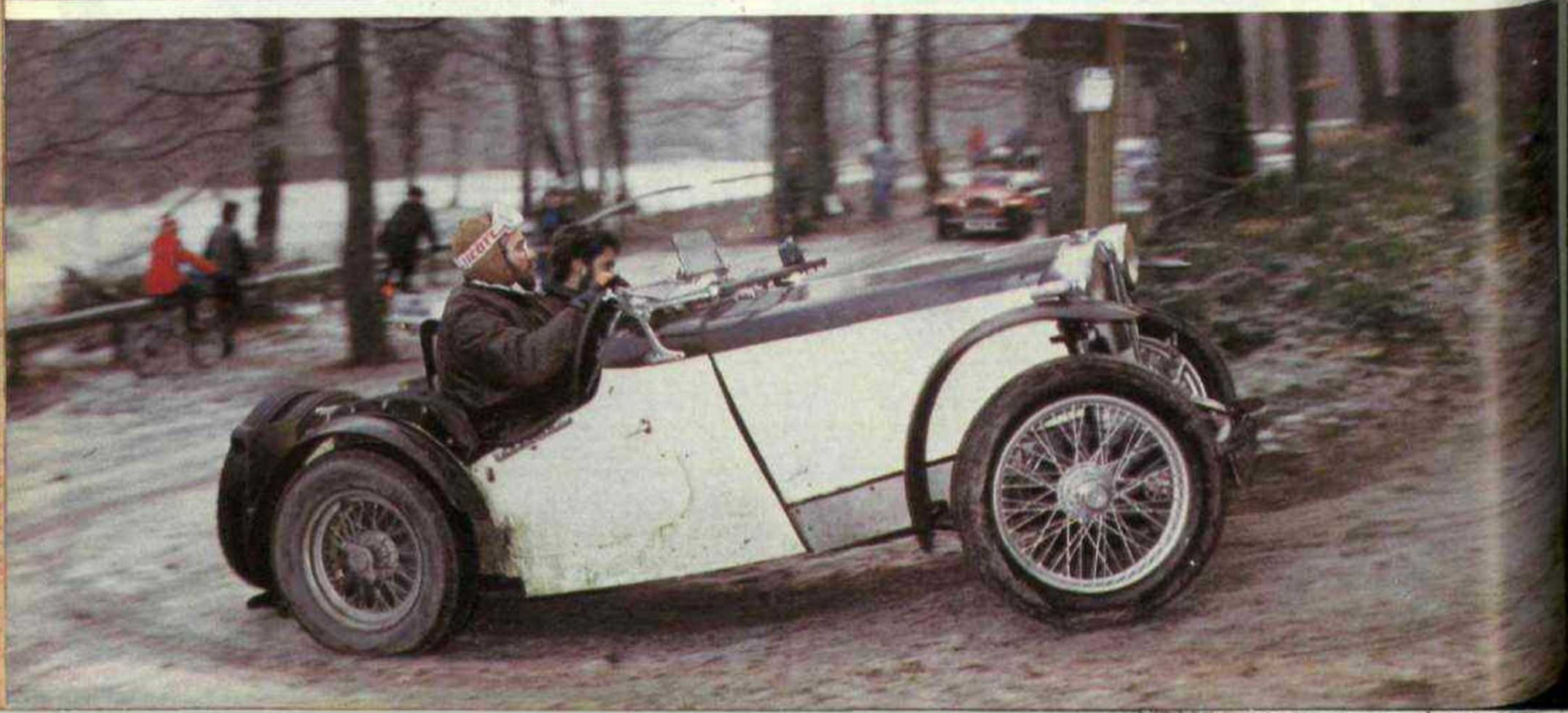
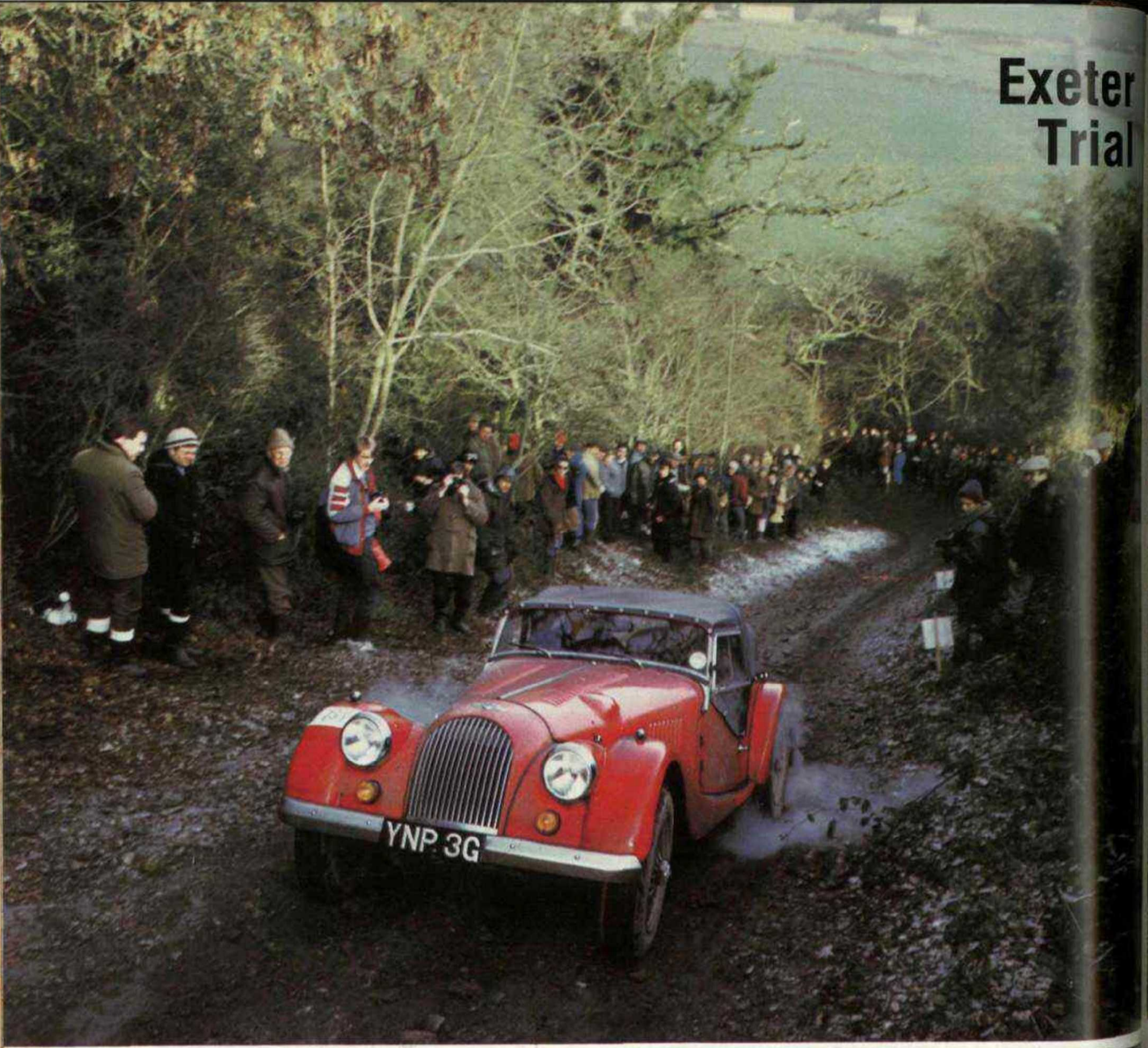
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Exeter Trial





ICY WEATHER made the going particularly hard on this year's Exeter, with some of the links being more difficult than the sections. The Morgan of Geoff Margetts churns out tyre smoke (opposite page, top) while below it, Grassam's MG PB tackles the ice at the bottom of Fingle. One of the features of trialling is the variety of machines: above, J. B. Toogood's self-assembled Burlington Arrow getting a little help, and, left, the 1,172 cc Ford Popular of S. Stead on Simms. MGs always figure large in this event; bottom left is I. M. Brown's Midget under way, while M. J. Bucknell's J2 queues at the bottom of Fingle.



Road Test —

NISSAN SILVIA TURBO ZX

Nearly an excellent car



MY BRIEF experiences of Nissan cars in the past have left my enthusiasm for the firm's products very easy to control, so despite hearing some good reports of the Silvia Turbo ZX, I was not exactly keyed up with excitement at the prospect of driving one for a week. As the sub-title of this article suggests, however, I was impressed by the car, albeit with some reservations, and it was with regret that I handed it back after over 800 miles of enjoyable driving.

The Silvia is a descendant of Nissan's S110 Coupé but bears no resemblance to other Nissan cars marketed in the UK. Only a small portion of the full Silvia range is imported into Britain, we do not see the notchback coupé, for example, or some of the less powerful engine options. While European manufacturers are generally content to have one basic bodyshell serve an entire range, the Japanese delight in ringing the changes and generally put a hatchback / coupé at the top end of their ranges. The aesthetic and practical consequences of this shuffling of body panels are not always entirely happy but Nissan has managed to produce a car with balanced, if unremarkable, lines, with generous boot space, split rear seats, and adequate rear passenger space.

If the exterior of the car is pleasant, well finished, but finally unremarkable, the same is not true of what lies under the bonnet for there nestles a jewel of an engine. It's a four-cylinder, sohc unit of 1,809 cc mounted north-south and driving to the independently sprung (coil springs and

trailing arms) rear wheels via a five-speed gearbox. Turbocharged, of course, and fitted with Bosch L-Jetronic fuel injection it delivers 135 bhp at 6,000 rpm and a useful 142 lb/ft of torque at 4,000 rpm.

Its outstanding characteristics are its smoothness and quietness, even when starting on a cold morning, and the way it delivers its power silkily even at low engine speeds. It's not one of those turbo engines which suddenly flexes its muscles at, say, 3,000 rpm, the turbo is in use from 1,000 rpm onwards. This makes the car outstanding in heavy city traffic for it will accelerate to 30 mph in just 2.7 seconds, a time one normally associates with exotica. This instant availability of power makes the Silvia extremely relaxing to drive under difficult conditions and one's sense of well-being is enhanced by first class braking from its servo-assisted all round disc brakes which, unusually, are larger (11.4 in) at the rear than at the front (10.8 in).

I was not able to match the maker's claimed 8.5 seconds for 0-60 mph but returned 8.8 seconds while the top speed of 127 on "my" car was a little short of the claimed 130 mph maximum. Overall economy worked out at 24.5 mpg but since part of the test was conducted in the atrocious fog just before Christmas with its attendant stop-start driving, I think that most drivers would find 26/27 mpg nearer the true average. With its 11.8 gall fuel tank, this gives the Silvia a range of roughly 300 miles.

As you would expect from a car fitted

with flush glass, and with a claimed c_d of 0.34, wind noise is low and even with the rear side lights open (they hinge from their leading edges) noise is at an acceptable level at 70 mph. The car is unresponsive to cross winds and buffeting from overtaking high-sided vehicles.

The gearbox is crisp and precise, fourth is direct drive and fifth an overdrive. Under most conditions it is delightful but I found it fairly easy to beat the synchromesh when changing quickly up, or down, to third. Clutch pedal travel is quite long by most standards but the action is very light. The power-assisted steering is strangely heavy at low speeds but is generally firm and precise.

At first I thought the seats would prove too firm but experience showed that they were comfortable and supportive over long distances whilst not being outstanding. The same goes for the ride; at first I thought it might prove a fraction on the hard side but over the length of the test it revealed itself as a good compromise, again without being exceptional in the way, say, that most of the Austin / MG range now is.

At the beginning of this piece I wrote that the car was handed back with regret for under most conditions it is one of the most relaxing cars I've driven. The engine, the brakes, the low wind noise and the fact that it feels solid and "of a piece" gives the driver a sense of well-being. It tends not to stir the blood but the Silvia is soothing company. I also wrote that I had some reservations about the car and, briefly, these are its equipment and the behaviour of the back

end under some conditions.

The instrumentation could be much improved. The main dials are well grouped and easy to read through the three spoke steering wheel but at night they annoyingly cast their reflections onto the driver's side window. The switches, several of which are tucked behind the steering wheel, and are obscured by a rather large boss, seem to be arranged without rhyme or reason and their attendant warning lights are sometimes placed a couple of feet away from them. I never did reach the point when a particular switch fell unconsciously to hand.

In contrast, the stalk controls and the controls of the four speed heater / ventilator unit are exemplary.

The interior trim is of plastic and everything fits well but I disliked the mock "leather stitching" effect dreamed up by some bright stylist. Plastic is a material of integrity and does not need excuses.

The Silvia costs £9,701 as tested which is quite expensive for a sporting hatchback in a fiercely fought area of the market. I therefore expected to find a higher level of equipment especially since part of Nissan's reputation is founded on the company's ability to market an attractive package. Some Silvias are fitted with a steering column adjustable for rake and others have the facility to adjust the seats for hardness / softness but both were absent on "my" car. True there are little touches like headlight wash / wipe units, lights in the boot and the ashtray, one can open the boot lid from inside the car, and it is carpeted throughout, but at the price I was surprised to find not only an absence of electrically operated windows and central locking but also that the wing mirrors have to be adjusted externally by hand.

My other reservation about the Silvia is its road holding under certain conditions, a reservation shared by the MOTOR SPORT staff photographer who also drove the car.

The natural roadholding characteristic of the car is mild understeer and I found, on a turning circle, that its limits of adhesion were extremely high. When the back end was induced to break away it went fairly quickly but was easy enough to control. We both found, however, that the back end had a tendency to break away when accelerating while the car was changing direction. Much of the test period was not dry and the wet or damp conditions which prevailed perhaps exaggerated our overall perception of this tendency.

When accelerating from rest in the wet, it was not hard to induce wheelspin but, again, the car's low range acceleration is impressive. Where the greatest problem was caused was in trying to leave the village where I live to head to the nearby town. The village is in a dip and the main road runs outside it. You approach the main road up a short, but sharp, incline and turn right through about 110 degrees onto the main road which is itself on an incline. Visibility



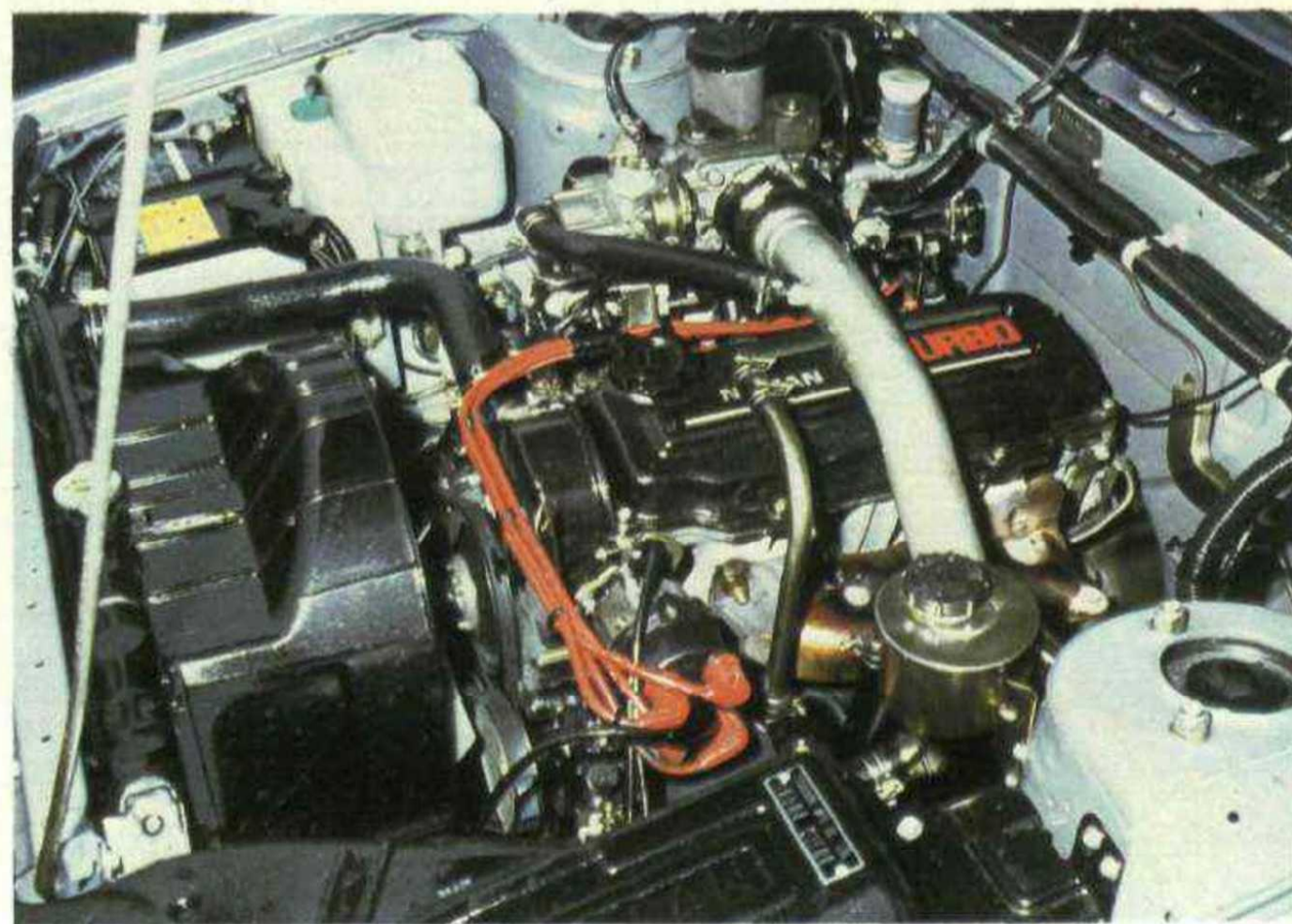
THE interior of the car is well finished but most of the switches are poorly positioned. Note the foot rest for the front passenger.

in both directions is limited and the road is frequently used by members of the local chapter of the Andrea de Cesaris Appreciation Society. It is wise not to dawdle.

The first time I tried the manoeuvre, in the wet, I revved the engine to around 2,000 rpm, fed in the clutch gently, reached the crown of the main road, by which time I was turning right, and fed in the power. Result: car nearly stationary, the tach needle in the red and a de Cesarite in a Cavalier nearly exploring the extent of my boot space. The manoeuvre was repeated half a dozen times and it was only by driving very slowly that all wheelspin was eliminated.

Talking to others who have driven the car

THE outstanding feature of the Silvia is its engine which is also available for the Nissan Bluebird range.



leads me to wonder how much improvement could be effected by replacing the 6 in x 15 in Japanese Dunlop tyres with different rubber. I'm not sure it would be the complete answer, however, for when driving up the A34 just South of Oxford at a steady 70 mph, the car suddenly started to porpoise sufficiently for the back of my head to be knocked rhythmically against the headrest. Presumably it was caused by the rear end's reaction to the road surface but I've driven many cars many times on that same stretch and encountered nothing like it.

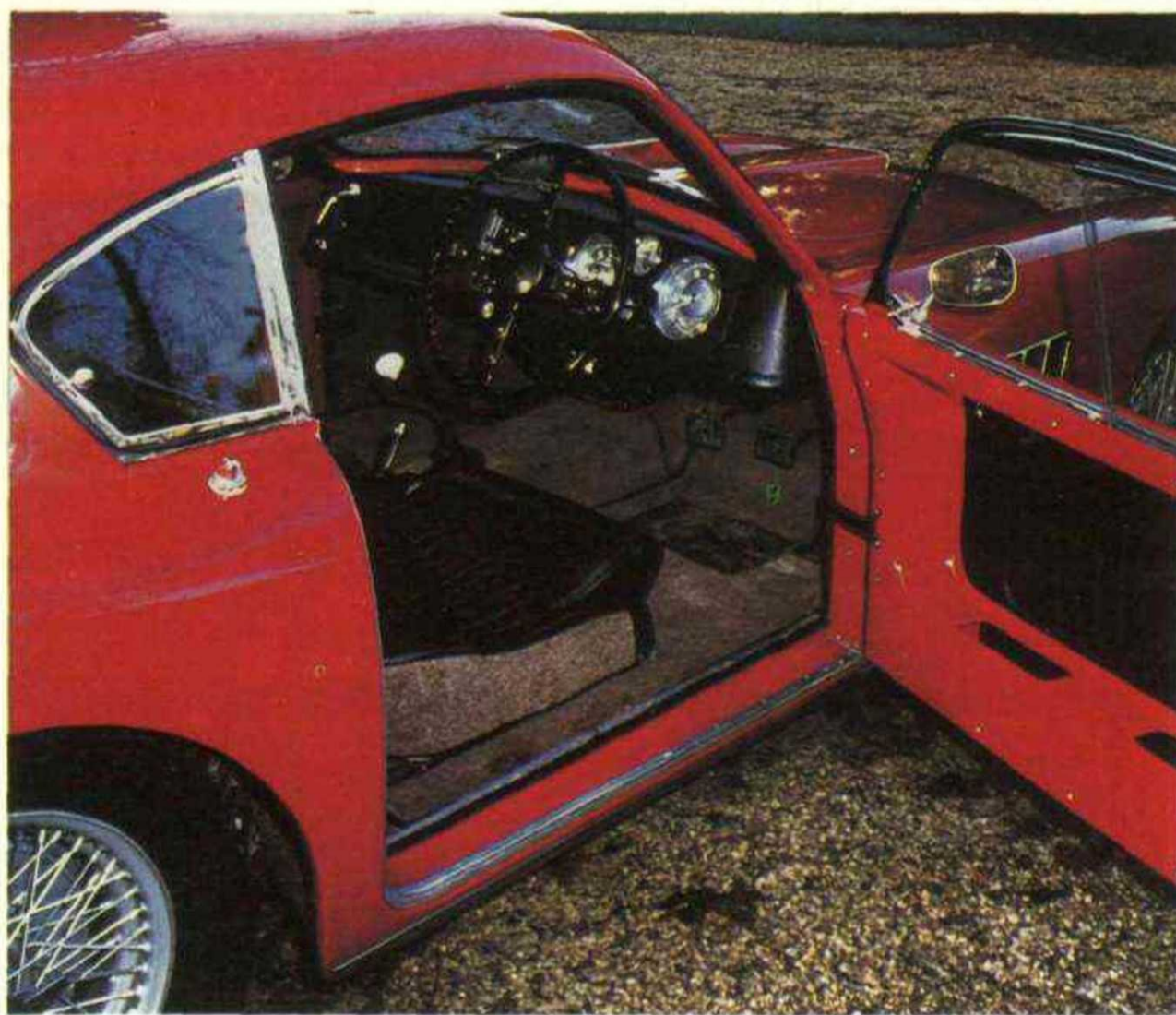
The question of value for money will anyway have a subjective answer for part of what one is paying for is the car's style and



comparative scarcity value. I am not personally too taken by the Silvia's looks but can understand why others might be smitten.

In describing the characteristics of the rear end of the car I've had to use more space than the degree of importance I attach to them. Under most conditions the car was

extremely agreeable, the engine a never-failing delight. I can only repeat my earlier comment — that I was sorry to have to return it. — M.L.



TALBOT LAGO-AMERICA *continued*

Taking the current price in Britain of a 2000 cc as a guide, this translates into a 1980 equivalent of around £650 pa road tax.

But there was even worse news. In 1958 the French government introduced a levy which required an employer to pay the government 48% on top of his worker's wage bill. So, for every 100 Francs he paid a worker an employer had to pay an additional 48 Francs to the government. This obviously affected the specialist car builder and the coach builder, whose products were labour intensive.

It is not difficult to see the reasons behind this move. In 1945 there were possibly only 300,000 usable cars in France; the mass-production makers had to be encouraged to produce a lot of cars cheaply and the labour tax rewarded those who used automation. There were social programmes to fund, too, and if you could afford a Delahaye with coachwork by Franay, then you were the person to dig deeper into your pocket to finance schools and hospitals, especially since, in many cases, that money

DESPITE THE HIGH QUALITY workmanship, the German instruments contrast uncomfortably with the large vintage-style wheel, and the spartan doors seem out of place.



THE SALMSON S461 continued in production well into the Fifties but cost 20% more than a Jaguar XK 120 and did only 75 mph.



WHAT WE LOST when the Great French Tradition died; this Delahaye (right) with coachwork by Figoni & Falaschi was photographed in Miami in 1947.

might have come from war-profiteering. With raw materials in short supply it made sense to try to build two or even three economy cars with the same amount of material which went into one *Grande Routière*. France desperately needed vehicles in number and needed a strong popular motor industry as part of her economic revival. In strictly rational terms one can understand, and sympathise with, the French government's reasoning.

Those of us who love great cars must deplore, however, the effect these taxes had on the French specialist car industry. In absolute terms these firms could have only made a small contribution to the Exchequer since they were in a limited line of business. By being taxed out of existence they were unable to make even that contribution. While craftsmen lost their jobs, and France lost a source of prestige, doubtless more bureaucrats were employed to administer the redundancies.

The other side of the coin is that the French motor industry at the popular end of the market was soon very competitive with the Renault 4CV, at £335, undercutting both the Fiat Topolino and the Morris Minor. By 1960 the industry as a whole was in a very healthy condition and a major exporter. The loss of the skills and expertise which went into the production of the fine French cars remains a tragedy.

The effects of the levy could be seen at the Paris Salon of 1950. A Jaguar XK120 cost £998 while a Salmson S461, a mildly revised pre-war design capable of all of 75 mph cost £1,200 and the cheapest Delage, £1,400. Moving upmarket, a Bentley Mk VI cost £2,595 while the most expensive standard Delahaye, a pre-war design with mechanical brakes and supplied only with right-hand drive cost £2,777. Specially commissioned bodywork could more than double the price of a Delahaye.

The effect of the levy was immediate and crippling. In 1950, Delahaye / Delage sold 483 cars, just 77 in 1951 and three in 1953 at which point the company was absorbed by Hotchkiss. The name "Delage" disappeared altogether while "Delahaye" survived until 1956 on a range of trucks.

In 1950 Talbot sold 433 cars but only 80 the following year and this figure was down

to ten in 1953. Along with the demise of these firms went the coachbuilders: Franay, Figoni, Faget et Varnet, Guilloré, Sanoutchik and others.

In 1950, Salmson sold over 1,000 cars, mainly the modest little S461 four-seater but production dropped sharply after the imposition of the levy. In 1953 the company introduced its 2300, a pretty GT with the usual Salmson dohc engine enlarged to 2.3-litres. It was an agreeable Italianate design capable of a genuine 100 mph but only 227 were built up to the time the company stopped making cars in 1957.

Hotchkiss stayed in production until 1955, still listing the 20-year-old 20 CV. The company had begun slowly after the war, making only 117 cars in 1946. By 1951 that had risen to a total of 2,700 which was still far too small an output for a company which was essentially an equivalent to, say, Rover. Alongside a range of mildly updated pre-war designs it belatedly introduced a truly modern replacement in 1951. This was a Grégoire design with integral construction, all round independent suspension, fwd and a flat-four 2.2-litre engine, in essence following the thinking of the firm's 1938 Amilcar "Compound". It had a claimed top speed of 95 mph with an average fuel consumption of around 30 mpg. The company encountered endless teething troubles with the car, even ceasing its production altogether for a while in 1952, and met with sales resistance over the car's smooth but bulbous shape. By 1953 Hotchkiss' total production was down to a mere 230 examples of all models and by the time the company ceased car production only 250 Hotchkiss-Grégoires had been made. Since that car was the company's future there was no point in continuing.

While the tax levies are usually given as the reason for the destruction of the French quality car industry, and unquestionably played a major part, they were not the sole reason. Some of the fault undoubtedly lies with the manufacturers.

One of the advantages which a small specialist manufacturer enjoys is the ability to respond quickly to changing circumstances but by and large the French companies did not do this. Delahaye's response to the levy was not to produce a

smaller sporting car but to introduce the yet more powerful Type 235. This 1952 model had a top speed of 125 mph but it still had a vintage style chassis and mechanical brakes. Yet in the same year Mercedes-Benz had the 300SL and Jaguar had the C Type. It was folly. Nobody should be surprised that Hotchkiss were unable to sell a pre-war design in 1955, the year in which Peugeot introduced the 403 and Citroën, the DS19. Salmson could have at least re-bodied the S461 to offer the customer some style for the price. £1,200 was a lot to pay for a car of mediocre performance.

By and large, the companies did not respond quickly or effectively to changing circumstances and it must be said, too, that they were not always helped by the coachbuilders who frequently sacrificed the charm of the distinctive Gallic line for copies of American styles which reflected neither the price nor pedigree of the chassis.

With some sound markets still capable of taking reasonable numbers of expensive cars, Switzerland and the USA among them, the companies scored an own goal by still building cars largely with rhd only. Up until WW2, this had been the usual practice among quality / sporting European makers; Bugatti, Alfa Romeo and Lancia produced only rhd cars. In preparing this article, I consulted three eminent authorities as to why this should be and received three different theories. If any reader could provide any more reasons or could settle the matter once and for all, I should be grateful to hear from him.

The first is that it allowed a gentleman to draw up outside a hotel or restaurant and step directly onto the pavement without endangering life or limb by stepping into the traffic. This seems the least likely reason for it takes no account of a driver's gallantry towards his lady passenger.

The second is that it was a hangover from racing practice. To this day most sports racing cars are built with rhd, for most circuits have more right-hand bends than left since it is the European custom to run clockwise. Porsche and Ferrari, however, have no difficulty in producing rhd or lhd cars as the individual market dictates.

The third theory maintains that when

driving over mountains on the right-hand side of the road, rhd is inherently safer. There is something in this for Alpine coach and truck drivers frequently still prefer rhd.

Whatever the reason, insistence on rhd only proved disastrous in export terms and the blame rests solely with the manufacturers.

This brings us to Talbot, a company which did, late in the day, offer lhd and it brings us particularly to the Talbot Lago-America which, as its name implies, was a last-ditch attempt to keep the company going by exporting to the USA.

Automobiles Talbot of 33 Quai du Général Gallieni, Suresnes, Paris derived from Darracq. Eventually it was taken over by Simca and by a series of mergers both Talbot and the unrelated Sunbeam Talbot company now find themselves nominally in the same consortium which has revived the name "Talbot". From the early Thirties it was run by a Venetian-born Anglo-Italian, Major Antonio Lago. As early as 1949, Lago had attempted to introduce a smaller model to his range, the 2.7-litre Baby Talbot. This had a four-cylinder engine with a three bearing crankshaft and was a reduced version of the great 4.5-litre straight six. Both the chassis and body were outdated, however, and the engine was generally agreed to be a lumpy abomination more suited to a dumper truck than a quality car. It did not take the world by storm.

In 1955, this engine was replaced by an essentially similar four-cylinder, 120 bhp 2.5-litre engine, this time with a five bearing crankshaft, and this was put into the chassis/body assembly of what was to become the Lago-America. Though the engine was unquestionably an improvement over the previous "four" it still lacked refinement and Lago cast around for a suitable replacement for production had dropped still further and only around 65 "fours" were produced between 1955 and 1957. A Maserati unit was considered, as was a Raymond Mays-modified Ford Zephyr engine but finally he chose BMW's smooth 2.5-litre V8 as used in the 503 and 507. This unit gave 138 bhp at 5,000 rpm and 156 lb/ft of torque at 2,600 rpm (55 mph in top gear).

One of the few magazines to test the car, *Road & Track*, reported a top speed of 118 mph, 0-60 mph acceleration in 10.6 seconds and a time of 17.4 seconds for the standing quarter-mile. At 7,000 dollars it fitted into the same price niche as Aston Martin. Theoretically it should have had a place in the market but only twelve were ever sold, ten in lhd form and two rhd models. The company was taken over by Simca in 1959 and attempts were made to sell the car with the ex-Dagenham, ex-Ford France, ex-Simca Vedette flat head V8 engine. Needless to say, the car did not sell and apart from an outrageous prototype shown at the Paris Salon in 1960, the marque vanished.

For years I have wondered why this car

failed. To judge from photographs, the Carlo Delaïsse-styled body is one of the most handsome of the Fifties. It had a famous name and impeccable pedigree. Though not cheap, it was not greatly expensive for the performance it offered and *Road & Track* described its roadholding in glowing terms: "at high speeds it held the road as if glued, and cornering as nearly flat as anything we've tried short of an out and out road-racing-only type of machine."

When I saw that Nigel Dawes was advertising an example in *MOTOR SPORT* I was intrigued by the asking price of only around £10,000. Surely a car of its breeding and classic potential should be more expensive? I contacted Nigel and we arranged a brief drive. We agreed that this article should appear only after the car had been sold for it would be wrong for *MOTOR SPORT* to favour an individual advertiser and endorse a vehicle he was trying to sell. The car has since found a new home, appropriately enough in the States.

Close acquaintance with the car tells all. The chassis is old fashioned with transverse leaf ifs and leaf springs at the rear. The engine is smooth and willing and the four-speed ZF gearbox precise and positive. Though *Road & Track* criticised the ride, I found it still good by contemporary standards. The steering is delightfully light and precise with a tight turning circle and 2½ turns from lock to lock.

Earlier in this article, I said I was affected by the car's personality and this, I think, is the key to its failure. There is an air of desperation about it which is almost tangible. It is as though a once-beautiful actress is desperately trying to audition for one last role. She is too eager to please, the make up is a little too thick, she cannot disguise the wrinkles in her neck. While she is trying to be sparky, the observer sees only sadness, the sadness of "what might once have been".

The Talbot Lago-America had the potential of greatness but economic restrictions led to penny-pinching which completely ruined the car. The stylish body was surely not really designed to have a fibreglass roof and Perspex sliding side windows? The rear window appears to be from a Jensen 541; there's nothing wrong with that but aesthetics call for a slightly softer line at the back. Delaïsse surely, too, had a slightly more curved and lower windscreen in mind? The Rudge Whitworth wire wheels are fine, but would not Borrani's have added a little more panache?

Viewed by itself, the fuel filler cap is lovely, but this car cries out for a different cap. It looks as though it has been used not because it was intended but because the Talbot works had a lot of them in stock.

When one comes to the interior, there is no complaint about the beautifully made leather seats which, though lacking some side support, are extremely comfortable.

But this car poses as a 2+2 and the rear seating accommodation is a nonsense, even small children would be cramped.

The large steering wheel has four spokes each of which resembles a chromed leaf spring. It would be distinctive and lovely, in another context. It clashes with the silver BMW instruments which are so obviously German while the wheel is so obviously French. They are the sort of instruments which are out of place in anything but the sort of Fifties car which had a mock-ivory steering wheel. The large white gear knob looks uncomfortable for the same reason.

Most of the instruments fall to hand but the indicator switch is out of reach, and this type of lack of attention to detail is so annoying.

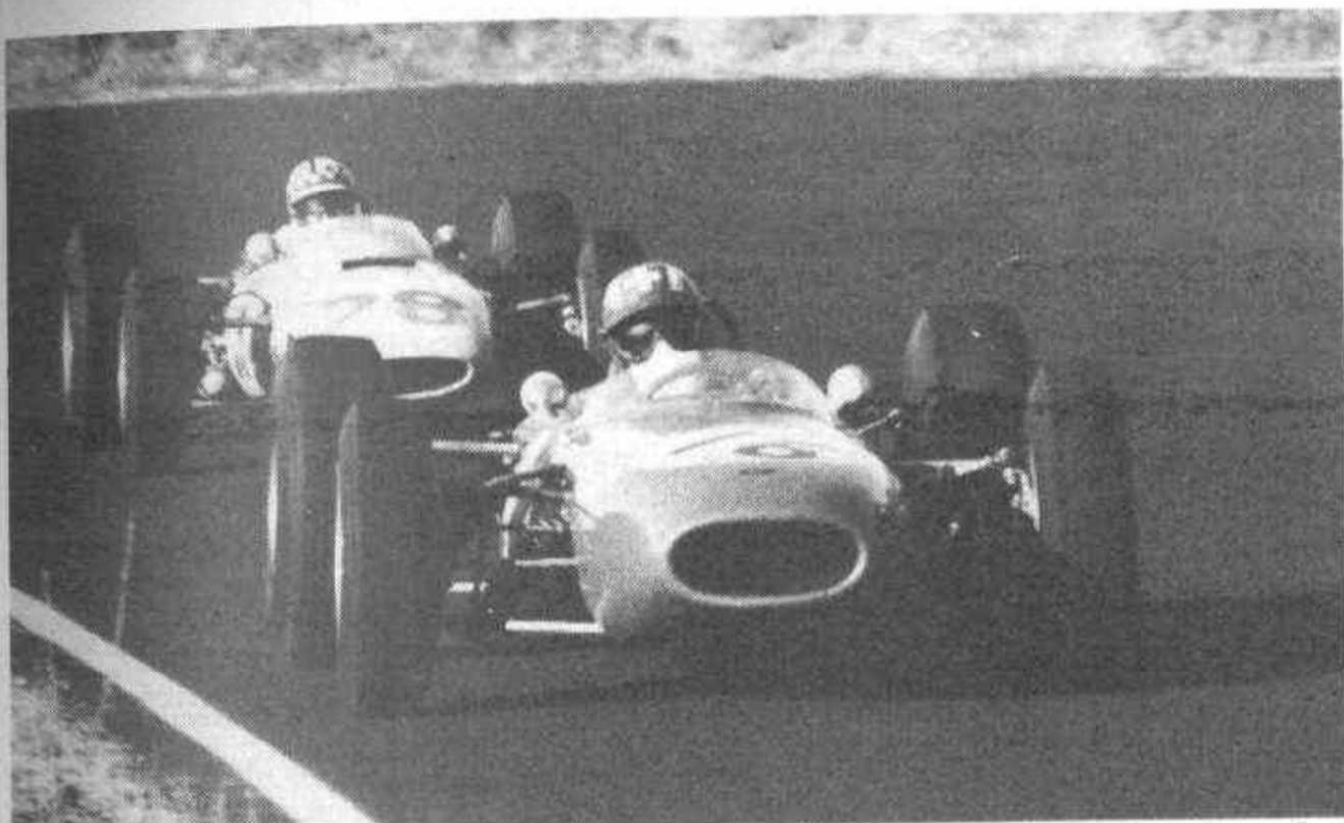
The doors resemble those of the first Minis, with sliding windows, hollow interiors and a rudimentary door release via a leather strap. On the Mini they were acceptable, but not on a car competing with the Aston Martin DB 2/4 Mk III. The Mini doors anyway have greater design integrity for the deep pockets gave a lot of useful carrying space whereas on the America the pockets are shallow. To compound matters inside each door is a small elasticated leather pouch which seems to try to say "Look at me. I am leather, I am quality." The effect, of course, is just the reverse. It speaks of a dinner jacket worn with a shirt with frayed cuffs.

This car is so nearly one of the most lovely you've ever seen but the compromises which had to be made for economic reasons not only clash but seem in conflict. It was the last of a great line. It was the last-ditch attempt to keep alive the great French tradition and it reeks of desperation.

After I had seen the car and driven it, a brief drive, admittedly, but enough to know that it was a car with its heart in the right place, I looked up a few references. In *MOTOR SPORT*, April 1957 is a photograph of the unfinished prototype, the photograph which had first caused me to be smitten by the car. W.B. had paid Lago a visit and wrote prophetically of the shabby, old fashioned, works: "as we left this sad little factory. . . ." Later in the same year, D.S.J. at the Paris Show wrote: "rather despairingly the new Talbot is called the Lago-America. . . ." Michael Sedgwick in "The Motor Car, 1946-56" wrote: "(the use of Perspex) suggested that Talbot was scraping the bottom of the barrel."

When you meet the car you know why it failed. We're back to the analogy of the once-beautiful actress at an audition. She may be giving a piece from Oscar Wilde but she is really saying, "Please, please, still like me. I can be lovely in the right light. Remember how I used to be."

Alas, we can remember what the French tradition once was, glittering. The Talbot Lago-America failed because it ignored the first rule of show business, it embarrassed the audience. — M.L.



JO SIFFERT — continued from page 165
over-revved quite dramatically and that was the end of the story.

By the end of the 1965 season it was clear that Walker would only be running a single car in the new 3-litre formula and most people close to the business were not in the least bit surprised when Siffert was retained and Bonnier dropped. It was rather difficult to know what was the best machine to buy for a privateer, but Rob opted for one of the ponderous Cooper-Maserati T81 V12s, a difficult and often unreliable proposition. The team's problems in 1966 with this cumbersome machine seemed endless, but things perked up towards the end of the season and Siffert took a strong fourth in the United States Grand Prix. By now Rob had a partner to share the cost of his F1 racing — City stockbroker Jack Durlacher. Walker retained the Cooper-Maserati, but it was quite obvious that something better would be required if Siffert was to have half a chance, so Rob acquired one of the sensational Lotus-Cosworth 49s for the start of the '68 season, the first one of these Chapman-designed pace-setters to fall into private hands.

This new car represented a considerable financial outlay for Walker, but a disaster of horrifying proportions unfolded from the moment Siffert took it out onto the circuit at Brands Hatch for some unofficial practice in preparation for its debut in the Race of Champions. The track was very wet and Siffert, caught out by the sudden burst of power as the Cosworth DFV surged onto song, lost control and crashed heavily at South Bank. The Lotus was very badly damaged, but there was worse to come. The 49 was returned to the team's racing base adjacent to Pippbrook Garage in Dorking and the task of dismantling the crumpled machine got under way. Unfortunately a spark ignited some of the petrol being

HARD WORK: Grappling with the Rob Walker / Jack Durlacher Cooper T81-Maserati on his way to fourth place in the 1966 United States GP at Watkins Glen.

drained from the Lotus' tank and in a flash the car and workshop was on fire. Before the conflagration could be doused, the whole workshop was gutted and the remains of the Lotus, plus much of Walker's priceless racing archives dating back to the 1930s, destroyed with it.

This was the sort of catastrophe dreaded by every major works racing organisation, but for it to strike at a popular private team such as Rob Walker's seemed particularly harsh. The predicament Walker now found himself in attracted widespread sympathy, but it was the considerable financial generosity of his brother-in-law, Sir Val Duncan, which enabled Rob to bridge the gap and get the team operational again. An ex-works 49 chassis, which had been used in the Tasman series, was hastily put together to tide Siffert over the first few races of the European season while an order was put in for one of the very latest specification 49Bs.

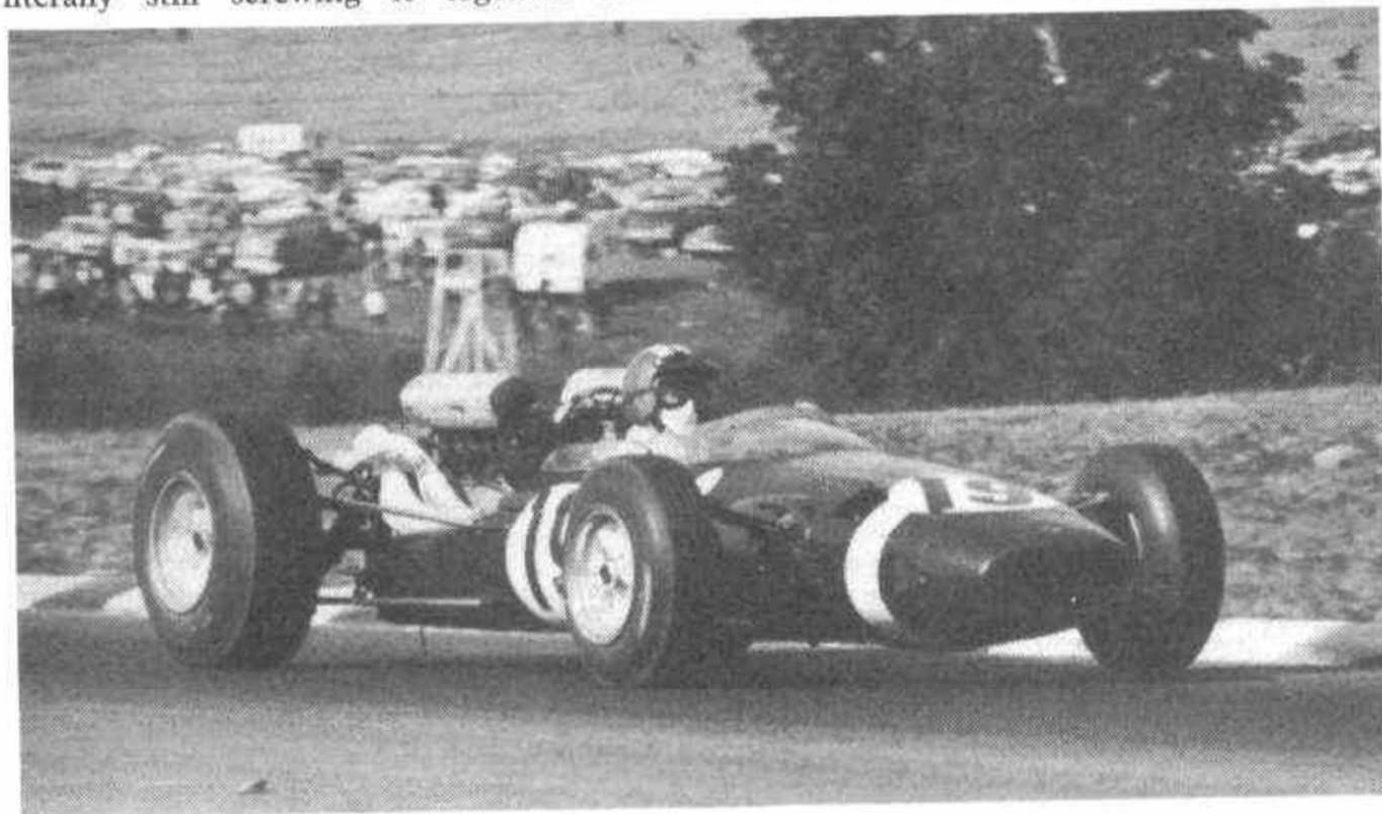
It was not until Thursday July 18th that the Walker Lotus 49B made its first public appearance, wheeled out into the paddock at Brands Hatch to practise for the 1968 British Grand Prix. Rob's mechanics were literally still screwing it together that

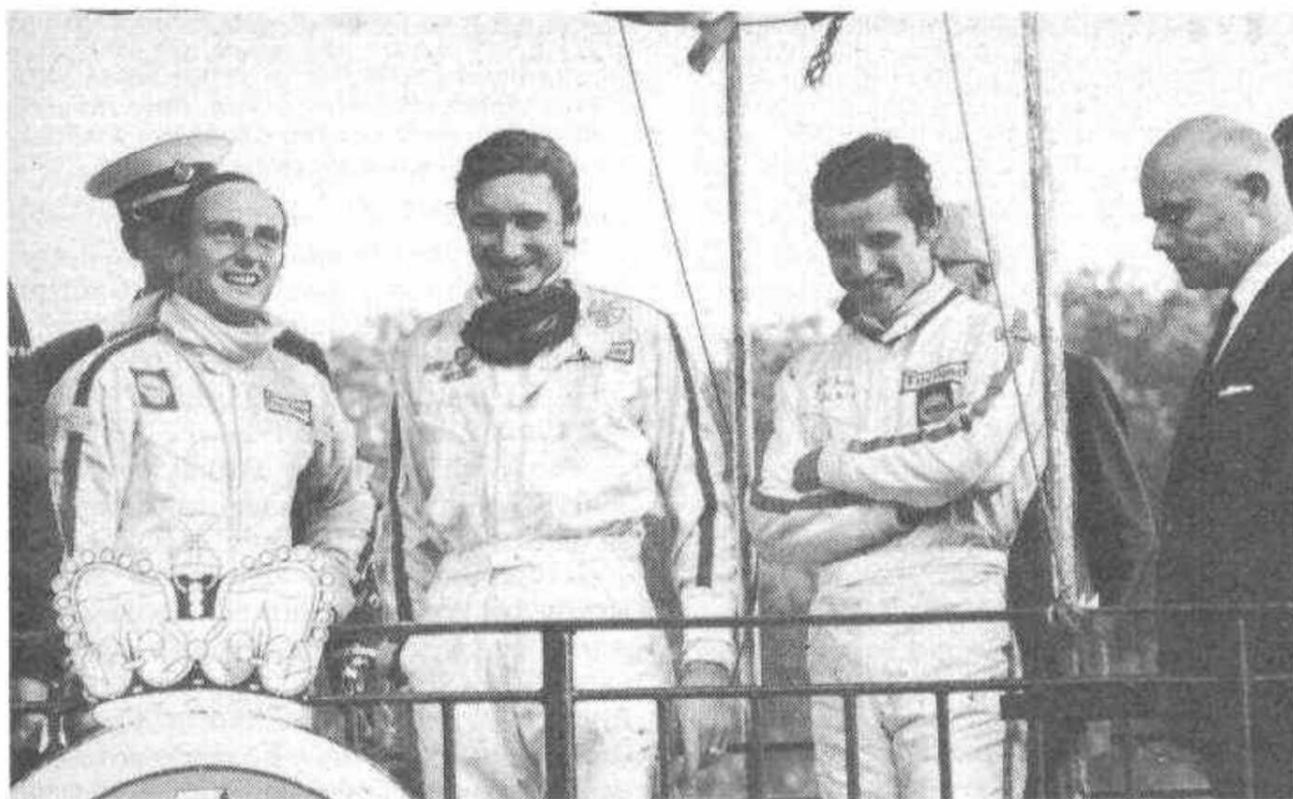
FLAT OUT all the way! Siffert's own Brabham BT11-BRM heads for victory in the 1964 Mediterranean Grand Prix at Sicily's sun-scorched Enna-Pergusa circuit. Here he leads Innes Ireland's BRP-BRM, but it was Jim Clark's Lotus 25 that was right on his tail at the chequered flag.

morning, but the car ran faultlessly throughout practice and Siffert loved every moment of his two days' practice. Graham Hill put the works Gold Leaf 49B on pole position with a lap of 1 min 28.9 sec, ahead of Jack Oliver's sister car (1 min 29.4 sec) and Chris Amon in the Ferrari 312 (1 min 29.5 sec) while on the second row was Siffert (1 min 29.7 sec) and Jochen Rindt's Brabham-Repco BT26 (1 min 29.9 sec).

At the start of the 80-lap race Siffert streaked straight into third place behind the works Lotuses and held station as first Oliver, then Hill asserted themselves at the front of the field. With Siffert holding that strong third, the Lotus 1-2-3 continued until lap 27 when Hill's engine expired and he pulled off very suddenly. By this time Amon had hauled his Ferrari up onto Siffert's tail and briefly got through into second place, but the Walker Lotus driver fought back superbly and on lap 44 got back in front once again, just as Oliver rolled to a halt with a broken ZF gearbox on his works 49B. So Siffert was now in the lead and, despite some heroic counter-attacks by the pursuing Ferrari driver, the Swiss held on to win by slightly over three seconds. It was one of the greatest jewels in the Walker team's crown, every bit as satisfying as the best Stirling Moss could offer in his heyday, and a tremendous reward for all those who had worked so hard preparing the new Lotus for its victorious debut. It was to be the very last time that a proprietary racing car, purchased by an independent team, would win in a World Championship Grand Prix.

By this stage in his career, however, Siffert was concentrating as much of his efforts on sports car racing as he was on Grands Prix and was to enjoy an increasing level of success as a member of the Porsche endurance team. He had several placings in a works 910 during 1967, but the following





DELIGHTED: a beaming "Seppi" Siffert (centre) on the winner's rostrum after winning the 1968 British Grand Prix. Second and third were Ferrari drivers Chris Amon (left) and Jacky Ickx. Far right, the RAC's Dean Delamont appears suitably serious.

year he shared the winning 907 at Daytona with Vic Elford, Rolf Stommelen, Hans Herrmann and Jochen Neerpasch and also scored victories at Sebring (with Herrmann), the Nürburgring 1000 kms (with Elford) and the Austrian 1000 kms. In 1969 his Porsche success became even more spectacular and he shared a works 908 to win the BOAC 500 at Brands Hatch, Monza, Spa, Nürburgring and Watkins Glen. He also shared one of the new, tricky flat-12 917s with Kurt Ahrens to notch up another victory in the Austrian 1000 kms.

Meanwhile, in Formula 1 Siffert remained loyal to Walker right through until the end of the 1969 season, driving with great spirit and gusto in the progressively updated Lotus 49B, but never quite snatching a second Grand Prix victory. None the less, by the end of the 1969 season he was being courted very seriously by Ferrari, the Italian marque in a position to offer him both Grand Prix and sports car programmes.

The Porsche team was aghast. It had no intention of losing Siffert to its sports car team, but was in no position to offer him a Formula 1 drive. For a while it seemed as though Siffert might well join Ickx at Ferrari, but eventually Porsche came up with the wherewithal to place the Swiss driver in the new STP March team alongside Chris Amon. Walker reluctantly said goodbye to his longtime loyal friend, appreciating that Siffert really deserved the chance afforded by a full works team, but the switch to March turned out to be an unmitigated disaster. The March 701 was, quite frankly, not competitive and Siffert found himself well down the pecking order behind Amon and Jackie Stewart's Tyrrell entry. He didn't score a single top six finish that season. . . .

In 1971, Siffert made another change. Still productively linked with the now Gulf-sponsored works John Wyer-fielded Porsche team for the endurance races, he signed to partner his JW / Gulf rival Pedro

Rodriguez in the Yardley BRM squad. The latest Tony Southgate-designed P160 promised to sustain the form demonstrated by the P153 which had carried Rodriguez to victory in the 1970 Belgian Grand Prix at Spa, so Siffert looked forward to the new season with some relish. At last it seemed that the cards had fallen his way: he had a fully competitive car from a Formula 1 works team in addition to his superb JW / Gulf Porsche 917 which he shared with Englishman Derek Bell.

Rodriguez and Siffert were out of the same mould, perhaps both too strongminded to have in the same team at the same time. Siffert and Bell opened the season with a victory in the Buenos Aires 1,000 kms, but that proved to be the only race his combo would win during the season, taking second places at Spa, Monza and the Nürburgring. The rivalry between the two JW / Gulf Porsche number one drivers was such that Rodriguez and Siffert crossed the bridge at Eau Rouge during the Spa race with their 917s rubbing doors. You can't get more competitive than that amongst so-called team-mates!

Prior to Rodriguez's death, the best placing a BRM P160 managed was when Pedro slithered to second place behind Jacky Ickx's Ferrari in the rain-soaked Dutch Grand Prix at Zandvoort. Siffert was cast in something of a supporting role in the Formula 1 team until after Rodriguez was lost, after which tragedy the Swiss rose to fill the breach magnificently, assuming the burden of responsibility as team leader in brilliant fashion. He led the Austrian Grand Prix in champion style from start to finish, his P160 slowed only by a puncture in the closing stages which allowed Emerson Fittipaldi's Gold Leaf Lotus 72 to get uncomfortably close in the final moments of the race. He rounded off the season by coming close to a third victory by following Francois Cevert's Tyrrell home to take second in the United States Grand Prix at Watkins Glen, tying for fourth place in the

Championship with Jacky Ickx.

There seems little doubt that Jo Siffert was on the verge of establishing himself as a top-line Grand Prix driver when that tragic Brands Hatch accident abruptly cut short his career at the age of 35. The crucial turning point for the pleasant, easy-going Swiss had come at the start of 1970 when he declined the Ferrari offer in order to stay a member of the Porsche endurance team. It was a decision which would guarantee victory in many endurance races, but it inadvertently short-changed Siffert on the Grand Prix front.

Thirteen years after his death, it is tempting, if idle, to speculate what Jo Siffert might have achieved had he signed for the Prancing Horse for 1970. He might well have achieved considerably more success than his countryman Clay Regazzoni who eventually got the vacant Ferrari drive. As it is, on the Formula 1 front at least, we recall Jo Siffert's life and times with pleasure for the way in which he did things rather than the achievements he actually chalked up. Memories are of a dark blue Lotus 49B flashing round Massenet into Casino Square at Monaco, clawing for adhesion with its inside front wheel waving clear of the ground like a racing Lotus Cortina, its driver nonchalantly winding on the opposite lock as he did so . . . or the blue and orange Porsche 917 twitching its shrill way through the Masta Kink . . . He was short on hard results in F1, but had an abundance of enthusiasm and talent which might well have earned him many more Grand Prix victories under different circumstances.

A.H.



ROB WALKER sits in the Brands Hatch plotting Siffert's victorious progress in the '68 British GP.

READERS' LETTERS

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

Goodwood Threatened

Sir,
Goodwood — that last surviving tribute to the club atmosphere of British Motor Racing — is under threat of closure by residents of nearby housing estates. What a shame! Goodwood is one of the few remaining venues which lack the commercialism of modern Motor Racing (for which local residents should surely be thankful) and is a place where true enthusiasts clubs and organisations (such as ourselves, Motor Heritage, who operate a once yearly charity event for Historic Cars), can go and retain some of the flavour of past Motor Racing today.

Who are these "Johnnies come lately" who think that just because they move into a new development that everything in the locality should change to suit them, particularly when that locality possesses an airfield which has seen flying and Motor Racing for the best part of 40 years since the countryside around was just fields. It is not as if Goodwood had ceased to function, or is suddenly being revived to full Motor Racing events with increased noise nuisance and traffic in the area. On the contrary, major Motor Racing ceased in 1966 but since then it has remained a testing circuit and weekend venue for clubs and charities alike and to my knowledge only wishes to continue the same.

So I say to the local residents who complain so loudly — firstly, look to yourselves, you knew of Goodwood's existence and operations when you moved into the locality, so accept what was there when you bought or go back to the local council who gave permission for the land to be developed near to Goodwood and complain to them — go back to the developers who built on the land so near to Goodwood and complain to them, but don't complain to Goodwood — it was there long before you and consider what it would be like if it had developed like other now International Motor Racing venues or airfields.

Newdigate, Surrey

GRAHAM CAPEL

Kieft Formula Junior

Sir,
As the owner of a Kieft Formula Junior car I was especially fascinated by the two excellent articles in the January '85 issue of MOTOR SPORT on Kieft and Formula Junior.

I feel however I cannot let matters pass without putting in a few good words for this generally unsung little car.

The Kieft company had passed from Cyril Kieft's hands by 1960, when the Formula Junior machine was designed and whilst 24 frames were assembled it seems that only about 10 cars were actually built and sold. Like so many others they were overwhelmed by the success of Lotus and were obliged to withdraw. I understand the remaining stock was purchased as a lot by an Irish couple who ran two Kiefts in Ireland.

My car is reputed to be the second Formula Junior of this marque although I know nothing of its endeavours in that formula. It appears to have been used in later events, probably hill-climbing, as it was rescued from a scrapyard near Blackburn in 1973 by Hugh Clifford where it lay as a collection of derelict bits. In this form it passed to Piers Martin, who managed to get it into running order and he used it in HSCC events around 1979 without much success. I purchased the Kieft from Piers in 1981 and set about a total rebuild.

I have now rebuilt the car three times in sorting out its systems and can now say it is a very attractive and reliable car with excellent handling qualities. Indeed, in my hands, the Kieft has only failed to finish once in 35 Historic Formula Junior events.

Whilst mine is the only Kieft Formula Junior running in Europe there is another known of in the USA being used in historic car races there.

Probably in common with other marques in this class, given more time for development the Kieft could have proved a force to be reckoned with in its day and certainly today gives me and hopefully others a great deal of pleasure.

Warboys, Hants

F. G. EDWARDS

Kieft

Sir,

Having enjoyed M.L.'s article on this marque, may I respond to your request for information?

In 1966 I was driving a weary VW van across Europe which had just arrived overland from Perth, W. Australia. Heading north on RN7 in France one Sunday afternoon in September, I spotted a sign propped against an old Renault truck informing the deserted road that this was the "Auto Musée du val de Loire" at Briare du Canal. I stopped to investigate, gathering up camera and light meter.

The first car I spotted near the entrance was a Lago-Talbot coupé with RHD in spite of a French (Dept 31) registration. It could have been a 1957 2½ America or the later Simca / Ford V8 model. But this was not a

well documented collection nor were any informative signs in evidence. In the yards surrounding the old mill which housed the "Musée du val de Loire", were cars in all stages of delapidation. Names such as Brasier, Grégoire, Mathis, Peugeot and Salmson stood side by side and crouched forlornly in odd dark corners. It was like having a sweet tooth in a chocolate factory. I didn't know where to start.

Inside were more cars and finally in a dark corridor an odd note of contrast. In the gloom I recognised the old F3 Kieft outline at once in spite of its dirty brown / maroon paintwork and sadly sagging tyres. In the "engine room" was a JAP and in faint white paint the name Stirling Moss was legible together with "Montlhéry" and a list of figures. These could have been speeds, laps or events, is it possible that it was a car left in France from the record breaking?

I was able to return the following year. The Kieft was still there at that time but additions such as a Rolls and a Mk 8 Jaguar had been added and a room full of three-wheelers, which were mainly Morgans or Morgan derivatives.

From the warden / caretaker I discovered that the owner was a manufacturer of office furniture. Car restoration was an on-going programme with the initial preparation and steam cleaning being carried out in the "Central Garage", Briare.

A small book I bought from "Classic Motor Books" of Wisconsin some years ago — Automobile Museum Directory — lists museums and collections by country, dated 1976 it lists under France as the second entry — Autobiographie Renault, RN7, 45250 Briare. The first entry is — Autobiographie Renault, Ave des Champs Elysees 53,75008 Paris.

From this information I assumed that the Briare Collection was now connected in some way with Regie Renault. When I saw this collection there was a considerable number of Renault models including more than one of the 1921 40cv models apart from many others including the 1907 20 hp.

Norwich

G. D. PILBOROUGH

[I know the whereabouts of two rhd Lago-Americans and have reason to believe only two were made. Possibly the Talbot coupé in the workshops was one of the 1955/6 cars fitted with the 4-cylinder Talbot engine. See "Swan Song" in this issue. At least one of the Kieft record cars was sold in France so it is likely that is the one referred to above. — M.L.]

Rich Man's Rover

Sir,

Can I give a piece of useful information for owners of the latest model of Range Rover?

The non-demisting of the driver's side of the windscreen *can* be cured. It is caused by the new instrument binnacle and the solution is to remove the cover at the rear of the instruments. It comes off very easily

(just like all the rest of the interior trim) by pressing the sides and pushing back. The de-mist / de-ice is thus *improved* to the point of being pathetic rather than positively lethal. The then naked instruments look a little unsightly but an explanatory sticker on the windscreen of every new range Range Rover should encourage Rover to supply redesigned covers and to *test* (remember testing, Rover?) before they instigate "improvements" next time.

I am sorry I can't be so helpful with the raining in, the near immovable rear window lock, the blowing fuses, and the wind noise.

The Range Rover is a wonderful car and I've enjoyed it, but it is definitely only for rich people. It's not the £20,000 price ticket, or the 15 mpg, it's the extra car you need when your three-month-old car spends six weeks in the garage for new gears, rust in the door pillars, and bits dropping off!
Skipton, N Yorks PAUL F. HOWCROFT

Rover Lover

Sir,

Having just read the article "Top Car '85" in December's MOTOR SPORT, I feel obliged to put pen to paper. Once again I find a magazine condemning the Rover 213, but this time by someone who hasn't even driven one! As the owner of a 213SE I feel obliged to come to its defence.

My main complaint is that everybody is so appalled at the supposed denigration of the Rover name. Will this be the case with the new XX model? What of the forthcoming Lotus / Toyota? Why cannot people accept the Rover 213 for what it is instead of what they think it should be? To my mind (and supported by the prices of used models) the car that has done most damage to the Rover name in the present SDI range. It has an appalling reputation for quality and reliability. If the 213 proves as reliable as its predecessor, the Acclaim, it can only do the Rover name good.

To my mind, the 213 is a fine car, with some shortcomings (but what car hasn't?). Before choosing the Rover my wife and I looked at several cars in the small / medium sector. (I have previously driven Lancias but my wife who has recently passed her test could not reach the pedals. She is 5 ft 1 in while I am 6 ft, and it often proves difficult to find cars we both fit.) We did not like the Sierra, the Cavalier was uncomfortable for my wife and the Montego was bland. As for the Ford Escort / Orion we both found them of poor finish and "cheap and nasty" inside.

On the other hand, the Rover is comfortable with a good boot (the sill is very high though). The choice of materials inside is tasteful and the level of equipment and finish is excellent. The engine is excellent with a good balance of performance, economy and noise levels. A number of motoring writers have commented on the obvious Japanese dash. What might I ask does that mean? If it's well laid out, well equipped and finished what more do they

want? To condemn it as Japanese is being very small minded. Incidentally, everyone who has ridden in the car has commented favourably on the quality and comfort inside.

My only reservations are on the ride which can be caught out on poor surfaces. However, I frequently drive Cavaliers and Orions and feel that they are little better.

In conclusion, therefore, I feel that the Rover 213 is a fine car which should not be condemned for its origins. It gives ARG a valuable addition to its range as a solid, comfortable and quality car as well up to Rover's image and standards. Why not give it a chance and certainly don't condemn it on the basis of what others have said, M.L.!
Poulton-le-Fylde, PETER D. BROOKS
Lancs

PS I would like to point out that I am a young chartered accountant, married and expecting our first child. We don't all want XR3's, GTi's etc, but something with a decent amount of room, a boot and comfort! [Regardless of the merits of the Rover 213, I believe that in the context of a "Top Car" contest it would be wrong to give ARG credit for putting a Rover badge on a Honda. In exactly the same way were one to judge a contest for technical excellence in F1, one would surely give the prize to Porsche, not TAG. Had the same car been presented as a Honda it would have been a different matter. — M.L.]

Ah So!

Sir,

I note that in your comments in the October issue on the "Rover 213SE" you express disappointment at the Rover name being applied to this vehicle.

An interesting feature of the publicity given to these "200 series" cars is that nowhere, either in the advertising or the sales brochure, is there so much as a hint that they are, to all intents and purposes, Hondas with a Rover badge stuck on the front.

It might be enlightening to know the reason for this omission. I can only think of three possibilities:

1. Austin / Rover are ashamed, as they certainly should be, at this bastardisation of a famous name.
2. They do not consider the fact relevant. If it is irrelevant whether Joe Public buys a British or a foreign car, why have we the poor taxpayers been forced to pay countless millions to keep "British" Leyland afloat?
3. They are deliberately trying to con the car buying public into believing they are getting something which they are not.

Whatever the reason, it is an insult to every Rover owner that this name should be used to market a Japanese car. Bred to be Rover? That has got to be the worst joke of the year!

Harrow

S. J. SHEPPARD

George Weldon

Sir,

In the December issue of MOTOR SPORT I noticed two mentions of George Weldon in connection with motoring musicians.

George Weldon was conductor and musical director of the City of Birmingham Orchestra (now City of Birmingham Symphony Orchestra) from 1943 to 1951. I was one of his keenest fans, rarely missing any of his concerts (every Thursday and Sunday evening, October to May).

While it was known that he was a motoring enthusiast (I believe he owned a two-seater Riley, with a special radiator grille, very pretty), and I remember seeing him driving an XK120 on the road, little was known about his motor racing activities, apart from a mention in the local newspaper of a G. A. T. Weldon who raced a Healey Silverstone (there were few motoring publications in those days). I never knew that he had competed at Le Mans in a blown Atalantic.

I would be very interested to know more about his motor racing career either through your correspondence columns, or perhaps someone could write an article about him.

Thank you for an excellent magazine.
Birmingham DON WHITTEN

Racing And Rhythm

Sir,

Just a final word about my old friend "Buddy" Featherstonehaugh. Buddy at one time ran a concern called Monza Service from premises deep in the wilds of Surrey in an old mill. We sometimes held "Jam" sessions there with Buddy on tenor sax, E. O. (Poggy) Pogson on alto sax and clarinet, Harry Robbins on drums, Wally Morris on bass and yours truly on piano. Based on present day standards I feel certain we could have made the Top Ten.

Ferring-by-Sea BRIAN FINGLASS

More Motoring Musicians

Sir,

This letter is prompted by the article Motor Racing and all that jazz which appeared in the November issue. Might I add another name to the list you printed, that of Canadian singer / songwriter Gordon Lightfoot. A former kart racer (he gave that up because he kept breaking the finger nails he needed to play the guitar!), his name returned to motor racing by sponsoring Canadian driver John Graham in one of Colin Bennett's Cobras (ex-March 811) for part of the 1982 Can-Am season. Apparently Graham's sponsorship has been taken over by Hall and Oates (mentioned in the original article).

As for a reason behind the correlation mentioned in the article: perhaps some inherent sense of rhythm is common to both music and racing?

Weston, Ontario EDWARD ROBERTS

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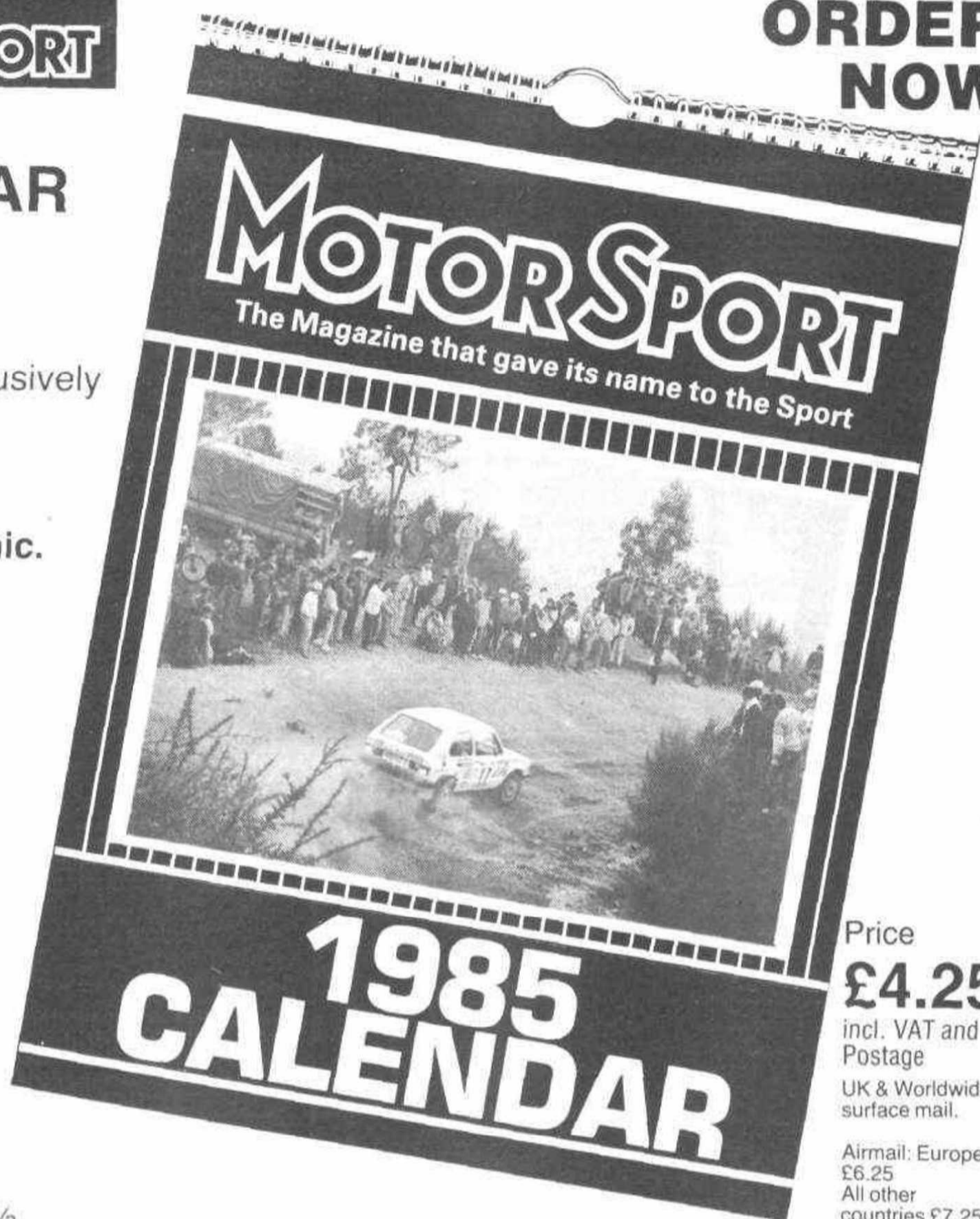
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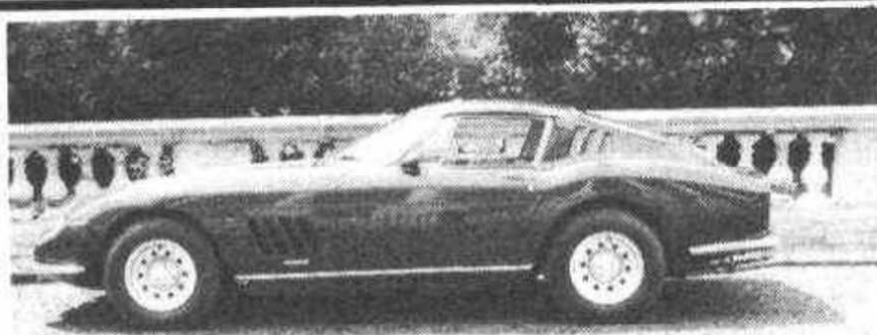
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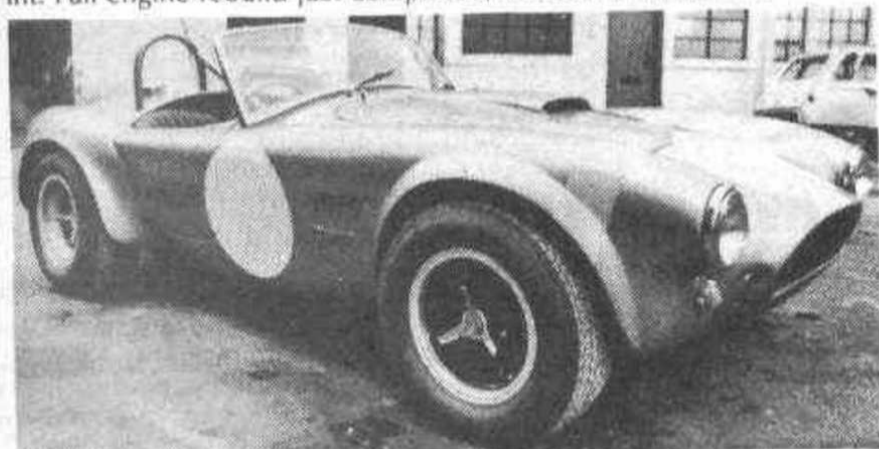
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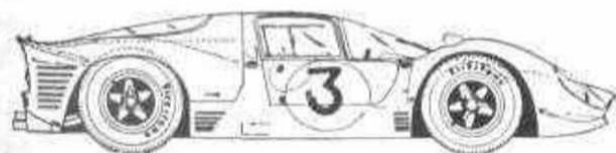
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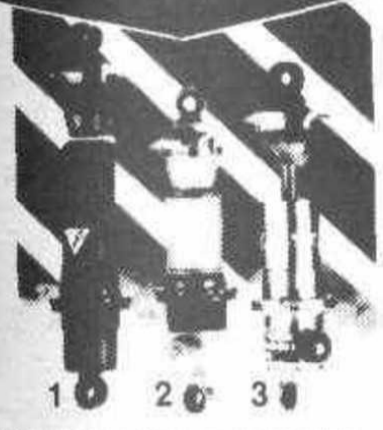
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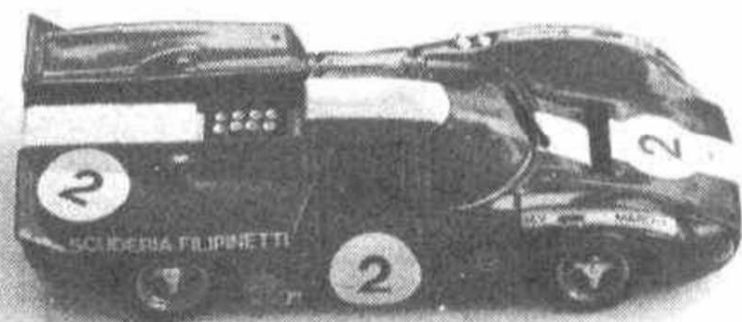
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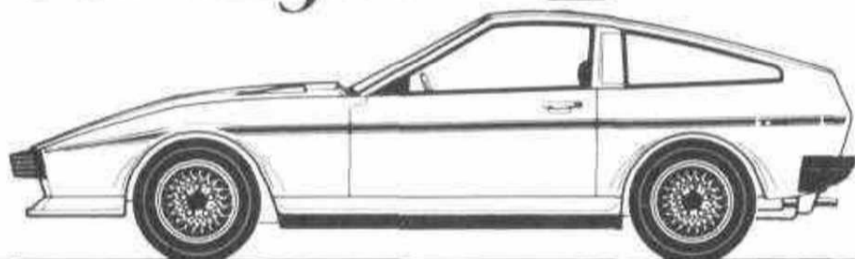
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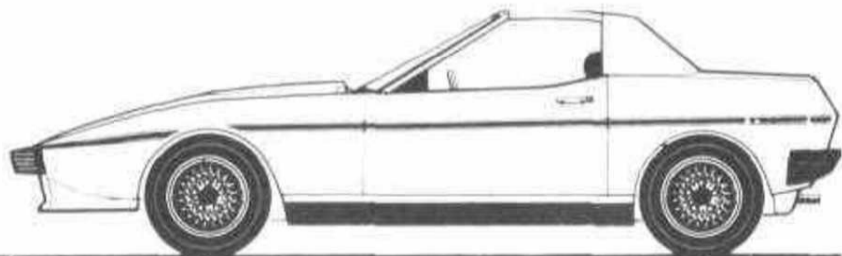
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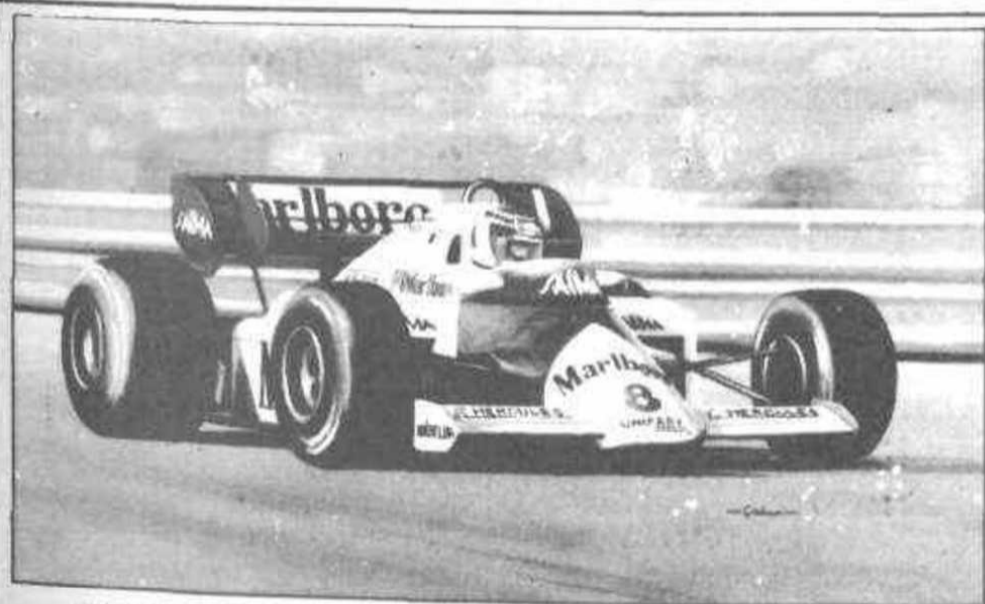
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This advertisement is coming to you under great duress since we are up to our knees in that fluffy white stuff and our central heating has broken as well so without further ado, and teeth chattering, this is what the month of February holds in store from jolly John Britten's. Give your Valentine a gift of a lifetime, something that will really get the adrenalin moving, a new TVR 390 SE, yours for only £19,700. We have delivered our first one to the good Doctor Simon Cox and he's tickled pink with it. Another car to warm the cockles of your heart is the Rover Vitesse engine Morgan +8, a rare beast indeed and we just happen to have one for sale, August 1984 registered, one owner from new, 900 miles, Royal Ivory with stone leather interior and all for the very reasonable price of £14,000. If either of the above cars are a little too rich for the blood then choose from the following: New TVR 350i Convertible, Artic White, red interior, absolutely sparkling, list price. New TVR 350i Convertible, Crystal Green, green interior, a nice cool colour, list price. New unregistered TVR 350i convertible, bright red, biscuit trim, for the unbeatable on the road price of £14,000. Why so cheap you ask? Because it's a 1984 model. New TVR 280i Convertible, bright silver, blue interior, list price. New TVR 280i convertible, Mist Blue, blue interior, list price. New TVR 280i fixed head coupé, Crystal Green, green interior, power assisted steering, what a mint car, list price. New unregistered TVR 280i fixed head coupé, Ferrari Red, brown interior,



1984 specification hence only £13,000. In the little used, never abused, preowned TVR department we find the following: 1984 TVR 280i Convertible, Crystal Green, power assisted steering, one owner, 13,000 miles, looking for a loving home, £11,000. 1983A TVR 280i Convertible silver, one owner, 12,000 miles, swapped for new 350i (feels deserted) £10,750. 1983A TVR 280i Convertible, white, one owner, 13,000 miles, a delight to drive, just ask CJA, £10,500. 1983A, TVR 350i, Crystal Green, 20,000 miles, one owner, the afore mentioned good Doctor Cox, £11,000. 1983Y, TVR 350i Convertible, also Crystal Green, (must be the flavour of the month), 27,000 miles ex factory demonstrator, £10,500. 1982Y TVR 280i, fixed head coupé, S2, bright red, one owner, 34,000 miles, one of the first of



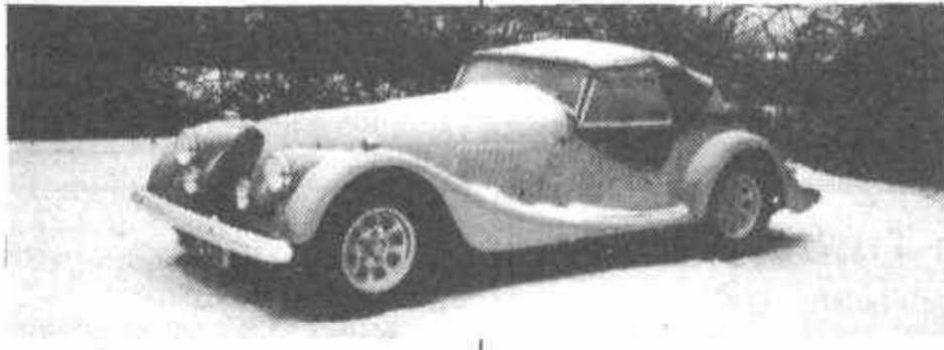
the five speed examples, sold new and serviced by our good selves, "not dear" Dear! £8,750. 1982Y TVR 280i fixed head coupé, S2, Crystal Green (not again!) 26,000 miles, 5-speed, £8,950. 1982 TVR 200, fixed head coupé, Cosmos Blue, all 200 extras, one owner, 14,000 miles, power assisted steering, very rare economy model, £7,500. 1980W, 2.8 fixed head coupé, S1, metallic red, oatmeal interior, 49,000 miles, "lotsa car for the money John", £5,950. 1981 TVR 2.8 fixed head coupé, series 1, Charcoal, 35,000 miles, not a bad little number, £6,250. 1980 TVR 3000M, Porsche metallic blue, wooden dashboard, leather interior, P7 tyres on compomotive wheels, moon roof, immaculate red painted chassis, a plus perfect car, £5,950. 1979 V, TVR 300S Convertible, turbo, Br. Racing Green, compomotive wheels, P7 tyres, radio cassette, one of only 13 made, a very rare beast, £7,950. 1979V TVR 3000S Convertible, red, Wolfraze wheels, Janspeed heads and cam, 45,000 miles, £5,950. 1979 TVR Taimar turbo,

2-seater, signal red, chrome wire wheels, stone leather, alloy body and wings, reclining seats, delivery mileage, small premium on list price, 1980 Morgan 4/4 2-seater, Royal Ivory, black leather, wire wheels, hale and hearty, £5,950. 1978T Morgan 4/4 4-seater, Imperial Crimson, wire wheels, reclining seats, one owner, 32,000 miles, very good example of the family Morgan, £5,950, and that I am ashamed to say, is it for the Morgan line. Comes to a fine thing when one of Morgan's biggest and best has only 5 Morgans in stock, but I suppose that is not so bad considering at the moment they are just piles of snow in the yard. Please make us happy by selling us your magnificent Morgans, we assure you they will find a good home here amongst their snow bound brethren. Not much in the OTHERS department at the moment, only a 1982 Fiat X19 metallic red, one owner, 20,000 miles, ever so good condition, excellent fuel consumption, reduced to £3,950. 1979 Ford Escort RS2000, bright red, exceptional condition, one owner, at



present providing CJA with economical transport, £2,750. 1981 Matra Murena, Red, 1600 cc, 5-speed, alloy wheels, stereo, 36,000 miles, property of friendly rival, he wants £4,500 for this unusual little number — any offers! ARKLEY KITS. For £390 plus VAT change your much maligned Midget into an adorable Arkley, send 60p for a fully illustrated brochure and you'll find it hard to resist. That's it for this month hope you all get what you want on Valentine's Day and we leave you with the sobering thought that "Life is a staircase sometimes going up and sometimes coming down", most of us are on the way down! See you next month.

present providing CJA with economical transport, £2,750. 1981 Matra Murena, Red, 1600 cc, 5-speed, alloy wheels, stereo, 36,000 miles, property of friendly rival, he wants £4,500 for this unusual little number — any offers! ARKLEY KITS. For £390 plus VAT change your much maligned Midget into an adorable Arkley, send 60p for a fully illustrated brochure and you'll find it hard to resist. That's it for this month hope you all get what you want on Valentine's Day and we leave you with the sobering thought that "Life is a staircase sometimes going up and sometimes coming down", most of us are on the way down! See you next month.



FOR SALE — continued

MORGAN PLUS 8, 1977 'S' Reg, 22,000 miles, Red, in excellent condition, re-sprayed last year, most extras including leather interior, roll-over bar, etc., £7,000 or nearest offer. Tel: Melrose 2588. (78936)

JAGUAR E TYPE V12, 2 + 2 Manual, Primrose, 1973, V.G.C., service history since 1975. £8,000. Tel: (0892) 21591 evenings before 9.30 pm. (78937)

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1936 BRITISH SALMONSON S4C three-position drophead EPE 168. Chassis, mechanics, electrics, body-frame, aluminium panels and chromed parts scrupulously restored. Painting and trimming required. £5,500. Paul Clements, 33a Brunswick Square, Hove, Sussex BN3 1ED. Tel: (0273) 770040. (78940)

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McLAUGHLIN-BUICK, Tourer, 1926, standard six, R.H.D., ground up restoration, mint condition, £11,500. Further details, Tel: 028 883 403. (78944)

1963 Y Reg. TRIUMPH ACCLAIM C.D., Triomatic, unique, 11,000 miles. C.D. basics, electric windows, stereo radiotape, Avon Body Mod. (Two tone green metallic, vinyl roof, Perspex electric sunroof, Connolly Hide upholstery, polished wood fascia, door cappings). Avon Turbo conversion, Suspension / brakes mod., 110 m.p.h. 30-34 m.p.g., imac., cost £10,000, offers. Tel: (0769) 80847. (78945)

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Daimler Coupé 4.2. Cotswold yellow / beige trim, reconditioned engine, a beautiful classic car. £2,695

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Recreation and Amenities Department 8th HISTORIC VEHICLE PARADE AND TRANSPORT SHOW

The above event will take place at Dartmouth Park, West Bromwich
on 12th May 1985

The show comprises of a 25 mile parade and static displays with Concours judging. Ancillary attractions include a Toy Fair, Autojumble, re-enactment battle, model railway and model tramway displays.

Entry forms are now available from Sandwell Recreation Department, Hales Lane, Smethwick, Warley, West Midlands (021 558 5611) for vehicles, Toy Fair and Autojumble.

An upper limit of 600 vehicles will be applied — therefore an early entry is advised.

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Berlinetta, LHD,
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preferred. Would
maybe settle for
steel bodied car, or
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- Lotus 23B 1962, particularly original example, spare wheels, FIA papers, etc.
- Frazer Nash single-seater F11, 1952.
- MGB WSM. 1963, unique all alloy coupé. In excellent condition.

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 1984 LOTUS Esprit S3. Met. Silver, 11,000 miles, one owner, air cond., 1/2 leather.
 1984 LOTUS Esprit S3. Essex blue, 8,000 miles, 1/2 leather, one owner.
 1982 (Series) LOTUS Esprit S3. Red, 19,000 miles.
 1979 LOTUS Esprit JPS Commemorative Edition. 31,000 miles.
 1979 LOTUS Esprit. black, beige leather.
 1979 LOTUS Esprit S2. Red, 33,000 miles.
 1972 LOTUS Elan S4/Sprint. Gold Leaf colours, low mileage.
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1983 (Series) FERRARI Mondial QV. Black, magnolia hide, 11,000 miles.
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 1981 FERRARI 308GTB. Red, 19,000 miles.
 1980 FERRARI 308GT Spyder. Black, 20,000 miles, leather, air cond., P7s.
 1980 (Series) FERRARI 308GT Spyder. Black, 22,000 miles, leather, air cond.
 1979 (Series) FERRARI 308GTB. Blue, 23,000 miles.
 1979 FERRARI 308 GT4. Red, 35,000 miles.
 1974 FERRARI Boxer 365. Black, red leather, air cond., 49,000 miles.
 1973 FERRARI Dino 246 GT Spyder. White, full service history.
 1973 FERRARI Dino 246 GT. Spyder. Red, full service history.
 1972 FERRARI Daytona 365 GTB4. Yellow, 31,000 miles, full service history, brown int.
 1973 FERRARI DINO 246 GT. Red, full restoration on coachwork completed to "as new" standard.
 1975 JAGUAR E-Type V12 Roadster. Auto, blue, 12,000, full service history, personal reg. no.
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 1982 PORSCHE 911 SC Sport Targa. Red, 19,000 miles, air cond., leather, cruise control.
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Rolls Royce Silver Spirit, 1983 Series, Magnolia with Dark Brown hide, 9,000, one owner, full service history. £38,750

Rolls Royce Silver Shadow II, 1980 W, Walnut brown with Beige hide, 33,000 miles, full service history. £21,950

Rolls Royce Silver Shadow II, 1978, Porcelain White with Peacock Blue roof, Dark Blue hide, 24,000 miles, full service history. £17,950

Ferrari Dino 246 GTS Spyder, 1974 N Registered, Blu Scuro, tan interior, 36,000 miles, service history, an excellent example of this collector's vehicle. £13,950

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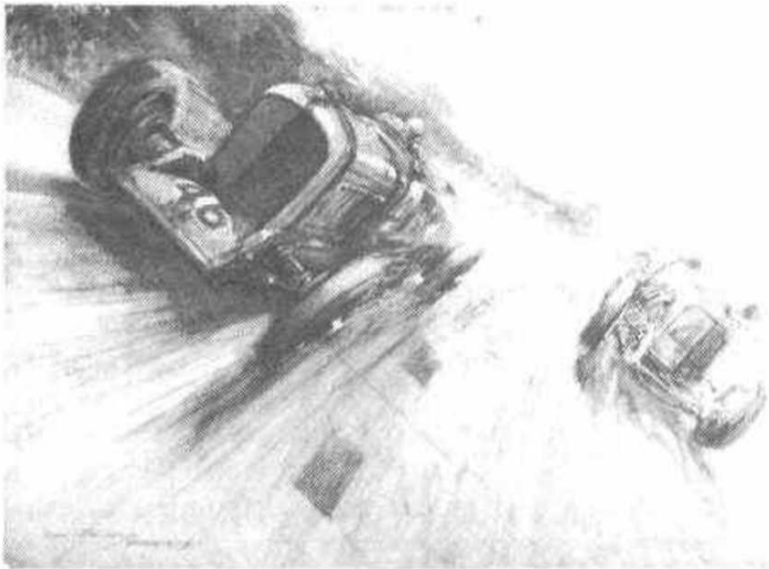
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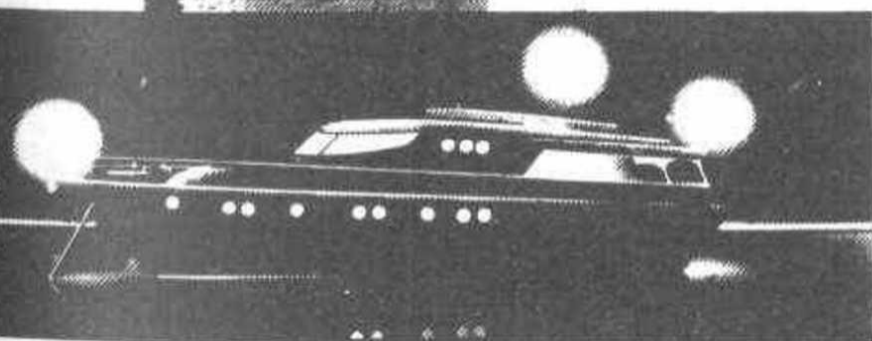
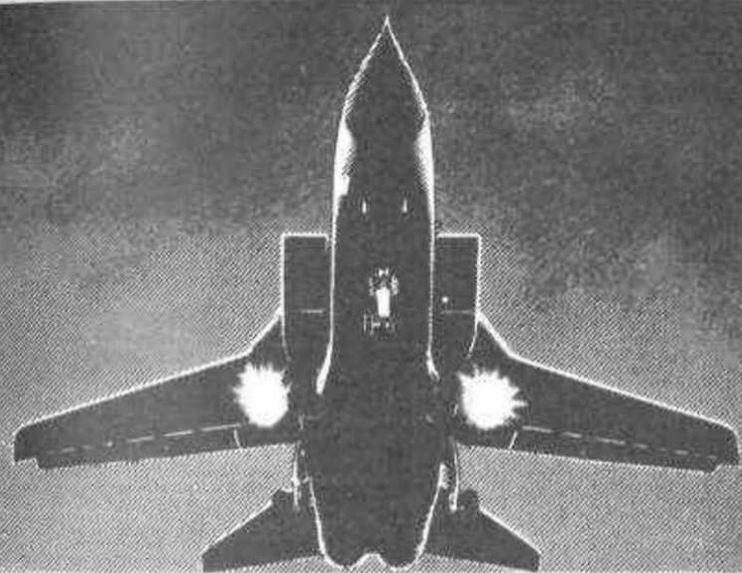
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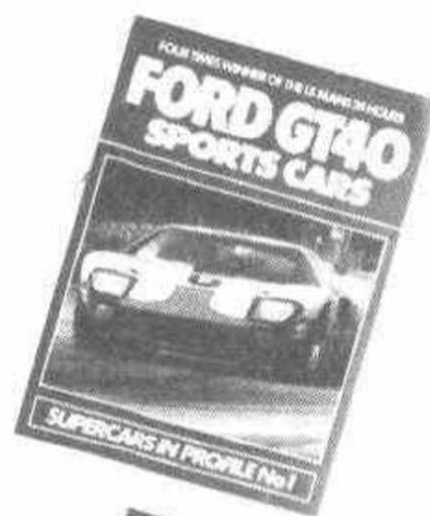
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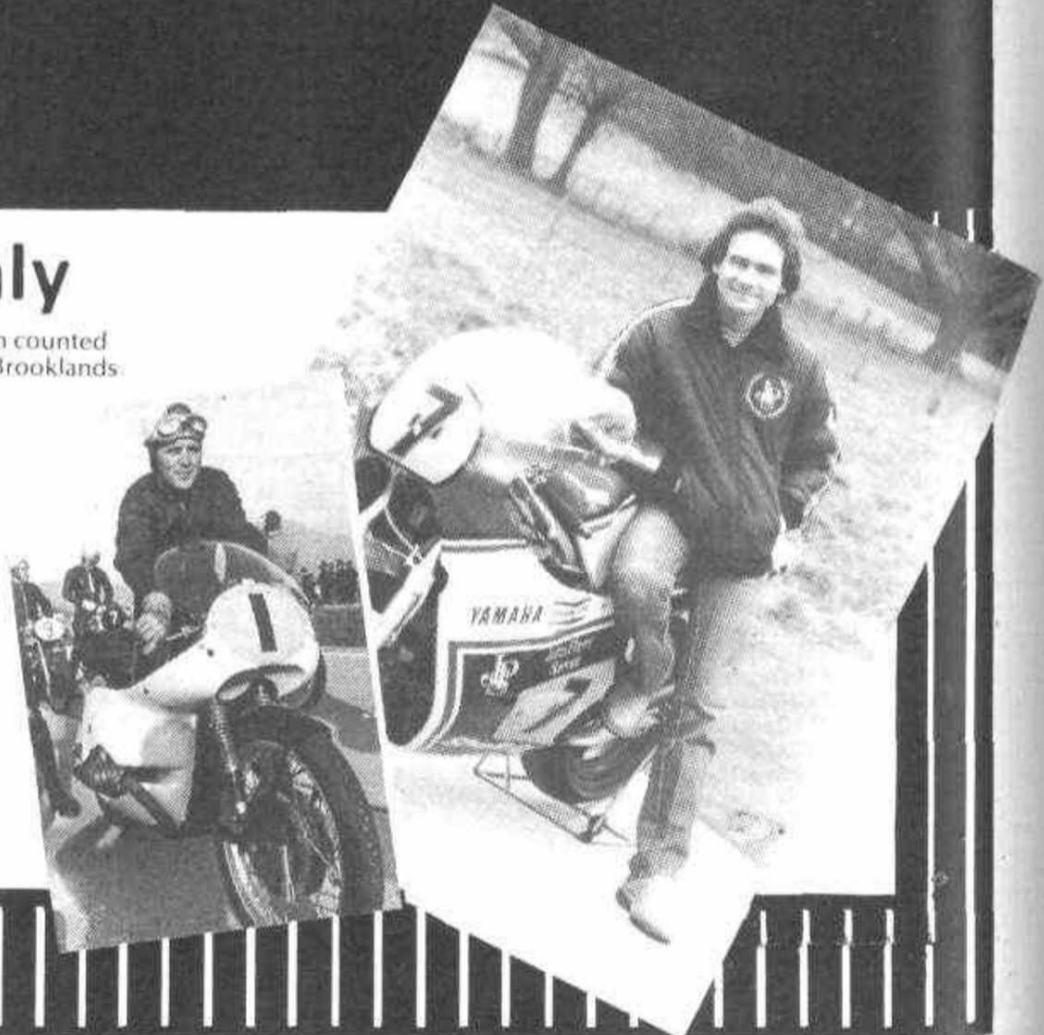
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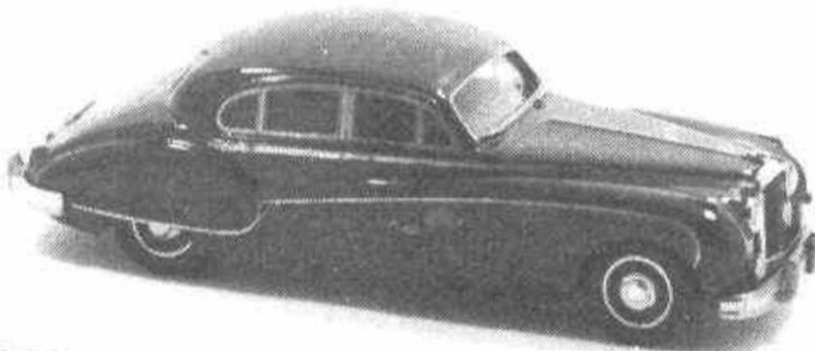
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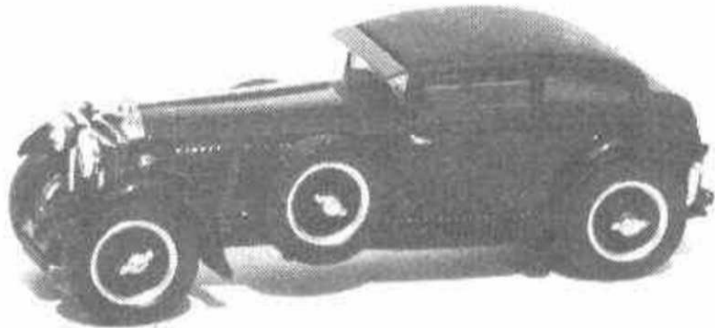
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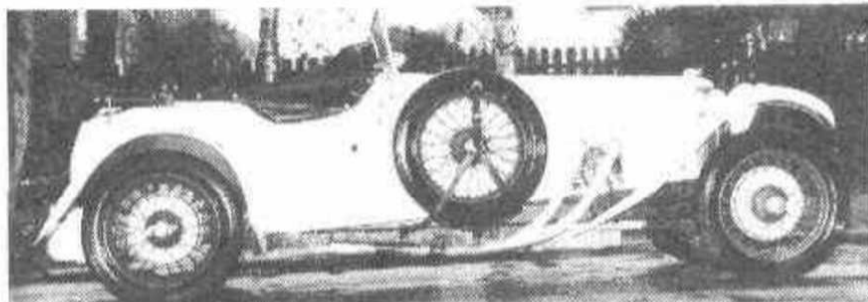
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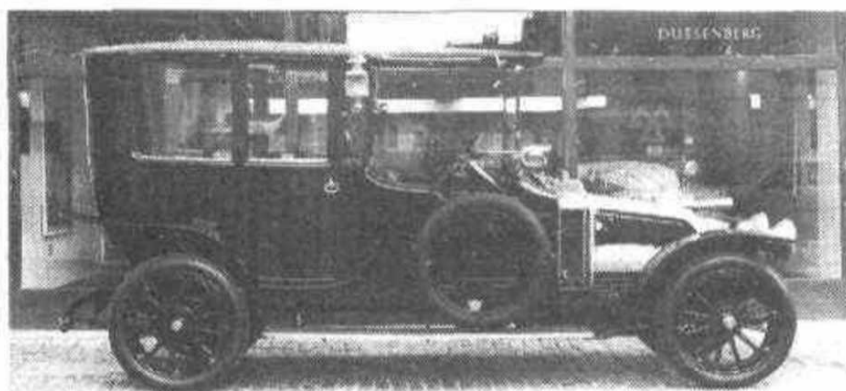
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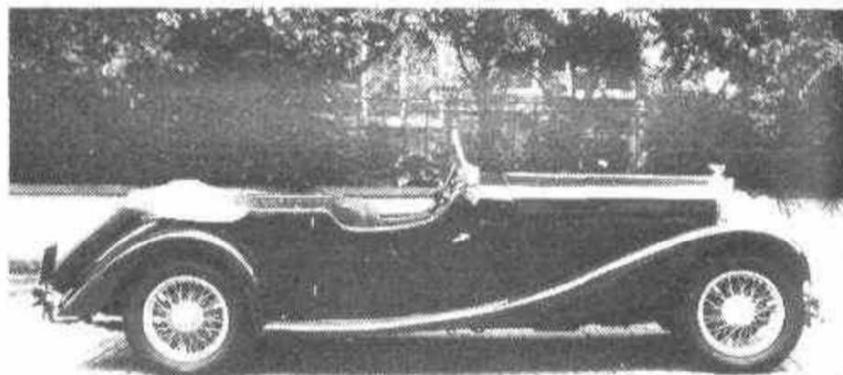
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Recent festivities, sporadic snow flurries but especially New Year copy deadlines (this ad is being written on Jan 2nd) mean that regular readers with a good memory will notice some similarity to last month's offering. There is, however, some relevance to the above title since I am expecting shortly an important addition, namely one of the extremely rare and delightful forerunners of the original Cobra — a 1962 AC ACE-FORD 2.6 SPORTS. A most exhaustive mechanical restoration has just been completed and the whole car is in super condition, with full history (and some early racing success) attached. It may well be here as you read this.

Next, a unique opportunity: A BRAND NEW 1985 AC MK IV SPORTS (I.H.D.) to the new H.O. specification (240 b.h.p., 302 c.i. Ford V8, 5-speed box, 16" Halibrands etc.), this is probably the only example (completed as I write this) not pre-allocated to various overseas distributors for the next 15 months. It can be exported (type approved to most other countries), or UK registered and taxed. The quality of these fabulous handbuilt, aluminium-bodied sportscars is to the highest standards to be found anywhere in the world. (Photo of an earlier MK IV appears right). If a production AC MK 4 (240 b.h.p.) can reach 0-100 m.p.h. in under 13 seconds, imagine the potential of one powered by an £8,000+ 403 b.h.p. Jack Rousch engine (each unit has its own dyno sheet readings). I thus offer THE ULTIMATE AC MK4, the only UK Registered car ('84-B') thus equipped, one of only three with right-hand-drive, and many other unique aspects. It is silver with twin blue stripes and dark blue Connolly Hide. Wilton Carpet, 900 miles from new. The unbelievable performance is achieved with total docility.

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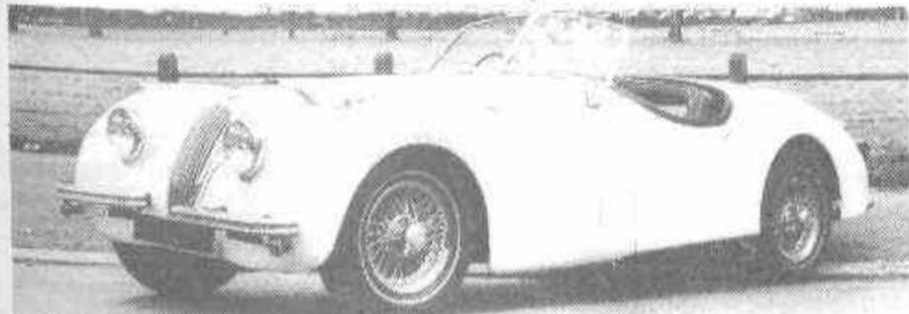
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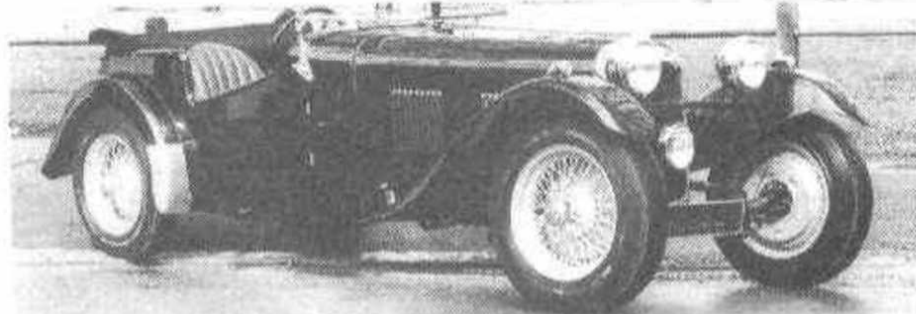
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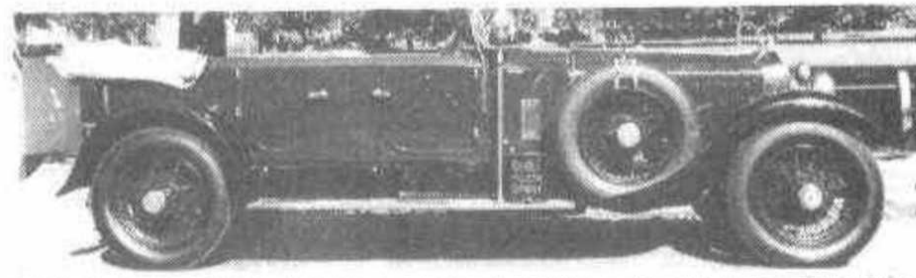
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Rolls-Royce Silver Shadow, 1973, left hand drive, ivory white with superb hide interior, 52,000 miles, all extras and air cond., conforms to USA safety standards. £16,750

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Rolls-Royce Silver Shadow, 1974/5, left hand drive, walnut with magnolia interior and matching Everflex roof, 44,000 miles. Every possible extra including air cond., meets US safety standards. £18,750

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Rolls-Royce Silver Cloud III, 1964, long wheelbase limousine with electric division, air conditioning, walnut veneer cabinets to rear, lambwool over rugs, usual additional extras, two tone metallic blue, only 49,000 miles from new. £26,500

Rolls-Royce Silver Cloud II, 1960, embassy black over silver chalice with excellent hide interior, usual extras, 82,000 miles, modified SII. £8,750

Bentley Series I, 1956, auto, white, 120,000 miles, needs minor cosmetic work. £4,950

Bentley Series II, 1960, auto, pas, acrylic white, minor detailing needed, good mechanics. £6,950

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Jaguar XKE V12 Convertible, 1975, left hand drive, old English white with black hide interior, 29,000 miles, chromed pressed wheels, usual extras, safety spec fitted. £11,750

Jaguar XKE V12 2.2, 1972, left hand drive, signal red with black interior, auto, pas, roof, chrome wheels, Whitewall tyres, 31,000 miles, safety spec fitted. £8,750

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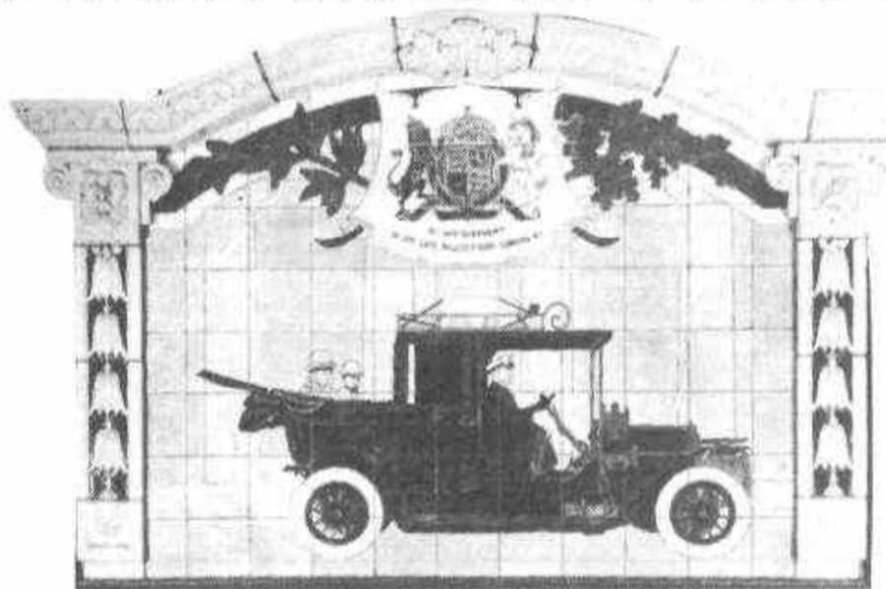
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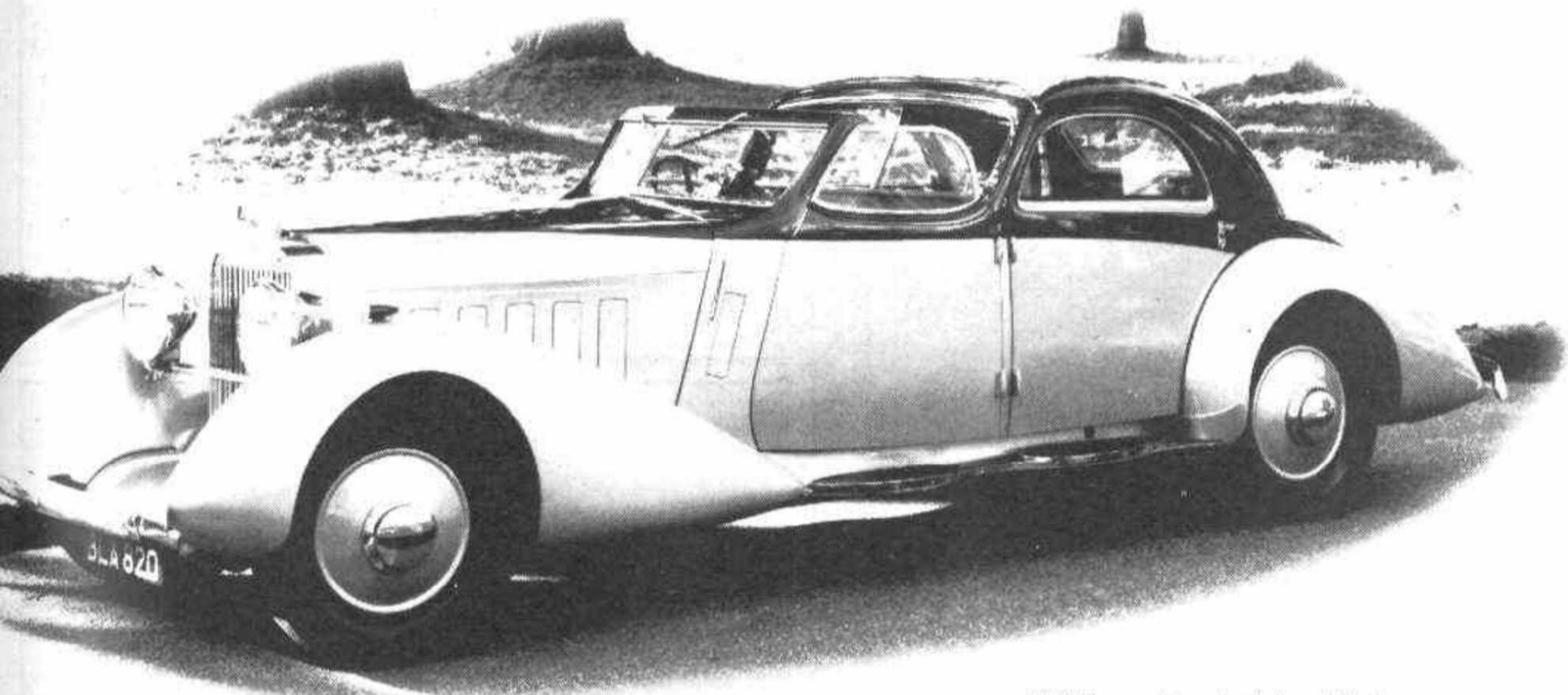


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An early Model A Sport Coupe bodywork in running condition*

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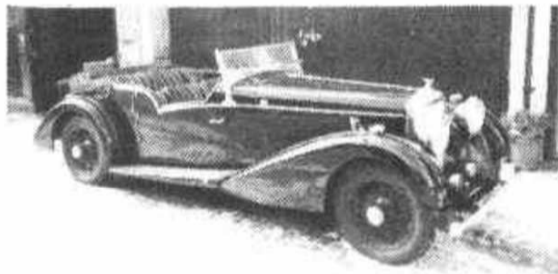


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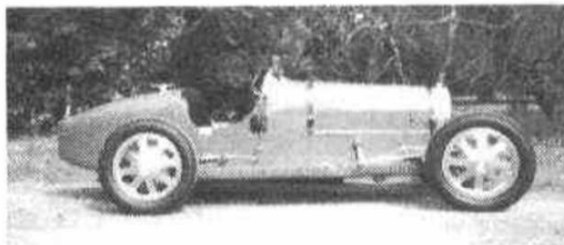
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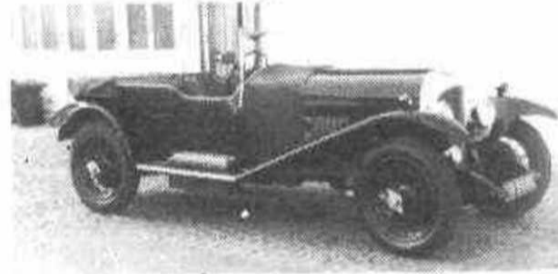
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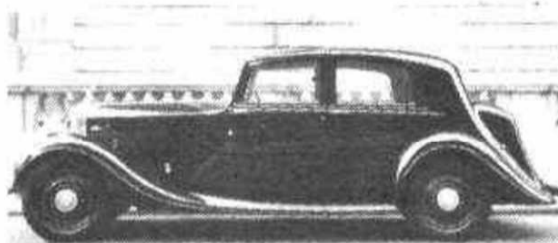
1936 Bentley 3 1/2-litre Vanden Plas Tourer.



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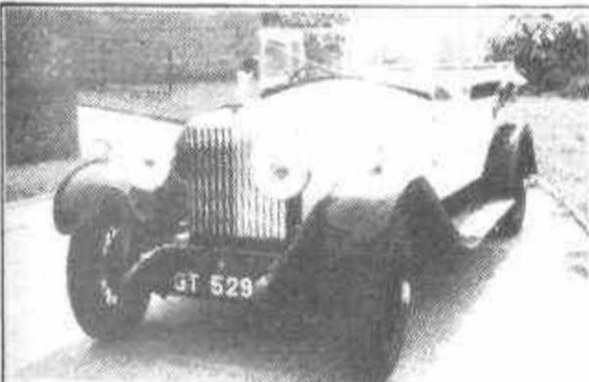
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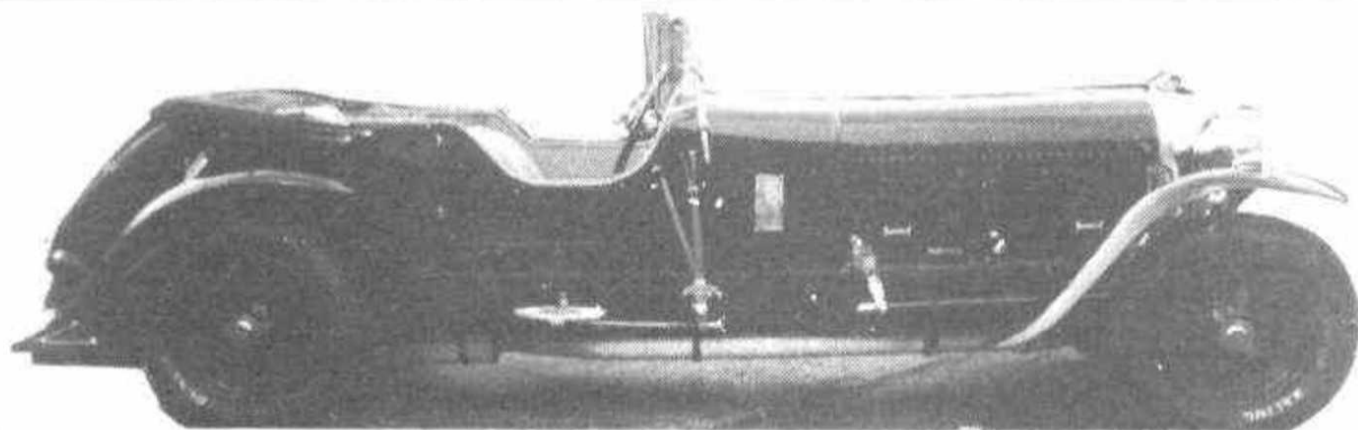
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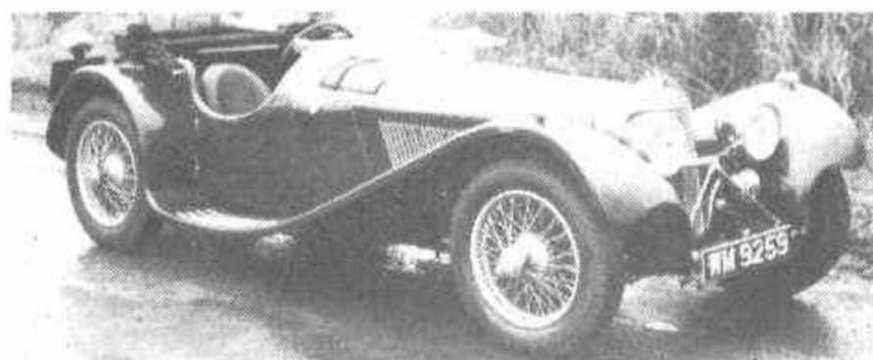


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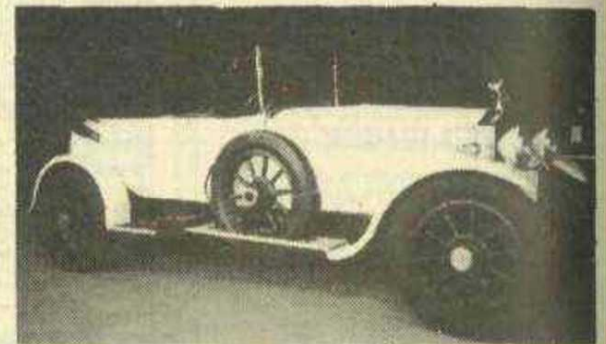
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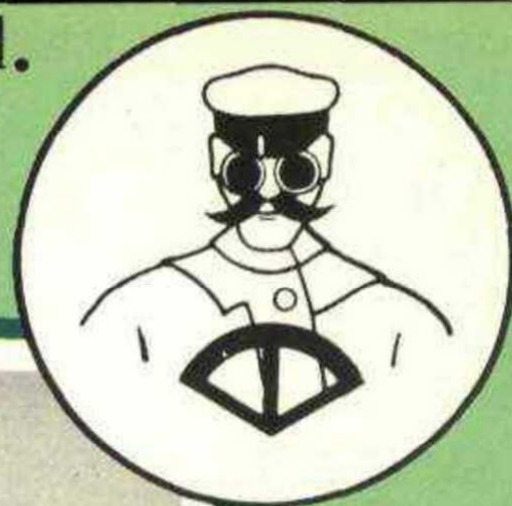
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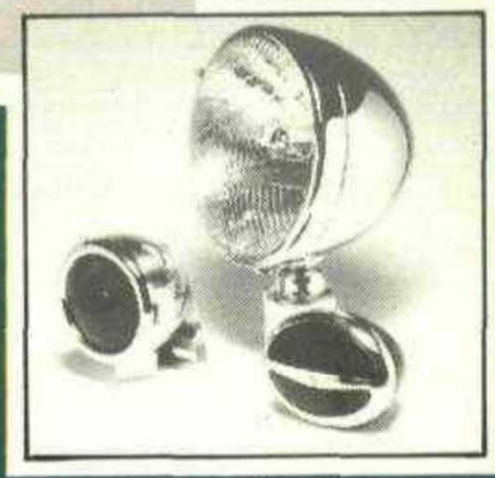
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