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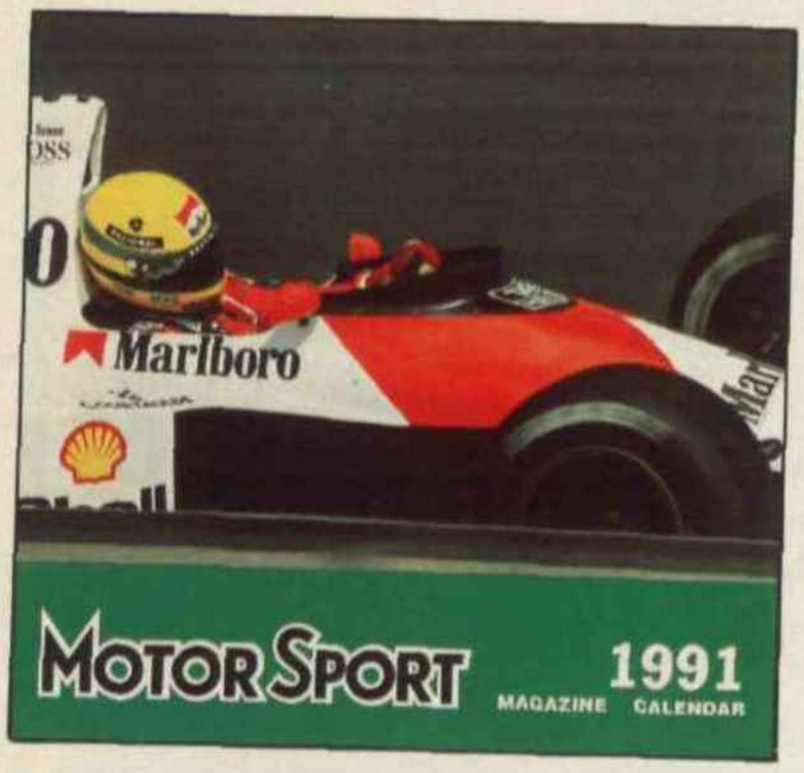
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arlos Sainz consolidated his position as the rld's leading rally driver with his fourth win of 90 on the Lombard RAC Rally.

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MATTERS OF MOMENT

On the Spot

We believe that in spite of the enormous flow of traffic composed of vehicles of widely varying size and speed, from the unlit bicycle to the biggest of trucks, which use our outdated road system day in and day out, and all night, the accident rate has, in general, shown a welcome decline. Yet fresh legislation is pending, for infliction on road users. At least we have been forewarned, rather as Saddam Hussein was being kept aware of what weapons were being brought up with which to repel him and when these would be in place!

Clearly, road accidents must be reduced still further by all means possible, for injury and loss of life are an enormous sadness, whether in peacetime or in war. All we ask is a fair deal for the motorist. Little can be done against radar speed traps, as Royals as well as commoners know. Quite why speed is again a scapegoat, just when Police Chiefs and others were advocating higher limits on Motorways to reduce bunching and congestion, is a mystery. It seems odd, despite the great increase in traffic volume, that for years the old 20 mph speed limit was virtually ignored, giving freedom on the 'open road' and when the 30 mph limit was introduced, it was imposed only in 'built-up areas', yet since the building at fabulous expense of fine Motorways to speed up transport, we have been encumbered with speed restrictions which seem likely to be lowered still further.

Another worry is how 'dangerous driving', which replaces 'reckless driving', for which very heavy new penalties are to be imposed, will be judged by the police and those informers who report to them. The problem here is that driving skill varies between different persons to such an extent that it is almost impossible to assess the ability, the safety factor, of another driver. Apart from personal experience, the car being used, the state of the road, and of the weather, these and so many other factors come into the equation.

DSJ has reminded us, in his book *The Racing Driver* (Batsford, 1958), of the 'tenths' system evolved by Godfrey Imhoff and Holland Birkett for describing personal driving prowess. We later had great fun using it to determine the difference between drivers ranging from the timid maiden aunt and inexperienced District Nurse in her first car, to top GP aces. Space would preclude publishing the full table, amusing as this was, assuming a copy exists; but, roughly, it assessed a wide range of skills, or the lack of them. For example, that nurse might normally proceed at what to her would be 4/10ths but to us and most of our readers would represent 2/10ths. She might speed up to 5/10ths and frighten herself on the way to an urgent case! To us normal daily motoring is done at 5/10ths, increased to 6/10ths over familiar roads, and to 7/10ths when driving for enjoyment on a fine day. Above that we will be at 8/10ths but to a racing driver this will constitute his 5/10ths and in a race he will have the ability to maintain 8/10ths, or if a top F1 driver, go to 9/10ths or even 10/10ths, on a qualifying lap, for example.

This should be a pointer, remembering that the above assessments take into account the type of car being driven and how driver ability differs. Will this be taken into consideration when a charge of dangerous driving is being contemplated? Greatly increased penalties for jumping a traffic light (as distinct from blatantly crossing on the red) and for momentarily crossing a forbidden white line may become the norm. We hope the motoring organisations are fighting as hard as did would be Prime Ministers for our interests and fair play. Different political parties regard the motor car in different ways and if driving is your main enjoyment you might ask your MP what his views are.

The IAM examination is a tough test of motoring skills, yet we know of a candidate whose examiner asked if he would like to pull in while he was doing 30 mph in a town, because a fierce hailstorm had commenced. Having come through two such storms at twice the speed, on his way to take the test, the driver under scrutiny elected to continue — another example of how even very experienced people can view driving competence quite differently! Not every Panda driver has had your experience and while authority views smooth tyres and defective handbrakes as highly dangerous, it gives no bonus for 4WD, anti-lock brakes, or the good handling of high performance cars. You can light a cigarette, use a car 'phone, park every night outside your house without paying any extra tax, even on narrow congested roads. But exceed an antiquated limit by a few mph, or overtake smartly, and it may cost you a heavy fine and in future even your licence. You have been warned! You may soon be on the spot. Nevertheless, MOTOR SPORT wishes its readers a Happy Christmas and a summons-free New Year. WB.

Team Lotus Revitalised

Following much speculation about the future of Team Lotus, the troubled Hethel outfit seems to have a brighter future following an agreement to hand over the reins to a new three-man management consortium.

This decision by the board of Team Lotus International was made easier due to the strong Lotus links of two of the central names: Peter Collins and Peter Wright.

Collins returns to the team where he began his Formula 1 career in 1978 before leaving to become Williams team manager for 1982 and then joining Benetton in 1985. He will take the position of Chief Executive. Peter Wright, in his 16 years with the marque, has been central in applying ground effect and active suspension theories to the Grand Prix cars. In 1988 he was appointed Managing Director of Lotus Engineering. He will remain a non-executive director of Group Lotus.

The third member, Horst Scheubel, has become one of the most successful team entrants in German national racing, winning the International German F3 Championship in 1987 as well as running a Touring Car stable. Team Lotus say he has been instrumental in helping to put together "an operating budget" for 1991 which will allow the team to contest all the Grands Prix. Further announcements about a full-scale backer will follow.

Stressing its aim to "safeguard the interests of loyal team members and suppliers", the Board says it is "particularly pleased to hand over the running of t racing team to Collins and Wright".

Judd EV V8 engines will be installed the new Lotus 103, at least as an interi measure; rumours about future powe plants centre on the Ilmor V10 whic apart from its performance promis shares very appropriate GM connectio with Lotus. At the same time, the team h confirmed the signing of Mika Hakkine as one of the 1991 drivers. European G Lotus Champion in 1988 and British F Champion in 1990, Hakkinen has yet t drive a Formula One car, but dominate last year's F3 series with 11 wins from 1 British races. He follows fellow Finns Kek Rosberg and JJ Lehto into the top rank motorsport.

Jordan Grand Prix Annnounced

The arrival of any new Grand Prix team is usually greeted with a mixture of enthusiasm and scepticism, the latter usually the predominant emotion, even if that team arrives with a formidable reputation it has built up from the lower formulae. The newly formed Jordan Grand Prix, though, can perhaps be accorded a little more respect.

Eddie Jordan's reputation as a successful team owner is well known while he is also regarded as a shrewd operator and talent spotter through his management company, but neither factor will help him a bean on the cutting edge of Grand Prix racing. It is the fact that he has already fallen on his feet with regard to two important parts of the equation, though, that does mean that he should be taken seriously. He has somehow acquired the use of the Ford HB V8 engine, which until now has been exclusively used by Benetton, and his cars will be shod by Goodyear.

The car itself, known as the Jordan 911, has been designed by Gary Anderson who has played safe by following current state-of-the-art design trends, including using the Tyrrell 019 type front end. The end result is a very neat and good looking car.

Although the Jordan Grand Prix premises have yet to be built just outside Silverstone Circuit, most of the carbon-fibre monocoque has been built in-house on the present premises within the circuit.



John Watson gave the inaugural 911 a shakedown test at Silverstone at the end of November, but all future driving will be undertaken by Belgian driver Bertrand Gachot who has just been signed up.

Benetton meanwhile, in an effort to retain that extra edge now that they have lost the exclusive use of the Ford HB V8 engine, have just announced that they will use Pirellis in the forthcoming season.

Timo Mäkinen Trophy

MOTOR SPORT would like to extend its congratulations to David Tremayne, Executive Editor of our sister weekly paper *Motoring News* as being the recipient of the prestigious Timo Mäkinen Trophy for outstanding motorsport coverage.

JANUARY FIXTURES

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

Date	*Organiser*	*Venue*	*Event*	*Type*
Dec 29-Jan 19	**Thierry Sabine Organisation**	**Palais de Versailles, Paris, France**	**Paris-Dakar Rally**	**INT**
Jan 24-31	**ACM**	**Monte Carlo, Monaco**	**Monte Carlo Rally (WRC)**	**INT**

BMW Motorsport Plans



It was at the Essen Show (*see report on pages 23, 24*) that BMW Motorsport announced its plans for 1991 which, as expected, revolved around the increasingly popular and prestigious German Touring Car Championship.

Altogether they will be supporting eight M3s run by three teams throughout the championship while individual drivers will be selected on certain events.

The Warsteiner and Wintershall sponsored Schnitzer team will run Johnny Cecotto, Joachim Winkelhock and Kris Nissen while the similarly sponsored Bigazzi team will field just Steve Soper and Armin Hahne. The other three cars will be entered by the Castrol backed Linder Motorsport equipe for Dieter Quester, Altfrid Heger and Annette Meeuvissen. Emanuele Pirro, Christian Danner, Roberto Ravaglia, Prince Leopold von Bayern, Luca Maggiorelli and Jean-Pierre Malcher are the named BMW Motorsport drivers who will be entered on different events.

The whole effort will be overseen by former Grand Prix driver Marc Surer whose job is to co-ordinate the three teams.

In the meantime, Ford is rumoured to returning to the British Touring Car Championship in an official capacity rather then lend support to private teams. If they do return, it will be the first time since the Capri vs Rover Vitesse days.

There are a number of teams being considered to run the works cars, but strongest candidates are Labatt's Bristow Sport and Trakstar, the latter already having received some unofficial factory support to help Robb Gravett on his way to the 1990 title.

Gravett himself is being heavily courted by Karl Mauer, supremo of Opel Motor Sports, to run in a works Omega 24v inthe German Touring Car championship.

Tatra Builds a Sports Car



"I've always admired Czechoslovakian mechanics. After the war my family had a rear-engined Tatra and from that came my love for mid-engined sports cars like the Miura," Nuccio Bertone said. It is therefore quite suitable that Tatra is the first East European manufacturer to become involved in the construction of a supercar. The former executive saloon manufacturer has teamed up with Prague racing car constructor and tuner Metalex to develop a car which is designed to be suitable for both road and track. After the local acclamation of a model which has recently been unveiled in Czechoslovakia, a full-size version of the Tatra-MTX 4RS is now under construction ready for its public launch in the summer.

Both cars will use an air-cooled overhead cam normally aspirated V8 engine of up to 4.0-litres mated to a 5-speed gearbox. Where the production car will utilise a Bosch ignition and fuel injection system, said to develop 260 bhp, it is planned that the racing version will develop 300 bhp, the extra horsepower being found by using the Kugelfischer injection system allied to a twin spark plug arrangement.

The two-seater streamlined plastic body is 448 cms long, 200 cms wide and 117 cms high and mounted on a tubular spaceframe chassis. Pirelli P Zero 245/40 ZR 17s on the front and 335/35 ZR 17s on the rear, the same as fitted to the Ferrari F40, are the rubber on specially designed five-spoke light alloy wheels brought in from Italy.

The first vehicle is scheduled to be ready in the summer of 1991 when it will make its public debut in France as a pacecar at a new circuit near Paris. A road-going version of the Czechoslovakina supercar will be launched at the Frankfurt Show in September 1991.

Brake Lights

A managing director of a large motoring insurance broker has written to us with details of a scheme that he hopes will significantly reduce the number of rear end accidents in the UK. According to statistics from the United States the simple expediency of making high level brake warning lights a legal requirement on all new cars has reduced rear end shunts by 53%. This type of accident accounts for some 26% of road accidents in the UK. The insurance broker in question is offering a slightly disproportionate 5% discount on comprehensive insurance premiums for cars fitted with the high level brake light, and a deal whereby one can get such a light fitted for £19.99. MOTOR SPORT has yet to be convinced of the effectiveness of such a light, especially since a relative of one of the staff was recently rammed from behind while in a Volvo fitted with a high level brake light. He was on his way to a bottle bank at the time, and his response was "It doesn't pay to be Green." But does it pay to have a high level brake light?



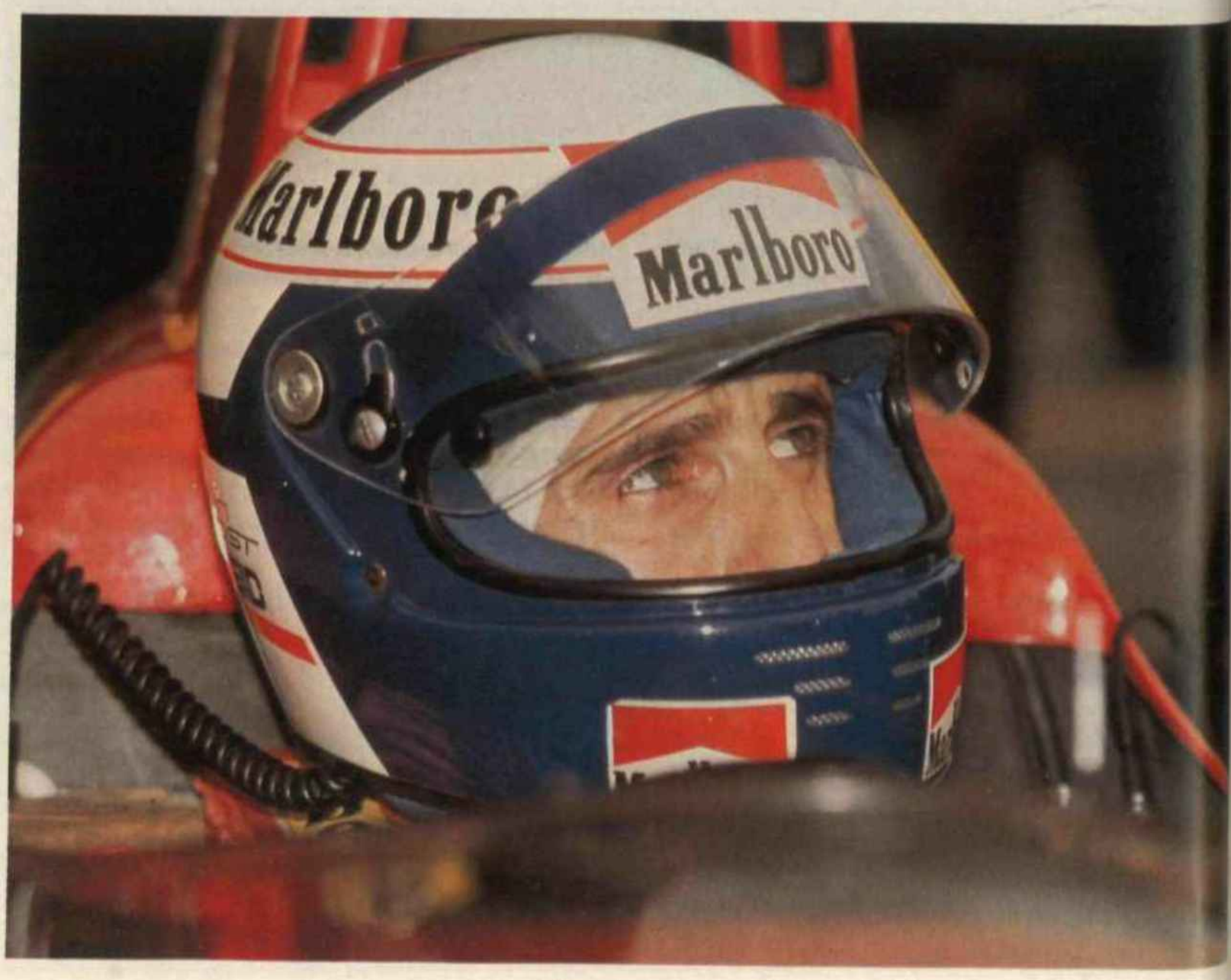
Ayrton Senna and McLaren-Honda, a combination which proved less infallible than in recent years, but good enough to clinch both the Drivers' a Constructors' Championships.

A Glance Over the Shoulder

I don't go much on looking on the immediate past; if I have to look back I prefer to look back 25 years or more, into history. However, 1990 was a significant year in Formula One and much that happened can be translated into serious portent for the future. The year saw the absolute confirmation that the 3½-litre normally aspirated engine formula is a success, thanks to the engineering efforts of Honda, Ferrari (Fiat), Renault, Cosworth/Ford and Lamborghini on the engine front, and McLaren, Ferrari, Williams, Benetton and Lola on the chassis front, with Tyrrell the joker in the pack.

Throughout the season it became very clear that there are two drivers at the absolute pinnacle of the scene — Ayrton Senna and Alain Prost who between them won 11 of the 16 races. Only four other names appeared in the winner's lists: Piquet, with two wins, and Patrese, Boutsen and Mansell with one each. None of the other 31 drivers registered with the FIA for the 1990 World Championship had a look-in as far as winning was concerned anyway. A look at the results page elsewhere in this issue will also show that not a great number of drivers even managed to get into the first six in any of the races.

With the two top drivers in their teams it was no surprise that McLaren-Honda and Ferrari set the pace and were the teams to beat, and only Williams-Renault and



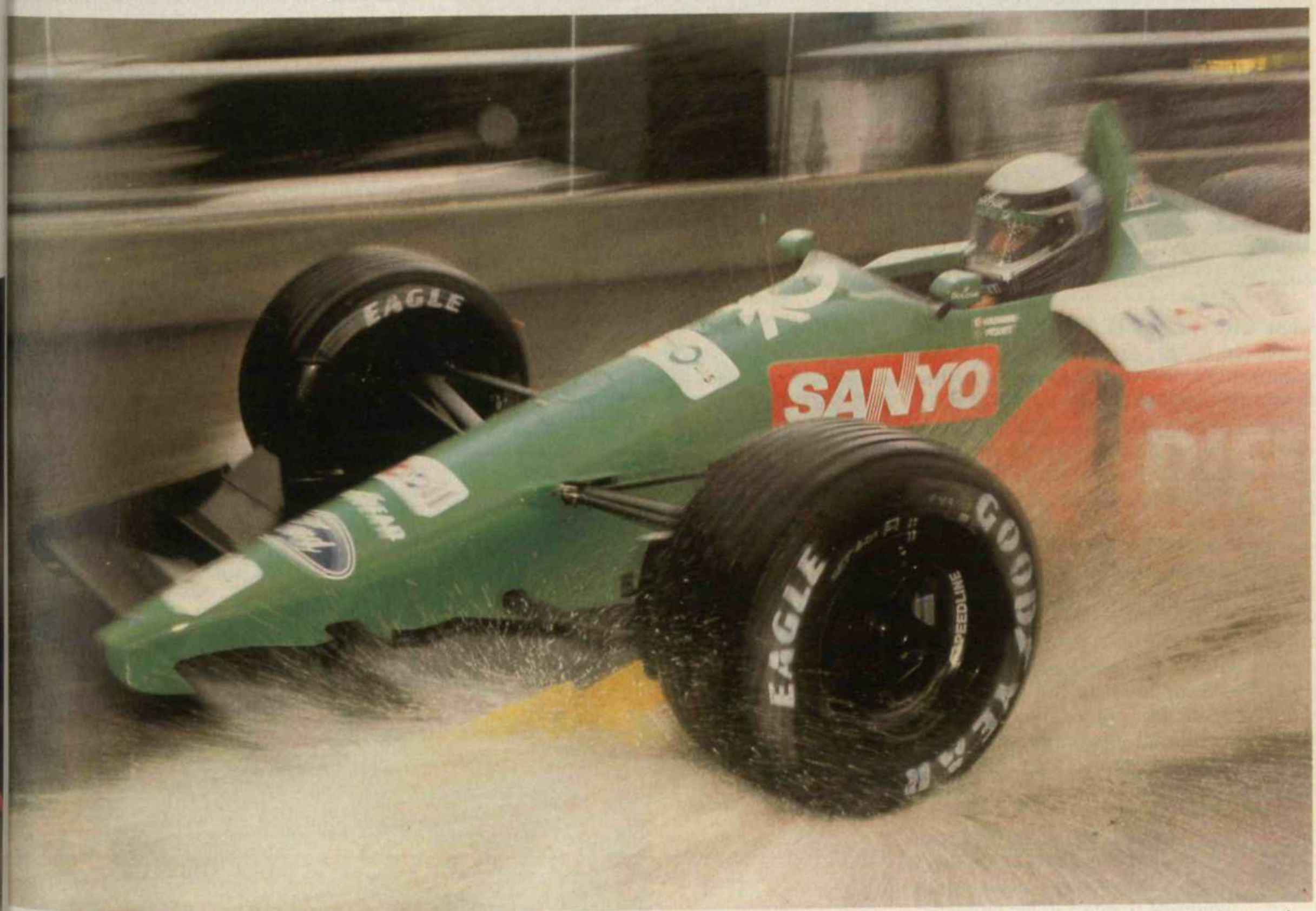
Alain Prost took Ferrari to a new competitive plane, but was still denied the championship.



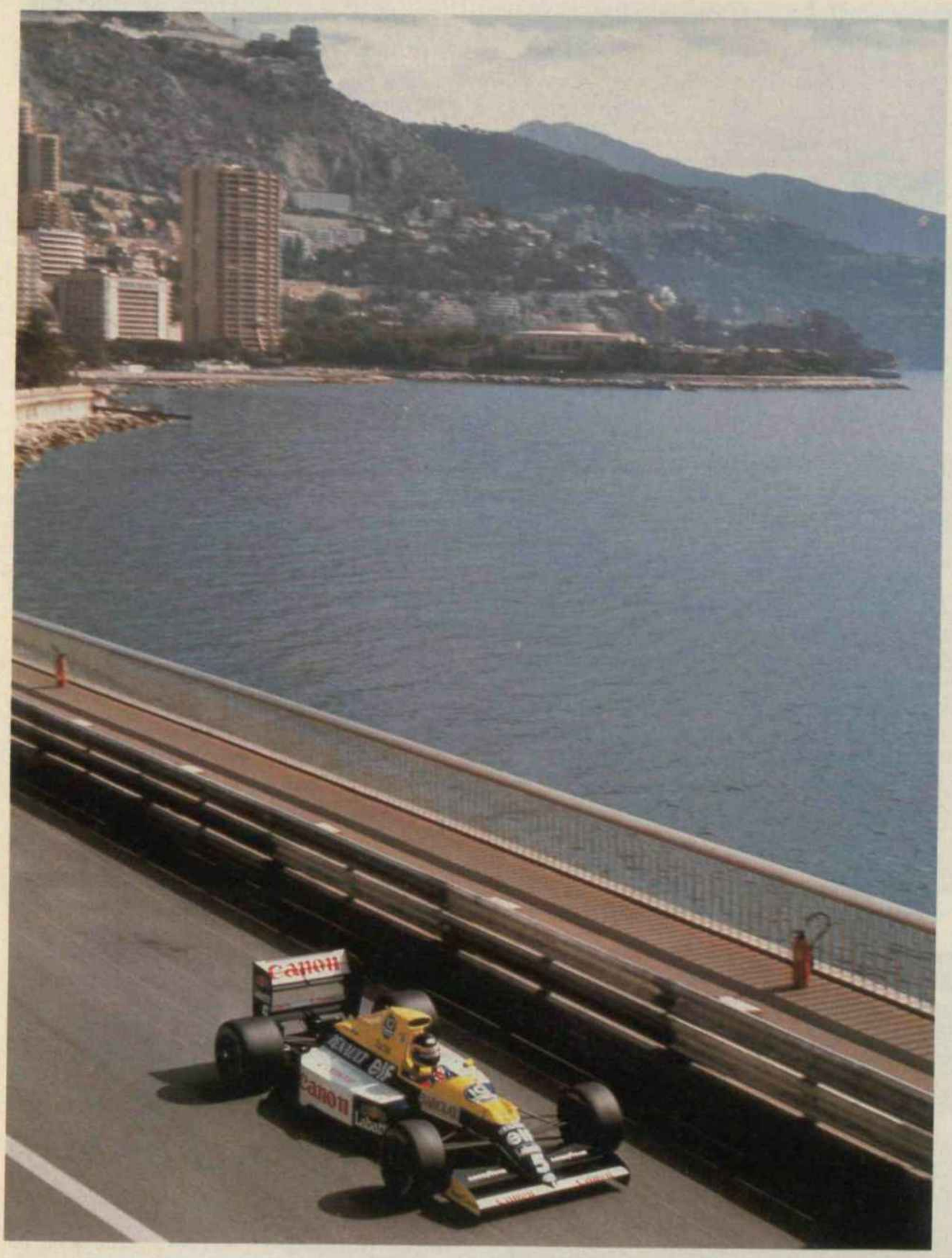
The Brabham team has become a shadow of its former self in recent years which Stefano Modena was unable to change.

Benetton-Cosworth managed to do so. With Prost joining Ferrari for 1990 and Senna staying at McLaren-Honda it was obvious that the season was going to see some close competition. It was a make or break year for Ferrari, but their progress was first class, finishing second in the Constructors' Championship, so they can definitely be said to have 'made it'. At the other end of the scale Team Lotus proved quite the opposite, for it was their year of decision in the make or break stakes, and regrettably they failed. After a year in the doldrums, being forced by circumstances to use Judd V8 engines, they had an opportunity to demonstrate their worth with the use of Lamborghini V12 engines in the Frank Dernie-designed Lotus 102. Nobody expected them to challenge the front runners, but a direct comparison could be made with Gerard Larrousse's Lola team using identical engines. Sadly, apart from a few fleeting moments, Team Lotus were no real match for the Larrousse team, who themselves were only good enough for an occasional good placing but with never a glimpse of outright victory.

Similar comparisons between lesser teams were made very clear throughout the season, notable the good pace set by Team Tyrrell with their sleek Tyrrell 019, though the outstanding quality of this team lay in the young French driver Jean Alesi. But even so their number 2 driver Nakajima showed on numerous occasions that the performance of the 019 was not all due to the French driver's talent. Power for the Tyrrell came from old Cosworth DFR engines, prepared and maintained by Brian Hart Engines, and some of the qualifying performances by Alesi with these 'production' engines were an embarrassment to the works Cosworth engines in the Benetton cars. By contrast, the Arrows team were also using Hart-tuned engines, the same as Tyrrell, and the performances by Caffi and Alboreto in



Wet weather tyres were not often required but proved essential on occasion, as Alessandro Nannini shows as he splashes around Phoenix in practice.



The McLaren-Honda team started wi everything on their side, but as the seaso progressed they had to fight harder an harder to fend off the Ferrari team, whic they managed to do, but not by a bi margin. By the end of the season it was brave man who bet on either team guaran teeing a win. They were pretty well equ in all respects, Ferrari having a sligh advantage in having Nigel Mansell a Number 2 to Prost, who could guarante to be up near the front, whereas McLare suffered a bit with their number 2, Gerhar Berger not really delivering the goods a expected. When the chips were dow between Senna and Prost, Mansell coul usually match them, but Berger was ofte found wanting and on a number of occa sions when Senna ran into trouble and th Austrian should have taken over, he fum bled it. McLaren used to pride themselve in having their cars finish 1st and 2nd, bu in 1990 they did not achieve it once whereas Ferrari did the double on tw occasions.

In passing, while on the subject of team having its cars finish 1st and 2nd, it i worth recalling the recent Japanese Gran Prix. Every team would love to be 1st an 2nd, not only for their personal joy an satisfaction, but it is the ultimate 'poke i the eye' for all the other teams. No matte whether you do so from sheer dominatio like McLaren used to do, and Ferrari di this year, or whether you do so thanks t the bad management of the opposition, i is still something of an achievement to b proud of. In Japan the acknowledge 'aces' either fell over each other, spun of or broke down and the Benetton tea

Both Williams drivers chalked up a victory apiece in 1990, but Thierry 'Biscuit' Boutsen was the sacrificial lamb to make way for Nigel Mansell in 1991.

what was ostensibly a 1989 car, were mediocre in the extreme. They reached rock-bottom in Australia when neither driver managed to qualify for the grid.

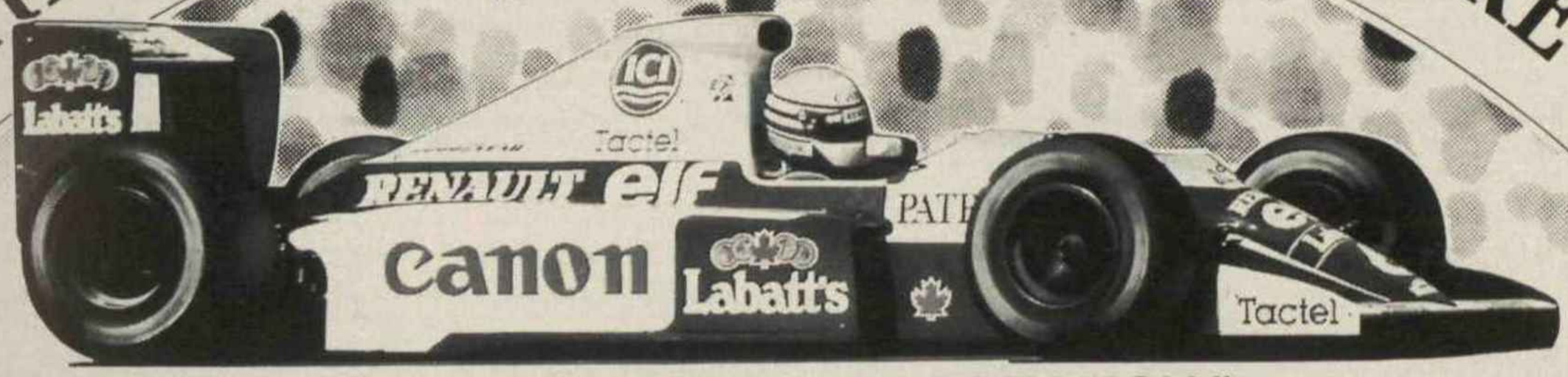
Some people may think that there were two types of engine, one for Team Tyrrell and one for the Arrows Footwork team, but any sound engine man will tell you that any difference in similar engines is so marginal that you could only detect it on a dynometer. Throughout the season there have been 'whingers' among the non-winners about disparity of engines, but no engine manufacturer is deliberately going to turn out a duff engine, even if he knew how. The installation in the chassis and the on-circuit final adjustments and use are another matter altogether, and that is where a good team can gain an advantage.



Despite his prayers, 1990 was another dreadful year for Derek Warwick in a season which promised so much at the beginning.

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made the most of the situation with a resounding 1st and 2nd, team leader Nelson Piquet virtually leading by the hand his young friend and compatriot Roberto Moreno who was 'standing in' for the injured Alessandro Nannini. It was one of the most pleasant and joyful situations Formula One has seen for a long time.

If you only watch Formula One on television you might get the impression that it is one continual accident from start to finish. The TV cameras are strategically placed to record any misdemeanour of a driver, and very seldom film a driver doing some skilled high-speed driving, demonstrating that uncanny judgement and skill that allows him to record two or three laps on the trot within one hundredth of a second of each other. Even if you only compete in club hillclimbs or one-lap pursuits, you will know how difficult it is to get runs on two occasions to within a tenth of a second. The handful of drivers at the top of Formula One can, and do, reel off a succession of laps to within one hundredth of a second. For me that is what Formula One is all about, not making misjudgments and having accidents or spinning off, any driver can do that.

Oddly enough I seldom see the lurid accidents portrayed on television and am often very surprised to see the things that go on when I look at a video replay afterwards. When you watch a race 'on the spot' you only see the action at that one place, so that it all seems very pleasant

Nigel Mansell was always tenacious and aggressive, but for all his fireworks, he only managed to win one race all season.

A rare breed – a Japanese driver who commanded respect – Aguri Suzuki in the Larrousse-Lamborghini.

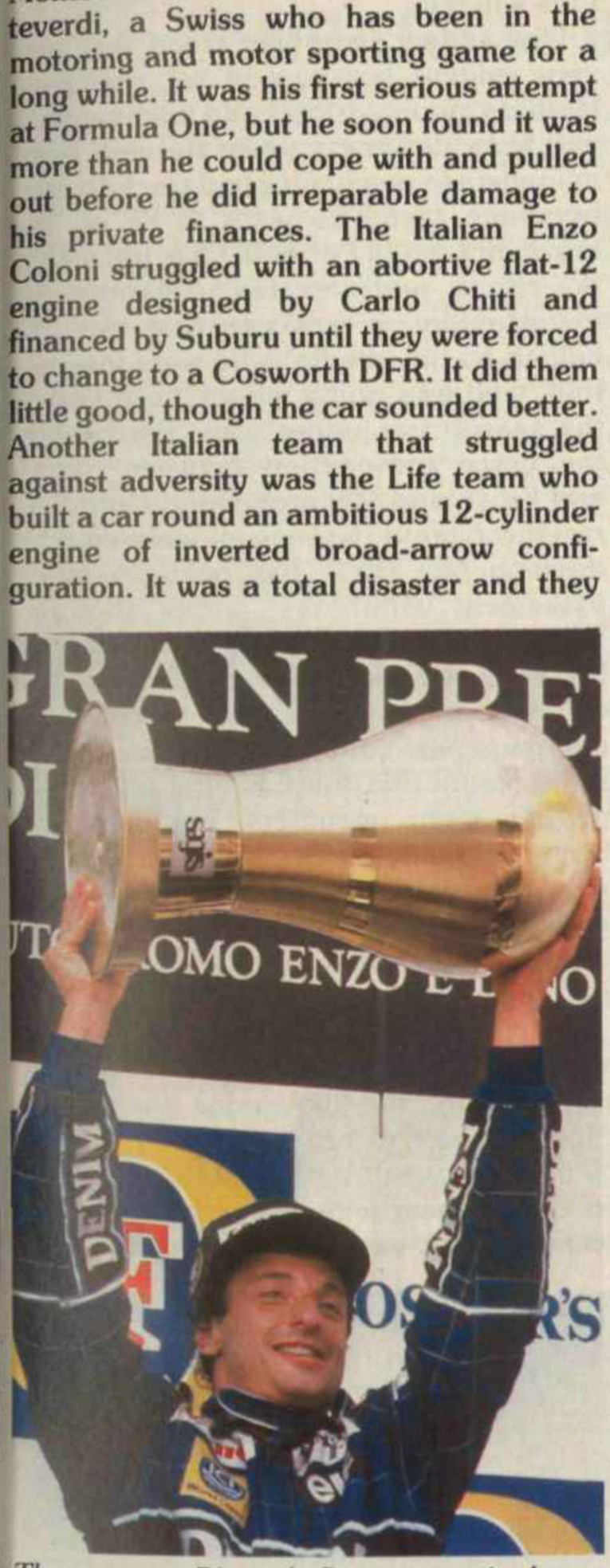


and entertaining. When you watc through the eyes of TV cameras all roun the circuit you almost see too muc nothing is left to the imagination, and a lo of the clueless accidents that happen would prefer not to see.

One accident which was not seen by TV camera, I am glad to say, was th helicopter crash in which Alessandro Nan nini suffered severe injuries which may pu him out of Formula One forever. One tha viewers did see was the Lotus crash i qualifying in Spain that looks like puttin Martin Donnelly out of action for som time, though it looks as if there might no be a Team Lotus for him to return to whe he does recover. 1990 could well hav been the last season of that famous tean that rose from nothing to the absolut pinnacle of Formula One, with frequen ups and downs, only to wither and di once Colin Chapman was gone. Whe Enzo Ferrari died it was feared that th Ferrari team would go the same way, bu to everyone's relief FIAT took over and Zi Enzo would have been proud of their 199 efforts.

While the pace at the forefront of For mula One was fast and furious and a times very exciting, it did make it ver difficult for the lesser teams to keep up During the year we witnessed the demis of a number of small teams, most of them inevitable. The Onyx team flourished briefly like a garish firework and then changed hands becoming known as th

Monteverdi team, run by Peter Monteverdi, a Swiss who has been in the motoring and motor sporting game for a long while. It was his first serious attempt at Formula One, but he soon found it was more than he could cope with and pulled out before he did irreparable damage to his private finances. The Italian Enzo Coloni struggled with an abortive flat-12 engine designed by Carlo Chiti and financed by Suburu until they were forced to change to a Cosworth DFR. It did them little good, though the car sounded better. Another Italian team that struggled against adversity was the Life team who built a car round an ambitious 12-cylinder engine of inverted broad-arrow configuration. It was a total disaster and they



The evergreen Riccardo Patrese surprised pundits by winning yet another Grand Prix in 1990.



The Leyton House team had a terrible start to the year and a mid-season surge, but were otherwise midfield runners.



Despite the lacklustre Lotus-Lamborghini Martin Donnelly gave a good account of himself in his first season of Formula One.

finally succumbed and installed a Judd V8 engine, but to no avail. Before the end of the season both of these one-car Italian teams had gone from the scene, unable to match the pace even of the tail-end of the field. Also gone from the bottom of the entry list was the EuroBrun team of Swiss man Walter Brun, who desperately tried to run a two-car team but gave up before the season's end.

1990 started out with so many entries for the 26 places on the starting grid that early on Friday mornings nine cars had to pre-qualify so that four of them went on to official qualifying, making the limit of 30 to compete for grid positions, from which only the fastest 26 were actually permitted to start the race. By the end of the season pre-qualifying was no longer necessary, as the small unsuccessful teams had eliminated themselves. How many of those that are left will survive the winter months only



Ferrari performed consistently well all season, closing the performance gap between themselves and McLaren and overcoming (for Prost's car at least) the unreliability problem that had troubled them so much the year before.

After his season's work with Tyrrell there are no doubts as to Alesi's outstanding ability, but one or two as to his calmness in the cockpit.

time will tell.

One rather disturbing trend that wa very evident last season was the res lessness among drivers and team person nel, from designers down through tean managers to mechanics and truckdrivers Everyone seems to want to be on th move, not out of Formula One, but withi the 'circus', and it created an alarming ai of instability. It was one that was no helped by the 'media' who were forecas ting 'who was going where' even befor the season got under way. Fortunatel the fierce competition between Senna and Prost, and McLaren-Honda and Fer rari throughout the season, watered it al down a bit. There has been so much movement within the 'circus' that the safest thing to do for 1991 is to await the first race of the season and see what colours everyone is wearing. So colourful and gaudy are some of the teams' corpo rate colours that there is little chance of getting team members muddled up. Some actually look like true 'circus clowns' while others look like 'dogs' din ners' but it seems that if you pay enough money people will wear anything, or even nothing at all!

I can't help closing this 'glance over the shoulder' with a firm look ahead, rejoicing in the knowledge that Nigel Mansell has had his first test drive in a Williams-Renault V10, and after learning to change gear with a lever once again, went as quick as a Williams-Renault V10



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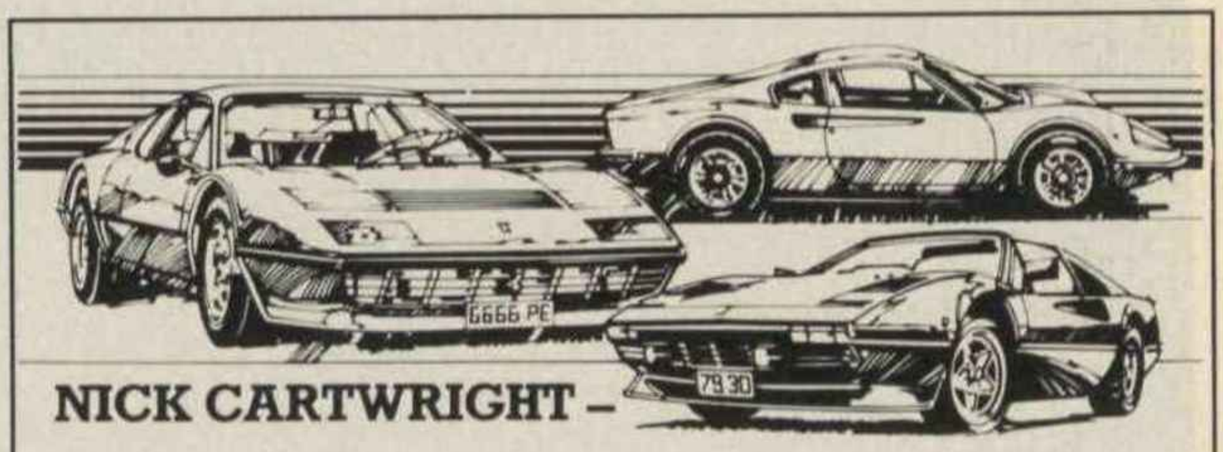
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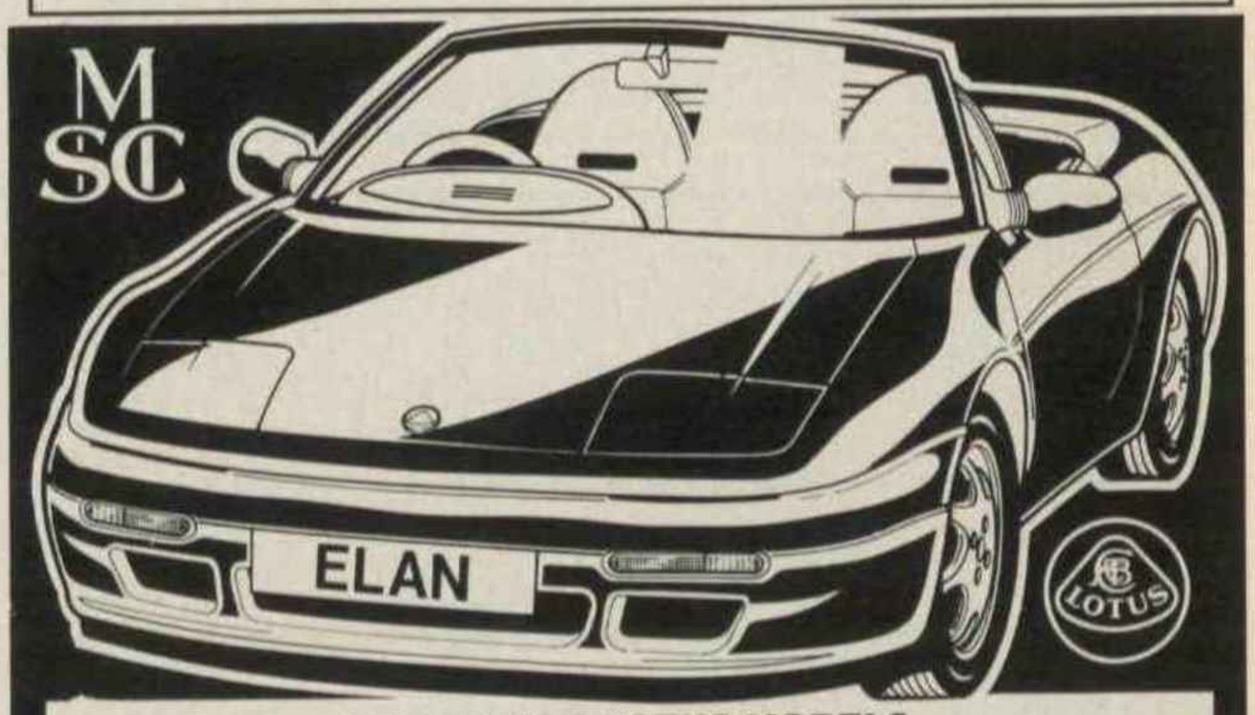
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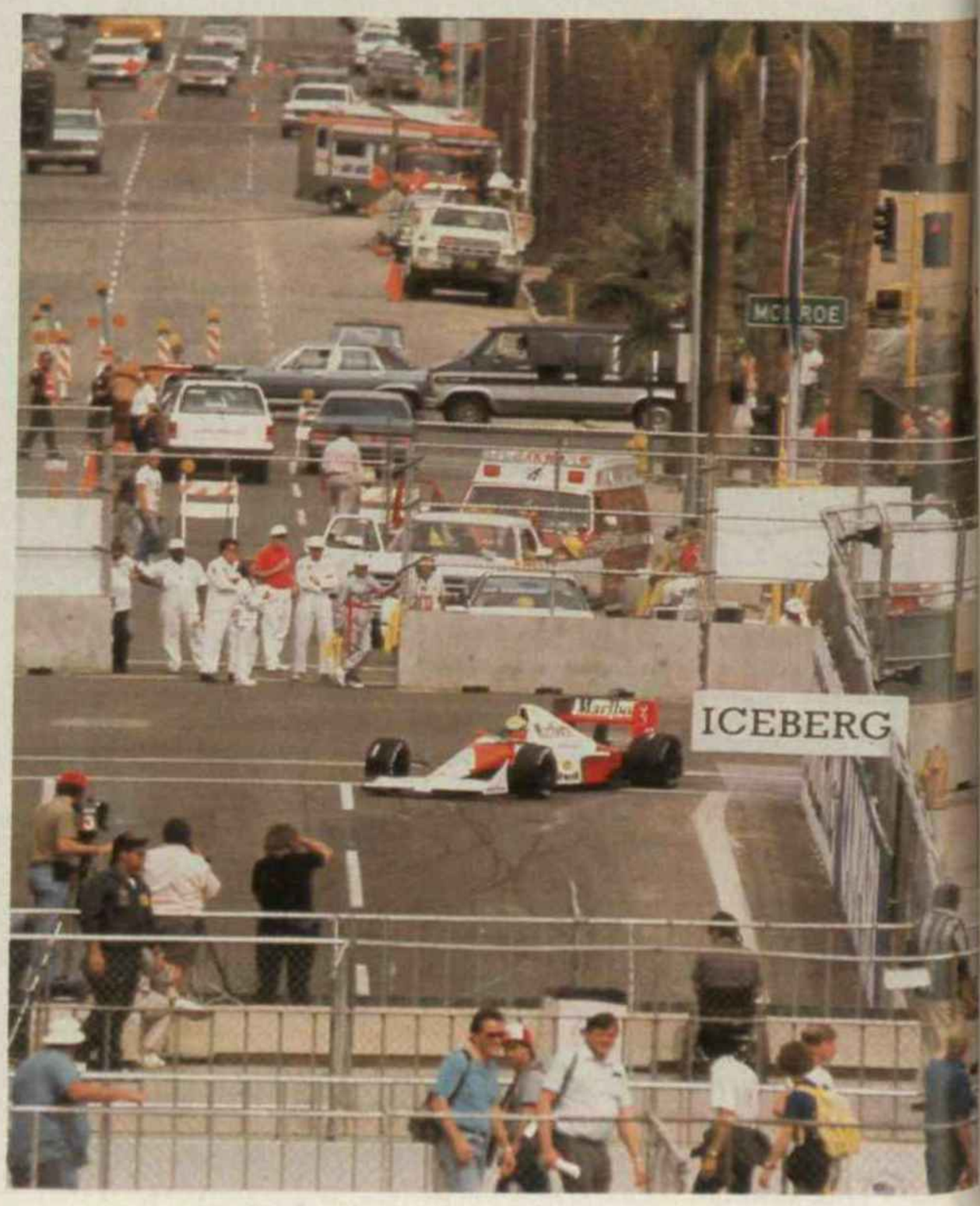
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With two wins in the last two races, Piquet has proved once again that he can be competive when circumstances are favourable.



Left: While Warwick moves to sports cars for 1991, the future of Lotus in Formula One looks increasingly uncertain.
Below: Phoenix proved the least popular Grand Prix of 1990 for both drivers and spectators.



has ever gone, which looks good for the coming season. Jean Alesi has had his first test drive in a Ferrari V12, and as expected was satisfyingly quick, which should keep Alain Prost on his toes and give him something more to whinge about.

The new V10 Ilmor engine has been running on the test bed since last August and has been out track testing in a slave Leyton House chassis, while the new car, designed specifically for this engine, heads towards completion. Unlike the Ilmor Indycar V8 engine that became a Chevrolet, the 72-degree V10 four-cam Formula One engine is exclusive to the Leyton House team until 1994, which indicates a healthy commitment to the project from the Japanese owner of Leyton House.

With any luck the new sounds in the Formula One paddocks, from Honda, Ferrari, Porsche and Yamaha V12s together with the Ilmor V10 and the well established Honda and Renault V10s and the Lamborghini V12 will make it difficult to hear the Cosworth and Judd V8s, while media hype and chatter will seemingly be nonexistent. Away with the old and on with the new. .. . DSJ



Above: Berger had a disappointing season in a competitive car and McLaren finished the 1991 season without any of their previously customary 1-2 results.

Below: Ayrton Senna and Ron Dennis: an unbeatable combination.





Kenneth Eriksson's chance of victory was spoiled by a puncture and other tyre problems.

To casual watchers, November's Lombard RAC Rally probably seemed little changed from the previous year. Apart from a shift of headquarters from Nottingham to Harrogate, and some differences in the actual special stages used, the style was just the same. Indeed, it was as it has been for some years; stately homes and private estates on the Sunday, followed by forest roads on the weekdays. But beneath the surface lay the greatest and most significant change of character since the event first used forest stages thirty years earlier.

Pre-event reconnaissance of the forest stages and the use of pace notes on those stages during the rally were allowed for the first time, and these features put an indelible stamp on the event. We discussed these changes in last month's MOTOR SPORT, and spoke of the pros and cons of allowing practice on an event which hitherto was traditionally one which had to be driven "on sight", without reconnaissance and without notes. But what was it like when it actually happened? Was the introduction popular? Did it lessen or increase the risks?

The casual outsider may have noticed that co-drivers' heads were this year bent over notebooks rather than upright to provide an extra pair of eyes in the visual search for hazards. They may also have noticed that speeds were marginally higher and that cornering lines were generally neater and tighter. But that would be about all and, unless they knew of the ending of the no-practice rule, they would probably not have appreciated the significance of the change of driving style.

The point most often made by advocates of pace notes is that they make you

Below: Juha Kankunnen was ahead of Sainz before his crash.



not only faster, but safer. This is opinion, not fact, and is debatable. Indeed, our final point last month was that although a mistake with or without notes may put you off the road, with notes you will almost certainly be travelling faster!

What happened during the event itself more than bore us out. The number of cars which went off the road was probably no greater than usual, but rather than be limped off the stage to have roadside repair jobs done, more of them stayed exactly where they went off, damaged so badly that they could not continue. Battered bodywork, broken suspension, bent steering, missing wheels and many other effects of hitting trees have been, and still are, very common, but in most cases drivers have been able to keep moving and to have their cars restored by waiting mechanics. In 1990 many were not able to do this. They went off much faster, did far more damage and had no choice but to walk out of the stage leaving heaps of little more than scrap metal lodged in the trees. Safer? We wonder! The retirement rate, though, was lower this year at 46.3% compared to the 55% of 1989.

After the rally we heard several drivers comment that they felt the rally was too fast, and some of them even voiced that opinion during television and radio interviews. The strange thing is that some of the people who made those comments are the very ones who were in favour of introducing reconnaissance and pace notes. The one leads to the other, and campaigning for the introduction of pace notes and then complaining of the event's speed is about as logical as lighting a fire then grumbling about the heat!

In 1990 the average speed of the RAC winner over the entire 351.61 miles of special stages was 61.4 mph. The previous year, over a stage distance of 374.74 miles (not all stages were used both years, of course) it was 59.3 mph. The increase of just over 2 mph is appreciable, and lest you consider speeds of that order not high, remember that they are mostly over narrow, loose-surfaced, tree-lined tracks often so slippery that everyday drivers would be hard pressed to achieve 30 mph.



Above: Marc Duez retired from the rally with engine trouble.



Below: Carlos Sainz with co-driver Moya notched up their fourth win of the year.

Nevertheless, when complaints that the roads are too fast come from professional drivers exceedingly well paid to drive some of the world's fastest off-circuit saloon cars over such roads, we can only dismiss them as invalid. There are rallies which are even faster — the 1000 Lakes, for instance, on which the winner in 1990 (Carlos Sainz again) averaged 70 mph!

The World Rally Championship, both for drivers and for makes, had been settled before this final round, but the regular contestants were there almost to a man. Points were no longer critical, but there



Colin McRae's car was somewhat secondhand by the end, but he still managed sixth place.

remained the kudos of winning this prestigious event in the British forests.

As a result, the competition itself became closer and fiercer than usual — gone were any thoughts of tactics. There was no point, for instance, in hanging on safely in second or third place in order to conserve a championship position. Everyone was in this event for one purpose — to win. Nothing else mattered, and it showed. The only way to drive was at ten-tenths, and the one example of easing off to keep a place came right at the end when, for the final group of stages, Carlos Sainz slowed marginally after he had gained a leading margin sufficient to be reasonably sure of victory.

The lead changed hands many times, the margin never being more than a handful of seconds, and several drivers lost both the lead and a place in the finishers' list by simply pushing too hard, going off the road and damaging the car far too badly to continue.

In the past, Lancia have been known to withdraw their entries from the RAC Rally as soon as the championship had been settled on an earlier round, but this time there was none of that. They came with a full team to mix it with their rivals. Driving 16-valve Deltas in Martini colours were Juha Kankkunen/Juha Piironen and Massimo Biasion/Tiziano Siviero, whilst Jolly Club cars were entered for Didier Auriol/Bernard Occelli and Robert Droogmans/Ronny Joosten. Another, backed by Clarion, was driven privately by Per Eklund/Jan-Olof Bohlin.

Toyota, having got their number one driver crowned World Champion, could get no further in the series but was nevertheless keen to round off the year with victory on the Lombard RAC Rally, especially as they had seen a win slip from their grasp in 1989 due to transmission failure just a couple of stages from the end. Two Celica 2000 GT-4s came from Cologne for Carlos Sainz/Luis Moya and Armin Schwarz/Klaus Wicha. There was another from Toyota Sweden for Mats Jonsson/Anders Olsson, and another from Toyota GB for David Llewelin/Philip Short.

From its Ralliart base in England, Mitsubishi brought two Galant VR-4s for Ari Vatanen/Bruno Berglund and Kenneth Eriksson/Staffan Parmander. A Group N version came from Finland's Prosport Team for Tommi Mäkinen/Seppo Harjanne and another from Sweden for Särén Nilsson/Per-Ove Persson.

After its unfruitful but most impressive appearance in October's Sanremo Rally, the Ford Team brought three Group A Sierra Cosworth 4x4s from Boreham, two of them in Q8 colours for Malcolm Wilson/Nicky Grist and Alessandro Fiorio/Luigi Pirollo, and one backed by Autoglass for Pentti Airikkala/Ronan McNamee. A fourth works car, a Group N version backed by Q8, was driven by Gwyndaf Evans/Howard Davies. A Fina-backed car came from Belgium for Marc Duez/Alain Lopes. Privately backed Sierra Cosworth 4x4s were driven by Jimmy McRae/David Senior, Colin McRae/Derek Ringer and Russell Brookes/Neil Wilson, the latter pair being one of more than fifty using lead-free fuel in their cars.

Another team based in Britain is that of Subaru, whose cars are built by Prodrive. Two Group A Legacies were entered for Markku Alén/Ilkka Kivimäki and Derek Warwick/Ronan Morgan. The Mazda Rally Team brought two 323 GTXs from Belgium for Timo Salonen/Voitto Silander and Hannu Mikkola/Arne Hertz, whilst from Finland came another for Mikael Sundström/Juha Repo.

GM Euro-Sport had a Vauxhall Astra GTE for Louise Aitken-Walker/Christine Thorner, and they finished 17th overall to round off their year as winners of the World Championship Ladies Trophy.

There were four Skoda Favorit 136Ls led by Norwegian pair John Haugland and such was the carnage among the more favoured runners that Skoda came away with the team prize. Indeed, theirs was the only team to finish intact.

Vauxhall, Opel, Peugeot, Honda, Saab, Volkswagen, Nissan, Audi, Suzuki, Isuzu, Citroën, Seat, Fiat, MG, Lada and Daihatsu were all represented among the starters, the latter by two of their diminutive Group N Charades, one of which, driven by Terry Kaby/Kevin Gormley, finished 18th overall.

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Gwyndaf Evans, the Welsh school bus driver, has gone from the bus lane to the fast lane.

His Sierra Cosworth 4x4 stormed through 1,500 miles of forest and dirt, across mountains and rivers, to win Group N on the 1990 Lombard RAC Rally.

It's an outstanding achievement, made all the more remarkable by the fact that it was the Sierra 4x4's first time out on the Rally.

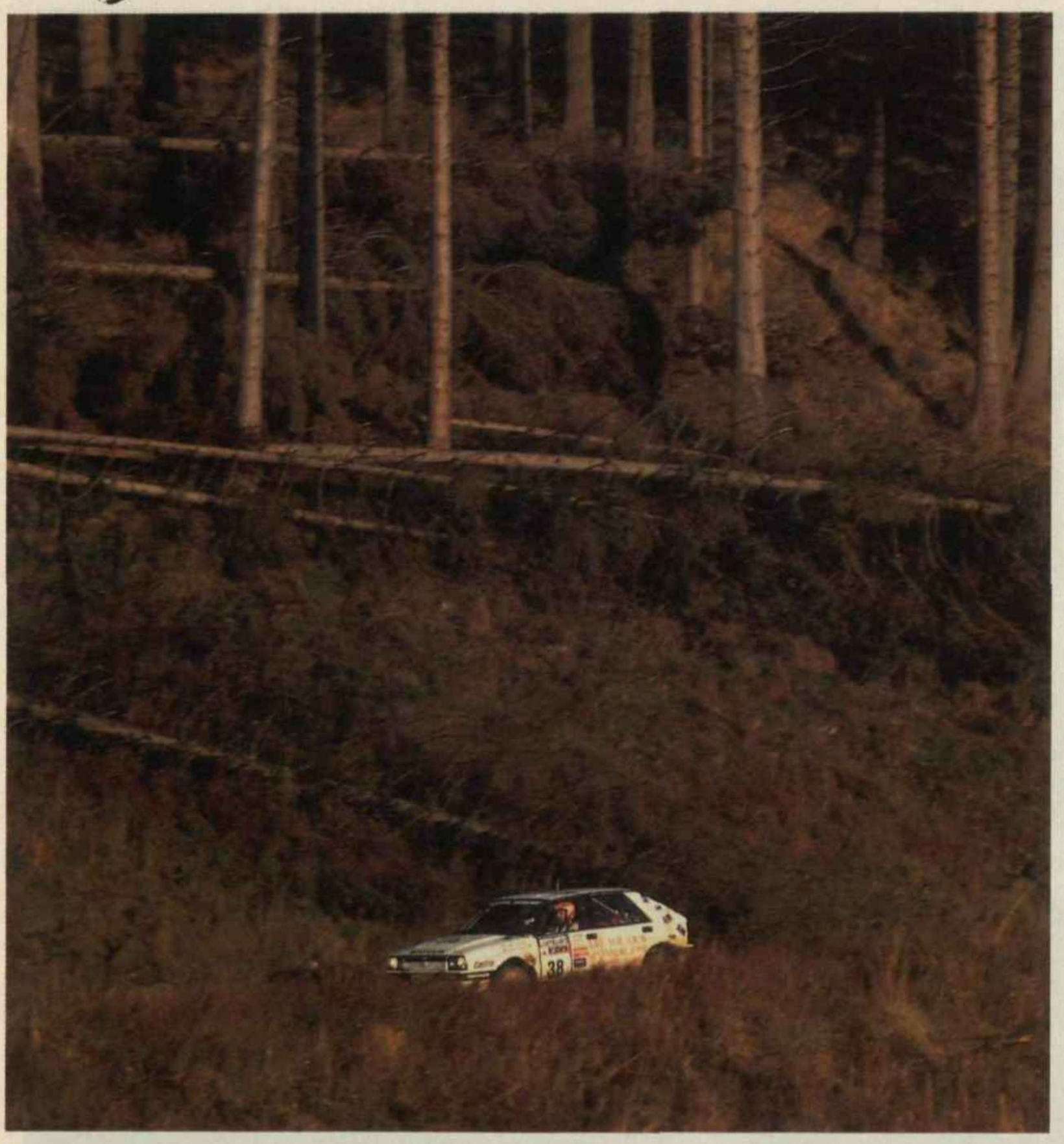
Of course, you don't have to be a budding Gwyndaf Evans to experience Ford's 4x4 technology.

Because Group N consists of showroom cars, you can buy almost the identical Sierra Cosworth 4x4 that helped Ford win.

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In fact, Buying Cars were so moved by it, they voted it the "best value for money performance car of any description in production". It would appear, Ford's winning combination is back with a vengeance, both on and off the road.

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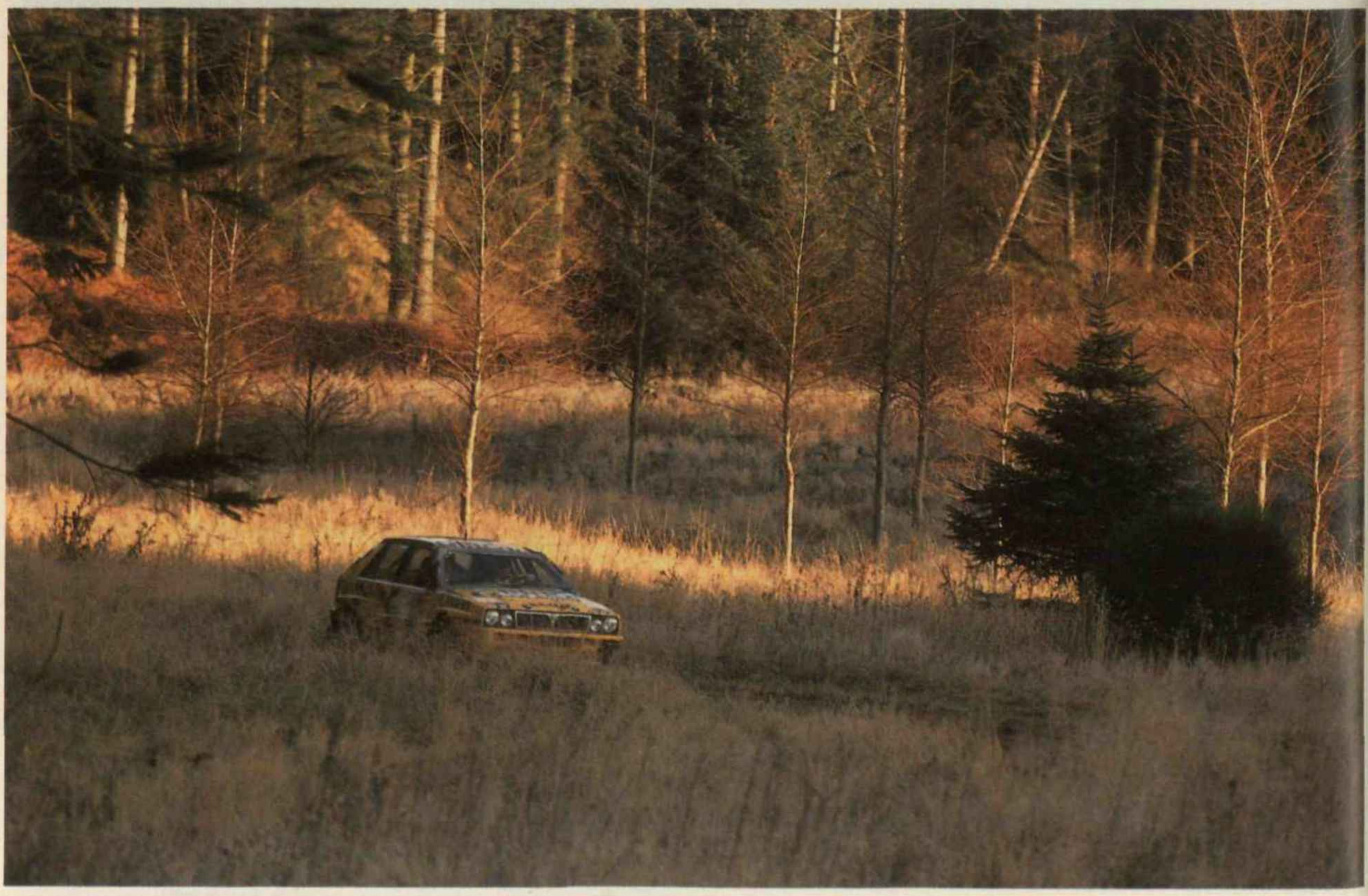
other events in Europe and elsewhere, generally about one month before start date, its is the signal to begin practice and there begins a regular flow of practising rally traffic on the roads which are to be used as special stages. In some cases there are rules governing speeds; in others there are not, but in most the reconnaissance goes on and on as crews first make, then refine, their notes until they are satisfied that they are accurate.

Complete accuracy cannot be achieved unless the final checking is done at something very close to rally speed, and in most cases nowadays this is not possible except by surreptitious means to avoid detection. Although some events do not specify a speed limit for reconnaissance, most of them do, and in the case of the RAC Rally this was 25 mph. Furthermore, there was no freedom to practice whenever you liked. Special stages were divided into groups and one day allocated to each group. There was a strict timetable, in the daytime only, and competitors were allowed just two runs through each stage, using unmarked, unmodified cars.

The reconnaissance period spanned ten days just prior to the start and each day a

Left: Steven Smith was top privateer in his Lancia Delta Integrale, finishing in 20th place.

Below: Eklund had a difficult rally, coping with a misfire, secondhand tyres, and rolling his car, but he was pleased with 12th place.



ANOTHER MAJOR VICTORY



John Haugland / Petter Vegel - Top Skoda crew in action

Skoda pulled off a dramatic win in the Lombard RAC Rally, finishing ahead of Ford and Mitsubishi to gain the Manufacturers Team Prize.

And the award for the highest position for a first time challenger went to Skoda driver, Steve Wedgbury who was 34th overall from the 175 starters.

These successes were achieved in the Favorit, recently described by Autocar and Motor as "a thoroughly engineered car with a pleasing, willing nature. It rides and handles well, turns into corners eagerly and functions as a complete package without quirks."

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local HQ was set up so that cars could be checked and passes issued. Each stage was marshalled and it was a case of no pass, no practice. On the continent there are few such controls, most stages being open to both public and practising rally crews during the practice period. In the first year of reconnaissance for the Lombard RAC Rally, it says much for the organisers and their large army of field officials that the whole thing was accomplished without a hitch.

The route this year spanned four days, with two night stops at Harrogate and one at Newcastle-upon-Tyne. The first leg, on the Sunday, used eight parkland stages to the South of Harrogate, the most southerly being near Nottingham. The second day consisted of two loops through the forests of the Yorkshire Dales to the West of Scarborough, making fourteen more stages. The third day used nine stages in Kielder and the South of Scotland before stopping for the night at Newcastle, and the final day had six stages in the same border region before returning via four more in the Lake District.

A disappointment to many was the absence of any stages in Wales this year, but the RAC has been endeavouring to cut down non-competitive road mileage and the best way to do this is to reduce the areas visited. Next year will see a return to Wales, at the expense of another forest region.

Finns have dominated the RAC Rally since Timo Mäkinen first won in 1973, only Roger Clark, Bjorn Waldegaard and Stig Blomqvist having managed to beat them during that period. After the first day of this event it seemed that nothing had changed, for Finns occupied the first three places. Indeed, throughout the day, spanning eight special stages, the lead changed hands four times and each time it was a Finn out in front.

Vatanen, Kankkunen and Alén were the drivers who each led, but Vatanen lost time when a tyre punctured. However, Airikkala moved up to join his countrymen, and at the end of the day the order was Alén, Kankkunen and Airikkala. Best non-Finn was Malcolm Wilson in fourth place, who was followed by Carlos Sainz. The World Champion had lost some time overshooting a junction on the second stage, but these opening stages are always so short that penalty differences are small, and he wasted no time recovering. Just 32 seconds separated first from fifth at the end of that first day. Unluckiest driver must have been Jimmy McRae who rolled out of the rally on just the third stage.

The second day saw the start of real rallying, as competitors refer to the beginning of the forest stages. It had rained considerably on the eve of the start, and a little on the first day, but on the Monday the rain really came down in earnest, making the forest roads very slippery indeed. The rain did nothing to deter spectators, and there were the usual crowds in the stages, and long lines of cars queueing to enter the car parks.

On the first of the day's stages Kankkunen took the lead from Alén, but later the Toyota driver was delayed by brake failure and dropped to sixth. However he recovered to second place before the end of the day. Alén, on the other hand, was not as fortunate. Following turbocharger failure, his engine began misfiring badly and finally gave up. He was pushed several hundred yards to the end of the stage, but there was no hope of continuing.

Airikkala, last year's winner, had begun the rally in great form, but on the second day he rolled heavily and was unable to continue. He said later that as he came to a fast straight he felt the front left corner of the car dip suddenly, as though the suspension had given way, and within a split second the car was out of control and rolling.

Vatanen lost time due to a puncture, whilst among the Group N runners both Trelles (Lancia) and Mäkinen (Mitsubishi) retired and so handed Frenchman Alain Oreille, who was not present in his Renault, the Group N championship. In the RAC Rally itself, Gwyndaf Evans dominated the category and won it comfortably.

At the end of the day, Sainz was leading, but only five seconds ahead of Kankkunen while Eriksson was a close third ahead of Salonen. Wilson, the best British driver, was in fifth and Biasion, driving in his first event in Britain, was sixth.

More retirements came on the third day, Salonen putting his Mazda off the road and Vatanen coming to a stop as a result of an act of courtesy. Having damaged his car, he was continuing slowly when he was caught up by another car. The road was narrow, straight and lined by grass with no ditch or bank, so he pulled over to the grass to let the other car pass when suddenly there was a crash and he hit a hidden boulder, destroying his steering.

Wilson also went out on the third day. After puncturing a tyre and losing the wheel, the scraping of suspension and other parts along the track caused showers of stones to be thrown up and one of these happened to get jammed in the cam-belt mechanism. The result wa inevitable. The valve timing went out o sequence and the engine stopped noisily.

Another to go out was Warwick wh went off the road into a very soft field. H was delighted, though, with his firs experience of rallying, and described it a "a great mixture of professionalism an fun."

Everybody was having problems of on kind or another, and Sainz an Kankkunen changed places again after th former collected a puncture. At the end o the third day, the Finn was back in th lead, 24 seconds ahead of the Spaniard Eriksson and Biasion held their third an fourth places, whilst Jonsson (Toyota moved up to replace Wilson in fifth place Two Celts had moved into the top ten t become the leading British drivers, Colin McRae seventh and David Llewellin ninth Fiorio, having his first drive for Ford sinc leaving Lancia, was tenth.

The final day brought the prospect of a close fight indeed between Sainz an Kankkunen. Neither had anything to los except national pride, for one was the onl Finn left in the event and the other the onl Spaniard. But the fight didn't last long Just two stages into the day, both driver absolutely flat out in the quest for spli seconds, Kankkunen overdid it and wen off the road. There was no hope of conti nuing, and so Sainz was able to ease of fractionally and not take any risks. He wa a happy man indeed when he rounded of his championship year by winning the fina round against the toughest opposition h has ever faced.

Kenneth Eriksson inherited second plac after Kankkunen's retirement, and finished just 1m 42s behind the leader. Indeed his finishing record is impressive - 11th, 9th 4th and now 2nd. Two others deserve mention, Biasion and Auriol who finished third and fifth respectively in their Lancias. Both were tackling the Lombard RAC Rally for the first time, as was Fiorio in his Ford Colin McRae emerged the best British driver, in sixth place, and picked up by way of a consolation prize the NatWest Environmental award for the best placed driver in a car using unleaded petrol. GP

LOMBARD RAC RALLY 25-28 NOVEMBER

1. Carlos Sainz/Luis Moya (Toyota Celica GT4).....5h 43m 16s
2. Kenneth Eriksson/Staffan Parmander (Mitsubishi Galant VR-4) 5h 44m 58s
3. Massimo Biasion/Tiziano Siviero (Lancia Delta Integrale).....5h 47m 22s
4. Mats Jonsson/Anders Olsson (Toyota Celica GT4) 5h 49m 40s
5. Didier Auriol/Bernard Occelli (Lancia Delta Integrale) 5h 51m 02s
6. Colin McRae/Derek Ringer (Ford Sierra Cosworth 4x4).....5h 53m 17s
7. Armin Schwarz/Klaus Wicha (Toyota Celica GT4).....5h 54m 56s
8. David Llewellin/Phil Short (Toyota Celica GT4) 5h 56m 43s
9. Alessandro Fiorio/Luigi Pirolo (Ford Sierra Cosworth 4x4) 5h 59m 22s
10. Robert Droogmans/Ronny Joosten (Lancia Delta Integrale) 6h 05m 31s

World Championship – Drivers: 1. Sainz 162 pts; 2. Auriol 95 pts; 3. Kankunnen 85 pts; 4. Biasion 76 pts; 5. Ericsson 32 pts; 6. Stohl 29 pts; 7. Eriksson 27 pts; 8. Fiorio 25 pts; 9. Carlsson 23 pts; 10. Waldegaard and Ceratto 20 pts.
World Championship – Manufacturers: 1. Lancia 178 pts; 2. Toyota 162 pts; 3. Mitsubishi 56 pts; 4. Subaru 43 pts; 5. Mazda 30 pts; 6. Audi and Renault 24pts; 8. Ford 19 pts; 9. BMW 14 pts; 10. Volkswagen 10 pts.

WORLD CHAMPIONSHIP EVENTS
FORMULA ONE 1990





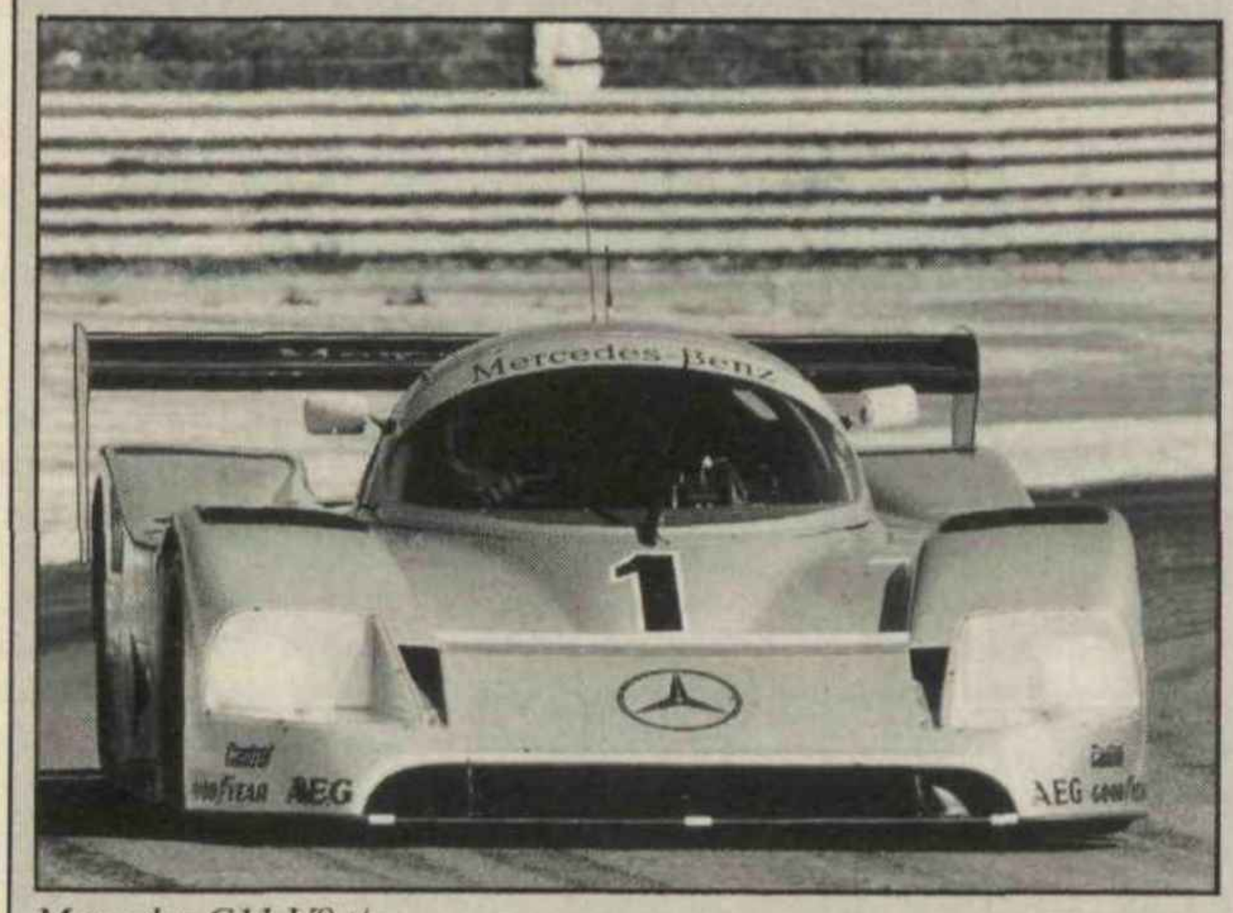
Champion Driver: Ayrton Senna

Champion Car: McLaren-Honda

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed kph	Fastest Lap	Time min. sec.
Mar 11	**United States GP** (273.400 km)	**Phoenix, Ar.**	**Ayrton Senna** (McLaren MP4/5B-Honda V10)	**Jean Alesi** (Tyrrell 018-Cosworth V8 DFR)	**Thierry Boutsen** (Williams FW13B-Renault V10)	**Nelson Piquet** (Benetton B189-Cosworth V8 EXP)	**Stefano Modena** (Brabham BT58-Judd V8)	**Satoru Nakajima** (Tyrrell 018-Cosworth V8 DFR)	**145.752**	**Gerhard Berger** (McLaren MP4/5B-Honda V10)	**1.31.050**
Mar 25	**Brazilian GP** (307.075 km)	**Sao Paulo**	**Alain Prost** (Ferrari F1/90-Ferrari V12)	**Gerhard Berger** (McLaren MP4/5B-Honda V10)	**Ayrton Senna** (McLaren MP4/5B-Honda V10)	**Nigel Mansell** (Ferrari F1/90-Ferrari V12)	**Thierry Boutsen** (Williams FW13B-Renault V10)	**Nelson Piquet** (Benetton B189-Cosworth V8 EXP)	**189.252**	**Gerhard Berger** (McLaren MP4/5B-Honda V10)	**1.19.899**
May 13	**San Marino GP** (307.440 km)	**Imola**	**Riccardo Patrese** (Williams FW13B-Renault V10)	**Gerhard Berger** (McLaren MP4/5B-Honda V10)	**Alessandro Nannini** (Benetton B190-Cosworth V8 EXP)	**Alain Prost** (Ferrari F1/90-Ferrari V12)	**Nelson Piquet** (Benetton B190-Cosworth V8 EXP)	**Jean Alesi** (Tyrrell 019-Cosworth V8 DFR)	**202.876**	**Alessandro Nannini** (Benetton B190-Cosworth V8 EXP)	**1.27.156**
May 27	**Monaco GP** (259.584 km)	**Monte Carlo**	**Ayrton Senna** (McLaren MP4/5B-Honda V10)	**Jean Alesi** (Tyrrell 019-Cosworth V8 DFR)	**Gerhard Berger** (McLaren MP4/5B-Honda V10)	**Thierry Boutsen** (Williams FW13B-Renault V10)	**Alessandro Caffi** (Arrows A11B-Cosworth V8 DFR)	**Eric Bernard** (Lola L90-Lamborghini V12)	**138.097**	**Ayrton Senna** (McLaren MP4/5B-Honda V10)	**1.24.468**
June 10	**Canadian GP** (307.300 km)	**Montreal**	**Ayrton Senna** (McLaren MP4/5B-Honda V10)	**Nelson Piquet** (Benetton B190-Cosworth V8 EXP)	**Nigel Mansell** (Ferrari F1/90-Ferrari V12)	**Gerhard Berger** (McLaren MP4/5B-Honda V10)	**Alain Prost** (Ferrari F1/90-Ferrari V12)	**Derek Warwick** (Lotus 102-Lamborghini V12)	**117.114**	**Gerhard Berger** (McLaren MP4/5B-Honda V10)	**1.22.077**
June 24	**Mexican GP** (305.049 km)	**Mexico City**	**Alain Prost** (Ferrari F1/90-Ferrari V12)	**Nigel Mansell** (Ferrari F1/90-Ferrari V12)	**Gerhard Berger** (McLaren MP4/5B-Honda V10)	**Alessandro Nannini** (Benetton B190-Cosworth V8 EXP)	**Thierry Boutsen** (Williams FW13B-Renault V10)	**Nelson Piquet** (Benetton B190-Cosworth V8 EXP)	**197.659**	**Alain Prost** (Ferrari F1/90-Ferrari V12)	**1.17.958**
July 8	**French GP** (305.040 km)	**Paul Ricard**	**Alain Prost** (Ferrari F1/90-Ferrari V12)	**Ivan Capelli** (Leyton House CG901A-Judd V8)	**Ayrton Senna** (McLaren MP4/5B-Honda V10)	**Nelson Piquet** (Benetton B190-Cosworth V8 EXP)	**Gerhard Berger** (McLaren MP4/5B-Honda V10)	**Riccardo Patrese** (Williams FW13B-Renault V10)	**195.761**	**Nigel Mansell** (Ferrari F1/90-Ferrari V12)	**1.08.012**
July 15	**British GP** (305.920 km)	**Silverstone**	**Alain Prost** (Ferrari F1/90-Ferrari V12)	**Thierry Boutsen** (Williams FW13B-Renault V10)	**Ayrton Senna** (McLaren MP4/5B-Honda V10)	**Eric Bernard** (Lola L90-Lamborghini V12)	**Nelson Piquet** (Benetton B190-Cosworth V8 EXP)	**Aguri Suzuki** (Lola L90-Lamborghini V12)	**233.775**	**Nigel Mansell** (Ferrari F1/90-Ferrari V12)	**1.11.291**
July 29	**German GP** (306.090 km)	**Hockenheimring**	**Ayrton Senna** (McLaren MP4/5B-Honda V10)	**Alessandro Nannini** (Benetton B190-Cosworth V8 EXP)	**Gerhard Berger** (McLaren MP4/5B-Honda V10)	**Alain Prost** (Ferrari F1/90-Ferrari V12)	**Riccardo Patrese** (Williams FW13B-Renault V10)	**Thierry Boutsen** (Williams FW13B-Renault V10)	**227.334**	**Thierry Boutsen** (Williams FW13B-Renault V10)	**1.45.602**
Aug 12	**Hungarian GP** (305.533 km)	**Budapest**	**Thierry Boutsen** (Williams FW13B-Renault V10)	**Ayrton Senna** (McLaren MP4/5B-Honda V10)	**Nelson Piquet** (Benetton B190-Cosworth V8 EXP)	**Riccardo Patrese** (Williams FW13B-Renault V10)	**Derek Warwick** (Lotus 102-Lamborghini V12)	**Eric Bernard** (Lola L90-Lamborghini V12)	**167.402**	**Riccardo Patrese** (Williams FW13B-Renault V10)	**1.22.058**
Aug 26	**Belgian GP** (305.360 km)	**Spa-Francorchamps**	**Ayrton Senna** (McLaren MP4/5B-Honda V10)	**Alain Prost** (Ferrari F1/90-Ferrari V12)	**Gerhard Berger** (McLaren MP4/5B-Honda V10)	**Alessandro Nannini** (Benetton B190-Cosworth V8 EXP)	**Nelson Piquet** (Benetton B190-Cosworth V8 EXP)	**Mauricio Gugelmin** (Leyton House CG901-Judd V8)	**211.729**	**Alain Prost** (Ferrari F1/90-Ferrari V12)	**1.55.097**
Sept 9	**Italian GP** (307.400 km)	**Monza**	**Ayrton Senna** (McLaren MP4/5B-Honda V10)	**Alain Prost** (Ferrari F1/90-Ferrari V12)	**Gerhard Berger** (McLaren MP4/5B-Honda V10)	**Nigel Mansell** (Ferrari F1/90-Ferrari V12)	**Riccardo Patrese** (Williams FW13B-Renault V10)	**Satoru Nakajima** (Tyrrell 019-Cosworth V8 DFR)	**236.569**	**Ayrton Senna** (McLaren MP4/5B-Honda V10)	**1.26.254**
Sept 23	**Portuguese GP** (265.350 km)	**Estoril**	**Nigel Mansell** (Ferrari F1/90-Ferrari V12)	**Ayrton Senna** (McLaren MP4/5B-Honda V10)	**Alain Prost** (Ferrari F1/90-Ferrari V12)	**Gerhard Berger** (McLaren MP4/5B-Honda V10)	**Nelson Piquet** (Benetton B190-Cosworth V8 EXP)	**Alessandro Nannini** (Benetton B190-Cosworth V8 EXP)	**193.725**	**Riccardo Patrese** (Williams FW13B-Renault V10)	**1.18.306**
Sept 30	**Spanish GP** (307.914 km)	**Jerez**	**Alain Prost** (Ferrari F1/90-Ferrari V12)	**Nigel Mansell** (Ferrari F1/90-Ferrari V12)	**Alessandro Nannini** (Benetton B190-Cosworth V8 EXP)	**Thierry Boutsen** (Williams FW13B-Renault V10)	**Riccardo Patrese** (Williams FW13B-Renault V10)	**Aguri Suzuki** (Lola L90-Lamborghini V12)	**171.025**	**Riccardo Patrese** (Williams FW13B-Renault V10)	**1.24.513**
Oct 21	**Japanese GP** (310.527 km)	**Suzuka**	**Nelson Piquet** (Benetton B190-Cosworth V8 EXP)	**Roberto Moreno** (Benetton B190-Cosworth V8 EXP)	**Aguri Suzuki** (Lola L90-Lamborghini V12)	**Riccardo Patrese** (Williams FW13B-Renault V10)	**Thierry Boutsen** (Williams FW13B-Renault V10)	**Satoru Nakajima** (Tyrrell 019-Cosworth V8 DFR)	**196.923**	**Riccardo Patrese** (Williams FW13B-Renault V10)	**1.44.233**
Nov 4	**Australian GP** (306.180 km)	**Adelaide**	**Nelson Piquet** (Benetton B190-Cosworth V8 EXP)	**Nigel Mansell** (Ferrari F1/90-Ferrari V12)	**Alain Prost** (Ferrari F1/90-Ferrari V12)	**Gerhard Berger** (McLaren MP4/5B-Honda V10)	**Thierry Boutsen** (Williams FW13B-Renault V10)	**Riccardo Patrese** (Williams FW13B-Renault V10)	**167.399**	**Nigel Mansell** (Ferrari F1/90-Ferrari V12)	**1.18.203**

Drivers' Championship Placings: 1st Ayrton Senna; 2nd Alain Prost; 3rd Nelson Piquet, Gerhard Berger
Constructors' Championship Placings: 1st McLaren-Honda; 2nd Ferrari; 3rd Benetton-Cosworth

World Sports-Prototype Championship for Teams and Drivers



Mercedes C11 V8 t/c.



Mauro Baldi and Jean-Louis Schlesser.

April 9 – Suzuka 480 kms – Japan

1st	J-L Schlesser/M. Baldi	Mercedes C9 V8 t/c
2nd	J. Mass/K. Wendlinger	Mercedes C9 V8 t/c
3rd	M. Hasemi/A. Olofsson	NISMO Nissan R90CJ V8 t/c
4th	G. Lees/H. Ogawa	Tom's Toyota R90C V8 t/c
5th	K. Takahashi/K. Mogi	Kremer Porsche 962C flat-6 t/c
6th	O. Larrauri/H. Huysman	Brun Porsche 962C flat-6 t/c

Winner's speed: 176.031 kph

April 29 – Monza 480 kms – Italy

1st	J-L. Schlesser/M. Baldi	Mercedes C11 V8 t/c
2nd	J. Mass/K. Wendlinger	Mercedes C11 V8 t/c
3rd	M. Brundle/A. Ferté	Jaguar XJR-11 V6 t/c
4th	J. Lammers/A. Wallace	Jaguar XJR-11 V6 t/c
5th	B. Wollek/F. Jelinski	Joest Porsche 962C flat-6 t/c
6th	W. Taylor/E. V.d. Poele	Spice-Cosworth SE90C V8

Winner's speed: 210.532 kph

May 20 – Silverstone 480 kms – England

1st	M. Brundle/A. Ferté	Jaguar XJR-11 V6 t/c
2nd	J. Lammers/A. Wallace	Jaguar XJR-11 V6 t/c
3rd	F. Velez/B. Giacomelli	Spice-Cosworth SE90C V8
4th	B. Wollek/F. Jelinski	Joest Porsche 962C flat-6 t/c
5th	B. Schneider/S. Andskar	Kremer Porsche 962C flat-6 t/c
6th	O. Larrauri/H. Huysman	Brun Porsche 962C flat-6 t/c

Winner's speed: 207.413 kph

June 3 – Spa 480 kms – Belgium

1st	J. Mass/K. Wendlinger	Mercedes C11 V8 t/c
2nd	J. Lammers/A. Wallace	Jaguar XJR-11 V6 t/c
3rd	J. Bailey/K. Acheson	Nissan R90CK V8 t/c
4th	F. Velez/T. Harvey	Spice-Cosworth SE90C V8
5th	O. Larrauri/H. Huysman	Brun Porsche 962C flat-6 t/c
6th	M. Reuter/S. Andskar	Lloyd Porsche 962C flat-6 t/c

Winner's speed: 178.916 kph

July 22 – Dijon 480 kms – France

1st	J-L. Schlesser/M. Baldi	Mercedes C11 V8 t/c
2nd	J. Mass/M. Schumacher	Mercedes C11 V8 t/c
3rd	J. Bailey/M. Blundell	Nissan R90CK V8 t/c
4th	J. Lammers/A. Wallace	Jaguar XJR-11 V6 t/c
5th	M. Brundle/A. Ferté	Jaguar XJR-11 V6 t/c
6th	W. Taylor/E. Salazar	Spice-Cosworth SE90C V8

Winner's speed: 182.044 kph

August 19 – Nürburg 480 kms – Germany

1st	J-L. Schlesser/M. Baldi	Mercedes C11 V8 t/c
2nd	J. Mass/M. Schumacher	Mercedes C11 V8 t/c
3rd	M. Brundle/A. Ferté	Jaguar XJR-11 V6 t/c
4th	J. Lammers/A. Wallace	Jaguar XJR-11 V6 t/c
5th	M. Blundell	Nissan R90CK V8 t/c
6th	B. Wollek/F. Jelinski	Joest Porsche 962C flat-6 t/c

Winner's speed: 181.377 kph

September 2 – Donington 480 kms – England

1st	J-L. Schlesser/M. Baldi	Mercedes C11 V8 t/c
2nd	J. Mass/H.H. Frentzen	Mercedes C11 V8 t/c
3rd	T. Harvey/C. Euser	Spice-Cosworth SE90C V8
4th	K. Acheson/G. Brancatelli	Nissan R90CK V8 t/c
5th	B. Giacomelli/E. V.d. Poele	Spice-Cosworth SE90C V8
6th	J. Bailey/M. Blundell	Nissan R90CK V8 t/c

Winner's speed: 166.649 kph

September 23 – Montreal 480 kms – Canada

1st	J-L. Schlesser/M. Baldi	Mercedes C11 V8 t/c
2nd	J. Bailey/M. Blundell	Nissan R90CK V8 t/c
3rd	M. Reuter/S. Andskar	Lloyd Porsche 962C flat-6 t/c
4th	B. Schneider	Kremer Porsche 962C flat-6 t/c
5th	K. Acheson/G. Brancatelli	Nissan R90CK V8 t/c
6th	B. Wollek/F. Jelinski	Joest Porsche 962C flat-6 t/c

Winner's speed: 153.461 kph

October 7 – Mexico City 480 kms – Mexico

1st	J. Mass/M. Schumacher	Mercedes C11 V8 t/c
2nd	M. Blundell/J. Bailey	Nissan R90CK V8 t/c
3rd	A. Wallace/D. Jones	Jaguar XJR-11 V6 t/c
4th	K. Acheson/G. Brancatelli	Nissan R90CK V8 t/c
5th	H. Stuck/J. Palmer	Joest Porsche 962C flat-6 t/c
6th	B. Wollek/F. Jelinski	Joest Porsche 962C flat-6 t/c

Winner's speed: 172.190 kph

World Sportscar Championship:

1st Sauber Mercedes
2nd Silk Cut Jaguar
3rd Nissan Motorsports Europe

Drivers' Championship:

1st Jean-Louis Schlesser and Mauro Baldi
3rd Jochen Mass

California Dreaming



Star of the Show was the Esders Roadster, one of three Bugatti Royales present.

For one brief bizarre moment, I became so disorientated, I thought I was in some smog-ridden city in California — the ostentation of the displays and the sheer enthusiasm for over-the-top machines being so much in evidence — until I blinked and remembered that I was in some smog-ridden city in Germany.

The Essen Motor Show appears to be all things to all people. It is a Motor Show, a Racing Car Show, a Classic Car Show and a Motorbike Show. Above all, though, it is a Custom Car Show.

It must be the extra income, I suppose, that the average German has at his disposal, by which he can satisfy his quest for individuality and buck the trend to uniformity which the rest of us have to accept, that has allowed a huge number of tuning and accessory companies to spring up in the last couple of decades.

While Brabus, AMG and Zender may not be familiar names to the majority of British motoring enthusiasts, their products are available in this country, but they represent just the tip of an enormous industry. Elia Motorsport, Kurt Gutmann, Hartman Motorsport, MH-Styling and Rieger Design are just a few of the names, for example, spotted showing their wares at Essen.

Generally it is the German models which attract the attention of all these specialists: BMW, Mercedes-Benz, Opel, Audi and Volkswagen, and only a few imports, but of these, it is Honda of all manufacturers which attracts the greatest attention. Obviously the average age of a Honda owner in Germany is far lower than the 57 year old British average.

Appreciation of any conversion is very much in the eye of the beholder, but is encouraging to note that the Germans are as capable of producing things in as bad a taste as anyone else. Indeed some of the excesses seen were on a par with the worst that comes out of California (or Catford).

In fact, what was most striking about Essen was that if it correctly reflected the aspirations of the German motoring enthusiast, there is a great deal in common with West Coast tastes. Wide, chromed wheels. chrome tipped, wide bore exhaust pipes, widened wheel arches and wings and side skirts command respect, the more conservative paint jobs of the Europeans perhaps the telling point. Even on this point, though, there were some of the most dreadful colour schemes ever seen on four wheels being proudly displayed.

Fun though this part of the Show was, it was the competition and historic cars which were the primary reason for



The show organisers paid tribute to the French runners at Le Mans over the years.





Now no more than museum pieces, the BMW 3.0 CSL (left) and the 3.0 Capri RS still evoke as much charisma as any contemporary saloon car racer.



Beneath all the body kit lies a car that is known as an Astra to you and me.



The tuners leave you in no doubt as to who they are.



A turtle in a wolf's clothing.



In the best possible taste.

attending the Show, and neither disappointed.

With regard to the former category, the organisers had ensured a good collection of Formula One and Group C cars, French Le Mans contenders and three Paris-Dakar cars, although pukka rally cars were thin on the ground. Outnumbering all these, however, were the plethora of BMW M3s, Evolution Mercedes-Benz and homologated Audis that have been battling it out in this year's German Touring Car Championship. As if to reinforce its primacy in the German motor sport world, wherever one went the ear was assaulted by a guttural commentary of the series which was being screened in every nook and cranny of the Show. Understandable I suppose, since the cars are, in a sense, the ultimate in performance car conversions.

While the 400 or so historic cars were disappointing being, as they were, no more than dealer stock with little thought given to display other than the greater pressed steel per square centimetre so much the better, there were the odd islands of interest. A clutch of five Horchs, resplendent in their late Thirties Erdmann & Rossi coachwork, seemed a little out of place in a dealer hall packed with post-war Mercedes-Benz, American vehicles of all description and some Italian exotica, although the seven Rolls-Royces and Bentleys on the Frank Dale & Stepson stand and the Aston Martin Virage on the Straight Eight stand helped redress the balance. Most noteworthy of all, though, and certainly worthwhile making the trip, was the stand at the heart of the Show. This was devoted to Bugatti, and besides the three Royales present, including the Esders Roadster, there were some two dozen other models representing the marque over the years. The grace and beauty of these cars were in stark contrast to the hideously deformed vehicles that had probably started their lives as French farmers' wives' runabouts, although some did retain their original Citroën 2cv shape.

Waving the flag, literally, was Caterham who had a stand showing their products, but more than a few hackles were raised by the presence nearby of the Lotus 7 clones on the Donkervoort stand. Since that stand was itself adjacent to the Phoenix Cobra Replica stand, we can perhaps see where part of this Show is coming from.

Altogether it was well worth attending, if for no other reason than to look at the machines and displays that one would not normally see in Britain. In fact, just such a Show could not possibly be held in this country, it would not work, the various strands too disparate and the tuning and accessories business not quite so developed. Transport it to California, though, and that's a different matter. But that's where we came in. WPK



Walter Brun's Andial prepared Porsche would have finished second at Le Mans this year but for a fractured oil pipe in the final fifteen minutes.

Andial Racing – USA

The name is seen in almost any picture of GTP sports car racing in America; Andial. Every Porsche carries the logo, and in the past ten seasons of Camel GT competitions Andial-built engines have powered all of Porsche's 59 victories (including the March-Porsche successes of 1983-84). The company had become an unofficial extension of Porsche's Weissach research and development centre and cementing the relationship, director Alwin Springer is now Porsche's general manager of sports car racing for North America, succeeding his late friend and mentor Al Holbert.

Right now Porsche's competitions policy is at a crossroads, both in Europe and in America, and Springer will spend most of December in Germany, trying to formulate a new policy. Indycar racing has been abandoned before its time and the factory's priority is clearly stated: to develop the 3½-litre Formula 1 engine for the Footwork Porsche team. That, however, leaves thousands of people with an uncertain future, not only team owners and drivers but mechanics, suppliers; people in Europe, America and Japan whose livelihoods depend on Porsche's industry of sports car racing.

Springer has his priorities sorted out in his mind. First he will concentrate on next year's IMSA GTP championship with three teams, those of Rob Dyson, Reinhold Joest and Jochen Dauer, believing that at last, the rules will encourage further Porsche victories.

If success proves elusive he might step up the production car circuit activities, in close cooperation with PCNA's sales and marketing division, noting that IMSA has just announced a production sports car racing championship which includes the full Porsche range in its list of eligible cars.

Along with many others, though, Springer is enormously disappointed by Porsche's decision to put the current V8 Indy engine into the Zuffenhausen museum. "It had so much potential," he declares. While in Stuttgart before Christmas he will use all his power of persuasion to reclaim the V8 for a new sports car, which could be designed and built in America.

This was, after all, Porsche's own plan, to replace the 962 with an Indy-powered Group C/IMSA machine. The project would in all probability have gone ahead had Professor Helmuth Bott not retired a little ahead of schedule, in the wake of Peter Schutz's departure.

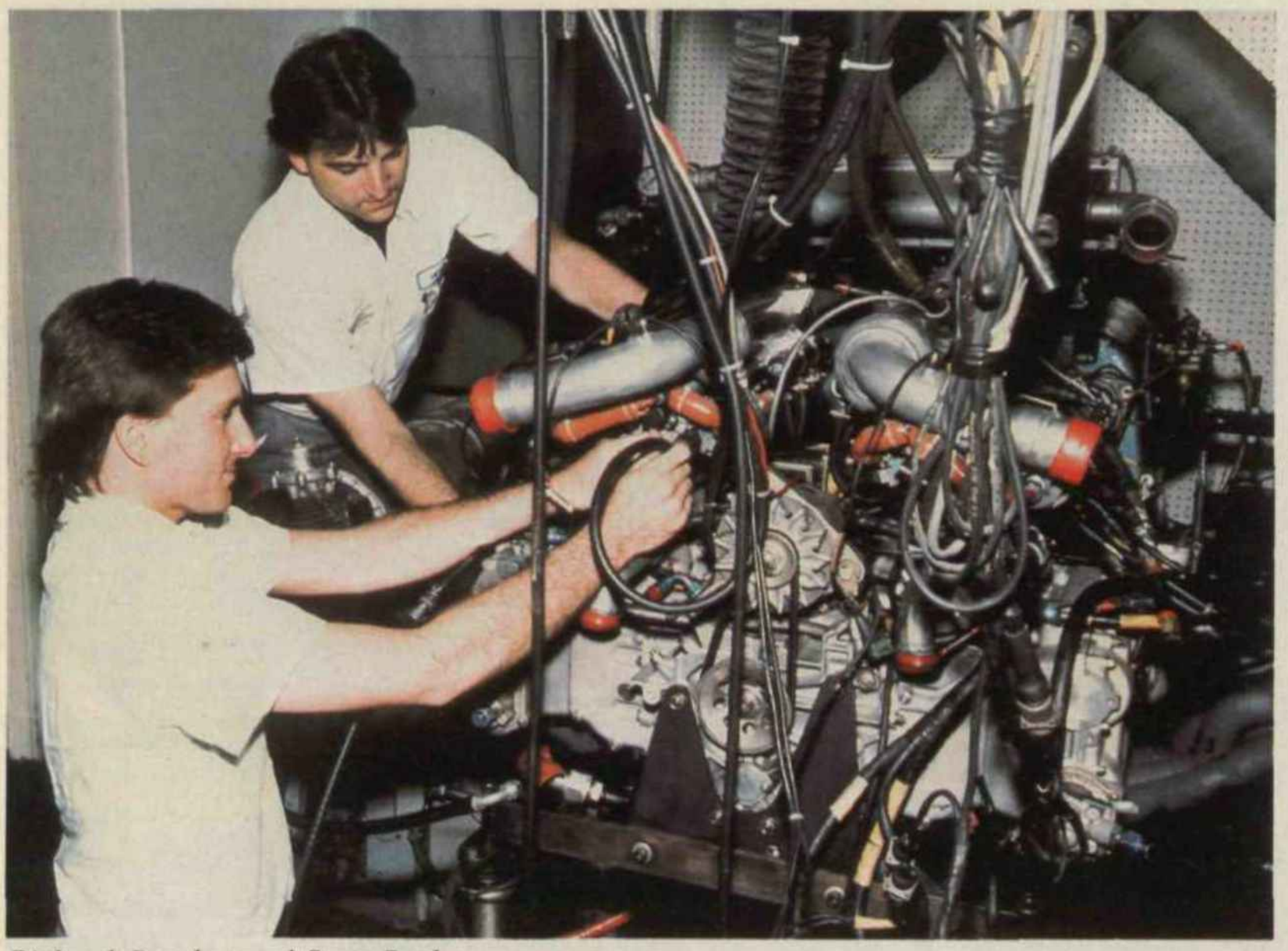
Andial's roots

Three German-born men formed the Andial concern, which is far more than a Californian racing shop. Alwin Springer, Dieter Inzenhofer and Arnold Wagner all worked for Vasek Polak's Porsche + Audi dealership in Hermosa Beach, Springer looking after his 917/10 CanAm car, Wagner in the parts department and Inzenhofer in the service department.

As Polak went through a bad time in 1974, disbanding his team, the three musketeers left the dealership and formed Andial a little way south, in Santa Ana. The name is formed by the initial two letters of their Christian names, Arnold, Dieter and Alwin, but was changed from Ardial to Andial in the planning stage simply because the 'n' gave it a better sound.

The partnership has been very successful indeed, but the three don't wear their wealth as Californians do. True to their German roots, the profits have been ploughed back into the business which is large, superbly equipped, and has a wide range of clients.

The workshop, Inzenhofer's department, has 2100 customers; most of the cars are from the greater Los Angeles region, but engines are shipped in on a regular basis



Richard Creedon and Steve Becker.

from other parts of America, Europe and Japan, just for service and special tuning.

Wagner built up a mail order catalogue business which has never stopped growing, and Springer concentrates on the racing division which, he admits frankly, isn't Andial's big money earner at the moment. It happens, though, to have increased the company's reputation outside of California, which is all the partners expect of it.

Contrary to what many people suppose, Springer has never been employed by Porsche although he did spend six months working in the customer race department at Zuffenhausen in 1971, seconded by Polak. He'd left home in Essen in 1965, at the age of 22, to see the world a bit, and settled in Toronto. After two years he returned to Germany to complete his Masters Degree in Engineering then recrossed the Atlantic, further south ("I hated the cold winters in Canada"). Springer went to Daytona in 1969, met Porsche entrant Polak and quickly accepted the offer of a job within the team.

Six months at the heart of Porsche's business, within sight of Dr Porsche's office, enabled Springer to build up a circle of friends and contacts that has served him ever since. "I always kept in touch with all these people. We were all little guys together, and we grew up together in the business sense. I can always call up and ask for help, in an informal way, that's how things work in racing." Sometimes the calls originate in Weissach, for Springer has often been ahead of the factory in some areas of development.

In 1972-73 Springer was competing directly against Porsche's 'works' 917 entered by Roger Penske for Mark Donohue. In 1973 Jody Scheckter handled Polak's Porsche and gave Donohue a good contest, even though the 917/30 was technically streets ahead, and it was that particular period which gave Springer the complete respect of the Porsche factory. It can't be without benefit to Springer that Helmuth Flegl, then in charge of the CanAm programme, is now head of competitions and research at Weissach.

No doubt it wasn't easy setting up Andial in 1975, but all the groundwork had been done well. Springer concentrated on race preparation from the outset, and the arrival of the 935 in some numbers in 1977 was just the springboard he needed. Having built up a good client list, though, the Kremer brothers arrived on the American scene with the 935 K3 'special', which virtually cleaned up in the latter part of 1979, and the first half of 1980.

Andial had to take the plunge and build an even better 935, and midway through the 1980 season the tables turned on the invaders. Rolf Stommelen and Harald Grohs were signed up to drive the Andial Porsche and scored a lot of successes which enabled Springer to get all his customers back, and more. Preston Henn became a valued customer, and it was his Andial-built 935 that won the Daytona 24 hours in 1983, handled by Bob Wollek, Claude Ballot-Lena, Henn and (controversially) AJ Foyt.

The most successful relationship, long-term, was with Al Holbert. "In 1982 it was clear that the 935 was on the way out. Moretti was the first to approach us and we put a Porsche engine into a March chassis for him. Everyone said it couldn't be done, but it was OK. . . . nothing special, but it worked. Then Holbert and I got our heads together, and on his behalf I went over to March in England and we made the March-Porsche. It wasn't the best looking car but it did the job, and Al won the IMSA championship in '83.

"Then in 1984 Porsche brought the 962 over to Daytona. That programme at the beginning showed why we need good communications with the factory. We said all along that for our circuits we need good torque, more than power and top speed. They interpreted that their way and brought the 962 over, and frankly I wasn't impressed by it, not at all. But it was the only car we could buy from Porsche.

"We got it over and started work. Andial did the engine, taking it out to 3.2 litres and working on the Motronic (Andial, a Bosch distributor, is the only independent concern able to develop the Motronic system), and Holbert did the bodywork, concentrating on downforce. We worked together really well, and the results speak for themselves." In 1985 and 1986 Holbert and Derek Bell fairly dominated the IMSA Camel GTP series, and although by this time Holbert had been appointed Porsche's Competition Director for North America, he managed to keep all his rivals happy



Eric Bloss.

most of the time.

"At first he met some resistance because he was also a competitor," Springer admits. "He overcame it by his absolute honesty and fair dealings, and I work by the same code." Any useful engine developments were passed on to other teams within a race or two, always at a fair price, and no challenger has ever emerged in the Porsche field.

There could have been a new Porsche GTP developed in America, by Holbert and Andial, had the popular American not been killed so tragically when his light aircraft crashed in September 1988. "We knew, in 1987, that the 962 was getting a bit old fashioned. We needed a new package, and there would have been one for '89. Holbert had a new car, an open version of the 962, in the wind tunnel at March. Al and Derek (Bell) would have driven it."

By this time the Electromotive Nissan team had effectively taken over the Camel GTP championship, and Porsche was almost off the map. "We were in recession, no doubt about it. I lost Holbert, I lost Dyson and Leven because they cut back, but fortunately Dyson realised that Indy held nothing for him and he came back this year. IMSA's been pegging Porsche for a decade, and next year they're going to make life a little easier for us."

It is Springer's personal opinion (as he stresses) that IMSA's future will continue to be with turbos and production based sports cars. "Nobody will be able to afford these 3½-litre racing engines. You ask any engineer, the cost of a turbo is a drop in the bucket against these race engines. I don't think IMSA will make the same mistake as FISA is making.

"IMSA definitely know what they're doing. The record shows that. They're good at making rules which are fair to everyone. If there's a demand for Cosworths and Judds there'll be room for them. The class is there already, the door's open. If they get too competitive they'll peg them back. That's how it is over here. Teams will weigh up the cost against the competitiveness and draw their own conclusions."

Springer is sure that the 962 engine will continue to be competitive, "Even though with the boxer configuration you can't get the venturi tunnels you want.

"With Porsches, its the chassis that we need, grip and downforce, though we'd be better off now with the V8 Indy engine. I'd leave it at 2.65 litres, just change the cams and inlets, modify it a little bit to run on gasoline, and so on. It's not such a big job. It runs to 13,000 rpm but we don't need that sports car racing. With our restrictors it'd run to 9500, say, and would live forever. We'd need a new chassis, from March or Fabcar perhaps, but if the engine deal was right the money would be there for the rest."

The loss of the Indycar programme was another blow to Springer, not only because of his commitment to the team. "It was planned that there would be customer cars in 1991, and that we'd do the V8 engine here, totally support the effort. Derrick Walker was going to look after the works car with one good driver, while Andial looked after the customers. We were going to have two dedicated engineers, we were going to build and develop the engines here, as in the IMSA series. Then it got killed. It was political."



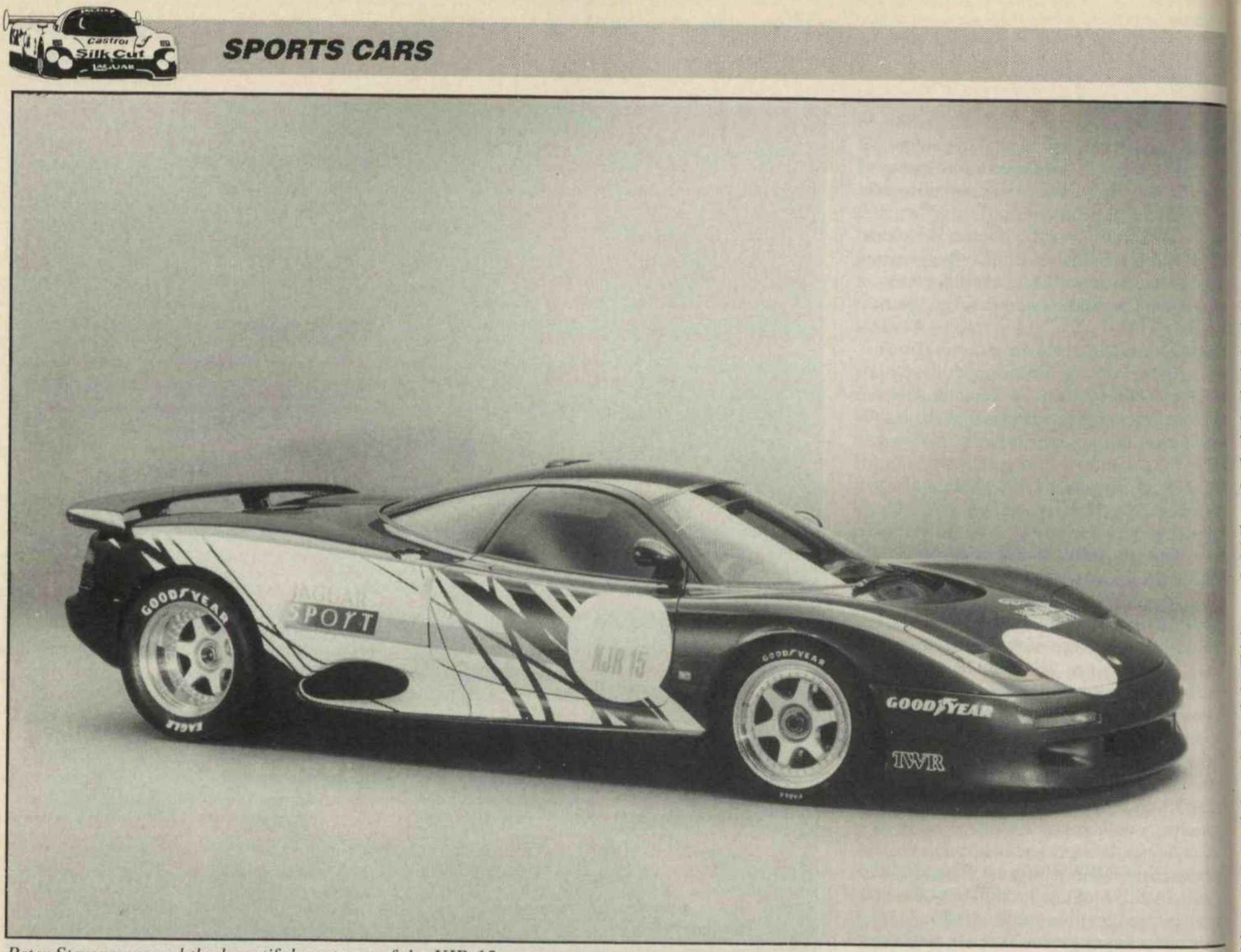
Andial's director Alwin Springer is also Porsche's general manager for Sports car racing in North America.

Springer didn't sound too bitter as he said the words. "It's water down the river now. I look forward, no other way. I believe we can win GTP races in 1991, and we'll do our best as always. If things don't work out we'll go back to grassroots, production cars. What Porsche is doing in Germany, the Formula 1 engine, is nothing for us over here."

"PCNA is committed to motor racing. I have just spent two days in Reno and I asked that question. It is very clear to me that we, in America, will stay in racing. That means we will have to be a little bit more diversified than they are in Germany right now.

"I want to stress that whatever we do in the future, it will be with the help of Weissach. Maybe the engineers won't come from the racing department any more, but will be concerned with the development of street cars. That is a possibility, and I'd be very happy. An engineer is an engineer, and I've found that the product guys are as eager and willing to help as any others."

Short term, Alwin Springer is banking on the success of the 962 in IMSA next year. He'd be a happy man if Porsche's management let him take the Indy V8 engine back to America for a sports car programme, but there are other irons in the fire. "A win is a win, whether it's GP or production cars. GTP is more glamorous, and people expect Porsche to be there, but the future might be on the production line." MLC



Peter Stevens penned the beautiful contours of the XJR-15.

Winner takes all

Tom Walkinshaw has confirmed the rumours that have been buzzing round in motor racing circles for some months. Better still, he has presented and driven the superb JaguarSport XJR-15 at Silverstone, and announced a fabulous series of three races that will support Grands Prix at Monaco, Silverstone and Spa next year. The prize, settled by victory at Spa, will be $1 million. . . . and there is no second prize. "Winner takes all," says Walkinshaw with a grim smile.

The cars, restyled XJR-9s in effect, will be sold to clients who will undertake to enter them for the Intercontinental Challenge in 1991. Thirty will be built in Kidlington during the winter, and JaguarSport has undertaken to build no more than 50 in total ("We may wish to repeat the racing series in 1992").

Each car will cost £500,000 but that sum will include preparation for the races, mechanics at the events and repairs. Who pays for damage? The customer pays for parts. JaguarSport pays for labour. If the customer has an International racing licence he may take part in the events.

Otherwise he will have to employ a professional driver and JaguarSport intend to nominate eight world class drivers who'll contest the core of the event, the Intercontinental Challenge. Two will be Europeans, two Japanese, two Australian and two American, and their combined performances will decide the outcome of the challenge. The owner of the winning car will receive a solid silver trophy fashioned in the shape of an XJR-15, the winning driver a silver replica. The owners of the winning cars at Monaco and Silverstone will each receive a JaguarSport XJR-S 6-litre coupé. "These can be regarded as trial runs for the main event, at Spa," says Walkinshaw. "The performances of the eight drivers will count for the Intercontinental Challenge, but the $1 million is a one-off prize, to the winner of the third race."

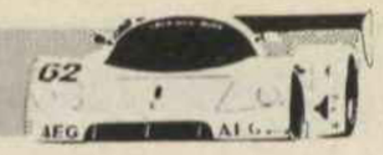
The series is reminiscent of the BMW M1 Challenge of 1979-1980, and has the backing of Bernie Ecclestone and FISA. Derek Warwick, already contracted to Silk Cut Jaguar for the 1991 World Sportscar Championship, has already registered for ownership and will take part in the series in his own right; so too will Vern Schuppan, and they'll be hard men to beat.

"They'll be no favouritism," Walkinshaw insists. "We will prepare the cars and take them to the races. They will be as near identical as we can make them. Ideally, the owners will take delivery after Spa, in August, and I'd expect them to be seen in museums and private collections."

The XJR-15 will undoubtedly be an appreciating asset, an investment in other words. It complies with current Group C and IMSA regulations, but has heavy bodywork and tips the scales at 1050kg, or 50kg more than next year's World Championship rules allow. Some may be converted to road-going form but JaguarSport will not be involved in the process, because the XJR-15 would not be eligible for Type Approval.

The car is based, as near as possible, on the XJR-9LM that won at Le Mans in 1988, and the similar XJR-12 which won the 24 hour race this year. It has a composite materials chassis similar to that on the V12-powered racing cars, built by a TWR Group company called ASTEC, based in Derbyshire. The front suspension is inboard, operated by pushrods and rockers, while the rear suspension is faithful to the Le Mans winner with outboard springs and dampers located inside the wheel well.

JaguarSport's 6-litre V12 engine is installed, rated conservatively at "over 450 horsepower". It has dry sump lubrication and is managed by Zytek's electro-



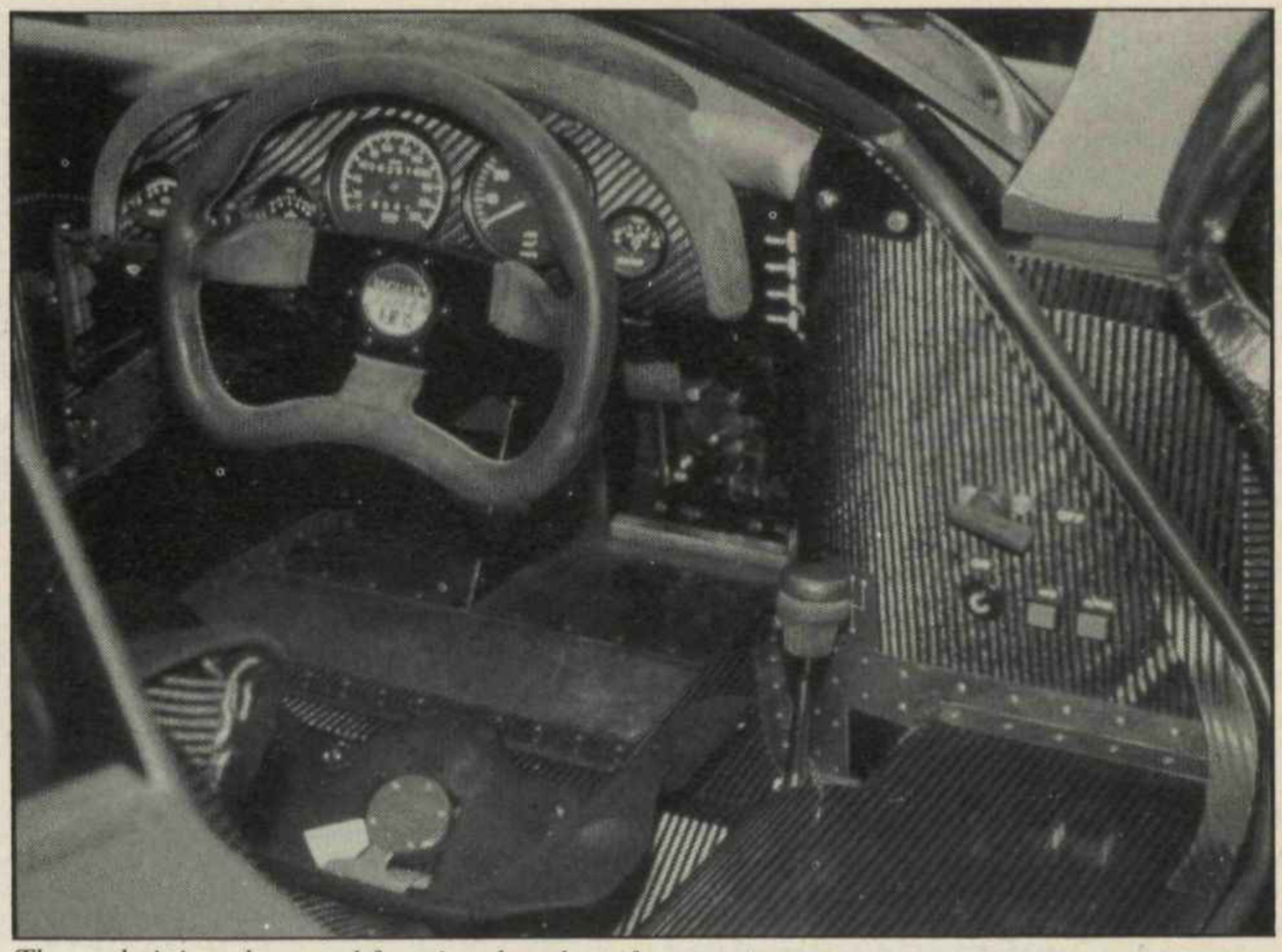
nic ignition system. Although no performance figures are quoted, other than the top speed of 185 mph, it's known that the prototype version which carries Walkinshaw's personal number plate, TOM 4, has been tested and found to reach 60 mph in 3.2 seconds, and 150 mph in 13.5 seconds.

The TWR 6-speed gearbox has not been raced. It was designed and built by the group for this year's Le Mans, using a TWR casing and Hewland VGC straight-cut gears, but was heavier than the March-based 5-speed transmission. When the chicanes were built on the Mulsanne Straight the team decided that they didn't need a 6-speed gearbox, so the design was handed over to the XJR-15 development group.

A triple-plate AP carbon clutch comes from the Group C/IMSA racing cars, but has hydraulic control, and so do the steel brake discs and AP 4-piston calipers. Oz wheels are 17 inches in diameter, and are full racing size.

Impressive as the specification is, the XJR-15 will be regarded as a work of art. The bodywork, entirely new to a design by Peter Stevens, is superbly proportioned, rounded where racing cars tend to have functional contours, and has more glass or perspex around the side and rear parts of the cockpit (the V12 engine, under perspex, is there to be admired). The water radiator is front mounted, and the side inlets for brake and oil cooling are low down in the sills. Previous designs by Stevens have included the current Lotus Esprit (also noted for its side scallops), the new Lotus Elan, all the JaguarSport road car body kits, and the TWR version of the XJ-220 which will be revealed, in production form, next March. Currently Stevens is designing the McLaren 'supercar' due to appear in 1993.

Inevitably controversy has marred the introduction of the JaguarSport XJR-15. Stevens revealed its vital details to a magazine published on October 3, long before Walkinshaw was prepared to admit its existence, and even released his own design sketches, so he won't be welcome at JaguarSport for a while.



The cockpit is as bare and functional as that of any racing car.

It was then supposed to be a TWR design, codenamed R9R, approved by Jaguar, but in the past month it has become the JaguarSport XJR-15 and launched at Silverstone with Jaguar's top executives, Bill Hayden and John Grant, on the platform. The new XJR 3½-litre racing car, still to be announced for 1991, is the XJR-14, not XJR-15 as planned.

The prototype, beautifully prepared in "Ecosse blue" (now registered as TWR blue however) and silver, looked a million dollars and sounded like a real Le Mans car as Walkinshaw started the V12 and drove up and down the pits straight. The cockpit is black, bare and functional, as a racing car should be, and is quite unlike the XJ-220 which will have a full specification. Fundamentally the XJ-220, of which 350 will be built in 1992-93, differs in having the 3½-litre, V6 twin-turbo racing engine behind the driver's shoulders, not the classic V12.

What can JaguarSport's customers expect for their £500,000 investment? Clearly an object of beauty, and of brutal performance. Recently I enjoyed three laps of Silverstone in the Le Mans winning XJR-12, with Martin Brundle at the wheel, and there was more than a hint of the sheer competence of the XJR's chassis.

It was pouring with rain, which made the outstanding abilities of the car more obvious. Brundle was enjoying himself, braking later and cornering harder than I would have dared even on a dry road, and despite a deluge of water coming through the door shuts, and from the floor wells, this was the experience of a decade.

The V12 engine, mounted directly onto the composite material chassis immediately behind the seats, was not as quiet or as vibration-free as I'd expected (the Porsche 962's flat-six twin-turbo engine is rather more refined), but it has wonderful powers of acceleration which aren't delayed by a turbo's throttle lag.

Brundle was really affected by the experience, not sure if he'd drive the XJR-12 again. "It's like an old friend," he said when he climbed out. "I think I'll cry all the way home." The XJR-9 gave Brundle his World Sportscar Championship in 1988, and he led all five 24 hour races he took part in, winning two of them. "The XJR's a favourite car for me. I never liked Le Mans, but having won it once I'd love the chance to go back and win it again."

Chances are that if the Automobile Club de l'Ouest can't raise enough entries for the 24 Hours of Le Mans next June, there will be 30 proud owners of the XJR-15 waiting for the phone to ring! MLC



The omnipresent Tom Walkinshaw drove the wonderful sounding XJR-15 up and down the pit straight.



IMSA to stage Supercars

Just two years ago MOTOR SPORT proposed a 'Supercar GT' category of sports car racing, and we were able to detail a surprisingly wide variety of current, production sports cars which would be eligible. Now the International Motor Sports Association of America (IMSA) has announced just such a series for 1991, and director Mark Raffauf has no doubt that it's going to be a success.

With the backing of Bridgestone, IMSA will run a series of six Supercar Championship races next summer, each supporting a prestige Camel GT championship race and lasting about 45-50 minutes. Everything from the Ferrari Testarossa to the Porsche 944 will be eligible, but sensibly such models as the Ferrari F40 and the Porsche 959 have been excluded. The accent is on production, with a minimum run of 200 cars a year. There's a prize fund of $375,000, and a keen interest is reported from manufacturers and importers at the outset.

Every car buff's fantasy is about to become a reality, says Raffauf with a touch of public relations hyperbole. At Del Mar, California, where the exciting GTP finale was held in November, Raffauf told me that he had read and carefully noted the MOTOR SPORT articles of January and February 1989 and had kept the proposal in mind since then. "They could be the future, we'll have to see," he says guardedly. "If we don't do this we'll never know."

The need to find an alternative to GT prototype sports cars is by no means as pressing in America as it is in Europe and the rest of the world. The Camel GT Championship is prospering well with Nissans, Jaguars, Toyotas, Spices and one or two Porsches, mostly powered by stockblock engines, and IMSA will guard this series jealously.

By careful use of weight penalties (handicapping, ballasting, equalizing, call it what you wish) IMSA can achieve near parity between a whole raft of makes and engine configurations, turbos and naturally aspirated, and uses induction air restrictors to take care of the rest. GTP can, and will, last as long as the spectators want it. . . . and in America, spectator attendances and TV ratings are the two principle criteria.

Each type of sports car will be allocated a specific minimum weight, taking its standard performance into account, and no doubt these weights will be adjusted from time to time to ensure that there aren't any runaway winners. In the case of supercharged and turbocharged engines, the boost pressure must remain as standard, and a sealed gauge will be affixed to the intake manifolds to make sure there's no fiddling.

Engines must remain standard, except for what we call blueprinting, but catalytic converters must be removed and replaced by straight exhaust pipes. It will be alright, therefore, for these cars to make a lovely noise, even though many one-make championships tend to go the other way and stipulate standard exhaust systems, which rob the competition of one important element.

The Americans have a few potential winners themselves, such models as the Saleen-tuned Ford Mustang, the Callaway-tuned Chevrolet Corvette, the 'King of the Hill' Corvette ZR1, and the Pontiac Trans-Am turbo. From foreign parts will come the full current range of Porsches, Mercedes coupés, Ferrari Testarossas and 348s, the Jaguar XJR-Ss, BMW's coupés and hot saloons, and the new generation of excellent Japanese coupés including the Acura (Honda) NSX, the Infiniti (Nissan) Q45, the Nissan 300 ZX and the Lexus (Toyota) LS400.

There is, even in Europe, provision for these cars in a FISA group called N-GT, but there are no signs of activity among circuit owners, manufacturers or organizing clubs. The MOTOR SPORT proposal came at a time when FISA was tightening its grip on the World Sports Prototype Championship, and a peace of sorts exists as we prepare for the new 3½-litre championship which comes into force on January 1.

We expect to see 10 good cars on the grid for the first race of the season: two each from Mercedes, Jaguar, Peugeot, Spice-Lamborghini and Brun-Judd, and with luck, another ten private entries including Spice-Cosworths, Cougar-Porsches, ALD and perhaps the odd Porsche 962C that won't lie down. As we have discussed before, that won't be half enough for the satisfaction of the Automobile Club del'Ouest as it prepares for the 24 Hour of Le Mans, and that's when the real debate will begin.

Attention now focuses on public reaction to the new World Sportscar Championship. To a large extent FISA has driven away the middling sized crowds that came to places like Silverstone and Spa in the period 1986-1988, by dropping the British venue from the calendar in '89 and charging Formula 1 scale ticket prices, while excluding the public from the paddocks.

FISA, furthermore, disbanded the OSCAR organisation which was formed by the manufacturers, teams and sponsors in 1985 as a means of promoting the WSPC series, and then had the cheek to accuse manufacturers of not doing enough to promote their own championship.

I don't need to labour the point any more. We have to be very positive about the new World Sportscar Championship, and say that ten good cars on the grid is a few more than we've had before. Throughout the history of the Group C series since 1982 there have been two Rothmans Porsches out front, or two Silk Cut Jaguars, or two Sauber-Mercedes, and the racing has been admirable but not very exciting.

Sportscar racing needs a public resurgence in 1991. The importance of having a good crowd has been recognised, at last, by FISA's management; then, major television companies will take sports car racing seriously.

I suspect that it will take a long time to bring back the crowds in real numbers, and time we may not have. If FISA really is fattening up Mercedes, Peugeot, Toyota and Nissan for Grand Prix racing, as some cynics dare to suggest, they'll pull the plug on Group C as a World Championship at the end of 1991, once the Japanese have their engines ready. Mr Ecclestone has done it once, to the World Touring Car Championship, and judging by occasional interviews he's given on the subject, he wouldn't flinch from doing it again.

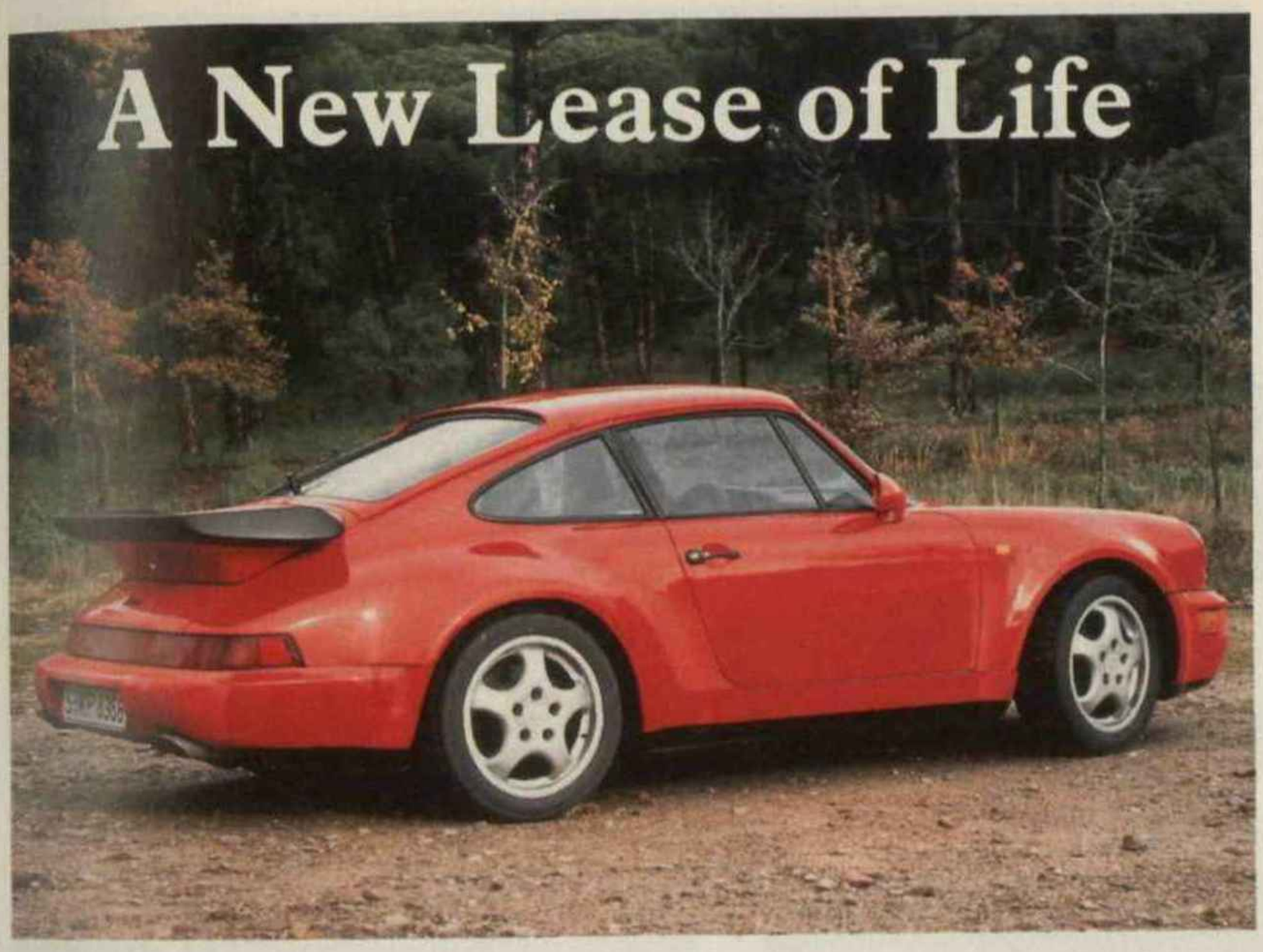
The subject of 'supercars', or N-GT, won't arise in Europe until June when we look at the grid for Le Mans. In return for a five year contract which guarantees Le Mans a place in the World Championship calendar, FISA had to concede to the ACO the right to go elsewhere for entries should the World Championship not offer enough (50). This year, at least, they'll be non-registered Group C cars, Porsches and Nissans, and perhaps IMSA GTP cars as well. But in future? What if there isn't a World Sportscar Championship? The time will come for production 'supercar' sports GT models, without doubt.

There are bodies of opinion on both sides of the Atlantic that say the public wouldn't respond to 'supercar' racing. Even our friend 'Jabby' Crombac, the doyen of French motor sports journalists, can't see much merit in Ferraris, Lamborghinis and Jaguar XJR-Ss rushing down the Mulsanne Straight at 200 mph, and in America there is a surprising mirror of his views to the prospect of these cars on the banking at Daytona. The ACO, and IMSA, will listen to these opinions.

Personally though, I thought that the Chevrolet Corvettes that were once a feature of Le Mans were excellent value, real ground-shakers as they went by at speed. People didn't take more notice of them because they weren't racing anyone in particular, merely going quickly and hoping to get through the 24 hours.

But if there were six Corvettes up against six Ferraris and six Jaguars, might that not be a good spectacle? In like manner I have enjoyed, enormously, the sight of stripped out, noisy Corvettes and Camaros racing against Jack Roush Mustangs and Cougars at Daytona, even to the point of suggesting that they should be imported to Le Mans. The wheel will turn the full circle. Production-based Grand Touring cars will race again at Le Mans, and may even be the premier category one day. Perhaps it's appropriate, in today's climate, that the initiative should have been taken in America, and not by some European organisation that would be ridiculed and crushed by FISA as soon as the application went through the letter box at the Place de la Revolution. MLC

A New Lease of Life



There was deep despondency in some quarters last year when it was learnt that the fabled Porsche 911 Turbo was being eased out of production. For over a dozen years this model had been the flagship of the Porsche range. Panic buying ensued and remaining models were eagerly snapped up and, in the dying embers of the pre-recession days, gazumping was even resorted to. If those anxious purchasers only knew what was in the pipeline, perhaps they would not have tried quite so hard.

The new 911 Turbo is quite a significant step up over its deceased predecessor. True, it utilises the same 3.3-litre flat-six engine, but little else is the same. And even the powerplant itself, despite being of the same cubic capacity, bears little in common with that used only last year.

With hindsight, it is quite easy to appreciate the direction Porsche was going. In the new 911 Carrera 2, it had a machine that was quite head and shoulders above its predecessors. It was a car that worked well, could be driven hard without fear of spinning off into some distant bush and was powerful. In fact, its 3.6-litre engine developed only 30 brake horsepower less than the 286 of the Turbo in catalytic convertor form. If a car is to be the flagship of the range, it has to be the best and the old Turbo was in danger of falling too far behind the Carrera 2 and 4 in the handling stakes, and with the advent of the forthcoming Carrera RS, in the performance stakes as well.

Even before the last of the old models had been sold, the engineers at Weissach had started on developing its replacement. Ideally they would have liked to have worked on the 3.6-litre engine, but finance dictated that the 3.3 be uprated.

There were a number of ways this could be tackled, but bearing in mind that it had to beat the strictest ecological legislation and yet offer a substantial improvement in power as well, the options were limited.

While the power output was sorted by using a larger KKK turbocharger and a significantly bigger intercooler, allied to the development of the intake manifold and exhaust system, it was the installation of a new uprated electronic ignition system, the use of the superior Bosch K-Jetronic injection system and the three-way metallic catalytic convertor which enabled the engine to develop this power while still remaining ecologically sound. The inclusion of the dual-mass flywheel from the Carrera 2 was both to reduce vibration and overall noise.

The result of all this work is 320 bhp at 5750 rpm and 325 lb ft at 4500 rpm, which represents a substantial improvement on the 300 bhp and 311 lb ft of the 1989 car without catalytic convertor. This translates into a breathtaking 0-60 mph acceleration figure of 4.5 seconds and a top speed of 168 mph, if Porsche figures are to be believed. While the engine has been uprated, it is, in fact, not the greatest improvement on this new model.

A glance at the new Turbo informs you of two things. Firstly, it is still obviously a Turbo, but secondly, it has a predominance of Carrera genes. The large, non-retractable, rear wing and wide wheel arches shout out that this is a "muscle" car, while the subtly different body and nose panels and altered overall shape enhance the model with a breath of fresh air.

In fact, the Turbo's wider tyres, slightly wider front end and five inch wider rear end, actually make the Turbo look more attractive than the Carrera itself. Unfortunately this has been at the expense of efficient aerodynamics since the car has a less than noteworthy Cd factor of 0.37, but the use of a bonded on windscreen, redesigned drip rails, low drag wing mirrors and a flush floorpan along the length of the car to the engine has stopped it from getting any worse. The drag factor would have been improved if the rear wing could be folded away at lower speeds, but such is the extra space demanded by the larger intercooler, that there is no room at all to spare. For this reason, it is unlikely that four-wheel drive will be seen on the Turbo as the space required to fit the system is not available.

The suspension has been the subject of much improvement, and it has been lowered, strengthened and revised to endow the car with far greater roadholding capabilities. Its negative scrub radius have also enabled an anti-lock braking system to be fitted as well.

The five-spoke alloy wheels themselves, shod with 205/50 ZR 17s on the front and 255/45 ZR 17s on the rear, are very attractive and have only been seen before on the 959.

The interior has come in for cosmetic attention, leather upholstery, power-operated seats, mirrors, windows, a better sound system, amongst other things, but priced at around £74,000, you do expect a car to have these items. Sunroofs and limited slip diffs are optional extras, but perhaps the word "optional" is redundant in the latter's case as the cars destined for the British market will automatically be fitted.

The ergonomics are still poor. The five main dials are not that clear and the secondary switches are badly laid out and labelled. The seats are comfortable, but the optional airbags fitted on the lauch cars were a little unsightly being stowed as they were behind the steering wheel boss and in the passenger's cubbyhole.

The new 911 Turbo really is a dual purpose machine. On the one hand, it is as docile as a VW Beetle when the revs are kept under 3000 rpm. In fact, embarrassingly so sometimes, for the power is just not apparent until the turbo begins to wind up at above these revs. Higher than this, though, and the Porsche attacks the tarmac ahead with vigour, and given an open road, it will simply eat up the mileage.

A good cruising speed can be hopeless unless affiliated to a good chassis, and this the 911 Turbo has. While the old model had an evil reputation, especially in the wet, the new car is predictable and stable, more stable in fact than even some four-wheel drive cars. The steering, which is power-assisted, is precise and the gear-change smooth, both items which have received attention from Porsche engineers. It is the surefooted handling, however, which remains most indelibly printed in the mind.

There will be some enthusiasts who will pooh-pooh the new model for not being machismo enough, who will berate the fact that it has power-steering, electric seats, unsure handling and ABS brakes, but they are the brainless ones. There can be no doubt that this model has given the 911 Turbo a new lease of life. But the question must be — for how long this time? WPK



More Power Please

The deception of basing a low slung coupé on popular saloon car components — in this case the floorpan and much of the running gear of the bestselling Vauxhall — is almost as old as the motor industry. As long as the public are willing to pay more for less accommodation the practice will continue. Meanwhile, the European public certainly seems to be happy with Vauxhall and Opel Calibras in what has become a very tough European car market, keeping the German factory humming along on extra shifts to meet the demand of 70,000 Calibras per annum, rather than the predicted 35,000.

These are not figures to challenge those fast selling Ford coupés that everyone still seems to recall, the Mustang and its European Capri sibling, but the signs are that the Calibra is a creditable quality coupé. One that is influencing the way people regard General Motors and that will provide excellent profits for years to come.

Opel in developing a 1989 line of sleek Calibras that are also badged by Vauxhall for British sale, have not been so cynical as some of the commercial 'cut and shut' merchants, for the Calibra body is a genuine aerodynamic advance in its own right.

Russelsheim-based designer chief Wayne Cherry, the Indiana born American who spent so many happy years at Luton from 1965 onward, took some genuine risks in the creation of a machine that offers the best aerodynamic drag factor I can recall on current sale in the mass production sector; 0.26Cd. The impeccably presented dark metallic test car was not quite that slippery, owing to factors that we detail below, but it still slithered through the air with astonishing peace, credible rapidity (just over 130 genuine mph) and an average 26.5 mpg.

All this courtesy of a comparatively lowly 150 bhp that had to go through a 90 degree engine to transfer box skew in the power train, and a number of extra gear sets, in this 4 x 4 application.

Vauxhall started selling a 2-litre Calibra range only in front-drive earlier in 1990, comprising an 8-valve/115 bhp at £14,995 or the very effective DOHC 16-valve of 150 bhp and £17,595 cost. The test car is the latest 4 x 4 development of that 16v theme, which has been on sale since October 1990 in Britain at a current cost of £19,245. As one would hope, standard equipment is comprehensive and embraces electronic anti-lock braking, catalytic convertor (cheaper unleaded grades only); quartet of disc brakes; central locking and power assistance or operation for steering, side glass, mirrors and steel sunroof.

Our evaluation had to concentrate most upon the question of value versus driver pleasure and security, for the front-drive 16v Calibra (like its Vauxhall Cavalier GSi brethren) is perceptibly faster on two driven wheels. Knowing that GM (or rather, their consultants at Swindon Racing Engines) can extract up to 220 reliable racing or rallying bhp, we might have hoped for extra horsepower in the 4 x 4 version to offset its 221 lb weight handicap, and the power losses inevitable in all wheel-drive engineering.

Technical Analysis

The Cavalier name has been with us in Britain since 1975, but it was the 1981 adoption of front-drive and the current 1988 body that acted as direct ancestors to the creation of a Calibra coupé. The affable Wayne Cherry recalled, "In 1987 we started serious work at Russelsheim on a coupé that would use the Cavalier floorpan (including the 102 inch wheelbase) and much of that car's running gear. Today we design studio people work alongside engineers who prove the



The headlamps are only 2¾ inches deep but throw a good beam.

aerodynamic and stability worth of our work in parallel to the creation of a new shape."

One might fear that the more imaginative styling ideas were then immediately consigned to the electronic Computer-Aided wastepaper basket, but the expat American confirmed: "We started with one big aerodynamic advantage; no need to seat three abreast at the rear, which meant we could tuck in the rear panels in a manner that is not possible in a family sedan."

The Calibra started life as "Around an 0.28Cd outline, but it did not take too much work to return the 0.26 of the base model," reported Mr Cherry. Even a casual onlooker must be impressed by the flush glass attention to detail, including ellipsoidal (running on the principles of a cinema projector) headlamps that have only 2.75 inches vertical depth and that lithe line to the rear panels, uncluttered by added spoilers.

The body side sill extensions are "quite important" in allowing the wheels to be shrouded, so that the use of 205 section tyres on this derivative does not in itself boost the basic drag factor from that much quoted 0.26Cd. We are told it is actually the 16-valve engine's thirst for air beyond that of the single camshaft/8-valve that makes the biggest aerodynamic difference, the extra orifice between headlamps boosting the test car to an 0.29Cd, which is still in advance of most opposition.

Technically speaking the aluminium head 16-valve engine and DOHC valve gear with low service hydraulic valve gear adjustment should attract our attention next. Yet this Opel "all-square" (86 x 86mm) 2-litre is such a proven force in road and track trim that it does not often get the recognition it deserves.

In the writer's estimation the German GM unit is simply the best sporting 2-litre four in the world, combining a marvellous spread of torque (belying that 4800 rpm peak) with an appetite for life at its 6900 rpm limit that is unmatched.

It is a touch noisy to compete with BMW and Honda when it comes to plusher applications of 16v/2-litre technology. Yet, having driven it at every stage from the fuel injection production 150 bhp to carburated Vauxhall Lotus single-seater and competition injection 220 bhp trim (within Group A Astra GTE rally and race cars) I feel confident in a personal recommendation on the basis of reliable and accessible power.

If there is a criticism within the Calibra installation, it is that they should have uprated the 4 x 4 derivative another 20 bhp (as Ford did in the switch from rear drive Cosworth Sapphire to 4 x 4) to offset power losses and weight gains. Full marks for the catalytic convertor-only specification on the Calibra line, none of the initial glitches in carbon canister fuel smells now evident, and the sparing use of 95 RON octane unleaded a welcome bonus in these expensive petrol pump times.

The 4 x 4 installation is also inherited from the Cavalier (2000 GSi 4 x 4), but still deserves description. GM drew on the Austrian expertise of Steyr Daimler Puch (SDP), who briefed to keep costs within bounds and allow maximum use of existing front-drive components. The Cavalier/Calibra floorpan pressing has to accommodate the rear-drive transfer transmission, three-piece propshaft and a hybrid rear axle/suspension layout that draws on Cavalier, Senator and Carlton components.

A compact step-up gearbox is squeezed within the standard transaxle casing, its input shaft connected to the primary crown wheel, which rotates at drive shaft speed. Hypoid gears with primary ratios of 1:1.5 then deflect drive through 90 degrees (a right angle). That 'about turn' is followed by a trio of planetary gears that bear a ratio of 1:2.47 when the epicyclic gear set has its annulus electronically commanded to lock.

The overall compound ratio is therefore 1:3.7, inverse to the (in round figures) 3.7:1 final drive ratio. After all that, I am simply astonished the weight penalty was only 221 lbs and that performance was as vigorous as that measured, but there is more.

GM required a 'fully variable' power split, front to rear. Research showed that premium first gear acceleration was obtained with 73:17 front to rear torque percentage split, whilst loose gravel demand a percentage split of 40 per cent at the front and 60 per cent at the rear.

The faithful Viscous Coupling (patented by Ferguson but manufactured under licence overseas today) was placed between the planetary gear set and the three-piece rear propshaft. An additional electronic control unit is also provided to hydraulically lock the annulus of the hydraulic; when unlocked the Calibra (or Cavalier) is placed in front-drive only, and that was the embarrassing state in which initial Cavalier 4 x 4 machines were often



operated after a fault developed in the first batch to reach Britain.

The Bosch ABS system is a conventional one, for GM have opted to have the free-wheel in operation under braking; primarily to avoid read end lock up on slippery surfaces. The hydraulic disconnection system shares power delivery with the hydraulic pump that serves the standard power steering. When the system has to operate in 2WD, locks into permanent 4WD a warning light is activated.

Cabin

The cockpit is as patchy with contradictions as the seats are in their flecked greys and bolstered cloth outlines. The driving position is absolutely first class, a real 'front row of the circle' feeling imparted by the steeply sloping bonnet, but reversing is not so easy with much hidden by the equally steeply raked rear window. We also objected to losing a startling amount of front occupant footwell room to the intrusion of four-wheel-drive components, the carpeted lumps and bumps more reminiscent of an after-market conversion than a World class multinational product.

Plastic qualities, trim, fit and finish all show that the largest of mass producers has learned that buyers demand far more of their surroundings these days, but the cockpit lacks the overall sparkle that one might hope for from a sporting coupé. The four-spoke steering wheel is a pleasantly padded affair, swiftly adjustable via the unique GM action. The black and white 140 mph speedometer and 7000 rpm tachometer sit within instrumentation that is a model of clarity. Yet little information is vouchsafed beyond water temperature and the contents of the 60 litre/14 gallon fuel tank.

There are some detail additives; the sunroof electrically retracts outside the roof (à la Honda CRX) and the power-operated side windows do not ingest much fresh air as their surface area is severely curtailed by a fixed front quarter pane. Useful standard equipment also extends to power-operated and heated door mirrors, split and folding rear seats that offer quite reasonable accommodation by coupé standards (above the usual '+2' norm) and an anti-theft alarm that enforces its intentions with a siren and "acoustic pattern detectors to interrupt the starter circuit".

In the modern manner the controls are unremarkably light and cooperative. The gearchange was notably excellent, although it was possible to miss the second to third march across the gate in normal road use. The clutch on our example did not like standing starts for performance figures and clambered toward the top of its travel by the close of testing. Worthy of commendatory comment were those slim headlamps. Supported by auxiliaries they exhibited plenty of tarmac on full beam and a sharply defined cut-off of unusual intensity and usefulness.



The 2-litre engine is too underpowered to cope with the extra weight of the 4WD system.

Overall, the cockpit of the Calibra is an efficient rather than inspired dwelling place for the keen driver. Noise levels are remarkably low, albeit you can summon your own choice of uproar from a Philips security coded radio/cassette player and Setuplet speakers.

Action

An unusually broad cross section of drivers appraised the Calibra, including one of our younger photographers, a company director from outside the motoring world and two of our employees with circuit racing experience. The consensus was unusually precise; "Very nice, very easy and peaceful to drive, but there is not much excitement and it needs a bit more power."

A GM chassis engineer would probably feel that means a job well done, for when a 130 mph coupé is dismissed as unexceptional, it is a sure sign of a capable chassis, especially when the drivers ask for more power.

To underline the point, the Vauxhall's smooth glazing and curvaceous lines slid through the Millbrook air so easily that we were able to carry on a conversation with precise instructions at maximum speed. The Calibra remained 'rock steady' at 130 mph and could be placed precisely if an alternative course was desired, even at this velocity.



The sunroof retracts outside the roof à la Honda CRX.

That was the Good News from German chassis development: extreme stability even at maximum speed. The less attractive dynamic facets include a restless and jiggly ride over British B roads, although it must be said is improved in the 4 x 4 version in comparison to the front-drive models. As I understand it, this could be laid at the door of gas damping and bushes, but it is worth remembering that all Calibras feature notably stiffer front springs and the rear 'miniblock' helper springs are also noticeably stiffened.

The overall effect is to provide an inert but accurate, smooth and high-speed road response (the ride does get better as you travel faster, even on poorer quality surfaces), but both driver-pleasure and comfort should be improved if you picked the front-drive Calibra over cars such as the Corrado. In the case of the 4 x 4, it mostly simply gets on with the job of tackling any cornering radius with a degree of adhesive understeer that is efficient but unrewarding. Should you decide to assess the quality of the Vauxhall chassis over lightly travelled roads, or seek maximum standing start adhesion on less than perfect surfaces, there are some relevant setbacks. We were quite surprised at the amount of tyre slippage allowed by the 4 x 4 system away from a dry standing start, and the GM-SDP conversion is not the best we have tried for sheer grip. Perhaps it spends too much time apportioning power front to rear?

The ABS does not like differing surfaces much and the ultimate stopping power of the quadruple discs left us unimpressed. It is not that the centre pedal fades, more that the retardation rate in harsh use simply does not seem to match the demands of a slippery and heavy body. It is not dangerous, but even a 38,000 mile Ford Cosworth felt a lot more reassuring in this department.

Conclusion

The statistics of Calibra 4 x 4 motoring are not exceptional today, especially by comparison with its 16-valve front-drive sibling, but figures do not reveal the heart of the Calibra 4 x 4 argument.

There are the usual stability benefits of 4WD, and this would be the only major reason for selecting a 4 x 4 Calibra at £1650 more than the equally powerful Calibra 16v front-drive model. It is certainly pleasant to be rid of the side effects of powerful front-drive (although the Calibra is now a lot better behaved than the original 150 bhp Cavalier 2000 GSi), but the deadening of performance and worthy chassis competence are not sufficient encouragements to purchase, unless a company is paying the difference. JW

MOTOR SPORT TEST RESULTS – VAUXHALL CALIBRA 4×4

Test conducted at Millbrook Proving Ground using electronic measuring gear. **Weather conditions:** Dry, overcast.

ACCELERATION:

0–30 mph	3.2 seconds
0–40 mph	4.8 seconds
0–50 mph	6.7 seconds
0–60 mph	9.2 seconds
0–70 mph	14.3 seconds
0–80 mph	17.5 seconds
0–90 mph	20.0 seconds
0–100 mph	25.7 seconds

FLEXIBILITY:

Third Gear:	
50–70 mph	6.9 seconds
Fourth Gear:	
50–70 mph	9.0 seconds
Fifth Gear:	
50-70 mph	14.9 seconds

Standing 0.25 mile/400 metres: 17.0 seconds @ 78 mph.

Maximum speed: Millbrook 2.029 mile bowl: 129.14 mph.

Best flying 0.25 mile: Millbrook,134.5 mph.

Overall Fuel Consumption: Test: 26.5 mpg

Government mpg figures:
Urban 24.6 mpg
@ 75 mph: 35.3 mpg
@ 56 mph: 42.8 mpg

SPECIFICATION

ENGINE: GM Opel C20 XE in-line 4-cyl, iron block, alloy head, belt-drive DOHC, 16v. **Capacity:** 1998cc (86 × 86mm). Bosch Motronic M2.5 electronic fuel injection, and ignition management; 10.5:1 cr. **Max power:** 150 bhp @ 6000 rpm. **Peak torque:** 144.6 lb ft @ 4800 rpm.

TRANSMISSION: Electronically commanded four-wheel drive, utilising planetary gear set, hydraulic multi plate clutch and Viscous Coupling to apportion front-rear power. 5-speed transaxle. Final drives 3.72:1 (front) and 3.7:1 rear.

GEAR RATIOS:

First.....	3.55 ...5.54 mph per 1000 rpm
Second..	2.16 ...9.10 mph per 1000 rpm
Third.....	1.48 ...13.3 mph per 1000 rpm
Fourth....	1.13 ...17.4 mph per 1000 rpm
Fifth.....	0.89 .22.13 mph per 1000 rpm

BODY: Steel monocoque 2-door coupé with opening rear hatchback. **Drag coefficient** Calibra, 0.26; 4×4, 0.29Cd.

DIMENSIONS: Wheelbase, 102.4 inches/2600mm; front track, 56.1 in/1426mm; rear track, 56.9 inches/1446mm; length 176.9 in/4492mm; height, 52.0 in/1320mm. **Kerb weight:** 2822 lb/1280 kg.

FRONT SUSPENSION: MacPherson struts, linear rate coil springs; twin tube low pressure gas damping; 20mm anti-roll bar. **Steering:** Power assisted via hydraulic pump for rack and pinion, 18:1 ratio, 34.9 ft turning circle.

REAR SUSPENSION: Modified semi-trailing arm layout of rear drive Carlton/Senator, plus additional bracing crossmember and top-mounted anti-roll bar chassis to inner arm linkage.

BRAKES, WHEELS, TYRES: Vented 10.1 inch diameter front discs; solid rears of 10.2 inches; Bosch 2E electronic anti-lock braking. Light alloy 6J × 15 inch wheels. Continental Super Contact 205/55 VR 15.

PRICE: £19,245, UK taxes paid. No priced options on test car, but prepared with no cost 2-coat metallic option.

MANUFACTURER/IMPORTER: Vauxhall Motors Ltd, Luton, Bedfordshire, LU1 3YT.

CLAIMED PERFORMANCE: Max speed, 134 mph; 0-60 mph, 9.5s.



The Alfa Romeo 164 Cloverleaf

Fortissimo

The cloverleaf version of Alfa Romeo's stylish 164 saloon has now gone on sale in Britain, and is likely to become a much sought after model. The heart of any Alfa is the engine, and the Cloverleaf version offers a full 200 bhp from the 3-litre V6, delivered with a glorious opera of Italian sound. This is one of the sharpest, most responsive engines to be found in the saloon market with catalyst equipment installed, and is going to put the German marques under further pressure.

The price has been pitched competitively, at £25,965, and that includes just about every item of luxury equipment that's optional on a Mercedes including air conditioning, leather upholstery, a CD player sound system, alloy wheels, ABS, electric windows, roof and seats, and electrically controlled Boge shock absorbers with a Sport setting.

Here is a highly impressive saloon capable of close on 150 mph, and an acceleration to 60 mph in 7.5 seconds. There must be the proviso, though, that the Alfa Romeo 164's major weakness is its front-wheel drive system, despite a worthwhile development now in production. The V6 engine has been lowered in the chassis by a substantial 3 cms, bringing the driveshafts into alignment, and the car's ride height has been lowered by 2 cms. The MacPherson strut front suspension has new geometry to suit, and the power-assisted steering rack has been modified with return springs to improve self-centering.

These welcome improvements apply to the other V6 versions as well, and the fighting torque steer trait has been virtually eliminated. Clearly, though, 200 bhp is about as much as the front wheels can cope with in this chassis, excellent as it is. Full acceleration spins the Pirelli P4000 tyres merrily on dry roads, and almost uncontrollably on wet surfaces, exaggerated further on uphill inclines.

The owner will, of course, take care and drive accordingly, but the 164 would be a better car with anti-slip control, and with four-wheel drive would vie for attention as the world's finest sporting saloon car.

Both developments are in hand, and so is the coupé version freely mentioned at the world launch in 1987. A keen driver can only fall in love with the Cloverleaf for its looks, its comfort and its dynamic performance. An introductory drive on the Yorkshire Moors brought out the best from the 164, and in places we were able to sample the extra 500 rpm offered, in stereo, by the Cloverleaf's V6. So flat is the cornering, and so sporting the general handling, that the 164 seemed to shrink almost to the size of a Mini on difficult roads.

The brakes are excellent, though the pedal feels rather dead, and with a change of mood the 164 proves to be a splendid motorway cruiser, and an elegant carriage for the West End.

Alfa Romeo (Great Britain) Limited reverts to Fiat's control in the UK in January, and it's expected that the sales graph will continue on the upward path maintained in the latter part of 1990. The Cloverleaf deserves recognition as the flagship of Alfa Romeo's range. MLC

Gringo

The 1991 Polos are a logical development of Volkswagen's smallest models except that in being equipped with catalytic convertors, they have pulled something of a coup, being the first manufacturer to offer a complete range of small cars to have them fitted as standard. In a couple of years time, of course, it will be compulsory for manufacturers to fit them, but VW have stolen a march on their rivals by doing so now. Not only that, but they have also equipped each model with a carbon canister in the fuel tank breather pipe which absorbs the hydrocarbons as they evaporate from the tank and feed them into the engine.

Universal fuel injection, servo-assisted brakes and a revised suspension for a more comfortable ride are some of the other improvements made to the latest Polo models.

So as to be certain of spotting a new "friendly" Polo, Volkswagen have altered the shape a little and in so doing have improved the aerodynamics a little over the old model. A reprofiled front bonnet, front wings and rear hatch are the changes to the metal while new absorbent bumpers, integrated rectangular headlamps and indicators and a modified rear lamp cluster are the giveaway signs of a 1991 model. It still remains a slightly ugly car, but in hatchback guise, it is, in fact, very practical.



The new Volswagen GT Polo.

The interior has also been redesigned to reflect that fact that not only is this car very much an urban machine, but is one with a high percentage of women drivers at the wheel. Less emphasis is placed on gimmicks and more on a sensible layout and good ergonomics.

More than 30,000 Polos a year have been sold in Britain since 1983, and there is no reason why the new Polos should not continue selling in that number. Whether it is the entry level £6297 45 bhp Polo Fox at one end or the £8989 75 bhp Polo GT at the other end or any of the 8 saloon/hatchback/coupé range in the middle, the Polo has been given a fairly powerful shot in the arm with Volkswagen's adventurous "Green" decision. WPK

Fords!



The 2.0 DOHC Sapphire 4x4 which has replaced the Editor's 2.9-litre 4WD version.

All good things come to an end eventually, we are told. It was so with the Ford Sierra XR 4x4 which I used until its odometer registered 42,988 miles, in which distance, as I have reminded regular readers to distraction, not an iota of trouble impaired its quite astonishing and highly commendable reliability. The only slight defect was some mild compliance which had developed in the front suspension. When I say 'came to an end', this applies only to my ownership. I expect E796 HHK is now in the care of another owner; it would be interesting to hear eventually how it continues its unblemished record of dependability. Remembering, as one of *Punch's* blinding glimpses of the obvious, that be it Rolls-Royce Silver Spirit or Citroën 2cv, if it won't start or having done so, breaks down, it is as worthless as a horseless cart.

The end of this faithful V6 Sierra as far as I was concerned involved merely exchanging it for a new H-registration Ford. (I don't pay any heed to the latest registration letters, but my daughters do). To do this I arose before daybreak one morning, drove out of Wales and along the M45 and M1 motorways, into the flatlands of Essex, to collect from Cleales of Haverhill, Ford Main Dealers, another Sierra XR 4x4, my fourth as it happens. It had just 26 miles on the clock. It was not that I disliked the easy power of the V6 version, but a car-hostile Government makes it more economical to run a car of less than 2-litres; also, I would stress, it starts company car tax at the unrealistic threshold of £8500.

Anyway, I was due for a change. The replacement is a 2.0 DOHC Tasman blue, Uniroyal-shod (tread depth 7.5mm) XR4x4, with the 1998cc four-cylinder 8-valve power pack. I was conscious that I was down 18 bhp on power, but that both 2.8 and 2.0 Ford engines peaked at roughly the same crankshaft speed. Obviously, you change gear a bit more frequently to keep the smaller engine happy, so it was good to find a more stubby gearlever controlling a change more in keeping with Ford's once so-silky shifts. Parking for a quick lunch on 'delivery day', which was nearly 500 miles of lorry and fog frustration, I discovered that reverse gear position is on the opposite side of the gate to that of the V6, and that you lift a ring-catch to engage it. Even this gear now has synchromesh!

Otherwise, not much had changed. I cannot condone too frequent a disruption of details or makers who contrive to make each of their models different, in this respect. I appreciated additional stowages, and had been shown how Ford has followed the Japanese ploy of remote control for boot lid and fuel filler flap locks. Only thrifty Ford sensibly use one lever with a two-way action, down by the driver's right hand, to effect this. I welcomed two swivelling map lamps in the roof (the courtesy interior lamps are now low down near the floor) and a heated windscreen, which I didn't have on the earlier V6 Sierra. Otherwise I was pleased to find the interior layout was virtually unchanged. Looking round, I was relieved to see that I still had Ford's manual sunroof, central door-locking, electric window-lifts (now on all four doors) and electric adjustment of the external rear-view mirrors. You see, many years ago I took over a Rover 3500 V8 which I thought had a sliding roof, manual gearbox and electric windows. But getting into it I felt for the window switches only to encounter winding handles, glanced upwards to see a solid roof, and downwards to find I had automatic transmission! That sort of experience scars you for life. . . .

As for those 'faults on delivery' which the road testers on the weekly motor papers find so frequently, the only ones on this Ford were a slightly reluctant to close driver's door, a mild 'pip' from the horn as the central locking was operated to lock all the doors and a rear roof lamp which was falling off.

Then a worry intruded. I am a believer in anti-lock brakes and anyway, if you have become accustomed to them, it seems a retrograde, even maybe a potentially dangerous, step to go without them. I expected the Sierra 2.0 EFi to have the same effective anti-lockers as I had on the V6. But I could not see on the instrument panel the warning light which denotes that they are fitted. Nor does the handbook help. Short of crawling beneath the car, how can one be sure; even then, what exactly does one look for? If in saying this I am being naive and too honest a journalist, so be it! And had my sparkling new car the catalytic convertor the handbook spoke of? (I was to find that it had the anti-lock brakes but not the catalytic convertor).

On that first journey homewards I liked the car's taut feel (unworn dampers?) and the easy running of the engine, which I tried to keep to below 3000 rpm out of unnecessarily diehard running in prejudices, but thought it rather noisy if given its head. The area of the windscreen seemed most commendable, uncluttered as it was by out of date paddock passes and the like — and so clean! The headlamps too, seemed to emit splendid beams. A label reminded me of Ford's conscientious anti-theft precautions but the steady reading fuel gauge needle dropped so slowly that I was unable to accept that in 230 miles only half the unleaded contents of the 10.3 gallons tank had been consumed. Later a rough check suggested nearer 27 mpg.

The only external changes between old and new Sierra are a rear spoiler 'divorced' from the body on the latter, so that air flows under as well as over it. The older type of spoiler was so useful for placing cups and other picnic items on that I shall occasionally miss it, and I wonder whether either type does much for the roadholding even at motorway speeds, unless at the licence losing end of the scale? It will be interesting to see how these two similar Fords compare — one with its notably parsimonious fuel demands from lazy pushrod power on which the last set of Michelin tyres, in an average mileage of 21,750 still had between them tread depths of 5, 4, 3 and 2mm with a still usable Uniroyal spare (incidentally, on this surefooted, ice-defeating 4WD car, the front tyres wear the quicker), the other with an efficient 'racing type' 2-litre power unit.

Later perhaps I shall have some more thoughts and figures, but for the present, favourable impressions. Apart from one horrid innovation — open a door with the lights on and a bell chimes — and if you do not know you have left your lamps on, or a door open, (as a graphic information module on this Sierra reminds you) surely you should not be in charge of one of these lethal weapons? I must see if it can be disconnected, the chiming part I mean, at the first service.

WB



The new Audi 100 has a new, sleek bodywork, but scores high on the Euro-shape scale.

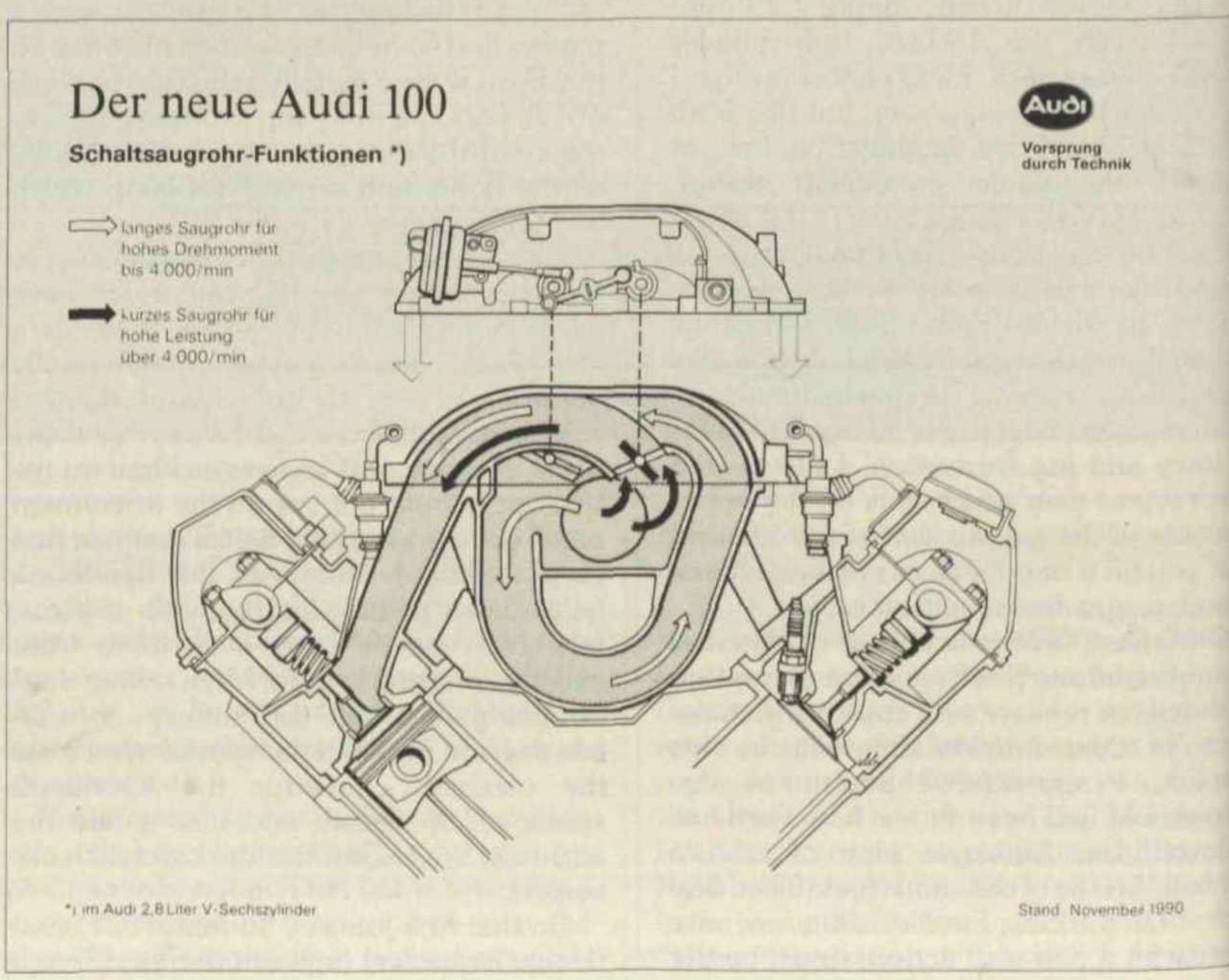
Positive Pulses

The most significantly new aspect of the latest Audi 100, now the fourth generation of that model, is its V6 engine. This completely new 2771 cc engine is slightly undersquare with a bore of 82.5 mm and a stroke of 86.4 mm, and was developed with an eye to producing an even spread of torque and power throughout the rev range, rather than top revs bhp. To this end Audi has made use of an old, but beautifully simple idea of an inlet pipe of variable length and diameter. When a valve opens it causes a negative pressure wave to be generated, which travels outwards along the inlet pipe towards the open air. When it reaches the open end it causes a partial vacuum in the region of the inlet pipe mouth. Air rushes in to fill this vacuum, forming a positive pressure wave that travels back down the inlet pipe. Ideally this positive pulse should reach the combustion chamber before the valve closes, providing a second wind so to speak. However the rate at which this pulse travels up and down the inlet pipe is relatively constant; it is the speed of sound (about 1080 feet per second, but variable according to atmospheric temperature and pressure). So with an inlet pipe of fixed length the pulses are only perfectly tuned at one point in the rev range. Varying the diameter of inlet pipes, as a means of achieving optimised air velocity and air/fuel mixture, is not uncommon in modern cars, but combining these two concepts as Audi has done is rare. Each cylinder of the Audi V6 is fed by effectively two pipes: at engine speeds below 4000 rpm the long narrow pipe is used, and above this speed a vacumn-operated valve opens enabling air to by-pass the long pipe, and use a short pipe of larger diameter. This keeps the pulses, which vary in frequency according to engine speed, approximately tuned to inlet length, and provides high air velocity at low rpm. Thus the Audi V6 is a flexible engine, with generous amounts of low down torque, 186 lb ft (245 NM) at 3000 rpm, and an even spread of torque throughout the range, 164 lb ft (220 NM) or over between 2000 and 5500 rpm. Peak power is not unduly sacrificed at 174 bhp at 5500 rpm.

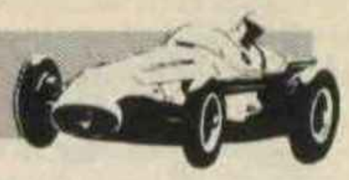
The compact 90 degree V6, which is fuel injected, with two catalytic convertors, is an undeniably smooth and capable engine, giving the car brisk acceleration in all the gears, a comfortable cruising speed of over 100 mph and a top speed of 135 mph. The Audi 100 will also be available with a 2.3-litre five-cylinder engine that despite its 133 bhp and 138 lb ft felt disappointingly gutless on the road, especially in four-wheel drive form.

The design of the front suspension on both front-drive and four-wheel drive models is a developed rather than completely revised version of that on the previous Audi 100, but improvements in handling response have been gained by widening the track. The rear suspension of the quattro model is independent with transverse links and trapezium arms. The suspension is compliant and the handling responsive in both four-wheel drive and front-drive specifications, but both are more suited to fast A roads and motorways than twisty lanes. The suspension and the steering both lean slightly too far to the comfortable rather than the precise, to make really quick driving enjoyable.

Both five-cylinder and V6 models are extremely capable cruising cars. They are quiet, with comfortable seats, and an excellent interior. But after only a brief acquaintance with either model it seems clear that the driver with fast cross-country driving in mind would be well advised to plump for the V6 quattro. CSR-W



The variable length inlet pipe of the new Audi V6, similar in principle to a wind instrument.





The Aston Martin Virage, styled by John Heffernan and Ken Greenley, is reminiscent of the DB4 GT.

Excelsior

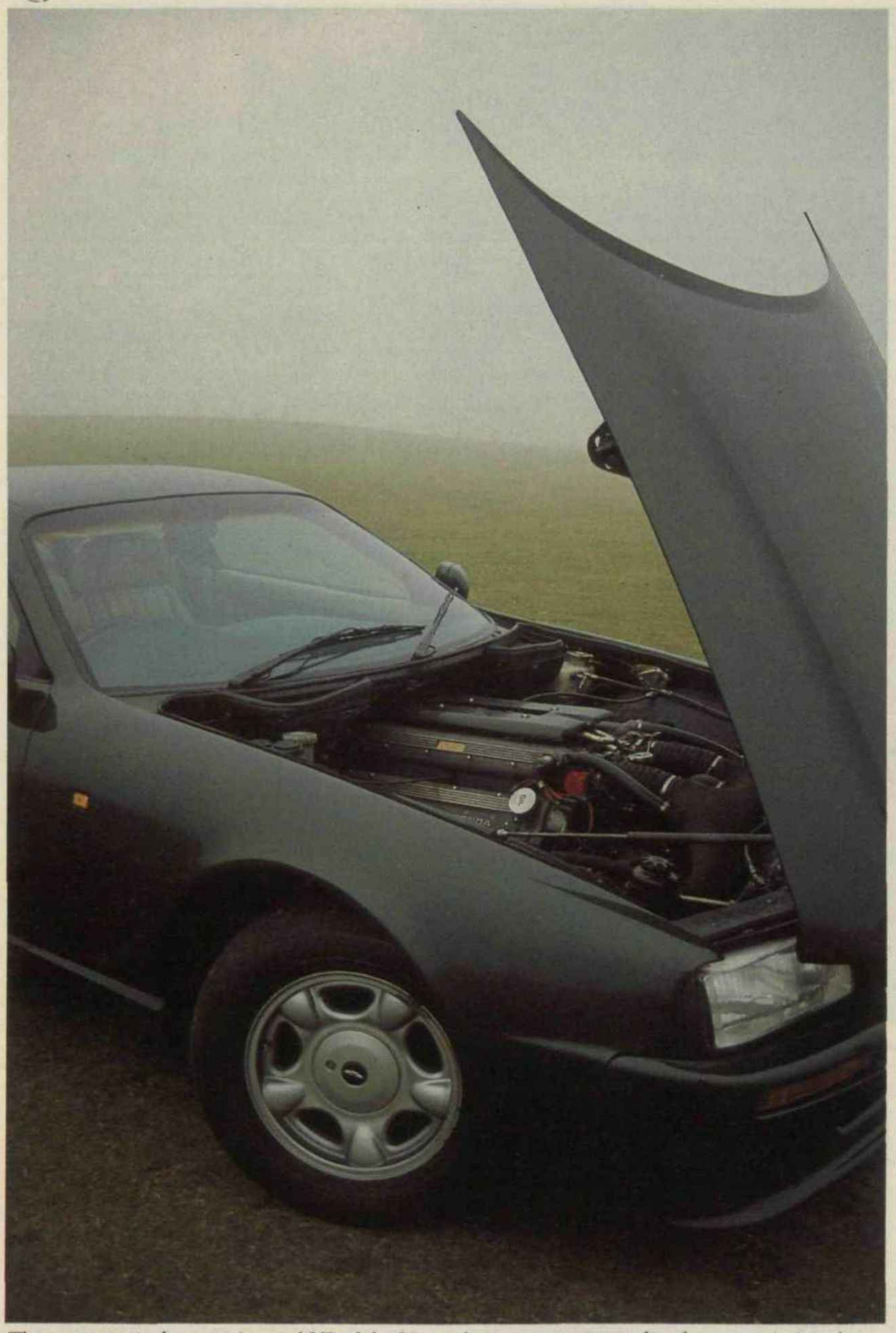
The scene will be familiar to anyone who has ever been stuck behind a milk lorry, a truck full of sheep and a local bus on a rain swept back road in Wales. And so will that mixed feeling of boredom, discomfort and impatience. The cure, I discovered last week whilst testing the latest crate from Aston Martin, is British Racing Green, Connolly leather and 330 bhp. I was happy at 35 mph, but blissfully euphoric as, to the roar of an eager V8, I swept past the whole convoy on a straight barely 150 yards long. The Aston Martin Virage is the epitome of British *sang froid*; I want one but I'm not rich enough.

In the seventy-five years since the marque began Astons have never been cheap. It is a traditional company and that is one of the traditions. It is the direct result of another; the very high standard of engineering that is indelibly etched into Aston Martin philosophy. Lionel Martin bought in many component parts, but took them apart, and reassembled them to exacting standards. Those parts that were made in-house were beautifully machined or constructed and the whole car was put together with an emphasis on quality. Aston Martin Lagonda still operate to the same principle, and the quality of the product has in no way diminished over the years.

Those changes that have occurred have been more a result of timely evolution than anything else. However if one made a direct comparison between an early Twenties side-valve and a 1990 Virage, the fact that there has been one fundamental shift of emphasis would become fairly evident. Lionel Martin's vision for his side-valve cars was that they should perform well by virtue of their light weight and agility, and by having small reliable engines. The Virage is a sporting Grand Tourer with an emphasis on size, grace and power. It is also reliable, but the engine is the best part of 5.5-litres. This change of emphasis has not been sudden by any means. The Virage undoubtedly stands firmly in the traditional line-up of Aston Martins built since the Second World War. And if then one compared the DB1 with the Atom, the C-Type or a late 2-Litre, the line of heritage is easy to trace across that historical barrier.

Although it would be nice to see a small-engined Aston built to the same high standards as the Virage, and therefore more in keeping with pre-war Aston Martin philosophy, the Virage itself is certainly a welcome addition to the marque. Some of the later V8s with their flared wheel arches and skirts were just beginning to verge towards the hairdresser's car look and the Virage certainly recaptures the understated English grace that should be the hallmark of Aston Martin.

Victor Gauntlett gave the green light to the development of the first all-new Aston in two decades back in 1985, but despite the so-called clean drawing board the Aston engineers have clearly been wise enough not to throw out a good thing just for the sake of change. The engine is a result of evolution rather than revolution: the chassis retains the same track and wheelbase as the old V8 and the stylists have taken great care to produce a design that is original and modern, but also traditional, standing very much in line with the car's predecessors. The stylists John Hefferman and Ken Greenley were



The conservatively re-engineered V8 of the Virage has more power and a cleaner emission than its predecessor.

inspired by the DB4GT, and with good reason since that car's shape is one of the most beautiful of any post-war car designs.

The engine then will be familiar to owners of the old V8, but it has been substantially reworked in the areas of emission and fuel injection. Aston Martin have placed emphasis on the fact that this is the first of their cars to meet worldwide emissions standards. Despite the fitting of a three-way catalytic convertor Aston's engineers, in association with Reeves Callaway of Connecticut, have managed to coax significantly more power out of the unit, and the engine's heads now boast four valves per cylinder. Peak power has increased by some 24 bhp to 330 bhp, and torque has increased by 14% to 365 lb ft at 4000 rpm.

Those who associate Astons with a row of gleaming Weber intake trumpets, and the noise of thirsty carburettors, might be somewhat unenthusiastic about the introduction of fuel injection. They need not be worried, for despite the combined civilising touches of this and a catalytic convertor, the engine retains its slightly untamed feel. The wide bore and the short stroke of this V8 give it a sharp, aggressive growl, rather than the lazy deep bellow of some V8s, and despite the fact that only one turn of the key is sufficient to fire it up, that distinctive noise leaves no room for doubt: you're still in an Aston Martin. Unrefined power still seeps through that poise and glamour.

Not only does the fuel injection relieve you of the old engine's potentially lucky-dip starting characteristics, but it gives its reward on the move as well. Pick-up is instantaneous even if you floor the throttle at low revs. Guided by the natural willingness of the engine to gather speed, acceleration is still pretty brisk, but pushing the throttle to the floorboards in second or third gear gives a savage response. There is no lag or coughing hesitation, just instant acceleration.

This responsiveness, coupled with the immense quantities of torque available at low revs, makes the engine particularly rewarding when one is driving hard. Really rapid progress can be made in a state of relative composure; you do not have to wind it up much above 4500 rpm, but there is still a sense of unbridled power, a raw edge that gives the car its character.

The engine will pull to 6300 rpm in top, giving the car a top speed of 155 mph, but it remains in essence a low-down punch performer. 4500 rpm in top still gives you 120 mph, and I do not feel that it is an engine that encourages being taken to the red line in each gear. It will do it willingly enough, but the rewards are greater if you change earlier and use the unit's innate brute force.

The idiosyncratic ZF manual gearbox only goes to endorse the fact that this is a car whose rewarding performance is found in rhythm and timing rather than in frenetic urgency. I picked the Virage up from the factory in Newport Pagnell, and heading towards Hay-on-Wye it took me every one of the intervening Milton Keynes roundabouts to get a feel for the gearchange. It has that same brutishness as the engine, and is in keeping with the car in the sense that it will never offer full rewards on a brief acquaintance, but even so, I still found it unnecessarily awkward. "What a wimp," I hear you cry, "Aston gearboxes are supposed to be like that." But that isn't necessarily so. Early Aston Martin gearboxes were renowned for how beautifully smooth they were, at least if you got the timing right. Timing does help with the Virage: in fact I found that double de-clutching made downward changes appreciably easier, but the brake travelled a little too far beyond the throttle to make this comfortable when in a hurry. The stiff springing of the lever means that it must be moved positively towards a particular gear, and although the whole thing works better when the car is going fast, changes are certainly better if not rushed

The Virage's handling perfectly complements the engine's characteristics, in the sense that it is responsive and lively even when well within its limits. There is a broad uncharted territory between feeling close to the limit and actually being there, and this lends the car an enjoyable sense of intrigue. You know that the car can be tamed through smooth, composed driving, but you feel like taking it by the scruff of the neck. Will it bite back or will it submit? Each time you take the Virage out you will find out something more about how it behaves. The difference between it and a more ordinary high performance car is the





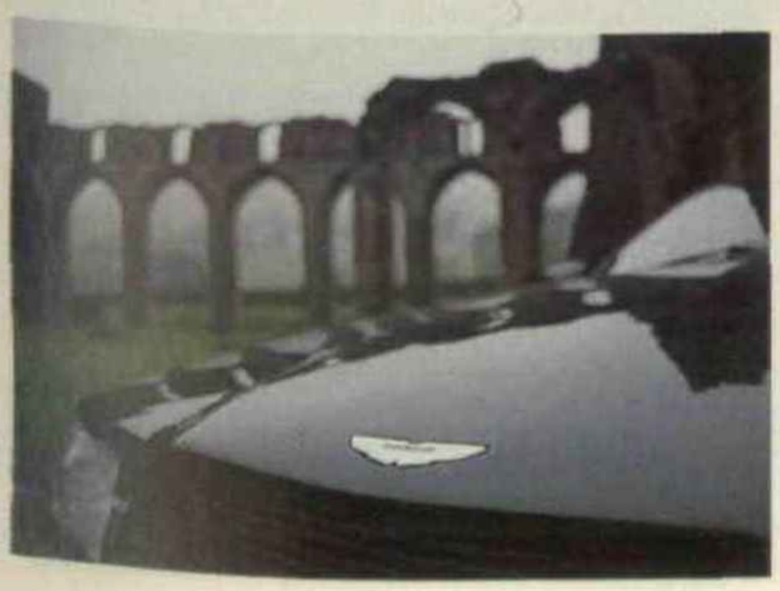
The styling is more refined and understated than some of the late V8s.

difference between an obvious and memorable tune, and a piece of music that surprises you with a new aspect of its beauty and intricacy each time you hear it.

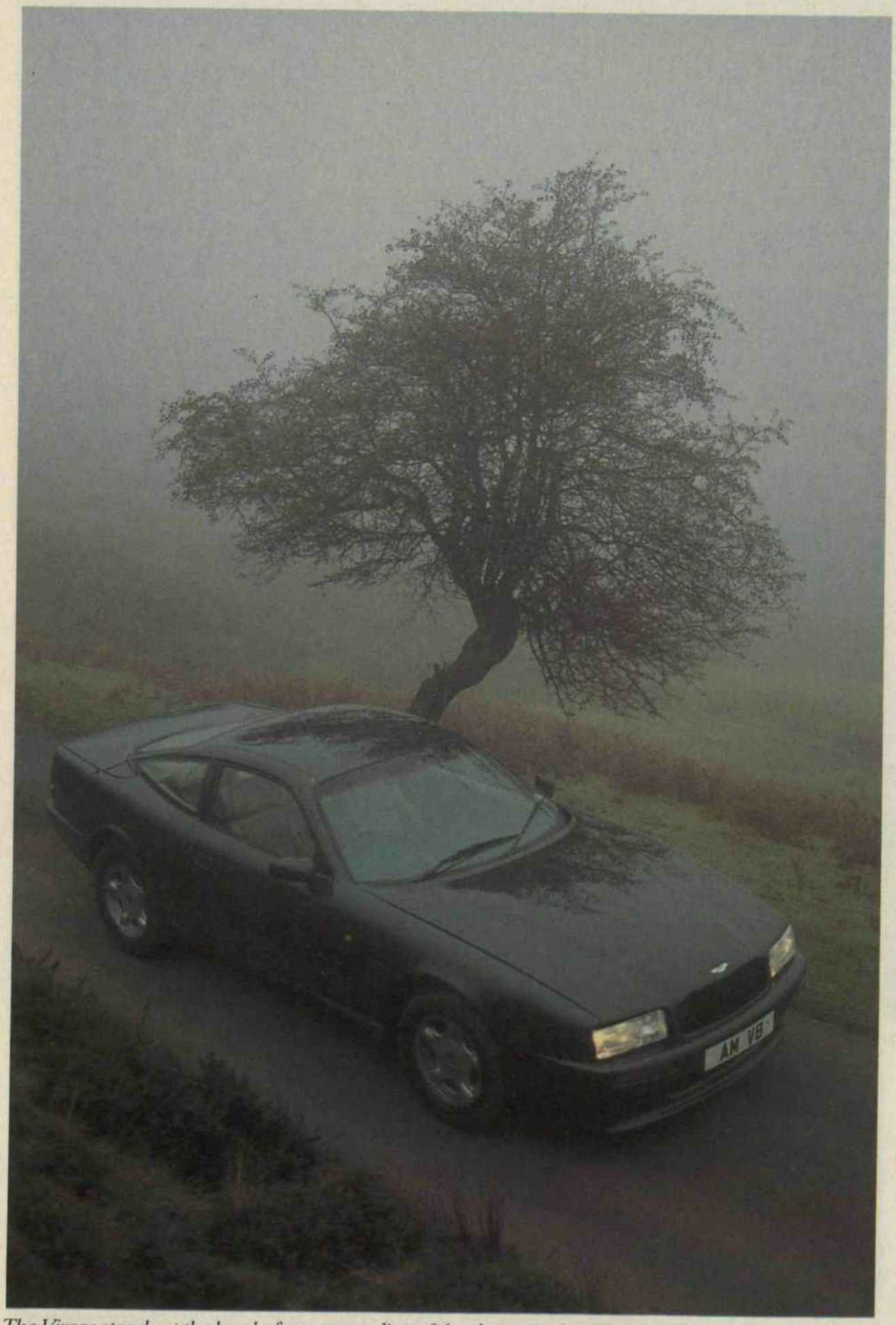
I tried to do as much as possible of the journey to Hay-on-Wye on A and B grade roads to get a feel for the car's handling, speed, braking stability etc. We took in wide and fast sweeping A roads, through Banbury, Shipston-on-Stour and Hereford, and twisty one track mountain roads in the Black Mountains near Hay-on-Wye. The Virage was rewarding on all of them, but certainly best suited to the former if only because of the immense weight of the car. It needs fast, essentially predictable, roads where the positioning and braking can be timed accurately and where there is less room for doubt. The car's direction and attitude can be revised and altered whilst cornering at speed, but they cannot be dramatically changed. In fact the responsiveness of the throttle, and the fast, precise steering (just about the best I have ever come across) make the car immense fun in fast corners; it can be kept in check by balancing the two. But on a small country road, arriving in the wrong place at the wrong speed, would be more than simply exciting. An irrelevant point perhaps, because Aston Martin did not mean to build a rally car, but an excellent Grand Tourer, and they have done just that.

The chassis and suspension of the Virage have been evolved from the old V8, although the rear end has been entirely re-engineered with the de Dion rear axle set in a cast alloy frame and located by triangulated link and Watts linkage. The front end is controlled by transverse unequal length wishbones, and an anti-roll bar, and there are co-axial spring shock absorbers all round. The car corners with a natural, very slight understeer, which becomes neutral under power. Other than in very sharp corners one would need to be pushing wildly to get the tail out of shape, although it does feel pleasantly light when balanced on the throttle. Despite their effectiveness I was always conscious that the brakes were hauling up a very large motor car, and was always impressed by the uncomplaining way with which they set about their task. Nevertheless the brakes are yet another aspect of the car that encourage you to drive smoothly and progressively. Demon out-braking manoeuvres are not this machine's cup of tea. Much better to overtake by accelerating blithely past the offending sales rep after the roundabout.

There is probably a medical term for the paranoid condition suffered by motoring journalists who believe they are of abnormal shape after testing too many modern cars. It is nice then to be reassured by the gentlemen at Aston Martin who have







The Virage stands at the head of a post-war line of development that has seen Aston Martins get larger and larger. It is a wonderful machine, but we anxiously await a smaller car from Newport Pagnell.

built a car of human proportions, and not for long-armed midgets, monkeys or Italians. I drove for two days in the Virage without any aches or strains. The pedals, steering wheel and gearstick are all perfectly positioned. You do not need to crane forward, to crick your legs sideways, or to bash your elbow on the transmission tunnel; merely sit comfortably and the rest will fall easily to hand or foot.

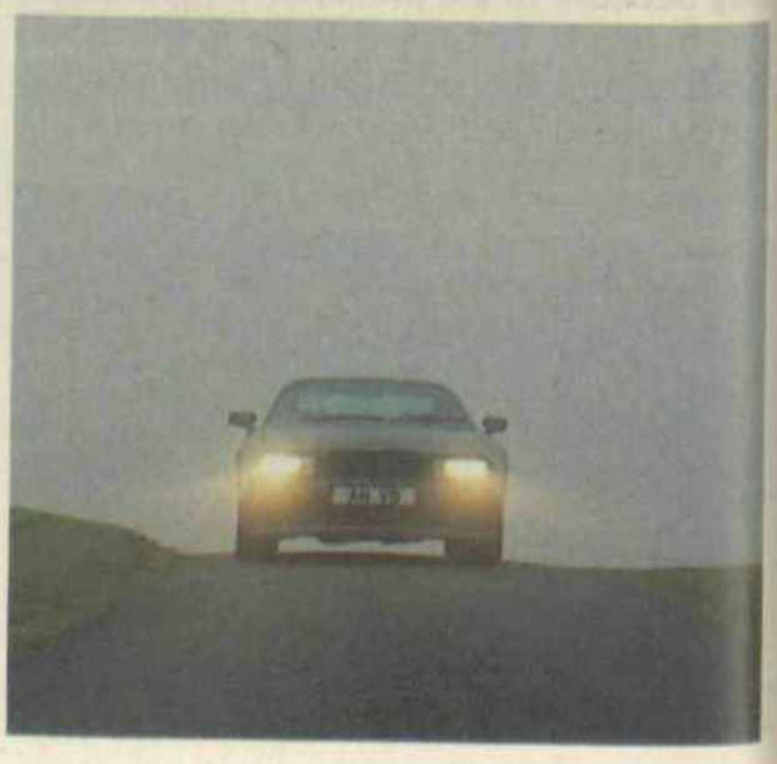
Some other interior details, however, might fall slightly less easily to one's sense of taste, depending of course on who you are. Aston Martin have, perhaps questionably, shied away from the traditional chronograph dials set in a veneer dashboard, and have gone instead for a single unified instrument panel set behind perspex. Although it is well done — the dials are still chronograph, are white on black and are nicely arranged — it nevertheless lacks the romance of previous Aston dashboards.

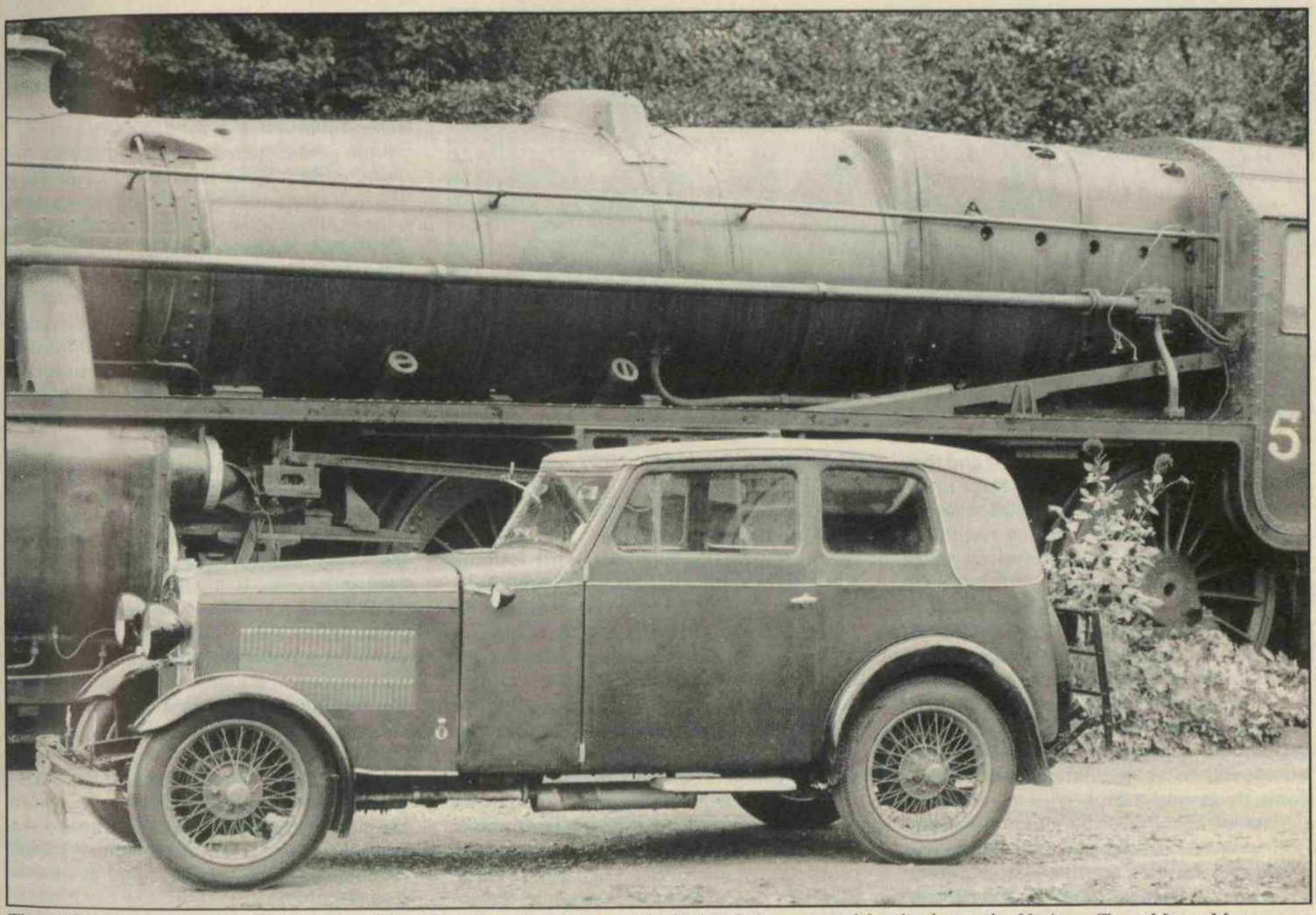
If this is so, positively Visigoth are the Ford parts bin washer and indicator stalks which should go straight back in the bin, and be replaced by thin chrome bars with moulded bakelite ends. Some of the control switches are also incongruously out of place, as is the cigar lighter, which is really for people who buy used British Leyland Jags and drink port in the afternoon. I still haven't worked out whether this is also true of the on-board computer, which although it is difficult to adjust and read whilst on the move, offers you information which varies from the interesting to the irrelevant. Interesting is the average speed, par for the course are the odometer, trip counter and time of day, redundant are the date and temperature, and utterly irrelevant, given the state of English roadworks, is the estimated time of arrival. In America one can simply divide the distance to be covered by 55. Whether the fuel consumption is interesting or depressing I'm not quite sure, but I certainly turned it off when I wanted to go quickly. Perhaps if you can afford the Virage in the first place you will not be quite so troubled by this minor detail. For the record I averaged 12.5 miles to the gallon over the two days I had the car. This can be whittled away to about 8 or extended to about 20 depending on how much time you spend on full noise.

The rest of the interior is faultless, and pleasingly reminds one of what at least three specialist English car manufacturers can do better than anyone in the world. The roof is lined with green suede, the top of the console to the windscreen is in dark green leather, whilst the seats, doors and rear shelf are upholstered in beige Connolly hide with green piping. There is veneer inlay in the doors and around the instrument panel, the computer and the base of the gearstick. The carpets match the colour of the seats and also have green piping. The boot, which of course has a light, and an impressively complete tool kit, and is sufficient to hold several cases, some golf clubs and a fly-rod, is also lined with beige carpet. If the immensely comfortable seats do not make you feel good, the restrained luxury and tastefulness of the interior will.

Aston Martin have a full order book for the Virage until 1992. If I were paid more it would be even more full. Clearly the Aston Martin recipe works — but why? At £120,000 it is exceptionally expensive. There are machines that will do the same sort of job, at the same sort of speed, and in the same sort of comfort for about a third of the price. And they will probably be less idiosyncratic into the bargain; but therein lies the answer. The Aston Martin Virage is nothing if not individual, and as cars get more and more anonymous, the existence of it and machines like it will become increasingly refreshing. While it can perform its tasks with accomplished efficiency, its true value lies in its class and grace, and that you cannot really quantify in terms of pound notes.

CSR-W





The 1929 Rover Light-Six which beat the "Blue Train" across France and which is being restored for display at the Heritage Trust Motor Museum at Syon Park, London.

Beating the Blue Train

Among the various ways in which enthusiasts thought up challenges for themselves and their cars in pre-war days was that of setting up personal 'records' over difficult or interesting journeys. Of these, one of the more romantic was attempting to beat the 'Blue Train'. In those faraway times this was the crack train which took the titled and the wealthy away from the fogs and frosts of a winter in England to the more acceptable climate of the French and Italian Riviera.

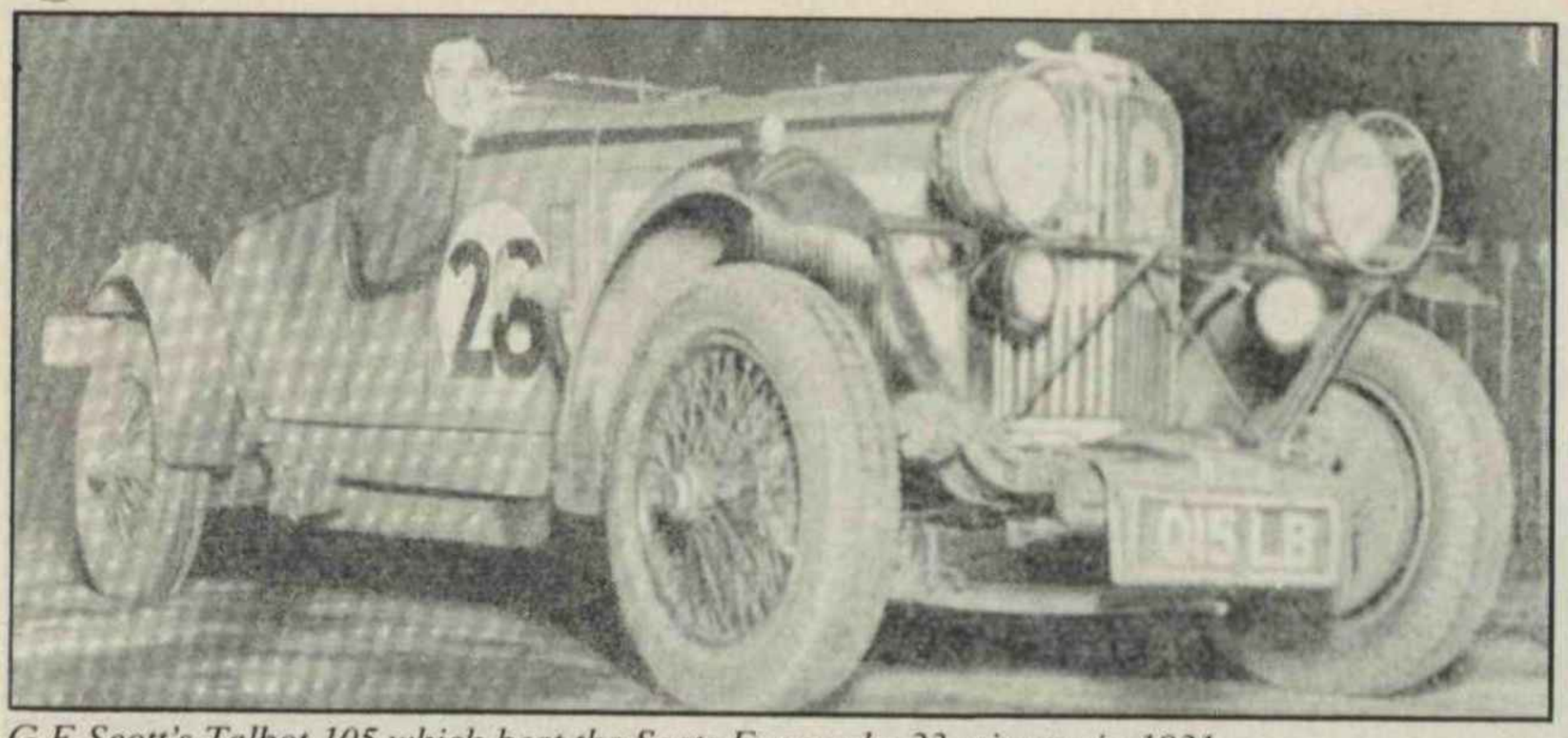
The crack 'Blue Train', consisting of blue painted luxuriously appointed pullman coaches and restaurant cars, waited in the 1930s in Calais for the 11am boat-train and steamer to arrive from Victoria Station. It then steamed away at around 2.30pm, bound for Vintimille, just beyond Menton, having dropped off at Nice those who preferred the French Riviera. To beat it seemed a challenging motoring accomplishment. In fact, the first successful attempt was made, not by amateur enthusiasts, but as a professional publicity stunt for the Rover Company, organised by their efficient PR chap, Dudley Noble. The stunts then used to publicise cars were almost without end and one day, perhaps, someone with more tenacity than I possess will put some of the more notable ones into a book. Meanwhile, let us look at what was involved in trying to beat the 'Blue Train'.

Noble claimed that many attempts had been made to do this, all of them unsuccessful. In January 1930 he set out to make a successful onslaught, with the latest version of the Rover Light-Six saloon. Being a capable publicist, Dudley took with him Harold Pemberton, motoring correspondent of the *Daily Express* and Frank Bennett, a tester from the Rover factory, to administer, if necessary, to the car. It was high pressure stuff, necessitating clearance by the *Express'* Editor Beverley Baxter, its Advertising Director W Needham, and even the newspaper's General Manager EJ Robertson. Noble had obviously tied the stunt into a story for the *Express*. Incidentally, even in those times, taking space on the paper's front cover cost £750, and similar advertising in the *Daily Mail*, with its circulation of over 2,000,000, was charged at up to £1200.

The improved Rover which this run was to advertise was not an expensive car. Indeed, the two-door saloon with cycle-type front mudguards cost £325, or £332 with the optional four-speed gearbox. Dudley Noble had ascertained that, exciting as beating the crack train sounded, in fact the rail journey was run at a modest average speed. This was because it took time getting round Paris from the Gare du Nord to the Gare de Lyon, it stopped at Dijon to change locomotives, and did this again at Marseilles, so that its average speed, far from being a glamourous 60 mph, was less than 40 mph for the 750 mile journey from Calais to St Raphael. Moreover, the run did not involve a car crossing the Channel, as on the pioneering record breaking attempts from London to Monte Carlo and vice-versa. (See MOTOR SPORT, March 1990).

So Dudley and his two companions took the Rover across the sea and at the appropriate time stationed the Rover Light-Six at the level crossing at Calais, engine running, ready to drive off, at the first 'puff' from the engine of the 'Blue Train' (railway enthusiasts will know what kind of loco this was likely to have been).

It is sad to have to record that after 5½ hours driving, when the Rover was an hour



G E Scott's Talbot 105 which beat the Scots Express by 33 minutes in 1931.

ahead of the train, fog came down and they had to abort at Chalon, their average down to 25 mph for those opening 300 miles.

They then decided to do the run in the opposite direction, so motored on to St Raphael and left with the train from there on the Sunday evening. Alas, after about 30 miles Bennett misjudged a corner in teeming rain, went over the bank on the outside and the Rover flew down a ravine. How embarrassing! Pemberton was temporarily knocked unconscious, but the car was towed by a lorry back onto the RN7 and was found to be undamaged apart from some dents and a broken silencer. So off they went again and this time, in spite of bad weather conditions, the Rover was successful, running into the Gare Maritime at Calais 20 minutes before the 'Blue Train' arrived. In mist the speed had dropped to 28 mph but 48 miles were put into the best hour and the overall average was 38 mph.

Excellent publicity was obtained in the daily newspapers, especially with Pemberton's story in the *Daily Express*, but *The Autocar*, which did not approve of such runs, gave the train-vanquishing dash only one and a half column inches and a single picture. Incidentally, the car was the one which the magazine had used for its road test report the previous year. The deception indulged in for these publicity stunts is rather revealing. For instance, the attempt was put about as done by a party of friends, one of whom was supposed to have travelled in the 'Blue Train' while the others took to the Rover. No mention was made of the crew being professionals, with Noble attached to the Rover Company, nor in his book does he say that one of the party went on the train, yet in the newspapers, the clear intention was to imply that the driver was an ordinary owner and the presence of the car in St Raphael quite incidental!

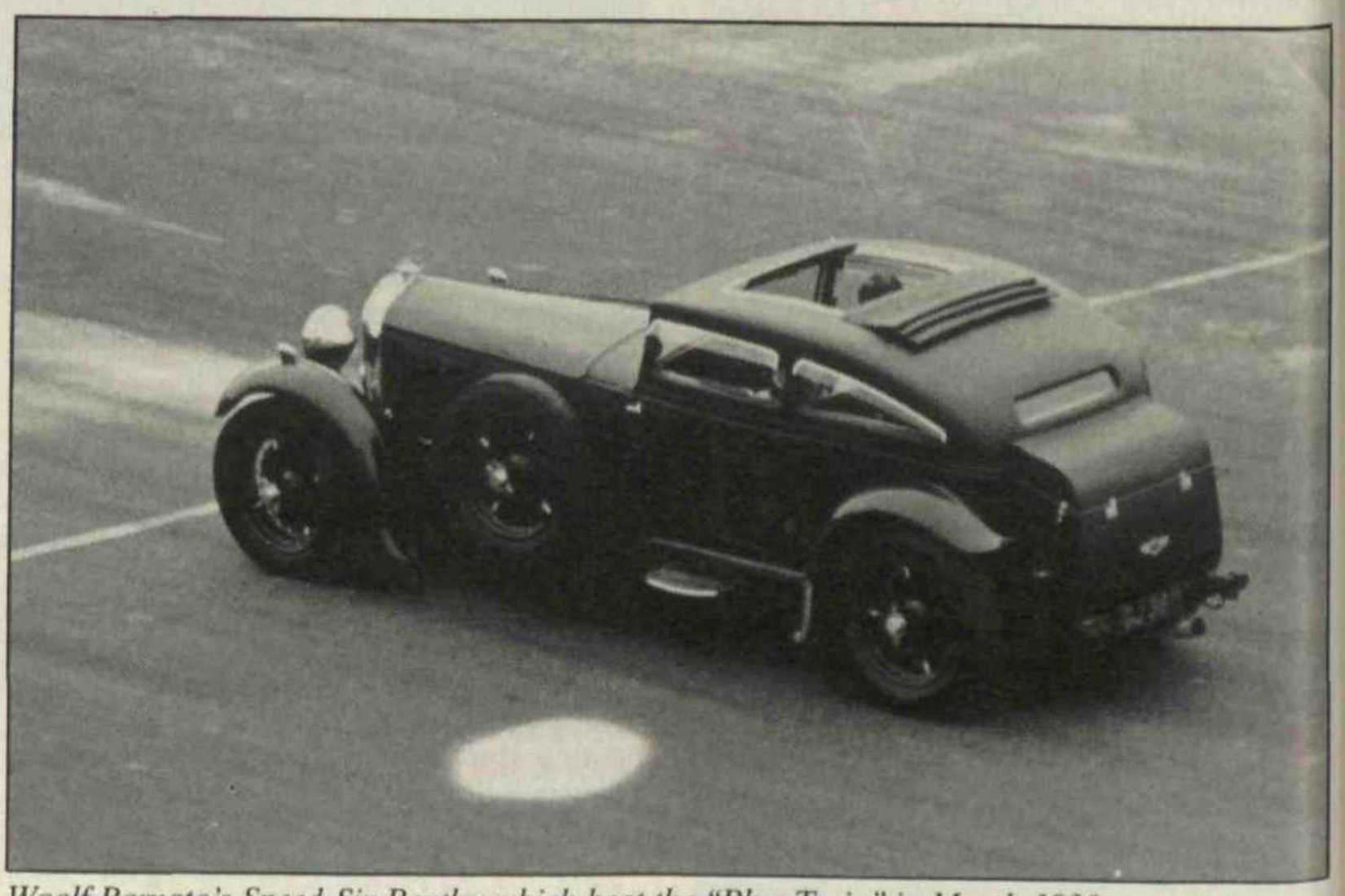
After this much publicised run, others found excitement in racing the 'Blue Train'. Lack of space precludes describing all such efforts, even if records of the attempts still exist; but I can appreciate the fun and sense of adventure they must have represented, particularly to the younger, keener drivers. However, the RAC began to object, as it had to the pre-1914 onslaughts on the Monte Carlo record. Another famous train which was also the subject of efforts to beat it by car was the Orient Express. Dudley Noble made his bid in 1937 with a latest Humber, taking Bill Mackenzie, then motoring correspondent of the *Daily Mail*, after getting support from that paper's advertisement manager Leonard Raftery. They had to give up due to big-end failure. But you should try to read about this adventure and other publicity stunts in Noble's very readable book *Milestones In a Motoring Life* (London, 1969).

Yet another train that a car set out to race was the Scottish Express, when in the winter of 1931 GE Scott, who was on the staff of Clement Talbot Ltd, beat it by 33 minutes, from Glasgow to London, an average speed of 53 mph. Scott used one of the sports/racing Talbot 105s, still carrying its racing number, 28, and using Trade number plates. His exploit began to arouse criticism that such runs were dangerous, especially when the owner of a Rover Meteor claimed to have beaten this crack express by as much as 55 minutes. This driver was anxious to improve on his performance and 'take on' more powerful cars, if these were driven by non-Trade persons. He said his run was done without risks being taken, which I can believe, and he made the novel suggestion that if future attempts took place, a traffic policeman should ride in the cars. However, already objections to car versus train racing were increasing.

Before leaving this subject one successful onslaught on the 'Blue Train' deserves to be mentioned. It took place soon after Noble's run, when in March 1930 the famous Bentley racing driver, Capt Woolf 'Babe' Barnato, was holidaying at his place on the Riviera and a friend bet him £100 that he could not get to the coast before the express. When informed that the 'Blue Train' was leaving, Barnato got into his Speed-Six Bentley Gurney Nutting coupé, the one with the low sloping roofline which necessitated a single transverse back seat, and drove alone as quickly as he could to Calais, got a cross-Channel boat, and continued on to London, where he was in his apartment some four hours before the boat-train reached Victoria, an average speed of 43.44 mph.

The speed across France must have been appreciably higher and resulted, it is said, in Barnato being fined the equivalent of £160 by the FIA, although how they could inflict this on a British citizen for a public road drive I am not sure. This gave rise to Terence Cuneo's fine painting of Bentley and 'Blue Train' racing side by side on this epic journey. Road and rail certainly ran side by side between St Raphael and Brignoles but artistic licence was involved, because both the Rover and the Bentley took this part of the route in the dark. The 'Blue Train' Bentley was rebuilt recently by Hugh Harben and is now in America.

It is interesting that the actual Rover which started such 'Blue Train' races is now being restored by the British Motor Industry Heritage Trust for display at its Syon Park Motor Museum at Brentford, Peter Mitchell, the MD, having known of the car's whereabouts for some ten years. The Rover's top speed is quoted in the Trust's handout as 80 mph; but unless it had been tuned up for Dudley Noble I would have put this at not more than about 70 mph, and then under favourable conditions. WB



Woolf Barnato's Speed-Six Bentley which beat the "Blue Train" in March 1930.

No 96: The Guy

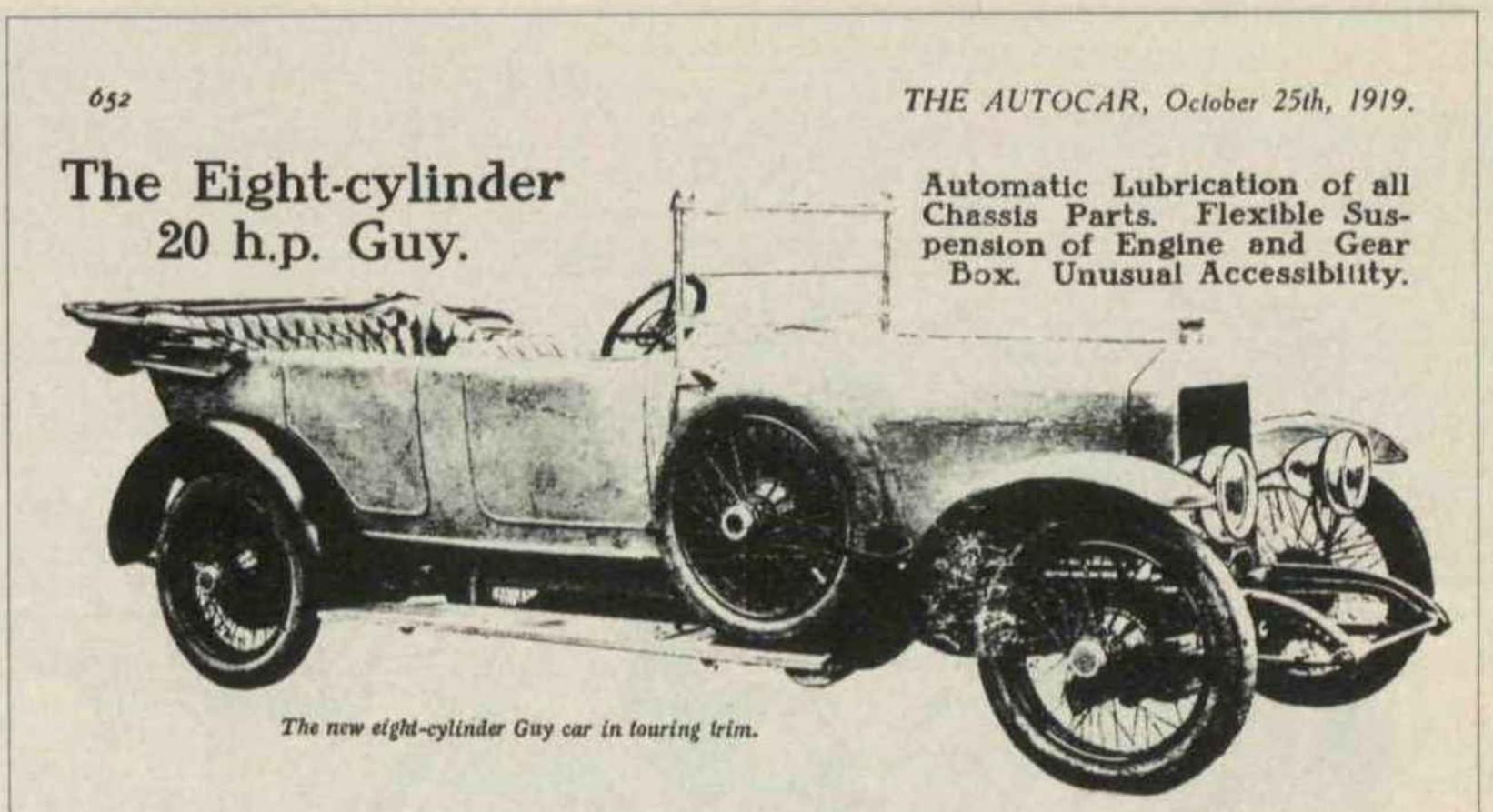
Writing another in this series early in November, it seemed appropriate to deal with the Guy. . . . Guy Motors Ltd was only one of many commercial vehicle manufacturers to include private cars in their repertoire. Albion, Dennis, Thorneycroft, Vulcan and others come to mind, and it was after the First World War that more joined in, seeking part of what was expected to be a lucrative market.

One recalls the wealthy dowager who wanted a good touring car after the Armistice but who refused to buy a Napier in case its tall radiator filler cap suggested she was riding in a taxi, who refused the latest sophisticated Leyland Eight for fear it would get around that she had purchased an ex-War Department truck, and who didn't wish to ape Royalty in the blue haze of a Daimler nor appear ostentatious by acquiring a Rolls-Royce. In the end I imagine she was persuaded to try the new Lanchester Forty, which should have given every satisfaction, provided that she was slightly deaf and couldn't hear the whine of the epicyclic geartrain when it was in neutral at some red carpet function!

But I digress. The Guy touring car was a postwar product of a company which had made commercial vehicles at a new factory at Fallings Park, Wolverhampton, since May 1914, under the admirable control of Mr Sydney S Guy, who had resigned his post as Sunbeam's Works Manager for this very purpose, at the end of the previous year. During the 1914/18 war the new company made munitions, a 30cwt lorry and ABC 'Wasp' and 'Dragonfly' aero-engines under contract.

After the end of hostilities these well-made trucks enjoyed a good reputation and as a boy I used to study the advertisements for them, sturdy solid tyred open-cab jobs flying about the county roads, and think what a fine time their drivers must have had; but I wonder if they would have reciprocated this view!

Be that as it may, and good as Guy trucks were, the war had lost the firm pre-strife contacts and the flood of surplus vehicles thrown on the market by the Army Disposals Board was a further drag on sales. Perhaps it was this which partially influenced Sydney Guy in the production of the first Guy private car. He must also have realised that the engine of the postwar Guy lorry was quite advanced enough to be used as the basis of an effective car power unit. Leyland, with Parry Thomas's straight eight (the first British production car of this cylinder arrangement), Maudslay, with what was virtually a six-cylinder racing car concept, and Napier, all opted for very advanced ohc engines for their new private cars, but these presumably proved too expensive and there was a hasty return to commercial vehicles or in Napier's case, aero-engines. The same was to be true of Guy



652 THE AUTOCAR, October 25th, 1919.

The Eight-cylinder 20 h.p. Guy.

Automatic Lubrication of all Chassis Parts. Flexible Suspension of Engine and Gear Box. Unusual Accessibility.

The new eight-cylinder Guy car in touring trim.

The 4-litre Guy of 1919, the first British production vee-eight. Of ingenious design, with many practical features, it did not last long beyond 1925.

Motors' offering. It was, in fact, the first British production vee-eight car, at a time when the celebrated Ford V8 was many years in the future and this cylinder configuration was used so far as most of the car-buying public were aware only by De Dion Bouton and Cadillac. But that was the type of engine Sydney Guy decided on, and which EDJ Buckney designed for him. It was of advanced concept, certainly, but more practical perhaps than the other cars which rival commercial vehicle makers were bringing out at about the same time.

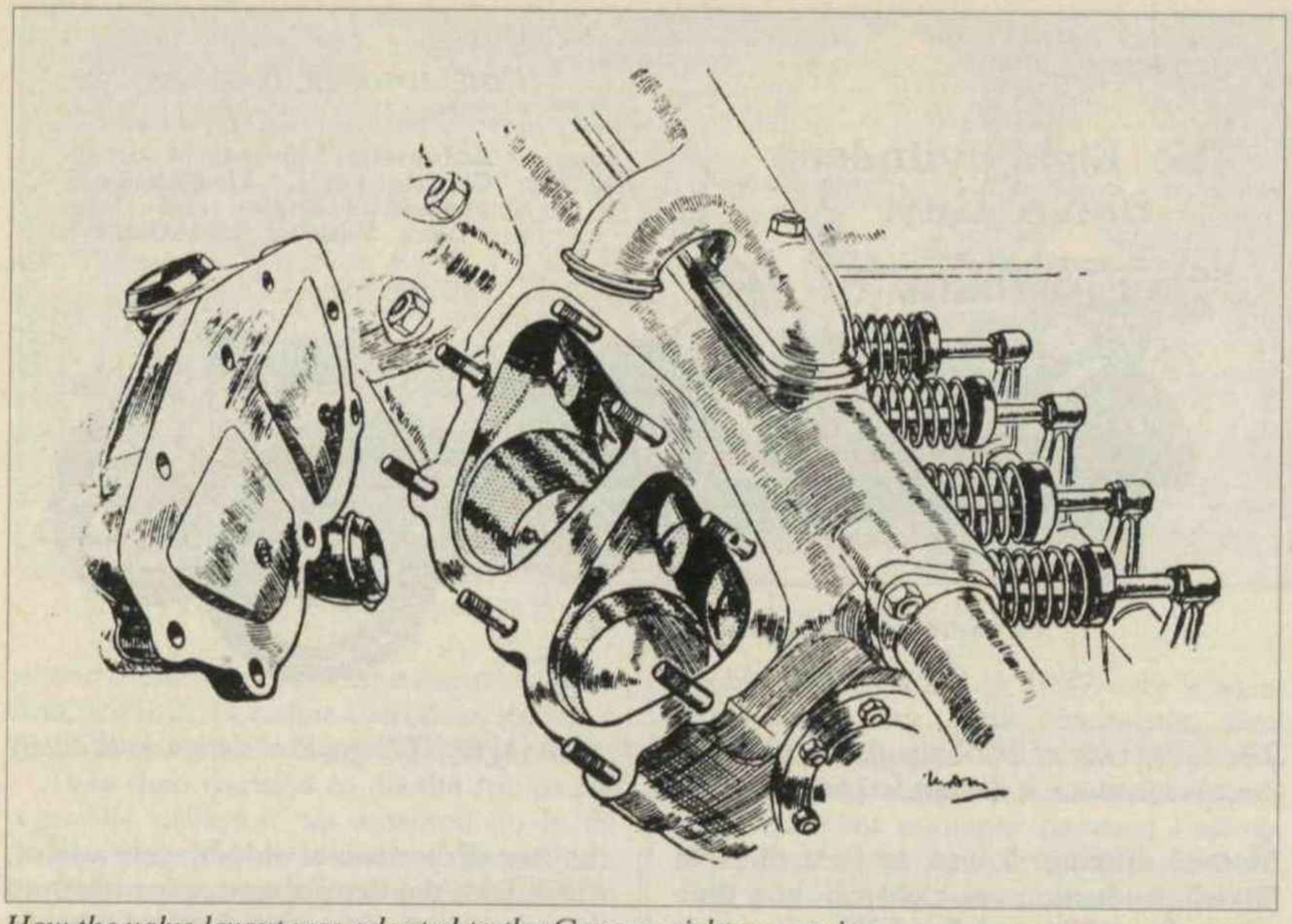
A prototype (DA1342) was built, with what looks suspiciously like a 16/20hp Sunbeam radiator — remember, Mr Guy had worked at Sunbeam's — perhaps to disguise this prototype tourer, which is said to have been unrecognised during a thorough 50,000 miles testing which apparently embraced thirty days in the wilds of North Wales — very wild in those days — obtaining fuel and oil consumption figures (and I suspect water consumption figures as well). One remembers how WO Bentley used a nondescript radiator on the first six-cylinder Bentley as a foil for prying eyes and cameras. After the new Guy V8 had been tested, the production cars had slightly pointed radiators, of individual appearance. The result was perhaps a rather ponderous, bath-like six-seater open car, but no worse than many other vintage tourers of that time.

In spite of the wartime munitions and aero-engine production at Fallings Park, and a V12 aeroplane engine, the Guy V8 car was announced just prior to the 1919 Olympia Show in London, all ready for the anticipated post-Armistice sales boom. Its appearance caused considerable interest. The cylinders, set at 90deg in two banks, had a bore and stroke of 72 x 125mm, giving a capacity of just over four litres, 4072cc to be exact, and a taxation rating of 25.7hp. The detachable cylinder heads were in pairs, easy to remove, and the water pipes were outside the casting, so that the gaskets had only to hold compression, not water as well.

The ingenious feature of the engine was the use of horizontal side-by-side valves, which with the head shape, gave much of the advantage of overhead valves without the complexity of operation and servicing complications arising from such valve-gear (see diagram). This unusual valve location meant that the valves could be operated by a central camshaft, running in six bearings and a mist of oil, via adjustable-ended bell-crank rockers carried on a single rocker shaft. The camshaft was driven by a Renold chain and the camshaft ran in three plain main bearings with an additional bearing for the timing sprocket. The white metal big ends were set side by side on each crankpin. The H-section con-rods had phosphor-bronze little ends and the pistons were of aluminium slipper-type.

Accessibility was the keynote of this Guy V8 engine. Large covers on the crankcase allowed the pistons and con-rods to be withdrawn upwards after the cylinder heads had been detached and the big ends released, for which purpose the nuts of the latter were above instead of below the journals. The paired heads were retained by six nuts and manifolding and water connections remained undisturbed after their removal; moreover, tapped holes allowed for the insertion of set-screws to act as grips for lifting the heads from the blocks. An interesting point was that the upper components were interchangeable from one side of the engine to the other.

Such easy dismantling made for reduced servicing costs, but the Guy V8 was a car in the chauffeur-driven category for most people and one wonders whether the average — and I say *average* — chauffeur expected to do more than reluctantly wash the car, mend punctures, wash out the carburettor and adjust the tappets of the cars they drove. . . ? In the case of the Guy they were spared the onerous task of greasing or oiling up the chassis (which on a 40/50 Rolls-Royce involved filling 99 lubrication cups once a week!), because elaborate automatic lubrication was provided. This would have appealed to owner drivers and chauffeurs alike. The 14/45 Rover described in the November MOTOR



How the valve layout was adapted to the Guy vee-eight car engine.

SPORT had such provision and Parry Thomas on his luxury Leyland Eight also had chassis lubrication plunger pumps actuated by the rear springs as they were deflected by road undulations.

On the Guy V8, designer Buckney used a plunger pump which was operated every time the steering wheel was turned on to full right lock. When that happened engine oil was supplied through steel or flexible pipes within the chassis side-members to the road-spring shackles and pins, the pedal bosses, the sub-frame spherical mountings, the clutch withdrawal spigot, the brake compensator, and the steering box, etc by wick feeds. The pump was operated by a cam on the steering arm. Much was made of this comprehensive automatic chassis lubricator, even to the extent that an oil can was deleted from the tool kit to emphasise its worth. In fact, the Guy owner still had to lubricate the brake rod casing, steering tie-rods, and the king-pins, but only about every six months, apart from checking engine, gearbox and back axle oil levels. Even the bearing of the belt-driven fan was supplied with oil mist from the crankcase and wicks took oil from steering rods to the ball joints. Grease was not any part of the Guy owner's garage!

Thorough as this system was, one cannot help wondering whether hot engine oil pumped to the chassis made the Guy incontinent, to the detriment of the dowager's gravel drive. And I like to think that if Sherlock Holmes had continued in practice as a consulting detective after he had disposed of the German spy Von Bork in 1914, for which purpose he had gone to America to study motor mechanics, we might have had the following dialogue from a case in the 1920s; "Come Watson, you know my methods," (pocketing his magnifying glass), "I have ascertained that the villains turned right at the crossroads, and I know the kind of car they were using. Pray get out whatever it is you have replaced your wartime doctor's Model T with, and we will go in pursuit."

But back to the Guy V8, which is a worthwhile study of advanced postwar automobile engineering. Detachable plates closed in the space between the vee of the cylinders, near-vertical water off-takes served the thermo-syphon cooling system, and a cross-shaft driven by skew gears at the front of the engine drove the BLIC magneto on the offside and a CAV dynamo on the opposite side. The fully force-feed lubrication system had a filter that could be cleaned without draining the sump. The engine was carried in a flexibly mounted subframe, the radiator was flexibly mounted, and the drive went via a Ferodo-lined cone clutch to a four-speed and reverse gearbox, with speedometer drive. The drive was taken to the spiral-bevel rear axle by an open prop-shaft. The long half-elliptic springs were underslung at the back, the wire wheels were shod with 820 x 120 tyres and the wheelbase measured 10ft 10in. That there is nothing new under the sun is seen in the Guy's fully adjustable-for-rake column, operating worm and wheel steering gear. The foot brake worked on the transmission, the rh lever, by the gear lever, the rear brakes. The back axle could be dismantled without jacking up the back wheels and petrol feed to the two Zenith carburettors was by Autovac, there was a reserve fuel tap, and the clutch stop was a tiny cone-brake. Many parts of this ingenious chassis were patented and the intention was that it would be inspected free every two years. That was the private car on which Sydney Guy, and his fellow directors TS Hooper, who was to own a fine V8 all-weather, and JA Jordan, hoped to have in production by May 1920.

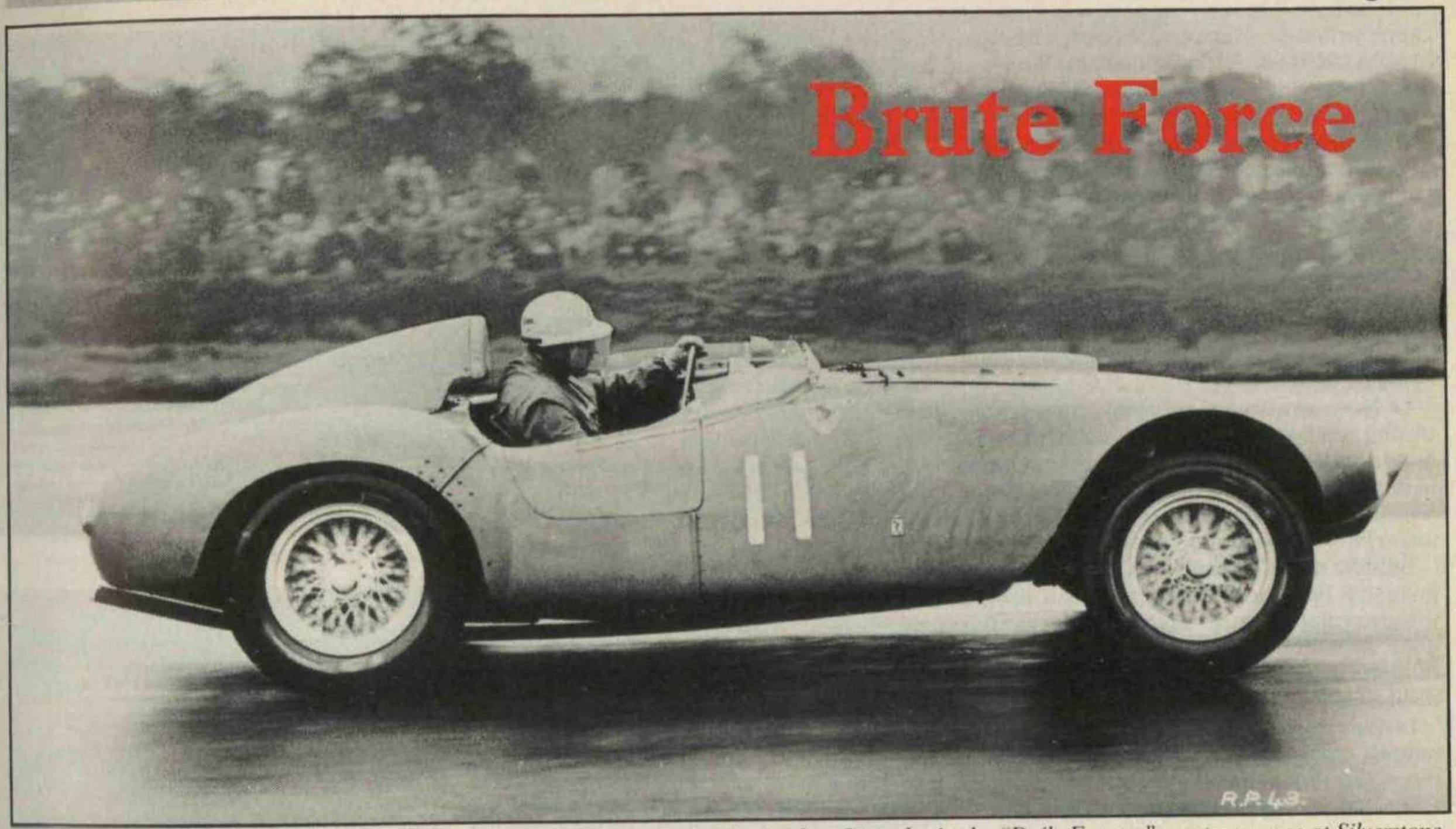
In the meantime, at the 1919 Show a chassis, tourer and coupé were displayed and prices had been established at £1175 for the chassis and £1475 for the tourer. Interest was certainly aroused by the new car, in which not only was lubrication very thorough, as described, but extended to oiling of the rear springs, universal joint and wheel bearings from the back axle and of the front universal joint from the gear-box. The Guy's ride on bad roads was praised, the springs, which were devoid of dowels, being said not to deflect the axles by more than 1/32in out of track, while a more visible amenity was an aluminium instrument panel mounted on a light alloy and cast-iron support. The back of the panel was accessible from beneath the bonnet. If the Dowager had decided against a Guy V8 I suppose she might have looked instead at a V8 Cadillac, a Daimler 30 or a 25/50hp Sizaire-Berwick, which were in much the same price band in 1919. Or maybe at a 25hp Vauxhall, if the 30/98 was too sporting.

By 1920 rumours circulated that the project was doomed but the company denied this, claiming it had orders worth £2,250,000 and would separate the commercial vehicles from car production. By September the first batch of seven Guy V8s was ready. All kinds of bodies were being put on the chassis, the early appearance of which was to its advantage — for instance, the 1919 3-litre Bentley was only just appearing. One owner of a Guy V8 two-seater had little trouble in his first 5000 miles, apart from leaks from the original type water pump (apparently a later addition) and loss of lubricant from some of the chassis oiling points ("You see, my dear Watson"). He found the car not very fast, at 55/60 mph but got 30 mpg in hilly country and used Price's heavy gas-engine oil in the sump and back axle. By the time of the 1921 Olympia Show engine internals had been slightly altered and disc wheels standardised, and fabric universal joints had replaced metal ones; the chassis price was down to £1095 a tourer costing £1395. It all looked most promising, for this advanced car with a side-valve engine with some of the advantages of overhead valves, including a central sparking plug, and the attraction of eight cylinders, but perhaps Guy Motors became too ambitious.

In 1921 they brought out a £475 12hp 1676cc long-stroke four-cylinder chassis. The tourer cost a whacking £660. Not satisfied with that, there was also a 15.9hp version and a 16.9 "Colonial" model. These models were dropped in 1923 in favour of a more conventional £395 2-litre four-cylinder with inclined side valves. It had pump and splash lubrication, which was claimed to give longer bearing life than pressure-feed, because impurities which passed the oil filter were not forced into the bearings! A tourer was listed at £495. The V8 soldiered on, the chassis price reduced to £875, a tourer to £1095 but in 1924 private cars were abandoned in favour of commercial vehicles.

One would have expected the honest Guy V8 to have fared better but according to Tony Guy, Sydney Guy's nephew, only 140 or 150 were made, and today they can be regarded as defunct. WB

Brute Force



On only its first appearance in Britain, the 375 Plus was driven to victory by Froilan Gonzalez in the "Daily Express" sports car race at Silverstone, setting a lap speed record that was as quick as the Formula One Ferrari.

Brute force is not generally a description associated with Ferraris. Lithe, delicate, stylish maybe, but definitely not brutal. And yet the early Ferraris in particular were inclined to put power before finesse, pragmatism ahead of styling. As the years progressed, the sports racing models became more and more refined and certainly more stylish, but one of the best examples of when Enzo Ferrari made sheer engine size a priority over other considerations such as handling and tractability is the monstrous 375 Plus, a one-year wonder campaigned by the Scuderia in 1954.

The model itself was a continuation of a theme, particularly with regard to the engine. The single overhead-camshaft V12 unit was from the hand of Ing Aurelio Lampredi which had first seen the light of day in 1950 as a 3322cc unit in the 275S. Before the year was over, though, it had already been bored out to 4102cc and then to 4494cc by increasing the stroke. Development did not finish there, however, for it was again bored out, this time to 84mm while still retaining the 54.5mm stroke, to give it a displacement of 4954.34cc becoming in the process the largest engine hitherto seen in a Ferrari. This was the engine which was fitted to Ferrari's challenge to the omnipotent Jaguars — the 375 Plus.

In overall dimension the car itself was more compact than the previous 4.1-litre Ferrari while the chassis was almost identical in layout to the old 4½-litre Formula One car. It had the normal Ferrari-type independent front suspension and transverse leaf spring, but broke new ground for a Ferrari sports car by utilising a de Dion rear axle with the gearbox in unit with the differential.

"The general build of the car was massive and, in contrast with the sleek Jaguars, the Ferraris were unashamedly brute force machines, thrusting themselves through the air by sheer power and looking ready to devour anything that might be in their path." Thus DSJ described the 375 Plus in 1954.

The omens were good for the model when it won first time out at a race meeting in Agadir in February. Fresh from this success Giuseppe Farina then took this same car to Dakar a week later where he broke the lap record but ultimately retired while in the lead.

From North Africa, it was back to Italy for the model's next two outings: the Giro di Sicilia and the Mille Miglia. The car's *forte*, however, was not able to come to the fore on these twisty, demanding and bumpy courses. After their defeat in the Sicilian event when Umberto Maglioli, who had been entrusted with a 375 Plus, overturned the car trying to keep up with Taruffi's 3.3-litre Lancia, Ferrari were determined to exact their revenge in the Mille Miglia.

Pitted against the trio of 3.3-litre Lancias were four of the open two-seater 4.9 Ferraris which were entrusted to Farina, Maglioli, Gianni Marzotto and Paulo Marzotto, and a number of 4½, 3 and 2-litre cars. While all the Lancias were running without passengers, only Maglioli in the Ferrari team went solo, his car having a faring over the passenger's side and a large streamlined headrest behind his own seat. According to reports of the time, his car looked more purposeful than many contemporary Grand Prix cars.

While speeds of 192 mph for the big Ferraris were being spoken of, it was reasonably estimated that 160 mph was top speed, some 5 mph more than the Lancias, but the large Ferraris lost out to their smaller capacity rivals on handling. In the event, it turned out to be an epic race. The three Lancias took an early lead while the Ferrari challenge was dented when Farina went off the road early in the event, breaking an arm and writing off the car. As the event continued, though, the sheer power of the Ferraris began to make some impression, but it was never enough to haul the leading Lancias in. At Aquila, almost half way round the 1597 kilometre course, Taruffi still held a four minute lead over his team-mate Ascari, and then came Maglioli followed by Paulo Marzotto. His brother Giannino had retired after just 400 kms almost admitting that his 4.9 was more than he could cope with!

As the cars sped north on the return leg, the Ferrari drivers used all the power and torque at their disposal as they climbed up through the mountain passes and finally the pace began to tell on the Lancia drivers. Taruffi went out of contention when he went off the road on the approach to Siena and broke an oil pipe, and Ascari had his lead cut to just 53 seconds ahead of Maglioli. As the cars swept towards Florence Marzotto overtook his team-mate for second place and looked set to reel Ascari in, but it was then that it all started to go wrong for the Ferraris and their onslaught broken. Maglioli ran off the road and damaged the car too badly to continue while traversing the Raticosa and Futa passes between Florence and

Bologna while Marzotto retired with a broken gearbox. Ascari thus came home an impressive winner ahead of Vittorio Marzotto in a 2-litre Ferrari.

It was back to the track for the 375 Plus' next major outings. At Silverstone Froilan Gonzalez took one to victory in the *Daily Express* sports car race and proved the car's phenomenal speed by putting in several laps at 85.67 mph, which was exactly equal to his best laps in the 1954 Formula One Ferrari in the previous race. It was the next race, though, that was to count as the most important of the year.

Le Mans has always outweighed the rest of the season's races in prestige and importance, and 1954 was no exception. In the Fifties, Jaguar were busy making the Sarthe circuit their own, and this Ferrari were determined to deny them.

Initially it was thought that Jaguar were going to have a walk-over: Lancia had withdrawn and Ferrari seemed undecided on what model to enter. At scrutineering, though, any such thoughts were quickly disabused.

Instead of Ferrari entering a plethora of models, they had decided on entering just three 375 Pluses, for P Marzotto/Maglioli, Gonzalez/Trintignant and Rosier/Manzon, these three cars upholding Ferrari's honour against the C- and D-type Jaguars. And it was this confrontation which made the race that year so memorable. On the one hand were the Jaguars which had been built with Le Mans as the main objective and were therefore designed to run on an almost flat, well surfaced track at high average speeds, while on the other hand were the Ferraris which had been built to withstand almost anything and everything, from the rough tracks of Sicily, with average speeds in the region of 50/60 mph, to the mountain passes of Italy, to the long straights and undulating curves of racing circuits. Le Mans that year had shaped up to be a battle between brute force and science.

Initially it seemed that brute force was going to have it easy. Not only did the three team Ferraris assume a 1-2-3 formation at the head of the field, the three Jaguars were detained with electrical problems within a couple of hours of the start which allowed the scarlet opposition to build up a temporary cushion of two laps.

Their problems sorted out, the Jaguars resumed the race and were on such good form that by midnight the Whitehead/Wharton car had worked itself up into second place behind Gonzalez/Trintignant and ahead of Rosier/Manzon. By this time, though, the Marzotto/Maglioli car had unfortunately succumbed to gearbox problems and retired while the Moss/Walker Jaguar was effectively out with brake problems.

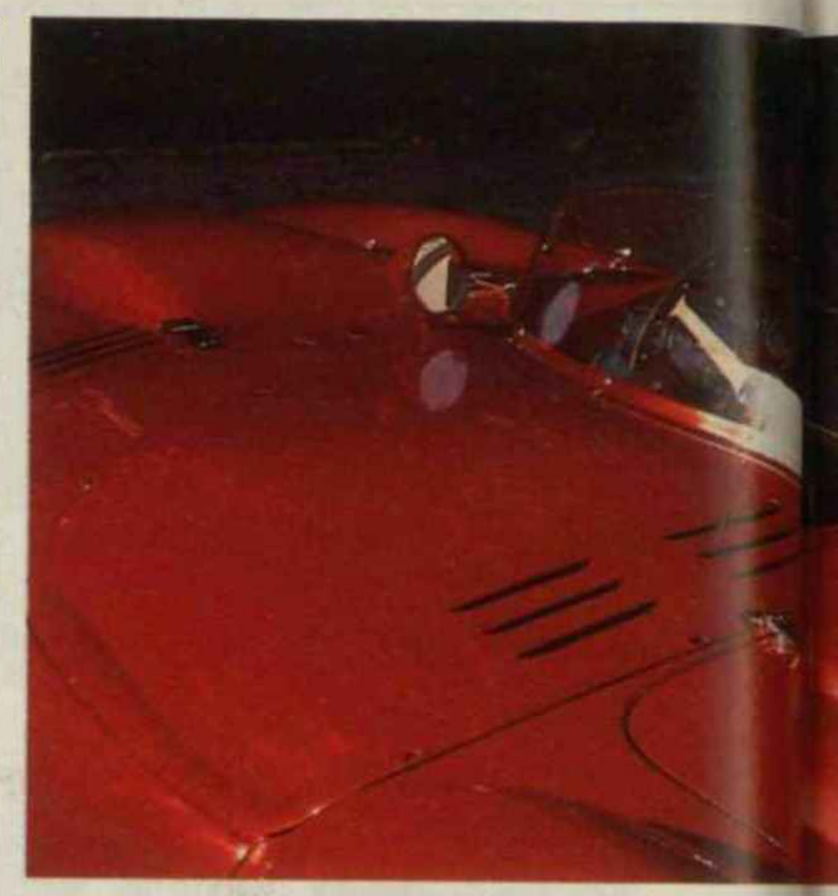
As night began to turn to dawn, the battle intensified. The second placed Jaguar went missing with gearbox problems but the odds were evened up again when the Rosier/Manzon Ferrari had a gearbox malfunction before dawn. The leading Ferrari, though, was not to have it easy for the remaining works Jaguar, driven by Hamilton and Rolt, was going like a train and going ever faster despite the appalling conditions. A timed kilometre down the Mulsanne Straight showed that the Jaguar was reaching speeds of 251 kph against the 245 kph of the Ferrari, but since the scarlet car's enormous Grand Prix 4½-litre type hydraulic brakes were proving better than the Jaguar's disc brakes, and the larger engined Ferrari was better on acceleration, the lap times were not greatly different, the Ferrari, in fact, being just slightly quicker each lap.

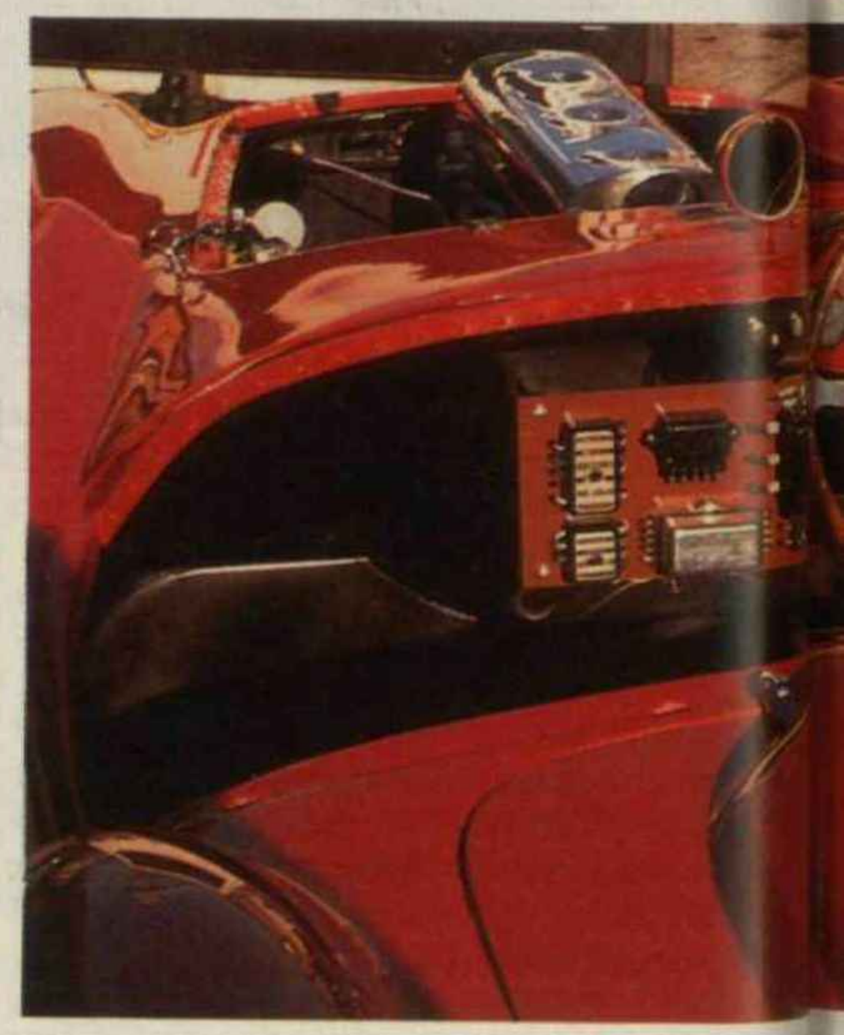
By this time the Jaguar was just over a lap behind and as the rain continued to plummet down, the situation remained the same. It was the Ferrari, however, which showed the first signs of the wear and tear of the fast pace — each time it pitted, it took longer and longer to fire up. It had, nevertheless, still been able to stretch its lead to just under two laps.

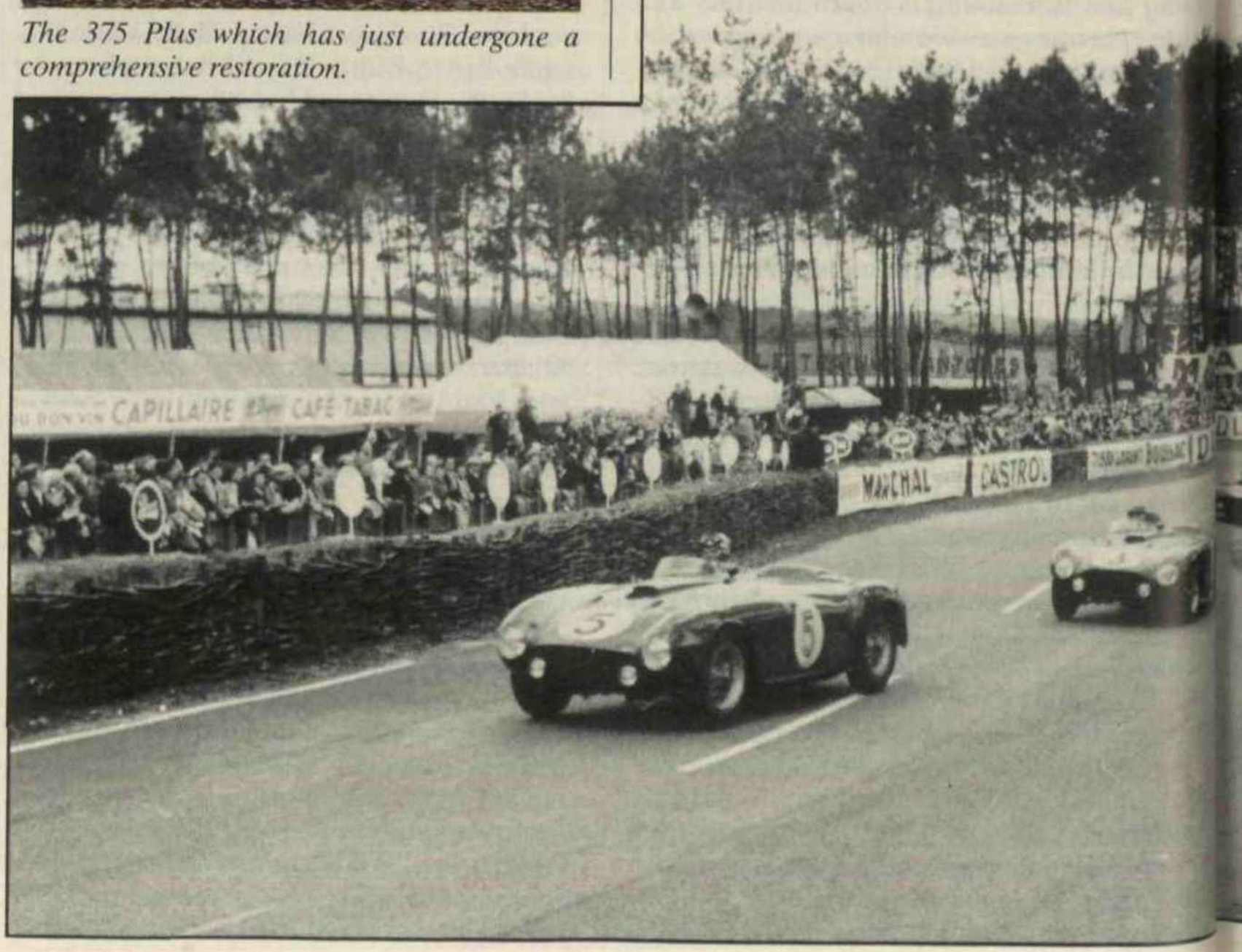
At 2.30pm, with just 1½ hours to go, the Ferrari came in to re-fuel but when Gonzalez hopped back in, the engine refused



The 375 Plus which has just undergone a comprehensive restoration.









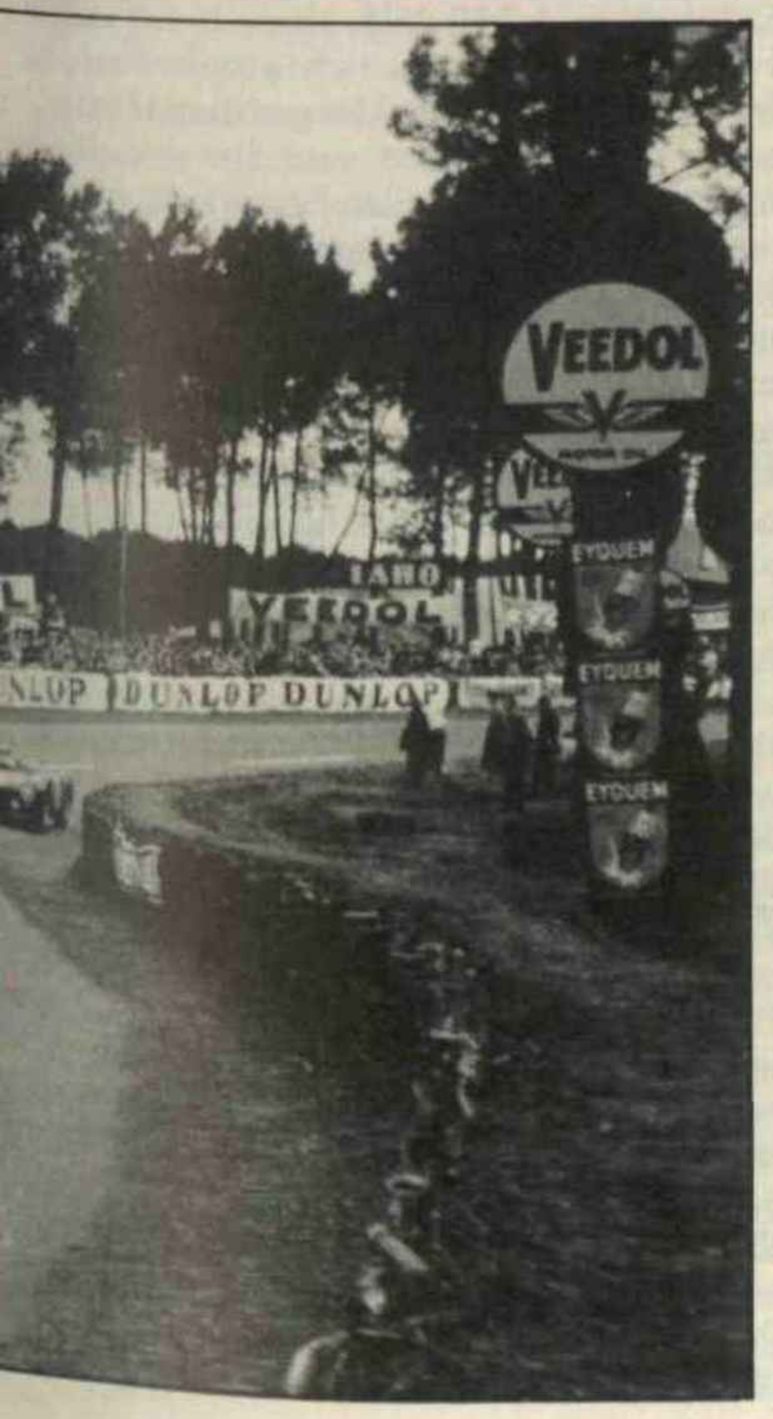


The huge petrol tank which caused great chassis stress.





The original rear light with its distinctive pattern.





The battered D-Type which finished second.

to fire. As he evacuated it to allow the mechanics to work on it, Rolt appeared in sight and started to make for the pits as he needed some new goggles. He was frantically waved on by the Jaguar pits to continue on and unlap himself so shot off down the road again.

Still the Ferrari would not start. Rolt ploughed on as fast as he would dare, knowing that the race could be his, but frustrated at the lack of vision from his misted goggles. He had almost completed another lap when the Ferrari at last fired up and Gonzalez was off, the tyres scrabbling for grip as he floored the throttle.

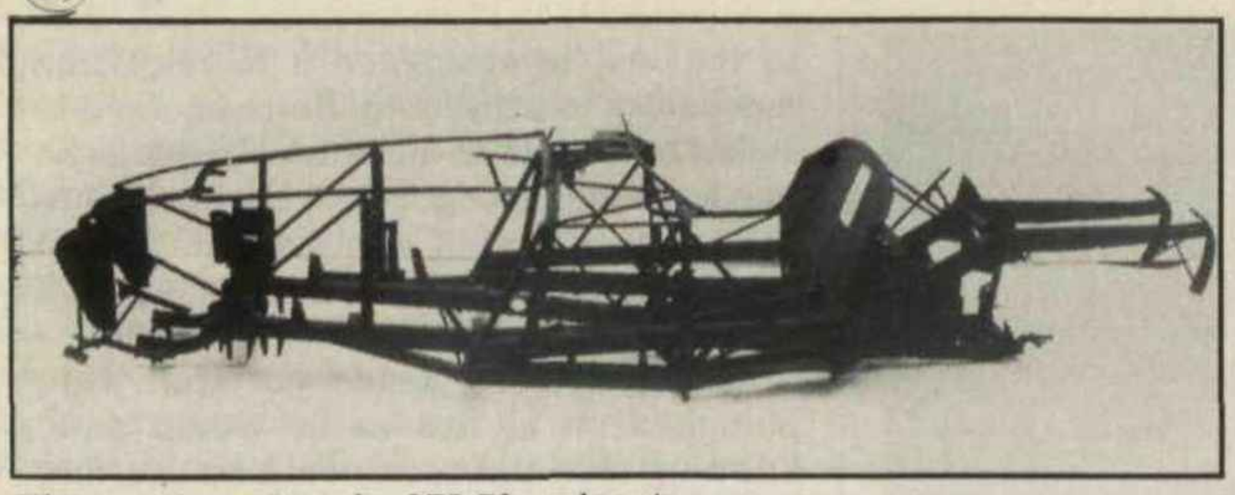
The gap between the two cars was now just 1 min 37 sec, but it was soon extended. It was when the race entered the final hour that the Ferrari pit were given another scare — Gonzalez was slowing dramatically, lapping at 5 min 30 sec enabling a determined Hamilton to reduce the gap once again. It was only after frantic pit signals to inform Gonzalez of his predicament that the Argentinian sped up again and yet again increased his lead to 1 min 44 sec.

At 4.00 pm the chequered flag was held out. Gonzalez had done enough to claim a famous victory, despite not eating or sleeping for the 24 hours which, it transpired, were the reasons for his sudden slower laps speeds at the end of the race, while the Jaguar came in second, just 4.09 kms separating the two cars after 24 hours of racing. It was the first victory in the 24 Hour race by a works Ferrari.

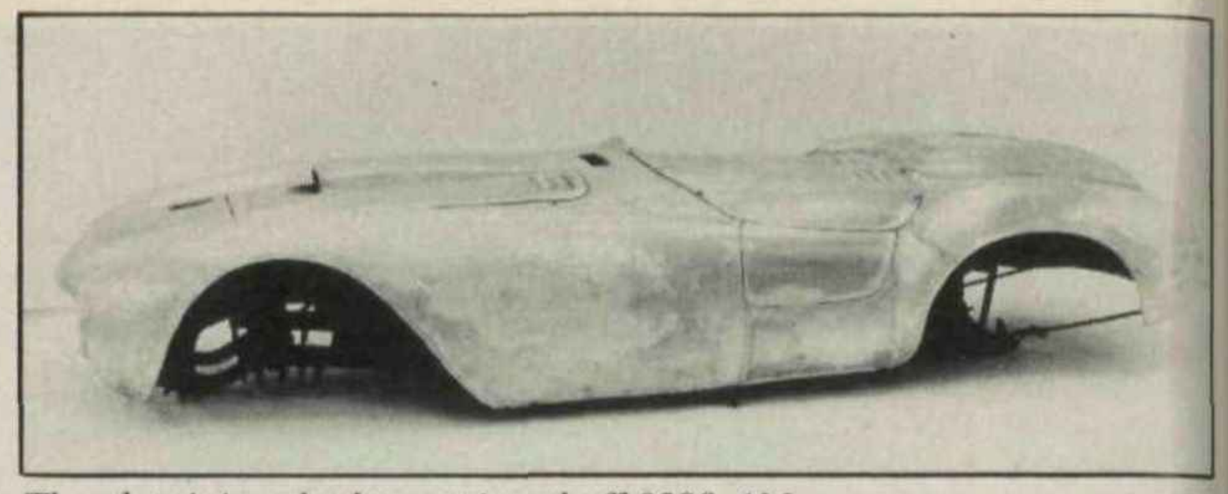
Altogether there were five 375 Plus Pinin Farina spyders made. 0386 AM which was crashed on the Mille Miglia by Farina; 0392 AM, the Louis Rosier/Robert Manzon Le Mans car which Maglioli used to win the Carrera Panamericana later in the year, although by this time, it was owned by Erwin Goldschmidt and which is now in Australia; 0394 AM which was damaged in the Mille Miglia and then which won the Silverstone *Daily Express* Trophy Race in the hands of Froilan Gonzalez but was the Maglioli/Marzotto car which retired from Le Mans; 0396 AM, the Le Mans winner, but which was rebodied by Scaglietti as a spyder in 1955 after it was damaged in the Carrera Panamericana, and then rebodied yet again to its original shape; and 0398 AM, the car contested by a former owner to be the Le Mans winner, which had an early South American history before appearing in Texas in the hands of a Ferrari collector.

It is this latter car which has recently had a three year sojourn in Britain undergoing a restoration in the hands of DK Engineering of Watford. When it was purchased by the present owner from the Texan collector who had run into financial trouble, the car was found to be ridded with problems.

It looked reasonable but was mechanically dreadful and had been tarted up to make it look better than it was. The engine was broken internally, there were several non-original parts, such as the propshaft, and it was altogether a basket case. Every-



The massive twin-tube 375 Plus chassis.



The aluminium body as stripped off 0398 AM.

thing had to be stripped, but not everything thrown away.

The aluminium body, for example, was found to be in a good state and did not need to be replaced. It needed some work to replace the slots and grooves that had appeared on the car over the years, but there was nothing on it that beating and welding would not cure, but all the original flaps on the bonnet which open to reveal the oil tank, dipstick and radiator were naturally retained.

The long twin-tube, chassis, unique to the model and quite an unusual design, was in a poor state, not through accident damage but through fatigue, was repaired and strengthened with plates where necessary. One area in particular found to be cracked was that around the rear frame members which support the 60 gallon fuel tank. The biggest problems, though, were neither the chassis nor the bodywork.

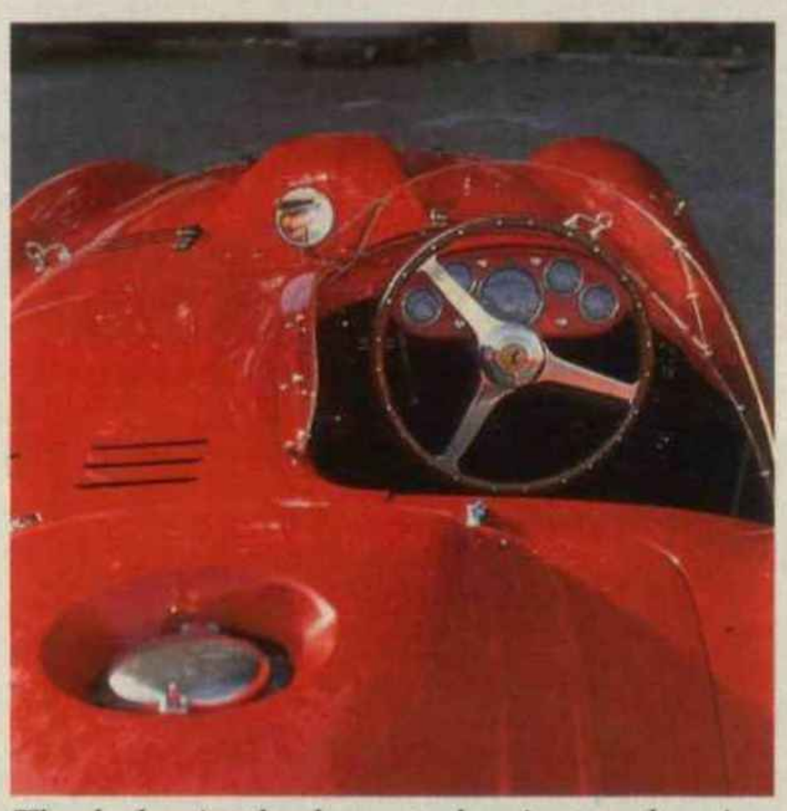
It was the final drive and gearbox which were to give DK Engineering their biggest headache in the restoration. Not only was the gearbox broken inside, someone over the years had bodged it up to make it appear sound, which inevitably made it even more difficult to restore. By the end of the restoration, however, all the internals of the 4-speed box and the transaxle had been renewed.

Everything was likewise replaced on the engine: the crankshaft, rods, pistons, liners, valves, springs — every moving part, but nothing presented particular problems as the supplying companies, such as Cosworth with the pistons, had the originals from which to work. The pipework needed replacing, the yellow and brown piping bought by DK in Brescia from the original manufacturers who still had it in stock.

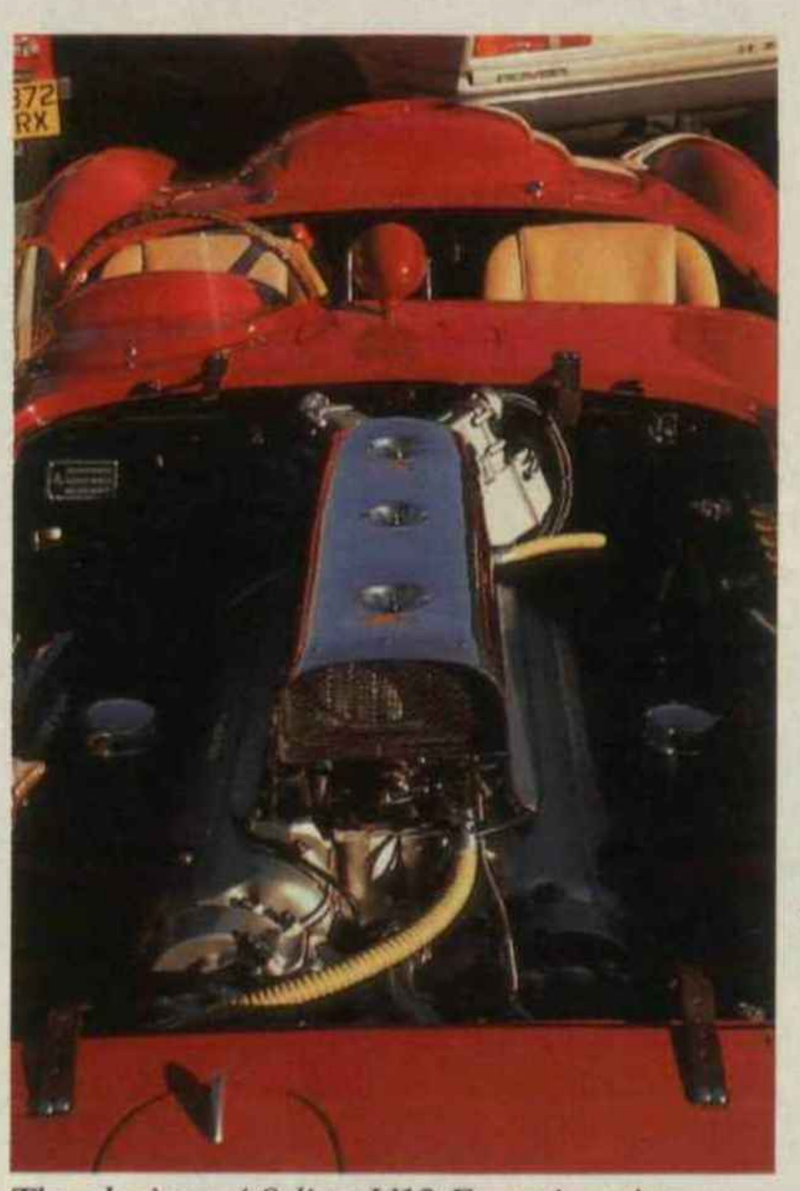
What was more difficult to replace were those items which had been removed from the car before it came to England. The propshaft present in the car, for instance, was an American made affair and gave no clue to the correct size and dimension of the original. Research by David Cottingham of DK Engineering and help from present owners of two of the 375 Plus' showed what diameter the shaft should be. Likewise the fuel tank. The car was delivered to England with an unoriginal steel petrol tank. Help from Australia and France with patterns enabled a new tank to be made to the original specification but the huge fuel filler cap, which sits in the centre behind the driver's left shoulder, was original.

All the back plates to the massive brakes had cracks in, the drums had broken fins, the liners in the drums were oval and the twin brake master cylinders needed to have new internals, but did not actually present too many problems.

Re-wiring was not a problem, but DK had luck when it came to finding the lights. They were satisfied that the front lights they had were good enough to use when Cottingham heard that a contact in Seattle possessed both the correct sidelights and headlamps, items he had previously acquired from a garage near Le Mans.



The bulge in the bonnet dominates the view from the driver's seat.



The glorious 4.9-litre V12 Ferrari engine.

Naturally these were acquired by DK and fitted to the car. All the electrics are mounted on the bulkhead inside the cockpit as on the original.

The seats were upholstered in the correct leather trim on the evidence of a Mrs Day of the USA who has had a 375 MM since new and who had original colour pictures as proof. The gear lever and three-spoke steering wheel with Prancing Horse insignia were both original but restored as were the knock-on hubs, except for the centre disc which was brassed in before plating.

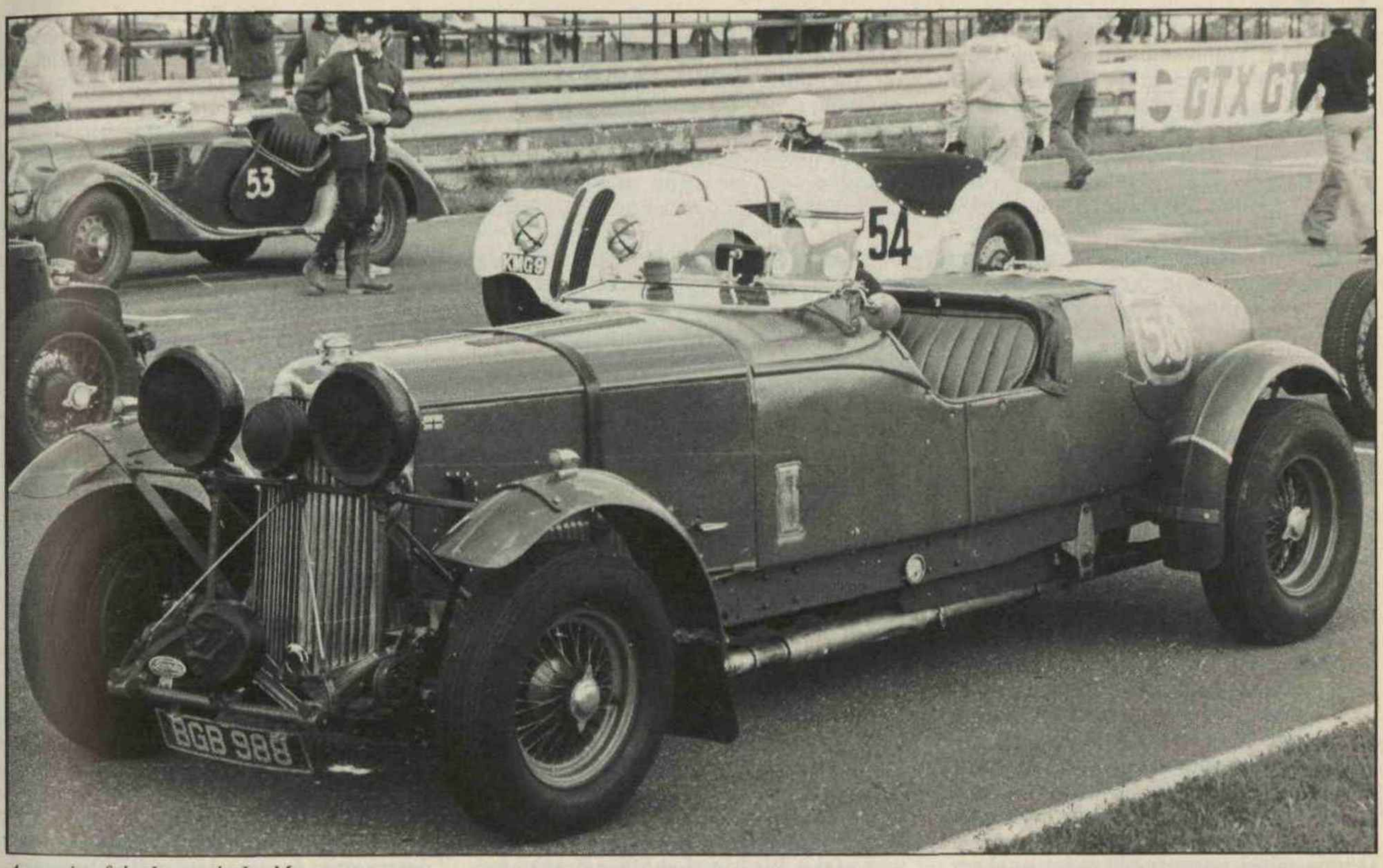
The instrument panel, which reads from left to right: fuel, oil pressure, tachometer, (to 8000 rpm with no red line), water temperature and oil temperature, is original but all the dials have been refurbished. The driver is protected by a curved perspex windscreen which continues onto the aluminium tonneau cover which itself is bulged to accommodate the large air filter.

The handbrake was correctly positioned on the right and the gear lever on the left, but what was missing, though, was the padding mounted on steel brackets to protect the driver's knees and legs, as on the original Mille Miglia cars.

The most impressive thing about this Ferrari on the road is the fantastic torque. Other than a 340 MM, there is no other Ferrari of this era which accelerates as hard as the 375 Plus. The gearbox is much easier than expected and the handling nothing like any earlier Ferrari. Most are nervous when cornering hard and you have to be really awake to cope with it, but not with the 375 Plus. With its tendency to understeer, the only way to get it round quickly is to power it around the corner by sliding the tail whereas with the more nervous 340 MM, which has a lot of castor angle and very heavy steering, the only way to go through a corner quickly is to four-wheel drift it.

Now three dozen plus one years old, this car still looks, sounds and performs as well as any modern supercar. The only sad thing about it is the realisation that although we have the F40, the 348, the 288 GTO etc, we no longer have a Ferrari made in the true sports racing tradition. Part of the aura of the 375 Plus' greatness is the fact that this car, and its sisters, were being campaigned at Le Mans, on the Mille Miglia and on the Carrera Panamericana — and winning. That is something that the F40 will never achieve. That is why the 375 Plus is a great car, something the F40, no matter how desirable, can never be.

WPK



A genuine fake Lagonda Le Mans car.

Buying a Fake

Dear Reader,

You will remember that last year I tried to buy a Ferrari with a good friend of mine, and we failed miserably. Not because we could not find a Ferrari for sale, nor because we could not find a suitable one, but because the whole business was so complex. We just gave up in despair.

Recently my friend came to see me again and naturally we were talking cars and discussing what we would like to own. He had come to the conclusion that not only had old cars risen to prices that were way beyond his means, but even if he could afford them he could not justify paying that sort of money for something that was no more than a toy to play with in his spare time. His normal car, that he uses for business and pleasure, is a Porsche 944 Turbo, that cost enough money when he bought it secondhand with a low mileage on the odometer. The thought of paying twice the price of the Porsche (or even ten or twenty times) for something he would only use a few times a year did not make sense. When I suggested that glossy monthly magazines' saying that paying a high price for an old car was a good financial investment, he became very short with me. He has a very comfortable lifestyle, has a good business totally divorced from the motor trade or money market gambling, and was really rather put out by the suggestion that he should buy an old car simply to make money.

Thinking about the overall old car scene he had come to the conclusion that he was not interested in joining the rat-race of auctions and collectors, he just wanted an old car to mess about with. He had decided that basically people were paying high prices for the history that went with the old car, not for the old car *per se*, so a complete fake would satisfy his needs as long as it had all the qualities of a car made in the old fashioned way. He did not want something made from modern car components in the style of an old car, and anyway most of the ones on offer were a bit grotesque. "A 'genuine replica' is what I want," he said to which I replied: "You want a fake real car?"

Looking through the advertisements in MOTOR SPORT he got very excited when he saw a 1951 Frazer Nash Le Mans Replica that one of the dealers was advertising for sale. When I told him that it would be very expensive because it was a genuine 1951 car, very original and unspoilt, he asked how it could be a genuine 1951 car if it is a Replica? Even after after I had explained that Frazer Nash named those particular models Le Mans Replica when they were built, because they were Replicas of the actual car that finished third in the 1949 Le Mans 24 Hour race, I still was not sure he really understood. I explained that in 1972 or thereabouts, a firm built seven fake Le Mans Replica Frazer Nash cars that should have been described as Le Mans Replica Replicas, but nobody really understood. Being on my Frazer Nash hobby-horse I then explained to my friend that in 1931 two Frazer Nash cars were run in the RAC Tourist Trophy race, or TT for short, and the following year AFN Limited, who made the Frazer Nash cars, offered for sale identical models to the two TT cars and called them Frazer Nash TT Replicas. I added that there were two very nice TT Replicas for sale, both extremely genuine cars.

He was now a bit confused and said, rather petulantly, "I don't understand, I was asking about relatively cheap replica cars and you produce genuine, high priced cars that you call replicas."

"Exactly, which is why I prefer the term 'fake' because then there is no confusion." After some thought my friend said: "I think what I really want is something fairly straightforward and uncomplicated, like a Jaguar or an Austin-Healey, that I could use to go to the pub on Sundays."

We found two E-type Jaguars, one

described as a 'Lightweight Replica' and the other a 'Lightweight lookalike'. I had to explain that back in the Sixties Jaguar was battling with Ferrari on the circuits of Europe and there was no way a standard E-type could challenge a 250GT Ferrari, and Ferrari was bending the rules anyway, calling his competition models standard production, so Jaguar built a handful of special E-types, with alloy cylinder blocks and 5-speed gearboxes among other things. These were known in racing circles as Lightweight E-types, and they were very effective in racing and made superb road cars, but they were never put into series production. Because they were such good cars the old car industry has been building fake Lightweight cars, which of course now cost a lot less than any of the handful of cars that Jaguar built. But for the money being asked for these fake cars you could buy a brand new genuine Porsche Carrera 2 plus a standard 944 for shopping.

My friend was beginning to go off the idea of a Replica (fake) car, because he had an uneasy feeling that there was a bit of a racket going on somewhere, and didn't like the smell of things. He still liked the idea of an old Jaguar, but was nonplussed when we found a C-type, which he liked very much as being one of the last of the old style Jaguars, and a D-type, which everyone likes for its sheer audacity of style and line. Both had been built from a lot of Jaguar components and both were fakes, not built by Jaguar Cars Ltd and both had some other name on the nose, neither of which meant anything to us. He was quite tempted by these, but the prices were far more than he was prepared to spend on a Sunday morning toy. He kept saying how he could have a brand new Porsche, which is what he really wanted, and drive it all over Europe at really high speed, which is what he really enjoys with his present 944 Turbo.

Thumbing through the magazines he posed more questions. "It says here, 1926 Bentley 6½-litre Le Mans tourer, but surely in 1926 the Bentley team hadn't run the 6½-litre at Le Mans? It must be a fake." Then he found a really lovely looking GT40; it certainly looked like the Ford GT40s that raced in the Sixties, except that the description said 'made in 1990'. It had a Ford engine, but did not make claim to being a Ford GT40 so we passed that over as we did not really understand it, though the price seemed pretty reasonable.

Then there was a 1949 Bentley 4½-litre with 'accurate' Vanden Plas style open tourer body, which prompted the thought that as the firm of Vanden Plas were coachbuilders of known repute, then the body on this Bentley was either a Vanden Plas or it wasn't, and if it wasn't then it was a fake. We found another Bentley for sale that was a '4½-litre Supercharged replica, nearing complete rebuild. . . . near copy of the famous short-chassis Birkin Blower Team Car'. It sounded like a very genuine fake. There was also a car described as Brooklands but the only part of it that had been round the Brooklands track was the makers name!

There were a lot of interesting 'Specials' but few of them showed any serious thought by the builders, being copies of known production models, which really defeats the object of the special-builder. However, there were one or two which really did express the builders own ideas, they were not copies, replicas, fakes or anything else, but nice simple straightforward homemade specials, using Alvis, MG or Riley components, and were good examples of a healthy pastime. I was not very popular on one occasion when somebody produced a very good copy of a famous Grand Prix car and I said it was "a beautifully made special but showed no spark of imagination on the part of the builder."

By now my friend had run out of steam and had lost interest in his idea of buying a genuine fake old car and was beginning to make pencil sketches of a Porsche Special. The trouble was that almost every idea he came up with had already been built by the Porsche Weissach Research and Development Centre, even though many did not see the light of day. In desperation he sketched a front engined flat-six air-cooled 911, but we could not really see the point of it. Yours, DSJ.

Brighton Backtrack

As stated last month, this year's Veteran Car Run was a great occasion. Although 79 of the pre-1905 cars were withdrawn before the start and another six were non-starters, that still left the remarkable number of 392 veterans to face the road to Brighton. It was pleasing that the Chief Constable of Sussex, who permitted an entry of 400 this year, rode on a 1904 Sunbeam. Transport Secretary Cecil Parkinson was Lord Montagu's passenger on the 1903 Daimler and said he would hope to go again in 1991. Not evidently a political decision! HRH Prince Michael of Kent had Sir Peter Ustinov with him on the 1904 Mercedes, from the Daimler-Benz Museum. Apart from racing drivers referred to last month, Andy Wallace, the Le Mans Jaguar driver, was 20 minutes late getting away, after fettling the engine of the 1897 Daimler. The 61 unfortunate who failed to get in by the 4pm time limit were, for the record:

1884: T. Moore (De Dion Bouton et Trepardoux — low head of steam (but got within four miles of the finish). 1891: R. Southwood (Panhard). 1893: R Fuchs (Benz). 1896: Miss Arnold (Arnold), Mrs Pittuck (Leon-Bollée), I Moore (Panhard), P Briggs (Peugeot). 1898: D Herrmmann



One of the 392 entrants who made it to Brighton.

(Benz). 1899: R Highman (De Dion), M Fletcher (De Dion), P Lumsdon (Locomobile) — retired after Brixton Hill, J Baker (Metz), C Loder (Star) — broken front axle. 1900: P Thompson (Daimler), R Phillips (Daniel Augeo), M Frattorini (De Dion) — engine trouble, with two miles to go, R Hounslow (Mobile), G Briere-Edny (SFA). 1901: M Holmes (Clement Bayard), R Sinclait (De Dion), A Earnshaw (Panhard), W Wrather (Panhard), Dr Dyke (Steamobile). 1902: T Rose (Albion), T Amyes (Bartholomew), D Corry (Benz), P Reed (Boyer), J Smallman (Darracq) — broken valve, D Carr (De Dion), Dr Holden (Locomobile), M Post (Oldsmobile), M Manning (Peugeot) — lost stubaxle. 1903: B Ferguson (Brown), W Presinger (Covert), Count Labia (De Dion), D Marne (De Dion), D McNeill (De Dion), M Essex (De Dion), Cllr Garrett (Gladiator), A Whitelegge (Humberette), M Barber (Peerless), R Skerman (White), D Sharpe (Wolseley). 1904: J Mason (Cadillac), G Parrish (Darracq) — lubrication problems, R Knight (Darracq), Miss Thompson (De Dion), K Russel (De Dion), A Lock (Ford) — gearbox failure, Mrs Ayley (Franklin), Miss Strong (Humberette), L Allen (Glide), R Sevenoaks (Northern), K Moore (Oldsmobile), Sir J Rogers (Orient Buckboard), N Burke (Pope-Tribune), B Richardson (Stanley), P Brandt (TurnerMiesse), R Temple (TurnerMiesse) and G Drew (Wolseley).

Unhappily, 18 drivers were reported for contravening the rules and some were disqualified, including Wolf's 1900 Lux, which anyway had no gears left, after reaching Crawley. The oldest car to finish, with five minutes to spare, was Ruth Moore's 1892 Panhard, in spite of overheating troubles, and the last car officially in was Sharman's 1903 Oldsmobile. Now for 1991! WB



Off to Baghdad

The 12/48 Wolseley which made the 4600 mile trip to Baghdad, including hundreds of miles of sand and desert, in 20 days.

No one is likely to set off for Baghdad at the present time, unless in an attempt to release hostages held by Saddam Hussein. Back in the 1930s it was different. Indeed I have come across details of a journey there from London which was not only another bit of motoring adventure, but which serves to underline the sheer versatility of the competition drivers of those times. In a more recent epoch we remember how, for example, Stirling Moss showed up many other racing drivers by his ability to jump out of a single-seater GP car into a sports car and drive each with the same skill, in short or long distance events.

Today, with the highly professional aspect of the game, such versatility is less in evidence. But before the war (I had better insert Hitler war, in view of pending developments) those who enjoyed motoring competitions were often very versatile. This applied not only to the drivers but to the cars. Readers with long memories may recall my account of how it was then possible to buy a normal M-type MG Midget and run it, with some chance of doing well, in events as diverse as Brooklands' races and High-Speed Trials, long distance MCC reliability trials, mud frolics and long duration rallies, etc.

It must, surely have been simply love of adventure which prompted the Hon Brian Lewis, Tommy Wisdom and Mrs Elsie Wisdom to venture from London to Baghdad in a Wolseley saloon early in 1936. If money came into it, this cannot have been the prime motive for going. Brian Lewis (Lord Essendon) was a Company Director, apart from his titled position, and TH Wisdom, motoring and aviation Editor of the *Daily Herald, Sporting Life* and *The People*, had, I believe, a financial stake in these profitable Long Acre publishing ventures.

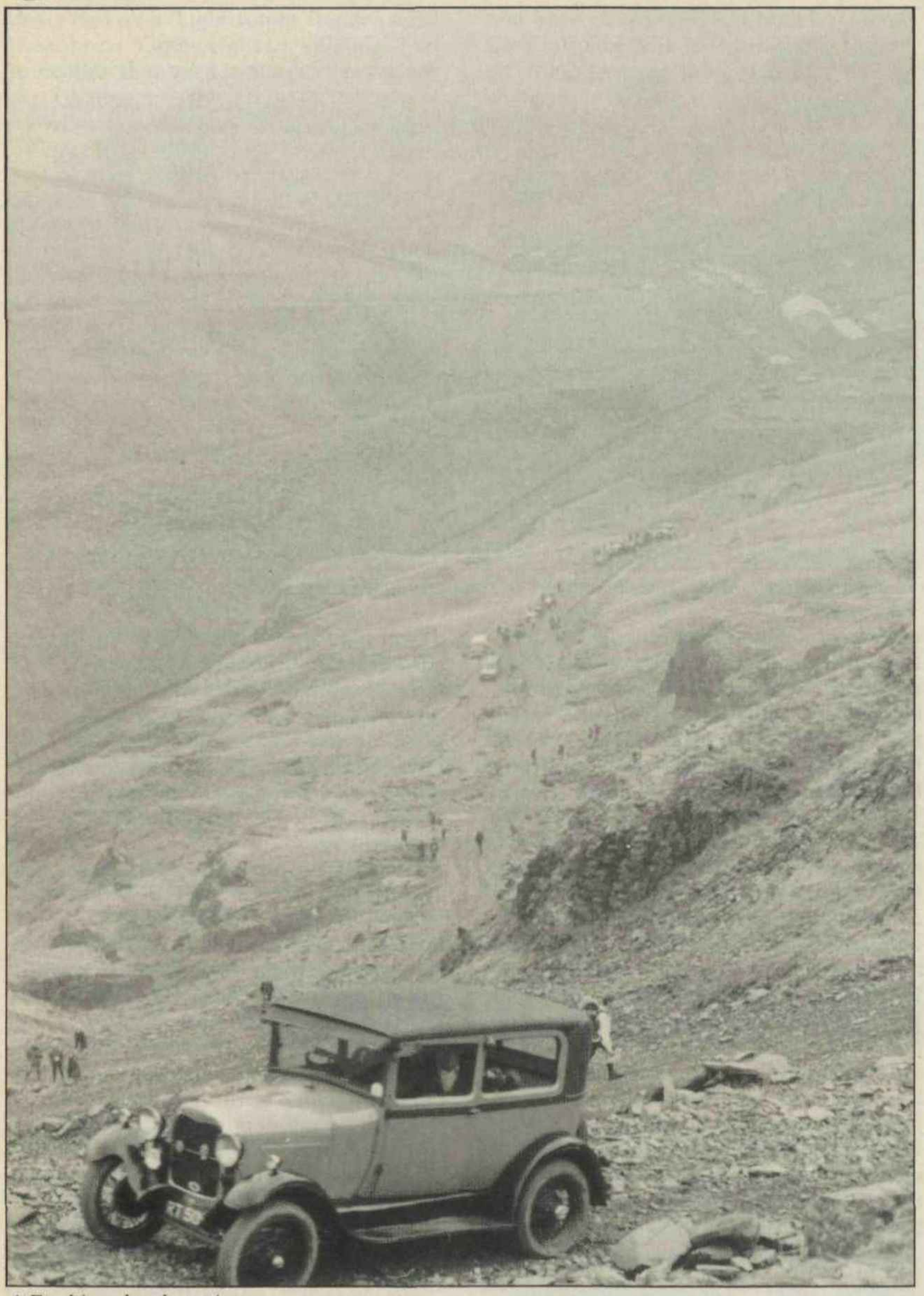
So their departure on this long journey was presumably an acceptance of their collective professional approach to their chosen way of life. Brian Lewis was, of course, the versatile prewar driver of monoposto P3 Alfa Romeo, Type 59 Bugatti, Roesch Talbot, Frazer Nash and other cars, in events as versatile as Brooklands races, the TT, the IoM road races, the Alpine Trials, etc. Tommy Wisdom was likewise an all-rounder, well known at Brooklands in cars from the big Leyland Thomas downwards, with an Invicta in the TT, record breaking with an MG Midget, and after the war driving Healey, Jowett, ERA and Aston Martin cars in all kinds of competitions, including the Mille Miglia, Le Mans, Spa, and the Alpine Rally, and record breaking with Bristols, etc. His wife Elsie joined in, even to driving the Leyland at Brooklands, with a lap at over 121 mph along with smaller cars, winning the JCC 1000 Mile Race in a Riley with Joan Richmond, etc. All three of these drivers naturally took part in the Monte Carlo, RAC and other rallies, and in sprint events. When a bit of publicity was sought for a new Wolseley model, they were game to go.

We are talking of the four-cylinder 12/48hp Wolseley, new in 1936, with pushrod ohv, 69½x102mm 1548cc engine, four-speed gearbox, box section frame, leaf springs, and hydraulic brakes. With what then passed for de luxe equipment, it sold in saloon form for £225. It was in one of these new Wolseleys (BOP 475) that the three racing drivers set off for the Middle East, luggage stacked on the roofrack, 'To Baghdad, Please' painted in English, French, Italian, Arabic, Hebrew and Persian on the front doors. Ahead lay no more 30 mph speed limits and Belisha beacons, but the Libyan, Sinai and Syrian Deserts.

The Channel was crossed from Newhaven to Dieppe, Customs objecting that only 60, not 600, cigarettes were allowed. On the second day 647 miles were covered, with stops for breakfast and dinner, an overall average of better than 36 mph, to Marseilles. The next day was occupied sailing to Tunis. By the third day the Wolseley reached Ben Gardene, averaging 51 mph through the night, after a day of sightseeing, (a puff of publicity was stirred in here, about an Arab who had crossed the Libyan Desert on a camel, in 3½ months). They got to Tripoli, over great areas of soft sand, on the fourth day of the trip, using wire rope ladders to get going when stuck, then hiring Arab prisoners from a fort to push the Wolseley out of the next hole.

On day 6 the party passed the pits of the Tripoli race circuit, where Birkin had burned his arm on the Maserati's exhaust pipe and where recently Nuvolori had crashed, during the Grand Prix. In a sandstorm they made Sirte. By Day 10 the Wolseley was at Bengazi, by way of the road that one day would be the Autostrada. Thirteen days, and they were in the desert, Egyptian territory heavily fortified, but with permission to cross a prohibited British military area. After hours of low-gear grinding the car was giving some 23 mpg and using little oil. So they progressed, meeting Schneider Trophy pilot George Stainforth in Alexandria, (having beaten the fastest boat at this point), passing the pyramids, and Elsie Wisdom riding a camel in Cairo. Seventeen days out and they were passing the Suez Canal and crossing the desolate Mitla Pass of the N Sinai Desert, with three gallons of drinking water left. Arabs threw stones at the car, causing them to load their gun, and British soldiers on a lorry escorted the Wolseley to Jerusalem. Next day, across the Jordan by the Allenby Bridge in a shade temperature of 116deg, to call on the Iraq Petroleum Co's office — only they mistook the Emir's Palace for it, calling out the Guard. The pipeline manager, with a sheikh as bodyguard, produced lunch.

The Wolseley gamely continued, over the 150 miles of desert to H4 pumping station, then 100 more miles of sand to H3. Brian Lewis changed a tyre for the first time ever, he said! After 20 days and 4600 miles the 12/48hp Wolseley reached Baghdad, a place now very much in the news, for a far less happy reason. The crew then flew home to Croydon by Imperial Airways. WB



A Ford in a lovely setting

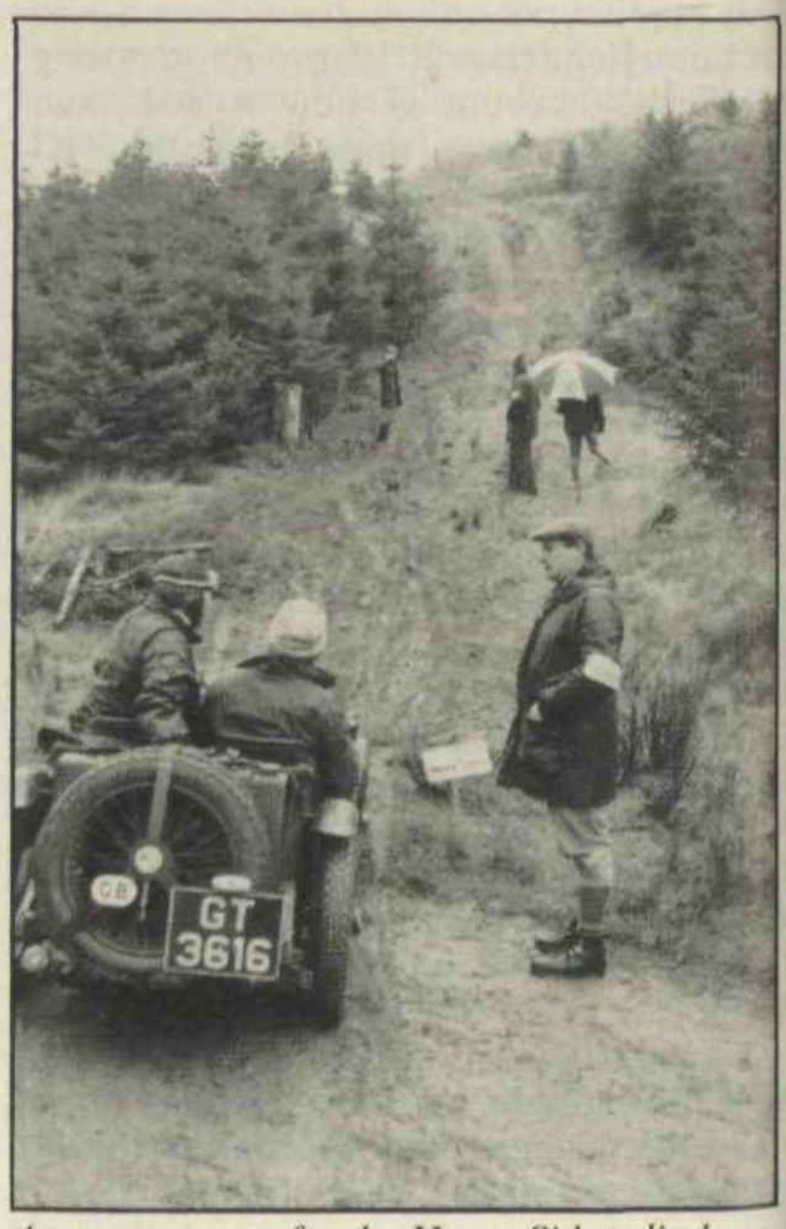
VSCC Lakeland Trial

The VSCC scenario moved to the tough terrain of the Lake District for a difficult, therefore enjoyable, trial on November 11th. The 77 competitors had to sign on at either Bassenthwaite Lake or at Llanthwaite Green, which they did in ideal trials' weather, overnight rain having changed to some daytime drizzle. That the sections would be challenging was forecast when the officials cancelled that at Blaze Beck, alarmed at the instability of Barry Clarke's A7 on a high-speed demonstration, also at Blaze Beck, leaving 12 sections to tackle.

The notorious Drumhouse was tricky this time and among the Class 2 big cars the Vauxhalls of Bruce Spollon and Ghosh and the usually effective Hickling Dodge failed, the yellow Dodge with a suspected broken crankshaft. A stop-and-restart on Buttermere Old Road claimed some more victims but a dry summer had made Llanthwaite Green, used by courtesy of the National Trust, less of a watersplash than in previous years, but Mike Hirst failed to take advantage of this, going the wrong side of the markers in his Alvis. The long-chassis entry found Heavy Sides and Masmill very difficult but the well known Whinlatters were of varying 'stopiness'.

None of the 30/98 entry got beyond marker 6 up Grisedale but both Amanda Smith (4½-litre Bentley) and Stuart Baxter (Chrysler) sped up commendably to stop at marker15. The long Raughton Beck Rise failed many at the difficult bit near the summit, which came as a surprise after struggling for half a mile upwards. There was plenty of drama. The outright winner, Rodney Felton in the Bugatti, holed the Brescia's sump, which he mended at the lunch stop at *The Pheasant* with plastic metal. It was also touch-and-go for Patrick Blakeney-Edwards in his Frazer Nash, who failed to win by a single mark after his fair bouncer had knocked the ignition off on one of the sections. Alas, Richard Marsh broke the Morris's backaxle on his way to the first of the hills and Peter Garland (30/98) also lost his transmission. All in all, a splendid trial, ably superintended by Andrew Smith. One must commend the enthusiasm of Ian Mahaney who not only competed but over the weekend drove his 1100 HRG well over 620 miles to do so. Roger Collings drove his versatile 1903 Mercedes Sixty to a 1st Class Award and still had time to spot the action for me, and young Simon Price from Wales took a 3rd Class Award in his father's Ulster-engined A7 Chummy. WB

RESULTS: Bridge Hotel Trophy (Best Performance): R Felton (Bugatti). Roy Patterson Cup: D Marsh (Bugatti). Kirkstyle plate: S Baxter (Chrysler). 1st Class Awards: P Blakeney-Edwards (Frazer Nash), R Thwaites (A7), H Stringer (A7), S Welch (A7), S Baxter (Chrysler), R Collings (Mercedes), G Toms (Fiat), R Low (A7). 2nd Class Awards: G Winder (A7), J Diffey (A7), J Blake (GN), H Spence (Lea-Francis), R Low (A7), G Rankin (30/98), P Tebbett (Riley), M Holt (Ford), P Harris (Bentley). 3rd Class Awards: S Gordon (A7), B Clarke (A7-GN), P Longhurst (Riley), C Barker (A7), T Jones (30/98), S Price (A7), M Hurst (Alvis).



A crew prepares for the Heavy Sides climb.



Patrick Blakeney-Edwards captures the spirit of the driving tests as he manoeuvres his 1929 Frazer Nash around a cone.

With the VSCC at Enstone

On December 1st the Vintage SCC held its Enstone driving tests meeting, with the proximity of that pleasant pub, the 'Crown', at Church Enstone a bonus. The entries for this aerodrome frolic numbered 100, as diverse as Malcolm Elder's sedate Humber tourer and Roger Collings' far from sedate 8-litre Bentley Special. It was an indication that Austin A7s are popular for driving tests as for vintage trials that 35 drivers elected to use them. Brewster had his quick 'ground effect' racing Chummy Dainty a normal height Chummy, 'Eustace 11', with cutaway driver's door and semaphore type direction indicators, Miss Winder a Chummy with rolled up radmuff, Marchant one which was hoodless, etc. These Chummies were backed up by a Gordon England Cup Model and Ulster versions of the prolific Longbridge breed, not forgetting a smart 'top hat' saloon, its luggage grid stayed to the body, conducted by Stainton and Miss Roat, ten girls being A7 mounted.

Then there was Merriott's Alvis Speed 20 ifs tourer with its headlampcovers in place, which had to reverse in Test 4 and was unfortunately among those disqualified for going on what passes for grass at Enstone, and Sparrowhawk's 4.3 Alvis of distinctly 'racy' demeanour, including some of the biggest racing roundels we have ever seen. In this test cars approached the stopline at rather more than built up area speeds and most of them stopped very effectively, none better than Marsh's Brescia Bugatti, on which the upward gearchanges were very rapidly effected. Tony Moy had the long bonneted Humber-based Caesar out again, and Threlfall's Ford seemed to have turned into a Birmingham Small Arms, perhaps a portent of the 1990s? The Gooses were driving an AJS two-seater, not the ex-Keith Hill car; Keith seems to have sold this in favour of his Crouch-Helix, which was hurrying nicely. We did not see Batchelor's Rollo, a vehicle not easily overlooked, but Adnams was upholding Edwardianism with the spartan 1912 25/50hp Talbot. It was good to note Reg Nice among the entries and that Blake has his ohc GN functioning again. There were a goodly number of Frazer Nashes and Bird's sports/racing Singer Nine was supported, as it were, by Purnell's Junior saloon.



Sparrowhawk's modified Alvis, a car well known in VSCC circles.

Such of the public who came to watch saw many unusual things, including Blake sidewinding his GN, a marshall apparently burglaring a portaloo, etc. There were ten tests to tackle and the results came out as appended. WB

Results of a "Sparkling Day" Driving tests at Enstone 1990

First Class Awards: D R Marsh (1925 Bugatti); J C T Brewster (Austin 7); M J Blake (Austin 7); E J Peppercorn (Austin 7 Saloon); A J P Hall (Austin 7); R G Winder (Austin 7).
Second Class Awards: T J Tarring (1927 Frazer Nash); C R Marsh (1925 Bugatti); C R Pack (1929/39 Riley); T J Gosling (1930 Austin 7); M N Hindle (1936 Riley); M B Bullett (1930/31 Austin 7); R A Collings (1926 Bentley); A D Jones (1929 Austin 7); P J Livesey (1927 Austin 7).
Third Class Awards: R J Nice (1930 Austin 7); D B Roberts (1924 Alvis); S A Shoosmith (1934 Riley), D R Hescroff (1938 AC); M R Garfitt (1937 Frazer Nash BMW); D J Bond (1936 Riley); Mrs D Threlfall (1924 BSA); R T Edmonds (1923 Morgan); C J Maeers (1930 Morris); R N W Dainty (1927 Austin 7); T J Threllfall (1924 BSA).

Best Saloon Outside Awards List: P Stainton (1925 Austin 7 Saloon).
Best Light Car Outside Awards List: Miss A P Marsh (1928 Austin 7).
Best Touring Car Outside Awards List: A L Bennett (1928 Austin 7).

WPK continues his story on three different Triumph TRs and finishes by concentrating on a works replica TR4 in which he acted as navigator on last year's Pirelli Classic Marathon.

This car was bought as a $300 wreck in California to meet Ron Gammons' taunt about the non-existent TR challenge to the almighty MGB on historic rallying events. In fact it was the MGB exponent who found the TR4 in America whilst on MGB business!

Once brought back to England, cleared of external debris, Californian spiders, several different speakers, a chrome boot rack and several other extraneous items, the body was found to be pretty sound, although it still needed a huge amount of work.

Evan took a deep breath, scrutinised his bank statements, consulted his bank manager and took the plunge. Impressed with Chris Carter's work and his competition success, he decided Chestnut House would be entrusted with the project while he used all his contacts to gather all his resources. Of these, none was more vital than Moss Europe, the company which took over Cox and Buckles. Again and again there's is a name which keeps cropping up in the restoration of Triumphs and MGs in particular. As soon as parts are discontinued by Austin-Rover, Moss arrange for their remanufacture. "Without Moss, we wouldn't be here," claims Carter, "Nor would any other TR specialist in the country. For example, TR6 boot lids were very difficult to get hold of, but Moss in conjunction with Heritage located the original press tools and have remanufactured a wonderful copy, identical to the original. The same goes for TR6 bonnets. These items are now fairly freely available which means that there is now no room for speculators who bought panels when they were being sold by Leyland and made a great deal of money selling them on to the impecunious TR enthusiast for more money than they were really worth." It was this company who were to supply Mackenzie with several parts that had every right to be extinct, long dead and forgotten. Parts such as twin piston rear dampers, wiring looms etc.

One of the larger treasured items were the alloy wings, complete with cut-out holes on either side for under-bonnet ventilation. Enquiries revealed that Triumph Herald grilles fitted the bill here and much beavering about enabled Evan to come up with the appropriate parts from a car dump under the railway arches.

Evan was also to prosper by the attention to detail of the Triumph Competitions Manager of the time, none other than renowned author Graham Robson. He had homologated parts that others hadn't even thought of, and Evan was able to put much of this into practice, although the sheer expense prohibited everything. Apart from the alloy wings, Evan could quite legitimately use an alloy boot and bonnet, but these had to wait, although there are plans for both items to be eventually fitted. Being a former Canley man, Evan's influence reached far and wide. Ken Tomlinson, for example, used to build the gearboxes for the works cars and still had all his original notebooks covering every model from the first Le Mans TRs to the TR7 V8s. He was enlisted in rebuilding the back axle and gearbox. All the Triumph, BMC, Rootes and Jaguar works competition cars were looked after by Ernie Garbutt, Laycock's field engineer. He rebuilt Evan's overdrive.

The engine itself, which Evan acquired through advertising in the TR Register's *TR Action*, was the responsibility of Chestnut's Jon Wood. It was totally stripped and cleaned before being bored out to accept 87mm pistons, the biggest allowed under Appendix K. As the car was destined to become a rally machine not a racing car, good torque characteristics were important, so the cam profiles and balancing reflected that. The 45 DCOE Webers were rebuilt by Aldon of Birmingham.

Safety points included chassis strengthening in the areas shown to be weak by contemporary photographs, while tradition gave way to practicalities when Evan installed proper seats with high backs, full harness belts, fire extinguisher, cut-out switches and full roll bar. Although much of this was compulsory, he was not cost-cutting on these items.

The unleaded situation came about as a result of a telephone conversation between Evan and Chris Carter. "We knew of no-one else converting TRs to run on unleaded," stated Carter, "But having offered Evan the option of running on unleaded, we had to do some rather rapid research to find out who would actually do the thing for us. In the event, it didn't actually prove too difficult for I found somebody who had been working with cylinder heads for a number of years converting MGs to unleaded."

The benefits one gets from unleaded fuel, apart from the smaller queues at petrol stations on events like the Marathon, are that the engine revs much more freely and the high octane fuel used means that there is potentially an increase in engine performance available.

After the Marathon, the head was taken off and checked, but there was very little that needed even comment; it was a good, clean head that had done 5000 miles. A couple of valve guides were replaced



It is to compete on roads like this that Evan Mackenzie has retained the car's rally bias.



As the car rolls to the right, the bodywork can be seen perilously close to the tyre.

because they were out, but from the leadfree point of view, there was no problem at all.

Using the knowledge gained on the Marathon, another couple of thou have been taken off the head, raising the compression from 9.7 to 10.2 to 1. "We still have an immense amount of oil pressure and it uses a good deal of oil, so I suppose it cleans itself," muses Evan.

Towards the end of the Pirelli we were losing power, as readers may recall in my report in the August issue, and we thought it was entirely down to the Brillo pads we had stuffed up the exhaust. It was subsequently discovered, though, that the cam was losing some of its lobes, progressively just wearing off and taking the edge off the performance. By the time I saw the car again at Cadwell Park, the imperfect example had been replaced by a camshaft from another supplier which has helped boost the horsepower from 107 bhp to 131 bhp at the rear wheels.

The gearbox was stripped after the event. Apart from a couple of gears being chipped, the only other fault was that a couple of bushes were a little tired, something to be expected after the gruelling event it went through. Nevertheless all the innards were replaced with sturdier parts to ensure a greater length of time between rebuilds.

Apart from these items, little else needed rectifying on the car. There was nothing to do to the body except tighten it down to the chassis again which Mackenzie would expect to do anyway whether it had been on the Marathon or not.

"With regard to the suspension, we have spoken to a couple of suspension experts to take advice," Evan told me, "And what we now have is a very stiff anti-roll bar at the rear which will get rid of that ploughing understeer every time we put the power on, so it should make the tail come out." The rear springs remain the same, but at the front there have been quite a few changes. Apart from the addition of a small anti-roll bar, the original, rather weak, standard road car one, the biggest single change is to go from a progressive rate front spring, which makes a super road spring, but which doesn't give the bite on an initial turn-in to a corner, to a straight rate, not quite race, front spring. The car has also been lowered a little resulting in the positive camber at the front becoming about half a degree of negative.

The changes yet to come on the car are to fit a quicker steering rack, a smaller steering wheel and a lower final drive ratio, the latter which Mackenzie has already acquired, courtesy of Moss.

"If there is a scale from 'race' to 'rally', we have moved from being purely 'rally' to being almost 'race'. But what I have not done is to get rid of any appreciable amount of ground clearance. We could have gone an inch or so lower front and rear without any disadvantage, but I haven't done that because I think it should look like a rally car. I still want it to be easy to drive as a rally car should be, so it should be basically unsettled unlike a race car which is absolutely settled because you know where all the corners are going to be and can set the car well up in advance." Thus spoke Evan minutes before I was allowed to go and play on the circuit with his baby.

Unlike the other two TRs, I found it difficult to settle immediately into his car. Whether it was the fact that I knew just how much work had been put into it and how much he cared for it, or whether it was because it was a left hooker, I don't know, but I felt ill at ease.

It had the poke though. It may not have felt as dramatic as the racing TR5, but on the other hand I was cocooned inside, not open to the elements. First problem was how to release the fly-off handbrake when it is located in the passenger footwell and I am restrained by a full race harness. A dim light begins to flicker inside my head as I see one of the problems Evan must have had during the event.

Once that problem is out of the way, I am off and up the hill at Cadwell, snicking into third gear as a matter of course through the left-hander. Or I expected to snick it into third, but I made a mess. It must be changing gear with my right hand I suppose.

A couple of laps to get my confidence up and then I start to push her harder and put her and myself under pressure. It feels a great deal more nervous than the other two I had just driven. The brakes work well enough, it holds the road, but when braking hard for the sharp left-hander coming down the hill, I feel the car needs a great deal more caressing to get it to turn in. Pursued by the TR5, I go for it and then realise that it's not going to make the corner. I keep braking as late as I dare, even into the corner, but it is too late. The back end breaks away to the right, I just manage to hold it, it then swings back to the left. I hope the TR5 behind is keeping his distance. It would be bad enough damaging one TR, I don't think I could face it if two were involved. Still I somehow manage to hold onto the car. There's another lurid swing to the right, but then I bring it back under control. I make a mental note to take that corner with a little more circumspection from then on.

The TR5 flew past once my manoeuvres had finished. I found that unlike the other cars, the left and right-handers going up the hill didn't need braking for, just a temporary lift off the throttle. The car had a tendency to run wide out of the corner, but it could be reigned in. But what was confusing me now was the seven different ratios available in the gearbox. First was simple, but the other three gears all had overdrive. I could not get myself properly co-ordinated, changing gear far too early, or otherwise entering a corner in a ratio too high. The worst incident came when I went wide at the top of the hill and almost ran out of rumble strip, but fortunately we didn't go grass cutting. The only embarrassment was that it was Evan just behind me in the TR4A. Soon after I returned the car to the paddock before any real damage was done. A subsequent inspection of the car revealed that the limited slip differential was very wrongly set up.

Driving all three cars on the track was a real eye-opener. Without doubt, the most powerful car was the easiest to drive, but Carter's TR5 is a well sorted machine and ideal for track racing. Philip Hunter's TR4A was underpowered but predictable. It was almost impossible to make a mistake unless particularly foolhardy. Evan's car I found the most difficult. The dominating understeering trait, the left-hand drive and the plethora of gears all left me confused and nonplussed. But as a good compromise between a true competiton car and a road car, it was the best. As the day began to be wrapped up and we all began to make our way home, my thoughts turned to Evan manhandling his car up the Stelvio Pass last June and wondered about not how he accomplished it, but how on earth he did it so quickly?

WPK

V to C Miscellany

The Vintage Sports Car Club has announced its 1991 fixture list. An impressive one, it contains 32 events, of which eleven are open to non-members as paying spectators. These latter fixtures include the customary two Silverstone race meetings, which will have the benefit of the completely revised circuit, on April 29th and June 15th, and two race meetings at the efficient Donington Park circuit, with a beauty contest (for cars!) at the second one, the dates being May 27th and September 21st. Unfortunately the well-liked two-day Oulton Park race meetings with their attendant attractions will not happen in 1991, and although the VSCC is being a little reticent as to why, it seems that Brand Hatch Circuits Ltd did not amass enough profit from the 1990 'gate'. A one-day meeting was offered by them to the VSCC but this clashed with another event, so had to be declined.

There is already disappointment being expressed, particularly by Midlands spectators, about this, but as compensation the VSCC has its popular Cadwell Park races on August Bank Holiday Sunday and has added a race day at Mallory Park, for July 7th. The sprint meetings happen again, at Curborough on May 5th, historic Shelsley Walsh on July 6th, at the Bugatti OC's Prescott Hill on August 4th and at Wiscombe in Devon on May 12th. Then there will be the seaside speed trials at Weston-Super-Mare on October 6th. You may care to make a note of the dates now, or better, join the VSCC (Associates are accepted) and enjoy reduced admission charges. The Secretary is: David Franklin, 121 Russell Road, Newbury, Berkshire, RG14 5JX.

RJ Evans, Curator of the Manx Motor Museum, must be well-liked by the 'greens', because he is continuing to use as everyday transport his 1916 Detroit electric car.

The owner of an interesting FWD Alvis wants to trace the first ten years of the car's history, prior to 1938. It was owned in the late 1930s by Austin Partridge, who also had the ex-EK Farley FWD Alvis. It seems that Partridge amalgamated the two cars, so that the car in question has its own chassis, but the engine from the blown Farley Alvis, albeit with the original magneto, etc. Farley also had two of these cars, a two-seater and a four-seater, the latter, with green-and-grey Carbodies body, Reg No UW 2017, apparently successful in Skegness sand-races and at Brooklands, being quicker than the two-seater. It was re-bodied around 1950, and after being used on the road, and successfully raced in VSCC events in 1960, was laid up in a barn in 1962. A replica Cross & Ellis Le Mans body is now being made for it and a Roots supercharger will be installed. But where was this Alvis prior to 1938? Letters can be forwarded.



The 'Forgotten Makes' article on the Turcat-Méry has brought in the information that a Turcat-Méry Rougier biplane was exhibited at the 1910 Paris Aero Show and that there is a modern link, because André Turcat, who with our Brian Trubshaw, was the first to pilot Concorde, has a vintage Turcat-Méry, which has been seen in French vintage car events.

The Sunbeam Motor Cycle Club is hoping to receive as many or more entries for its long-established Pioneer Run to Brighton on March 24th in 1991, as it had last year, when 380 pre-1915 solo, sidecar and three-wheeled machines were entered, claimed to be the world's largest veteran motorcycle event. If you want a change from cars, the Run will start from Tattenham Corner, Epsom Downs, at 8.30am and follow the A217/A23 route to finish at Madeira Drive, Brighton from around 10.30am. Entry forms from: Marjorie Ayers, 59 Beechwood Road, Sanderstead, Surrey, CR2 0AE.



85 year old Sydney Canney, ex-competition driver, seen in a Jowett Jupiter at last summer's IOM rally.

Our 'Cars In Books' feature has been lying low of late but a reader tells us that two vintage Alvises are mentioned in Lord Hailsham's recent book. These were a 12/40 given to him by his father as a 21st birthday present in 1928 and a 12/50 which Lord Hailsham bought for himself in the early 1930s.

Going West

On a journey to Wiltshire last month I spent an interesting afternoon with Mr Freddie Henry, 'talking Austin'. He started an apprenticeship with the Longbridge Company in 1926 and remained with Lord Austin's concern for many years thereafter. He shared lodgings with Ralph Secretan, who spoke fluent German and helped Austin on visits to that country, etc, and who bought a Bugatti from Malcolm Campbell which they tried out round the factory grounds, tow starting it with a Delage, and raced at Brooklands.

Mr Henry, who is President of London Section of the Austin Apprentices Association and knows many leading figures in the Motor Industry, has a remarkable collection of historic Austin documents and photographs and although this wasn't a formal interview, we chatted of many things. Such as how Herbert Austin started making Wolseley cars, the very first one with a lathe-style change-speed mechanism, how the well made twin prop-shaft Austin trucks were made as late as 1929, when the former coalscuttle bonnet was changed to one with a frontal radiator, of how, an ex-farmer's son, Mr Henry was persuaded to demonstrate the Austin tractor to Russian delegates in 1939, ploughing a field at the Austin works. Of his interest in the Hayes infinitely-variable transmission, with which the inventor had no luck in Britain until, just as he was catching a train to Southampton to return to America, he was given an introduction to Austin, in the nick of time.

This transmission was demonstrated in an Austin 16 and Henry loved it, although it really needed a centrifugal clutch, which it was provided with many years later, when adopted by a Government department. Lord Austin would have nothing to do with the Salerni transmission adopted by Riley's but thought the Austin-Hayes gearbox to be just what he wanted. I was shown a photograph of the classic accident in which Henry's chauffeur hit and overturned a heavy truck on the Watford bypass, perhaps because, when the accelerator was depressed, this transmission tended to make the car surge forward.

We talked of Murray Jamieson, who was not very well received by some of the Austin racing department, after his Ulster A7 had gone much faster than a works racer they were testing at Brooklands, of the rare rear engined, front-drive Austin which never saw production, of the Austin family whom Freddie Henry knew very well, of the three-cylinder 500cc two-stroke Austin which WW2 killed off, and of how Lord Austin's chauffeur, Jack Gethings, used to drive the lhd prototype Bantam (USA) A7, and much more besides. An absorbing afternoon.

Then I was told by a daughter of an Austin Chummy outside a cottage in a remote country lane, which resulted in a

meeting with Mrs Stevens who, with her husband Ray, runs the Bristol A7 Club. The 4-speed Chummy will do 55 mph and is used for runs as far as London, supplemented by a 1934 A7 box saloon. The Stevens have owned two Bertelli Aston Martins and a GE replica-bodied A7, but on family visits to Scotland they take a tandem bicycle up by train. All very much in the spirit of vintage enthusiasts. This call took me close to Longleat, the estate of the Marquess of Bath, where the lions and tigers roam. I am reminded that the speed hillclimb course has been re-opened there, where the last meting was held 25 years ago. Slippery in the rain, at the opening meeting on August 1st last, Tony Marsh made FTD with his 4½-litre twin-turbo Rovercraft March, in 43.48 seconds. The West County is well endowed with sprint courses, the new 1500 yard speed trial venue at the Haynes Motor Museum at Sparkford near Yeovil in Somerset having its first meeting on October 14th, FTD made by Roger Cock's 1.6-litre Chevron B47/9 BDA, in 59.42 seconds. Courses apart, the sprint world is well served by its HSA journal *Speedscene*.

I rounded off this West Country baptism of my new Ford DOHC 2.0 Sierra by taking tea with a lady in Market Lavington who remembered me calling at the London offices of the late FLM Harris's magazine *The Sports Car*, official organ of the MGCC, where she was a typist, before the war, but who had not heard of me since. WB



Ron Footitt in the AC/GN Cognac Special at Cadwell Park in 1981.

Obituaries

Ron Footitt

We were very sad to hear of the death of Ron Footitt, a great VSCC enthusiast who started competing with a flat-twin Jowett, which his daughter also drove, but who in recent years was a very hard trier in speed events with his well tuned AC/GN 'Cognac', which combination of driver and car, age no barrier, resulted in a great many FTDs and race victories. WB

Leonard Potter

Leonard Potter has died after a long illness. He was a great advocate of the better motorcars, saying that he never felt really fulfilled unless he was in charge of one. Born in 1916, he was educated at Repton and Nottingham and Manchester Universities and also studied in Germany, becoming a biochemist. But his love of motor racing turned him away from his career and he gained race successes at postwar circuits, competed in the 1948 Monte Carlo Rally, took the award for the best British driver in the 1948 Alpine Rally and drove in many other continental events. He is well remembered as a Director of Continental Cars with Rodney Clarke, at Send, before becoming Managing Director of Biology Ltd and then MD of a plating company, in 1950.

Leonard's other interests were radio and photography and he lived in Surrey. His cars were numerous and included a J2 MG, successor to an Ariel Square-Four motorcycle, a Lea-Francis, a 509 Fiat and a blown Amilcar, and during the war, a Riley Gamecock. After which he saw the light and moved to more exotic things, like Bugattis and Allards. A keen MG CC and VSCC member, Leonard Potter will be long remembered by his many friends, in and out of the Motor Trade. WB

Mrs Beatrice Naylor

Better known to the pre-war motorcycling fraternity as Miss Shilling, Mrs Naylor raced a Norton at Brooklands, where she had the distinction of gaining her BMCRC Gold Star for a lap at over 100 mph, in 1934, a feat shared with only two other lady riders. During the war Miss Shilling went to the Royal Aircraft Establishment at Farnborough (where she was affectionately known as 'Tilly' Shilling) and turned her considerable mechanical and scientific knowledge to curing Rolls-Royce and other aero-engines of carburettor shortcomings, etc thereby making a material contribution to the Allied victory. While at the RAE she met and married George Naylor; he used to ride to and from work on a racy International Norton with his wife on the pillion. After the war they turned to car racing, modifying a Lagonda Rapier and, I think, running an Austin Healey Sprite at Goodwood. WB

Book for Christmas

British Grand Prix
by Maurice Hamilton. 271 pp. 10½" x 8¼". The Crowood Press Ltd, Gipsy Lane, Swindon, Wiltshire, SN2 6DQ. £18.95.

This is a revised and enlarged edition of a very complete record of this country's own Grand Prix. In fact, not only has the author remembered that this race commenced in 1926 and was run again at Brooklands in 1927, but he has included those ever memorable, for those who saw them, Donington Grands Prix, quoting from my MOTOR SPORT *Book of Donington* a few of my youthful impressions of the then unaccustomed might of the Mercedes-Benz and Auto-Union teams, although these races were in fact not in the British GP series.

This is a detailed, readable book, with colour plates, but otherwise not too many illustrations, tabulated results and circuit maps. The story comes right up to date with the 1990 Foster's GP. A good Christmas holiday read. WB

Track Pass — A Photographic View of Motor Racing, 1950-1980
by Geoff Goddard. 256 pp. 10¾" x 10¼". The Crowood Press Ltd, Gipsy Lane, Swindon, Wiltshire, SN2 6DQ. £29.95.

Helped by Doug Nye, Geoff has put a selection of 300 of his black and white motor racing photographs between the covers of this big book. They are laced by pithy and fully explanatory captions and cover a wide range of evocative pictures, not only of racing cars and great drivers in action and repose, but of other happenings which have made up the motor racing scene over the last three decades: Clark being arrested by the police at Zandvoort, Moss exhausted, off duty scenes, the crowds, etc.

I was disappointed that not all the Goddard shots used to illustrate a generous preview of his book in a contemporary monthly appeared in the book itself, and there are perhaps more after-crash pictures than are absolutely necessary, although these are all part of motor racing. The mass of pictures offered to the viewer is divided into chapters race by race, with accompanying text. Camera buffs might have liked more about that side of things, but as one who has had to work with Box Brownie, VP Kodak, Rolleiflex and Canon Sureshot, I admire Goddard's pictures. So another one to enjoy over Christmas if you indulge in fairly expensive presents. WB

Grand Prix People
by Gerald Donaldson. 352 pp. 9" x 6". Motor Racing Publications Ltd, Unit 6, The Pilton Estate, 46, Pitlake, Croydon, CR0 3RY £19.95.

This is a book containing an astonishing number of short interviews with prominent Grand Prix people. It has to be said that they are almost all there, from Bernie Ecclestone and Jean-Marie Balestre to lesser luminaries, from Jackie Stewart, Nigel Mansell and Alain Prost, to the paddock workers, the race mechanics (I have got that in the wrong order, perhaps?), racing car designers, technicians, transporter drivers — you name someone and Donaldson seems to have been at him (or her) with his tape recorder.

He divides his victims into those along the pitlane, those in the paddock and those in the Press room, and there are no less than 47 of the last named, our DSJ and DJT among them. Indeed, in all, the reader has 110 pocket interviews to digest. Some are quite outspoken, but I will refrain from spoiling the author's ploy by publishing quotes by top drivers and leading F1 designers about their fellow drivers and those who drive for them. Reading other people's views are nearly always interesting and Donaldson has taped some very top people, so this book should appeal. It has 80 good black and white and 29 good colour pictures, too. WB

The Turbo Years — Grand Prix Racing's Battle for Power
by Alan Henry. 283 pp. 10½" x 8¼". The Crowood Press Ltd, Gipsy Lane, Swindon, Wiltshire, SN2 6DQ. £18.95.

There have been a number of books about motor racing recently which have concentrated on one period, presumably because the authors thought the years they were covering were of particular interest or importance or because that was a favourite period or one the writers were particularly qualified to cover.

Alan Henry is well able to apply himself accurately and interestingly to any part of the modern racing scene. In this book he has chosen to enlarge on the time of the very powerful, very fast, innovative turbocharged F1 cars. It was an exciting development, if bound about by various rules and restrictions. So it is useful to have a full account of the years from 1978 to 1988. Nor is this book completely technically orientated. Henry is motoring correspondent for *The Guardian* and editor of the *Autocourse* annual, and he not only attends every F1 race but he knows the drivers, team managers and designers personally, and so he has been able to include many anecdotes in this study of an intense battle between all powerful Grand Prix cars, as we then saw them — just as before the war we marvelled at the sheer power and high speed of the German GP cars.

Alan Henry endorses his reason for giving us *The Turbo Years* by remarking that while it is possible that those who read the book will conclude that nothing much has changed except the technology, the human element remains as vulnerable, inconsistent and unpredictable as ever, "which is what makes this business so uniquely compelling". WB

Two one-stable racing histories have come from The Crowood Press, address as above. One is about the Benetton-Ford organisation, by Phil Drackett, the other covers the Williams team, by Bruce Grant-Brabham. They are priced at £17.95 and £19.95 respectively and should be welcomed by race followers who want the inside stories and plenty of pictures. WB

Bristol — An illustrated History
by Charles Oxley. 320pp. 11" x 8½". The Crowood Press Ltd, Gipsy Lane, Swindon, Wiltshire, SN2 6DQ. £35.00

The Bristol, as a highly individualistic British luxury/high performance car, deserves good coverage but, in the main, has stood for many years by Leonard JK Setright's authoritative work on Bristol Cars and Engines, published by Motor Racing Publications back in 1974. Charles Oxley, President of the Bristol OC which he helped to found, bought his first car of this make in 1951.

His book does not set out to challenge Setright's history but is, as it were, supplementary to it, being intended as a pictorial history with the photographs linked by a lively text. In some ways there is a touch of the enthusiastic club magazine about it, but true Bristol believers will revel in the illustrations covering almost everything Bristol, from the origins of the Filton factory in aeronautical days, through the well-liked 400, 401, 402, 404, 405 and 406 models, to the larger engined cars, the racers, the record breakers, the Arnolt-Bristol, etc.

The author does not mince matters when opinions justify this and his book has advice on buying the 407 to 411 models, and it is bang up to date. Should be in every Bristol enthusiasts' Christmas Stocking. WB

Unable to revive the old Profiles, GT Foulis & Co of Yeovil has commenced its new *Autofolio Series* of compact, but comprehensive, studies of famous cars, in a 72 page 10" x 8" format. The first of these covers the Ferrari Testarossa by Philip Porter, illustrated with David Sparrow's photographs. You get all the expected data, tables, colour pictures, even an interview with an owner, rather as in a motorcycle series we used to enjoy, also information on how to work on your Testarossa and comparisons of it with rival cars. All for £9.95. Future *Autofolio Series* are to cover the TR Triumphs, blower 4½ Bentley and the 2cv, etc, a nice mixture. WB

The *1991 FIA Yellow Book*, motor racing's Bible, will be available from Menoshire Limited from mid-January. It will cost £31.95 but is nevertheless indispensable. More information on its availability from Menoshire Ltd on 081-566 7343.

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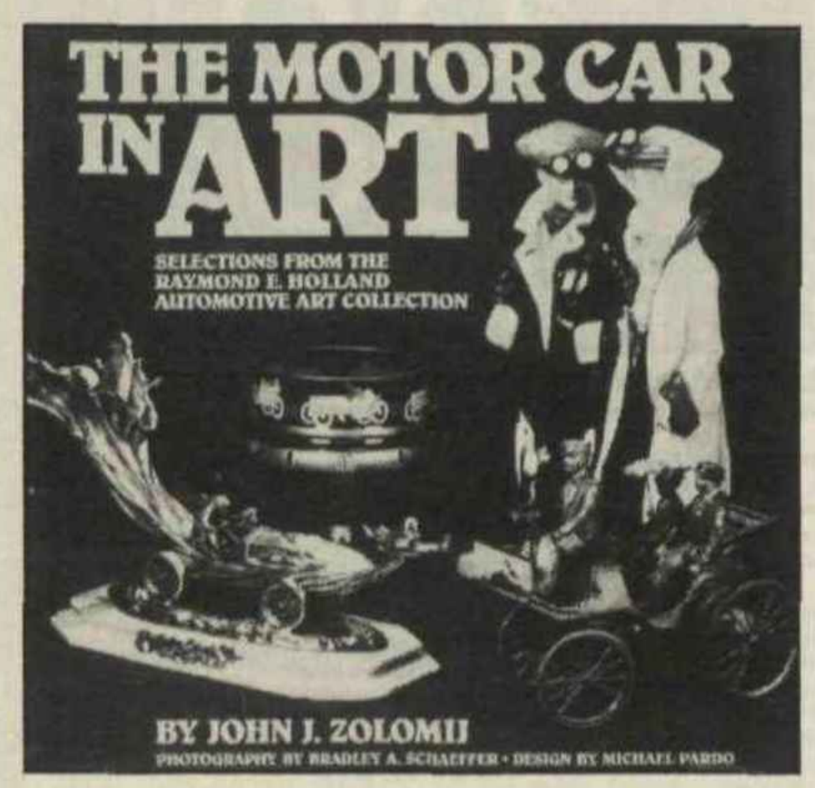
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The Motor Car In Art
by John J Zolomi. 300pp. 10¾"' x 11". Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JJ. £49.95.

Based on an American *Automobile Quarterly* publication, this rather magnificent book has photographs innumerable of items from the Raymond E Holland Automotive Art Collection, depicted by cameraman Bradley A Schaeffer. It takes much time to assimilate the motoring paintings alone, so the book's high cost is perhaps justified. The illustrations (500 in all) are accurately captioned and details published of the artists involved, who number an impressive total of 156. Their art is of all kinds, and I found this part of this very large book more interesting than those sections devoted to metal and ceramic car models, playthings, smokers' companions with an automobile flavour (no pun intended) and general motorabilia.

Most of these motoring artists are largely unknown, apart from Guy Lipscombe, SCH Davis, Peter Helck, René Vincent and a few others, who include F Gordon Crosby, although only a few of the lastnamed artist's pictures are included, which is a relief, because there has been rather a surfeit of them recently! The colour is mostly excellent in this highclass production and Douglas Tubbs gets justifiable recognition of his early appreciation (and book) of the motoring artist's work. Mascots and trophies are not overlooked and this fine book might make a very good present. WB

The Alfa Romeo Tradition
by Griffith Borgeson. 208pp. 12¼"' x 9¾". Haynes Publishing Group, Yeovil, Somerset, BA22 7JJ. £35.00.

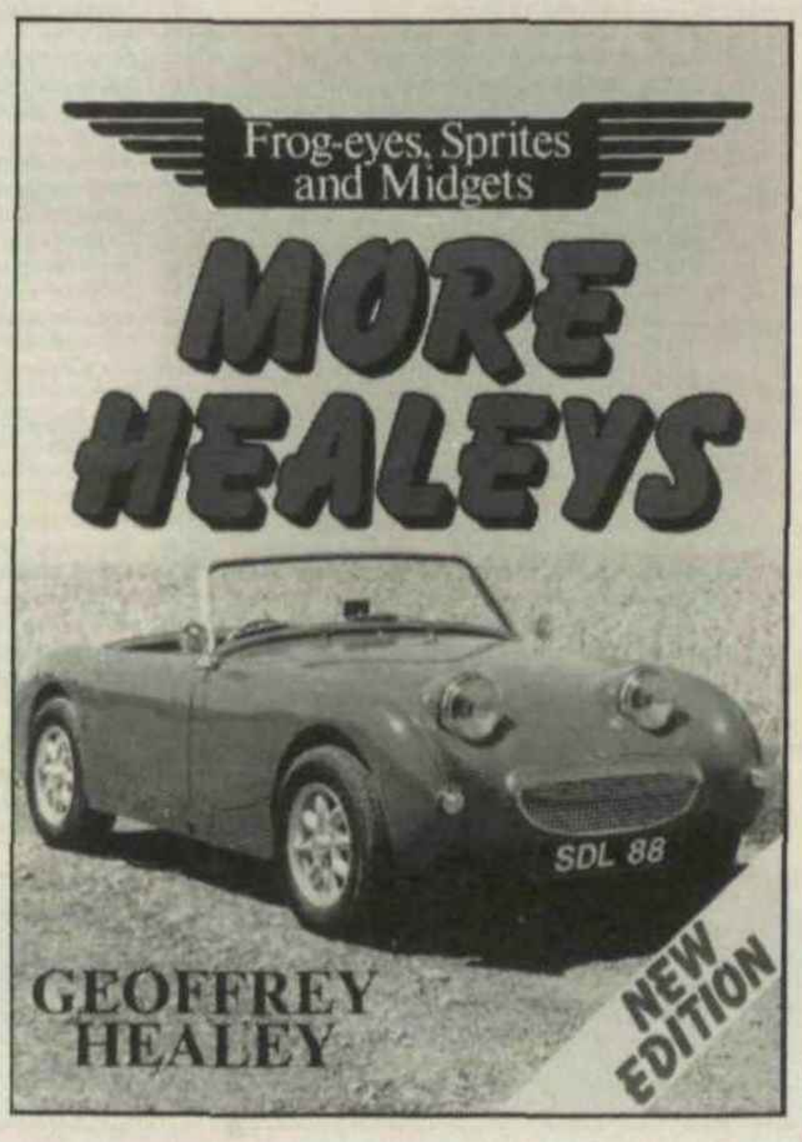
Books on the subject of Alfa Romeo have been rather prolific of late and now Haynes have added this large format one by Griffith Borgeson, the French-domiciled American historian who researches his subjects in great depth. With the Alfa Romeo story there is less that is new to describe and discuss and Borgeson has wisely concentrated on the personalities who were responsible for different cars in the great Alfa Romeo saga. The book therefore covers the life and work of such 'greats' as Giuseppe Merosi, Nicola Romeo, Giorgio Rimini, Enzo Ferrari, Vittorio Jano, Ugo Gobbato, Gioachino Colombo, Wilfredo Ricart, Orazio Satta, and the engineers of the modern era. I am sure even knowledgable followers of the marque will find that Borgeson has something to tell them or that they will at least enjoy his interpretation of the influence of these engineers and designers.

The 370 illustrations are supportive but rather haphazardly planted about, some in colour, some not, and there are distasteful after-accident studies. The mass of the photographs will be familiar to Alfa *afficionados* and I was surprised to find on page 48 a P2 with the racing number '8' captioned as Baldoni and Nasi in the 7th Targa Florio (there is only the driver in the car) and the same picture repeated on page 57, now captioned as Ascari at Montlhéry in 1925. WB

Jaguar Victory '90'
by Ken Wells. 127pp. 11¾" x 8". Haynes Publishing Group, Sparkfield, Yeovil, Somerset, BA22 7JJ. £19.95.

Here is a one-race book of great significance. Ken Wells dealing in the modern idiom with the story of the 1990 Le Mans Race, which was such a thrill for so many British spectators and followers, because Jaguar pulled it off. You can relive that race again, in the exciting pictures and informative text and interviews. Happy reading for Jaguar folk and Le Mans patrons. WB

Most of us have a soft spot for the Frogeye Sprites and Midgets so it is good news that Geoffrey Healey's 1978 book *More Healeys*, dealing expressly with these little cars, after opening with a resume of his famous late father's motoring life, has been republished in revised form by Haynes/Foulis. The new edition covers the current Isle of Wight Frogeyes, of which Geoffrey obviously approves. One reads his detailed Healey books not only because they are so very interesting but also because any such book written by someone so closely associated with his subject gains much from that standpoint. The new *Healeys* costs £14.95 and runs to 238 pages. Recommended. WB



It must be apparent that one of the busiest motorbook publishers in the business is the Haynes Publishing Group down at Yeovil. Three new books in their much appreciated *A Technical Appraisal* series, on which expert Ian Bamsey keeps a watchful eye, cover the Maserati 250F, by Bamsey himself, the Lola T70 V8 Coupés, by Andy Hall, and the Vanwall 2.5-litre F1, again written by Ian Bamsey. These cars have been in print and picture previously but it is good to have Bamsey's and Hall's opinions about them, in this uniform series of 96 page, 10" x 8"' books, nicely presented, each of which sells for a moderate £12.95. WB

World Sports Car Racing '90 by Gustav Busing is the follow up to last year's new annual and was widely acclaimed for spreading its review to cover sports car racing from the USA and Japan instead of only the WS-PC. If there was a criticism, it was the fact that a good number of the pictures were uncaptioned, but this year, the publishers have rectified that by ensuring every picture is explained.

At £29.95, this 240 page book is expensive, but it is printed in full colour and is the only annual covering sports cars on such a wide brief. Available from Chater & Scott Ltd, 8 South Street, Isleworth, Middx TW7 7BG.

Original Jaguar Mk I/Mk II — The Restorer's Guide to Mk I, Mk II, 240/340 and Daimler V8
by Nigel Thornley.
Original Jaguar E-Type — The Restorer's Guide to 3.8, 4.2 and V12
by Philip Porter.
Original Austin Healey — The Restorer's Guide to 100, 100-Six and 3000
by Anders Ditlev Clausager.
Original AC and Cobra — The Restorer's Guide to Ac, Bristol and Ford Engined Cars Ace, Aceca and Cobra
by Rinsey Mills.
Published by Bay View Books, 13a Bridgeland Street, Bideford, EX39 2QE. 96pp each. £15.95 each.

Bay View Books is fast establishing itself as a publisher of worthy reference books. Its *A-Z of Cars of the 1930s, 1945-1970* and of the *1970s* are all valuable sources for the enthusiast and historian, as is the *A-Z of Formula Racing Cars* as reviewed last month.

For those who want more information on particular models, Bay View Books' Restorer's Guides are of immense value. Written by experts in their respective fields, the reader is taken through each model in minute detail. The use of good authors ensures that the text never

becomes as turgid as that found in manuals, and the use of specially commissioned colour photos show every inch of the cars selected which are either in original condition or have been fastidiously restored.

Apart from the authors' own specialist knowledge, information has been gained from factory records, parts lists and catalogues to ensure that these Guides are indispensable for all owners, restorers, buyers and enthusiasts. WPK

Roger Clark: Portrait of a Great Rally Driver
by David Campbell. 112pp. 10⅛" x 7½". GHK Publishing, 74 Esmond Road, Bedford Park, London, W4 1JF. £12.95

Apart from Paddy Hopkirk, there is no other British rally driver who has grabbed the affection of the British public more than Roger Clark, particularly after his memorable win on the 1972 RAC Rally. It was fitting that the first time in years the Scandinavians should be beaten on this event it should be at Clark's hands. It was an achievement that brought him to the notice of even non-rallying enthusiasts.

Now that the Scandinavian dominance has again been broken in present day rallying, it is fitting that we should be reminded of what Clark did for rallying and British rallying in particular. David Campbell, Editor of *Rally Car*, has written a very readable book and it is very evident that Roger Clark himself has been fully co-operative.

The book is brought right up to date with coverage of Clark's participation in the 1990 Pirelli Classic Marathon and there is a results section listing his full record in rallying from 1961 to 1990.

Complemented by approximately 100 photographs, this book is bound to be enjoyed by all rally fans. WPK

Another publication from new publisher GHK Publishing is *BMW: The Classic Six-Cylinder Coupés 1968-1975* by Martin Buckley. It is perhaps the "Batmobile" which first springs to mind when considering these models, but a browse through this softback publication reveals the fact that the Six-Cylinder Coupé range of cars was in fact quite extensive. Martin Buckley has done a good job in his resumé on these models while there is an informative chapter on restoration work. WPK

Pre-War Motor Racing 1900-1939 and Motor Racing '60s Style — 1961 and 1962. These two 60 minute videos are Porter Publishing's latest releases and will be immensely appealing to MOTOR SPORT readers.

Imgine you've got 60 minutes to explain to an unknowledgeable fellow the history of pre-war motor racing. You would swallow, think hard, and come up with the most prominent names and events of that era. Being British, Brooklands, Bentley and Birkin would probably spring to mind immediately, followed pretty quickly by Le Mans, Alfa Romeo and Bugatti. Think a little more and Nuvolari, Mercedes-Benz and Auto-Union would then come to mind, but then you would find that you were concentrating too much on the Twenties and Thirties.

At least, though, the only constraint on the explanation is that of memory or knowledge, but when you are producing a video, there is another major constraint — that of footage — or lack of it.

The pre-war video is quite a good effort, but one which will be criticised by the knowledgeable, who will find it wanting. There are so many subjects that seem to have been omitted altogether when, at the very least, reference could have been made in the commentary.

One of the flaws of the film is the modern colour footage which sits uneasily with the historic monochrome film. The showing of a VSCC race at Oulton Park in 1965, for example, is completely out of context with the rest of the film while that taken at Prescott quite recently is actually tedious.

The last ten minutes alone make buying the video worthwhile, for they concentrate on the Thirties and the rise of the Mercedes and Auto-Union teams, although if the amount of screen time is any criteria to go by, the BMW 328 far outweighed anything else in the Thirties.

Motor Racing '60s Style, is a lot of fun. Roy Salvadori, a UDT Laystall transporter with matching scooters, Crystal Palace, Formula Junior, Centro Sud, John Cooper, E-type Jaguars are all there in two half hour films of club racing that make up this tape with a superbly wry commentary by Nevil Lloyd.

If you are interested in watching 250 GTOs opposite locking in a hard race, Mike Parkes racing a 250 GTO, then a 3.8 Jaguar and then a Testa Rossa all in one afternoon, Tony Brooks in a BRM, Graham Hill and Roy Salvadori in E-types and Stirling Moss in another 250 GTO, marshals without overalls and not a pair of jeans in sight for the duration, this is the video for you.

Also available are 1963 and 1964 on another video and 1960 and 1967 from Porter Publishing Ltd, The Storehouse, Little Hereford Street, Bromyard, Herefs, HR7 4DE. WPK

"If *Thunder Chicken* has chickened out . . . it won't be thundering again tonight" is your sort of commentary, shouted at a decibel rating that makes even passing mopeds sound calming, then *Monster Mania* (Front Runner, 49 mins), about the hybrid, monster-tyred trucks that out-drag each other in the States, is for you. Otherwise leave well alone. Likewise *Car Wars 4*, a video I felt embarrassed to watch especially while Martin Donnelly was lying in hospital. Another Front Runner video nasty. WPK

While publishers scurry around to publish their annuals in time for Christmas, model manufacturers are doing the same. The Portuguese based Onyx company, which is represented in Britain by Modeltime Limited, 64-66 Windmill Road, Croydon have been busy in the last few weeks producing a series of cars that competed at Le Mans in 1990.

The four TWR Jaguars are included, but unfortunately Gallahers have refused permission for the models to wear the Silk Cut logo in this country and so the models are not 100 per cent correct. The other eight cars are all Porsches including the fourth placed Bell/Stuck/Jelinski Blaupunkt car and the pink Watson/Giacomelli/Berg Italya car. It's a pity, though, that none of the Japanese manufacturers are represented nor any of the Spices. The good news, however, is the price of £6.99 remains the same as last year, although this year's models come with perspex box and case.

Coming from another model manufacturer, but still in the 1:43 scale, is the new Peugeot 905, but at £11.49 it is quite a bit more than the Le Mans cars.



Peugeot 905 Group C car from Vitesse.

The 1990 line up of Indy cars is due to arrive in January. Priced at £7.55 each, the 24 model range includes the major runners plus several of the also-rans. Modeltime do not expect such a brisk trade with this series, but with the satellite and late night television coverage of CART racing, they may find themselves pleasantly surprised.

It will be the 1990 Formula One cars, however, which will the most eagerly awaited. The Ferraris of Prost and Mansell, the two Benettons, Lotus-Lamborghinis, Larrousse-Lamborghinis, Williams-Renaults, Minardis, Tyrrells, Leyton Houses and MacLaren-Hondas complete the grid, but as in the case of Silk Cut, Philip Morris have forbidden the Marlboro logo being used on the models. The cars will therefore feature the black stripes as seen on cars at the British and German Grands Prix.

It seems that rally cars are less popular and although there are a number of versions of Carlos Sainz' Toyota Celica GT-4 as well as Bastos, Winston and Fina liveried cars, there is little else. Even though they have interior trim, rollbars and seatbelts, they are more expensive at £12.80. WPK

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

£500,000 Car In The Snow

Sir

I read with interest MLC's rather negative interview with Gordon Murray about the forthcoming McLaren supercar. It surprises me that such a car, expected to cost in excess of half a million pounds, and intended to be the 'finest car of its era', will be better in its garage if roads become slippery. It is all very well for Murray to say: "If the owner wants to go out in the snow, he's got an off-road vehicle in the garage." Has he not heard of expensive supercars making long journeys, during which the weather can change, or of being used for periods away from base, when again, conditions can change?

When MLC referred to Murray emulating Henry Royce, Ettore Bugatti and Henry Leyland I thought for a moment he was paying a tribute to Parry Thomas and the Leyland 8; but I think he was intending to refer to the Cadillac, which originated with Henry M Leland.

Charles Soul
London

The remark about not driving the McLaren in snow was made by the author not by Gordon Murray and is not 'quoted' as Mr Soul suggests. Owners of Porsche Turbos and Ferrari Boxers tend to keep their cars in the garage, too, when snow has fallen. Unfortunately Henry Leland became Leyland at the typographical stage of production. *MLC*

The Word According to Jenks

Sir

Mr TG Wakeley asks in the December issue of MOTOR SPORT if I will list my 'greats' among the top racing drivers. I do so with pleasure, but make no attempt to justify my choice or explain my reasons. It would take three full issues of MOTOR SPORT to put it all down in words. I only deal with drivers I have seen racing and have known. They are date order:

Alberto Ascari, Stirling Moss, Jimmy Clark, Gilles Villeneuve and Ayrton Senna.

They confirm and substantiate all the criteria I laid down on a basis 40 years ago. Fundamentally nothing has changed. They are all examples of man at his best in this mechanical world of wheels in which we live.

Denis Jenkinson
(DSJ or Jenks)
Crondall, Hampshire

(PS: Mike Hailwood was the greatest racing motorcyclist.)

Lies, Damed Lies and. . . .

Sir

Whilst applauding the outstanding achievements of Senna and Prost in establishing new records in World Championship Grand Prix racing, it is revealing to look back at the results of 41 years of the Championship. If one accepts the premise that winning is what Championship Grand Prix racing is all about, the results show that only seven drivers have achieved an average win rate of better than one in five, and that these elite seven also hold most of the laurels for pole positions and fastest laps. The table gives the results, expressed as a percentage of Grands Prix contended:

Driver	% Wins	% Poles	% Fastest LAPS
Fangio	47	55	45
Ascari	41	44	34
Clarke	35	46	39
Stewart	27	17	15
Prost	26	12	19
Moss	24	24	30
Senna	24	47	14

Fangio's mastery in each category is reinforced by two other results exclusive to him — 75% wins in one season (1954) and five World Championships in nine years. Incidentally, if his wins resulting from taking over another team car are discounted, he still tops the winners' list.

It is tempting to speculate on Senna's prospects of surpassing Fangio's percentage of pole positions, but the arithmetic is not encouraging. Two of the more plausible scenarios are pole positions for the next 20 races or 36 pole positions over the next three years, either of which would surely tax even Senna's undisputed talents.

Clearly Fangio's pre-eminence is awe-inspiring, and those of us who were privileged to see him in action from the start of the Championship doubt that his mastery will be seriously challenged in our lifetime, if ever.

CG Martin
Stoke-on-Trent

Petrol Problems

Sir

In response to the letter in your December issue from Mr PL Glover, Chairman of the Federation of British Historic Vehicle Clubs, I can agree with the analysis in his last paragraph regarding future supplies of leaded petrol, but this seems only to emphasise the need for urgent action. The rest of his letter appears to confirm my impression that the role of the Federation is that of a co-ordinator of the Clubs' own efforts rather than that of a direct initiator. It was this difference which prompted my reference to a policy of non-involvement.

This is not underrate the importance of the Federation's work in this and other fields, but I am not sure that all Club administrations have the necessary resources to initiate research. If permanent lines of communication are to be established with the petrol companies, as advocated in my letter published in the October issue, then of course we must speak with one voice.

The UK and French Governments have made substantial grants towards the cost of research for the development of 'cleaner' engines and fuels and any further changes resulting may or may not suit our cars. In these circumstances, we need to establish immediately a rapport with the petrol companies as a form of early warning system and to provide a constant reminder to them of our existence in the market, not, I would emphasize, in any obstructive sense, but to assist us to adapt.

I trust the Federation will consider taking a more direct role in this particular field but, in any case, I am sure we would all wish to offer best wishes for their continued success in the many difficult matters with which the Federation is involved in these uncertain times.

Garnet W Wrapson,
Cottingham, North Humberside.

JB Mystery

Sir

About thirty years ago when a student at Liverpool College of Technology on Byron Street I purchased a copy of the *Motor Car Index* and read with interest the entry on the JB car of 1926/1927. Jones, Burton and Co Ltd, engineering factors, still had their office at 55 Great Crosshall Street which ran at right angles to Byron Street directly in front of the college.

Upon calling at No 55 and explaining that I was interested in the history of the car I was asked to wait a few moments while some of the older members of the firm were consulted. The story which then emerged was as follows:

The son of the owner (director?) of Jones, Burton decided to build himself a motor car. He based his construction mainly on Hupmobile parts, but at some time during or after completing the car decided to emigrate and, failing to sell the car, it was broken up.

In fact some of the parts had been stored in the attic at No 55! There and then a short search produced the rear screen of the car, the only remaining item known to these kind, indulgent gentlemen.

I was most surprised to be given the screen and a letterhead from the Twenties advertising the JB.

Recent research in Liverpool has shed no light on the car and very little on the firm. Jones Burton withdrew from the Liverpool Chamber of Commerce in 1970 (a 'Board decision') and ceased trading sometime subsequently.

Several questions remain unresolved in my mind in connection with the above:

To where did the builder of the JB emigrate? Why does the letterhead incorporate the SMMT emblem? Does this

indicate that JB intended to go into production? What engine powered the JB? No Hupmobile car in the *Motor Car Index* had the dimensions quoted for the JB. How was the JB advertised? (The *Motor Car Index* must have obtained the details from somewhere).

I would be most grateful if any readers could answer my questions or in any way add to what I find a very interesting fragment of motoring history.

J McLaughlin,
Leeds.

French Memories

Sir
Having read the article on page 1108 of the October issue on the Turcat Méry with interest, I was reminded of a holiday in France in 1967 when my wife and I spent a night in a small hotel in a village called Longues between Nantes and Paris. Directly opposite our bedroom window was one of those huge painted advertisements covering the whole end wall of a house. This advert was for a local garage with agencies for Turcat Méry and Voisin — some agency forty years after Turcat Méry had collapsed!

We spent the following night in a remote spot in the Jura beyond Besançon, and painted across the end of a barn opposite our window was an advertisement for Voiturette Lion — when did that marque become defunct?

John Langrishe,
Woking, Surrey

The Rover 14/45

Sir
I found the article on the Rover 14/45 (November, 1990) most interesting as the father of my closest friend bought one for about £20 in 1931. It was a most impressive looking machine, but the engine would not run as it had no compression. As he did not know anything about engines he turned it over to his son and myself to get it going.

We set about taking off the cylinder head. Having removed everything which could possibly hold it down, we attempted to lift it, but it could well have been welded on. I remembered that some Talbots of previous years had head-holding nuts in the inlet ports, but no luck. Nor were there any in the exhaust ports either. After rigging up a lifting beam and differential pulley block, we almost lifted the front tyres off the ground before the head freed.

We found several valves stuck open, cleaned everything up and ground the valves in. After considerable difficulty we obtained a head gasket and re-assembled everything. After all that the engine started easily. It was very quiet and powerful for those days and the family used it for several years including towing a caravan.

I was a mechanical engineering student interested in Machine Tool design at that time. One of the leading machine tool designers of the day had an oft quoted maxim: "Every machine tool must be heavy enough to absorb its own vibration." I wonder if he designed the Rover 14/45?

FE Greaves,
Anglesey.

The Mud Plugger

Sir
I was very interested to read the article on KBP 242 in September issue as my father WF 'Bill' Mead owned the car for several years in the late 40s early 50s, when the big-engined trials cars were king of the roost before the lighter, smaller Ford 10-engined cars led by the Dellow knocked them off their perch. I last saw the Allard in 1951/2 when my father sold her and bought the third Dellow built by Messrs Delingpole and Low.

I was not aware that there were twelve 'J1's' built, only that Sidney Allard had built several Trial Specials. The four that I knew of all had very different body work and all they had in common was the chassis and the Ford Mercury engine.

'Bill' Mead was well known before the war as a motor bike and sidecar trials expert, and after the war enjoyed a fair amount of success in cars. KBP 242 was run by him in a team of three with Geoff Imhoff and Bill Brown with their Trials Special Allards. (Although the J2 Allard was known as a 'J2', these other Allards were always referred to as 'Trials Specials', not 'J1s'.

KBP's original colour was British Racing Green and at the time my father purchased her, the rear wings were faired in cycle style, and the front faired to the body, similar to the later Dellow and it was very pretty. The Mercury engine had twin carbs and there were two slab petrol tanks, one holding 30 gallons and one 55 gallons for extra weight in Mud Plugging. The larger tank, when full, put just too much weight behind the rear wheels for safety for normal day to day road use, so before each event the tanks were changed over.

There were two sets of rear tyres: 'knobblies' (there were bolts through the rims of the wheels on this set to keep the tyres on when they were let down to 5 lb/sq in for the observed sections) and one for ordinary road use.

At the end of his first trials season with KBP my father had several modifications carried out. Although the Mercury engine had enough power for trials where speed was of little importance, it 'waffled' at low revs on take-off at the start of the observed section (despite the gearbox's very low ratios), not delivering any power and in danger of stalling unless revs were built up before you let the clutch in and span the wheels, and in trials you do not induce wheelspin if you can avoid it. The twin SU's just did not let enough air in at low revs so a Wade mechanically driven supercharger was fitted (by Bill Mead, not Geoff Imhoff as stated in the article) in combination with, I think, a 1¾" SU. I vividly remember as a schoolboy the car stationary at a set of lights on the way back from Wembley Speedway, and as the Allard delivered her 'umph' on the green, turning round to face backwards and waving to a couple of Vincent 1000 Black Panthers with the howl of the newly fitted blower making lovely music.

To 'let the mud out', the rear wings were cut back to the stubs shown in the photographs accompanying the article. The front wings were shortened a little, but they still were faired into the main bodywork and had a reverse curve at the back end. The car was resprayed a pale metallescent blue (similar to the Jaguar blue of the time) and a hundredweight slab of lead was put behind the seats, with a compressed air cylinder mounted on top of that, both for extra weight (and Bill Mead himself weighed in at around 18 stone) and to make life easy at the top of the observed sections when the tyres had to be re-inflated for the road section to the next observed section.

My father won many MCC premier awards and also had success in the Colmore, Knott Trophy, Coventry Cup and many other events with her.

PW Mead,
Lymington, Hants.

Silverstone Rally School

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David Hardcastle,
Silverstone Rally School.

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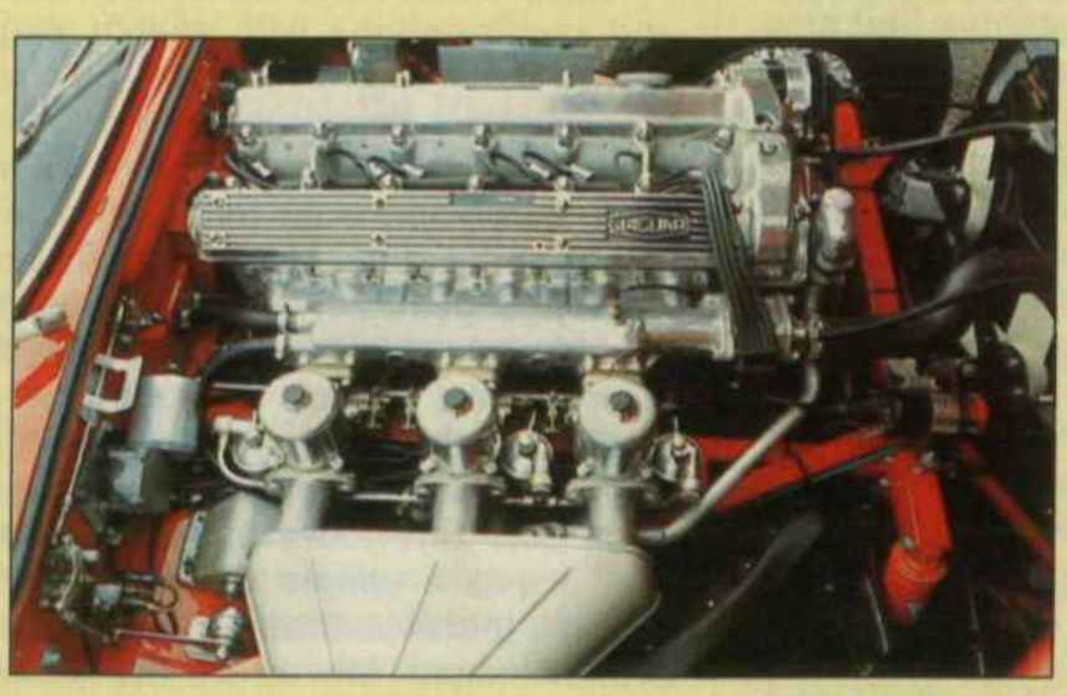




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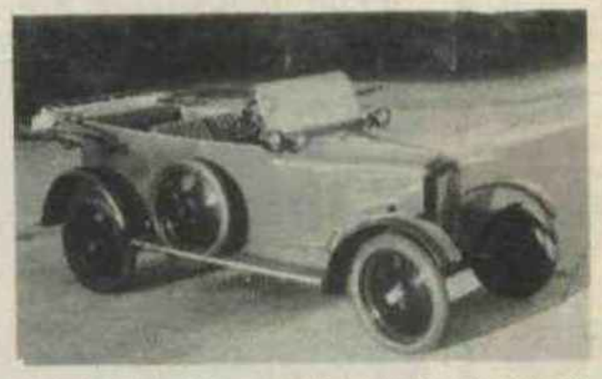
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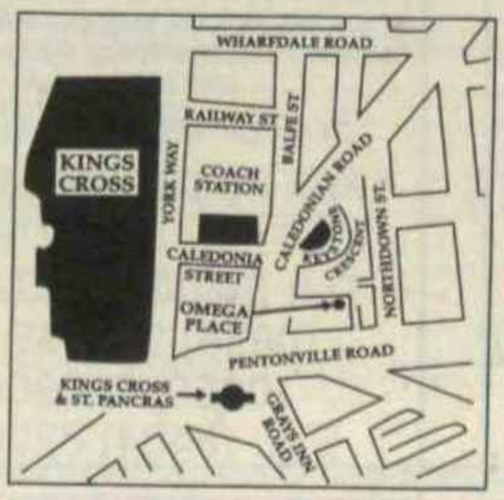
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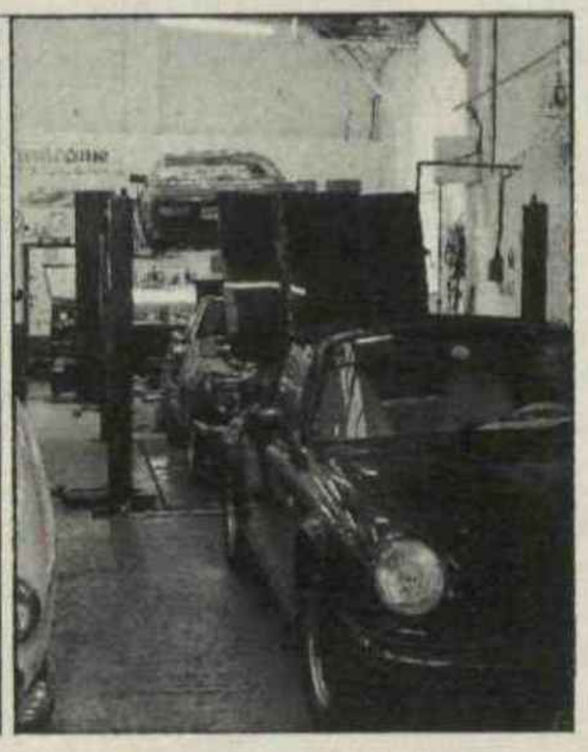
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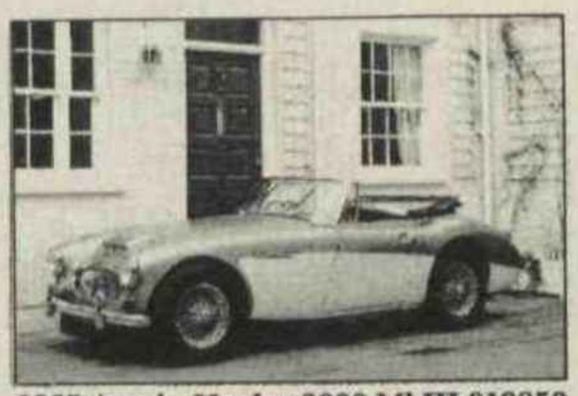
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larket Report

sk trading is in evidence, encouraged by realistic prices, on one hand, and therefore sound buys on the other and is an indication of se prevailing in at least a few serious participants in the market.

yone with any experience in the city will know the dangers of trying to pick the top or bottom of any market. The watch word for the er today has to be value for money and buy what you want to own, not what you might want to sell.

guide line in buying: "If I like it, so will the next man" is probably more accurate now than at any other time as a gauge of what will in the future market.

sellers, upper bracket cars are only moving if they are being sought after, and the way to acquire instant Museum status is to stick terdays price tag on the window.

middle market, an area of intense speculation 18 months ago, continues to struggle in a mire of mediocrity. Models that everybody ited when they were a boy (or girl), and can afford because of "distress" and panic disposals are selling in spite of interest rates, but se buyers are sensibly looking for a different kind of service when they buy. Weekly rather than biannual use is also at the forefront of buyers' mind.

the more affordable end of the scale, price remains important but an increasing trend has been the substitution of a usable classic for and fulfilment rather than the more expensive hot hatchback with all the extras including rapid depreciation and high interest ance.

oss the board a few models have suffered "unfairly" (Oh tears for the amateur dealers), because of the elastic band effect of coming n too far from hyped prices. Trying to back them with money but without guidance now may be like playing a paint gun game at the ng end of an army rifle range.

a final note, with all the doom and gloom about in general, the over publicised uncertainty in the classic car market, and the prospect nly having the choice of two Welshmen at the next General Election, one can only say that enthusiasm for classic cars is still booming.

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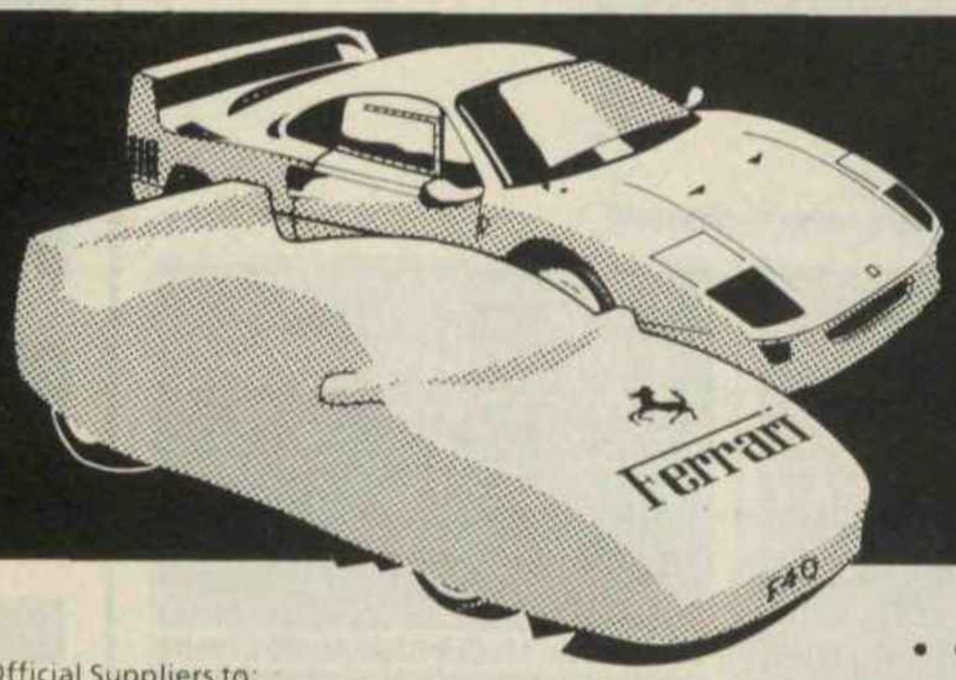
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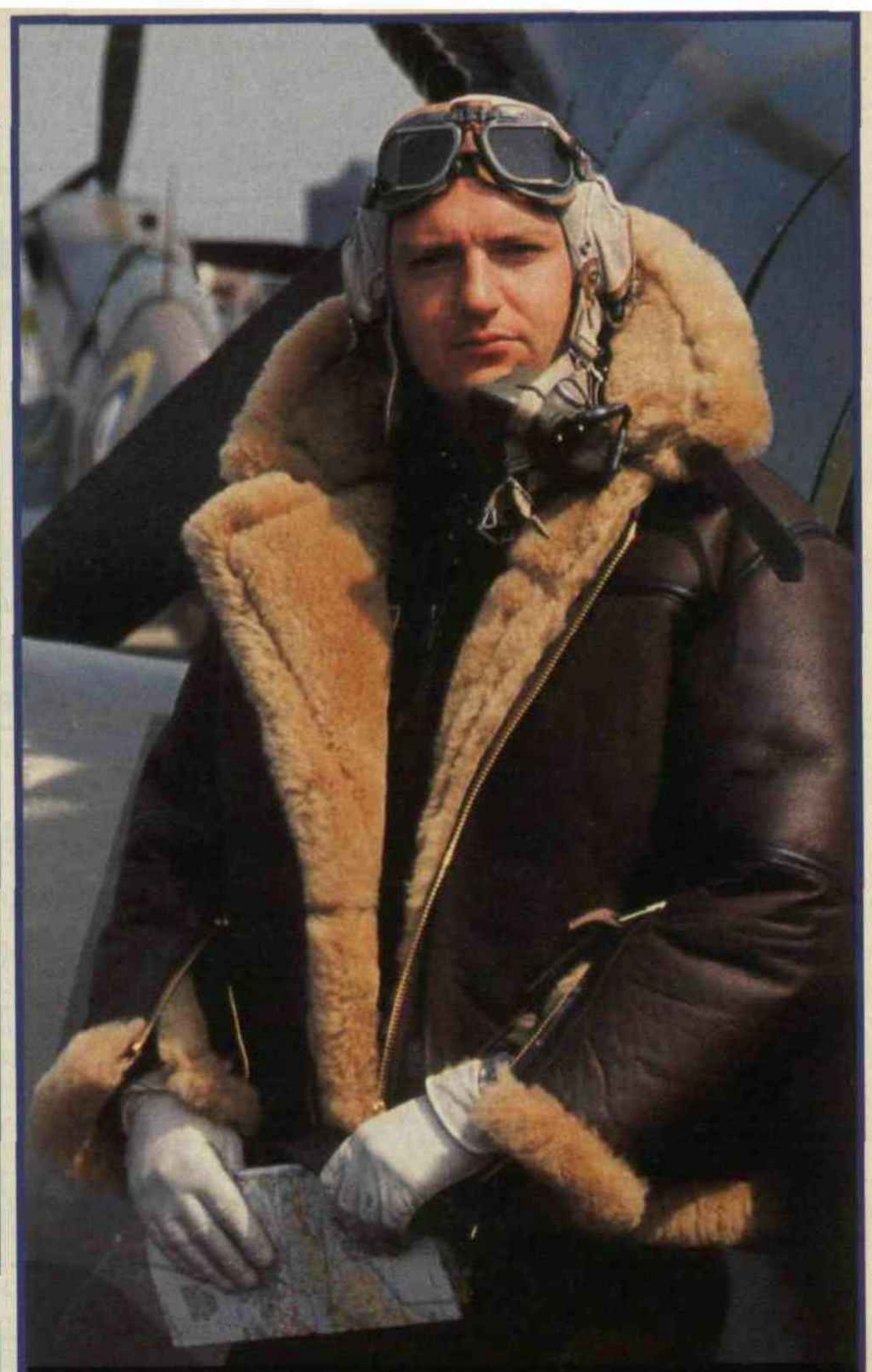
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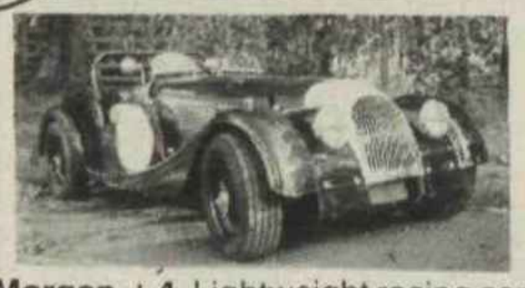
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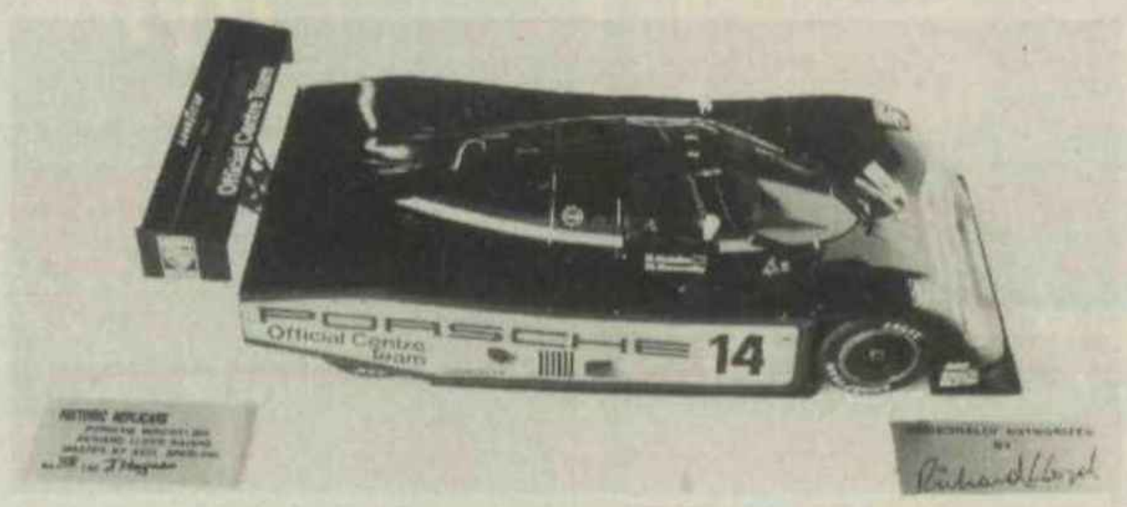
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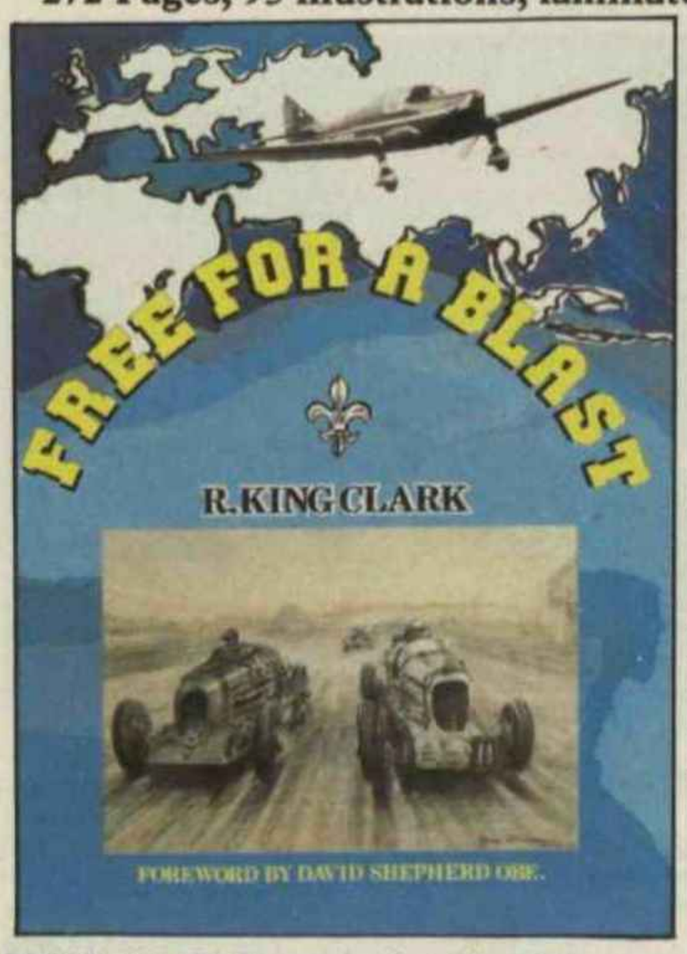
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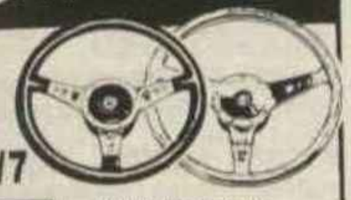
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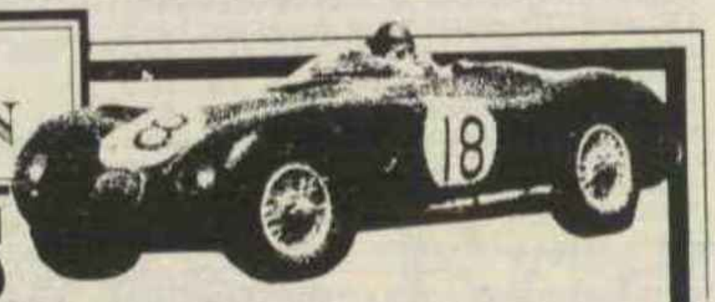
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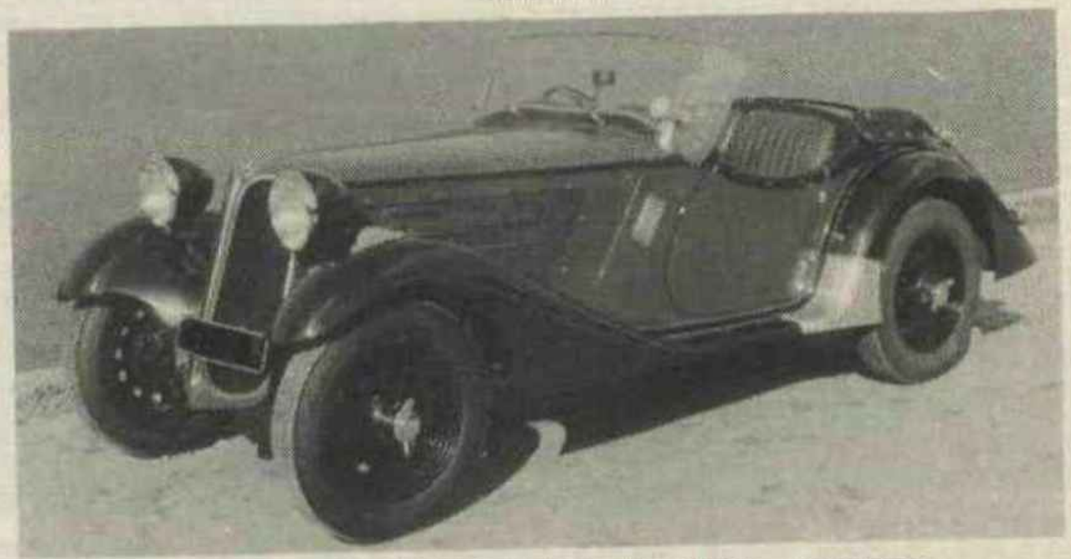
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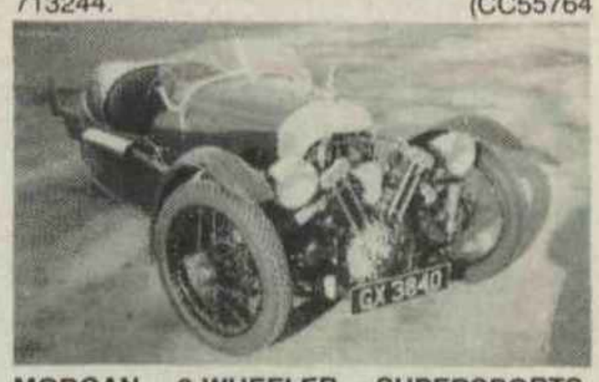
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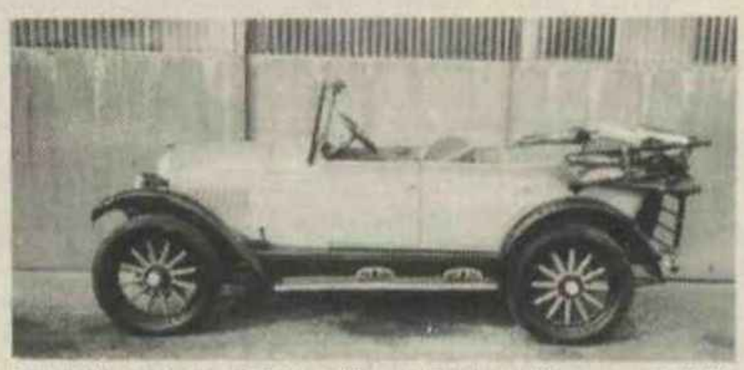
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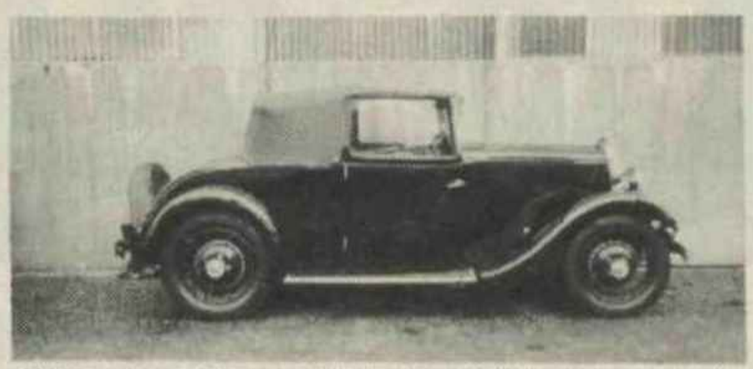
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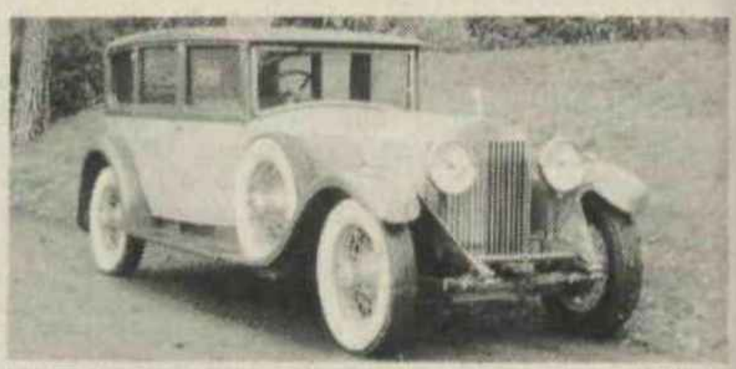
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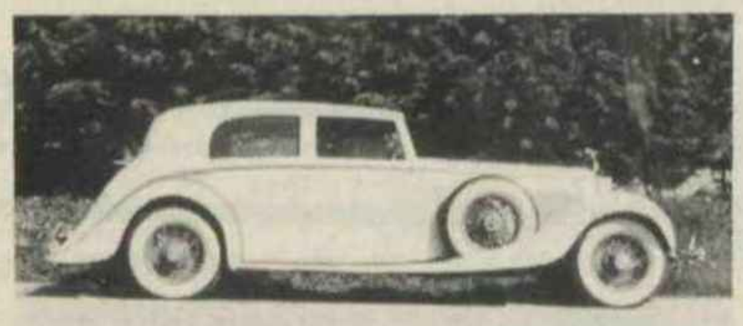
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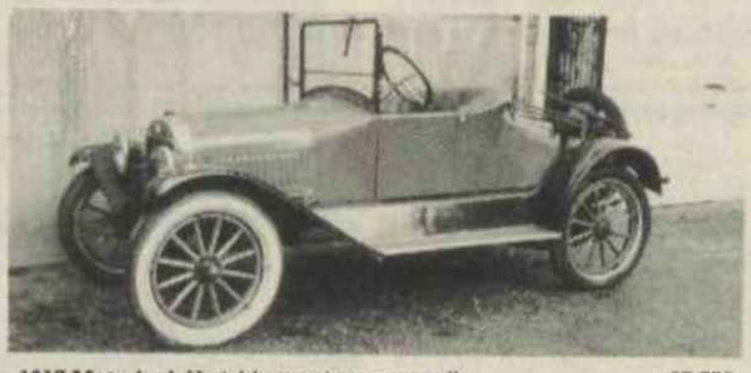
1934 Lanchester 2 Seater and Dickey, Martin Walter body..... **£5,750**



1930 Rolls Royce PII By Croall, restored..... **£35,000**



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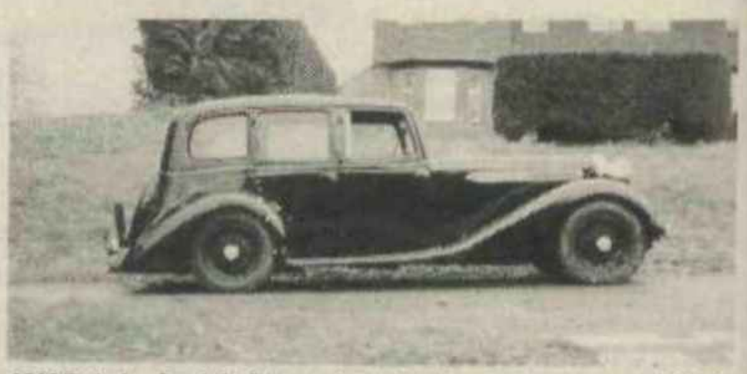
1959 Berkley Engine in bits..... **£2,250**



1934 Bentley 3½ Park Ward, complete but needs restoration..... **£11,750**



1949 Bentley James Young, runs, needs restoration..... **£5,950**



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1959 AC ACE. RHD. Red.
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1987 PORSCHE 911 CARRERA SPORT TARGA. Red, 25,000 miles.
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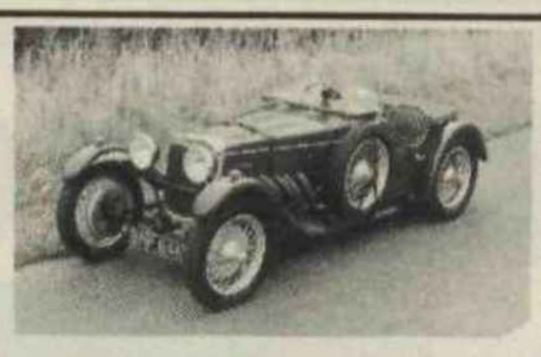
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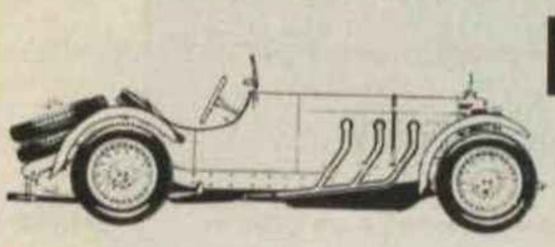


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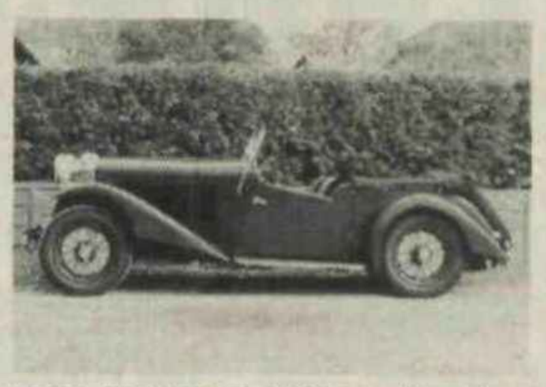
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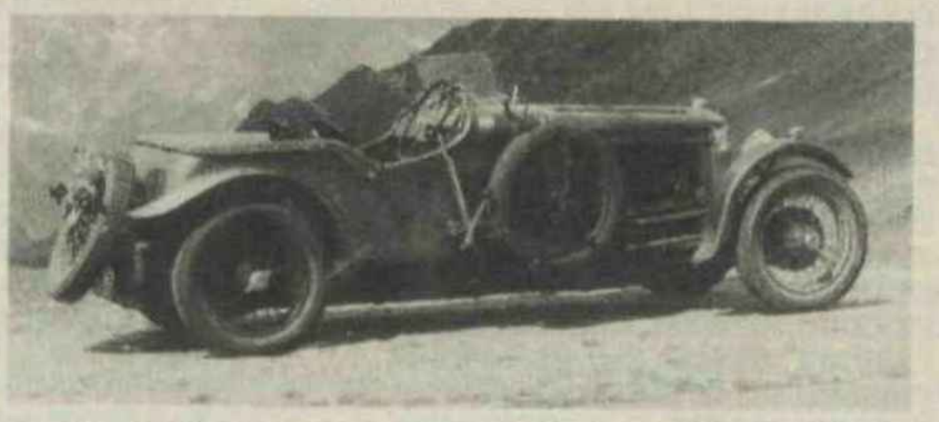
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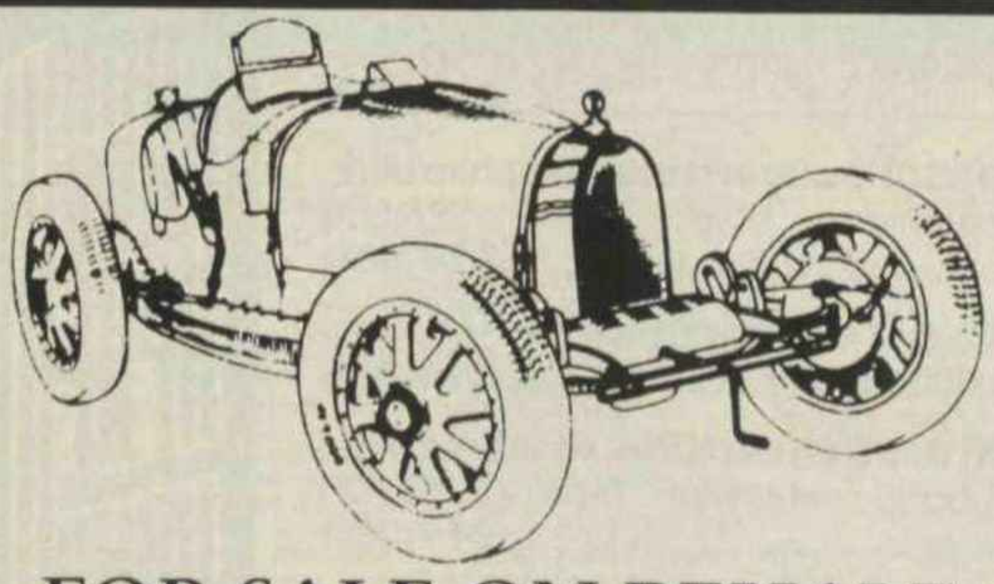
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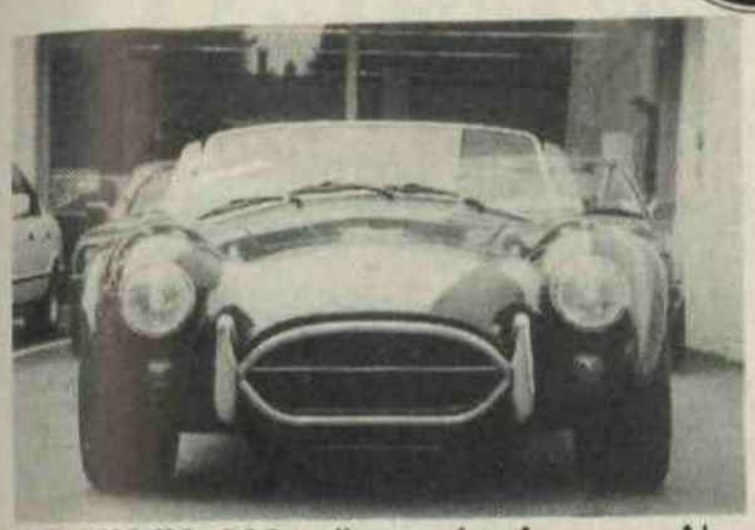
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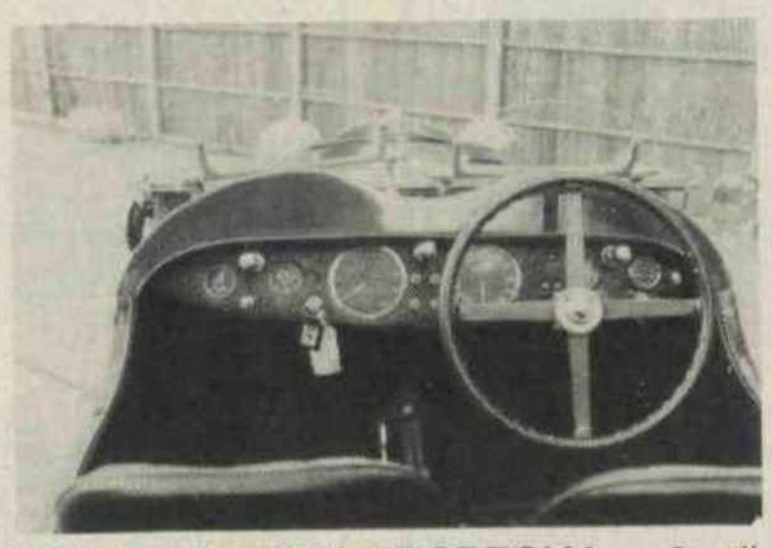




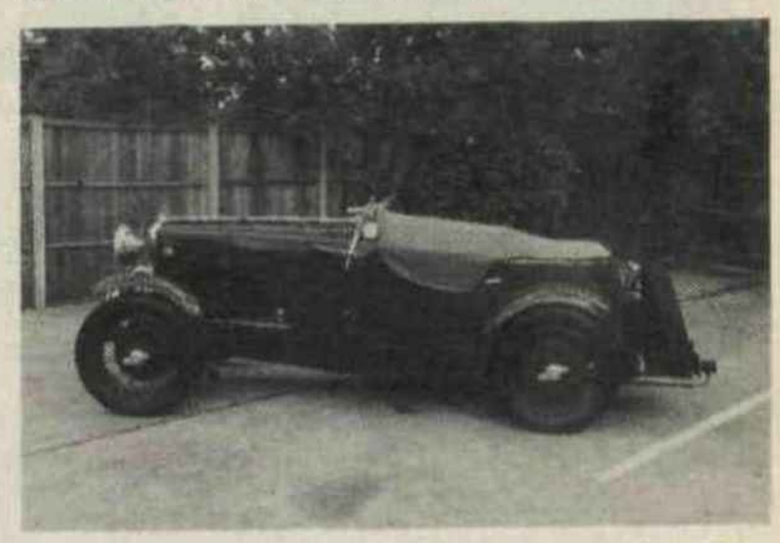
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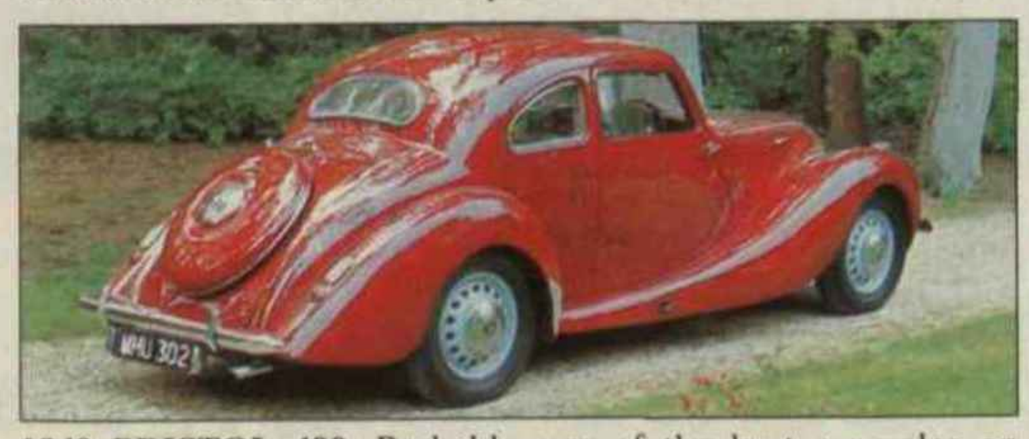
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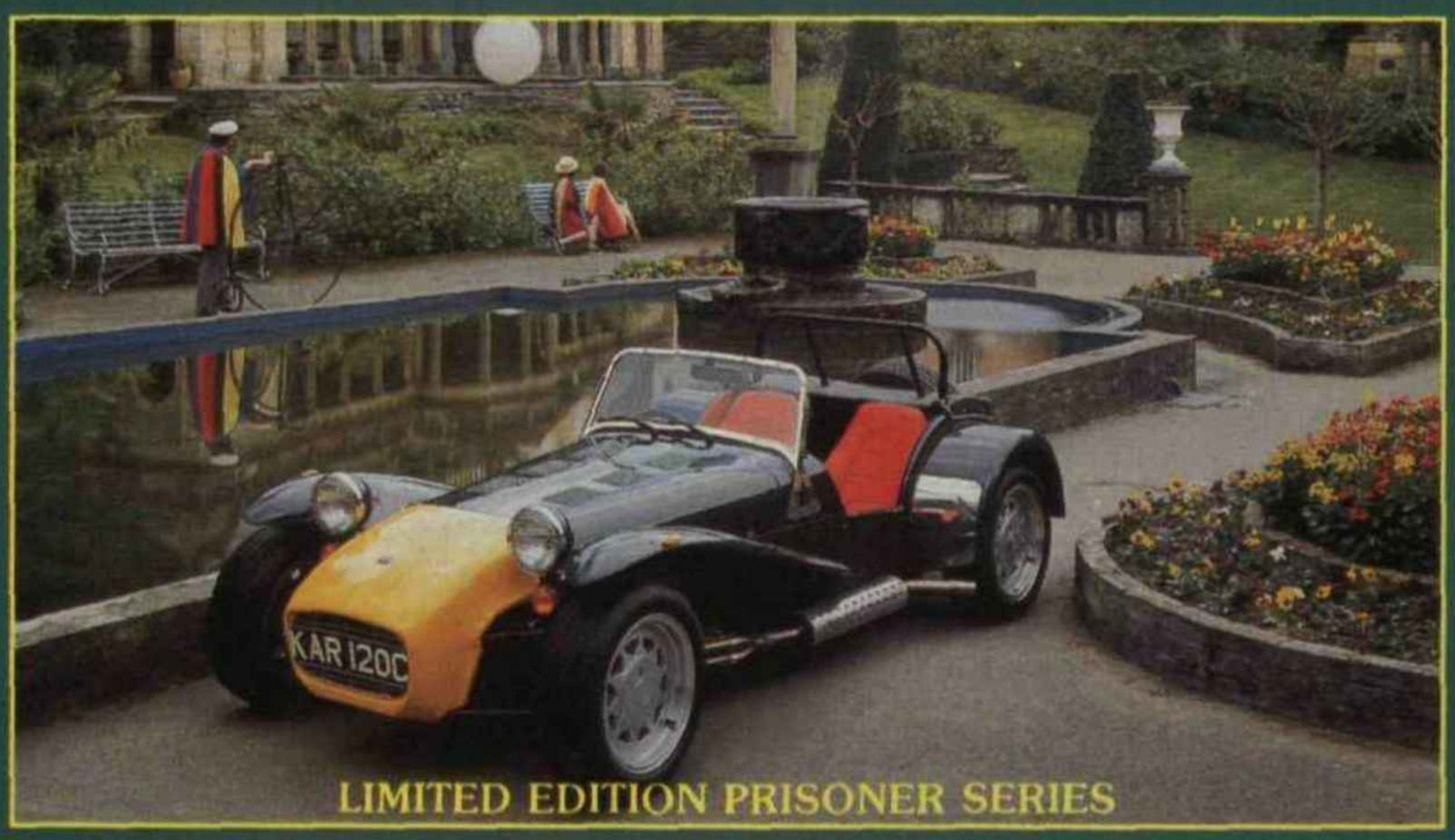
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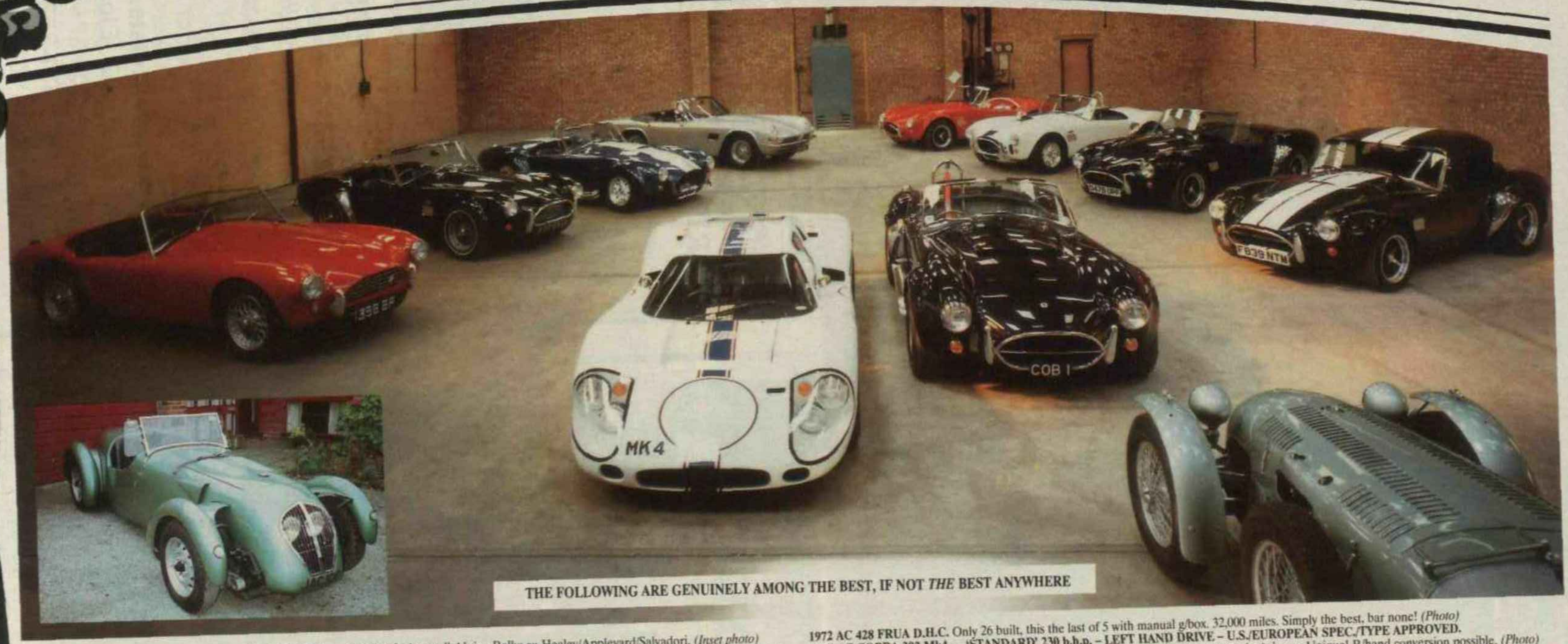
NOSTALGIA

THE LAST OF THE FEW

In 1983, Autokraft of Brooklands, co-owners of AC Cars Ltd., put the Cobra proper back into production with the **'302 MkIV'** — an improved & updated development of the 1965/8 '289 MkIII'. Having specialised in the Cobra marque for 20 years, it was logical that 'Nostalgia' would become involved with the MkIV, **& over the past 7 years, I have sold some 45 examples of these genuine, new AC Cobras — authorised by the manufacturer as their official UK supplier.**

Recently, however, Autokraft have signed a 5-year contract to build MkIV AC Cobras for Japan, & this means that the **3 'LIGHTWEIGHT COMPETITION/STREET' models listed below will be THE LAST BRAND NEW EXAMPLES THAT 'NOSTALGIA' HAS SCHEDULED. Only about 18 of the all-new 'Lightweight C/S' versions have been supplied in total, so this is a genuinely unrepeatable opportunity to acquire one of the last examples of what I believe to be the finest sportscar ever built!**

Finally, potential Mille Miglia participants should note that **the most famous HEALEY of all — JAC 100 — the EX-WORKS ALPINE RALLY & BRDC INTERNATIONAL TROPHY winner — has just arrived,** & truly superb it is too! Also eligible is the magnificent **STIRLING MOSS WORKS TEAM HWM-ALTA** (below) but entries close on Dec. 31st, so decisions must be made!



THE FOLLOWING ARE GENUINELY AMONG THE BEST, IF NOT *THE* BEST ANYWHERE

1949 EX-WORKS HEALEY SILVERSTONE 'ALPINE' — JAC 100. 2nd overall Alpine Rally; ex-Healey/Appleyard/Salvadori. *(Inset photo)*

1950 EX-WORKS TEAM HWM-ALTA GRAND PRIX — Ch. No. FB101. Stirling Moss' first GP racing car, also ex-Abecassis. etc. Many famous international successes. Fully documented history. *(Photo as sports-racer — conversion to its original 1950 Grand Prix mode takes 10 minutes).*

1958 AC ACE-FORD RUDDSPEED 2.6. Coupe des Alpes entries 1958/9; ex-Ken Rudd. 170 b.h.p. Stage V Mays engine, 45,000 miles. *(Photo)*

1963 AC ACE FORD RUDDSPEED 2.6. One owner since 1968. 180 b.h.p. Stage V + Rew engine. O/drive. Bare chassis restoration. *(Not shown)*

1964 (Model) AC COBRA 289 Mk2. Total Autokraft reconstruction, with Mathwall 300 + b.h.p. engine. Totally 'Concours'. *(Photo)*

1965 AUSTIN-HEALEY 3000 Mk3 V8 — LEFT HAND DRIVE. Fitted with Cobra 5 litre V8 engine & T10 gearbox, otherwise totally standard in appearance. Amazing performance! Ice blue, black trim. Conversion to right-hand drive possible. Extremely well presented. *(Not shown)*

1966 AC COBRA 289 Mk3. 1 owner, 31,994 miles. Totally original including paint, trim & sales invoice etc! *(Photo & description last month)*

1972 AC 428 FRUA D.H.C. Only 26 built, this the last of 5 with manual g/box. 32,000 miles. Simply the best, bar none! *(Photo)*

1985 AC COBRA 302 Mk4 — 'STANDARD' 230 b.h.p. – LEFT HAND DRIVE – U.S./EUROPEAN SPEC./TYPE APPROVED.
0 to 100mph (160kph) in 13 secs. 73 miles/117km from new. Stored for 5 years in Arizona. Unique! R/hand conversion possible. *(Photo)*

1988 (F) AC COBRA 302 Mk4 — 'STANDARD' 240 b.h.p. — U.K. SPEC. 1 of only 4 with hard and soft top's, 1,800 miles & as new. *(Photo)*

1989 (G) AC COBRA 302 Mk4 — 'STANDARD' 230 b.h.p. — U.K. SPEC. Dark blue with white stripes, 63 miles from new. *(Not shown)*

1990 (Unregd.) AC COBRA 302 Mk4 — 'LIGHTWEIGHT COMPETITION/STREET' 340 b.h.p. — U.K. SPEC. *Limited edition model (18 only).*
0 to 100mph (160kph) in 10.8 secs. Dark blue, blue trim, roll cage etc. *(Not shown but similar to white car at rear in photo)*

1990 (Unregd.) AC COBRA 302 Mk4 — 'LT. WT. COMPETITION/STREET' 340 b.h.p. — U.K. SPEC. Metallic maroon, black trim. *(Not shown)*

1990 (Unregd.) AC COBRA 302 Mk4 — 'LT. WT. COMPETITION/STREET' 340 b.h.p. — U.K. SPEC. Silver, burgundy trim. *(Not shown)*

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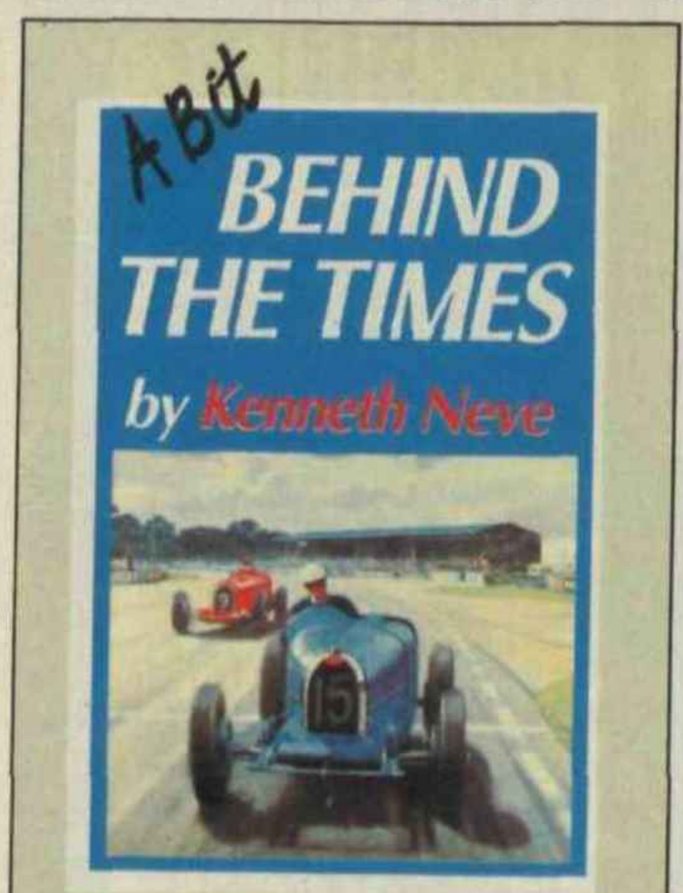
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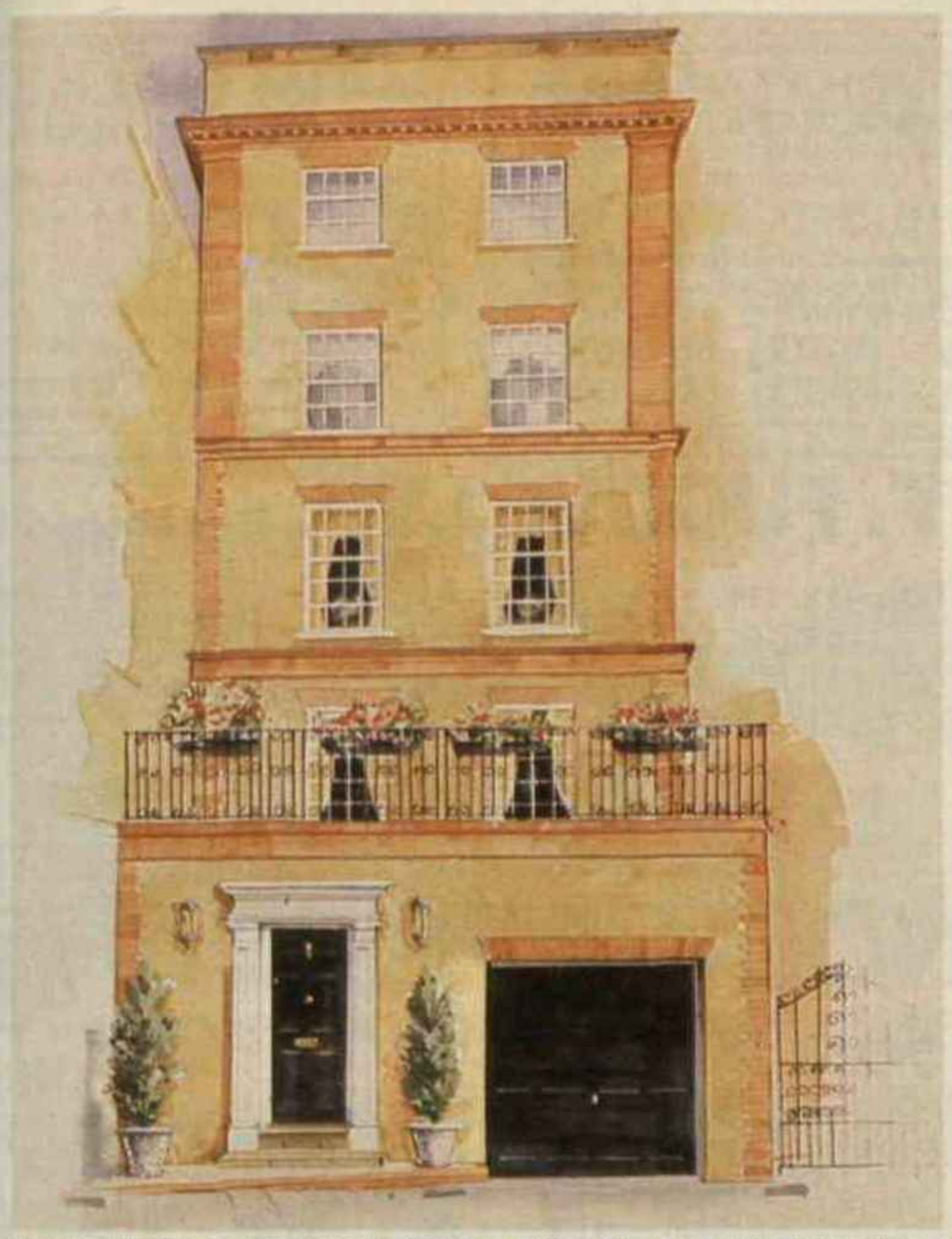
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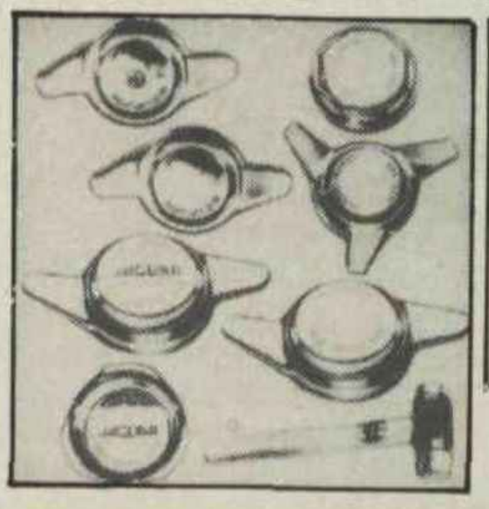
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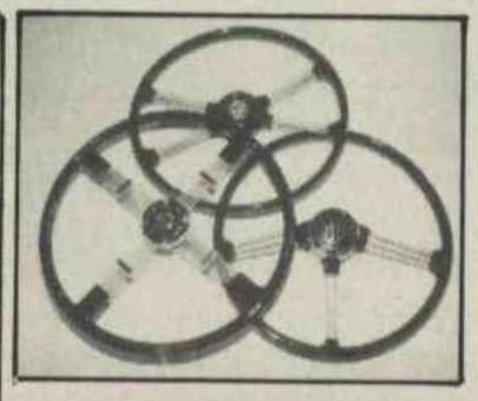
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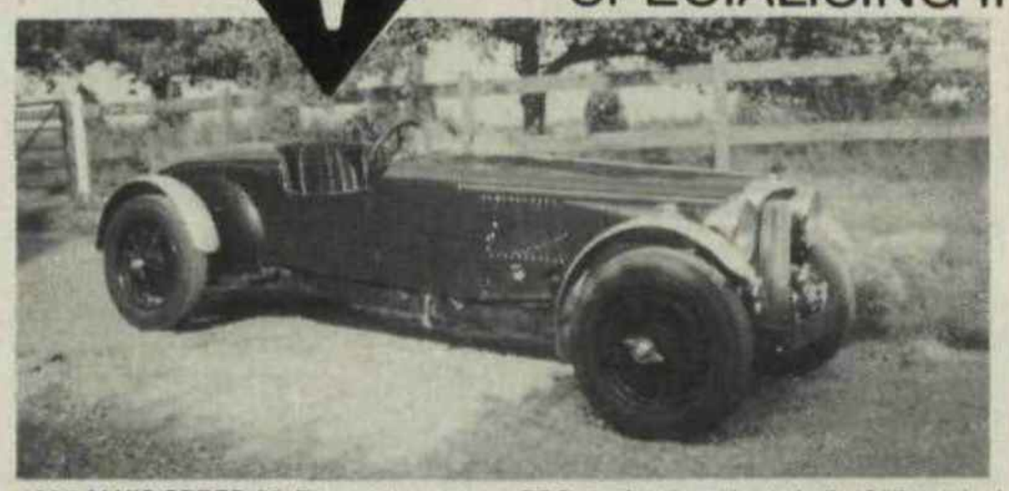
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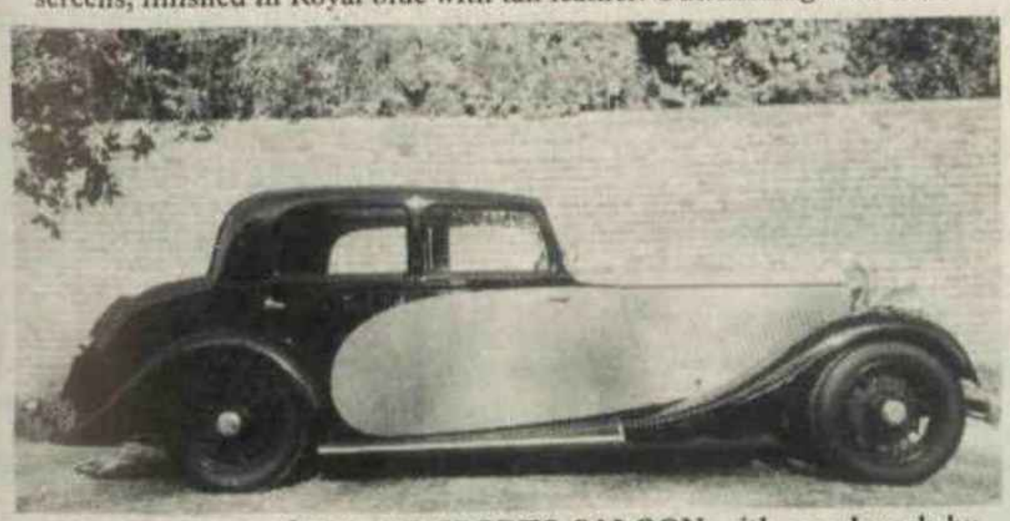
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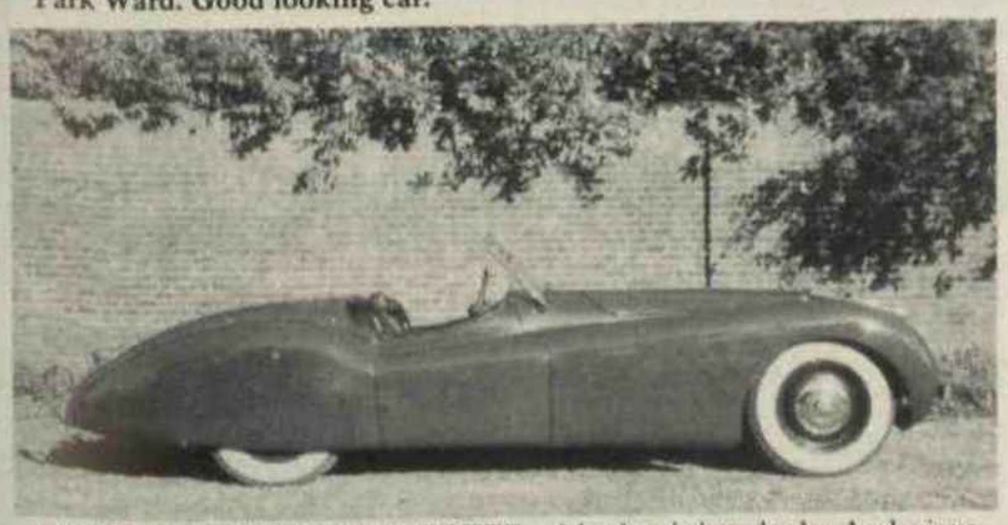
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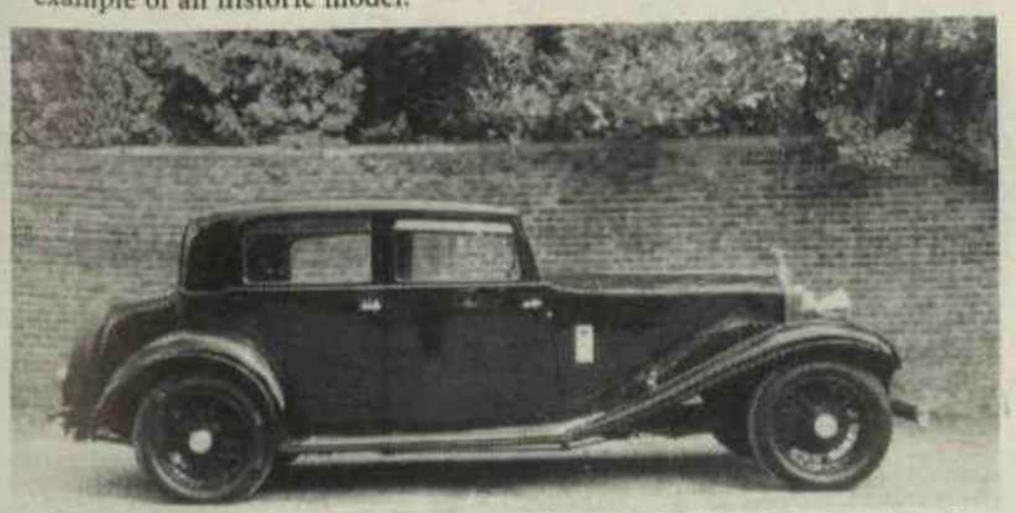
1926 ROLLS ROYCE PHANTOM I BOAT TAIL TOURER with twin screens, finished in Royal blue with tan leather. Outstanding condition.



1935 BENTLEY 3½ LITRE SPORTS SALOON with coachwork by Park Ward. Good looking car.



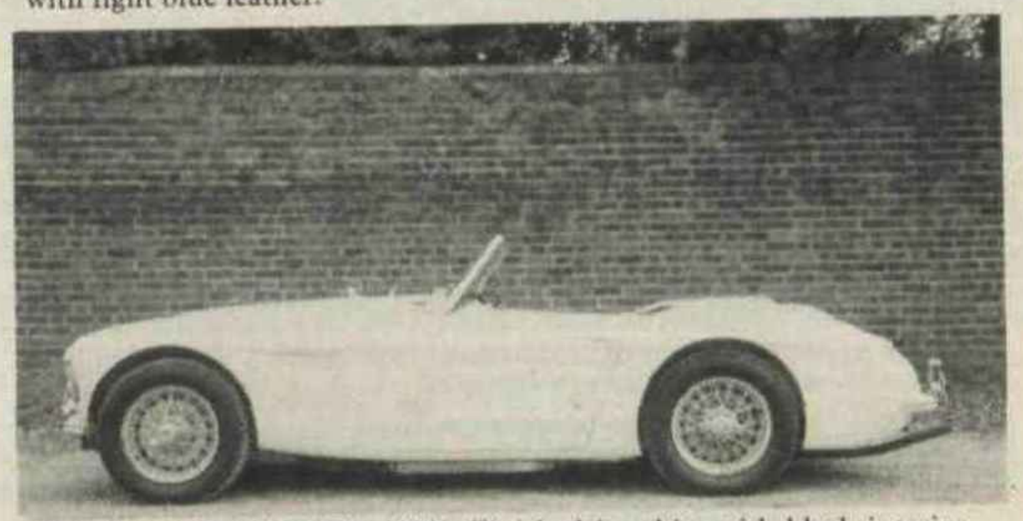
1949 JAGUAR XK120 ROADSTER with aluminium body. A glorious example of an historic model.



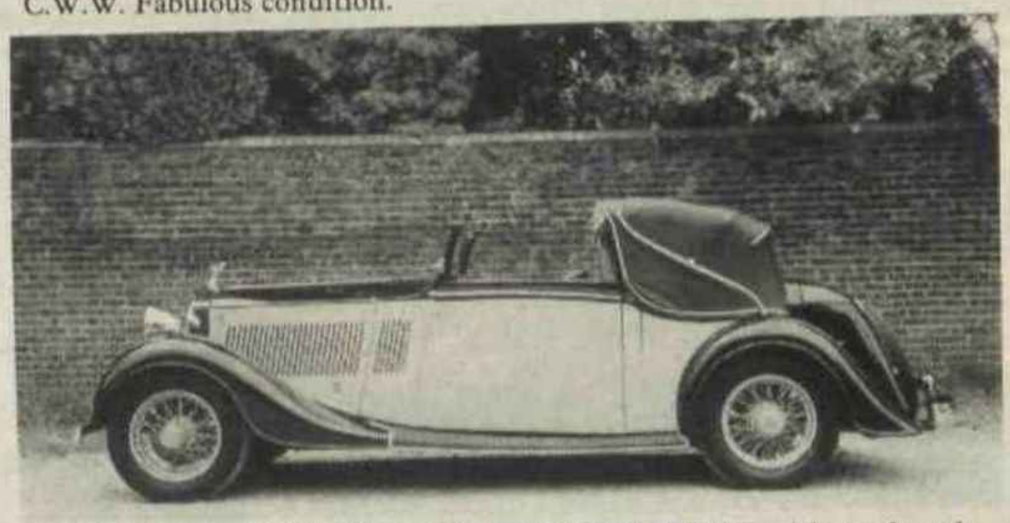
1934 ROLLS ROYCE 20/25 SPORTS SALOON by Hooper. Lovely throughout.



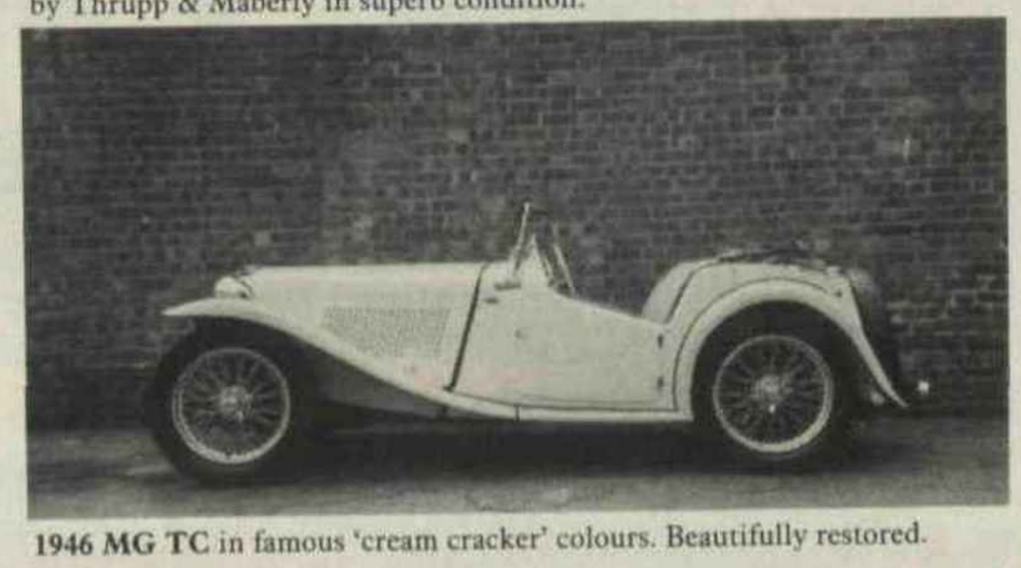
1967 ASTON MARTIN DB6 MKI. Attractively finished in Pacific blue with light blue leather.



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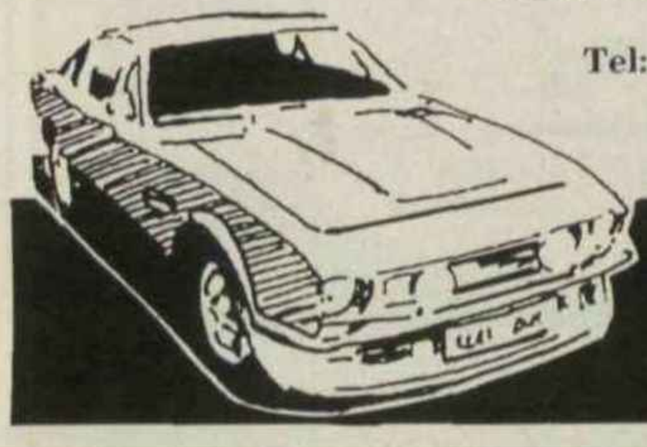
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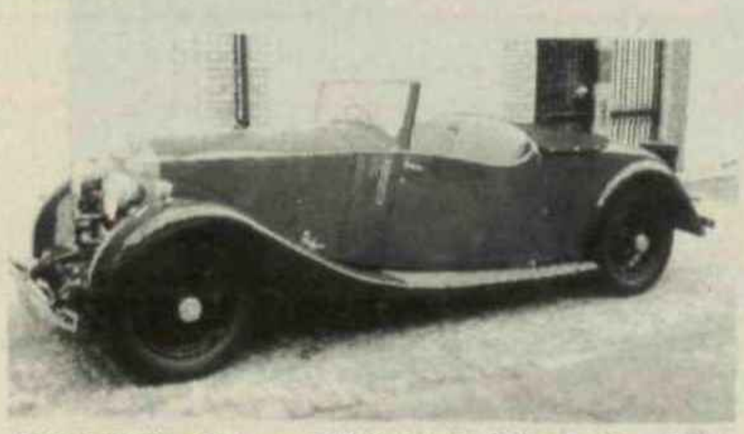
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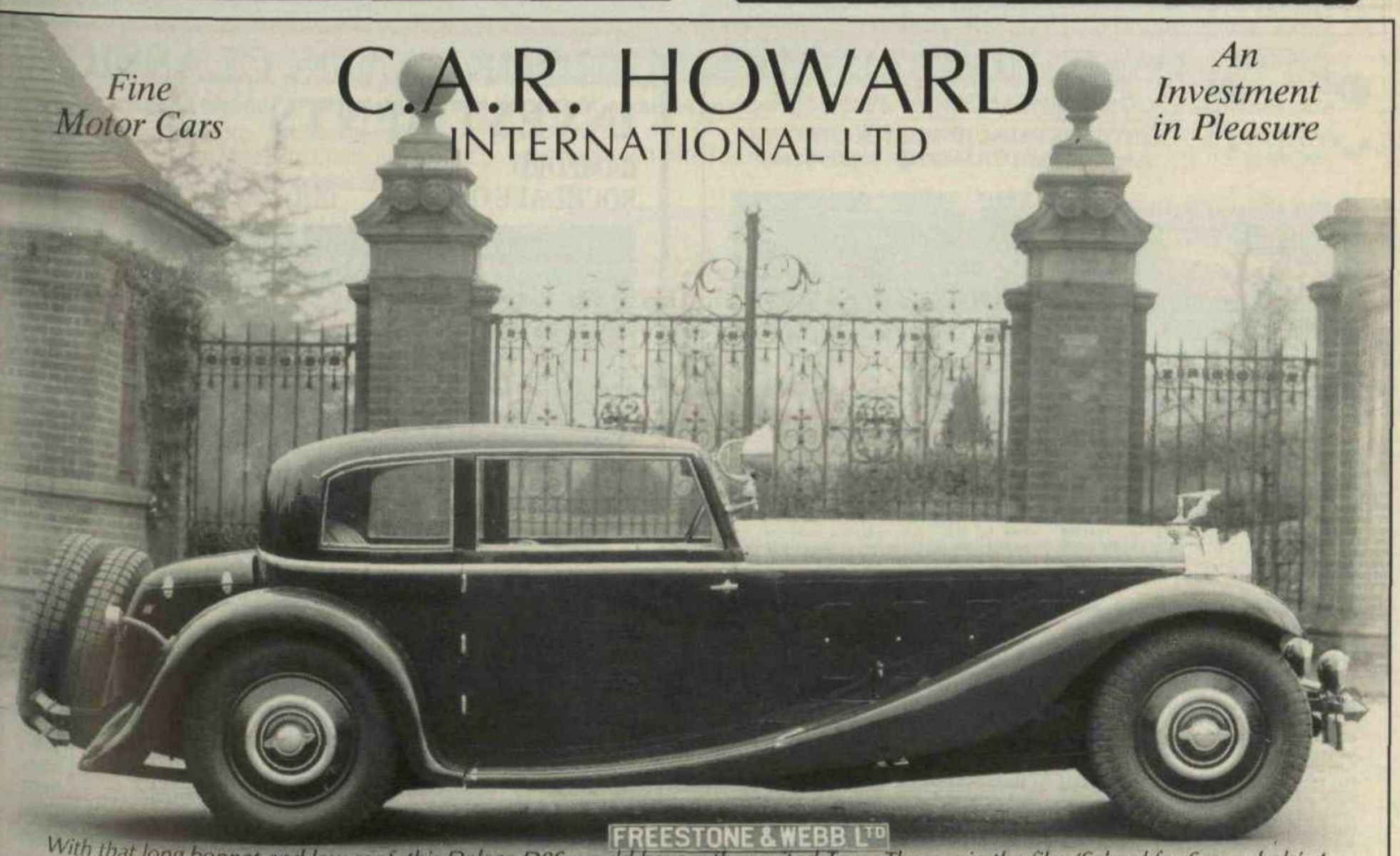
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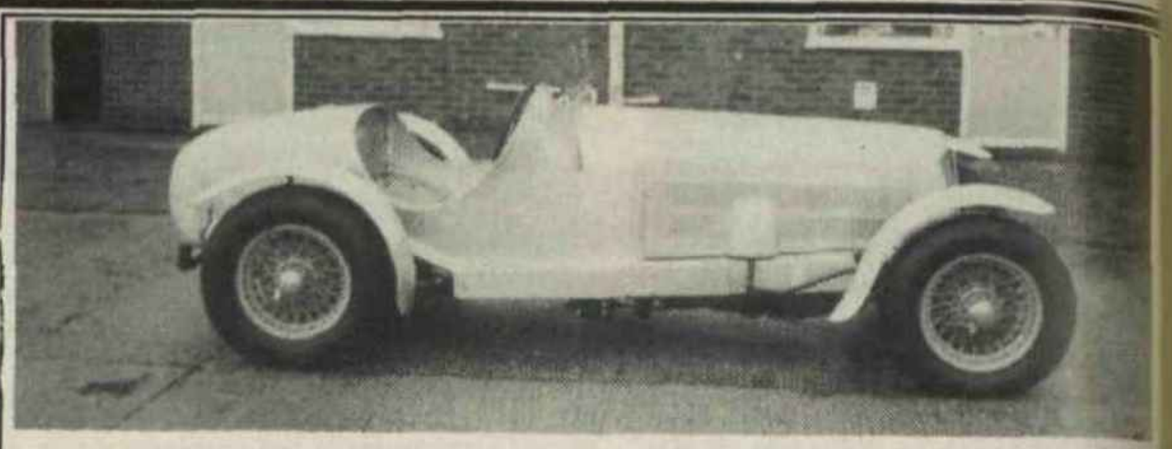
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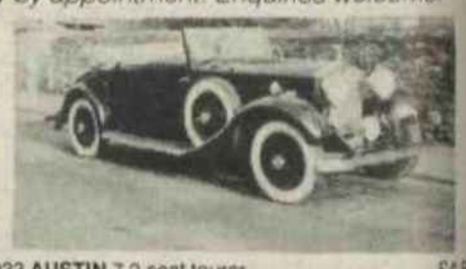
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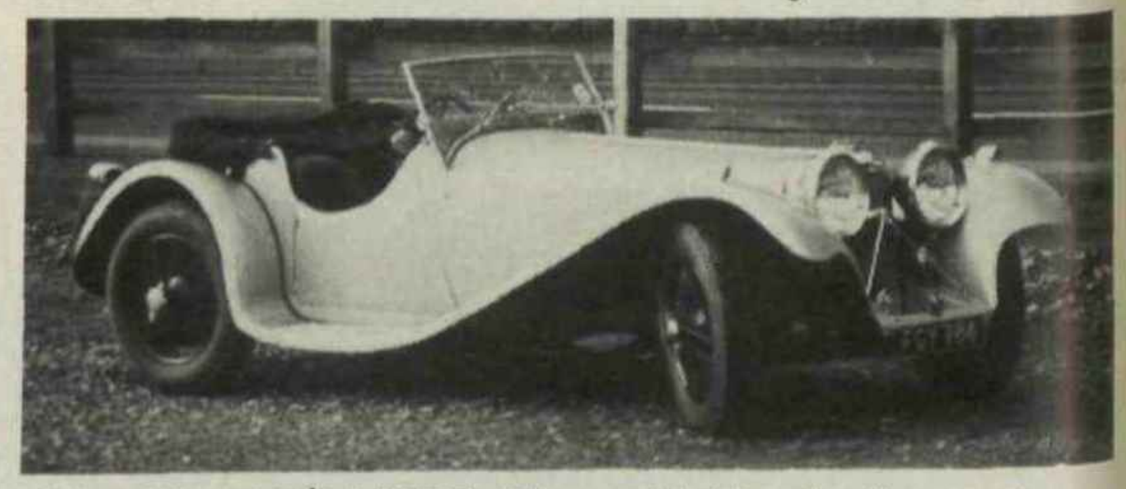
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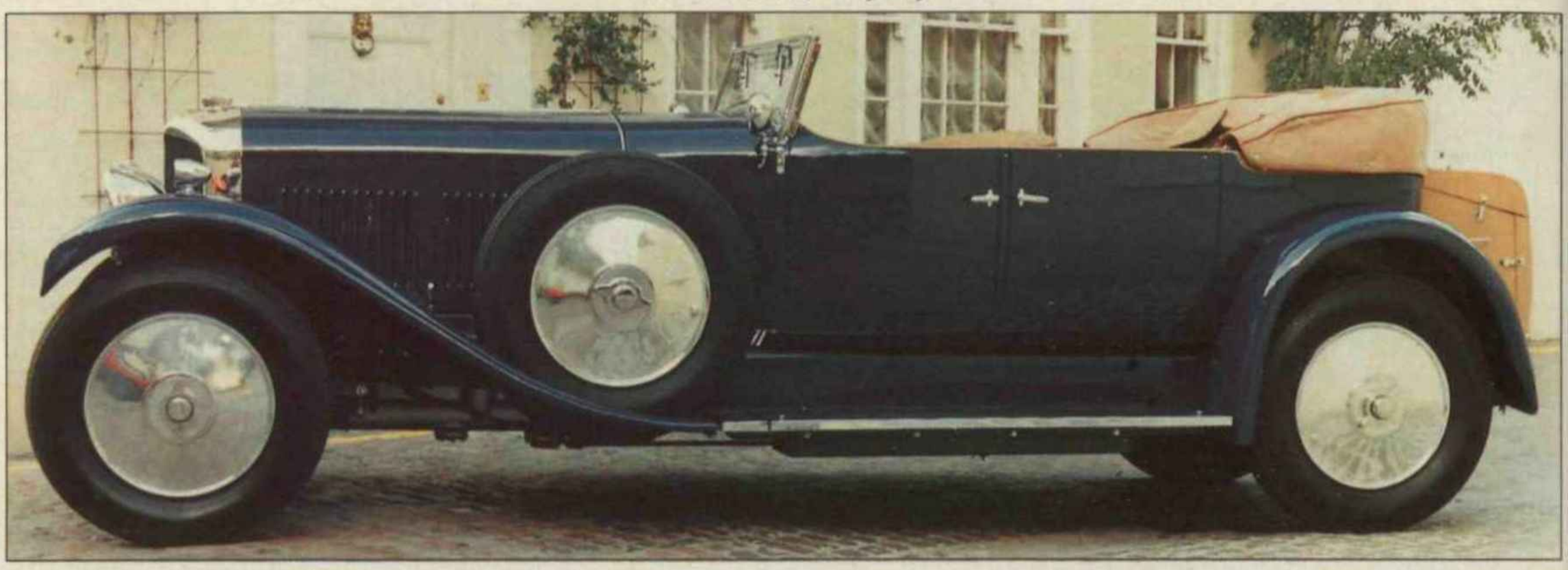
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