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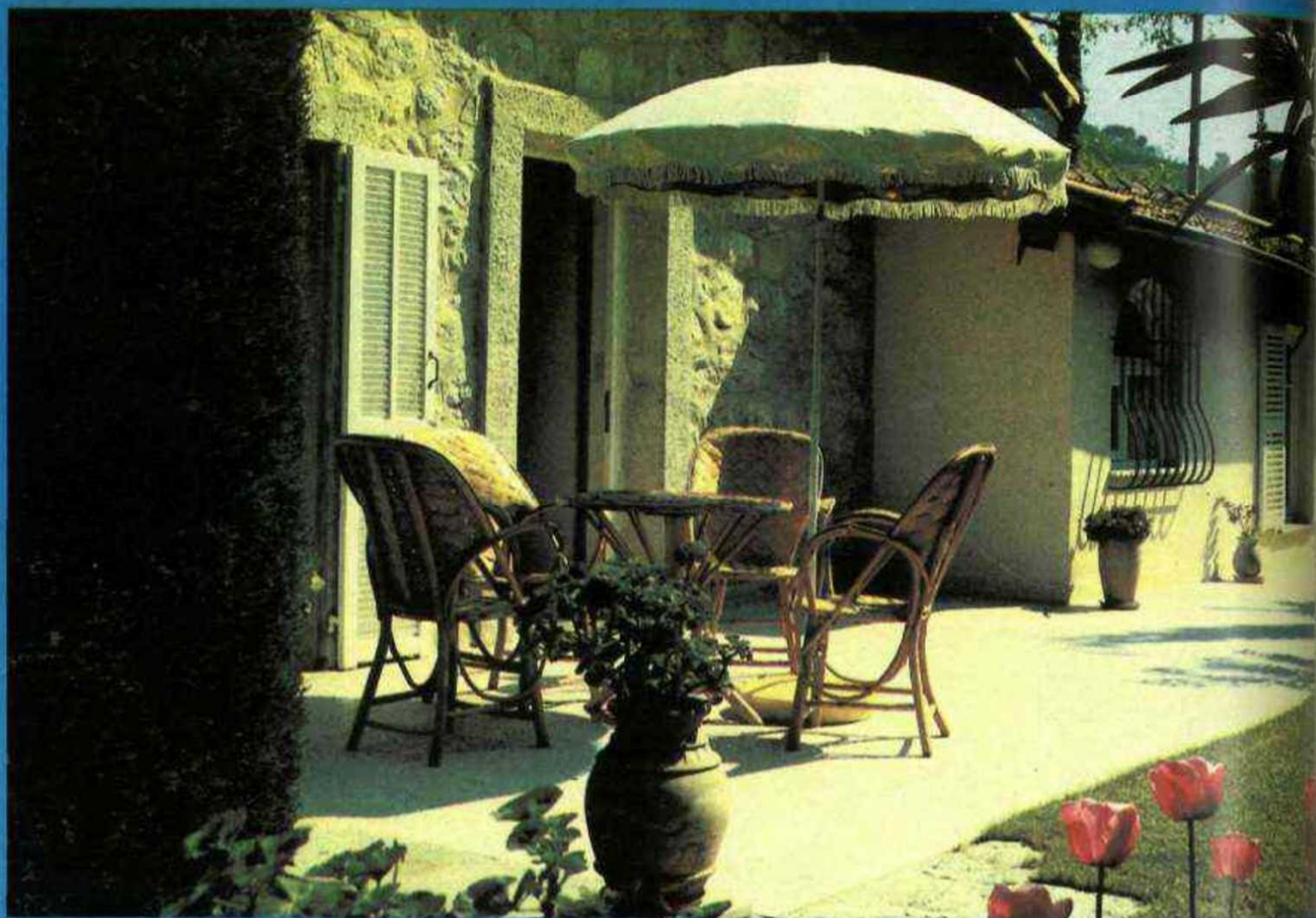
**TVR at Home**

**Bell's Daytona**



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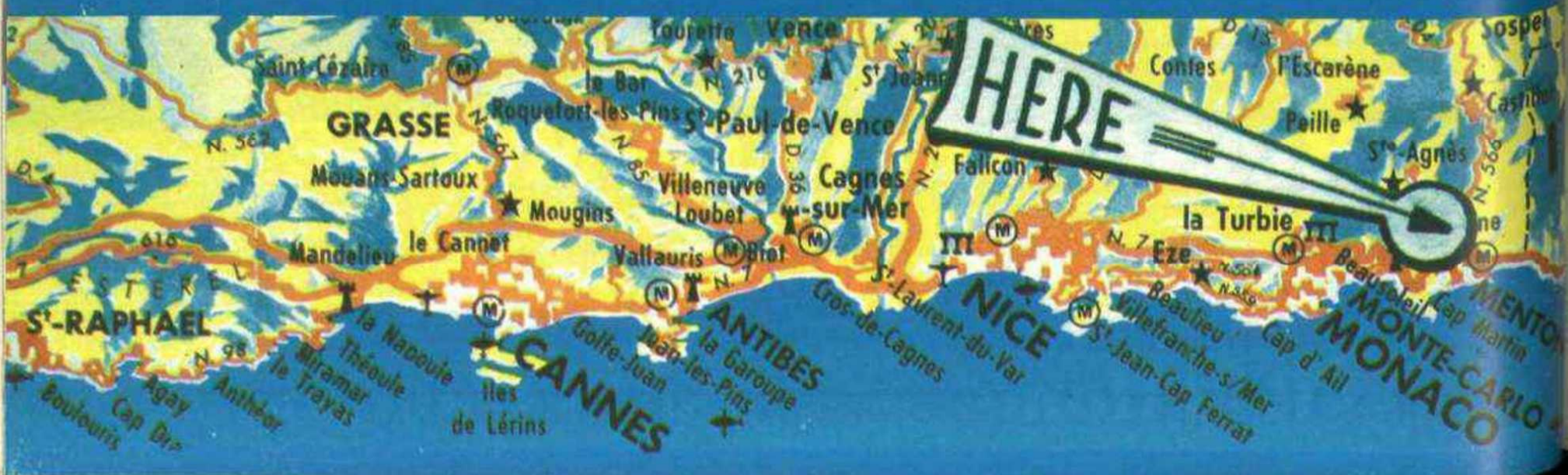
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# MOTOR SPORT

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Miki Biasion won the snowbound Monte Carlo Rally in a Lancia Delta HF Turbo, after Juha Kankkunen's leading sister-car stopped on the last stage to obey team orders and let him pass. To add to the controversy, Mazda claimed the winning cars did not conform to the newly-adopted Group A regulations. **Rally Review, page 196.**

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# MATTERS OF MOMENT

Technical advances have made cars safer than ever, yet the 70 mph speed-limit still applies to our motorway network. It is exceeded by 10 mph by many drivers, as is the antiquated 30 mph town restriction. New motorways such as the M25 have been built to ease traffic flow, yet hysteria continues to exist about using them.

Even John Lyon, the respected BSM High-Performance Driving Course instructor, advocates a very full check-over of your car before you dare drive on a motorway, including filling it to the brim with petrol, which overlooks engineers' efforts to ensure long between-servicing periods for modern vehicles. Lyon also tells you to stop every two hours, "for loo, fuel, snack and stretch". This suggests a fuel-range of only 130 miles — and surely anyone who needs a loo and food every two hours should see a doctor?

Such hysteria is associated with speed, always the scapegoat where road accidents are concerned. Motorways on the Continent are used for all-day journeys, and some in Germany are exempt from speed-limits. Here, hysteria prevails over just driving a car. Lyon has written that when sounding the horn you should use your weaker hand, keeping the stronger one for steering and curling the fingers over the spoke to help you.

Resting a hand on the gear-lever on straight roads has been criticised, the inference being that *both* hands are essential for controlling a car, and that the time required to get the idle hand back on the wheel could prove fatal. What rubbish!

When this hysteria exists over simple driving procedures, how can the fact that speed is safe, if properly used, ever be got across, even though the motorcar has been with us for more than 100 years? Bad driving is a far greater hazard than sensibly-used speed, but it has long been our opinion that the average motorist does not do badly given the vast mileages covered in all weathers, often on inadequate roads and surrounded by bicycles, pedestrians and slow-moving trucks.

We appreciate that high-performance courses and racing drivers' schools impart much of use, but how closely can one driver



Is the 70mph limit antiquated?

## Speed and Safety

judge another, rank dangerous driving excepted?

Concerned that some motor industry PROs may one day refuse test cars to journalists they consider insufficiently competent, the Guild of Motoring Writers is recommending its members to take the IAM test (65 out of 373 had passed at the last count). The difficulty is that methods of conducting a car vary, but can still be safe.

Going to extremes, a top rally or racing driver in a hurry might well seem suicidal to Auntie or the district nurse, and might raise even *our* eyebrows, while remaining essentially safe. Nigel Mansell would probably scare Auntie's pants off, without for one moment frightening himself. Years ago the late Holland Birkett and his friends evolved the famous "tenths" assessment of different drivers, which underlines the problem.

Cars are becoming better all the time and should be allowed more leniency regarding speed in the right places. Come to think of it, should not those driving 4WD cars receive a tax bonus for reducing the work needed to clear snow-bound winter roads? Joking apart, is it not time we accepted the motorcar with less hysteria, while taking all possible steps to obviate the calamities in which it can be involved?

## A Matter of Charity

Band Aid, ably promoted by Bob Geldof, raised millions for charity, with the help of today's media. A far more humble appeal was started 60 years ago this month, in memory of J G Parry Thomas, who was killed in "Babs" while trying to raise the LSR.

It was discovered after Thomas' death that he had, without any self-publicity, paid for cots to be maintained at the Great Ormond Street Hospital for Sick Children and at the now-closed Belgrave Childrens' Hospital.

The "Babs" cot appeal soon raised over £1,000 (a great deal in 1927), sufficient to endow it for perpetuity at Great Ormond Street. The surplus of over £500, including more than £315 contributed by the BARC, enabled the Belgrave cot to be maintained for 25 years.

Admirers of the great Brooklands driver and engineer who wish to send further donations, however small, should address them to Miss Penny Uprichard, Great Ormond Street Hospital for Sick Children, Great Ormond Street, London WC1N 3JH, marking them "Babs" cot.



The "Babs" cot at Great Ormond Street Hospital was dedicated in perpetuity on July 18, 1927.

## Brands Hatch 1000km

The date of the second British round of the World Sportscar Championship is July 26, 1987, not as stated in MOTOR SPORT last month.

## MARCH FIXTURES

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

Date	Organiser	Venue	Event	Type
Feb 27th-Mar 1st	ADAC Niedersachsen e V Sportabteilung	Germany	Sachs Winter Rally (ERC)	INT
Feb 27th-Mar 1st	Kelsingin Urheiluautoilijat	Finland	Hankiralli (ERC)	INT
March 1st	BHRC	Brands Hatch Circuit, Nr Dartford, Kent	Champion Car Races	R
March 10th-15th	Automobile Club du Portugal	Estoril, Portugal	Portugal Rally (WRC)	INT
March 15th	BARC	Thruxton Circuit, Nr Andover, Hants	Race Meeting	N
March 20th-22nd	Real Automovil Club de Cataluña	Costa Blanca	Costa Blanca RACE Rally (ERC)	INT
March 22nd	Real Automovil Club de Cataluña	Jarama Circuit, Spain	Jarama Cup (WSC)	INT
March 22nd	AC Milano	Monza, Italy	World and European Touring Car Championships	INT
March 22nd	BARC	Silverstone Circuit, Nr Towcester, Northants	Race Meeting	N
March 26th-29th	ASA 3 Continents	France	Rally des Garrigues (ERC)	INT
March 28th	Jaguar Drivers Club	Silverstone Circuit, Towcester, Northants	Race Meeting	R
March 29th	BRSCC	Mallory Park Circuit, Kirby Mallory, Leicester	Race Meeting	R
March 29th	BRSCC	Brands Hatch Circuit, Nr Fawkham, Kent	Race Meeting	N
March 29th	Real Automovil Club de Cataluña	Jerez, Spain	Jerez 1000 (WSC)	INT
March 29th	BARC	Lydden Circuit, Nr Dover, Kent	Race Meeting	R
April 5th	BRDC	Donington Park Circuit, Nr Derby	European Touring Car Championship	INT
April 5th	BARC	Brands Hatch Circuit, Nr Fawkham, Kent	British Formula 3 Championship	N
April 5th	BARC	Mallory Park Circuit, Leics	Race Meeting	N



## Livery and Engine Changes for Lotus



The launch of the Lotus-Honda 99T also saw the announcement of a new sponsor for the team.

Ayrton Senna and his new Japanese team-mate Satoru Nakajima not only face the 1987 season armed with powerful Honda V6 engines, but Team Lotus has also announced a totally new sponsor for 1987 and 1988.

The new Lotus-Honda 99Ts will be sponsored by the R J Reynolds tobacco group and carry the distinctive yellow livery of its Camel cigarette brand for the next two seasons.

The 99T owes much to the knowledge accumulated by Team Lotus technical director Gerard Ducarouge since he joined the Norfolk-based team almost four years ago.

But the car is totally new from the ground up and we understand that it will sport several

exciting new developments, including the latest derivative of Lotus's active suspension system, during the course of the season.

Nakajima's inclusion in the team was one of the pre-conditions of Honda agreeing to supply engines to Lotus. While the 33-year-old Japanese driver is a novice when it comes to F1 competition, he has carried out a lot of engine testing at the wheel of a Williams-Honda in his native country so is not without some degree of experience.

## Lancia Thema set for WTCC bid?

It seems likely that the newly-instigated World Touring Car Championship will attract another leading manufacturer later this year. News from Italy suggests that Lancia is keen to field a racing version of its Ferrari-engined Thema, possibly towards the end of the 1987 season, but more likely at the start of 1988.

## Minardi Recruit

The small Italian Minardi F1 team has signed a new driver to partner Alessandro Nannini in 1987. He is Spaniard Adrian Campos, who competed in Formula 3000 last year and will be bringing along substantial sponsorship. He replaces Andrea de Cesaris.

## Victory by Yards!

NASCAR ace Bill Elliott opened the season at Daytona's famous banked speedway in Florida earlier this month by averaging just under 198mph to win the 50-mile Busch Clash sprint race, a week prior to the Daytona 500.

The victory was worth \$75,000 to Elliott, whose Ford Thunderbird edged out Geoff Bodine's Chevrolet Monte Carlo by less than a length.

## Frank's BARC Gold Medal

Another award for Frank Williams! At the British Automobile Racing Club's annual prize-giving, the British F1 team boss was awarded one of the club's rare Gold Medals by BARC President Sir Clive Bossom.

## Derek Warwick joins Arrows

Derek Warwick has signed to lead the Arrows Formula One line-up for 1987, the 32-year-old Englishman returning full-time to the F1 fold after a mixed 1986.

Twelve months ago, with no F1 seat available, he signed for the Silk Cut Jaguar endurance team, winning the Silverstone Six-Hour race with Eddie Cheever.

After Elio de Angelis was killed in a testing accident at Paul Ricard, Warwick was recruited to drive the second low-line Brabham BT55 alongside Riccardo Patrese. But it was a troubled interlude which did little to salvage his reputation.

The new Arrows A10 has been designed by Ross Brawn, former aerodynamicist with the now-defunct Team Haas Grand Prix outfit. Arrows will continue to use BMW four-cylinder engines serviced by Swiss engine specialist Heini Mader.



Derek Warwick is a full-time F1 driver again.

## Racing Car Show beats the Freeze

Figures recently released show that no fewer than 20,000 people struggled through the appalling early January weather to attend the Racing Car Show at Alexandra Pavilion.

Both the BRSCC and Focus Events, co-promoters of the show, have expressed their satisfaction with the result and have confirmed that the 1988 show will be the first event to be held in Alexandra Palace's rebuilt main hall, where, for what it's worth, AH unsuccessfully sat his Law Society exams 20 years ago!



## RALLY REVIEW



Reigning World Champion Juha Kankkunen was leading his first event for Lancia when team orders obliged him to stop and let Biasion win.

Last year's World Rally Championship can only be described as a confused, tragic muddle. There were the dreadful deaths of both competitors and spectators, drastic new vehicle rules with new ambiguities, unjust disqualifications, unwarranted violation of the rights of organisers to run their events as they wish, and such culpable procrastination by the sport's administrators that even when the final round of the series had ended, no-one knew who had become the new World Champion.

The year 1987 has now got off on a similar, confused foot.

The Monte Carlo Rally, first round of the championship, was marred by a dispute provoked by that old chestnut, homologation, and although a protest against the eligibility of the factory Lancias was rejected, there were quite a few people, other professional teams included, who felt that the smoke was not without its fire.

The Lancias were so much quicker than all the other cars in the early stages that the question was asked whether they conformed to their homologated Group A specification: more specifically, whether their power output was around the maximum of 300 bhp, or significantly higher. Audi, Ford and Mazda were each conscious of the possibility of an irregularity, but no protest was lodged at that stage. However, Mazda team manager Achim Warmbold, the principal agitator, did initiate a letter expressing concern, but no official action was taken.

# Manipulated Monte

Had there been some illegality on the Deltas, the furore could not have failed to put the Lancia people on their guard, and given them the opportunity to put things right, for a protest was not submitted until later, and the cars not examined until they got back to Monte-Carlo on the Wednesday afternoon, four days after the start. Only Mazda did actually protest; Audi, Ford and Renault were perhaps a little more cautious.

As we have said, it was the Lancias' performance which led to concern that their power was substantially greater than 300 bhp. When the cars were inspected by FISA for homologation, some of the required 5,000 were fitted with Garrett turbochargers, and some with KKK units. FISA refused to accept the KKK turbochargers since they can be more easily made to increase power output than the Garretts. But dispensation was given to Lancia to compete in the Monte Carlo Rally, provided that 5,000 cars, all fitted with Garrett turbochargers, could be shown to FISA on February 15.

The most significant of the seven points

listed in Warmbold's protest was the presence of a pair of large holes in the bumper/body panel immediately beneath the radiator grille. He construed these as indications that KKK turbochargers may have been used rather than Garrett, as the former require greater air intake, but also claimed that the holes should not have been there even if they served no useful purpose. He went further by suggesting that if the holes were found to be lawful, then the privately-entered Lancia Deltas were not, for they had no such holes.

Later, there was also reference to Lancia's sensitivity about the presence of cameras at service points, and the great pains taken to conceal whatever an open bonnet might otherwise have revealed. During the journey from the more westerly reaches of the route, in the Ardèche, there was certainly much activity at Lancia service points, and there were dark rumours that turbochargers were being switched. One prominent member of the Audi team happened to produce a camera whilst standing near a Lancia service point, whereupon came shouts of protest and even



# Monte Carlo Rally

some manhandling. "If they had nothing to hide, why were they so nervous?" he asked.

The protest was subsequently rejected, it being said that the Lancias corresponded with their homologation forms. But there will certainly have been a careful check when FISA's audit took place on February 15.

Now to the other matter; consider a boxer who deliberately throws away a fight by "taking a dive". Without doubt he would be punished heavily, as would a football league club which instructs its team to throw away a match. And imagine the outcry if it were revealed that a manager with two tennis players on his books had directed one to lose to the other at Wimbledon!

Yet if the manager of a professional rally team issues precisely such instructions to one of his drivers so that the result of a World Championship event is manipulated, he is not even given a reprimand. Of course, his claim will be that the men are on his payroll to carry out his orders. All we can say is that the orders in this case, and on previous occasions, were totally unsporting.

Having instructed Massimo Biasion to slow down in Sanremo to allow Markku Alen to win, Cesare Fiorio no doubt felt that the obedient Italian driver should be compensated. Juha Kankkunen, having his first drive for the Italian team after a highly successful stay with Peugeot, had driven brilliantly, not so fast as to take risks, but enough to stay ahead and he was clearly going to win the rally. Imagine his feelings when, at the start of the very last stage of the event, he was told to lose at least two minutes so that his team-mate would win.

Reluctantly, he gave up his certain victory, but not by slowing down, which would have made it difficult for him to judge how much time he was losing over the 18 mile stage. He kept up his pace all the way until he was just a hundred yards or so from the finish, when he stopped in sight of spectators, making no effort to get out of the car.

Naturally, questions were asked. But Lancia had prepared for them. The third works Lancia, driven by Bruno Saby, had been lost on the Col de la Fayette on Tuesday morning with a broken gearbox, but the remaining two were established at the head of the field, Kankkunen in front. It was already in Fiorio's mind that the two might have indulged in a duel, so he dampened their ardour and told them to go no faster than was necessary to stay ahead of the opposition.

The other Fiorio plan was to prepare a story, knowing that it was very likely that questions would be asked at the end. The story was that all parties had agreed to effectively reducing the rally to one stage by settling their duel on the most famous of all the Monte stages, the Col du Turini. In Fiorio's words, "We agreed that whoever won the Turini would win the rally". Most people seemed to believe this, but we were not among them.

No-one outside Lancia knew of the Turini plan in advance, and we imagine that precious few people even within the team knew it; certainly not Kankkunen, and there's quite strong evidence of that. The final leg of the rally, now held by day rather than at night, was on the Thursday, and on the Wednesday evening both Biasion and Kankkunen were instructed to go into the mountains to practise one stage each. Kankkunen was quite surprised, especially as his instructions were specifically to practise the Col de la Madone, a narrow, twisty affair only just over 20 miles into the mountains from Monte Carlo.

What a coincidence that Biasion was told to practise, as thoroughly as time would permit, the Col du Turini!

In our opinion the Turini story was a red herring, prepared in advance, to be served in the event of the place switch being spotted and questions asked by the news-hungry. A sporting ingredient could then be introduced to flavour an otherwise tasteless dish. No matter what the motives, such obvious manipulation of rally results merely for convenience holds the entire sport up to ridicule and can only be deplored.

The dissatisfaction felt last year with the series which should be the pinnacle of the sport seemed to be rekindled in Monte Carlo, and even among manufacturers the disenchantment was obvious, though not with the rally itself, which was fine except for the enforced dilution due to the distance limitations imposed by FISA.

Our view is unchanged that it had been the aim of FISA's president to create a rallying circus similar to that of Formula One racing, but the chances of that seem fortunately to have become slimmer, unless it was the idea that works teams should be "persuaded" to

pack up, leaving the way open for heavily sponsored private teams who, without production car sales to think of, would dance to FISA's tune.

On the day that the Monte-Carlo Rally finished, the Paris-Dakar Rally was ending in Senegal, and the publicity which Peugeot reaped from Ari Vatanen's victory on that



Per Eklund finished 13th for Subaru.



Audi's return to the World Championship produced third place for Walter Röhrl.



marathon was, according to the factory, more than they had ever gained from World Championship success. Other manufacturers took note of this, and one wonders whether they will continue to support the series in the future, or select events on their own merit, including long distance marathons such as Paris-Dakar.

Prior to the first round of the 1987 championship many people wondered how the effects of the change to Group A and the 300 bhp power limit would manifest themselves. Afterwards, the general opinion was that the rally had been boring, with no fight to speak of, but other factors such as the unusually heavy snowfall and the shortening of stages contributed to this.

At Grenoble, the converging point of the five concentration routes, the traffic situation

was difficult to say the least, and congestion in and around three of the five stages of the first leg, a complete loop to the south of the city, led to their abandonment, leaving only La Mure to La Motte and the Chartreuse to count properly. The first two had been tackled by the leading runners, so that highly unsatisfactory rule was invoked whereby competitors unable to start a stage are credited with the time of the slowest car to have completed it.

Disruption caused by sheer weight of spectator traffic is nothing new to the Monte, but some of its younger observers seemed not to appreciate this. More congestion occurred later in the event, aggravated by the shortening of some stages which meant that spectators had to walk greater distances from parking places to the stages themselves. Many were unwilling to do this and went in search of

other ways in, causing blockages on narrow roads and sometimes delaying competitors who were faced with tight road sections and less time available for service. The days of rallying both by night and by day seem to have gone, and after a night stop the route headed westwards via the familiar stages of St Jean-en-Royans, St Bonnet-le-Froid and Le Moulinon to cross the Rhône into the Ardèche. After the Burzet stage came a rest stop at Aubenas.

The next day, Tuesday, the rally returned eastwards via six stages to another night stop at Gap, and finally on Wednesday came the eventual arrival at Monte Carlo.

Finally, the old "Mountain Circuit" was reduced to one trip around the Peille loop, the Turini, the Couillole, Annot to Pont de Villaron and that tricky road in the mountains overlooking the River Var, from Puget-Théniers to Toudon, and by Thursday evening the rally was over. No more, alas, the all-night gatherings of mechanics and others in the restaurants of St Sauveur and Moulinet.

The three closely matched Lancias were much quicker than anything else, and very early in the event it became a near certainty that one of them would win. The opposition included Ford, Renault, Audi, Volkswagen, Skoda, Mazda and Subaru.

Ford brought two Sierras, a Cosworth-engined RWD car for Grundel and a 4WD car for Blomqvist. Alas, in the very snowy conditions Grundel could not use his power to advantage and the car was only able to display its mettle on dry roads, notably the Col des Aires near the old Mont Ventoux hill climb. The car was sideways much of the time, but it was still a bitter disappointment when it clipped a rock and stopped on the last stage, a half shaft broken.

The Mazda 323s became progressively more reliable last year, but it proved to be a mistake to fit them with turbocharger pipes of a new material prior to Monte Carlo. They appeared not to be sufficiently heat-resistant and distorted, causing trouble which delayed both Salonen and Carlsson. A supply of the old stock of pipes was despatched from the team's Brussels base, but not before Salonen had lost so much time that it was pointless for him to continue. Carlsson then drove to finish rather than to improve his position, and finish he did, in fifth place.

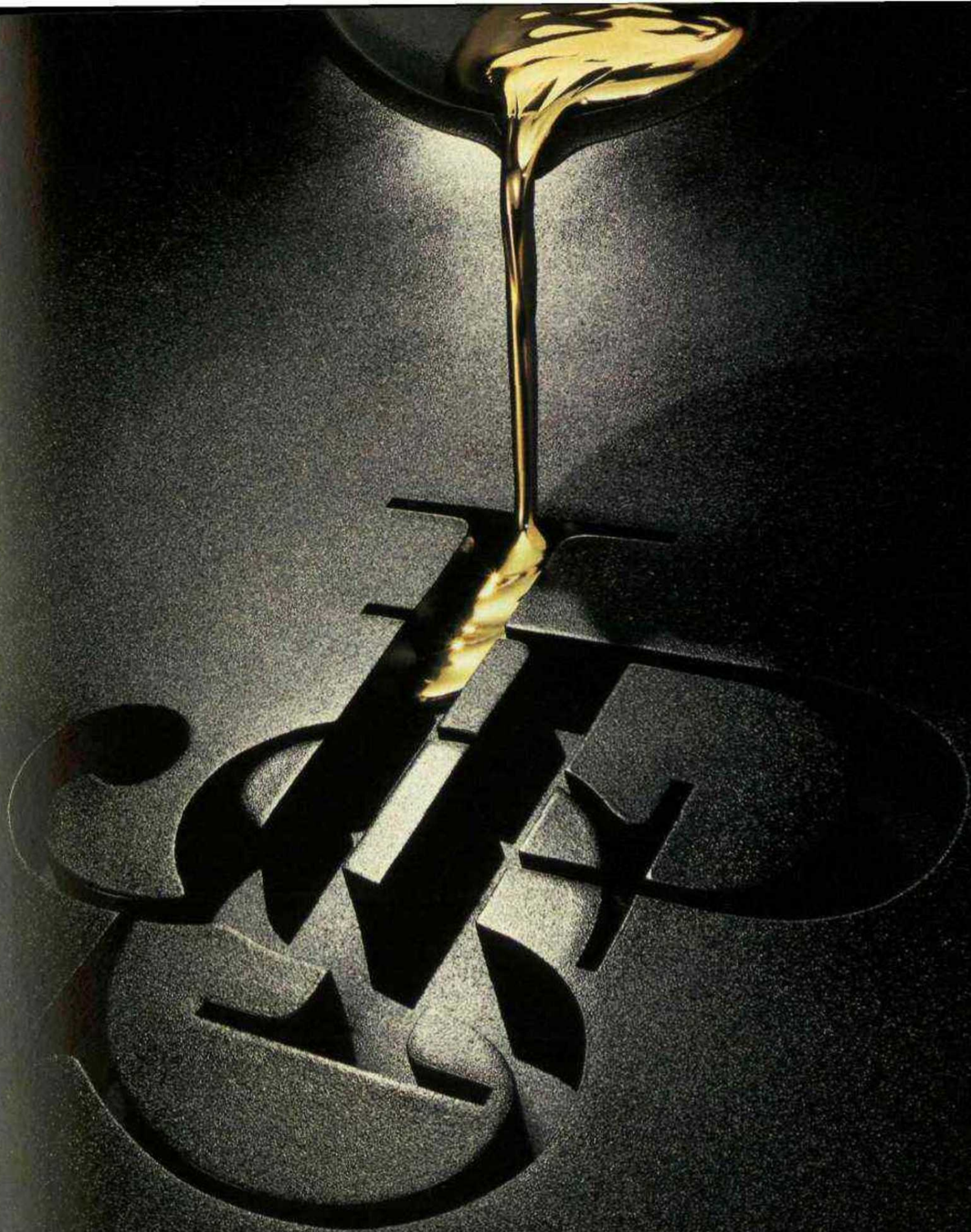
Two Subarus entered by the German importers were probably the least modified cars in the event. Certainly very little had been done to lighten them or to improve their brakes, and the degree of fade was considerable. Demuth retired with a broken gearbox on the first stage, but Eklund, as tenacious as ever, struggled on to finish 13th.

The Renault 11s of Ragnotti and Chatriot were being beaten by the Citroën Visas of Ballet and Dorche even though the latter, as Group B cars of limited engine capacity and power, were seeded at the bottom of the field. But the margin was small, at least until the



An unturbocharged engine gave Stig Blomqvist's Sierra a power disadvantage.





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final leg. Ragnotti went off the road on the first of the day's stages and it wasn't until his team-mate Chatriot stopped to pull him out that he could get going again. Both lost much time which could not be regained. Neither the Renaults nor the Citroëns were able to get ahead of Kenneth Eriksson who finished a fine

sixth in his Volkswagen Golf GTI, the highest placed two-wheel-drive car.

Audi's return to rallying was somewhat subdued, and there was no massive presence to support the single entry for Röhrl. His car was an Audi 200, a big, heavy family saloon which could not have been easy to drive, and a

far cry from the Sport Quattro. For much of the time Röhrl felt that his engine was not producing the power it should, but there was really nothing wrong with it and the German driver's impression could only have been gained from too close a comparison with the old Group B cars. He nevertheless finished third, nearly six minutes ahead of Blomqvist's Sierra which, although good on traction, was lacking in power especially on upgrades; it is unturbocharged after all.

No Monte Carlo Rally would be complete without its vanguard of ice-note crews, the motley collection of otherwise "unemployed" competitors who form almost a rally of their own, travelling just ahead of the event itself to record conditions on the special stages and advise on tyre selection.

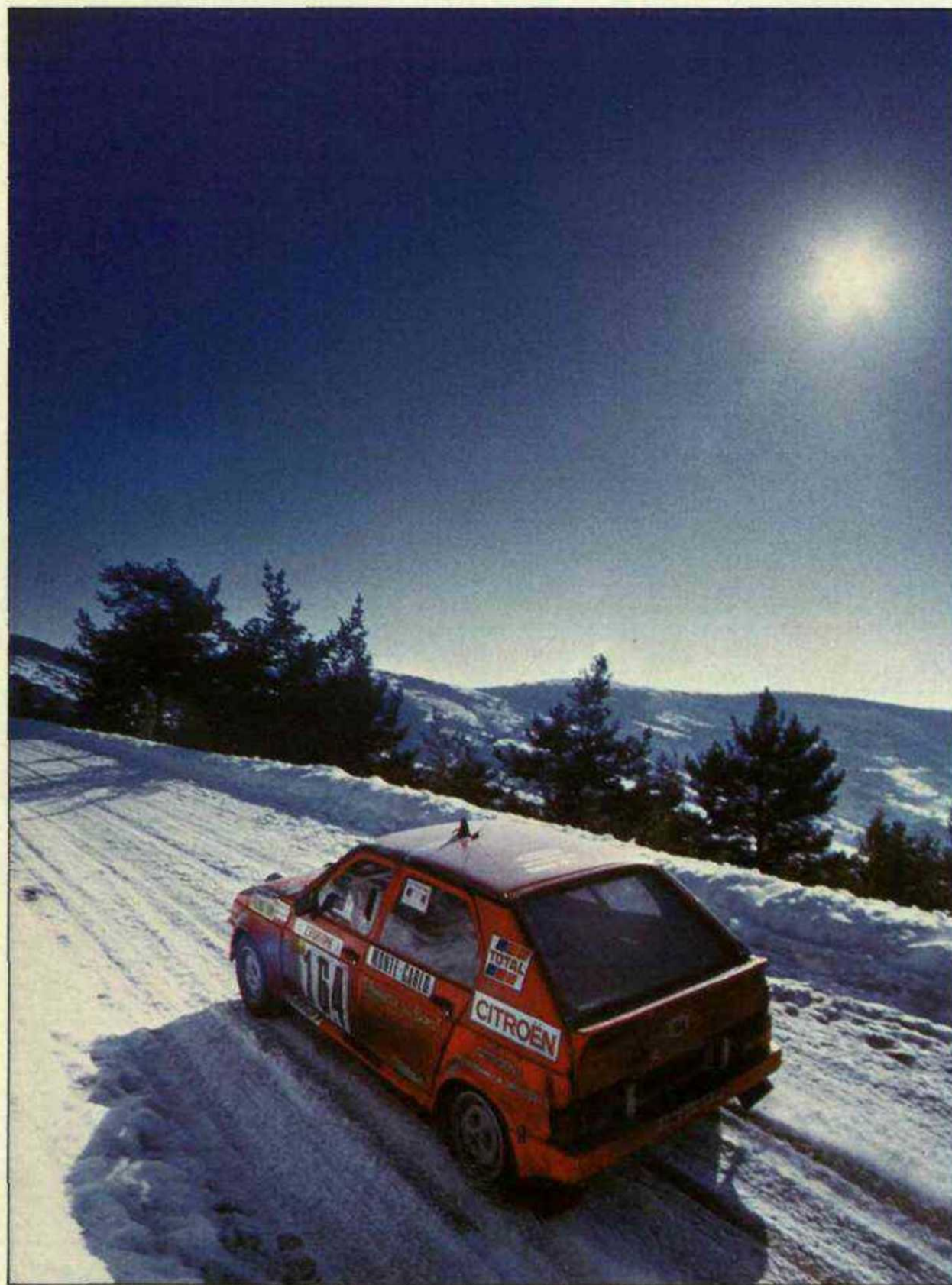
There was a time when an entire team might have a maximum of three such ice-note crews, but budgets and backing must have increased considerably, for it's not uncommon nowadays for a team to have three ice note crews for each competing car, simply because pace notes differ from driver to driver, especially if they are of different nationalities. The skill of swift roadside translation from "OT + VTP/+" into "Daf + GLaf sur P" (flat right and long flat left over bridge) seems to have vanished.

There have been Monte Carlo Rallies completely without snow from beginning to end, making life easy for ice-note crews. This year it was more than abundant, the first two days' stages having 100% coverage, but again the work was straightforward for ice-note crews; they simply red-underlined every page of their notes!

But on the third day, as the rally moved southwards, the snow retreated to high ground exposing tarmac which was icy in the shadow and merely wet where warmed by the sun. On such mixed surfaces, the ice-note crews began to earn their fees by carefully recording every surface change, noting temperature fluctuations, meticulously amending the pace notes of their competing crews and advising drivers on tyre choice.

The final decision concerning choice of tyres always rests with drivers themselves, and mistakes are often made despite the wealth of information provided for them. On such occasions narrow differences in performance can become wide ones, and the variety of excuses almost laughable. Of course, some drivers are completely honest and accept whatever blame is theirs, but others recount all manner of tall tales in order to escape censure.

The rally has always been something of a theatrical performance, with more activity backstage than in the public gaze, but at least it can be a clean competition if FISA's regulations are made watertight, distance limits are dropped, and competing teams made to realise that rule bending and result manipulation do them no good in the long run. Hopefully, such tactics will not be repeated on other World Championship rounds. **GP**



The low-seeded Group B Citroën Visa of Jean-Pierre Ballet finished seventh.

## RESULTS

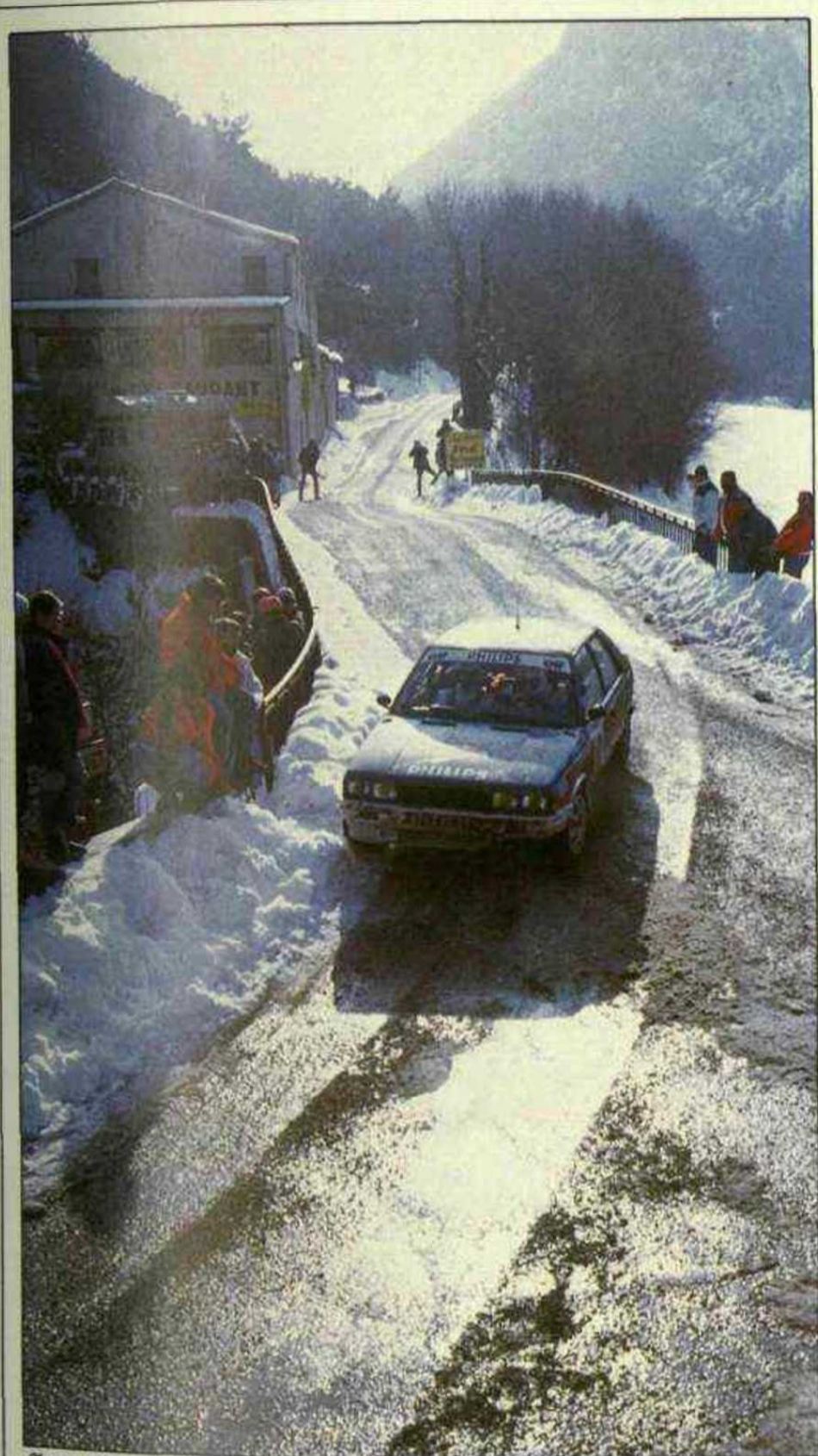
### Monte Carlo Rally, January 17-24

1st:	Massimo Biasion (I)/Tiziano Siviero (I)	Lancia Delta HF 4wd. Gp A	7h 39m 50s
2nd:	Juha Kankkunen (SF)/Juha Piironen (SF)	Lancia Delta HF 4wd. Gp A	7h 40m 49s
3rd:	Walter Röhrl (D)/Christian Geistdörfer (D)	Audi 200 Quattro 4wd. Gp A	7h 44m 00s
4th:	Stig Blomqvist (S)/Bruno Berglund (S)	Ford Sierra XR4i 4wd. Gp A	7h 49m 57s
5th:	Ingvar Carlsson (S)/Per Carlsson (S)	Mazda 323 Familia 4wd. Gp A	7h 55m 45s
6th:	Kenneth Eriksson (S)/Peter Diekmann (D)	Volkswagen Golf GTI 16. Gp A	8h 08m 09s
7th:	Jean-Pierre Ballet (F)/M-C Lallement (F)	Citroën Visa 1000P 4wd. Gp B	8h 09m 58s
8th:	Christian Dorche/Didier Breton (F)	Citroën Visa 1000P 4wd. Gp B	8h 11m 44s
9th:	Jean Ragnotti (F)/Pierre Thimonier (F)	Renault 11 Turbo. Gp A	8h 13m 26s
10th:	Erwin Weber (D)/Matthias Feltz (D)	Volkswagen Golf GTI 16. Gp A	8h 15m 57s

160 starters, 92 finishers



## Monte Carlo Rally

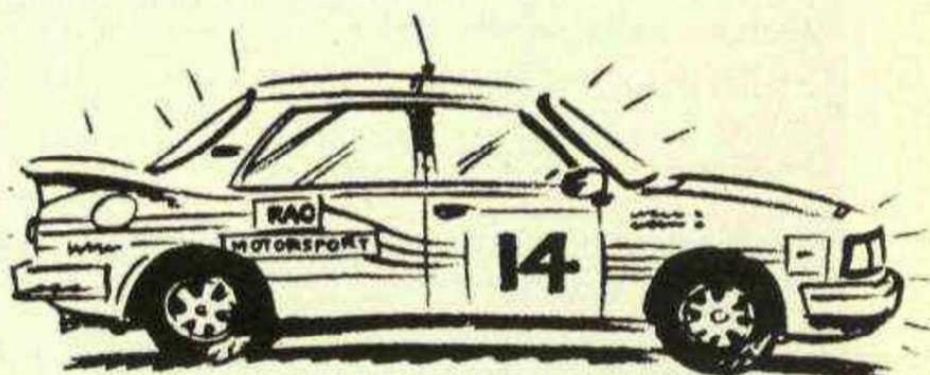


Jean Ragnotti's Renault 11 Turbo didn't stop for refreshments!

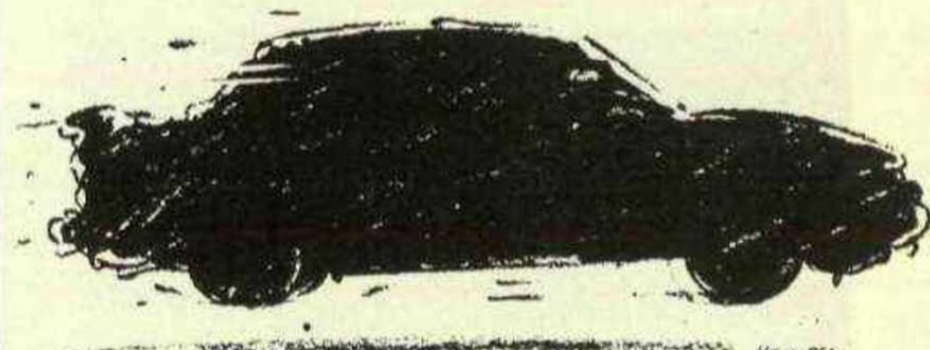


Kalle Grundel struggled in the Sierra RS Cosworth.

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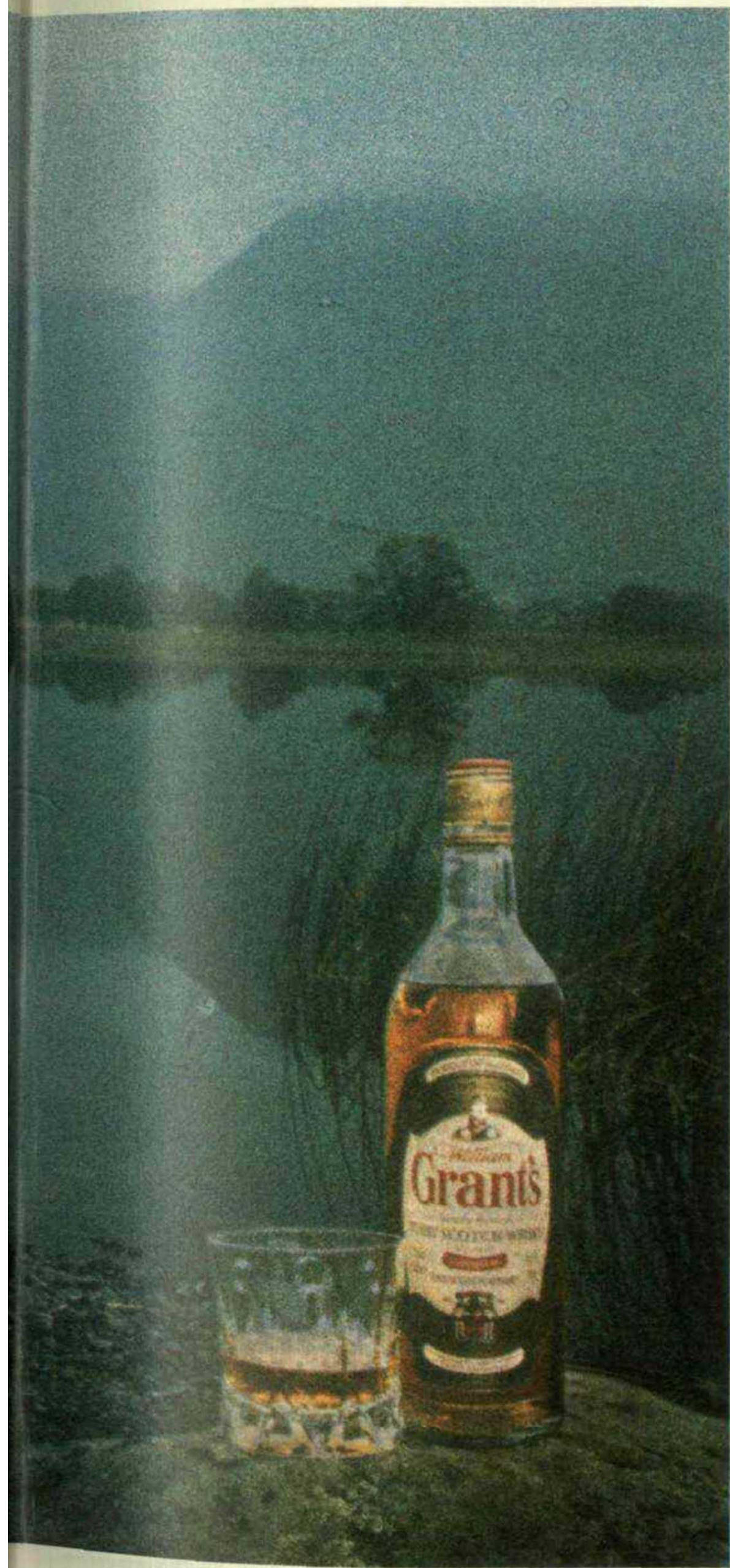
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**1887** Our photograph recalls the momentous September day, a century ago, when the fearless Angus Urquhart set out to tread a path beyond dreams.

Encased in the rich and watertight mahogany of his arduously perfected Underwater Walking Suit, he was to stroll across the very floor of Loch Awe.

Meanwhile, across the Highlands, our ancestor was also striding out upon a dream. William Grant of Glenfiddich was building a distillery with his bare hands.



There, he would practise his masterly skills in the making of fine whisky.

True to the stuff that dreams are made of, the first drop came forth from his stills on the Christmas Day of 1887.

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As for Angus Urquhart, he sank without trace.

But since this is also the centenary year of his endeavour, it would be churlish not to raise a glass of our ancestor's whisky to his memory.

Mixed with, perhaps, a drop of his beloved Highland water. **1987**

**F THAT DRAMS ARE MADE OF**



# IMSA

The folklore of Le Mans insists that the 24-hour event in June is the supreme test of cars and drivers, the grand prix of speed and endurance. The French can go on believing that if they wish, but Derek Bell is adamant that the Daytona 24 Hours is far harder, and it is easy to see why.

The huge banking, unlike the Mulsanne Straight, does not give the drivers a moment to relax at over 200 mph. The infield section of the combined 3.56-mile course is twisty, like Oulton Park. Seventy cars started the race, creating terrible traffic problems for the entire duration, and the more relaxed rules about repairing stricken machines enabled 30 teams to be running at the end.

Add, then, a few more factors. The highest temperature was 70° Fahrenheit, the lowest 34°, leaving drivers to worry about how their slick tyres would cope with frost. Night lasted 12 hours, not six as in French summertime.

Last year's record distance was passed 75 minutes before the end of the race, as the Löwenbräu and A J Foyt Porsches fought a mighty battle, usually within a minute of each other. One side window had been sucked out of the Löwenbräu Porsche, both from Foyt's car, leading to poor ventilation and extreme discomfort in the cockpits.

It is not the first time that Bell, twice World Sportscar Champion, has claimed a race to be the hardest of his life. He did so when he collapsed on the podium at Le Mans in 1982. Perhaps it was, but the Sun Bank IMSA Camel Daytona 24 Hours was much harder still, a true Safari of the racing world.

Two hours from the end it was time for a driver change in the Löwenbräu Porsche, then 45 seconds ahead of Foyt's. "I had leg cramps and didn't feel too good," said Bell, whose turn it was. "Al (Unser, Jnr) was sick and Chip (Robinson) didn't have the strength to get in!"

Car owner Al Holbert, reducing his racing commitments this year and managing the car from behind the pit wall, had been suited up for 22 hours ready for this eventuality, and, taking over, maintained the duel until half an hour from the end, allowing Bell to take the flag.

By then the race was virtually over. Foyt, twice winner and twice second in the last four years in Preston Henn's Porsches, could see no merit in being runner-up. He turned up the boost to catch Holbert, felt a valve burn out 75 minutes from the end, and half an hour later the valve dropped causing terminal damage to the engine.

IMSA regulations allowed the car to be classified fourth, and that was the reward for Foyt, Al Unser Snr and Danny Sullivan.

The cars, too, suffered terribly. The Löwenbräu Porsche was blowing blue smoke for the last three or four hours and, like the Foyt and Akin Porsches, had its differential ring and pinion wearing out. "My gearbox was so noisy it sounded like a Mazda following me," said Hans Stuck after finishing sixth.



Derek Bell took the flag in the Löwenbräu Porsche, but Daytona took its toll of the four drivers.

## Bell Again

Of the banking, Vern Schuppan, third with Rob Dyson and Price Cobb, had this to say: "When you're doing 200 mph up there the car's taking a terrible beating. You hear the suspension banging and cracking, and think it could never last 24 hours. It's quite frightening, and it's best not to think about it. The ground effects are greater than ever before, and the G-loading on the cars is much greater than I've experienced anywhere else."

Seventy pristine cars started the race, and 30 in urgent need of a total rebuild finished it. Perhaps it is not surprising that the number of entries was lower than in previous years. Nissan, and many others, preferred to keep their cars nice until the Miami Grand Prix on March 1. If the numbers were down, though, the quality of the entry was high.

Nine Porsche 962s started the race, and six of them filled the top positions in the final classification. Opposition, such as it was, was swept aside as a mere irritant.

Bob Tullius, Hurley Haywood and John Morton went well in the Group 44 Jaguar XJR-7, holding third place seven hours into the race when a head gasket failed on one bank of the V12. "Coolant loss" was the official reason for retirement, but it was coming out of the exhaust pipe. While it lasted, the Jaguar looked and sounded magnificent, the 6-litre engine's characteristic yowl separating it from

all the others.

The Jaguar had been expected to go the distance, despite throwing a connecting rod during practice, whereas the Rick Hendrick team Chevrolet Corvette Lola GTP had not. It did run for eight-and-a-half hours, though, driven conservatively by Sarel van der Merwe and Doc Bundy, and held the third place vacated by the Jaguar until a camshaft lobe broke up on the stroke of midnight.

Only two more cars, both Fords, could possibly worry the Porsches, but neither of them went to halfway. The Zakspeed Ford Probe driven by David Hobbs/Whit Ganz/Gianpiero Moretti had a stock-block Ford V8 6-litre engine installed for the first time and should have proved more reliable than the 2.1-litre, four-cylinder turbo. But it bent a pushrod after 11 hours having been as high as ninth.

The Jack Roush Mustang GTP, a brand-new car in the hands of Scott Pruett, Pete Halsmer and Tom Gloy, broke the distributor on its Ford 6.5-litre V8 in the first hour, and its front suspension during the evening.

Three Porsches failed to finish, underlining yet again the value of having nine on the startline. Jochen Mass was on pole position in Bruce Leven's Bayside Disposal 962, driving with Klaus Ludwig and Leven, and next to him was Bob Wollek driving the B F Goodrich 962 with Jim Busby and Darin Brassfield. It was Ludwig who took the start, in fact, and he and Wollek set off as though the race would finish before midnight . . . for them, it did!

Wollek's car retired in the third hour with a valve dropped in its factory-prepared 3-litre flat-six turbo. Two hours later Ludwig got too involved with some warring GTO cars and collected damage to the left-rear suspension. It was repaired within half an hour, but there



# Daytona 24 Hours

was a residual vibration so severe that the car could not continue.

One other Porsche retired, that of the new Primus team (a chosen name, not that of a stove manufacturer!) and driven by Chris Kneifel, Brian Redman and Elliott Forbes-Robinson. It was lying fourth at nine hours, when without warning the engine exploded devastatingly across the start-finish line, setting fire to the back of the car as Redman came to a stop on the infield. The fire truck was there quickly, saving the chassis from destruction.

The World Champion Brun Motorsport team, with a brand-new Torno-sponsored 962 driven by Oscar Larrauri, Massimo Sigala and Gianfranco Brancatelli, had lost 14 laps in the first hour, but battled through to second position, merely eight laps down on the winners! Theirs was truly an epic run, a highlight of the race for those who were paying attention.

The Hockenheimring had been partly snow-covered when the Porsche first turned its wheels in January, but the handling was never good from the time practice started on Thursday. On Friday Larrauri had an unexpected spin, and during the Saturday morning warm-up he spun again, damaging the nose and subframe. The suspension was checked yet again, and all four dampers were changed.

On the second lap of the race Sigala had a spin too, loosening the nose, and two more stops were made before a report came through that the car was losing fluid. Being a Porsche it had to be oil or fuel, and team manager Peter Reinisch then discovered that a faulty weld on the fuel breather was allowing fluid to spray onto the right rear tyre.

Once that was rectified the car, down in 54th place, set off on an exhilarating chase, running up to five seconds a lap quicker than the leaders during the night. They were 29th after three hours, tenth at quarter distance, fourth after ten hours, third after eighteen, and moved up to second at Foyt's expense in the last hour.

The Brun Porsche had run perfectly for 23 hours, had no scrapes or incidents of note, and the drivers looked remarkably fresh at the end. Perhaps the glare of spotlights creates too much heat at times?

Third was the 926 of Rob Dyson, Price Cobb and Vern Schuppan ahead of Foyt's car, being loaded up when the flag came out. Fifth was the 962 of Jim Adams and John Hotchkis, father and son. All of these comfortably exceeded last year's record distance, the Löwenbräu car by 41 laps, or 146 miles!

Sixth was the Bob Akin 962 shared by Akin, Stuck and James Weaver, with a chapter of incidents to recall. On Thursday the transmission bellhousing had shattered around the suspension pick-up points; on Friday a cylinder head gasket blew; and early in the race Stuck pulled up with the spring retainer broken on the right rear damper. And then a



GTO class included two Jack Roush spaceframe Mustangs in seventh (class winners) and ninth.

burst rear tyre (Stuck, on the main straight at top speed), a fractured hydraulic pipe on a caliper, a broken seat catch, and a worn-out gearbox which slowed the car on Sunday afternoon, and you have the description of a fraught journey.

The race for seventh place was the province of the GTO class, a colourful array of Chevrolet Camaros and Corvettes, Jack Roush-built Ford Mustangs, Oldsmobiles, Pontiacs and a pair of Toyota Celica Turbos prepared by Dan Gurney's All American Racers team.

Some of NASCAR's top names were in the American cars. Terry Labonte, Darrel Waltrip, Wally Dallenbach Jnr, Tommy Riggins and Gene Felton to name some, but, when the sound of thundering and spectacular V8s diminished on Saturday evening, it became a straight contest between the Toyotas and the Mustangs, with the Japanese cars holding a certain advantage through the night.

The Toyotas cracked, though, Millen's overheating and eventually grinding to a

standstill two hours from the end, and Rice's breaking its rear suspension wishbone little more than an hour from the finish. The Mustangs, rugged spaceframe 'super-saloons' which would excite the crowds at Le Mans, snatched a victory in seventh and ninth positions overall, sandwiching Rice's Toyota.

There was, of course, much more to this race than the results suggest. IMSA's John Bishop placed a limit of 3 litres on the GTP category cars, hoping to handicap the Porsche 962s and help the American stock-block machines; but IMSA has a sliding scale of weights and capacities, and reducing the Porsches' capacities from 3.2 litres to 2.8 or 3.0 litres also reduced their weights, made them handle better and delighted the drivers!

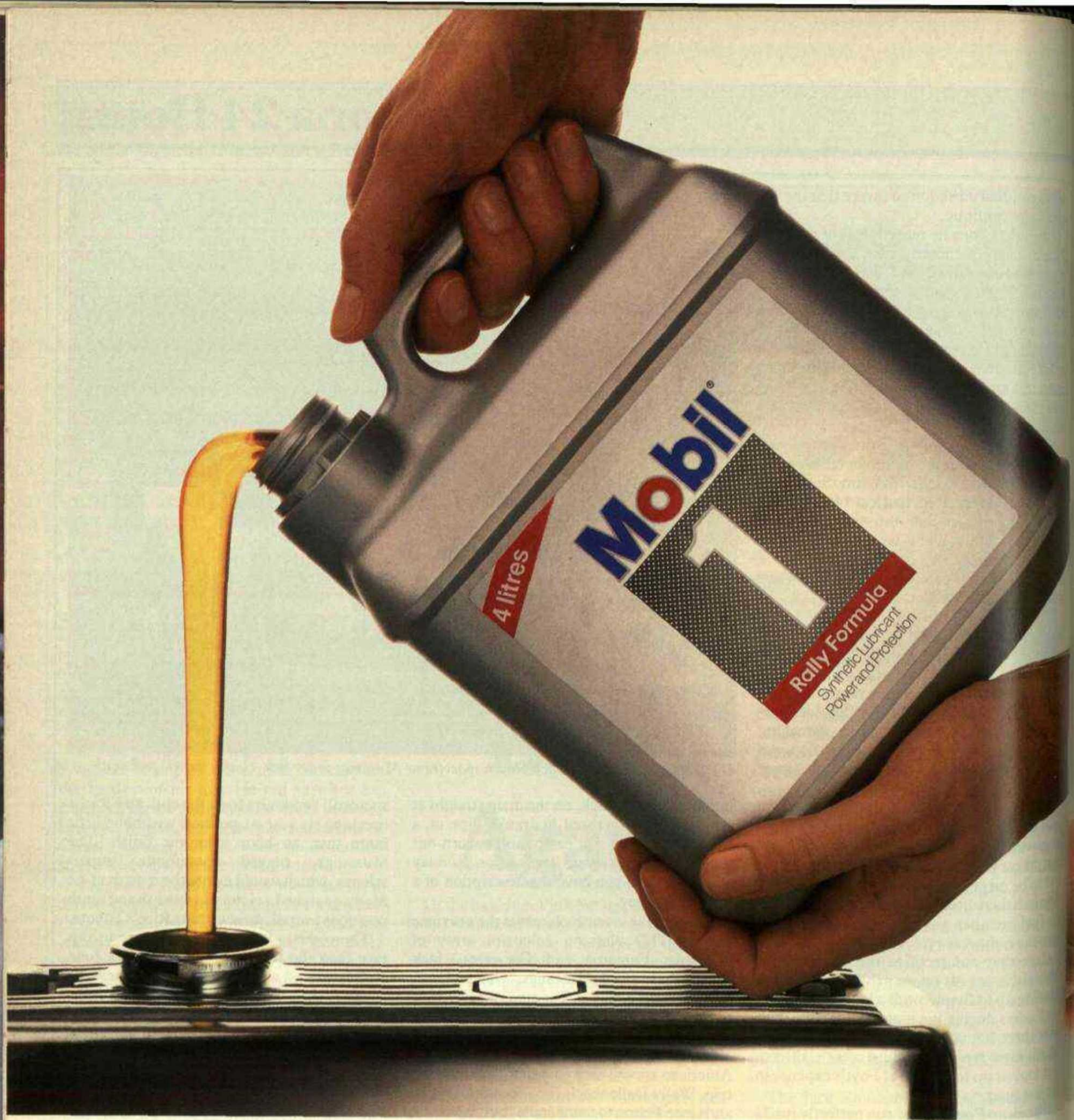
Maybe the Nissans, Chevrolets, Buicks and Fords will get closer in the 'sprint' races, but at Daytona the Stuttgart firm's dominance looked as secure as ever. As in Europe, it needs another manufacturer with the will to win, and to supply competitive products in numbers, to alter the equation. **MLC**

## RESULTS Daytona 24 Hours, Florida, January 31-February 1

1st:	D. Bell/A. Unser Jnr / C. Robinson / A. Holbert.....	2.8t/c Porsche 962.....	753 laps
2nd:	O. Larrauri/M. Sigala / G. Brancatelli .....	3.0t/c Brun Porsche 962 .....	745 laps
3rd:	R. Dyson/P. Cobb/V. Schuppan .....	2.8t/c Porsche 962.....	742 laps
4th:	A. J. Foyt/A. Unser Snr/D. Sullivan .....	3.0t/c Porsche 962.....	723 laps
5th:	J. Adams/J. Hotchkis Snr/J. Hotchkis Jnr .....	2.8t/c Porsche 962.....	719 laps
6th:	B. Akin/H. Stuck/J. Weaver.....	2.8t/c Porsche 962.....	700 laps
7th:	L. St. James/T. Gloy/W. Elliott .....	6.0 Ford Mustang GTO.....	685 laps
8th:	C. Cord/S. Millen .....	2.1t/c Toyota Celica GTO.....	681 laps
9th:	D. Gregg/B. Akin/S. Pruett .....	6.0 Ford Mustang GTO.....	649 laps
10th:	A. Johnson/D. Shaw/R. Lazier .....	2.3 Mazda RX-7 GTU.....	642 laps

Winners' average speed: 111.6mph





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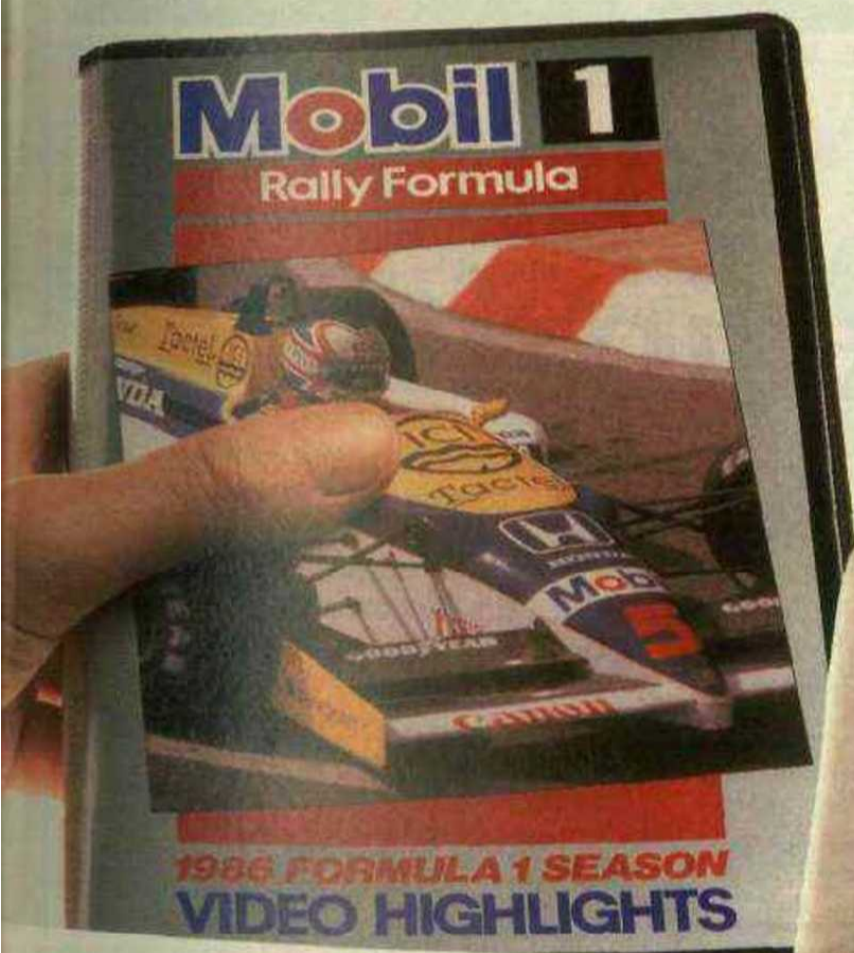
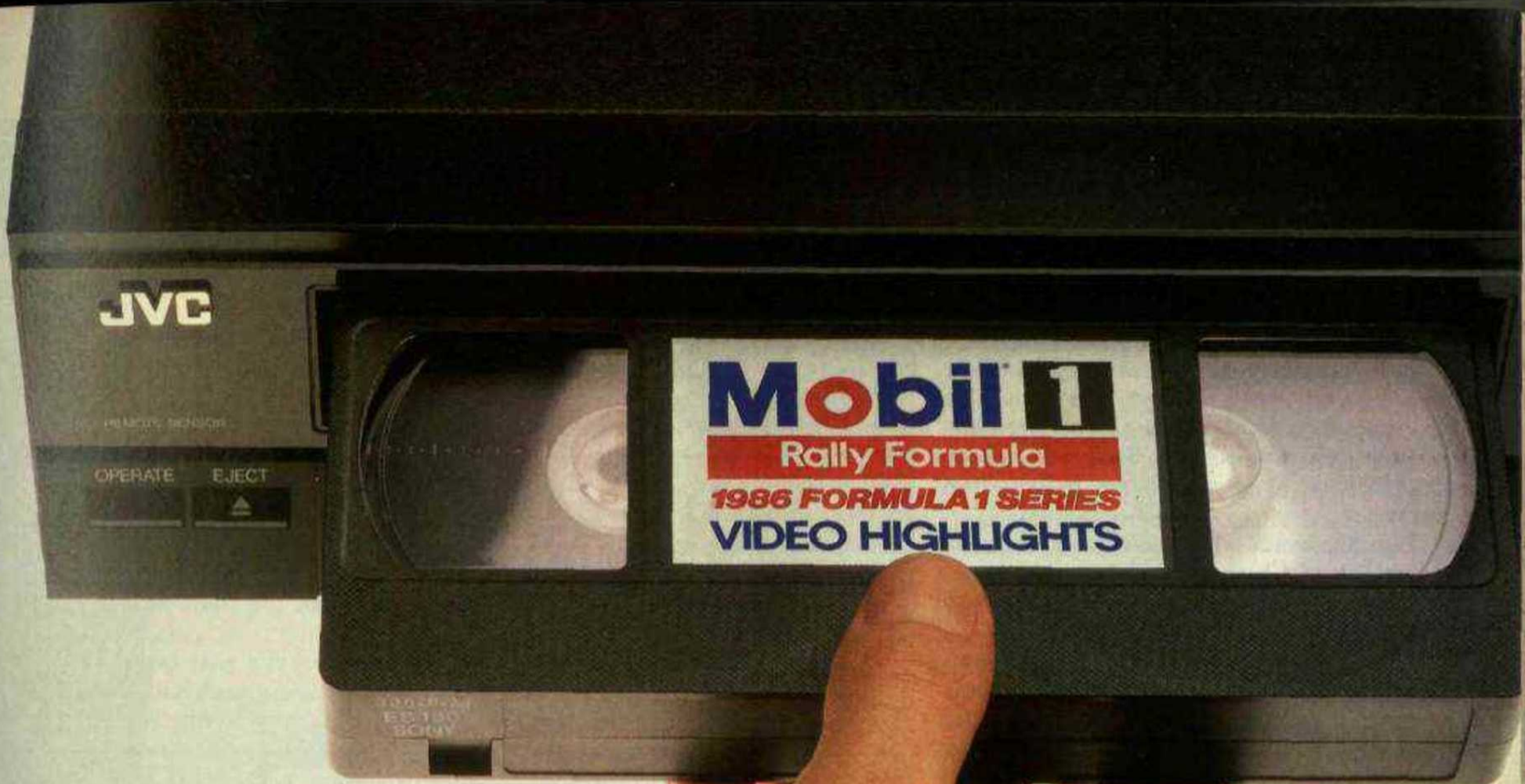
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# WORLD SPORTSCAR CHAMPIONSHIP

The Silk Cut Jaguar team came close to winning the 1986 World Sportscar Championship despite taking the chequered flag only once, at Silverstone, and its effort will be even more effective this year. The Porsche teams will increase their strength, though, and the Kouros Sauber-Mercedes team will run a new car, or cars, in five or six races.

In other words what was a good, if rather short World Championship last year looks likely to become a more evenly contested series in which successes will be shared.

On Jaguar's behalf, Tom Walkinshaw Racing is building two new XJR-6 chassis for the coming season, which starts at Jarama on March 22 and ends, 13 races later, in Australia on October 25.

The team is insisting that its drivers give the programme their undivided efforts and for that reason the line-up had not been finalised in February. Eddie Cheever, John Watson and Jan Lammers have signed their contracts but now that Derek Warwick is to lead the Arrows Formula 1 team, his place could be taken by any of several names on Walkinshaw's desk.

The cars themselves were competitive on all circuits last year, but more so at the very fast tracks, like Silverstone, with fourth and fifth gear corners which allow their superior ground effects to work at a premium. They cannot be any lighter, since they were down to the 850kg minimum limit in 1986, but a host of detail improvements has been carried out, concentrating on areas which were troublesome last year: the fuel system has been revised, gear linkage improved, driver ventilation increased, new discs and calipers will be lighter, and Speedline will supply lighter wheels. The monocoque has been reinforced to improve driver safety (never tested in race conditions, thankfully), and part of the floor is replaceable.

The bodywork will be lighter and aerodynamics subtly improved, the doors will be front-hinged, and the suspension geometries have been revised, also increasing roll stiffness. Better performance is expected from the Dunlop tyres, and in the V12 engine department Jaguar expects to find more power together with better economy. Last year's power figure from the 6,262cc engine was 680bhp at 6,500rpm, and the XJR-6 was marginally more economical than its turbocharged rivals.

That sort of development would be normal for any Formula 1 team, but the Porsches are little different to those raced from 1982 onwards. There have been improvements, naturally, and the customers have had their own ideas on improvements but basically this is an obsolete design.

On paper one would expect the Silk Cut Jaguars to move from parity to superiority in 1987, especially with a more experienced driver combination. The drivers, for one reason or another, passed up two, perhaps



The Big Cat was competitive in 1986. Will it be superior in 1987?

## From Parity to Superiority?

three opportunities to win last season. Mechanical failures accounted for another three defeats, and Tom Walkinshaw is not the sort of man to let that happen again.

There is one more factor in favour of the Silk Cut Jaguars, and that is the banning of toluene additives. These increase the fuel's density without raising its octane value and therefore raise the 'energy per tank' factor. Special fuel is said to be of more benefit to a turbocharged engine and it remains to be seen if the Jaguars can eke out an extra benefit.

At the end of last season it seemed that Rothmans and Porsche would part company. The contract had expired and the factory Porsches would be seen in only a handful of races early in the season, until development of the CART Indycar got under way.

Like two lovers who find it hard to part, a new deal was formed at the Porsche Cup prizegiving and the partnership looks stronger than ever for 1987. Rothmans' Sean Roberts and Porsche's top management met in December to say farewell . . . but couldn't remember why! Expect Rothmans-Porsche to run one or two cars in at least eight races next season — and more, if they need to in order to secure the championships yet again.

Two new 962C chassis have been built to replace those destroyed at the Nürburgring in August, and they will be better than before. Mechanically, we are told, there won't be any major development, but new aerodynamics

have been formed in Porsche's modern wind tunnel at Weissach, and improvements should not be under-estimated.

Derek Bell and Hans Stuck will lead the team, backed in most races by Jochen Mass and Bob Wollek, though both of them have signed contracts with American IMSA teams and will not be available for clashing races at Jarama, Monza and Brands Hatch.

Last year's performances by the Rothmans-Porsche team were only just good enough for Bell and Stuck, and dreadfully disappointing for Mass and Wollek. The development of the PDK semi-automatic gearbox, which is 35kg heavier than the normal transmission and rather less reliable, is being pushed by management rather than the team, as is the introduction of ABS brakes (also rather heavy).

At times the four drivers felt like athletes with two Achilles heels, trying to do what they used to do so well. A 950kg racing car would have to be remarkable to compete with a good 850kg car, but that is what happened at the end of the year.

The situation has been resolved to the entire satisfaction of all four drivers. PDK transmission will be used only in three or four races where it may have a distinct advantage — on slow or difficult tracks like the Norisring, Jerez and Brands Hatch perhaps, where instant gearchanging and total absence of turbo lag will be an advantage. A lighter PDK



# 1987 Preview

is under development.

A third Rothmans-Porsche will run at Le Mans as usual, for Vern Schuppan, Price Cobb and Kees Nierop, with Al Holbert joining Bell and Stuck again in number 1. Also, Porsche will enter an improved 961 four-wheel drive car at Le Mans.

Porsche's commitment has returned, if it ever went away, and, on form shown prior to 1986, victories should be achieved on a regular basis; that's what makes the 1987 season so fascinating to forecast. Le Mans, of course, almost belongs to Porsche, now with 11 victories in 16 years, and that will be the hardest race of all for Jaguar to conquer.

Of the customers, Reinhold Joest has consistently been the most successful since Group C was formulated in 1982, but he has been hardest hit by the banishment of the 956 model from racing, on pedal box safety grounds. Preparation of a pair of new 962Cs, however, also gives him the opportunity to start afresh with current-spec cars.

Klaus Ludwig will, after all, drive for Joest in three races (definitely not Le Mans), and Bob Wollek will join the team whenever he's not in a Rothmans-Porsche or the BFG Porsche in America. Kris Nissen and Piercarlo Ghinzani are also likely to drive for Joest.

Erwin and Manfred Kremer, with SAT backing, expect to run a 962 for Volker Weidler and Bruno Giacomelli, Richard Lloyd Racing will have Mauro Baldi as lead driver in the Liqui Moly Porsche 962B, and may yet have Jonathan Palmer rejoin the team if he fails to find a Formula One seat.

The biggest effort of all, valued at over four million Deutschmarks, comes from the World Champion Walter Brun team with two or three cars in every round. Gianfranco Brancatelli replaces Thierry Boutsen, who'll give his full attention to the Benetton F1 team, Brun will himself drive, and the line-up will include Frank Jelinski, Oscar Larrauri, Jesus Pareja and, probably, Stanley Dickens.

The Brun Porsches will run on Goodyear tyres rather than Michelin, the French company apparently having gone out of contact since last October! "They didn't congratulate us after we won the World Championship" says manager Peter Reinisch. "I believe they think we should have congratulated them. I heard they were most surprised when we signed with Goodyear."

In Switzerland Peter Sauber is preparing two new chassis for the turbocharged 5-litre Mercedes V8 engine, winner at the Nürburgring last August, with improved ground effect. Sponsorship for five races again comes from Kouros, and Mike Thackwell is the lead driver, probably with Henri Pescarolo. Two Saubers will race at Le Mans, with, it is hoped, better fortune than in 1985 and 1986.

The Lamborghini-Tiga may be seen in some races in the hands of Tiff Needell — it finally made its debut at the non-championship race at Kyalami at the end of the '86

season — and Le Mans should see the reappearance of Nissan, Toyota and Mazda with improved and more competitive cars.

Nissan now has a powerful and economical 3-litre V8 under development, but will need to have the whole effort facing the same way if it is to make a good impression in the 24-hour race. Toyota, we know, has a powerful 2.1 litre 16-valve turbo engine which was good enough for pole position at Fuji (then disallowed), but will have to prove itself good enough to run night and day without failure. Mazda, meanwhile, continues in the IMSA category.

Reliability, as well as speed, is a combination not seen throughout the ranks of the C2 division. Gordon Spice has both factors but hasn't yet selected a co-driver, and will come up against stern opposition from Ecurie Ecosse, probably with two well-sponsored Cosworth DFL-powered cars and with Ray Mallock as lead driver.

Quite soon the turbocharged-engined teams should begin to find superiority, and

those of Hugh Chamberlain and Martin Schanche are knocking on the door. Chamberlain has now bought a Spice chassis for his 2-litre Hart turbo engine and with Will Hoy driving, this should be capable of breaking the Spice-Ecosse domination. Schanche had an expensive season in '86 but the Zakspeed turbo engine was pretty reliable and the Argo chassis competitive, especially later in the season.

Ian Harrower's ADA Engineering led the 1986 Teams Championship for much of the season, but continues with a now elderly chassis and Cosworth power.

We won't see the Lancias again in the near future, and John Fitzpatrick has sold his Porsches to Jochen Dauer, mainly for the German Supercup.

Between them Porsche and Jaguar should win all the races, possibly with Sauber earning another success somewhere, but getting closer to a prediction is difficult. Will Jaguar let Porsche get back into their winning routine? Almost certainly not. **MLC**



Britain's double World Champion in the cockpit of his Porsche.



Walter Brun's team plans an extensive programme in defence of its Championship.



"We are looking for a real jump in sales, not just a steady rise in line with last year." The words of Derek Barron, Chairman and Chief Executive of Ford, on the occasion of the announcement of the Sierra Sapphire, the three-box variant which rounds the company's medium car out to a range of 18 models.

Ford's consistent success made it tempting to highlight the slow start that sales of the unconventional-looking Sierra had, but by last year the jelly-mould, as it was unkindly dubbed, had hit number three in the sales charts (behind Escort and Fiesta) and was the best-selling company car.

This is despite the fact that 40% of the medium car market goes to cars with boots; so the five-door Sierra was putting up a good fight with one arm tied behind its back. Now that extra marketing punch has been released with the four-door version.

Rather than pretend that the car is a genetically distinct model, Ford has linked the Sierra title with the Sapphire name. But in fact the new arrival differs in most areas from the old series, and the rest of the Sierra range is upgraded to match. More glass in slimmer window pillars, and a new nose blending indicators with lamps are the obvious changes; the shells of all models are stiffer, screen pillars and bumpers are foam-filled to absorb noise and impact respectively, the headlamps are more powerful, and even the central locking is claimed to be quieter, though it seemed little different on the car I tried.

These changes together with the three-box design are enough to make the Sapphire look almost a new car, and what is more it feels like the product of an altogether more prestigious manufacturer. Firmer suspension is well-damped, while tuned engine dampers and improved sound insulation very successfully subdue the far from quiet 2-litre OHC injection unit of 115 bhp fitted to the Ghias the Press drove — up to about 5,500 rpm, anyway. The standard 1.6, 1.8, and 2.0 carb units of 75, 90, and 105 bhp are also available, plus the 67 horsepower 2.3 diesel.

Passengers benefit from new seats, which felt rather relaxing, and have pneumatic lumbar adjustment at Ghia level, plus height-adjustable seat-belts. Boot space is



Boot-lid meets rear window as on new Audi 80; space is usefully square, though the sill is high.



Every exterior panel is altered from previous Sierra hatch — the result is more assertive.

## Sales Jump

generous, but may be augmented with the split folding rear seat.

In front of the driver is an attractive and logical dash, easy to read, with rounded, chunky, positive switches which enhance the surprising feel of quality, and indeed the entire car seemed particularly well put-together. Granted these were pilot-built cars, but if production standards are as high, the results will be a long way from the Cortina.

Other expensive touches include the electric de-icing screen (available on 2-litre cars) and Ford's new high-security locks, while all models can be fitted with the more sophisticated of Ford's two ABS systems, the electronic system from Granada rather than the Lucas mechanical SCS (Stop Control System) front-wheel-only unit.

On the road, the Sapphire feels much tauter than I remember standard Sierras to be, with a refined ride and low noise levels. The projecting gutters, which seem so out of place on this smooth car, remain attached to the hatchback, but have been replaced on the

Sapphire with runaways concealed in the shut-line of the taller doors, which open further into the roof-line. Stability at speed is improved by plastic strakes which control airflow around the rear of both body-styles; these are part of the rear quarter surround on the hatch, and incorporated in the rear glass treatment of the four-door.

Switching to one of the new hatches showed that some of the extra refinement simply comes from being isolated from the resonance of the luggage space; although the five-door shares the improvements, the benefits are less obvious.

An attractive car, overall, but the Sapphire awaits its moment of glory later this year. The XR4x4 will continue to be built only as a hatch, but the next Sapphire to be announced will be an RS Cosworth with the 205 bhp turbo engine. Pricing is guesswork so far, but it is unlikely to be the bargain that the current Cosworth was. Everyday Sapphires will start at £7,272, with prices going up to £10,845 for the 2.0i Ghia.



"After 100,000 miles,  
I have to admit to a little  
ignition trouble."



Mr Court of Marple, Stockport, Cheshire is a testing judge of motor cars.

He covers the length and breadth of the British Isles, travelling for a pet food company.

Not surprisingly, his 2½ year-old Golf GL has seen every type of road, from motorway to mountain pass.

Each week, it has delivered him safely home again. Without fail. Without fuss.

Well, almost. The cigarette lighter acted up at around 80,000 miles.

That aside, "The tyres didn't even need changing until 100,000 miles, which speaks for the suspension".

To be fair to Mr Court, it says as much for his skilful driving. Long may it continue.

Meanwhile, we await with interest the impressions of Mrs Court.

She's just bought a Polo.

**Golf** 





Capri on Safari. All three works 2300 GTs retired in East Africa in 1970.

## End of the Line

Ford of Germany produced the last European Capri in December 1986, one of 1036 RHD Capri 280s now in our showrooms. We watched Cologne's production euthanasia of a coupé almost as old as Porsche's 911. A concept which started life 1.88 million examples ago with the 1969 advertising slogan: "Ford Capri: the car you always promised yourself . . . from £890."

November 1968, Halewood, Merseyside. Ford operations manager Stan Cross signals that production of Ford's new four seater coupé, the Capri, can begin.

December 18 1986, at the Köln-Niehl Rhineside complex, we are among a small British party scanning automated lines loaded with Fiestas and Scorpios, looking for the Capri which will provide the final digit in 18 years production of 1,886,647 examples.

Officially, our 1986 search is fulfilled by a Capri bearing the chassis plate GG 11896J. Its bonnet and flanks are plastered with special warnings to the Teutonic and Turkish workforce that require no specialist German language comprehension. "Archtung Presse-test!!!" reads the most flamboyant.

As for all the other fastback Fords making the last trip along the overhead gantries and down amongst the spraybooths, this, numerically the last Capri, is one of 1036 specials badged as 280 that have been ordered by Ford of Britain to end sales during the spring and summer of 1987.

Contrary to many of the wild rumours and

premature obituaries printed for fully five years before the model died, these Capri 280s are conventional 2.8-litre V6s in a rather dull metallic green coat of paint emotively marketed as Brooklands. Beneath are no mechanical surprises. As ever the Capri runs on a leaf-spring live rear axle which is drum braked. The front has MacPherson struts and ventilated disc brakes to restrain an official 160bhp, enough for a measured 125mph.

The only mechanical change of significance lies in posh Pirelli P7 rubber, of 195/50 VR dimensions, resting on seven-spoke 7in rim RS alloy wheels.

Other specification changes to earn the 280 appellation are the adoption of leather trim with a burgundy red striping for seats and door inserts, plus the inevitable stripes and badges.

I try to track down the last Capri to leave the lines. For sure it is not the highest numerical number on display. Even when we leave the plant that night there is a bodyshell which has been taken off the lines and parked in one corner, whilst others are still awaiting completion at the end of a two-shift day.

The manager of employee involvement, Herr Müller, confirmed that the last Capri could not be completed before December 19. He also underlined the fact that LHD production of the Capri had ceased officially on November 30, 1984, which was why only British journalists were present.

Although the Capri was perhaps the

production model to exemplify Anglo-German Ford commercial and competition co-operation, its biggest production years were in the early seventies, with the original two-door body. Production peaked at over 200,000 from the plants at Halewood, Cologne and Saarlouis, some 238,914 being manufactured in 1970.

By 1975, output of the Capri II in the three-door outline had halved those figures, Britain losing production to Ford in Germany from October 1976. Output continued to fall in Capri II guise, the German market feeling that it was a soft personality coupé unworthy of a place on the *Autobahn* grid.

Output in 1978 was just 69,112, but the mildly restyled "Mk3" body arrived that year to put some aggression back into the appearance. Sales figures responded briefly with 1979 output over 85,000.

The downward spiral continued with virtually half that number for 1980 (41,753) to the point where RHD Britain was the only substantial market for the Capri: in 1985 only 9,262 were made.

As you would expect, the first two-door body (one can hardly say original, as there was a Capri-Classic coupé series of 1962-64) was the sales sensation, and provided the bulk of international motorsport success. For the record, Ford of Britain made 7,573 Capris on the Classic saloon base; Ford of Germany made 882,264 Colt-coded Capris from December 1968 to October 1974, and just 318,758 Capri IIs between December 1973 and January 1978.

Just as the 1968 Escort debutant was aided in its commercial career by a heavy sporting workload, the Capri was asked to tackle a variety of motorsport tasks. Indeed its pan-European launch was accompanied by the spectacle of Roger Clark thundering a then unavailable 3-litre V6 around Croft.

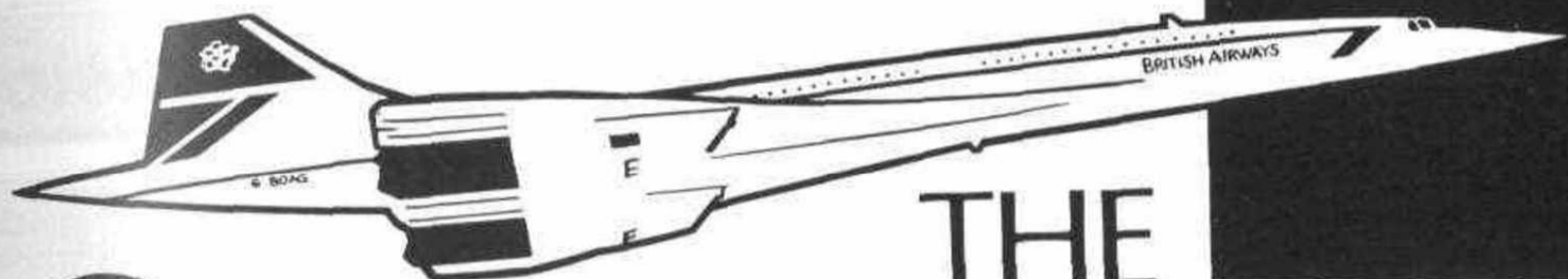
Doubtless many Britons will remember that Ford went on to support three Ferguson-equipped 4WD Capris in TV rallycross events of 1970-71. All were equipped with the British "Essex" version of the V6, but factory developments in association with Weslake yielded 3.1 litres, Lucas or Tecalemit fuel injection, and outputs beyond 200bhp.

Altogether 17 prototype 4WD Capris were assessed by various Ford departments between 1968-71, and there was a serious attempt to get a production vehicle authorised for the fledgling Ford Advanced Vehicle Operations plant in 1970.

Rallycross was not the only rough road sport Capri faced. Ford of Germany had a shiny and recently-opened competition department under former Porsche driver Jochen Neerpasch (whose father was a Ford dealer outside Cologne) who aimed the Capri 2300GT at the adventurous rallying programme. Right from the start Weslake at Rye in Sussex became involved in modifying the totally German V6 engine range.

The Anglo-German competition link was to





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## CONCORDE



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continue throughout the car's factory competition life, with today's Ford of Britain competition manager Peter Ashcroft working in Cologne to enhance the Capri's reliability. Cosworth supplied a 24-valve, 3.4-litre V6 for the racing Capri RS3100 of 1974-75.

A pair of 1969 German-entered Capris debuted on the Lyons/Charbonnières, for which part of the stage mileage was at the Stuttgart-Solitude circuit. At this stage the Fords utilised 2293cc V6s with a covey of Zenith carburettors assisting the production of 170 bhp at 6500 rpm. Both cars finished in the top ten.

Capris continued with a mixed diet of rally and hillclimb events, contesting the Tour de Corse (now famous as a World Championship event) with 2.6-litre 2600 GT models with Lucas fuel injection.

Sensation of that season was the Ford Taunus 20M RS winning the East African Safari Rally. This totally unexpected victory prompted Ford management to send the Capri in search of Safari honours in 1970. A trio of 2300GT models was despatched but none of these 190 bhp "sand racers" finished.

During 1970, the racing Weslake-Fords progressed only in terms of speed, the GT models ditched in favour of that classic homologation special (later a commercial success) the RS2600.

This Capri derivative, designed in Britain and built in Germany, used a stretched V6 of 2600GT origin and was first built in bumperless form to obtain the minimum possible race weight. Later on it took on all the mainstream options and Kugelfischer mechanical fuel injection (the first production European Ford so equipped) and approximately 4000 were manufactured, in LHD only, from 1970 to 1974.

Equipped with this racing base for homo-



Tom Walkinshaw and John Fitzpatrick's Boreham-built Mk II in the 1974 Spa 24 Hours.

logation, Ford suffered some initial V6 failures before settling down to dominate the 1971-72 European Touring Car Championship seasons in terms of outright victories and driver championships.

In 1971 the RS2600 took Jochen Mass to the German title, Dieter Glemser to the European, and Mass to a saloon car series victory within the Springbok races.

The following season was even better, with 2.9-litre/320 bhp RS2600s romping to titles in Finland (ice racing for Makinen!), across Europe (Mass), Belgium and Germany (Hans-Joachim Stuck). At Le Mans the Capris scored a 1-2 class win, and finished eighth and tenth overall.

The 1973 season was the end of the Capri RS2600. It could only equal the BMWs until the CSL grew wings and 3.5 litres during July; thereafter BMW won consistently.

Ford came back for more in 1974, armed with that Cosworth four-valve-per-cylinder V6 and a rear air dam for the RS3100

homologation special (made in hundreds rather than thousands). Yet the fuel crisis and the advent of the Capri II wiped out any Ford enthusiasm for a real fight, particularly as BMW was also largely absent from European Championship rounds.

Ford was never so serious about the Capri as a factory entry again. Capri II raced in the July 1974 Spa-Francorchamps 24 hours, built by Ford at Boreham and boasting drivers like Walkinshaw and Fitzpatrick. No worthwhile result ensued, and Ford of Britain resorted to merely backing the Group 1 efforts of 3-litre production racers in Britain.

Tom Walkinshaw won the 1974 class title with a works-backed "Mk 1", the 3000 GXL the author drove at Spa with Nigel Clarkson and which Prince Michael used on the 1973 Tour of Britain . . .

Men such as Gordon Spice, Vince Woodman, Chris Craft, Andy Rouse and Stuart Graham carried the Capri on toward 1980. Spice was by far the most successful in terms of class titles (1975-80) with his 200-220 bhp examples.

In 1981 the Capris were beaten for class honours in the British Championship by the Rover V8s (that man Walkinshaw . . .), but very nearly beat these newcomers with the Woodman/CC Racing equipe in 1982.

Since the advent of Group A in the UK (1983) the Capri has not been competitive in either 3-litre or 2.8-litre form. In fact it would have been possible to win with a 3-litre, but Ford no longer sold them, so there was no commercial competition impetus.

Considering that the original "pony car", Ford's Mustang, is still produced and qualifies as the world's biggest-selling coupé (over 5 million by early 1986), one might have thought a trans-European market could have supported a replacement Capri of greater technical merit. There are absolutely no signs that Ford has this in mind.

Europeans, particularly the huge German market, demand the kind of all-wheel-drive turbocharged sophistication seen in cars from Quattro coupé to Mazda 323. Stepping into a Capri Special in the eighties, even if it had the Turbo Technics horsepower and brakes optionally offered through the 1986 Ford network, simply showed how far we have come in Europe since Audi's Quattro debut in 1980.

Today the "hot hatchbacks" of the Escort RS/Golf 16-valve/Peugeot 205 GTI school have performance to equal Capri's V6, and chassis to match.

To foresee the coupé future, the way Volkswagen go with the Scirocco (possibly the car, along with Opel's rear-drive Manta, to wound Capri sales mortally) portends how mass-produced coupés will be in Europe.

As a confirmed coupé user — a quartet of Capris, one Lancia Beta, one Alfa Romeo GT, one Honda CRX — I mourn the absence of a Ford alternative at the right price.

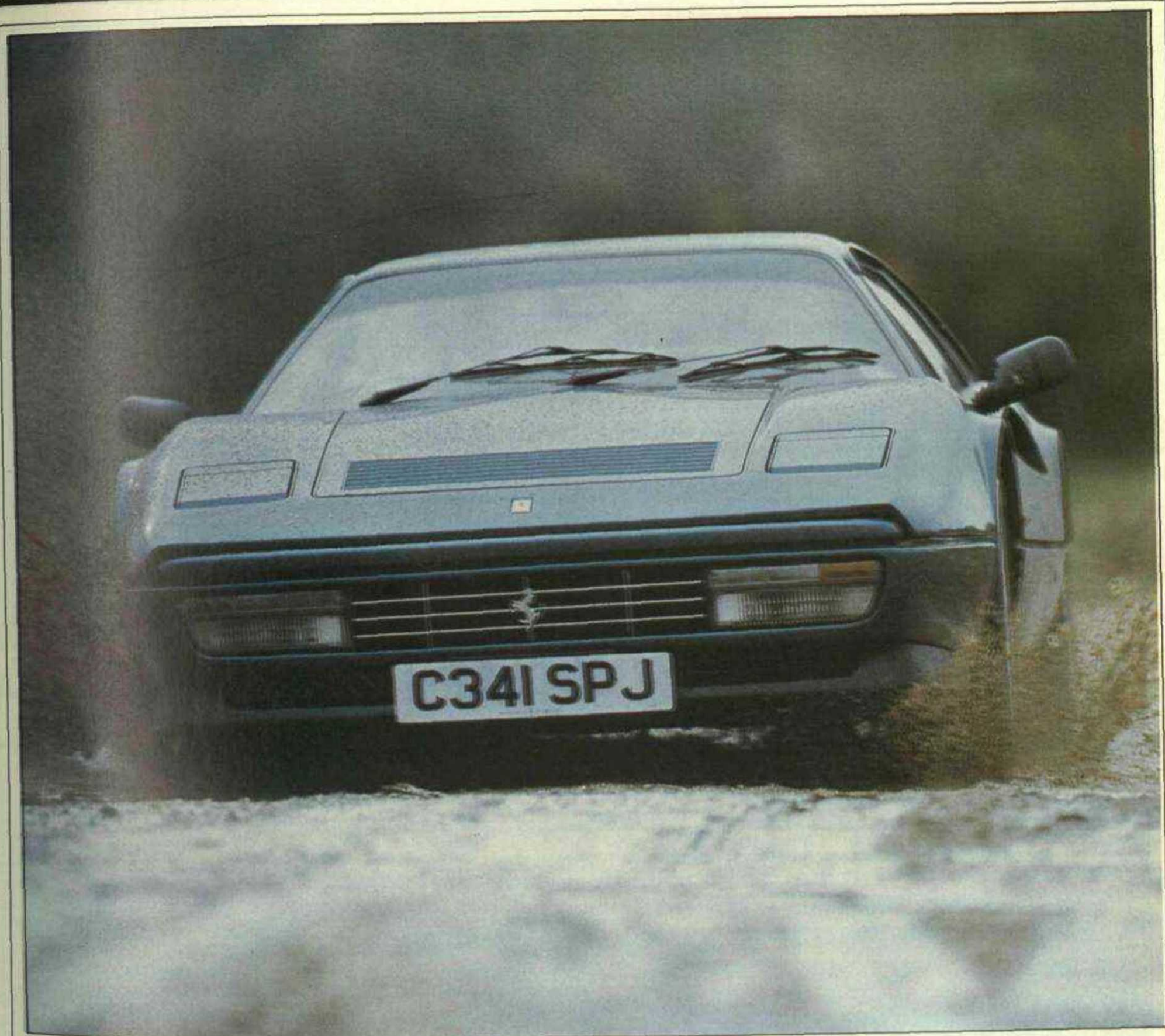
RIP Capri.

JW



Capris scooped two top ten places and a class win at Le Mans in 1972.





## Updating an Old Friend

**L**ike meeting an old friend after a long absence, an encounter with the Ferrari 328 was a comfortable occasion. You find yourself regarding the car with a relaxed sense of familiarity.

Basically, previous experience with the 308s has taught you the ropes, so it's just a question of picking up the business of Ferrari enjoyment where we left off in 1983 with the last test of the 308GTB Quattrovalvole.

However, when the 328 arrived at our offices late one winter evening, the process of re-acquaintance was a little on the painful side. Memo to my own personal notebook: the central-engined Ferrari is *not* a heavy traffic car. As we joined the rush hour crawl I was instantly reminded just what a fish out of water the 328 was in the bumper-to-bumper evening procession out of the metropolis.

Lowering the driver's side electric window

produced a douche of spray into my right ear from the tyres of neighbouring trucks. The clutch is not unduly heavy, but it is certainly heavy enough to make life unpleasant in these claustrophobic circumstances.

The irritating way in which the sharply raked screen reflects the instrument lighting is bad enough on empty roads, added to which the top of the screen's area swept by the single wiper was only fractionally above my eye line. Oh yes, and the wiper itself had emitted a

mouse-like squeak. And the steering lock was barely sufficient for manoeuvring in tight corners.

Twenty-four hours later, those trials and tribulations had been blown away, amid the joys of a day's motoring on deserted country roads through north Essex and south Suffolk. The chassis is just fantastic.

All the superlatives have been trotted out time and again, but its impeccable balance, terrific grip and uncanny stability never fail to



## ROAD TEST



*A brace of 328s: the Ferrari provided an excuse to inspect David Holland's fine example of its BMW namesake.*

arouse the taste buds of even the most jaded motoring palate. And, believe me, I had felt pretty jaded and bruised after my exasperating battle with the rest of the motoring world only the previous evening!

According to factory sources, this is almost certainly the final derivative of the magnificent Pininfarina-bodied two seater coupé which made its bow back in 1975. The transverse mounted V8, enlarged by 200cc,

now produces 30bhp more than its 3-litre predecessor, and also develops a worthwhile amount of additional torque which enhances the engine's already impressive flexibility and docile character.

The sweet-revving V8 remains mated to its familiar five-speed gearbox, the lever sprouting from its evocative metal gate in the cockpit. Weighted in the second/third plane, the box continues to be adequate, if hardly outstanding by modern standards.

Needing firm and uncompromising handling, the lever moves with a notchy precision — except that dog-leg back into first which has always proved a bit of a trial. Happily, once on the move you can forget about first completely and even from a walking pace the 328 will catapult away when second is engaged.

The braking system remains generally unchanged, with ventilated discs on all four wheels, but the handbrake now works on small rear drums in place of the disc-braked system which was generally regarded as less than effective on the 308. The calipers employed are now the same as those on the Mondial, offering more pad area.

As far as interior trim is concerned, the 328's fascia is now best described as "right-hand drive GTO", the instrumentation being the same as in Maranello's now sold-out range of turbo super-cars.



*A sleek car in its day, BMW's tall grille contrasts with Ferrari's new bonnet louvres.*



## Ferrari 328 GTB



*A triumph of aesthetics — both designs were considered ahead of their period, and neither shows its age.*

Snuggling into the cockpit, the driver is faced by a 185mph speedometer and rev counter red-lined at 7700rpm. When working the engine hard the oil pressure remains constant at 85psi with water temperature never climbing above 170 degrees.

The door handles, interior pockets and arm rests are all new, as are the controls for the heating and demisting system, which are still mounted between the seats. Personally, I preferred the old sliding lever system to the current colour-coded, illuminated touch-sensitive controls on the 328, but the new layout is quite logical, even if the 328 demisting system is every bit as slow to produce results as the 308's.

The front and rear bumpers are now colour-coded to match the body's paintwork, the alloy wheels have been re-styled and the cooling vents on top of the front wheel arches have been replaced by additional venting in the centre of the nose section, between the retractable headlights.

Our test car was not fitted with the optional roof spoiler just above the engine bay, there no longer being any choice when it comes to the chin spoiler at the front. Previously, the 308 had been offered with an alternative, deeper spoiler, but the 328's standard kit represents a compromise between the two choices offered on the earlier car.

Living with a Ferrari requires a few days'

acclimatisation, and then you suddenly wonder how you ever got along without it. In fact, the 328's driveability, lack of temperament and overall blend of performance and docility tends, by strange paradox, to work against them.

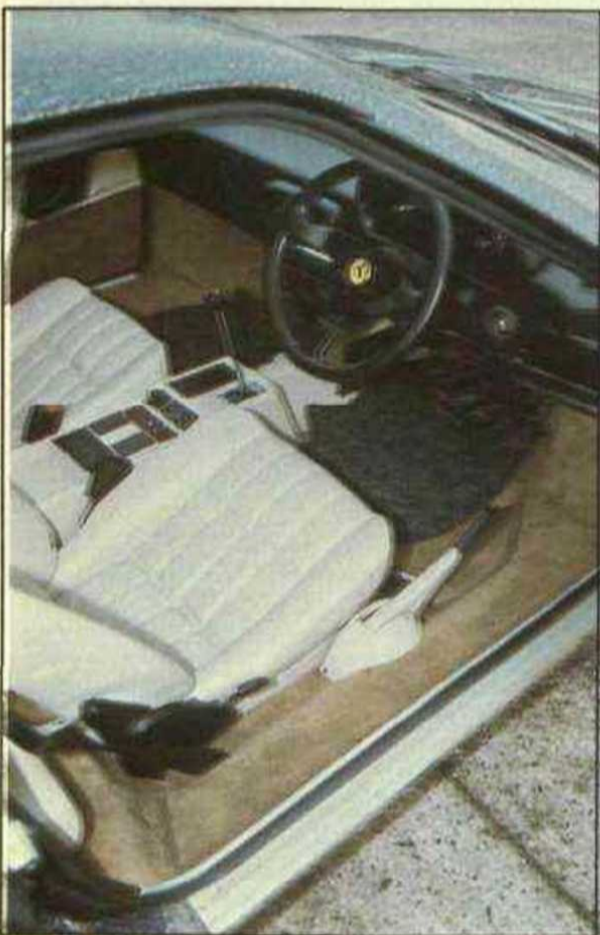
However well one is acquainted with their qualities, there is still a sub-conscious tendency to approach a Ferrari expecting it to be temperamental and slightly difficult to manage on anything but an open road. When you are reminded that they are as tractable and usable as any high performance saloon, you run the danger of comparing them with products of BMW and Mercedes.

But to itemise the awkward aspects of living





*Injected jewel; improved torque and flexibility enhance Ferrari's V8.*



*Traditional gear-lever is deliberate and evocative Sixties hangover.*



*"Nothing less than a supreme joy . . ."*

with a 328 in the light of how it stacks up against such rivals is totally unfair, albeit highlighting just how well Maranello has done its job in recent years.

Close examination of trim standards, paintwork and general build quality underlines just what a high quality product is on offer. The paint on our test car was of a lustrous quality with no flaws to be seen; similarly the leather-trimmed cockpit had no signs of compromise, botching or shoddy workmanship.

Firing up the transverse V8 from cold is one of the great motoring treats of the decade. A touch on the key and the Bosch K-Jetronic injected jewel bursts into life, ticking over with a gruff exhaust note that belies its smoothness once on the move.

Engaging first gear when the box is cold can be a bit of a pain, but the transmission warms up quite quickly and the whole package has a taut, unified feeling at speed, making the 328 feel smaller than its outward dimensions.

Unquestionably, it is difficult to handle in crowded conditions, reversing into tight spaces being a complex enough business without the added frustration of absurdly small rear view mirrors. The noise level inside is fairly high, a degree of resonance and boom from the neatly packaged V8 proving to be another wearing aspect in slow moving traffic. But at speed on the open road you lose much of it behind you, drowned by the willing wail of Maranello's 270 Prancing Horses.

There is still a reassuring touch of roll when the 328 is cornered hard, sufficient to impart a welcome degree of "feel" to the driver, although it could certainly never be accused of being sloppy by any standards.

As on the 308, I felt the steering a trifle low-g geared for my taste, so life can be a little nerve-wracking darting through country lanes. But on more open B or C roads, this

brand of Ferrari motoring is nothing less than a supreme joy.

Of course, in terms of pure straight line acceleration this Ferrari is certainly no slouch. It sprints up to 60mph from rest in a shade under six seconds, reaching 100mph in 14.7 sec, by which time it is pulling strongly in fourth gear. A final upchange to fifth at 117mph and the surge of acceleration continues steadily towards its 151mph maximum.

Ferrari's progressive refinement of the V8 two seater coupé has been unremitting over the past five years, more than compensating for the original loss of performance prompted by the switch from carburettors to fuel injection on the old 16-valve 308 at the turn of the 1980s.

The four-valve (QV) heads redressed the balance even further, but the 3.2-litre model has polished the Maranello veneer to fresh standards of excellence.

It may well be the last of its line, but, unquestionably, it is the best. **AH**

**Model:** Ferrari 328 GTB.

**Maker:** Ferrari Automobili, Maranello, Italy.

**Type:** Two door, two seater coupé.

**Engine:** Light alloy 90-degree V8, 3185cc (83 x 73.6mm). Twin overhead camshafts, cr 9.8:1. 270bhp at 7000rpm. Bosch K-Jetronic mechanical fuel injection.

**Transmission:** Rear-wheel drive. Five-speed manual transmission with limited-slip differential.

**Suspension:** (front) Wishbones and coil spring/dampers and anti-roll bar. (rear) Wishbones and coil spring/dampers and anti-roll bar.

**Brakes:** Ventilated discs on all four wheels with servo assistance and split circuits. Handbrake operates on rear drum.

**Steering:** Rack and pinion.

**Wheels and tyres:** Light alloy 7in rims (front) with 205/55 VR16 Goodyear NCT radials. Light alloy 8in rims (rear) with 225/50 VR16 NCT radials.

**Performance:** 0-60mph, 5.7 sec; 50-70mph, 5.4 sec; Maximum speed: 151mph.

**Economy:** Overall, 18.7mpg. Estimated 24mpg (touring).

**Price:** £38,900.14p basic (tax paid). Extras fitted to test car included metallic paint (£599.25p), air conditioning (£1499.99p). Maranello Concessionaires charge £200 for delivery in the UK, plus £20 for plates.

**Summary:** One of the great, thoroughly usable high performance sports cars of our time. Cumbersome to manoeuvre in traffic, it belongs on the open road where its exquisite road manners can be exploited to the full.



# Too Busy Earning a Living To Make Any Real Money?

You think you've got problems?

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

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

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

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

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

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

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

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

So I'm going to ask you to send me

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

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

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

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

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

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

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

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

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

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

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

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

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

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

They were right.

And here's what they gained:

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

G.C., Toronto, Canada.

**'\$24,000 in 45 days'**

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

"Thanks again."

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

**'Made enough to retire at 41'**

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

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

R.A., Huntingdon Beach, Calif.

**'There's no stopping me'**

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

M.T., Portland, OR

**'Wow, it does work!'**

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

Mr. J.K., Anaheim, CA

**'Made \$70,000'**

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

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

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

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

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

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As for me, I thank God that before he died Millionaire Joe Karbo left, for all to share, the secret of "The Lazy Man's Way to Riches."

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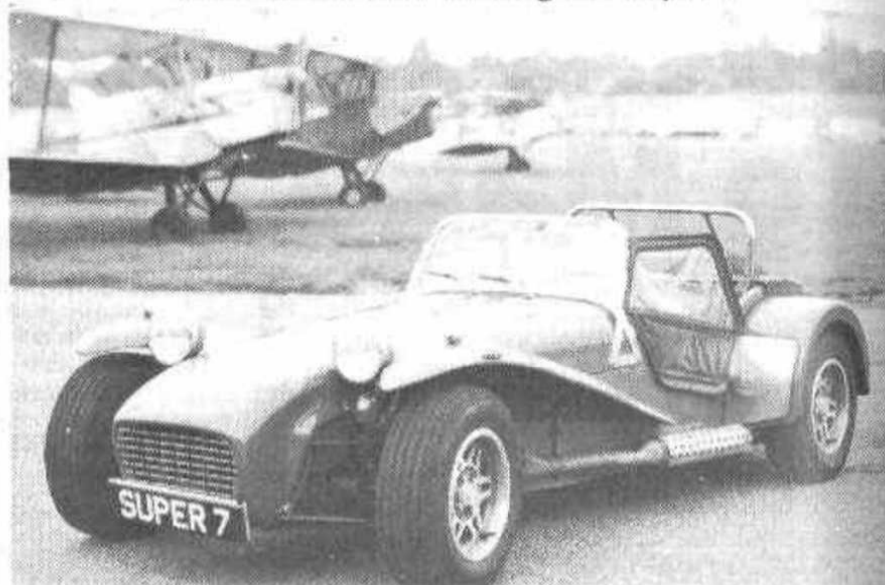
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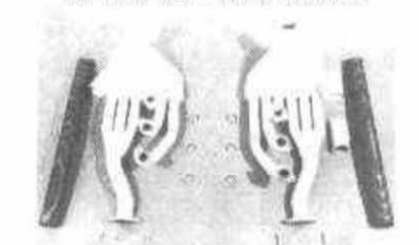
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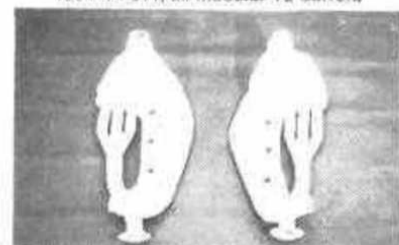
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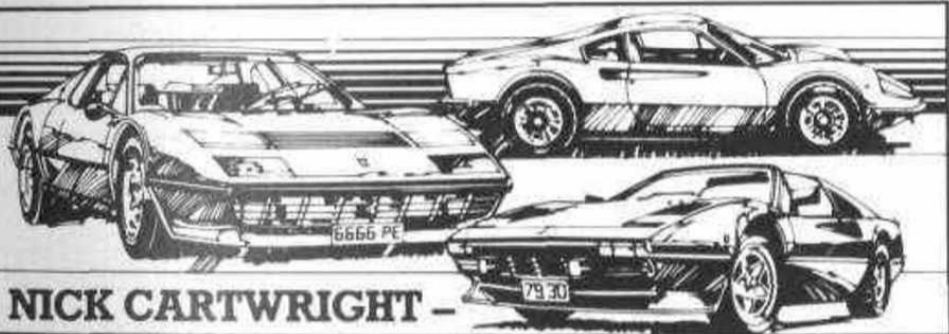
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## ROAD TEST



Read that heading again. A quarter of a century, 25 years . . . that is the time span which separated the launch of the Jaguar Mk 10 from the second generation XJ6 range. Both prestige models from possibly the most audacious British car manufacturer of them all, each burst onto a market hungry with anticipation for the latest product of the Coventry factory which, at the time of both launches, was riding on the crest of a wave of commercial success.

But, in assessing the new XJ6 and its place in the overall market scene as compared with the task facing the Mk 10 in 1962, one suddenly becomes dramatically aware of the way in which the world has changed over the past momentous, turbulent two-and-a-half decades.

In the late 1950s and early 60s, Jaguar seemed to have the Midas touch, never able to put a foot wrong. Its well-honed range of high performance luxury saloons, promoted under the advertising slogans of "Grace, Space, Pace" and "A special kind of motoring which no other car can offer" had made motoring headlines all over the world.

In the grey austere post-War years, the Coventry firm had been one of the country's most prolific dollar earners as the US market lapped up its products with a seemingly insatiable appetite. But, towards the end of the 1950s, it was clear that the biggest saloons in the range were a little too dignified, staid and old fashioned to reflect the heady mood of the times for very much longer.

# A Quarter of a Century Apart

The Mk 9 saloon, elegant and well-proportioned as it unquestionably was, owed its profile to the late 1940s and the Mk 7 saloon, from which it outwardly differed only in detail. As the world stood poised on the verge of the economic explosion of the "swinging sixties", Jaguar played its trump card, first by producing the E-type and, later the same year, taking the wraps off the spectacularly-styled Mk 10.

Almost universally acknowledged as the star of the 1961 London Motor Show, it correctly anticipated what was wanted at the time. A large luxury saloon, it somehow managed to combine rather bulbous and (for Jaguar) brash bodywork with a strand of indisputable elegance. It wasn't everybody's cup of tea of course: this 3.8-litre XK-engined limousine was essentially a businessman's express. If you were a young blade wanting to cut a dash, a 3.8-litre Mk 2 would have been far more your ticket!

Twenty-five years later, Jaguar was also prospering as never before. But, as we all know, the intervening period had seen the

Coventry manufacturer go through mixed times.

By and large the balance of the 1960s was pretty successful and the introduction of the first XJ6 at the start of '69 enhanced the company's reputation for producing the right car at the right price at the right time. But the dead hand of British Leyland, combined with sloppy production standards, almost killed off the marque by the late 1970s.

Fortunately, Sir William Lyons' heritage was saved by the arrival of Jaguar's Knight in Shining Armour, aka (Sir) John Egan. The rest is recent history.

Let us now think about the new XJ6 and how it relates to the current market situation. To start with, whilst the Mk 10 could not have been further away from its immediate predecessor in stylistic terms, the new XJ6 could hardly have been closer to its own immediate forebear — even down to inheriting the same model designation.

Once Egan's new-look Jaguar regime got into top gear, the Series 3 version of the original XJ saloon looked as though it would



## Jaguar Mk10 meets XJ6



*Profile in the snow: side-view shows strongest carry-over from shape of previous XJ6.*

become the automotive equivalent of Agatha Christie's *The Mousetrap*. In other words, it would run and run for as long as the company felt like producing it. That enabled Jaguar to buy as much time as it needed to ensure that the new model, when it arrived, would have such high standards of quality and finish that even the most discerning customer would be unable to find fault.

For our test, we deliberately selected the cheapest (sorry, least expensive) model in the XJ6 range. With five-speed manual transmission, the 2.9-litre XJ6 looks the bargain of the age at £16,495 — give or take a couple of thousand pounds more for a range of extras which you may or may not feel are urgently required options.

Priced thus, the "bargain basement" XJ6 undercuts the most expensive Granadas, the well-equipped Rover Sterling and all the six-cylinder Mercedes-Benz models. However, we live in realistic times and, good though the small-engined XJ6 is, it does *not* offer

something for nothing. You pay under £17,000 for the car and you get just under £17,000 worth of machinery. No magic about it. And, in some respects, I found that the "basic" model was just a little bit too basic for my peace of mind.

Trading unashamedly on its reputation, the 2.9-litre XJ6 is in no way less imposing than its more grand stablemates, although the metallic light blue finish of our road test car did it no favours. All my friends and colleagues who examined the car in detail agreed that the colour was more suited to a Mk 3 Zodiac and unquestionably made the car look cheap. The new frontal treatment brought back horrific mental pictures of the Vanden Plas Allegro, a comparison which some people may take as grossly offensive, but which nonetheless remains seared in my mind.

As far as interior trim is concerned, again the initial impression is that it has been fitted out down to a price. As the Mk 10 reminded me, mention a traditional Jaguar interior and

one's mind thinks of lavish leather-covered seats and polished wood trim. This clubroom atmosphere has been pared to the bone in the 2.9-XJ6 and the cloth trim seems a little on the stark side. However, under the skin, the 2.9-litre car is no less a Jaguar than its more expensive sisters.

Retaining the familiar XJ saloon profile has cost Jaguar dear in terms of aerodynamic efficiency, its Cd of 0.37 being unusually high for a brand new car. But when you fire up that superbly smooth 165bhp six-cylinder engine, you suddenly realise you are being cossetted within a piece of machinery of rare sophistication and refinement.

Talking pure performance, this XJ6 is no dragster by any stretch of the imagination, but its free-revving engine takes it from rest to 60mph in just over 9.3 sec, about the sort of performance which one of the earlier 4.2-litre automatics would produce. In fifth gear it is good for 122mph, that reassuring feeling of stability at high speeds enhancing the overall





XJ6 dash is simple but not without flaws.

feeling of security.

Handling and ride are quite outstanding for such an obviously large saloon. Jaguar engineers have excelled themselves in this department, matching a smooth supple ride with excellent damping and lack of road noise. The 2.9-litre engine initially makes the car feel slightly ponderous, but the more you experiment, the more you press on, the more the Jaguar reveals it can cope with. In this respect, its inherent safety is quite outstanding and a tribute to its prolonged gestation.

The steering is a trifle light, but the braking even without ABS, is tremendously impressive and contributes to that overall feeling of well being.

As far as driver operation is concerned, the XJ6 is spoiled by a few niggling details. There seems to have been an irresistible temptation



Mk 10 cabin — visible opulence.



New ground was broken by Mk 10's mid-Atlantic styling.

to mess around with the instrumentation: why Jaguar could not have simply left the old XJ6 fascia unchanged is quite beyond me. In my view, it was a change for change's sake and has not improved things.

The large speedometer and rev-counter follow traditional Browns Lane practice, facing the driver through the upper segment of the two-spoke steering wheel, but the auxiliary instrumentation is of the LED type: too bright, too gimmicky and not fitted with a dimming facility for driving at night. In my case, the whole thing added up to a headache (literally).

The direction indicators are mounted too low on the left-hand side of the steering column, and the single windscreen wiper is quite simply ludicrous, in that it fails to sweep anywhere near the upper, off-side corner of the screen. During the foul weather in the south-east in January, it proved a major irritant. In fact, it is the single most incomprehensible aspect of the whole car!

The cabin is light and airy with plenty of room for five people, albeit with the rear seat passengers' legs hunched up slightly. The boot is limited in its carrying capacity, but cases can be stowed vertically — and more logically — in the space available.

Twenty-five years ago, the Mk 10 broke new ground for Jaguar with its mid-Atlantic styling concealing certain extremely significant under-the-skin technical developments. It broke new ground with an excellent independent rear suspension set-up, had inboard disc brakes and power-assisted steering — a far cry from the renew-it-but-don't-change-its-lines philosophy which heralded the birth of the new XJ6.

With 0-60mph in around 11.7sec in automatic gearbox form, the Mk 10 is not far behind the new XJ6 2.9 in that respect, but when we tried the immaculate example owned by British saloon racer Peter Hall's ICS History of Jaguar Museum, it certainly felt primitive in terms of ride. It is interesting, therefore, to look back at what MOTOR SPORT said about the Mk 10 in the summer of 1963.

**Model:** Jaguar XJ6.

**Maker:** Jaguar Cars Ltd, Browns Lane, Allesley, Coventry.

**Type:** Four door saloon.

**Engine:** Light-alloy six-cylinder 2919cc (91 74.8mm). Single overhead camshafts. cr 12.6:1. 165bhp at 5500rpm. Bosch electronic injection.

**Transmission:** Getrag five-speed manual gearbox. Rear wheel drive.

**Suspension:** (front) Unequal-length upper and lower wishbones, coil springs, telescopic dampers and anti-roll bar. Anti-dive geometry built in. (rear) Hubs located by wishbones with driveshafts acting as upper links. Concentric coil springs and dampers.

**Brakes:** Hydraulic power-assisted four wheel discs, ventilated at the front. Hand-operated mechanical parking brake on rear wheels.

**Steering:** Power-assisted rack and pinion.

**Wheels and tyres:** Steel rims. 220/65 VR 390 TD radials.

**Performance:** 0-60mph, 9.8sec; 50-70mph, 6.5sec; maximum speed 122mph.

**Economy:** Overall, 19.8mpg. Estimated, 23mpg (touring).

**Price:** £16,495 basic.

**Summary:** Outstanding chassis, adequate performance, good accommodation. A Jaguar for the first-time Coventry aspirant.

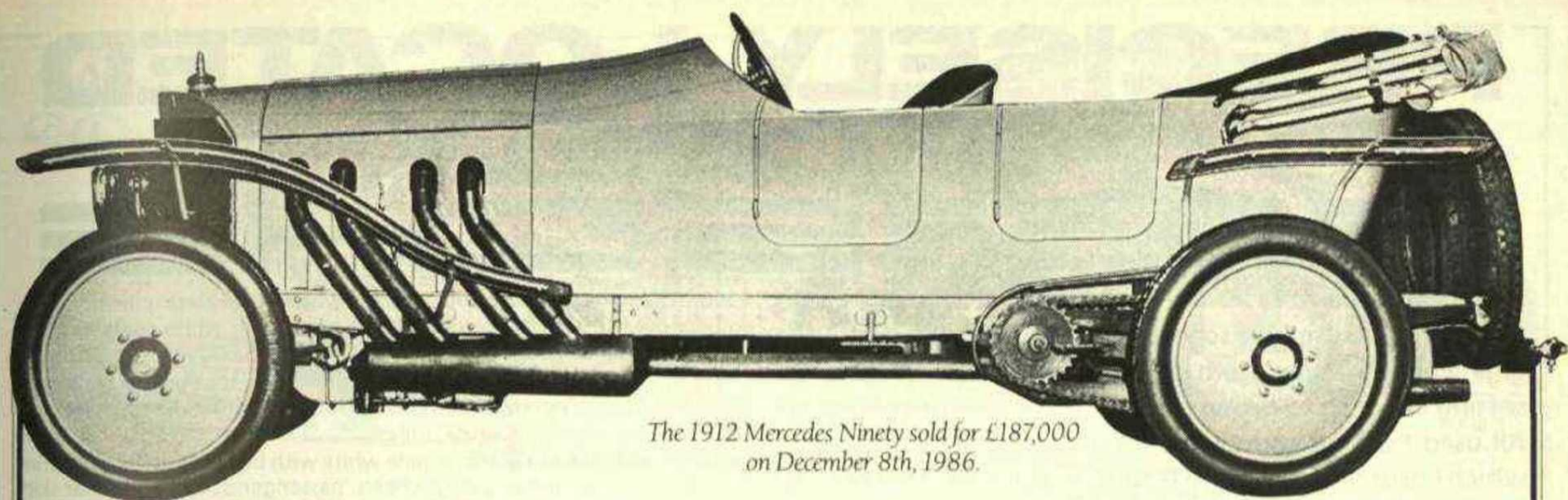
Of the automatic Mk 10, Bill Boddy commented: "perhaps a shade too much of a concession (has been made) to comfort and ease of parking about the Girling-damped, coil-sprung suspension of the Mk 10." Of course, nowadays, we don't expect to have to make any concessions, hoping for everything from a high performance luxury saloon.

The Mk 10 had few rivals in its class when value for money was taken into account in the early 1960s. In sharp contrast, on the wafer-thin motor industry profit margins of the 1980s, the new XJ6 has several competitors, notably the new Rover Sterling (more expensive) and the better-equipped Granadas (not as refined a chassis). In some ways it feels like an old fashioned car, yet pushed hard, reveals a precise, high-quality character which its timeless profile tends to belie.

Many people examining the pros and cons of buying a car in this sector of the market will try rationalising their decision. Yet the hypnotic effect of that famous Coventry name will probably result in their throwing all their carefully-weighted calculations out of the window and opting for the XJ6.

I certainly do not think it is the perfect motor car: but I am not sure I would opt for anything else in that price range when it came to the crunch. As I mentioned, the XJ6 has competitors — but few real rivals.





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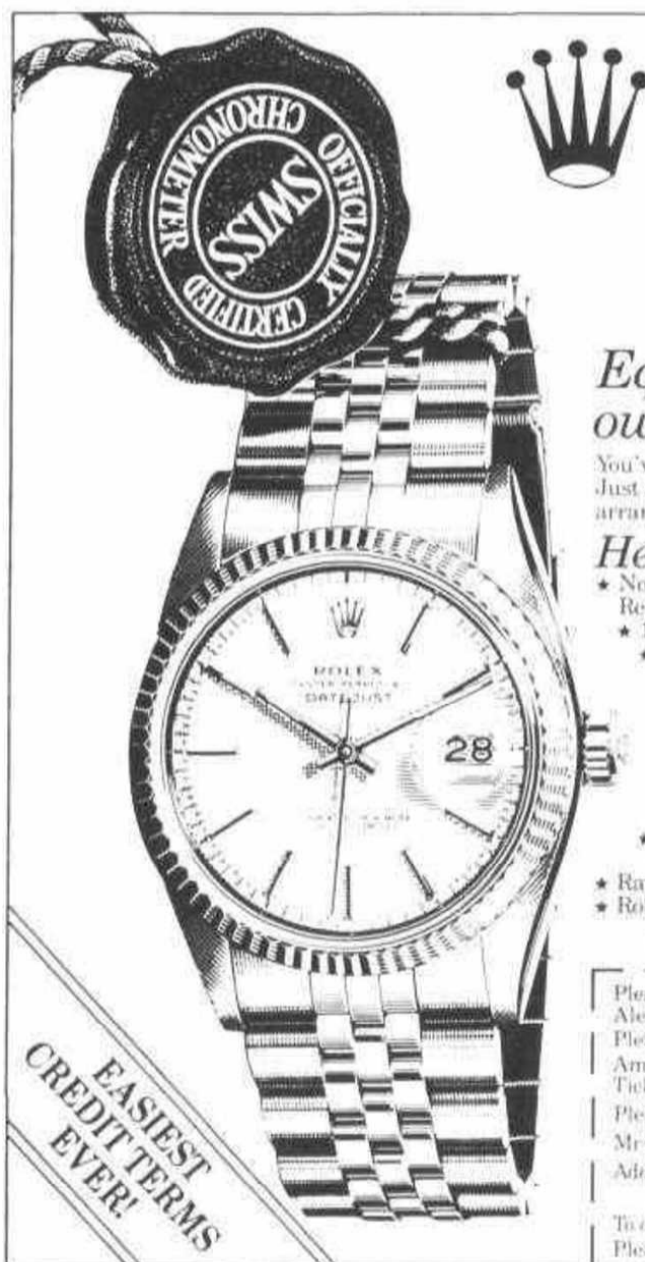
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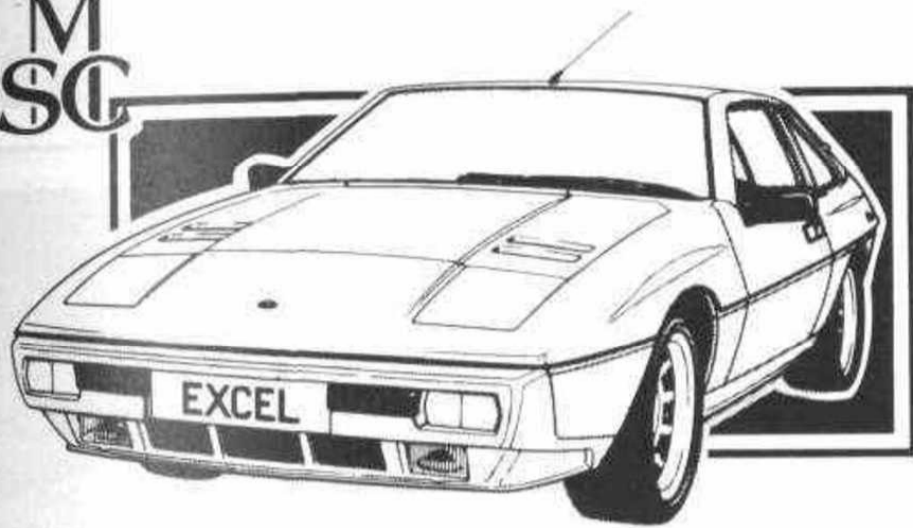
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- 1980 Ford Escort RS 2000 finished in dark blue with beige interior, 56,000 miles only ..... £3,995

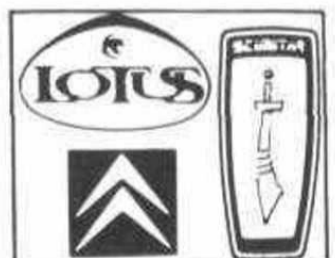
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## LOOKING BACK WITH . . .

If you threw a stone in the average motor racing paddock, the chances are fairly high that the resulting cry of "ouch!" would be in a New Zealand accent. The Kiwi contribution to our sport has been extraordinary when you consider that the total population of the islands is not much above three million.

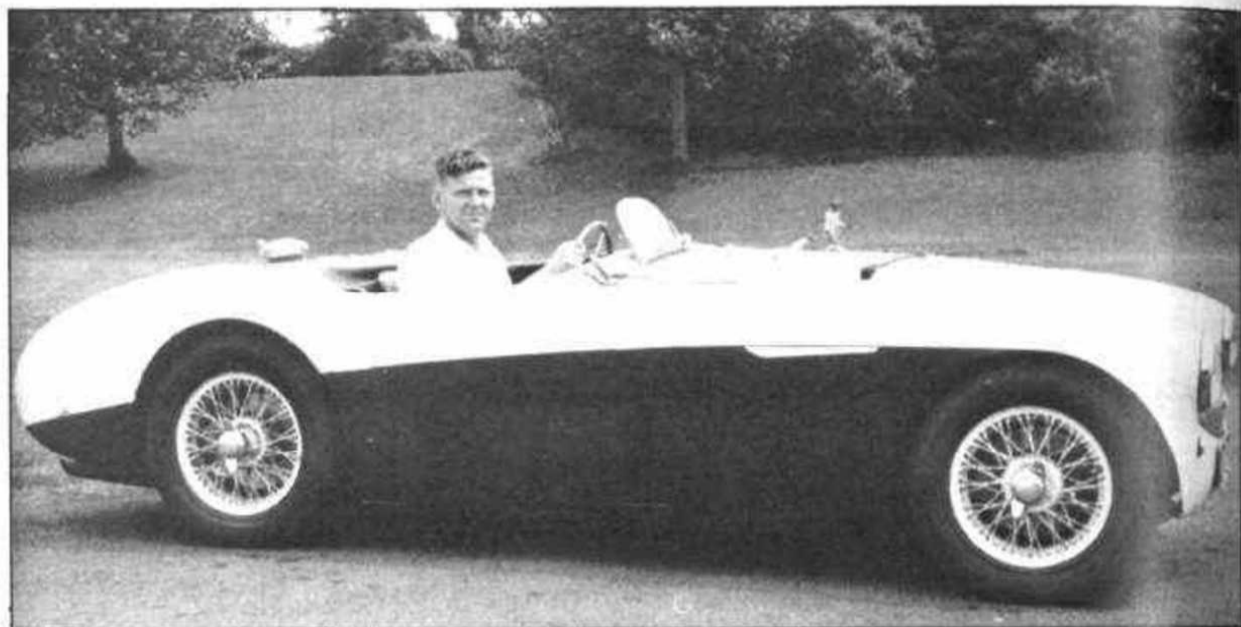
When Bruce McLaren came to England in 1958, he not only carved out a great career for himself, but beat a path for every other New Zealander to follow — and they did. What is often forgotten is that a few months later, McLaren was followed by another Kiwi, Ross Jensen. And Ross was the first New Zealander whose name was familiar in Britain, for his exploits in the Tasman series had been well covered in the British motor racing press.

Unlike McLaren, Jensen was no teenager on the brink of a career. He was already in his early thirties with family and business commitments, so his trip was more a case of coming to Europe to see what it was all about. While McLaren had the enthusiastic support first of his father, of local importers and finally of the Driver to Europe scheme, Jensen had to create his own opportunities. During what should have been his prime years, racing in New Zealand was very much in its infancy.

Born in Auckland in 1925, Ross had two elder brothers who were keen on cars and motor bikes, and became a dab hand at tinkering with machinery. "I could drive by the time I was ten and got my first traffic ticket when I was eleven," he recalls.

When he left school in 1940 his parents encouraged him to work for the government, as a Post Office messenger boy. His heart was hardly in stamps and telegrams, so he studied engineering at night school.

In 1943, he volunteered for the RNZAF and spent two years overhauling aircraft engines. But it was back to the Post Office when the war ended.



Ross Jensen impressed many overseas visitors in this Austin-Healey 100S in 1955-56.

# Fish out of Water

He had seen racing before the war at Hemming's Speedway, a 1¼-mile near-oval sited in a natural amphitheatre near his home, where cars and bikes raced on the American pattern. There was no new machinery, but well-used Millers, Bugattis and Alfa Romeos raced alongside a selection of formidable local specials which, Ross says, contributed much to the growth of the sport in New Zealand.

In 1950, Ross appeared on the scene with a special based on a 16-year-old Ford V8 two-seater, which doubled as his road car. Both car and driver attracted attention, for Ross was clearly quick and his machine was unusually well turned out. It was all very low-key but it was the best there was, and the press took notice.

He agrees his name was an advantage. "Ross Jensen" sounds like a racing driver; it is

the sort of name you might choose if writing a novel. In much the same way, John Tojeiro reckons his name made his cars go faster, and Stirling Moss is eternally grateful that his mother did not stick with her first intention of naming him Hamish.

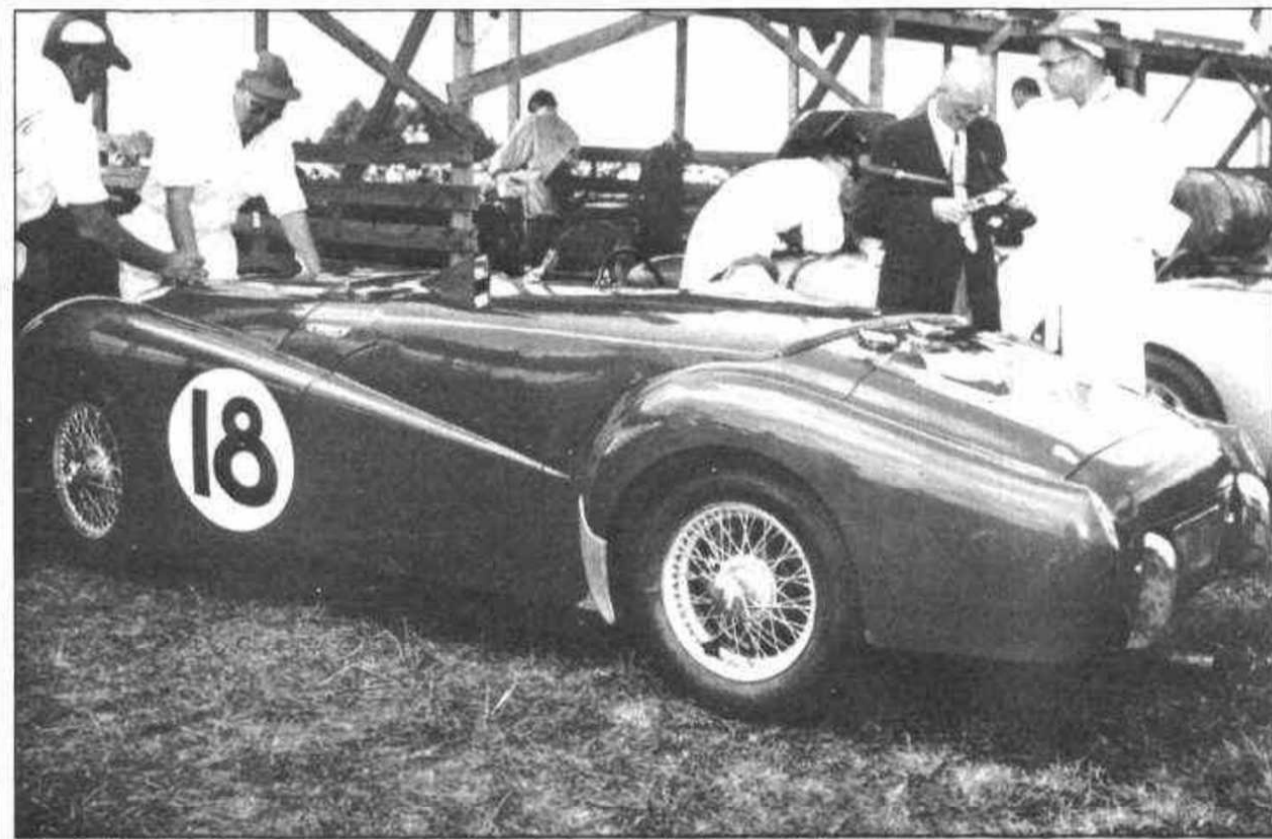
Supported by his wife, Hazel, he left the Post Office in 1951 to set up a motor repair business in a tin shack. "Everything we owned we sold, and we didn't own much."

It was a brave decision, for the Jensens had two young daughters to support. Though the premises were nothing much to shout about, Ross' growing reputation brought in the customers, and within two years the one-man operation had expanded into a five-man business specialising in up-market cars.

The Ford V8 Special remained the mainstay of the Jensen stable, averaging about ten wins a year, until in 1953 the newly-appointed Austin-Healey importer offered him what was then the country's nearest thing to a works drive, an Austin-Healey 100 fitted with a mild tuning kit.

As the sport grew, a movement started to stage a New Zealand Grand Prix. The main force behind the idea, Karl Benjamin Ansley, fixed up a demonstration which excited the local politicians, and set up a Grand Prix organisation which roped in the support of civic authorities, car clubs, business houses and many others.

"The evening before the race my entrant, the Austin-Healey importer, threw a dinner during which he stood up and told everybody that his car and driver were going to win the Grand Prix." But Ross' mildly-tuned Healey was up against Ken Wharton's V16 BRM, Peter Whitehead's F2 supercharged Ferrari, Horace Gould's Cooper-Bristol, Jack Brabham's Redex Special (another Cooper-Bristol), Tony Gaze's F2 HWM and Alan Jones' father, Stan, with his Maybach Special. "Needless to say, I did not win the Grand Prix."



The Triumph TR2 being prepared for a race at Ardmore in 1955.



# Ross Jensen

I came home seventh behind Jack Brabham, but I did win the sports car event."

In 1954, however, Ross and the Healey carried everything before them, winning race after race. So successful was he that, for the following year, he was poached by the Triumph importer to drive a TR2. Again, it was a highly successful season, but this time Ross had to contend with his old Healey in the capable young hands of Bruce McLaren, then aged seventeen. More often than not, experience proved the winner.

Ross was one of those behind the Driver to Europe scheme, even though he realised he was not likely to benefit from it, and Bruce McLaren was the first of several Kiwis to receive the scholarship.

The Austin-Healey importer decided that it was not a good thing for New Zealand's star driver to be selling TR2s on the back of his racing successes, so he offered Ross a Healey 100S, on the condition that he raced no more Triumphs.

When Melbourne hosted the Olympic Games in 1956, a series of race meetings was arranged at the Albert Park circuit on Sundays, when the athletes had a rest day and the crowds were at a loose end. A number of star drivers were attracted from overseas, including Moss, Wharton, Bira, Parnell and Peter Whitehead, so it was a series in which a name could be made.

Ross duly arrived with his Healey and finished sixth in the Australian TT. In a full field which included Ferraris and Maseratis, it was the sort of performance which attracts attention, and Peter Whitehead suggested that Ross lease his Ferrari Monza for the New Zealand Grand Prix, which was again run as a Formula Libre race.

Whitehead and Reg Parnell both had Ferrari Super Squalo F1 cars with 3½-litre engines, and started favourites. In a three-hour event, however, the Englishmen needed two fuel-stops. Ross fixed an extra fuel tank to the Monza, hoping to sit on the tail of the two single-seaters and drive through without a break. Unfortunately, he was unable to practice with a full fuel load, and at the third corner on the first lap Ross lost the car, and a



Ross (right) with Archie Scott-Brown.

full lap. He eventually came home fourth and, but for that spin, would have won.

He went on to take the 1957 National Gold Star Championship in the Monza. Having done all he could against his fellow countrymen, he now looked to tackle overseas visitors on equal terms.

A week before the 1958 season began he took delivery of Stirling Moss' Maserati 250F. It arrived without spares, so he had to race with his eyes glued on the tachometer. Still, at Ardmore, he sliced 1½ seconds from the lap record, which had stood to Moss in the same car. He would have won had he not tangled with a back-marker, but still finished second to Brabham.

That season, the overseas visitors included Archie Scott-Brown's works Lister-Jaguar. Archie and Ross became firm friends, and the great little Scot stayed with the Jensens. In the Lady Wigram Trophy, Ross finished second to Archie, who was sufficiently impressed to take home an enthusiastic report to Brian Lister about the Kiwi driver.

Although the Maserati was showing its age, and Ross had to be mindful of its lack of spares, he won at Dunedin (ahead of McLaren's Cooper) and at Teretonga (beating McLaren, Brabham and Scott-Brown).

With two wins and two seconds from the four International races in the NZ series, Ross emerged the easy winner of the National Gold Star Championship. He also took his Maserati to the Australian Grand Prix, but on the first

lap a half-shaft broke.

Following Scott-Brown's death at Spa in May 1958, Brian Lister invited Ross to England to drive a works Lister-Jaguar. It was a great opportunity, but it came at the wrong time. Ross was 32, with a family and a business to consider. Compared with New Zealand, England was ultra-professional and there was so much to learn — a new team, new circuits, and a different approach to the sport. Above all, he doubted the wisdom of jeopardising everything he'd worked so hard for, by committing himself to a full programme in Europe. Racing had given, but racing could also take away. The Ross Jensen we saw in England in 1958 was not the same driver who had dominated in his own country.

He raced for Lister just five times, and all but one of these events were minor ones. He took a win and two second places, but Ivor Bueb, a good but not a great driver, was significantly faster in the same car. Ironically, Ross' win came in the first Archie Scott-Brown Memorial Trophy at Snetterton.

In the one international event for which he was entered, the Tourist Trophy, he was lying a handy fourth when he had to hand his Lister over to Bueb. An invitation to test for BRM was refused, for he had decided to return home and continue as before, racing for fun.

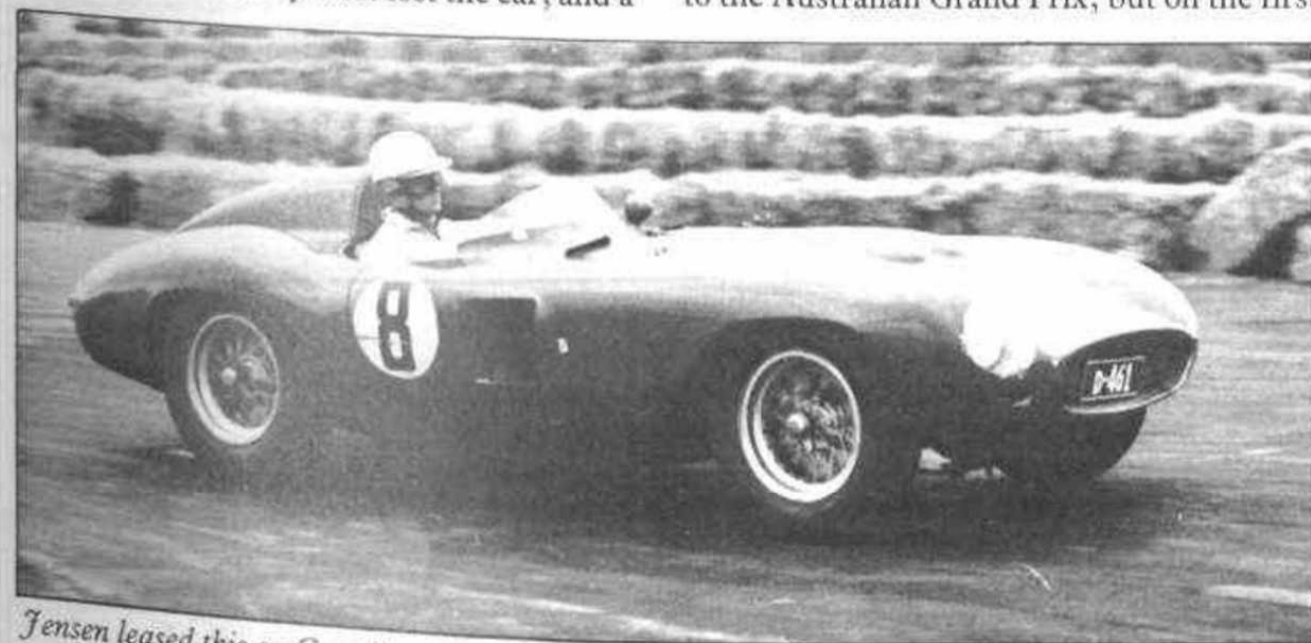
It is our loss that we never saw the fire and grit which had so impressed winter visitors to New Zealand. He sold the Maserati, and bought another from Bruce Halford, which had a Fantuzzi body similar to the Temple Buell cars. He showed he had lost none of his old touch by putting his car third on the grid for the New Zealand Grand Prix — behind the Coopers of Moss and Brabham, but ahead of Flockhart (BRM), McLaren (Cooper) and the Maseratis of Schell, Shelby, and Bonnier. Unfortunately, his engine went off towards the end of the race.

In the Lady Wigram Trophy he was fourth behind Flockhart, Brabham and McLaren when he retired. In the wet Waimate 50, he finished second to McLaren, and then came fourth at Teretonga behind McLaren, Brabham and Flockhart. Ross is the first to acknowledge that he was demoted fairly by Bruce McLaren in the home series, but one wonders what the result might have been if Bruce had driven the second-hand Maserati and Ross the Cooper.

In Europe, Ross had been a fish out of water. Back in his own pool, he shone again. To underline his claim to being the best of the Antipodes-based drivers, he comfortably won the Bathurst Easter Meeting.

Ross was now looking for a quieter life, and was not getting any younger. He did start a few races in a Lotus 16 and won the National Sedan Car Championship in a 3.8 Jaguar. But from 1961 onwards, Ross' role was largely that of a "serious spectator".

The first of the Kiwis was good, but just how good we will never know. It was a case of a career blossoming too late in life. **ML**



Jensen leased this ex-Castellotti Monza Ferrari from Peter Whitehead in 1957.



## LETTER FROM DSJ

Dear AH,

It is around this time of the year that I begin to get the fidgets and feel it is time that I heard the sound of a racing engine again. It was brought home to me recently when a friend showed me the video tape he had made of the BBC television documentary on the life and times of John Surtees.

After some chat and rummaging around some static museum pieces we suddenly saw (and heard!) the real thing in the form of 'Shirt-sleeves' on full song on the 4 cylinder MV Agusta on a piece of film taken at the TT races in the Isle of Man. That glorious sound made the adrenalin flow and made me sit up and take notice. It is time the racing season began and the sound of open exhausts rent the air once more.

Sadly, that is not going to happen on the domestic hill-climb scene, for 1987 sees the beginning of the RAC rule which demands silencers on everything at hill-climbs. We live in a sad world. Personally I am all for silencers on saloon cars, GT cars and sports cars, but I cannot agree with silencers on the cars of the top runners, which are virtually Formula One cars. In the paddock, while warming up, I accept as much silencing as possible, but there should be freedom on the start line for the top performers.

The noise of real racing exhausts is part of the scene, and this is what you miss when you see Grand Prix racing on television or film. To hear dear old Murray Walker rabbiting on with a background of twenty-six cars leaving the start is absurd. In reality, when you are there, out in the open, you cannot hear yourself speak even with one car letting off 900 horsepower, let alone twenty-six of them. It is the sheer noise of a Grand Prix start that always makes the hairs on the back of my neck stand up; probably because I am conscious of the enormous man-made power.

I have never seen a space-rocket take off in reality, but a film of one and the knowledge of the potential built into that slender object is enough to bring tears of emotion to my eyes. I can hardly imagine what it must be like.

It was the same when I stood at the end of the runway (outside the fence) at Heathrow when Concorde made her maiden scheduled flight. The sheer sight of that wonderful aircraft and the knowledge of what the power of those four Olympus engines were going to do, was almost too much. Even now I cannot recall the actual sound, the whole scene was greater than the noise.

On the other hand, I got an equal charge when I heard Emerson Fittipaldi 'whoosh' away from the pits the first time in the Lotus 56T Turbine car. It wasn't the volume of noise that made the hair stand up, but the nature of it. Those of us who can see and hear are the lucky ones.

I am always meeting people, and no doubt you are too, who only associate us with Formula One races and far away places, and



Ronnie Peterson.

## A Sad World

they cannot imagine us doing normal things in the off-season; though what we consider normal is open to question. They seem to think that between the last race of one season and the beginning of the next I just sit around and wait. What they don't believe is that I look forward to a Grand Prix because it gives me a chance to get to bed before midnight.

This past winter I did a big research job for Marlboro's Compurace, a computer programme to receive all the important and relevant facts about the World Championship races from 1950 to 1986. This programme will be available to the international Press to begin with, and ultimately to anyone who wants to pay for the key words so that they can get into the files. It is a mammoth project, financed by Marlboro cigarettes in conjunction with Olivetti, but is a fascinating one. It involved me going through all my programmes and race data, cross-checking the drivers involved; the cars, engines, tyres, fuel, sponsors, teams and so on come later.

What was interesting as I filled in the programme of entries was to notice the first time a now famous name appeared, and how it would appear near the back of the grid, and rapidly progress forward, race by race until it was on pole position, or on the front row. There was a distinct pattern, which I could have plotted on a graph, which showed why drivers like Prost, Piquet or Senna are at the

front, and why others are always at the back. Some drivers make a little progress and then stop, others make none at all, and there are some who flash up and down the grid over a period of races, being on pole one race, and twentieth at the subsequent ones. There are also those remarkable drivers who start off halfway up the grid in their first race.

This research, while interesting, was also very sad when you realised a name had disappeared from the starting grids, and you knew the reason why. Even worse was when you knew the actual race in which a driver got killed, and you had to move relentlessly towards it, race by race, year by year. One of these was Ronnie Peterson; I wept a silent tear when I got to the race after that disastrous Italian Grand Prix in 1978, knowing his name would not be in the entry list or on the starting grid.

Drivers get killed, that is a fact we have to live with, and mostly they do not upset me too much, because it can happen to anyone, and could have happened to me when I was racing. But just occasionally there is a death that really hurts, and I hadn't realized that Peterson was on my short list until I found his name missing from the Grand Prix entry lists.

I had a similar sad feeling when I was researching the death of a racing driver who was killed in the war when he crashed his Spitfire. I knew the exact date on which it had happened, but was researching all his flying records in that marvellous Records Office at Kew, leading up to his death. Sortie by sortie I was living with him and his fellow pilots, as I went through the Squadron records, and as the fateful flight grew nearer and nearer I could hardly bear to turn the pages. Eventually I got to the day in question and the Operational Flight Record read simply, "Time Up: 11.02. Time Down: :". There was no entry. He never came back. You would not expect research to be sad, would you?

Winter does tend to be a time for looking back, probably because once the season starts there is only time for looking forward, and that is always enjoyable, even if events do not turn out as you had hoped. How many times have we chatted over dinner on Saturday night, about all the possibilities of Sunday's race, only to have the whole thing fall flat? We put forward our theories as to how Piquet is going to get to the first corner in the lead, from his third-row grid position, or how Senna is going to beat all the 'hot-shoes' into the corner from pole position, and then on the day Piquet stalls his engine, or Senna's Lotus blows up when he lets the clutch in.

I suppose it is this anticipation of the unknown that makes it all so exciting. If one race does not come up to expectations, there is always the next one, and the one after that, and the one after that. You don't win them all, but it is satisfying to see you after a race and notice that we both have big grins on our faces as we say "Glad I didn't miss that one".



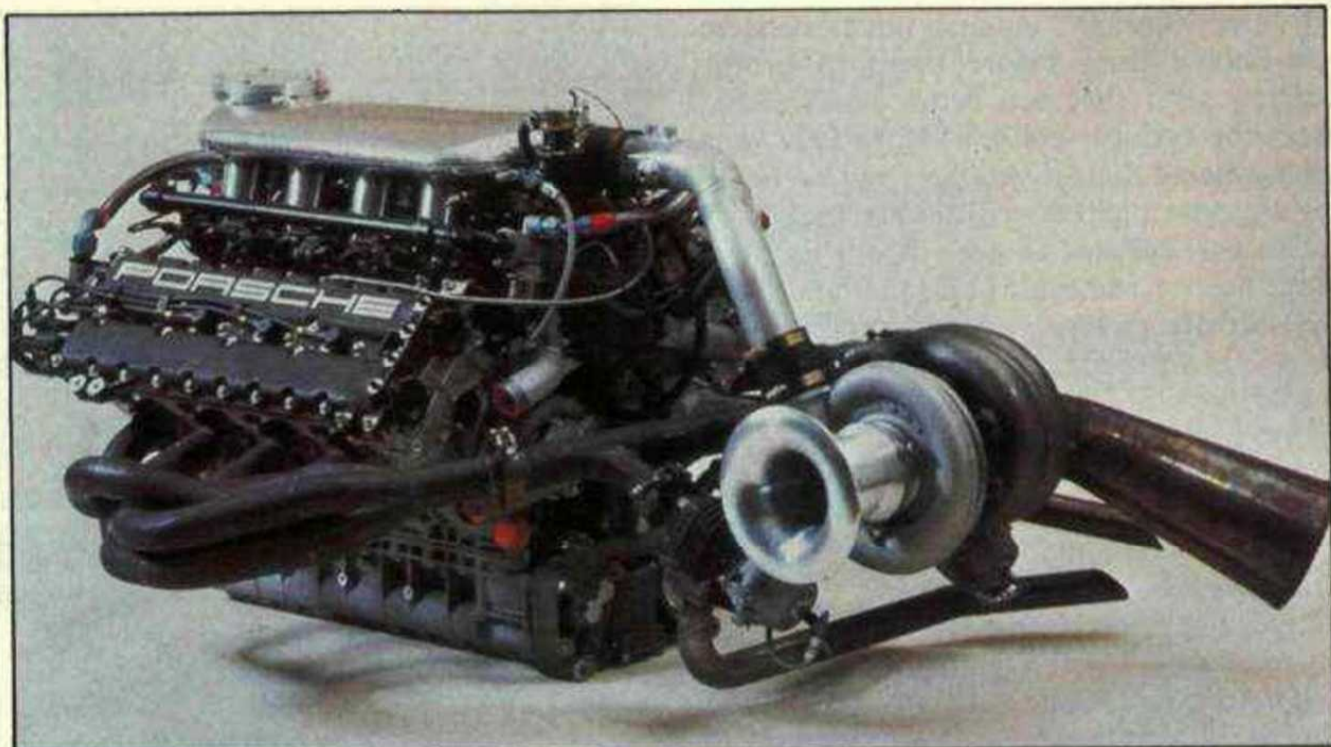
## LETTER FROM DSJ

Normally I don't envy you your long trip to the Brazilian Grand Prix, a country I have never had any desire to visit, to see the opening Formula One race of the season. This year I do, especially after seeing the Lotus 99T and the Williams FW11B cars, with Honda engines, and knowing that Ayrton Senna and Nelson Piquet will be going to their home country with virtually equal cars. There are going to be some deeds of derring-do during qualifying, regardless of the tyre situation, and the first few laps should be memorable, unless one of them falls over playing winter games and breaks a leg!

Those two and Alain Prost are surely going to make the running this year, with 'our Nigel' in amongst them, or even in front of them at times. On artistry of driving I cannot put Mansell in the same bracket as those other three; on determination, bravery, sheer guts and hard work, he is the equal of any of them. It is like a group of people running along a road, some will be covering the ground on tippy-toe, hardly touching the ground, others will be pounding along, visibly running. They are all going at the same speed, but there are different ways of achieving the same speed.

The trouble with Prost is that he doesn't really fit into either category, yet he keeps finishing ahead of the others! There is something wrong somewhere in the driver analysis programme in my personal computer, and I cannot put a finger on it. My Hi-Tech friend says I have got a Random Beta Particle in the system, but I am not convinced.

To talk to Prost means to talk of McLaren, which means to talk of Porsche, which makes the engine which sits in the back of the McLaren and is called TAG-Turbo. It is interesting to see that the German firm have announced a new turbocharged 2.6-litre V8 engine for a projected Indianapolis contender. It has obviously been designed with knowledge gained from the Formula One engine, and it is exciting to see that Porsche are going to build the whole car; presumably we



*Porsche's 2.6-litre V8 Indycar engine should be raced later this year.*

can call it a Porsche, with our hand on our heart, instead of the way I have been calling the MP4/2C a McLaren-Porsche, with my fingers in my ears to keep out the sound of the chaps in red and white from Woking trying to convince me it is a McLaren-TAG.

The Indianapolis 500-mile race must be the only big prize Porsche has never won. Its engine has won the Formula One Championships, they continually win the Le Mans 24 Hour race, they dominated the long-distance sports car scene, they won the Targa Florio when it was a full-blooded race, they annihilated Can-Am racing, they have won the Monte Carlo Rally and the Paris-Dakar marathon; there must be something else other than Indianapolis that they have not won, but I cannot think of it.

I am sure a lot of people will be watching the last few CART Indycar races this season with keen interest, for their plan is to try out their new car at the end of 1987, in preparation for a visit to Indianapolis in 1988. How do people have time to look back? There are so many

things going on ahead.

As a footnote to my F1 notes last month, I would like to add a small appreciation of the work done by Pat Symonds in the Benetton team. Pat is a quiet, unassuming aeronautical engineer who has worked with Rory Byrne since the early days of Toleman. He has shared the traumas, the heart-break and the joys of the Toleman/Benetton team all the way through. While Rory Byrne masterminds the overall design philosophy of the car, he needs the help and assistance of many people, and Pat Symonds is one of them.

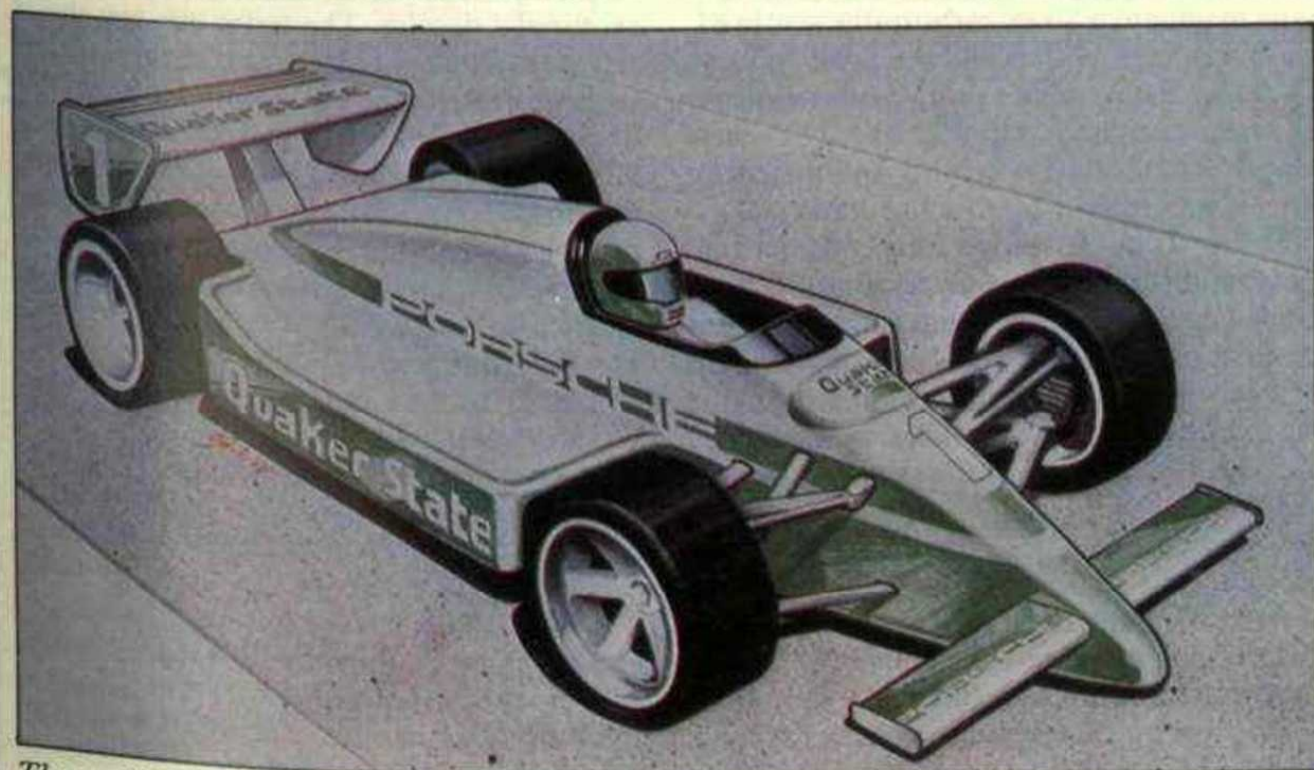
It is the same with any team. None of them are one-man-bands; they can't be, but the quiet ones beaver away out of the limelight seldom get the credit they have earned. It is like all those incredible Grand Prix engines that the Ferrari team have produced since 1948. We tend to credit them all to Enzo Ferrari, forgetting all the people over the years who actually designed them, and even more important, all the engineers who made them work. Designing is one thing, development is something else.

To close on a more normal note, I enjoyed your appraisal of the Porsche 944S last month, and your appraisal of Porsche design philosophy. Last year MOTOR SPORT seemed to reflect differing reactions to Porsche road cars. One of our writers was saying "Porsche is the best car in the world" while another was implying that they are too expensive for what they are.

When Porsche was becoming a serious manufacturer, in the mid-1950s, I used to sing the praises of the Porsche 356 and my rude friends used to say "Oh yes! The Porsche is the best car in the world, says Dr Porsche, in the Porsche magazine". Actually, they were absolutely right, though they didn't know it in 1955.

What do you mean, I am biased? Somebody once said something like, "Show me an unbiased critic and you show me a fool".

Yours, DSJ



*The car Porsche hopes to win Indianapolis with should look like this . . .*



## FRAGMENTS ON FORGOTTEN MAKES

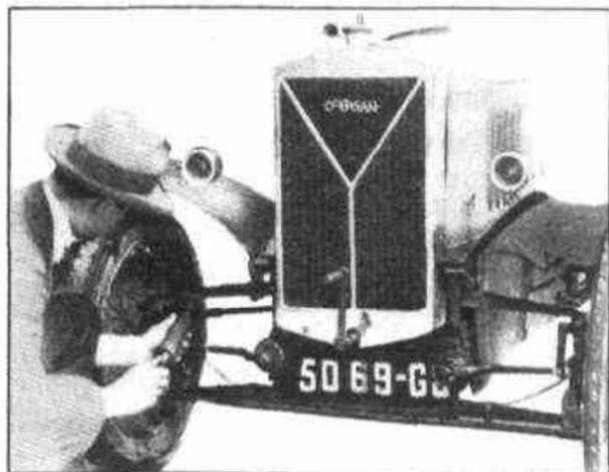
Three-wheeled motor vehicles were known from before the turn of the century. But they are better remembered from the cyclecar era of 1912 to 1922, one reason being that, if you were not averse to crudity, you might as well save tax. In the rosy 1920s a tri-car cost £4 per year for its Road Fund licence, and could be taxed from 1924 at 22/- a quarter, whereas a year's tax on a Jowett or a 7/12 hp Peugeot four-wheeler set the owner back £7, and Austin Seven believers had to pay £8.

So there may have been some justification for no fewer than 87 makes of three-wheelers coming onto the market in these years and others arriving later, of which the most famous and successful was the Morgan, which emerged from Malvern Link in 1909-10.

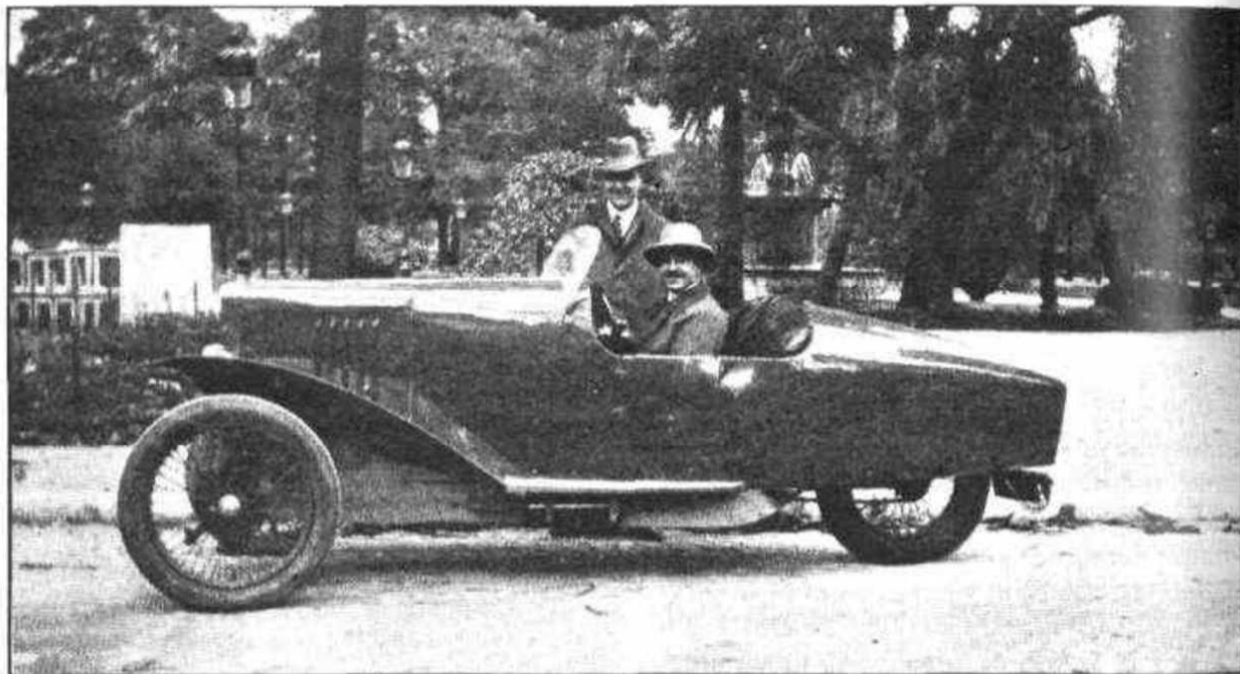
These three-wheelers came from all over the world, but were especially common in Britain, where eccentrics were prepared to indulge in eccentric forms of transport. In spite of the predilection of the French for the cyclecar, those with only three wheels were not all that popular, perhaps on account of the French having more lenient taxation of motor vehicles. But although it never really made the grade in this country, the D'Yrsan was not easily ignored in the country of its origin. Indeed, it has been termed the only wholly French-produced three-wheeler, because the Darmont had Morgan connotations, as had the Sandford from Paris.

The D'Yrsan was the brainchild of Raymond Siran, who seems to have wanted to make a conventional four-wheeler but perhaps realised that by restricting himself to three his design would stand a better chance of achieving fame in competitions. The specification of the D'Yrsan was quite conventional, and only the single rear wheel gave Siran's game away! There was a conventional radiator at the front, and as the Salmson was distinguishable by the X across its radiator, the D'Yrsan had a Y.

The first versions used a four-cylinder Ruby engine, driving through a three-speed-and-reverse gearbox. There was independent front-suspension, not by means of spring-struts as on the Morgan, but using pairs of transverse half-elliptic leaf springs, one above the other, to locate the steering-pivots, the



The front springing arrangements and sports bodywork of the 1924 D'Yrsan.



A D'Yrsan three-wheeler on the road in its native France.

# Courageous Venture

steering track-rod ahead of the lower spring.

A tubular chassis frame was used, and the rear wheel was suspended on a pair of fork-ended radius-rods to which the outer-ends of a pair of quarter-elliptic springs were attached. There was no brake drum to impede removal of the rear wheel, the third brake being on the cross-shaft of the bevel reduction-gear. Final drive was by a Renold roller-chain. Houdaille shock-absorbers were fitted at the back, Hartfords at the front.

The 57 x 95mm 970cc Ruby water-cooled engine had the metal-to-metal disc clutch running in oil and the gearbox in unit with it, and the drive to the reduction-gear was by an enclosed propeller shaft. Ignition was by a Saga magneto, a Solex carburettor was used, and the sports models had the push-rod-ohv Type TS Ruby power unit. The two-seater D'Yrsan weighed only 7 cwt. The early models had acetylene lighting and their wire wheels were shod with Dunlop cord tyres.

Siran put his attractive three-wheeler into production in 1923, at Cyclecars d'Yrsan, Quai d'Asnieres on the Seine, and news of it reached these shores the following year. An agency with the rather unprepossessing name of Trailers Ltd, with offices in London's Victoria Street, was appointed by the summer of 1924, to sell the standard model for £150, which was £55 more than the cheapest Morgan, and the sports D'Yrsan for £160.

Almost immediately news came in of competition successes. A couple of D'Yrsans gained gold medals in the 1925 Paris-Nice Trial, a strenuous event calling for an average speed of 26 mph in the mountains — the Cyclecar Cup, the Voiturette Cup and another

special award going to them. These were the sports models, with flared mudguards, bonnet-strap, and nearside spare wheel.

A gold medal had also been won by the D'Yrsan driven in the 1924 Paris-Les Pyrénées-Paris Trial by René Krebs. In the 1925 MCC London-Land's End reliability trial, W C G Metcalfe competed with a D'Yrsan, making impressive ascents of Porlock and Lynton hills, but failing after the corner on Beggars' Roost and retiring before he reached Bluehills Mine, whereas of the dozen Morgans that started, eight finished.

Late in 1924 MOTOR SPORT was able to test the standard D'Yrsan demonstrator, which had run more than 7,000 miles and required a decoke. The tester was coy about top speed, but enjoyed the gear change, which had a central lever in a ball-joint. He found the engine lively, but the seating rather cramped. The latter shortcoming was to be remedied, and already electric lighting had replaced the former gas-lighting. The price of £150 now included a spare wheel and tyre, spare inlet and exhaust valve, and a windscreen and hood as standard fittings.

The D'Yrsan Car Company had its own office and service station by 1925, at 33 Kinnerton Street, Knightsbridge, a fashionable part of London, and it certainly seemed to be making every effort to attract enthusiasts. For example, the range ran from the £145 Touring model, through the £155 Sports job and the smart Shell racing-sports D'Yrsan at £160, to the De Luxe Touring car at £173 and the Sports De Luxe priced at £183 (the last two models having Ducellier starting and lighting equipment). All had spare wheels, hoods and



screens included in the price.

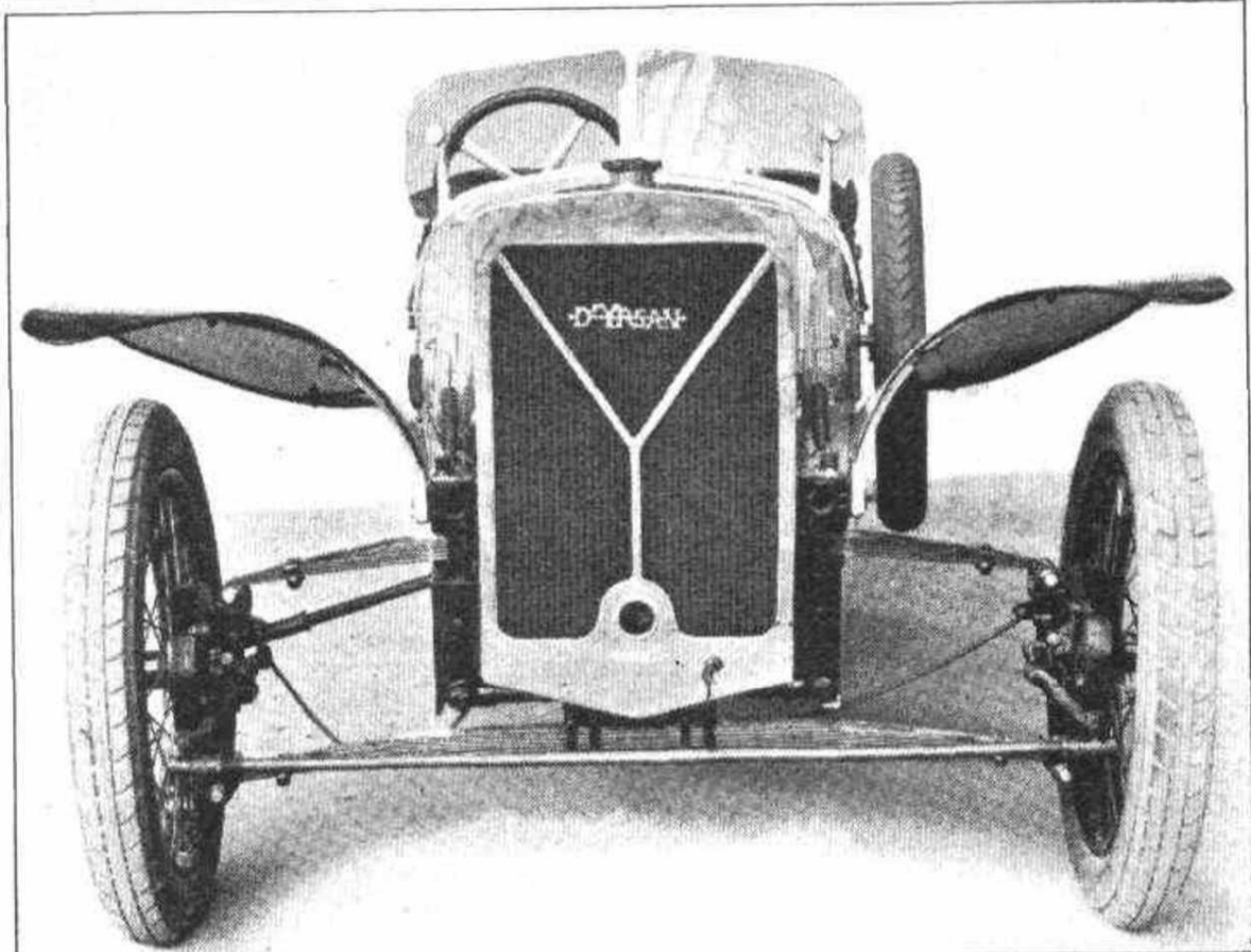
The Racing-Sports job, with its simple but attractive shell body, was quoted as capable of 70 mph, with an easy cruising speed of 50 mph, and 50 mpg. There was a most imposing Special Racing D'Yrsan which had a fully-faired body with the bonnet blended into the front fairing, and this model was claimed to do 85 mph. The price was quoted only to those who applied, which implies that it was not in regular production.

As if this was not enough to rope in the speed merchants, extras available included a special camshaft for the Ruby engine at £4, 710 x 90 tyres at £1 per wheel (which causes one to shudder at the thought of how slender the normal tyres must have been!), or the security of straight-sided tyres at £2 extra per wheel, a speed-indicator for £4, a dashboard watch for £2, and an aluminium bonnet for £5 extra. Special colour schemes were to be had for an additional £2. Happy days!

A *Coupe de France* had been won in the touring section of a French endurance race and on Chateau Thierry hill a D'Yrsan had pulled up from 34 mph in 6.6 sec, in some kind of kilometre-long emergency brake-test down a 10% gradient.

"To try one is to buy one" was the D'Yrsan slogan, yet to my knowledge none came to Brooklands and I know of only one Englishman who had one of these three-wheelers, apart from the aforementioned Mr Metcalfe. He was Mr Brian Carson, who found what appears to have been a 1924-25 ohv sports D'Yrsan (Reg No MH3645) in an old coach-house. It remained in a shed for many years after its new owner became more interested in a rather special 14/40 hp Sunbeam, and eventually he gave it away.

Although it had looked promising in the beginning for this high-grade French cycle-car, as the 1920s wore on there was less and less demand for three-wheelers, both in this country (where the new miniature full-size cars, led by the Austin Seven, were ousting it)



The D'Yrsan's conventional radiator featured a prominent Y.

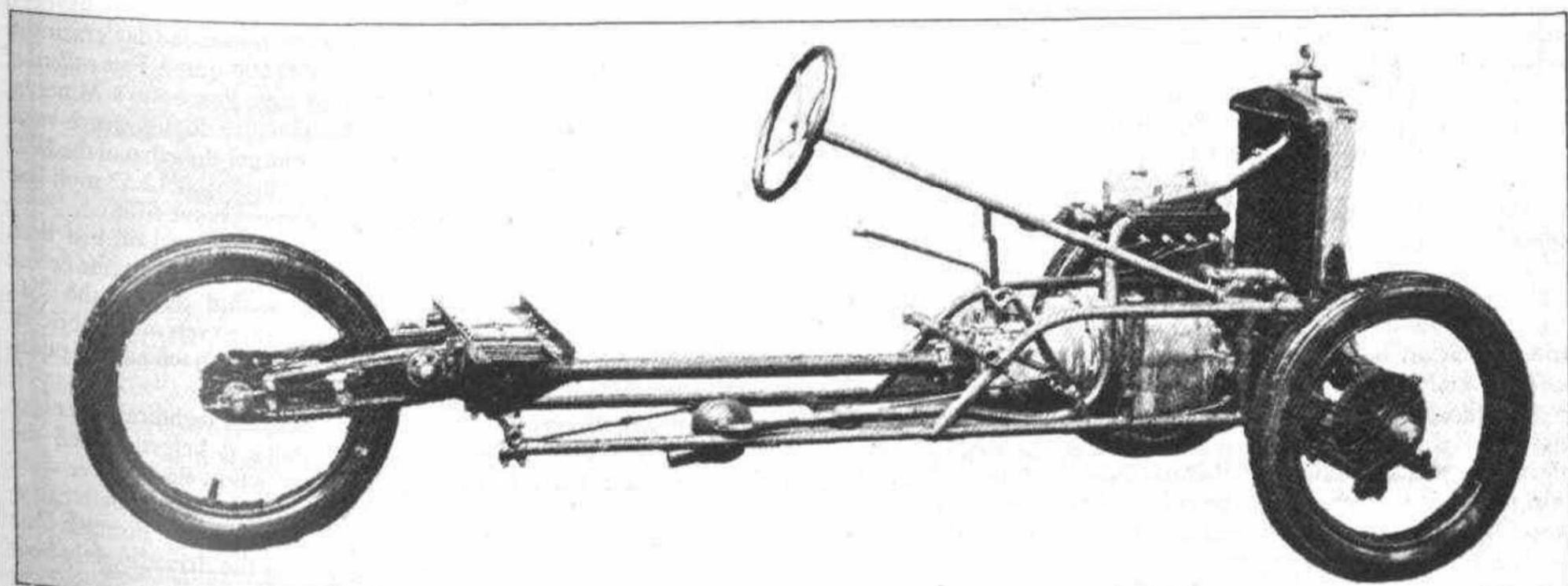
and in France (where the taxation rates gave it little advantage over the four-wheelers). For a few years Raymond Siran made D'Yrsans of the latter kind, which appeared in some of the minor French races, but by 1928 this make went out of production.

It had been a courageous venture. The D'Yrsan's chassis frame, for example was made of heavy-gauge steel tubing, and the rear forks were two very substantial drop-forgings of special steel, supported on a cross-member and hinged to the back of the steel casing housing the 2-to-1 bevel reduction gears. Both the propeller-shaft and the countershaft ran on SKF ball-races, and the rear sprocket also ran in ball-bearings.

D'Yrsan was rather proud of how easily the

back wheel could be removed in the event of a puncture (the sprocket remaining on the fork), so it is rather surprising that three well-known authors who have discussed the D'Yrsan in recent times have wrongly called it a shaft-drive job. In fact, the D'Yrsan's back wheel possessed two dogs which engaged with slots in the sprocket, so that, after removal of a bolt and lock-nut, the taper wheel-spindle could be pulled out, freeing the wheel with its ball races.

The day of the D'Yrsan may be long gone, but enthusiasm for the three-wheeler continues among members of the Morgan and BSA Three-Wheeler Clubs, and you can still see this most economical of vehicles on our roads, in the form of the Reliant Rialto. **WB**



The three-wheeled chassis with chain final drive and the touring model's side-valve Ruby engine.



## VETERAN TO CLASSIC

The article by Peter Hull in the current issue of the *Bulletin* of the VSCC, on the Ford-powered Montier Specials, in which he refers to their appearance in the 1927 *Coupe de la Commission Sportive* at Montlhéry, reminded me of the technical ingenuity used to win this unusual event. It was run under a restrictive fuel allowance, like that which applies to current Formula One racing.

Competitors were limited to 97 lb of petrol and oil for a 248½ mile race, and this had to include any lubricant used in the transmission system. I am not sure how much a gallon of petrol or oil weighs, but the quantity of both which the organisers allocated to each car would have been rather under eleven gallons. Now the Peugeot Company was anxious to win this race, perhaps because it was run the day before the French GP, which brought crowds of some 100,000 from Paris and elsewhere to watch it.

Indeed, so keen was Peugeot to win the *Commission Sportive* event that it built special cars for it. Standard 80x124 mm, 2.6-litre engines, but with a compression ratio of 7.9:1, were installed in special chassis with thin girder-like side-members through which passed the front and back axles, the wheelbase being 8 ft 1 in.

Streamlining was carefully attended to, by enveloping the chassis and running gear within the body, which was of thin sheet

## Technical Ingenuity

aluminium, sitting the driver down low on the nearside of this single-seater body, and off-setting gearbox and prop-shaft to the right. Front brakes were dispensed with. The unladen weight was 11 cwt 61 lb, and power output was about 72 bhp. Peugeot had the benefit of André Boillot as their leading driver, though he was badly affected by acute facial neuralgia during the race.

However, there was a snag. Peugeot used Knight-type double-sleeve-valve engines, known to drink oil heavily. The solution was to use only 1.1 gallons of oil in the sump, cooling this in part of the water radiator, oil therefrom being pumped to the engine. Peugeot engineers calculated that this would be sufficient to slake the thirst of even a double-sleeve-valve engine turning at racing speeds, and expected each engine to finish the race with half a gallon remaining. To have enough petrol for the race they decided not to use any of their allowance on oil for the gearbox.

Instead, special gearboxes were fitted, in which top gear was selected after the cars had started and the layshaft immobilised at the same time. In this way only two ball-races would be involved and it was thought they

could last the distance *sans* lubricant . . .

It worked out as Peugeot had planned. André Boillot, brother of the late, great Georges, led for most of the race, after some difficulty in starting, due to the weak mixture demanded by the fuel restriction ruling. He lapped low down the banking, at just over 60mph, to conserve fuel.

The four-hour race must have been dull for both onlookers and drivers until the last lap, when Goutte's Salmson and Doré's Corre-La-Licorne closed up on the leading Peugeot, which was obliged to use much more of the banking and go up to 100mph to shake them off.

Goutte's petrol tank then shifted, cutting off the fuel, so it was Doré who crossed the line 0.2 secs behind Boillot, who had averaged 63.89 mph. Goux's supercharged 1½-litre Bugatti was third, cocking-a-snoot at the fuel-restriction rule; maybe Ettore was anxious to convince his public that forced-induction need not mean high fuel consumption?

Perhaps Peugeot was lucky, because the second car, driven by Louis Rigal, took 8 min 20 sec to get away from the start (the weakened mixture not suiting the special gearbox?), and eventually retired. Incidentally, this odd race saw some true "starting-money" specials, or perhaps I should call them "entry-fee specials": the team of three Lombards were deemed insufficiently prepared for the event, but ran for a lap in order to recover their entry fees, as the regulations allowed.

It is a reflection, on the progress made in sleeve-valve engine development that, whereas the Peugeot engineers were able to run their special cars in this 1927 race on only just over a gallon of engine oil (and expecting that just over half-a-gallon would suffice, giving a consumption of around 450 mpg), it has been reported that before the second day's racing in the 1914 Isle of Man 600-mile TT ten gallons of oil were poured into Porporato's Minerva, which had a Knight-type double-sleeve-valve engine only 708cc larger than that of the 1927 Peugeot engine. It averaged 12.52 mph less than Boillot, in coming home fifth.

One assumes that the used oil had been drained from the Belgian car's engine before the start of the second day of the TT, otherwise it would have even more lubricant in its system than the fresh ten gallons put in before starting-up again.

Anyway, for Peugeot technical ingenuity paid off, and I hope it helped to sell the contemporary production sleeve-valve cars. The racing Peugeot had averaged better than 22mpg and it had, like today's Formula One cars, a gauge telling the driver exactly how much fuel remained in the tank at any point in the race.

WB

WB

## Unaccustomed Roles

In January we recalled how two racing drivers got unexpected opportunities to drive the very latest Grand Prix cars, when the regular drivers met trouble. The opposite extreme occurred during the 1912 French Grand Prix at Dieppe.

M. Pilain had entered two Rolland-Pilains, with four cylinder 6.3-litre engines having four inclined valves per cylinder operated by an overhead camshaft, and chain drive, entrusting them for this two-day, 956-mile race to the reasonably experienced Albert Guyot and the anonymous driver "Anford". Guyot had a slow first lap and retired on the second, when the advanced engine packed it in. But the unknown driver "Anford" did better being in seventh place at the end of the first day's racing, behind Bruce Brown's leading monster Fiat, Boillot's Peugeot, another Fiat, two of the *Coupe de L'Auto* Sunbeams which were to make such an impression on the morrow, and a Vauxhall.

The finishers were put in a guarded park for the night, ready for the 6 am start the next day. Alas, the remaining Rolland-Pilain was reluctant to start, remaining at its pit for about an hour, in the rain, and during this period M. Pilain became anxious that the mechanic who had been cleaning the sparking-plugs might have got the leads crossed.

So he stepped forward, and inadvertently touched the car. This involved either disqualification, or the person concerned taking over. As the car was quite well-placed, fourth in the Grand Prix proper in fact, the manufacturer had little option. He took the driving seat as the engine restarted, telling Guyot to climb in beside him. For Guyot, who had some racing experience as a driver, this must have seemed a mixed blessing!

As it turned out, Pilain did remarkably well, especially considering the long stop before the car restarted, coming home in eighth place, with five cars behind him overall. But one wonders what Guyot thought of his unexpected role of *mechanicien*?

The incident recalls the time when Ettore Bugatti stepped forward to remove the radiator cap of one of his Brescia Bugattis, which was leading an important *voiturette* race. The Bugatti was disqualified, there being no question of the great designer-manufacturer taking it on, as its engine was finished. To this day no-one knows whether Ettore really thought the car might need more water, or whether this was quick-thinking on his part to draw attention away from the mechanical disaster. Motor racing history is full of unusual and unexpected episodes!

WB



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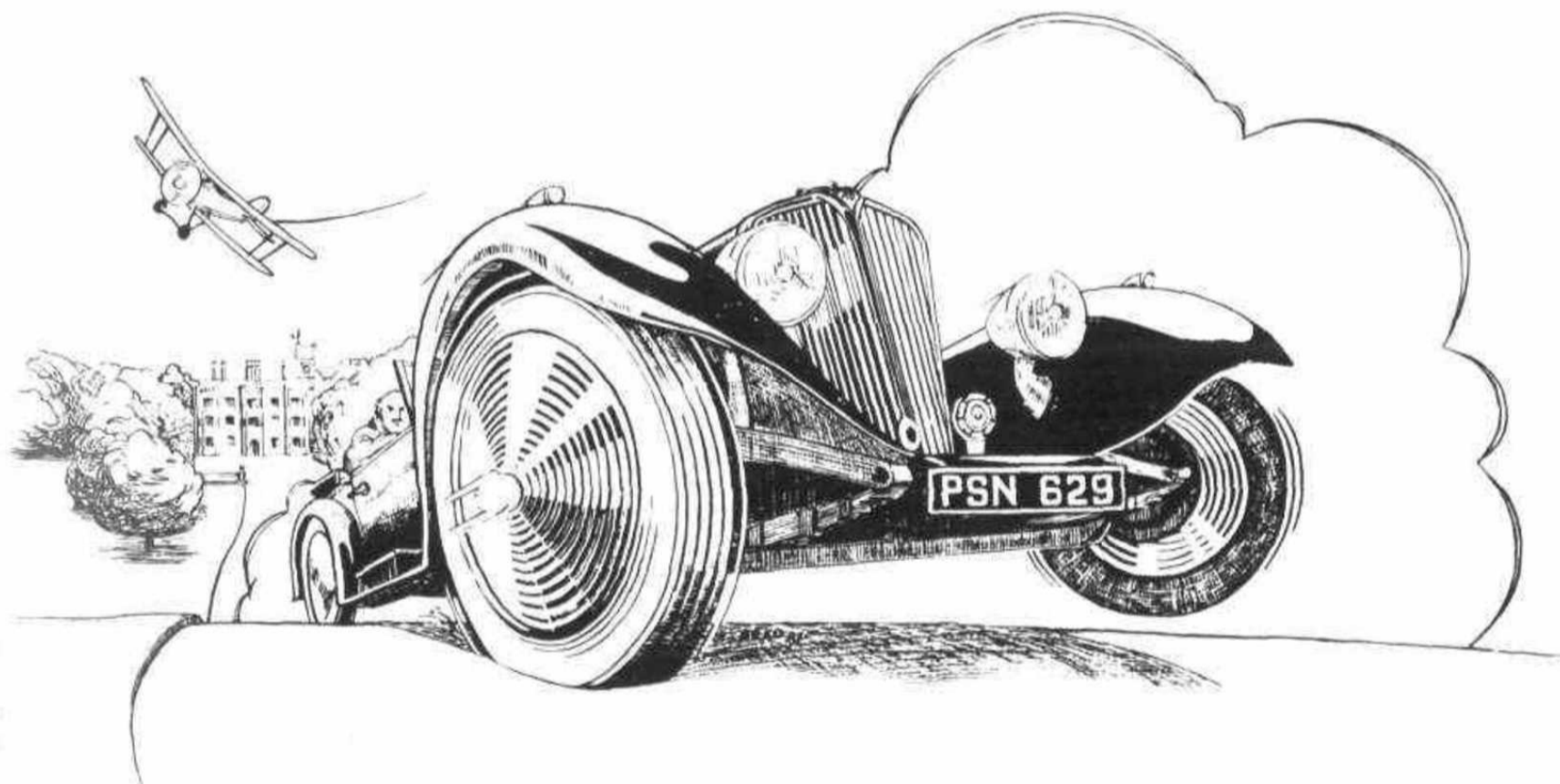
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## VETERAN TO CLASSIC

Griffith Borgeson has a high reputation as an enquiring historian happy to investigate the smallest details of high-speed internal combustion engine development in painstaking detail. He is fortunate in having as a platform the *American Automobile Quarterly*, a publication willing to devote the considerable space required for his findings to be properly expounded. Renowned for his books on the designs of Ettore Bugatti and on the twin-cam engine, Borgeson's writing is irresistible, and *MOTOR SPORT* has devoted much attention to it, even crossing swords at times with the author.

The latest Borgeson manifestation is a remarkable exposé of incorrect technical descriptions and illustrations relating to the forerunners of all twin-cam engines, those of the racing Peugeots which became famous for this engineering breakthrough and for winning convincingly the 1912 and 1913 French Grands Prix and the 1913 Coupe de L'Auto.

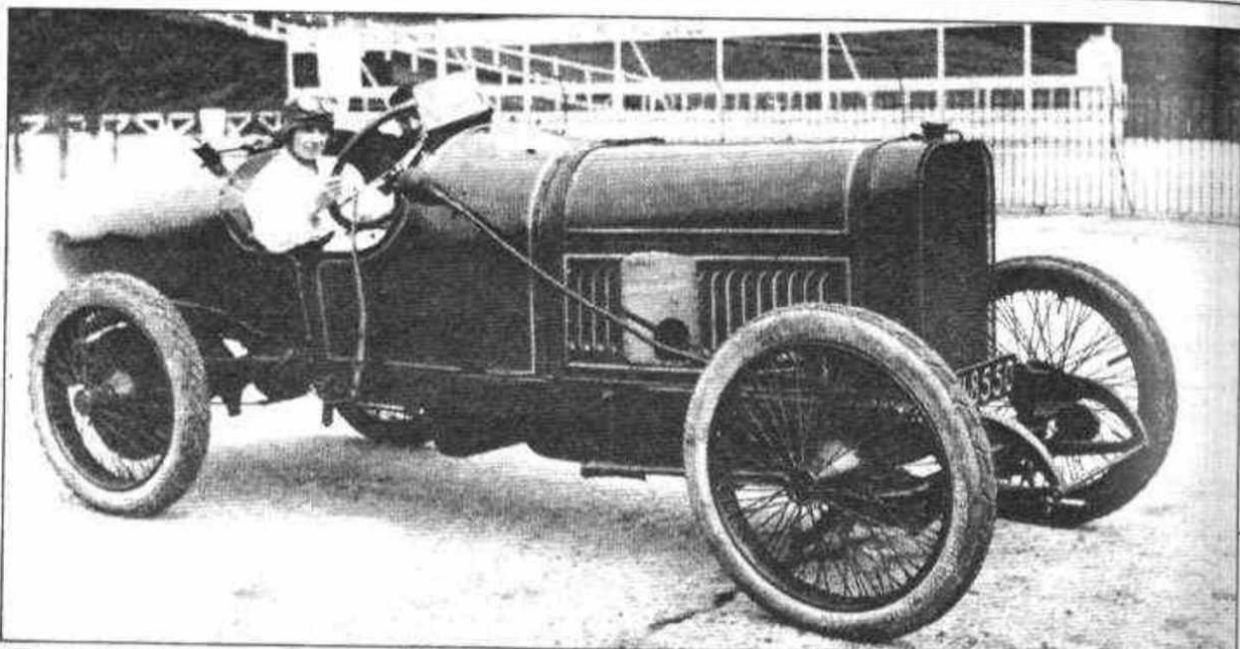
With multi-valve engines now so much in evidence in production-car circles, albeit for reasons rather different from those which induced Ernest Henry to use a four-valve-per-cylinder configuration when laying out the design of the invincible pre-war racing Peugeots, Borgeson's latest technical paper, in the October 1986 (Vol XXIX, No 3) issue of *AQ*, is interesting.

Incidentally, Borgeson quotes the arrival of the twin-cam valve-gear in 1912 for the Peugeot L76 GP engine as a "towering monument in the evolution of the high-performance internal combustion engine", although it might be more correct to say, as Laurence Pomeroy Jr did, that this derived from a combination of twin-camshafts, multiple-valves and effective inclination of those valves in a pent-roof cylinder head.

But that is by the way. The significance of Borgeson's newest findings will be apparent when it is revealed that he says he is exposing a technical (and journalistic) misconception, "deeply and authoritatively rooted for more than four decades", which has "culminated in recent years in a nexus of total confusion and incoherence in the milieu of automotive history". Phew!

What started Borgeson on this exposure of erroneous information was his desire to protect Arthur-Léon Michelat, designer of the 1914 S-type GP Delage, from the inference that Peugeot beat him, by two years, to the innovation of reliable desmodromic valve-gear — that is, a mechanism in which the valves are positively closed mechanically, and not by springs.

Borgeson's argument starts with the statement that while works drawings of the revolutionary 1912 twin-cam Peugeot GP engine were never published, clues about its valve-gear details were contained in an article, published, after the Peugeot GP victory, in *La Vie Automobile* by the greatest of the motoring writers of those times, Charles Faroux, in August 1912.



Exact details of the valve-gear of the 1912 7.6-litre Peugeot may never be known, as this ex-Malcolm Campbell and Mrs Stuart Menzies example has not survived and the others disappeared long ago.

# Desmodromically Speaking

At the start of his description, Faroux told his readers that any real "speed-secrets" would be withheld, so according to Borgeson his prose was "somewhat opaque". It seems remarkable, if Peugeot was anxious to keep details of its racing engine secret, that it released any information about it. Yet Faroux was able to tell of the new twin-camshafts, so why distort details of a far less important aspect of the engine? In describing the tappets, he referred to the eccentric on the interior of which the cam acted, and to rollers in the tips of the cams.

Borgeson thinks that when the more journalistically-minded W F Bradley wanted to deal quickly with the victorious new Peugeots in British and American journals, he revamped Faroux's article. However, when the equally-successful 1913 3-litre racing Peugeots had been sold by the works, it became possible to examine their valve-gear. It was discovered that they used an L-shaped tappet, not a D-shaped ring cam-follower, and that the roller-tipped cams, called "implausible" by Borgeson, did not exist, despite what *Motor Age* said in 1914, in an article by Bradley.

From this, and the war-time Peugeot V8 aero-engine, the inference is that the 1912 GP cars had the same, or similar, cam-followers. Indeed, Borgeson used the ingenious but quite possible explanation that, by "eccentric", Faroux simply meant "off-centre" — the Peugeot L-tappets being kept in contact with the cams by off-centre springs working in little pistons.

The size of the cam-covers of the 1912

Peugeot GP engine do suggest that large D-type followers were not used for it, as Borgeson points out. Unfortunately, the Faroux description led to many drawings appearing of the valve-gear on this famous Peugeot (*The Automobile in America* being the first offender in 1915), assuming this power unit to have had the L-tappets of the later pre-war racing Peugeots. No-one thought to check this after the war and, as Borgeson says, the last of the 7.6-litre cars had disappeared by 1927. Now we may never know the truth.

However, when Pomeroy wrote his WW2 articles for *The Motor* called "Milestones of Speed", the artist L C Cresswell, having no 1912 GP Peugeot to examine, depicted the D-type cam-followers in his drawings, and Pom was very reticent in his description of the engine. This mistake (if such it was) was repeated in Pomeroy's epic book *The Grand Prix Car*, along with the Cresswell drawings. This seems to have led Cecil Clutton and his fellow-authors, in their 1956 book *The Racing Car*, to repeat the fallacies and to imply desmodromic valve-actuation on the 1912 GP Peugeots (although the word "desmodromic" is not used).

Following this, Court's *Peugeot Profile*, the Parisian *L'Automobiliste* and the American *Sportscar Graphic* used the Cresswell or similar drawings. The inference of desmodromics became stronger, and was categorically endorsed in expert Paul Yvelin's racing history of Peugeot. Meanwhile, in a later book, Pomeroy (with no explanation) now said the engine concerned had finger-type cam followers!

Eleven years after Yvelin's book appeared, Edward Eves reassessed the 1912 Peugeot for *Autocar*, describing its desmodromic valve-gear with a drawing to show how it worked. After protests in *AQ* and *MOTOR SPORT*,



# VETERAN TO CLASSIC

what Borgeson calls a "grudging, partial correction" was published, with a hasty new drawing showing springs for closing the valves!

All this exasperated Borgeson because the desmodromic 1914 GP Delage *did* have a D-type tappet-follower. There was apparently about as much secrecy over this engine when it appeared as there had been over the Peugeot two years earlier. However, Griffith Borgeson now justified his commendable research. For when he learnt that Stuart Murdoch owned the sole surviving S-type 1914 GP Delage, in Australia, he obtained engineering drawings by Jack Nelson of its valve-gear, "the first accurate ones the world has seen" — although he says photographs in the USA journal *The Automobile* in 1916 showed the same things.

Borgeson also persuaded the director of the Briggs Cunningham Automotive Museum, John Burgess, to undertake the very difficult job of stripping down the engine of their 1913 3-litre Coupe de L'Auto Peugeot. Drawings of this now show conclusively that it has the L-type tappets, with off-set keep-springs housed in cups or pistons, as, incidentally, shown in Hugh Rose's drawings made for Louis Coatalen, who copied these Peugeots for his 1914 Sunbeam engines.

Alas, this was too late for Cresswell, who in his drawing put the cups on the valve stems themselves (a refinement which Henry rather naturally adopted for his 1919 racing Ballot engines).

So what Griffith Borgeson is saying in his masterly discourse, is that all Press references to D-type or stirrup cam-followers on the 1912 GP Peugeot are probably invalid, but that the true nature of its valve-gear may never be established. And that the official drawings of the 1914 GP Delage engine are also largely invalid (having been faked for security reasons), but that Michelat's Delage engine had the first successful desmodromic valve-gear on a high-performance engine — even if the best it did in the 1914 French GP was 8th,

with two retirements. Pomeroy's verdict of "positive unreliability" is regarded by Borgeson as unfounded.

The inaccuracies in *The Grand Prix Car*, have caused Borgeson to inscribe in his copy: "The user of this very great book must learn to sort its content of honest error, guesswork, and fantasy fiction from that of hard fact". Which those now buying this three-volume work at £520 may well ponder . . .

I strongly recommend study of Borgeson's erudite findings. I have wondered myself about some of the drawings of that advanced Peugeot engine, being unable to connect desmodromics with descriptions of apparent adjustable tappets. Borgeson tells us that even the Peugeot historian Yvelin has now abandoned this claim; but no reasons are given.

I suggest, however, that there is a possible explanation why the stirrup-follower was thought to have existed in the 1912 Peugeot. When Henry sat down at his virgin drawing-board to set out his revolutionary racing engine, valves and valve springs were a source of trouble, which is partly why he duplicated his valves. Could it not be that he also sought a means of eliminating valve springs, and drew a D-shape tappet that would permit desmodromic valve closing, but had insufficient time to complete the scheme before the Grand Prix?

As with Watergate and other political leaks, these drawings may have been got to journalists, and used as a means of distracting attention from the twin overhead camshafts. Faced with what he saw as positive valve closing, Faroux would try to conceal this other original feature of Henry's creative brain, and his "opaque prose", in deference to Peugeot's call for discretion, would be excusable.

Thus the drawing of a stirrup tappet may have leaked out, to be copied and to mislead historians for nearly 70 years! If my assumption is correct, might the credit for introducing effective positive valve-operation for a racing engine be fairly assessed as 30:70, Henry: Michelat? **WB**

## Sheffield's Cars

It is highly commendable when local government authorities take a positive interest in the transport history of their area, which is why we commend the new book by Stephen Myers on *Cars from Sheffield*. Published by Sheffield City Libraries, it has a foreword by Lord Riverdale, who has recently restored a 1910 45 hp Sheffield-Simplex, that rival to Rolls-Royce which was a notable product of the steel city.

The book is of magazine size, and the illustrations and drawings are on high-gloss art paper, which gives a very high standard of reproduction. The 113 pages contain information, some of it newly-researched by the author, on such makes as Hallamshire, Cavendish, La Plata, Sheffield-Simplex,

YEC, Stringer, Richardson (some very clear pictures here of how the friction transmission worked), HFG and Charron-Laycock, forming an account of the rise and fall of the Sheffield motor industry from 1900 to 1930.

We are reminded by Lord Riverdale that in about 1903 Earl Fitzwilliam was reputed to have said: "We make the steel in Sheffield, why are the cars made in London, Birmingham and Coventry?" His contribution was, of course the famous Sheffield-Simplex. The book will be interesting to veteran and vintage followers, and pictures of some of the old factories add to the nostalgia. It is available from Sheffield Central Library, Surrey Street, Sheffield S1 1XZ, for £9.95, or from other local libraries and book shops. **WB**

## V to C Miscellany

The RAC Norwich Union Classic Car Rally, which was so successful in 1986, is to happen again this year on May 24, and it should be noted that entries (at £35 each) close on March 31. Apply to RAC Motor Sports Association, 31 Belgrave Square, London SW1X 8QH. This non-competitive event is open to cars from 1905 to 1967, of which 600 can be accommodated. Starting points are Bath, Beaulieu, Brands Hatch, Buxton and Norwich, and there will be optional driving-tests at Silverstone.

To commemorate the centenary of the Sunbeam bicycle, the Southern Veteran Cycle Club intends to hold a weekend for owners on May 8-10, gathering in Worcester, riding on Saturday to Ludlow via the Elgar Birthplace Museum at Broadheath (Elgar being a notable Sunbeam cyclist), and ending on Sunday with a run to Sunbeamland, the former cycle factory near Wolverhampton. No doubt discreet support from suitable Sunbeam cars and Villiers-powered motorcycles would not be amiss, but if you ride a Sunbeam bicycle details are available from B C Champ, 60 Birmingham Road, Walsall, West Midlands WS1 2NH.

Holker Hall, Grange-over-Sands, will be the scene of an Easter enter-on-the-day car event; a model aeroplane and car meet on July 12; and the Provincial Insurance Historic Vehicle Rally on September 6.

The enthusiastic Singer Owners' Car Club will be holding its National Singer Day on June 21.

The High Peak HVC has its annual 50-mile Run for historic cars and motorcycles on May 31, starting and finishing at the Bull i'th Thorn near Buxton. Details are available from: J G Tait, 5 Somerset Close, Buxton, Derbyshire SK17 9AB.

The enthusiastic Riley RM Club announced a membership increase of 19 in its current issue of *RM Memoranda*. It has its National Rally at Littlecote, Berkshire, on August 8-9.

Entry forms for the Esso Bristol-to-Weymouth Vintage Vehicle Run on June 14 are now available from K McGee, 38 Kenmore Drive, Yeovil, Somerset BS21 4BQ. Yeovil CC invites entries of veteran to 1939 cars, motorcycles and light commercial vehicles and over 300 are expected. Period costume is permitted at this event, which will take in 75 miles of fine scenery, from Ashton Court, across Clifton suspension-bridge, into Bristol city centre, then along the A37 to Wells and Yeovil. The event will finish in Dorchester. **WB**



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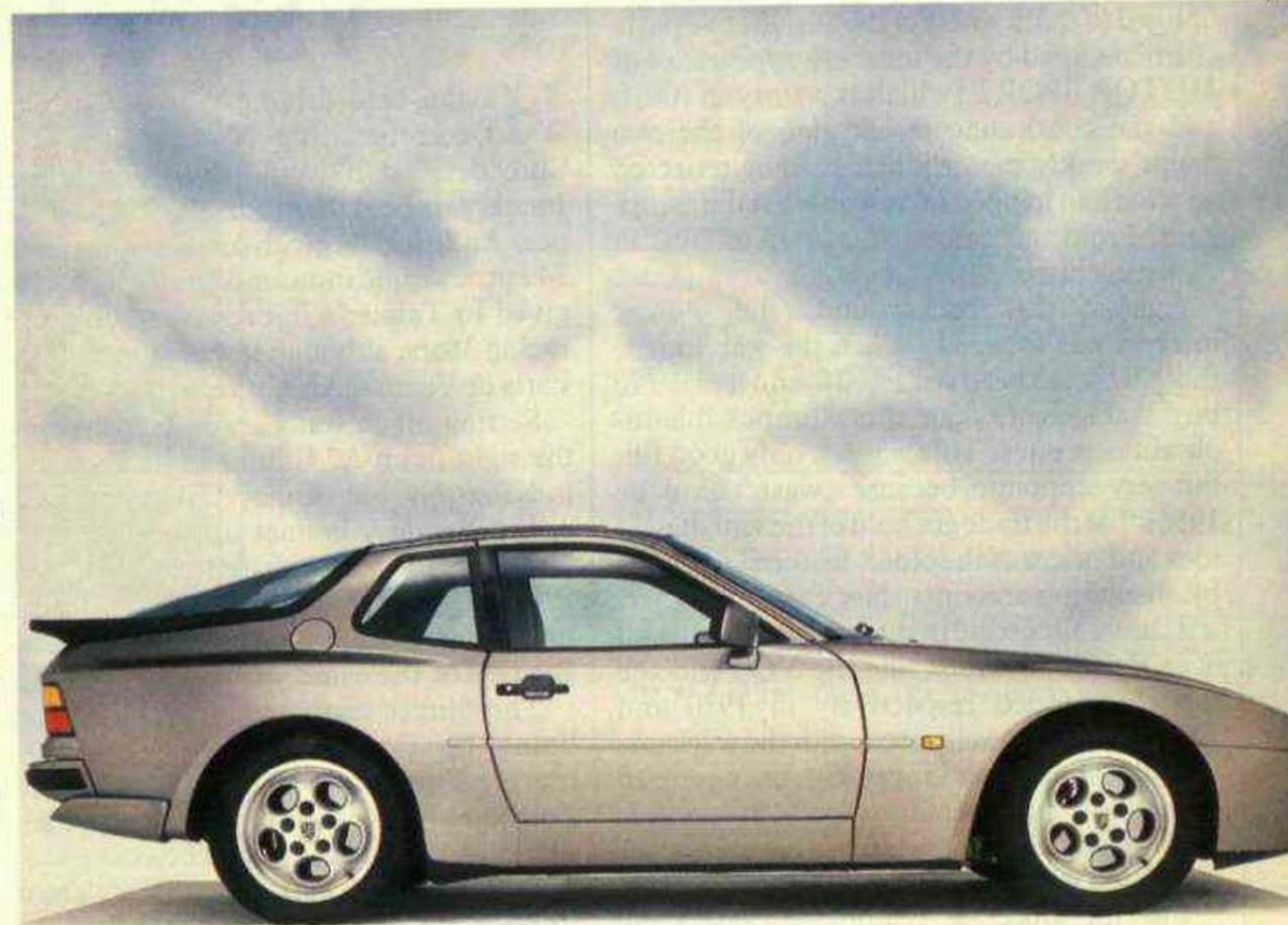
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In comparatively recent times a new phenomenon has been seen among the one-make clubs and registers, namely great enthusiasm for the creation of "sham" motor show stands, displayed and staffed at Classic Car Exhibitions and similar events. This trend, often involving considerable expense and personal effort, is not to be denigrated — to do so might bring down vitriol on my head or cause us to be ostracised among the clubs which enjoy this pursuit. But I wonder why it happened in the first place?

Originally, the idea of a club or other body catering for a particular make of car arose from a need to pool information, technical rather than historical, about a rare mechanical animal, whose well-being was sparsely catered for by handbooks. It would therefore benefit owners to get together and share any experiences and expertise.

There was the added interest of seeing a gathering, no matter how small, of cars of the same kind, and comparing notes about them. That, roughly, is how the many and flourishing one-make clubs and registers got going, complementing the main old-car organisations such as the VCC and VSCC.

It must be remembered that the vintage car movement (using in this instance "vintage" as an *all-embracing* term) gained great impetus during the last World War. Motoring had virtually ceased, new cars were unobtainable, and frustrated enthusiasts the world over were obliged to think solely of the automotive past.

Encouraged by the monthly appearance of *MOTOR SPORT* (which is a story in itself) and the continuing publication of the two major weekly motor journals, they reflected on what had happened, not on what the future held. From this stemmed an avid interest in motoring history.

Against this background, the old-car interest was fostered. When the war ended, those who had been attracted found it easier to buy vintage cars than almost impossible-to-obtain new ones. This was not only good fun but very economic, because it wasn't until the 1950s that the trade got hold of the vintage-car idea and prices of the older, historic, cars rose by staggering amounts. Not even this deterred the vast increase in interest in such cars all over the globe; clubs like the VCC and the VSCC, founded respectively in 1930 and 1934, which naturally grew with the war-time appeal of the old-car movement, have gone on to achieve memberships, and to provide enthusiastically-supported activities, never visualised when they started up.

For the aforesaid reasons the one-make bodies had been started, and they, too, grew apace. I recall a time when it was thought rather comic to suggest, say, a Gwynne Eight Register or a Bean Club (the latter has since emerged as an important organisation in its own right, by embracing other makes besides Beans) and when there were jokes about obtaining a membership of two, and whether you could spell the car's name!

## Club Showmanship

But I can understand how one-make clubs developed with the rest of the historic-car following. Nothing sustains a club with a scattered membership better than a magazine, and the more thoughtful one-make club secretaries were quick to see this; today we have a truly splendid array of well-produced, informative magazines; and no-one is going to make me say which I consider the best!

Mostly these owners were happy among themselves, and didn't encourage interference from without. It may have been the need for spares for their distinctly uncommon cars which changed all that. Parts not procurable from normal motor-factors had to be made specially, which costs money, reducible only if a sufficient quantity can be ordered. So it was desirable to attract every probable customer.

The matter becomes much more pressing if a one-make body has the good fortune to be offered a spares-stock applicable to its members' cars, by a manufacturer who has no further use for it. Refusal might jeopardise the continuing use of some older cars.

But much money can be needed to buy such valuable new spares, perhaps needing a

contribution from club members far above the annual subscription. In fact, almost a separate business situation may arise. It may then be that more publicity becomes essential, because the more converts to the club's particular way of motoring who can be attracted, the better the spares can be used.

Can this be the explanation for these "sham" Motor Show stands (replicas of those from the old Olympia and Earls Court days) at the Classic Car Shows of the 1980s?

It is neither easy nor cheap to put up the stands and provide the eye-catching exhibits. They have to be manned; and whereas at *real* Motor Shows sympathy is felt for the unfortunates who are on duty there, often for long periods of boredom and the catching of an "Olympia cold", it is presumably now an enjoyable and dedicated task to man the "mock" stands and publicise one's club.

I suppose that must be the reason; but I still cannot quite understand how it arose, bully as it must be for the organisers of Classic Car Shows who are in business to make money, and who now have exhibits placed at their disposal by the new-found keenness for self-publicity of the one-make bodies. **WB**

## VSCC Driving Tests

Having held driving-tests at Enstone in December, the Vintage Sports Car Club decided it would like some more in January. It held them at Barton Stacey Camp near Andover. Notwithstanding the weather, 74 entries came in, number one rightly being given to Tanner's impressive 1902 9¼-litre racing Mors, although it was a long way from Paris or Vienna. Alas, it retired.

Setting off to watch, we were cheered by the sight of an A7 Chummy outside a house in Kingston, but dismayed to pass Birrane's 3-litre Bentley, bonnet up, beside the M3. He was to have shared it with VSCC President Roger Collings, who instead had to take part in Hamish Monro's splendid Bentley of the same year and size.

The Singer contingent was out in force, lining up Cornelius' disc-wheeled Junior tourer, Wright's 1937 Le Mans, and Bird's Le Mans Replica AVC 482, the ex-Sammy Davis car crashed in the TT.

David Marsh had brought a "cranker-upper" for his Brescia Bugatti. Smith's Riley Lynx with crash gearbox (not that he did!) had interesting additional controls in the cockpit, and Allday's smart Lynx had the possible advantage of a self-change gearbox, but perhaps its smoking-habit had made it rather sedate. Davies' fabric-bodied 12/50 Alvis got lost in the opening test, Howard drove an original-looking M-type MG, Thomas was going fast in his Marshall-

blown PA MG, and Bevington was out in the 1930 M-type MG (now with four-speed gearbox), which has small wheels and a slightly-modified tail, a legacy of an inversion in it when he was younger!

Barry Clarke was in his Ruby-powered Frazer Nash-GN, and Riddle in his GN with the all-push-rod vee-twin engine. Biro had a 1926 Austin 12/4 tourer whose running-boards were used for carrying a fire-extinguisher, a Pratts petrol tin, a tool-box and foot-scrapers. Large Edwardians were represented by Bruce Dowell's 1918 Sunbeam cabriolet, in original paint, and Raahauge's fine 1915 5300cc Buick.

Beckett had the ex-George Gahagan Ulster A7 with ingenious external exhaust system. A recalcitrant magneto was being fixed on Miss Threlfall's Frazer Nash while dad was in his Ford Tudor and mum in the BSA, whose 80mph speedometer must please rubber-necking small boys.

Type 44 Bugatti, twin-cam 3-litre Sunbeam, and SS100 were there, but only one 30/98 — they find DTs beneath their dignity, perhaps? There was even a 13/70 Marendaz Special, and Garfitt was going well as usual in his Frazer Nash-BMW. Jane Tomlinson drove Clarke's stark 1914 Singer Ten racer.

It was nice to meet Tim Carson, VSCC President Emeritus, and ex-Secretary Peter Hull at this most suitable DT venue. **WB**



# VSCC Driving Tests



This 1924 3-litre Bentley pictured at the VSCC driving tests at Barton Stacey belongs to Michael Davies.



C. Beckett's 1930 Austin Ulster.

## RESULTS

### VSCC Driving Tests, Barton Stacey, Andover

**1st Class Awards:** P. Rosoman (A7), D. Hescroff (AC), R. Thomas (MG), R. Harcourt-Smith (A7), Mrs Threlfall (BSA), C. Pack (Riley).  
**2nd Class Awards:** T. Britnell (De Dion Bouton), R. Wills (Jowett), B. Clarke (Frazer Nash-GN), G. Wright (Singer), T. Tarring (Frazer Nash), D. Davies (Alvis).  
**3rd Class Awards:** T. Threlfall (Ford), H. Conway Jnr (Bugatti), D. Gardner (MG), H. Monro (Bentley), D. Marsh (Bugatti) M. Garfitt (Frazer Nash-BMW).  
**Edwardian Trophy:** M. Raahauge (1915 Buick).  
**Light Car Trophy:** E. Riddle (1921 GN).  
**Best Overall Performance:** P. Rosoman (A7).

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☎ London: David Wilson at AFN, Isleworth, 01 568 8700, Andrew Sharp at Charles Follett, Mayfair, 01 629 6266, Geoffrey Seligmann at Charles Follett, Barbican, 01 606 0776, Terence Fry at Motortune, Chelsea, 01 581 1234.

☎ South East: Nigel Batchelor at AFN, Guildford, 0483 60666, Richard Duveen at Malaya Garage,

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☎ Northern Ireland: Carl Russell at Isaac Agnew, Glengormley, 02313 7111.

☎ Channel Islands: Barrie Jones at Jones' Garage, Jersey, 0534 26156.

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## ROAD TEST



It is nearly three years since MOTOR SPORT last tried a TVR for size; the impression left from the high-speed tour of the Peak District which that car, a 390SE, was put to was of outrageous acceleration, fine handling, and desperately inadequate ground clearance.

In those three years, the convertible has become the main strength of the TVR fleet, outselling the fastback coupé by a huge ratio, while the motive power has steadily grown in capacity and horses until its latest embodiment is a 4.2-litre bruiser of 300 bhp.

Minor changes have accompanied this progression, notably in mid-1985, when an exterior clean-up brought more rounded lines to bumpers, spoilers and sills, a smoother bonnet, and new rear light clusters. A new adjustable steering column, revised roof seals, and more veneer kept the passengers happy while, most needed of all, the bottom rails of the tubular backbone were raised allowing the exhaust pipes to be moved out of harm's way.

All these improvements appeared first on the top model, at that time the 390SE (Special Equipment), before percolating down to the cheaper, smaller-engined, but otherwise identical versions. This pattern has been repeated since, when in early 1986 the Granada semi-trailing arms which located the rear hubs of the 390SE made way for specially-fabricated wide-based lower wish-

# Raw Enjoyment

bones with a torque reaction rod. This prevented the rear hubs moving backwards during clutch-dropping starts and overstressing the drive-shafts, which act as the top link in the system. All models now have this feature, down to the V6 sold abroad.

I did not expect the white 350i which arrived at Standard House early in December to feel very different to the previous test car, and slipping into the low car it all came back. The narrow leather seats, small wheel, and tiny instruments seem at variance with the huge screen and that bonnet stretching away in front like the Ark Royal's flight deck. Nor is it a narrow vehicle, but the slab sides make it simple to thread amongst traffic. After ten minutes in town, though, the driver's ankle is crying out for a clutch-foot rest in between stabs at the heavy but quick clutch; unfortunately the width of the backbone where it cradles the engine rules this out. Pedal/wheel relationship is comfortable, but support under the thighs is skimpy; the high-mounted handbrake is a little close for comfort, but the short, sunken gear lever is ideally placed. I find the square veneered instrument panel rather attractive, though the small figures are difficult to read day or night; at least these new

Veglia units are brighter than the previous Smiths dials. Electric door mirrors are standard, but much too small, and the minor controls in a row on the centre console can be confused easily.

The big V8 is slow to fire, but its pulling power is obvious even trickling along at 1500 rpm — press the accelerator and the exhaust rumble expands without hesitation to a strident roar which is as anti-social as it is exciting. Although the unit will rev easily to over 6000 rpm, one tends to flick the notchy lever up a gear at middling revs just to avoid drawing too much attention. Even then, most things can be overtaken with adequate despatch — after all, this plastic *bolide* will break 60 mph in just six seconds if pressed.

It has a few things to learn about deportment, though: at motorway speeds, each joint in the tarmac is clearly felt; toe the 30 mph line and one soon learns to shy away from potholes as keenly as any cyclist. It is not just the unforgiving impact — there is also a good deal of noise as the uprated springs bite back. In defence, the structure feels solid enough, with only the quickest shudder when hitting a hole, but perhaps the lessons learned with the 330 bhp 420SEAC racer have been



# TVR 350i Convertible

**Model:** 350i.

**Maker:** TVR Engineering Ltd, Bristol Avenue, Blackpool.

**Type:** Two-seater convertible.

**Engine:** Front-mounted V8 (Rover Vitesse), 3528cc (88.9x77.12mm). Single central cam, hydraulic tappets, cr 9.75:1. 197 bhp at 5280 rpm, 220 lb ft torque at 4000 rpm. Lucas electronic fuel injection.

**Transmission:** Rear wheel drive. Five speed manual gearbox, single dry-plate clutch, limited slip differential.

**Suspension:** (front) Lower transverse arm and leading link, upper wishbone, coil spring and telescopic damper, anti-roll bar, (rear) lower wishbone with torque reaction arm, fixed-length driveshaft acting as upper link. Coil spring and telescopic damper.

**Brakes:** (front) 10.6 in outboard discs, (rear) 10.9 in inboard discs. Vacuum servo, split circuit.

**Steering:** Rack and pinion, adjustable column. Power assistance optional.

**Wheels and tyres:** light alloy 7Jx15 wheels with 205/60 VR 15 tyres.

**Performance:** 0-60 mph, 6.0 sec. Max speed, 140 mph.

**Price:** £17,865.

**Summary:** Minor improvements continue, but price has overtaken refinement. Blistering performance, excellent handling, and top-rate targa/soft top offset by unforgiving ride, noisy suspension and cheap detailing.



Separate bumper/spoiler mouldings have allowed TVR to ring the changes on a basic shell.

carried further than need be for a road car.

Heavy steering was another penalty of this car on its 205/60 Bridgestone tyres; parking it was an effort, although from 40 mph up it became pleasant, taut and responsive, and proved that the dynamic abilities of this fresh-air sportster are as impressive as ever. Once the driver has learned to allow for the rather dull and insensitive brakes, the TVR will follow fast corners with great precision, even light throttle dispelling the initial understeer, while those stiff springs keep everything level. Should a patch of gravel break the excellent adhesion, the rack is fast enough to catch the resulting slide and the torque enough to maintain it — not the fastest way around a bend, but undoubtedly fun.

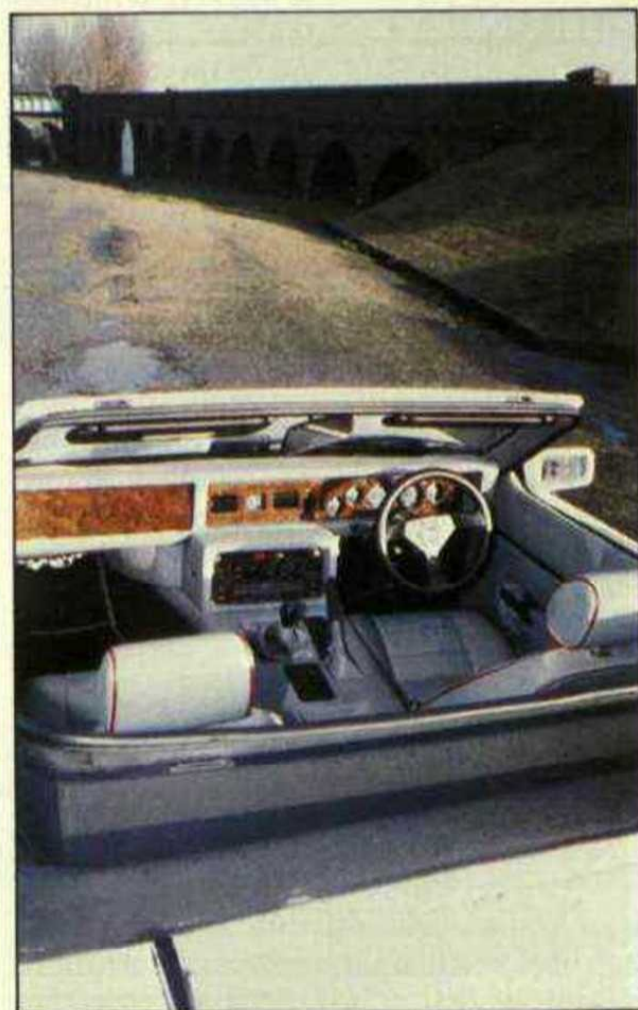
Ride apart, passenger comfort is in a league of its own for a convertible: shielded by that long windscreen which stops mere inches from the occupants' hair, they can snuggle down, electric windows up, heater struggling manfully with December frosts, and smile indulgently at those who have only a sunroof to play with. True, I found myself wearing gloves and scarf, but who wants the top up, weathertight though it is?

Not being an out-and-out vintagent, I relented during one evening of pouring rain,

flipping up the simple hood-rail and slotting in the targa panel (stored in the boot, along with the spare wheel, it turns the space from awkward to negligible); this proved that the demisting is poor, but TVR says that a third vent has now been added to improve things.

Likewise the mysterious heat/vent controls are to be made plainer; it would be a blessing if the noisy fan could be quietened too. One feature irritated me intensely: the push-button electric boot release only operates with the key in the ignition. Security is the aim, but as the thing is hidden in the door jamb, locking the door would have the same effect without the drawback. Also, a continuing annoyance with every TVR I have driven is that the boot is difficult to close.

Such petty grumbles are inherent in running this sort of car. The trouble is that this, the "base" model, costs £18,000 — the price of a Jaguar XJ6, a junior Porsche, or a BMW 325i Convertible, all of which put to shame the vintage ride, and more particularly the cheap BL switches and stalks. Now, it is unrealistic to imagine that a company this size could afford to make its own minor components, but the market in which the cars are being sold has become a steadily richer one, and the details are falling behind. GC



Hood-rail folds back without covers or clips to reveal veneer dash which is pleasant to live with.



# FACTORY VISIT

With a history longer than that of Porsche, the small firm of TVR might have been expected to have retreated to the safety of "ordinary" cars. But with the enthusiasm of a small section of the sportscar market, and remembering that its most famous Tuscan V8 model was also its fastest, the products of this small factory in Blackpool have displayed an individual devotion to performance which has cheered up the sportscar scene tremendously.

## Marketing

M-series cars were sold in a 1600 and a 3-litre form, plus a brief foray into turbo-charging with the bigger Ford V6, and to begin with the Tasmin, the '80s model whose developments we see now, also offered the choice of four or six cylinders, although this time the engines were the 2-litre Ford OHC and the 2.8 litre V6 from the same stable. But with addition of the 350i, which used the Rover V8 engine in Vitesse form with some 200bhp, a change in buying patterns became apparent.

Whereas the appeal of a two-seater with striking looks had been enough to sell the small-engined versions of the M-series, the gradual improvements in trim and refinement pushed the Tasmin, or 200 series as it became, further up-market to where the 2-litre engine was insufficient to satisfy the sort of purchaser who was looking at a TVR. Even the 2.8, an uninspiring slogger, lacked sparkle, so the arrival of the V8, with its bellowing exhausts and huge torque, revitalised the range.

Not only did the four-cylinder car fade out completely, but by the end of 1985 the V6 too was dropped for the UK market. With the bulk of the cost of the car going into assembling the TVR part of the equation, there was little cost difference between the prices of the six- and eight-cylinder models, and not surprisingly most customers opted for the extra power of 3.5-litres.

However, only a proportion of TVR cars are sold at home; export markets have become increasingly important over the last decade or so, and last year, of 521 cars built, only 190 went to British customers. Most of the rest went to the USA, though it was only in 1983 that TVR was able to start sending cars to America, and only with V6 engines which are individually modified by TVR before installation, as federalising the V8 has been a long programme. Revisions to the Electronic Control Unit have produced the results, but the essential catalytic converters, large, bulky, and temperature-sensitive, are difficult to fit into the tubular steel chassis.

At the same time, Ford's new 2.9 V6 has already gone on sale in the US, as clean-breathing as Detroit could make it. But TVR is now committed to offering the big-engined cars, because a high-profile sportscar needs to be able to deliver the goods. Hence the importance of the 390 and 420 models — losing 80 or 90bhp to smog equipment does



The 330 bhp 4.2-litre SEAC racer sports a pleasing short-nose body-style.

# Export Drive



A mock-up for the S hardtop takes shape.

not matter so much on a car of 300 horses, the output in European specification of the 4.2-litre engine.

Although it was Andy Rouse, saloon car champion and tuner, who developed the 3.9 V8 (manufacture subsequently switched for a time to JE Engineering of Coventry), assembly of the big engines is now done at the factory. The alloy Rover blocks are bored out to give 3900cc, while a special stroker crank takes the unit up to 4200cc.

Even this is not the ultimate, however. With the 420 Saloon (shown at the Motor Show last October) some time away from production, the company is gaining glory in the Modified Sportscar race series with a yellow monster called the 420 SEAC. The acronym stands for Special Equipment Aramid Composite, and refers to the Kevlar body, and 14 have so far been delivered at a cost of £29,500 each. In race form, this beast has rose-jointed suspension, a stainless steel chassis, and 330 horsepower, mainly through

larger injectors and a modified ECU, and is priced at £35,000.

## Production

Twelve cars per week roll out of TVR's premises in a suburb of the northern holiday resort, and four S models should soon be added to that. With the exception of some sub-contract work, all assembly and most manufacture is now carried out in-house, though like any car company, TVR buys in certain items. These include gearboxes, instruments, switches, handles, and wheels.

GRP (fibreglass) has now lost the stigma once attached to it as a material for car bodies, and new materials such as Kevlar and carbon-fibre have brought new importance to this method of fabrication. The 420 SEAC models have been useful test-beds in this area, and incorporate a variety of materials, including honeycomb sheet which gives rigidity to large flat panels. Kevlar is also quick to lay up, as one or two layers are often used where four or five layers of normal glass matting would normally be required.

Bodyshells are made up of four main elements: top, bottom, and two complete sides, all bonded together before filling, priming, and receiving five coats of paint. However, experiments are going on to see if a complete body side can economically be vacuum-formed, using a layer of stiff thermoplastic foam sandwiched in Kevlar.

Special variants are not unusual in this factory, and sitting near the SEAC racer during my visit was the huge form of a very special engine — the heart of what will be the first and possibly the only 660 SEAC. No, it is not Rover-based, even though it is a V8; this 6.6-litre mill is built in the USA and is based on a Donovan aluminium Chevrolet block-



# TVR in Blackpool

Output is claimed to peak at 572 bhp, and the Swedish TVR importer who commissioned it intends to drive it on the road.

## Future plans

Initially, 3-series cars appeared as coupés, with the convertible following later in 1981, but now only some 4% of production is of closed cars. Towards the end of this year, though, the new saloon will be launched. Eight inches longer, and using a similar steel backbone chassis with a 2in length increase, the body style is a simplified and smoother variation on the existing cars. More accurately a 2+2, it will be followed by a convertible model, broadening the market to those who have to justify the car for business use.

Both 350 and 420 engines will be available, and five saloons have already been ordered, at around £25,000 apiece.

Before this, though, another project is occupying the workshops. At the recent Motor Show, a two-seater open car, simply called the S, aroused a great deal of interest; priced at £13,000, it pitches for that neglected area, the cheap(ish) open sportscar. Reliant is in there with the SS1, and Toyota's T-bar MR2 must also be considered, but, while Lotus continues to postpone X100, there is little else to tempt the younger driver.

Motive power for the S will be the Ford V6, and the chassis will look very similar to its bigger brother, a backbone design with wishbones and coil-springs all round. The money saving is said to come in the body, which is intended to be simpler and quicker to mould than the existing designs. However, the Motor Show car was a special made up of several different sections, and while the new moulds are being made, it has been dismantled and lies in a corner covered in dust.

Its styling owes a lot to the previous M-series cars, but, as company spokesman Noel Palmer was careful to point out during my visit, almost everything is new, on or under the skin. Headlamps which stand proud of the bonnet line have been nicely blended with a modern spoiler, and during my visit a clay buck of the removeable hard-top was being worked on.

One of the constraints of the new chassis is that it should be able to take either the 2.8 or 2.9 engine. Overall dimensions of the block are not too different, but the newer unit carries ancillaries (power steering and air-conditioning pumps, anti-smog air pump and alternator) low down, two per side, which makes for a wide installation. A small company relying on a skilled workforce can accommodate changes during production, but standardisation has obvious advantages. Currently under development, therefore, is a new chassis for 350/420 cars which will accommodate all normal variations: 2.8, 2.9, 3.5 and 4.2-litre engines, with or without catalytic converters, power steering and air-conditioning, and equipped with mounts to take new suspension components which

will finally be all-TVR.

Until recently, Granada suspension arms supported both ends of a TVR, but last year the semi-trailing rear units, which had just about reached their comfortable limits of loading with the 390SE, were replaced by wide-bored lower wishbones mounted alongside the differential. Such changes do not happen all at once, however, and USA cars will not have this improvement until the spring. Cabin space will be improved by narrowing the centre spine of the car, too. Power steering is now standard on 390 and 420, while all models now have a PowerLock differential, courtesy of Jaguar — since the new XJ6 has outboard discs, TVR customers get the XJS unit.

The announcement of the S gives the Blackpool company a wider sales base, with a car which will presumably feel rather similar to the 3/4 series, as it will adhere to the tubular steel backbone chassis, but at a price at which detailing is not significant. But the proposed

420 Sports Saloon, already attracting deposits on a £24,500 tag, will demand altogether higher standards of refinement, facing as it does that most urbane of rivals, Jaguar's XJS.

Deliveries of the saloon are scheduled to begin towards the end of 1987, but at the moment putting the S into the showroom and developing a new all-market 3/4-series chassis are absorbing all the factory's attention.

Given that TVRs are essentially hand-made, the investment in a new model is relatively small compared to any sort of mechanical production line, and the profit margin on the pricier models can easily be increased to cover the unit cost of manufacture. In other words, each car should break even, rather than having to sell, say, 100 to recover costs. Thus the company can boast a flagship which does not need to be a major seller.

But while the company stresses individuality as its strong suit, and justifiably so, small-scale production remains an asset. GC



Lamp clusters are neatly blended in; the lack of a boot handle means dirty hands after use.



## LOOKING BACK ON . . .



His great moment. Pryce's Shadow DN5 on its way to victory in the 1975 Race of Champions.

# A Bright Light Extinguished

If you stroll down one particular street in Fulham, there is an antique shop which you might walk past with only a casual glance. Unless, that is, you are a Grand Prix racing fanatic. If you are, then the legend above the door will catapult your mind back to the mid-1970s and Britain's lost Grand Prix generation, for the sign reads "Pryce and Brise".

The shop is owned and run by Nella Pryce and Janet Brise, both widowed in their twenties when their husbands Tom and Tony were killed in 1977 and 1975 respectively. Along with Roger Williamson, who was killed when his works March crashed during the 1973 Dutch Grand Prix at Zandvoort, they were brilliantly talented young men whose initial promise in Formula One never came anywhere close to blossoming in full.

Tony, of course, died in the air crash which claimed Graham Hill and four other members of the Embassy Hill Grand Prix team in November '75, but Tom raced through 1976 and into 1977 before a banal, bizarre accident in the South African Grand Prix cut short a career which, at the very least, should have taken him to the Grand Prix winners' circle.

As I write these words, it is a month or so short of ten years since Jansen van Vuuren, a 19-year old reservations clerk who worked at Johannesburg's Jan Smuts airport, leapt over the pit barrier in his capacity as an enthusiastic



Tom Pryce — he possessed "star quality".

fire marshal on lap 23 of the South African Grand Prix. Sprinting across the track, just beyond a blind brow, his intention was to reach Renzo Zorzi's Shadow DN8 which had rolled to a halt on the opposite side of the circuit, smoking merrily with a minor electrical fire.

As everybody knows, van Vuuren never made it to the other side of the track. His conscientious, yet misguided, enthusiasm cost him his life as he was collected by Pryce's sister Shadow, the Welshman working his way steadily through the field after troubles (we will never know what) dropped him

almost to the tail of the field on the opening lap. The extinguisher carried by the marshal caught Tom full in the face at 170 mph and he too died instantly.

Pryce's wayward Shadow continued running in a straight line all the way down to Crowthorne Corner where it tangled with the innocent Jacques Laffite's Ligier, both cars ending up in a heap amongst the catchfencing.

I was standing on the bank at Crowthorne, reporting the race for *Motoring News*, and can honestly say it was the lowest moment of my career as an F1 journalist. Not simply through the shock of the moment, but because Pryce was one of the closest genuine friends I had made during my time in the business. Therefore, if this memoir seems mildly self-indulgent, I make no apology . . .

Fiercely proud of his Welsh origins, Thomas Maldwyn Pryce was born in Ruthin, Clywd, in 1947. Even-tempered, good looking and mild-mannered, his gentle personality belied his talent behind the wheel of a racing car. Modest almost to a fault — he once told me, "I really wanted to become a pilot, but I don't really think I was bright enough" — by the end of his career he developed a keen perception of his own worth as a Grand Prix driver. He may have been an innocent when it came to commercial wheeling-and-dealing, but, inwardly, he knew he could race with the best of them.

For Tom Pryce, it was a long, tricky road to Formula 1 prominence, strewn with problems and pitfalls. Whilst studying at agricultural college in Wales he eked out his pennies to pay for a course at Motor Racing Stables, training both at Brands Hatch and Silverstone. He could only afford to participate in one of their private races a month; in far off 1969 they cost thirty-five quid a time!

But Tom's tenacity got him to the final round of the *Daily Express* Crusader contest, first prize in which was a brand new Formula Ford Lola T200. The destiny of that prize was settled on the outcome of a single race: Tom won it easily, securing his immediate racing future.

He moved down to work at Brands Hatch as an MRS mechanic while he was racing the Lola, a change of environment he initially hated. Tom loved his native land with a passion, his natural fluency in the Welsh tongue invariably coming to the surface when chatting with his father, one of his greatest fans and a stalwart supporter of his racing ambitions from day one.

That Lola served him well throughout 1970, although its short-wheelbase configuration made it twitchy to drive and taxed Tom's car control quite dramatically. He won quite a few races, but no championships, before switching to Formula Super Vee and F100 sports cars in 1971. This proved something of a backwater for Tom's career, but thanks to the faith of Royale boss Bob King, he got into Formula 3 the following year and really began making his mark.



With the neat little RP11, he walked away with the Race of Champions supporting race, beating James Hunt, Colin Vandervell and all the other F3 pace-setters of the time. He looked set to repeat this runaway victory at the Good Friday Oulton Park meeting, but spun away the lead while well ahead. Nonetheless, it seemed as though he was set fair to make a considerable mark on the F3 scene, but Tom's whole programme came to a shuddering halt during the rain-soaked Monaco F3 meeting.

"I stopped with engine trouble on the left-hander going into Casino Square", he told me at the time, "and I was standing there fiddling with the engine when I looked up and saw Peter Lamplough coming straight for me. I absolutely froze on the spot and the next thing I knew was that they were picking me out of the shop front into which my car had been hurled by the impact. The net result of that little excursion was a broken leg . . ."

The writer well remembers Bob King's sense of despair as the wreckage of Tom's Royale was loaded back into the transporter amidst the cramped confines of the saturated Monaco F3 paddock. His driver injured, the car wrecked, the budget exhausted, there seemed no way in which he could continue. Yet, in a display of typical motor racing resilience, not only was the F3 car back on pole position five weeks later, but Pryce was strapped in its cockpit.

However, his F3 return was fleeting, so he eked out the balance of the 1972 season dabbling in Super Vee. He won just about every race he contested, but wasn't making much firm career progress. This changed in 1973 when he first had a crack at Formula



Winning the Race of Champions F3 supporting event in the Royale at Brands Hatch, 1972.

Atlantic and finally landed a plum drive in the Motul Rondel F2 team, thanks to the patronage of Leeds businessman and amateur racer Chris Meek.

Run by future McLaren International commercial director Ron Dennis, the Motul Rondel outfit was one of the front-running prestige F2 teams of its time. Pryce ran a total of eight races in the Motul M1, the high spot of his year being at the Norisring where he led comfortably until the brakes gave trouble, dropping him back to an eventual second behind team-mate Tim Schenken.

Rondel planned an F1 challenge with Schenken for 1974, but when Motul switched its sponsorship to BRM, the Ray Jessop-designed car was left in a half-completed state. It seemed unlikely that it would ever race, until Tony Vlassopulo, who had been involved as one of Rondel's prime backers right from the start in 1971, put up some money for the car to be completed and christened the Token.

Meek supplied a Cosworth DFV and Tom found himself nominated to drive the smart Ray Jessop-designed car at the International Trophy meeting. It failed to finish, but the team was sufficiently encouraged by Pryce's showing to enter the Belgian Grand Prix at Nivelles. Tom qualified just short of mid-grid for his first Championship race, but again retired.

Then followed a major disappointment which, ironically, turned into the making of Tom as a Grand Prix star. The Token entry for Monaco was turned down, so Pryce was entered in the supporting F3 classic in one of the Ippokamos team March 743s.

"I must admit that I had grave doubts as to whether I was doing the right thing at the time," he later reflected, "because it was pointed out to me that I'd really no alternative but to win. If I didn't, I felt that it might jeopardise our chances of getting fresh backing for the Token. That was all I had in my mind at the time."

In the event, Tom won the race commandingly. And then stood back, bewildered, as

the offers came cascading in from three other F1 teams. Hesketh, Williams and Shadow were all anxious to secure his services and, after careful consideration, he opted for Shadow.

The American-financed, British-based team had lost its number one driver, Peter Revson, in a testing accident at Kyalami earlier in the year, and Brian Redman had been "filling-in" ever since. But the popular Lancastrian intensely disliked all the "hype" surrounding F1 and wanted out. Pryce's availability came at just the right moment . . .

Tom slipped easily into the friendly surroundings of the Northampton-based outfit. Team manager Alan Rees had a gut feeling that Tom's was a rare natural talent which only needed taming slightly to produce Grand Prix success.

A fellow Welshman from Monmouth, Rees tutored him diligently, sometimes sternly, trying to restrain Tom's oversteering, opposite-lock enthusiasm. At Paul Ricard, during practice for the 1975 French Grand Prix, Rees threatened to call him in if his left-hand wheels so much as brushed the kerbing on the right-hander before the pits. "But it feels so slow", Tom protested. The time sheets confirmed that smoother was even quicker . . .

The Tony Southgate-designed Shadow DN5, introduced at the start of the 1975 season, was a fine-handling piece of equipment. Tom's team-mate Jean-Pierre Jarier had the Brazilian GP at Interlagos in the bag when a metering unit malfunction stopped him in his tracks whilst nursing a half minute lead. Tom followed on by winning the non-title Brands Hatch Race of Champions after a drive which underlined his fast-maturing talent, and later qualified on pole for the British GP at Silverstone, the last pre-Woodcote chicane F1 race round the Northampton circuit.

He led briefly at Silverstone, but sheer inexperience saw him slide off in a rain shower at Becketts — long before the torrential downpour that ended the race prematurely.



Grand Prix debut. Pryce in the Token leads the Brabham BT42s of Larrousse and Lombardi in the 1974 Belgian GP at Nivelles.





A touch of opposite lock out of the Hunzerug at Zandvoort in the 1976 Dutch Grand Prix.

But a fine fourth place at Nurburgring, bathed in petrol from a leaking tank, followed by third in the saturated half-points Austrian race, did a lot to boost his reputation outside the Shadow ranks.

Within the team itself, his gentle character and malice-free sense of humour helped Tom forge a bond with his mechanics which went deeper than a mere working relationship. By the end of 1976, Tom had become "their" driver, more like a brother than anything else.

In fact, perhaps unconsciously, the whole Shadow effort began to polarise round the quite-spoken Welshman and the mood towards Jarier became one of cautious resentment. The Frenchman had hardly endeared himself to his mechanics after losing the lead of the non-title Swiss GP at Dijon. Jean-Pierre spent most of the race charging over the infield kerbs with mechanically insensitive abandon — and then announced that "the Shadow team couldn't prepare a bicycle . . ." after the transmission broke. Not too tactful . . .

At the end of the 1975 season, Shadow lost its sponsorship from Universal Oil Products (UOP), so Pryce and Jarier had to soldier on with the DN5s for most of the following year.

Southgate finished drawing the new DN8 in the early months of '76, but it was not until Zandvoort, on August Bank Holiday Sunday, that the first of the new cars was ready.

Pryce, by now firmly established as team leader, debuted the car, qualifying third and finishing fourth despite an engine pick-up problem. At last it seemed as though things might be about to improve, and he rounded off the season running second in Japan (closing on Hunt) when the engine failed.

By now, Tom's loyalty to Rees and Shadow was getting in the way of hard racing judgement. At Monza, 1976, I was approached by Colin Chapman and Peter Warr to sound out Pryce about switching to Lotus alongside Mario Andretti in 1977.

Clearly, this would have been the right thing to do in the light of subsequent history but, of course, it is easy to make such judgement with hindsight. The facts of the matter are that Lotus was still pulling itself out of the mid-seventies mire at the time, and only a few people on the inside of the sport knew about the ground effect magic Chapman had up his sleeve . . .

On balance, Tom seemed cautious about

going to Lotus. This reluctance stemmed from a mixture of loyalty to Rees and the lads, plus Nella's obvious anxiety about his driving a Lotus. She had somehow latched on to the idea that Chapman still produced rather frail racing cars. I think I managed to convince them both that this was no longer the case but, even so, in the end he chose to stay where he was, where he felt comfortable.

Rightly or wrongly, Tom felt a sense of obligation to the people who had given him his big chance, even though many people believed he was being too generous. It should be recalled that when the chance came up to do a deal with Lotus to swap Tom for Ronnie Peterson in the early months of 1975, Shadow was ready to give up its new boy on the spot. Perhaps, on reflection, it is a shame he didn't go then . . .

1977 kicked off with Shadow using the DN8 yet again, now enjoying sponsorship from wealthy Italian Franco Ambrosio, whose influence brought the inexperienced Renzo Zorzi into the team as number two driver. Over the winter, changes to the DN8 had increased its weight slightly, but it was still quite a good handling car and Tom was up to second at Interlagos, chasing Reutemann's winning Ferrari T2, when engine failure intervened yet again.

Then came Kyalami and one final demonstration of that in-bred talent which so frequently had been hampered by less-than-competitive equipment. It poured with rain during first qualifying, but Tom wheeled that Shadow round a full second quicker than anything out on the track, revs surging with wheelspin over the puddles. The DN8 was nowhere in the dry, but the weather had intervened to allow Pryce's star quality one final chance to go on display.

The night prior to the Grand Prix I was chatting enthusiastically about Tom with fellow scribe Maurice Hamilton, now motor racing correspondent of *The Independent*, but then a novice freelance just starting to make his name. He too was a Pryce fan, having admired him for years from the spectator enclosures, so I promised I would introduce Maurice to him after the race.

Of course, that introduction was never made. The stunning disbelief felt by us both numbed our senses for days. It was a stupid, unnecessary accident from which, to this day, nobody has learned anything: drivers and marshals still cross circuits during qualifying sessions and races. Inevitably, such a tragedy will be repeated.

Tom Pryce had more obvious talent than several youngsters who subsequently scaled GP-winning heights, of that there is no doubt in my mind. His driving mirrored his own personality — uncomplicated and enthusiastic, spiced with star quality.

For those of us who knew him really well, the business of motor racing would never be quite the same again. For me, March 5, 1977 was the day the circus left town.

AH



## The Fastest Man on Earth

by David Tremayne (633 Club, 85 Kingshill Drive, Harrow. £8.95)

It is more than three years since Richard Noble waved the Union Jack over his Land Speed Record-breaking jetcar, Thrust 2, thus justifying the nine years of determined effort which finally made him officially the fastest man on earth.

This volume is sub-titled "The inside story of Richard Noble's Land Speed Record" because author Tremayne (Editor of *Motoring News* and co-author with Cyril Posthumus of a major work on the LSR) was present at all three attempts, and was the team's PR man for the successful 1983 runs. This means that the story gets close to the characters involved, in despair as well as in triumph, and this personal involvement helps to carry along a dramatic story whose successful outcome is already known.

Noble's refusal to be beaten by the many setbacks on the salt, and the team's discovery of the hitherto unused Black Rock Desert where the record finally fell, cannot fail to evoke admiration, the more so when so many sponsors had to be kept involved and enthusiastic over several years, and new ones sought.

This book, too, has had a difficult gestation, and it is all the more creditable that it has been published by the author himself under the imprint of 633 Club, the supporters' association which got the public involved with the Thrust project. It is available by mail order only.

This is an exciting and readable story, following on from the achievements of Cobb and Campbell which so inspired Noble. The photographs (mono only apart from the cover) are virtually all taken by team members, and they avoid the pitfall of too many shots of the unlovely monster streaking across the desert, concentrating instead on the individuals involved.

There is little glamour in breaking one's own record, so one of the book's themes is that Noble and his team hope for a challenger to join battle with, and the last chapter outlines what Thrust 3 might look like. Let us hope that someone will respond. **GC**

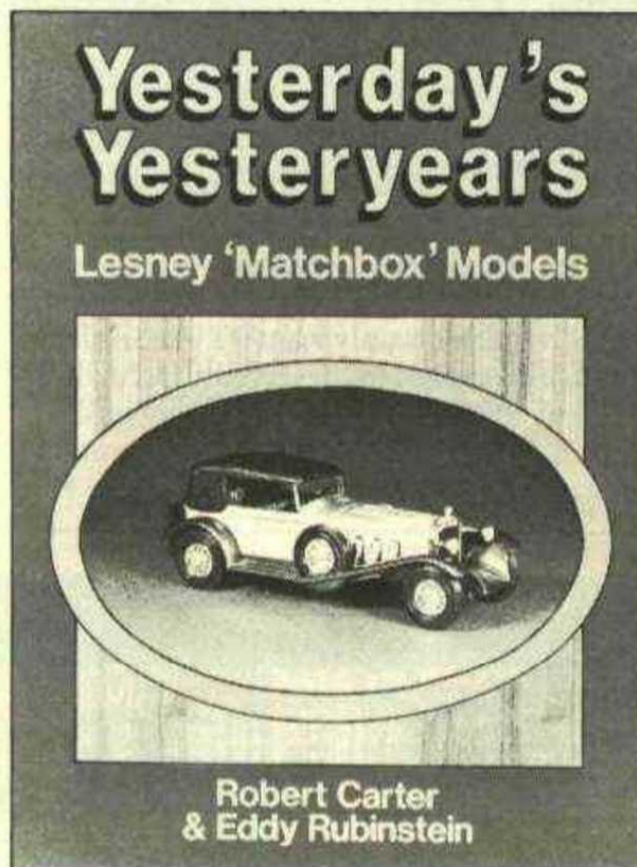
## Yesterday's Yesteryears — Lesney Matchbox Models

by Robert Carter and Eddy Rubinstein. 157pp. 9 1/4 x 6 1/2. (G T Foulis & Co Ltd, Sparkford, Yeovil, Somerset, BA22 7JJ. £19.95)

It is noticeable that as model cars command higher prices the quality of books about them improves correspondingly. This book is devoted to those Lesney Matchbox miniatures, each of which has a colour picture, in keeping with the book's high quality. The authors have added a description of each, which will be invaluable to collectors, giving details of dating, and colour and construction-

al changes along the years. They are critical where they deem this desirable, and not averse to pointing out when real vehicles would not have been seen in the roles in which Lesney presented them; for instance, that odd Yesteryear series of Talbot vans in various liveries starting with Lipton's Tea, when such Talbots were never used as vans. (Even here there is confusion as to whether Lesney intended this, one of their less realistic miniatures, to be a pre-1914 25/50 or a later Roesch Talbot).

The reviewer is not a collector, but does remember how pleasing he found miniatures such as the original Rolls-Royce Silver Ghost; this book is a reminder to get them down from



the attic. It will mean far more to serious Lesneyites, covering as it does the whole range of models — all beautifully illustrated.

Bravo, Foulis! No longer do Dinky Toys have it all their own way! **WB**

## Turbocharging and Supercharging

by Alan Allard. (Patrick Stephens Ltd, Wellingborough. £7.99)

This new smaller format paperback edition of Allard's comprehensive survey of the science of boosted engines has been expanded and updated with descriptions of just about every production turbo- or supercharged car around last year. Inevitably, this list is already becoming out of date, and of course the disappearance of Group B rally cars and the forthcoming ban on F1 turbos contributes to this too.

But the rest of the text remains an ideal source-book on the subject, plainly written, mixing a necessary minimum of theory with specific cases and generous illustrations, and including motor-bikes and marine installations. Expert knowledge does not necessarily make for good writing, but Allard's long-time

involvement (and that of his father Sydney) in the subject has resulted in a readable technical work. **GC**

## Automobile Year No34 (1986/1987)

edited by Jean-Rodolphe Piccard. 255 pp. 12 1/2 x 9 1/4. (Motor Racing Publications Ltd, Unit 6, The Pilton Estate, 46 Pitlake, Croydon, Surrey CR0 3RY. £19.95)

In spite of the death of the famous founder of this ace of large-format motoring annuals, Ami Guichard, the Edipresse Publishing Group of Lausanne has worked hard in collaboration with MRP in this country, to continue *Automobile Year* into its 34th edition, and they tell us the 35th issue is already being prepared.

*Automobile Year* encouraged innumerable other annuals about motor racing and cars in general, in the same lavish format, yet it remains one of the best, with fine colour and black-and-white picture coverage of F1 and other competitive events of the past year, and leading articles on the world motoring scene. This year's edition embraces such subjects as the discord in Europe over battles for car sales, important new models, how ABS braking was born and evolved, and an article by Michael Scarlett on the formidable new Jaguar.

This, and the high-class advertising which is a complementary part of the big volume, is followed by reviews of racing from F1 to F3000, including the Indianapolis 500 and Le Mans, sports-car and touring car championships, rally championships, hill-climbing and autocross, by writers of the calibre of Mike Doodson, Michael Cotton, Martin Holmes, and their Continental colleagues. The book concludes with detailed, tabulated results of the important 1986 events.

It is good to learn that this long-lived reportage, of which early copies and complete runs are now collectors' territory, has not gone up in price. Long may it commemorate the work of its founder. **WB**

## Rallycourse 1986-87

edited by Mike Greasley. 176 pp. (Hazleton Publishing, 3 Richmond Hill, Richmond, Surrey. £17.95)

This fifth edition of the large-format rally annual is probably the best yet. 110 stunning colour photographs by Reinhard Klein, a short and pithy account of each rally by editor Greasley, considered technical articles including a detailed specification of all WRC cars, plus complete tables and maps for every WRC round, are complemented by features on Alén and Champion Kankkunen, the Hong Kong-Beijing event (non-series but thoroughly spectacular), the two British national series, and an appreciation of Toivonen and Cresta who lost their lives in Corsica.

Picture reproduction is very good, though



# BOOK REVIEWS

one or two pages suffer from over-excited design; overall, though, it remains the ideal reference work, as well as being a treat to gaze at, and good value. GC

It must be very good news for those who have not previously heard of it, or have been unable to obtain a copy, that Bugatti — 'Le Pur-Sang des Automobiles' by Hugh Conway CBE, has gone into a fourth edition, and is currently available from Haynes of Yeovil for £24.95. This may seem an excessive price, but not after one has seen the remarkably complete Bugatti coverage and the innumerable, quite irresistible, pictures.

The new edition, running to 408 pages measuring 10 3/4 x 8, has been suitably updated, with some racing and other information available elsewhere omitted. There are chapters not only about all the different types of Bugattis from T13 to T73A, and the earlier Ettore designs, but on every aspect of Bugatti one can think of — the family, the factory, products such as steam-engines, rail-cars, boats and coachwork, and much microscopic data such as numbers of cars built, top speeds, photographs of data-plates, and so on.

There is also intriguing correspondence from old motor papers and facts about the five main Bugatti clubs, the British concessionaire



Fourth Edition H.G. Conway

Colonel Sorel, the Molsheim spares and Schlumpf. This book, which would be one of those I would certainly want if I were isolated on some desert island, deservedly ran to three previous editions, the first appearing in 1963. Here is a fresh chance for some inimitable enjoyment — and learning! WB

Equally comprehensive data about all that pertains to 750 MC racing and events, with results of the 1986 fixtures, is included in the enlarged January edition of that club's magazine, which thus constitutes the 750 Year Book. If you need guidance, after reading your AIDS pamphlet, on F1300, F Vee, F Four, F Ford 1600, F Kit-Car or any of the other formulae fostered by the 750 MC, with full regulations and illustrated reports of how they worked out last season, this is the book. Apply to Dave Bradley, 16 Woodstock Road, Witney, Oxon. WB

Motormedia Ltd's new catalogue of motor books, listing 1,623 titles of old and out-of-print items, and including special articles on authors L T C Rolt, William Court, and Richard Hough, is obtainable at £3 to UK applicants, from PO Box 3, East Horsley, Surrey KT24 5RL. WB

Readers with leanings towards aviation must not miss They Gave Me a Seafire by Commander "Mike" Crosley (Airlife of Shrewsbury, £12.95), in which an enormous amount of information appears about fighting with Seafires in World War Two, with powerful supporting data in fourteen appendices. WB

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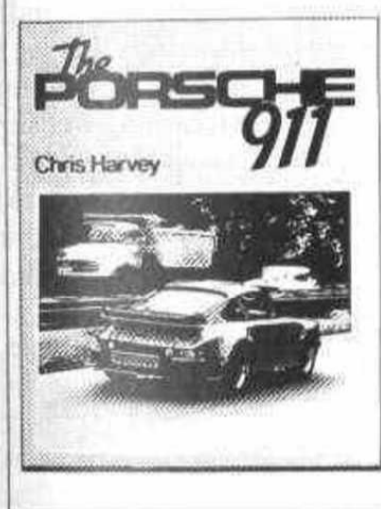
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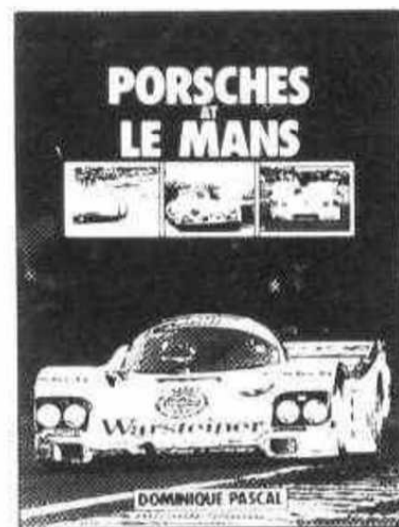
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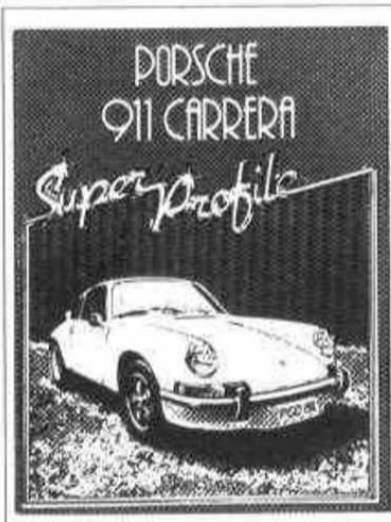
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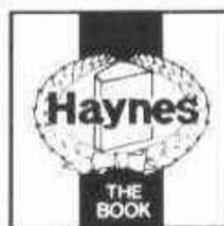


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## Connaught Horsepower

Sir,

I was naturally very interested to read the Connaught articles, especially the one in your January issue concerning the B Types.

I purchased B5 just after the disposal sale at the works from Brian Naylor, and proceeded to race it during the 1958 and 1959 seasons. I had to smile when I read about the 240 bhp obtained on the test bed, as I always considered the figures a joke. B5 was heralded at the sale as developing 224 bhp at recent tests on alcohol fuel; but as we had to use Avgas for the 1958 Formula One season, I removed the engine from the car straight away and fitted it on to my test bed. I well remember that it produced 199 bhp on alcohol, and after some adjustments it peaked at around 215 bhp at 6,200 rpm.

I then converted the engine to run on petrol, fitting somewhat lower compression pistons and experimenting with different camshafts and timings. After many many hours of bench testing, the maximum output I obtained was 210 bhp at 6,300 rpm. My two engines both gave the same output, which I considered very modest, but it was impossible to get any more from the existing design.

I was in the test house at Send one day, and I noticed that the rev counter used on the bed was the Smiths Chronometric direct-drive instrument as used in the car with a 90-degree drive box. The chronometric tachometer with a direct drive cable is supremely accurate, but not so when used with right-angle drive and inaccuracies in the gears.

I removed the set-up from B5 and cross-checked it against my electric-master rev counter on the test bed. At 6,000 rpm the Smiths instrument showed up 250 bhp which would account for a near 20 bhp optimistic reading. I operated just ten miles from Heenan and Froude's Worcester works, so it was no trouble to have my bed tested. I even had a correction factor for the rev-counter. As a result, my test house figures were very conservative.

These comments may be of

some interest to your readers, and in some ways explain why a delightfully designed and built car did not do better, and cried out for a more advanced engine.

**GEOFFREY RICHARDSON**  
Hartlebury, Kidderminster

## Chaos in Kuwait

Sir,

I have been reading your excellent magazine for over 20 years now and have yet to see any articles which describe motoring in the Middle East.

Driving here in Kuwait is altogether different from driving in the UK, or for that matter, anywhere else in the world.

Most roads are littered with sundry wrecked vehicles. It is not uncommon to see, for example, a Porsche 928 embedded in the side of a Mercedes 500 SEL. I believe Kuwait competes with Qatar in having the worst accident ratio per capita in the world. I suppose the fact that Kuwait has more cars per capita than any other country in the world, to some extent, can be used as an excuse for the chaos.

I recently read a newspaper article in which a local driver explained that he did not consider watching TV while driving a dangerous occupation. Apparently, he considered that this required less attention than reading a paper whilst driving!

One learns to develop certain specialised driving techniques in order to survive here. It is not unusual to be overtaken both on the off side and near side at the same time. I find that a particularly successful ploy is to drive as fast as possible. If one does this, then one only has to worry about the cars one is overtaking, rather than have to worry about the cars also overtaking you. The problem with this theory is that about 90% of other drivers in Kuwait have the same idea.

I'm leaving Kuwait shortly, and returning to the UK, so I bought a 944 new here to take with me. Even with electric sunroof, auto gearbox, turbo wheels and P7 tyres, it only cost £14,000.

**DAVID ASHCROFT**  
Safat, Kuwait

## Industrial Ruin

Sir,

I wonder how many readers of MOTORSPORT realise that they are witnessing the demise of the British motor industry. With the imminent replacement of the Metro, Maestro and Montego by Honda-inspired models, there will be no wholly British cars in quantity production. Foreign manufacturers may have assembly lines in Britain, but they employ relatively few skilled workers or technical staff. So the British motor vehicle designer will become an extinct species. There will be no-one to follow in the footsteps of Issigonis, Gryles, Haynes, King and the others who gave us such splendid cars.

Who is responsible for this melancholy state of affairs? Principally the people who buy foreign cars. This statement will of course bring forth a storm of protest, all of which will add up to "it's not my fault." Passing the buck is another factor contributing to the decline of British industries.

President Truman had a notice in his office reading "The buck stops here". This was a mistake; it should have read "The person who lets the buck reach here is fired." The fact that British people buy foreign cameras, radios, televisions, electronics, motorcycles and cars has ruined us as an industrial nation.

The one thing we can still do is create museums, and that is what Britain is fast becoming.

**JOHN B. PERRETT**  
St Austell, Cornwall

## ABS Drawbacks

Sir,

I was interested to read the comments of your correspondent in the November issue concerning the possible drawbacks of having large numbers of ABS-equipped vehicles at large on our roads. I feel your correspondent has missed the most obvious point.

Motor vehicles have been steadily developing in performance over the years, so that by now they possess degrees of acceleration, braking and

roadholding well beyond the mental capabilities of most drivers (myself included). As the improvements become more common, you don't get drivers of Porsches, although under our slightly ridiculous driving laws you can drive both at 70 mph on the same streaming wet slippery road and be within the law.

Drivers tend to adapt to the general performance of their vehicles and drive accordingly. The big danger as the performance of the vehicle improves is that it removes the driver well away from the road conditions, so the ABS driver will be totally unaware that his minimum stopping distance has suddenly increased tenfold owing to the oil, water, ice or whatever. The ABS driver may not have many 'moments' but they will be big ones!

Certainly I prefer to drive my simple, crude but very road-sensitive Morgan whenever there is a chance of unpredictable ice patches, but then I am interested in cars and driving, whereas the average motorist is not.

It's sad that we readers of MOTOR SPORT represent a keen minority within an enormous herd who see no further than the bumper of the car in front — which is fine until the unforeseen occurs. ABS just removes the unforeseen further down the road.

May the gospel of cable brakes and the crash gearbox continue to be preached!

**NEVILLE LEAR**  
Middlezoy, Somerset

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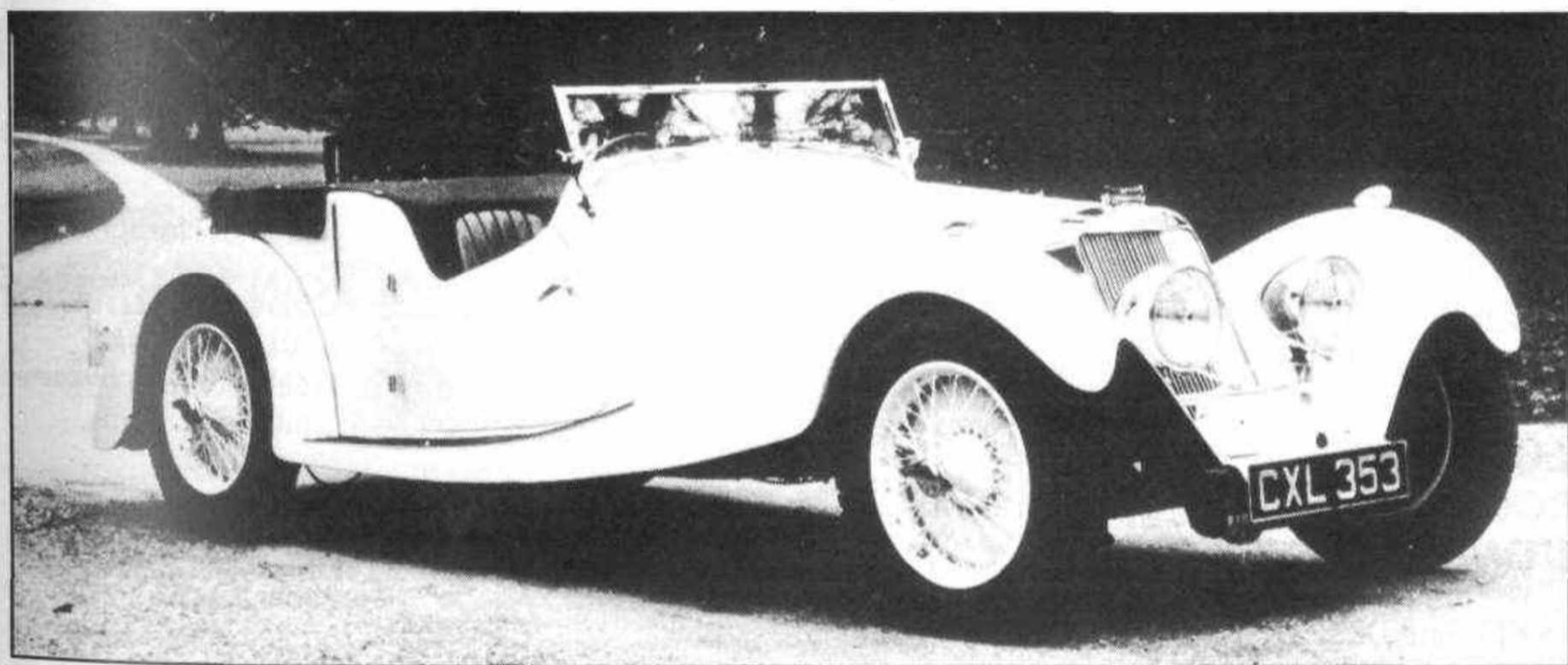
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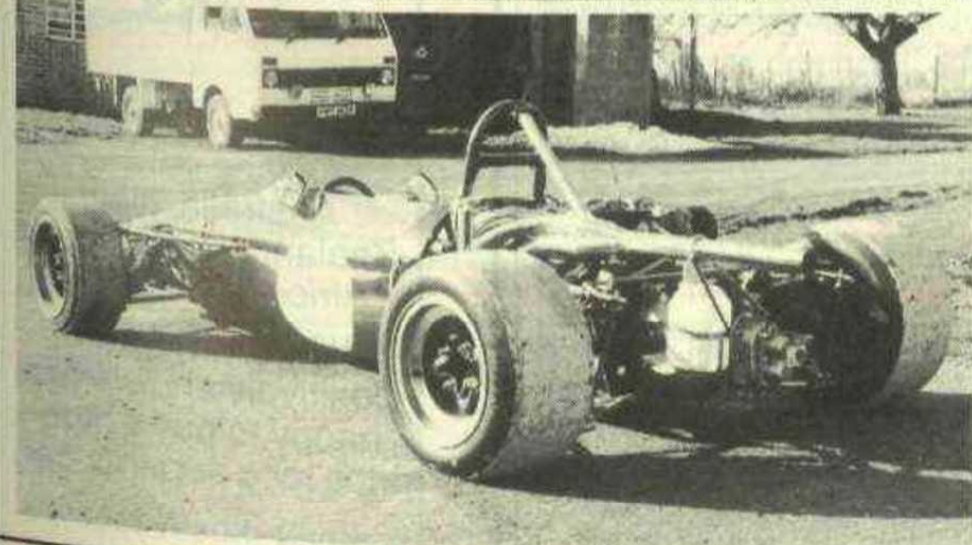
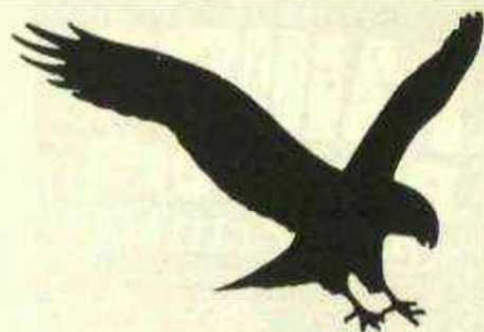
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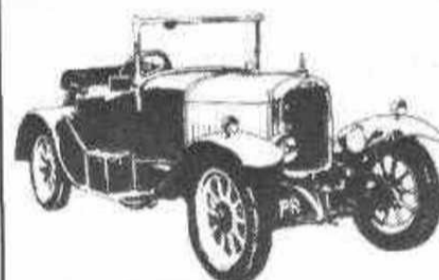
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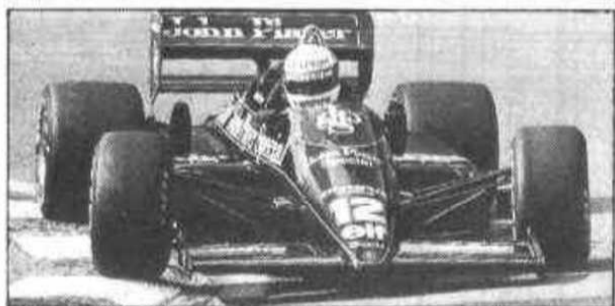
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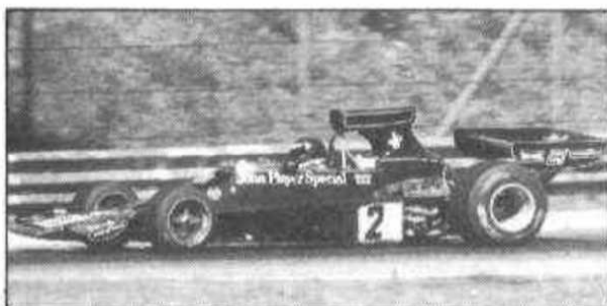
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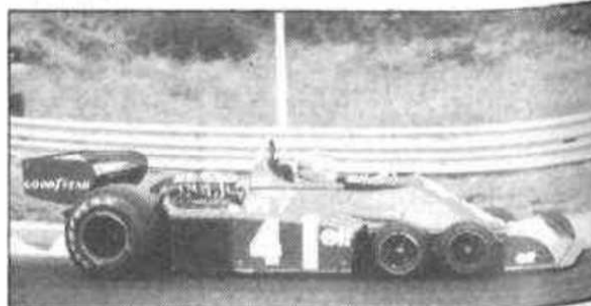
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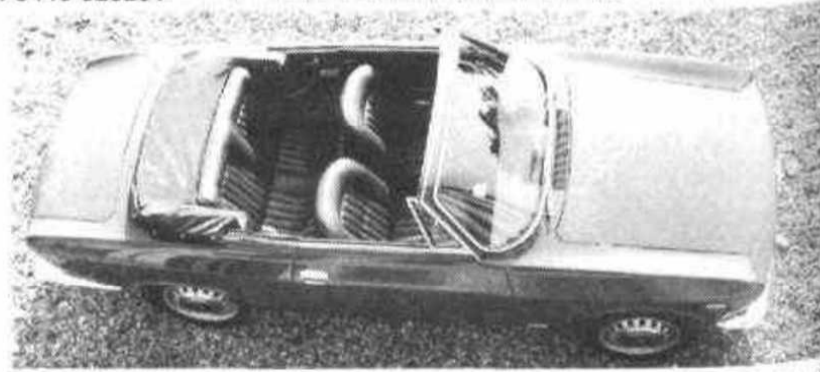
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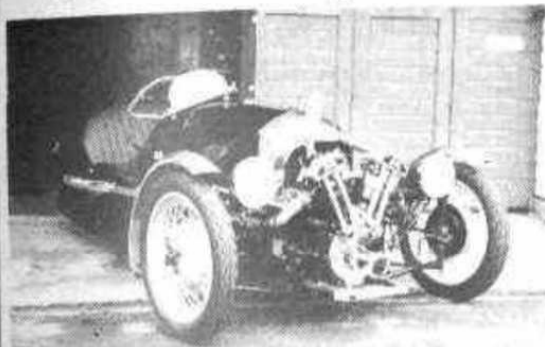


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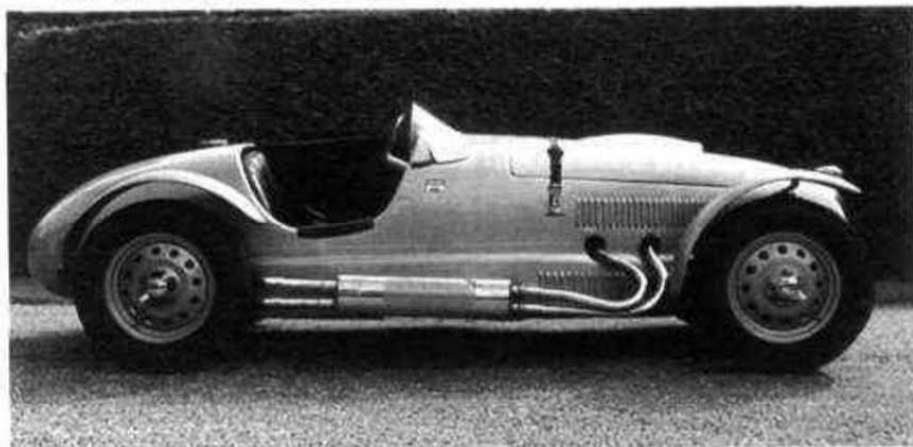


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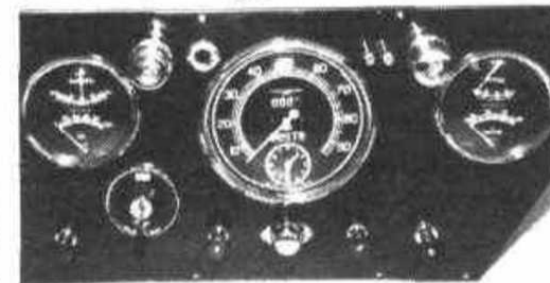
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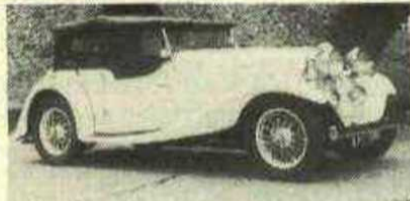
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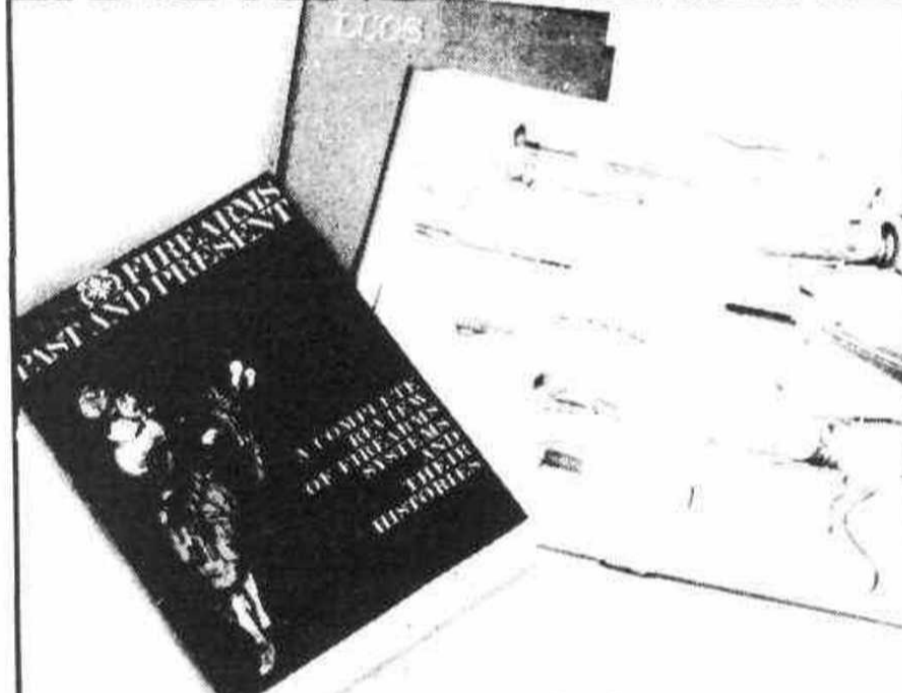
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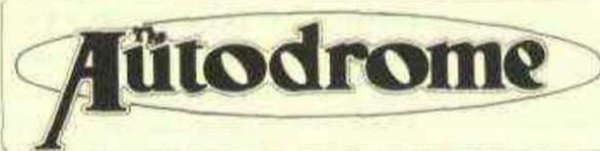
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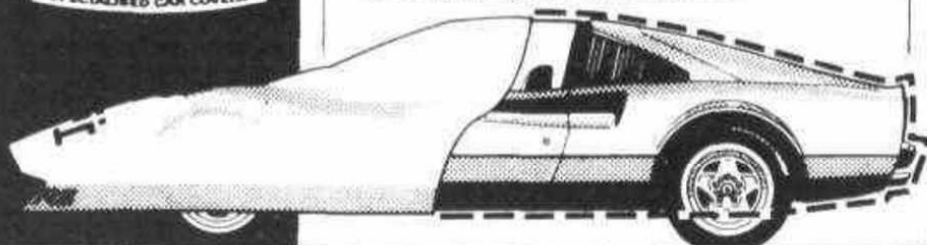
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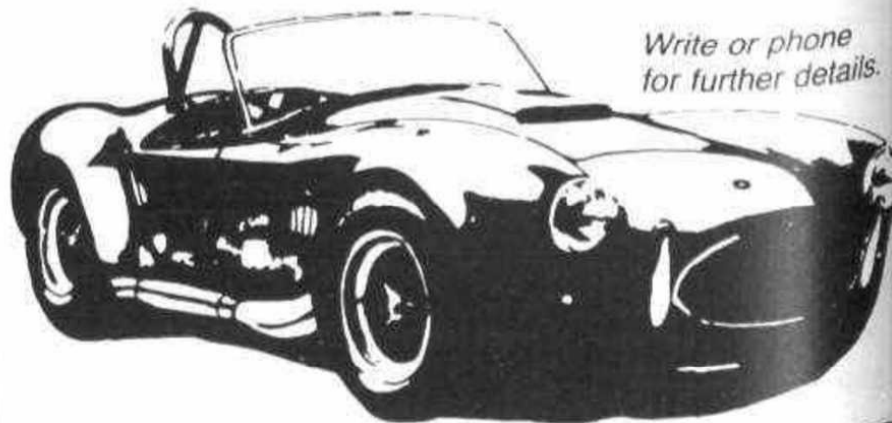
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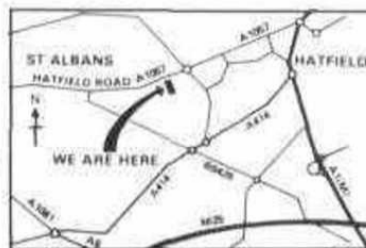
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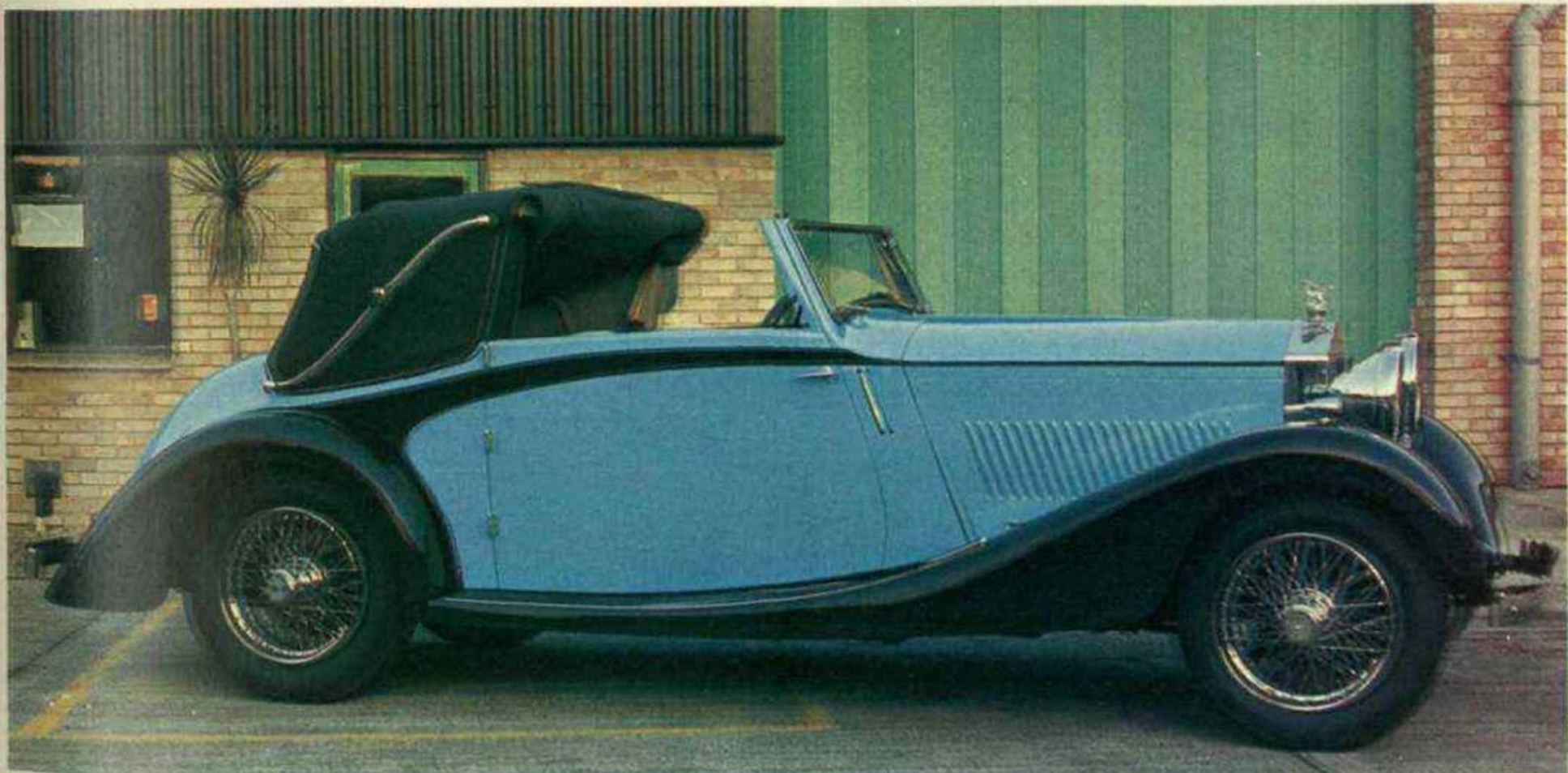
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- Aston Martin V8 1978.** Superb handbuilt car finished in Buckingham Silver coachwork with contrasting dark blue leather interior, lambswool, over-rugs, air conditioning, auto trans, power steering. A very well maintained example of this thoroughbred motor car. £11,950
- Auburn Speedster 1935 Replica.** Acrylic ivory over pillar-box red paintwork with magnolia leather interior. PAS, air conditioning. Automatic transmission. 7-litre V8 power unit producing "Shattering Performance". Chrome wire wheels fitted with whitewall tyres. The stunning appearance of this vehicle must make it the ultimate classic motor car. £POA
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- Bentley S3 Saloon 1964.** Shell grey over garnet with maroon/grey Connolly leather interior. Electric windows. One owner for the past 16 years. A very attractive motor car. £11,950
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- Bentley Mulsanne LHD.** Special coach finish in vermilion with beige leather interior piped with contrasting red leather which combines dashboard top-roll and knee-roll. Fully colour coded bumpers and fittings. Turbo badges. Y registration. Must be seen. £POA
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- Rolls Royce Corniche 1975 Convertible.** Le Mans blue metallic coachwork with new white Everflex hood and with blue Connolly leather interior. Whitewall tyres. Previously owned by famous personality. £29,950
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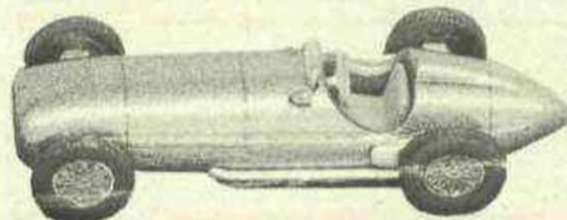
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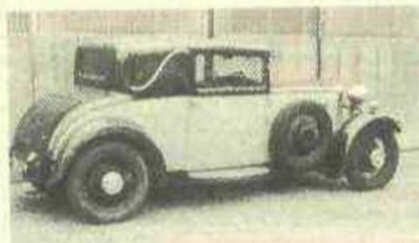
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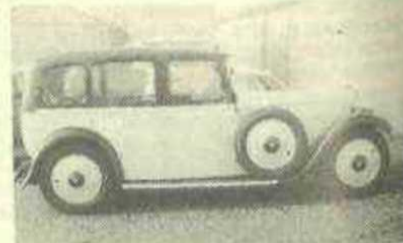
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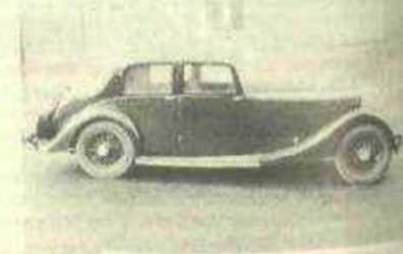
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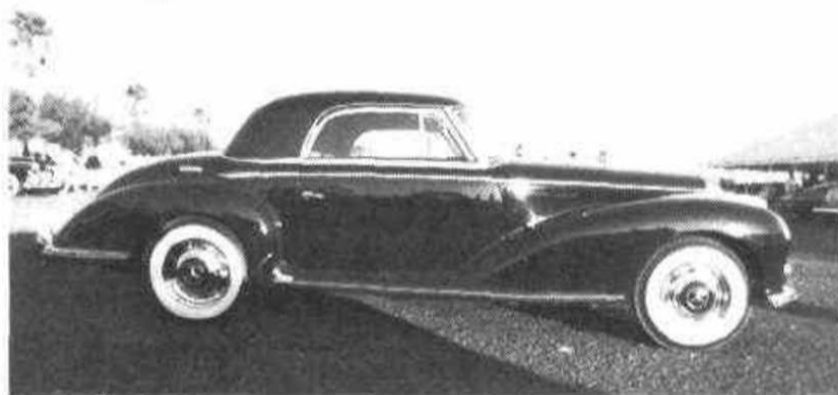
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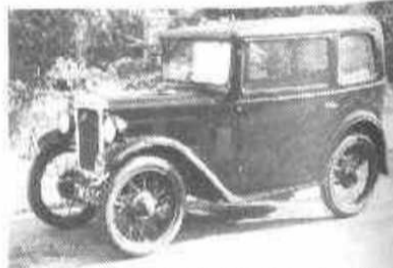


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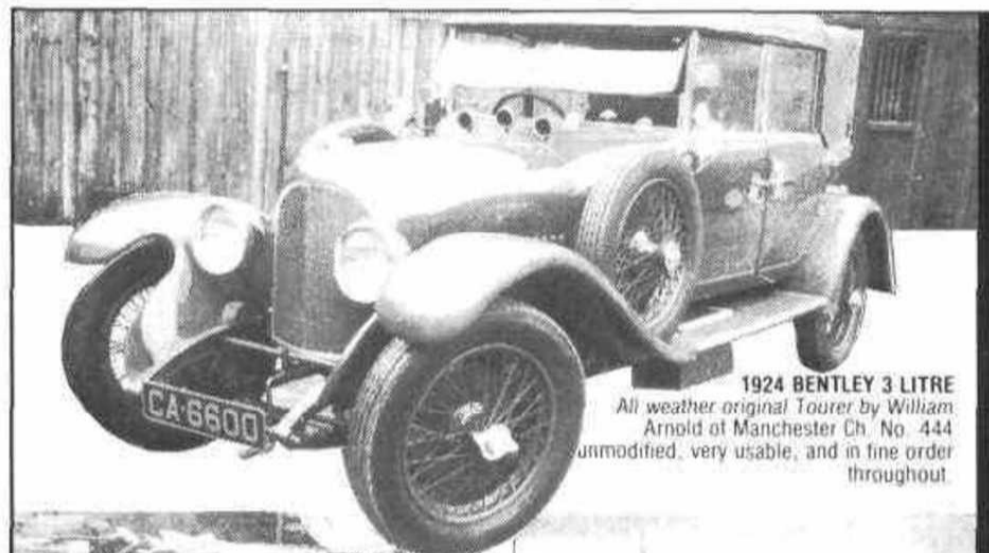


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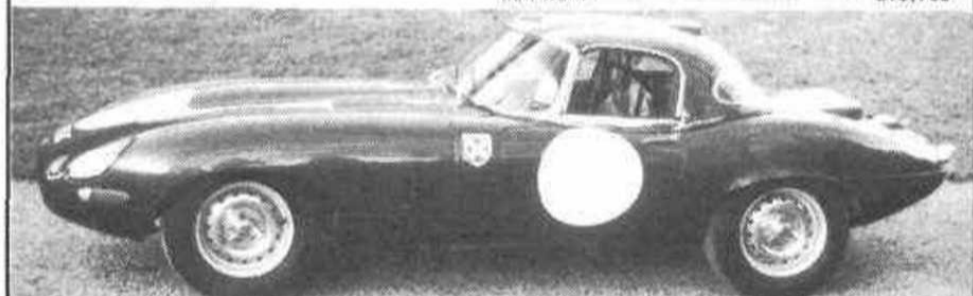
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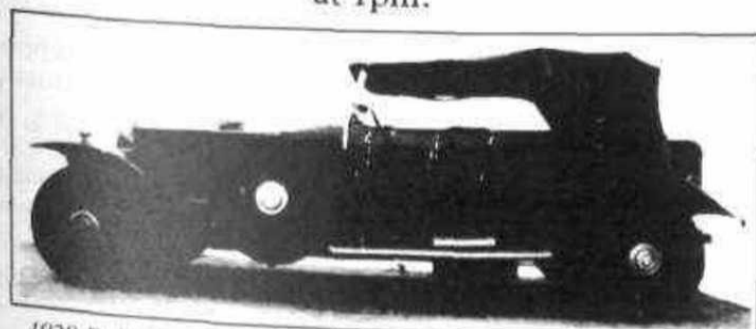
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SATURDAY 21st MARCH 1987  
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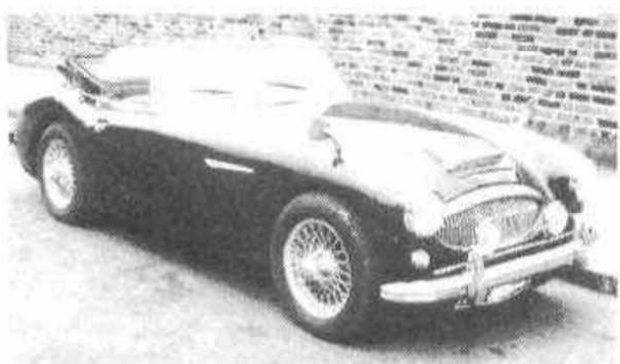


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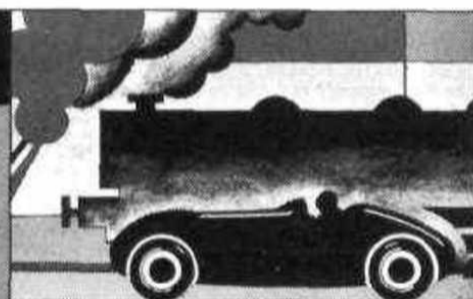
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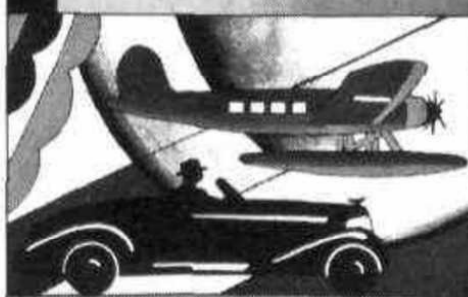
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- Lorries commercial vehicles, in-  
dustrial vehicles, special trans-  
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ers.
- Coaches, buses and minibuses.
- Parts, components parts, spare  
parts, and accessories
- Bicycles, mo-peds, motor cycles.
- Garage, repair shop and service equipment.
- Lubricants. ● Competition section.

Barcelona, from 23rd to 28th April, 1988



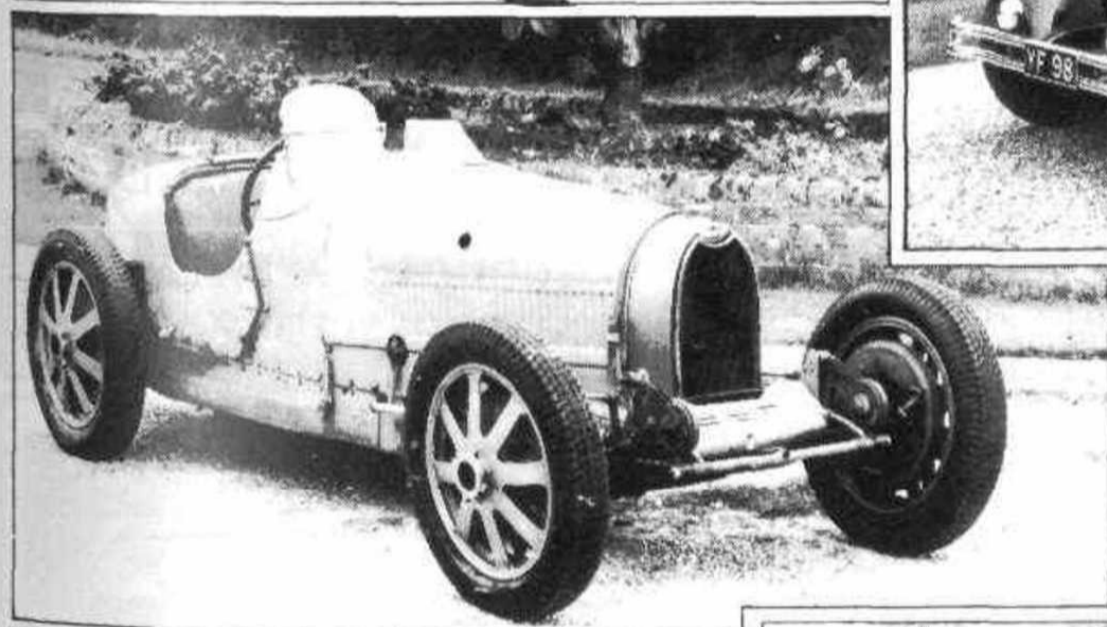
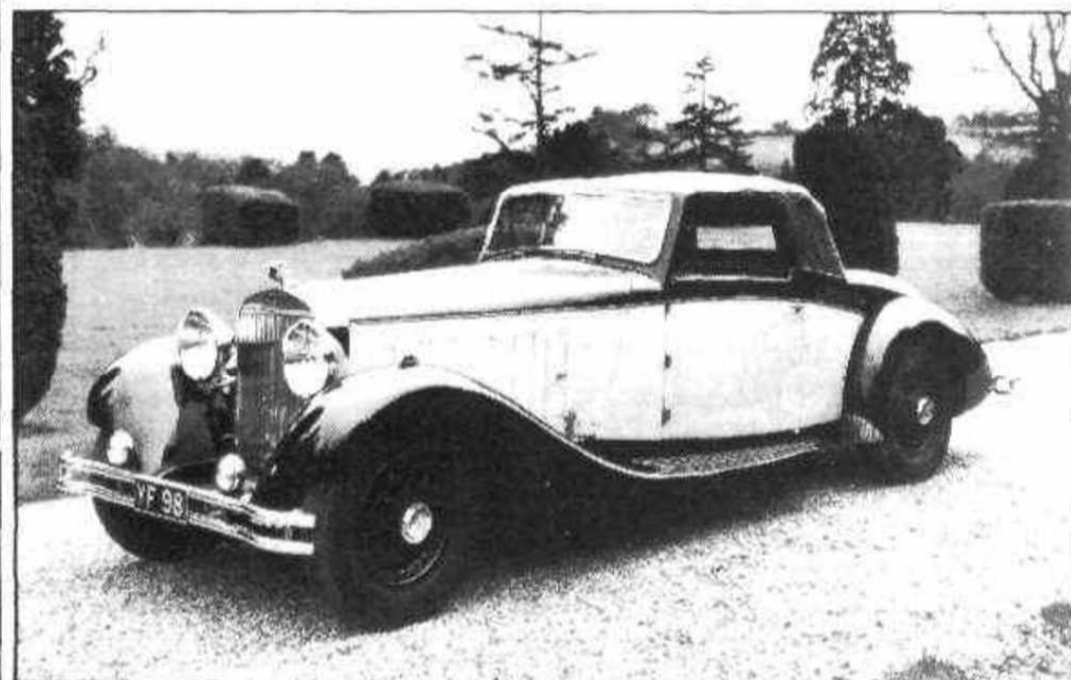
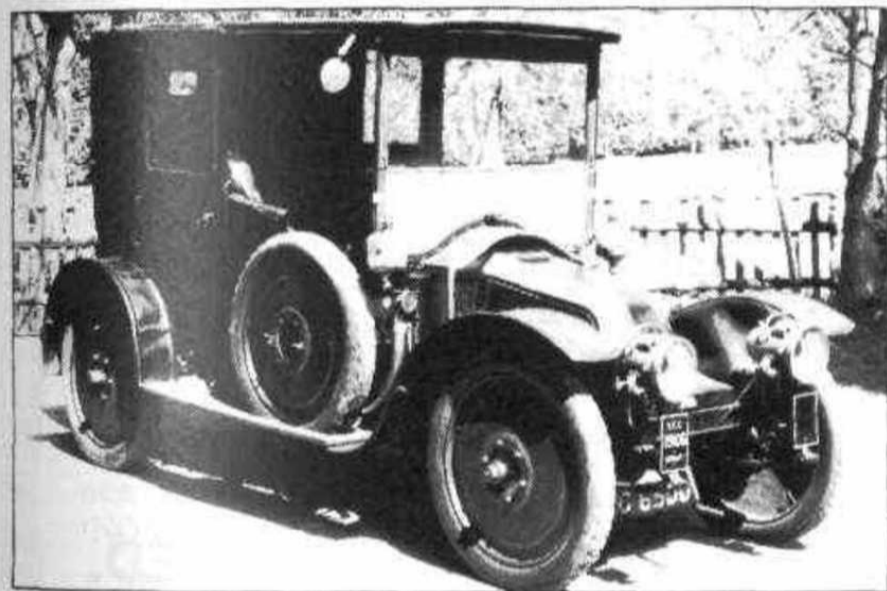
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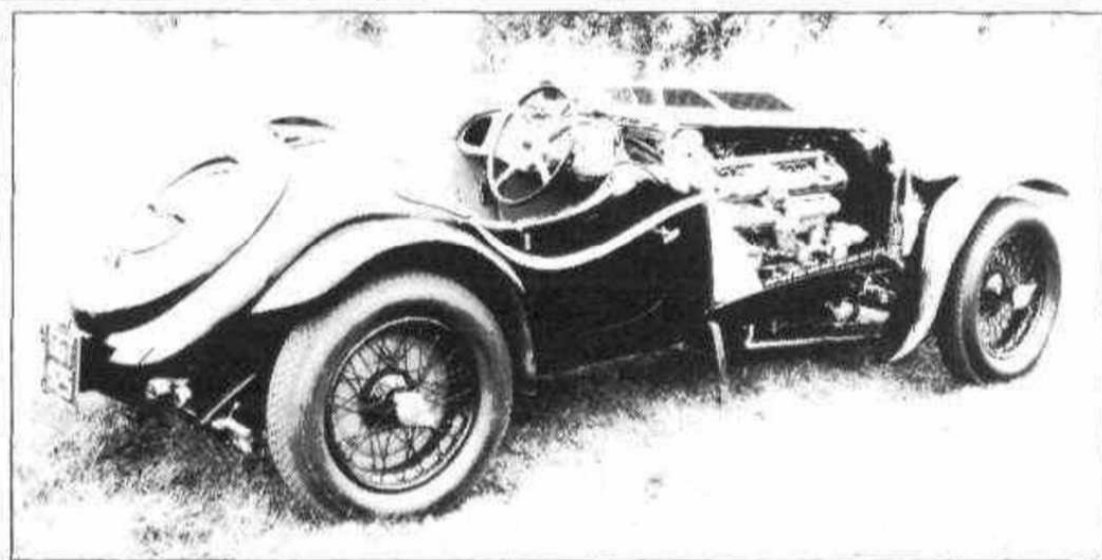
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*Top left:* 1906 Renault, Type X, 14/20 h.p. Single Landalette. Sold in Ludlow, Shropshire on 5th July 1986 for £33,000.

*Top right:* c1931/34 Hispano-Suiza J.12 9½ litre Two Seater Tourer. Sold in London on 1st December for £187,000.

*Bottom right:* c1934 Triumph Dolomite Straight-Eight Supercharged Two litre Open Sports. Sold in London on 1st December 1986 for £165,000.

*Bottom left:* 1925 Bugatti Type 35 with Supercharger, Grand Prix Two Seater. Sold in London on 1st December 1986 for £170,500.



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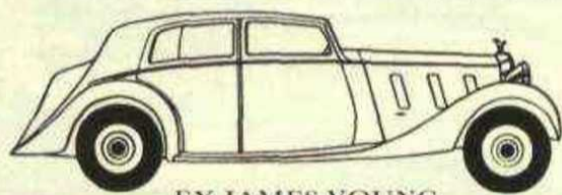
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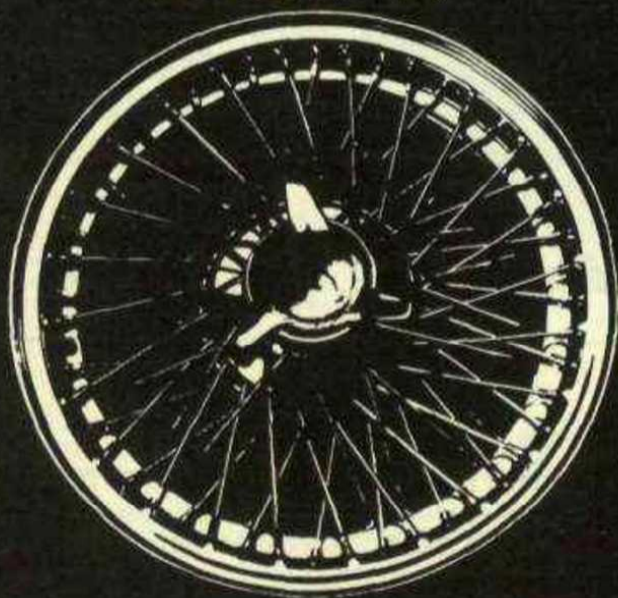
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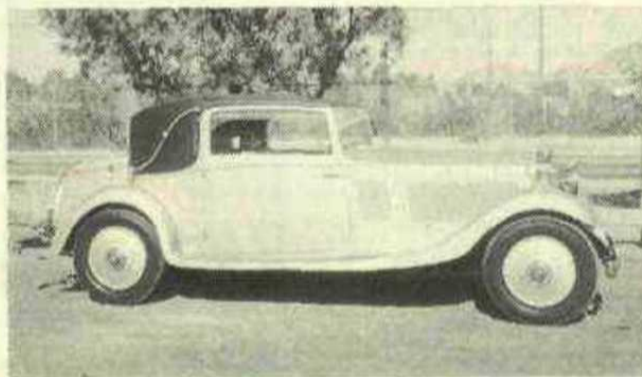
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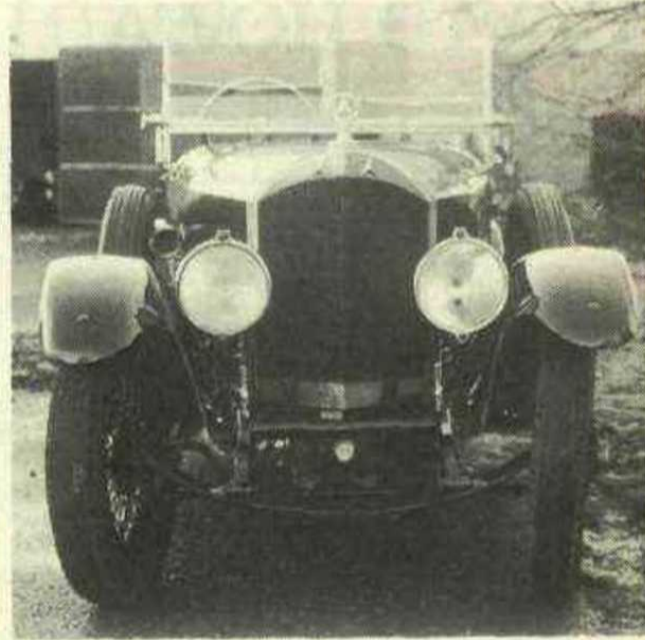
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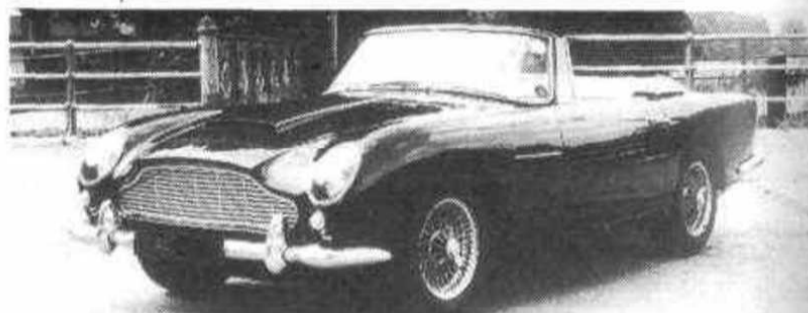


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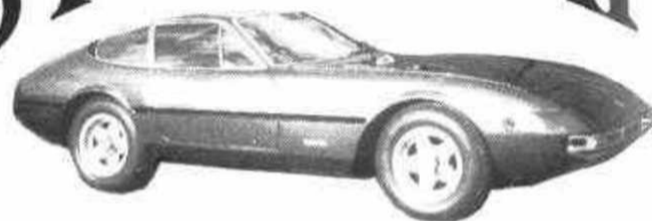
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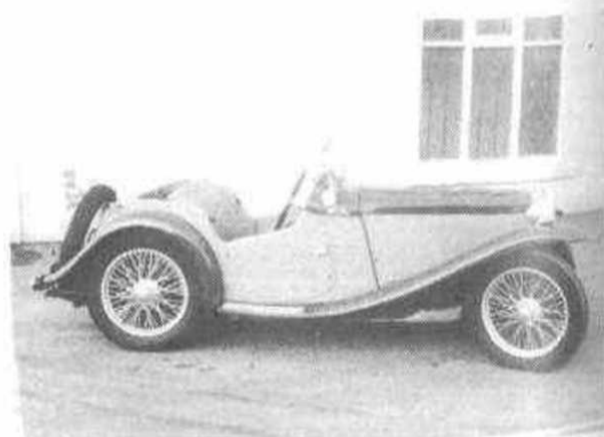
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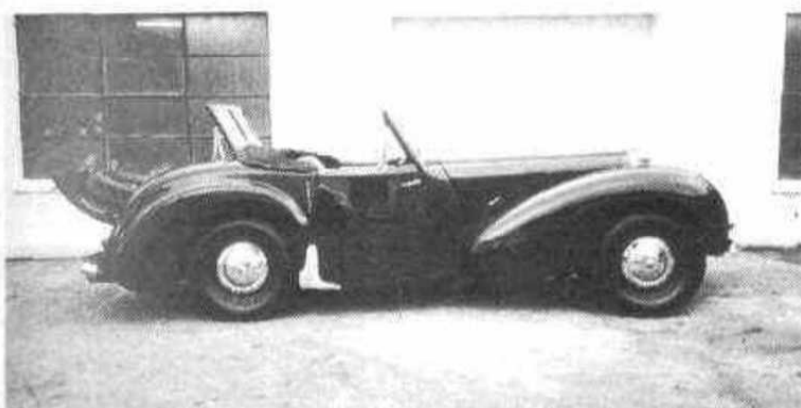
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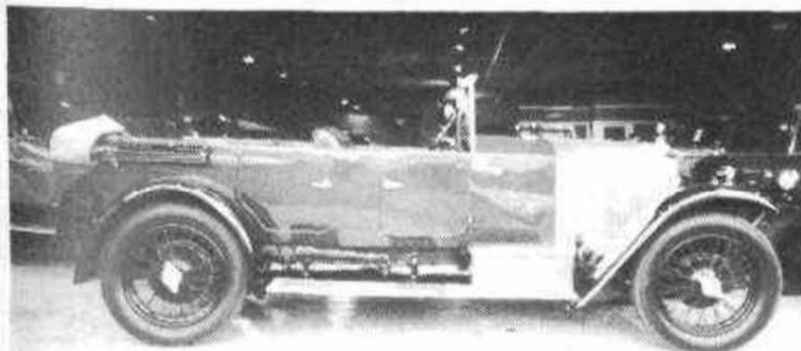
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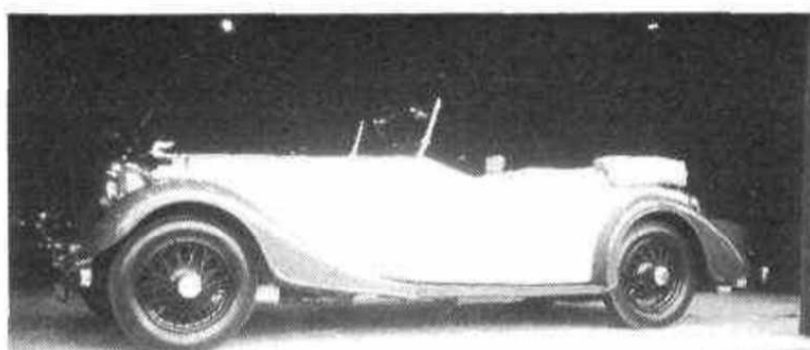
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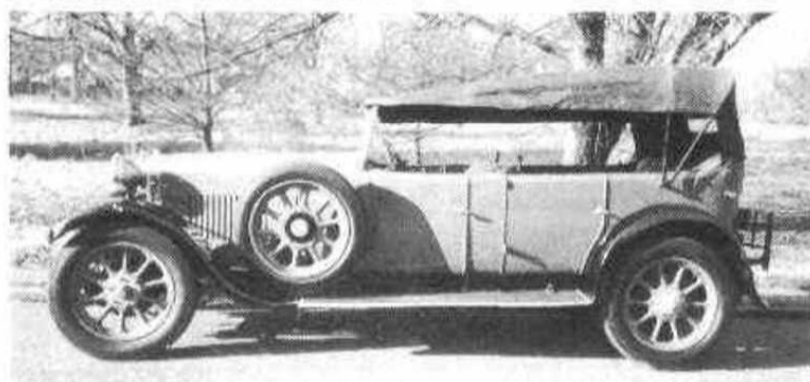
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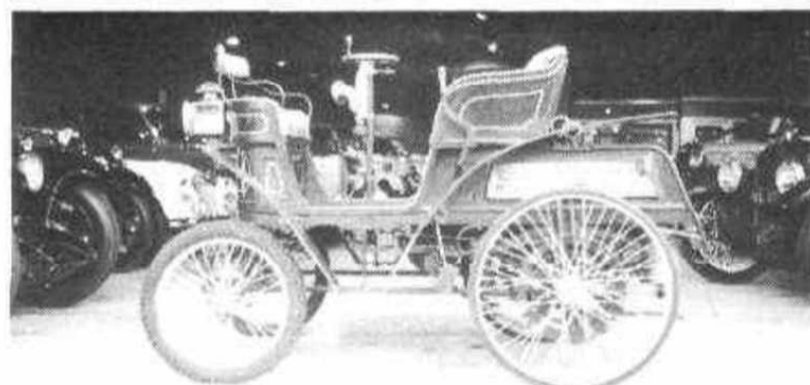
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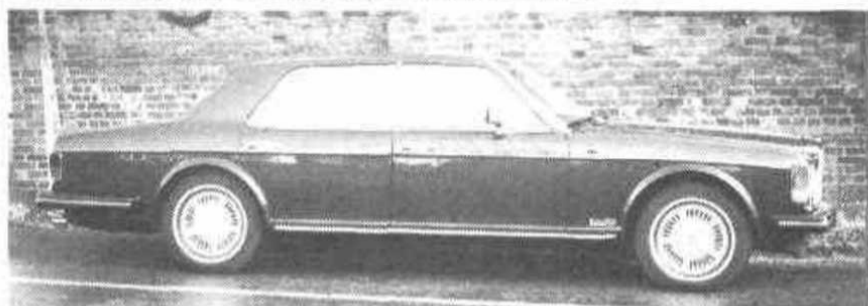


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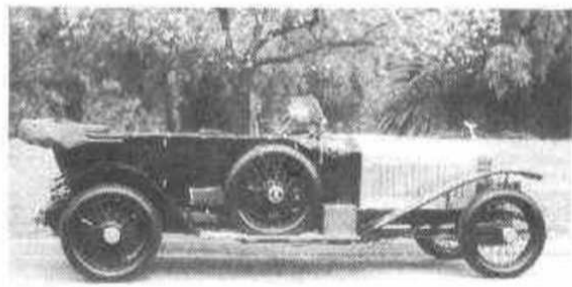


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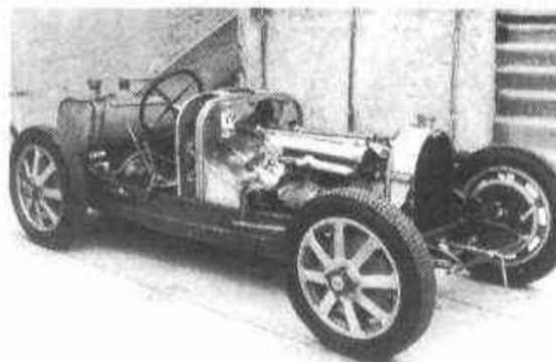
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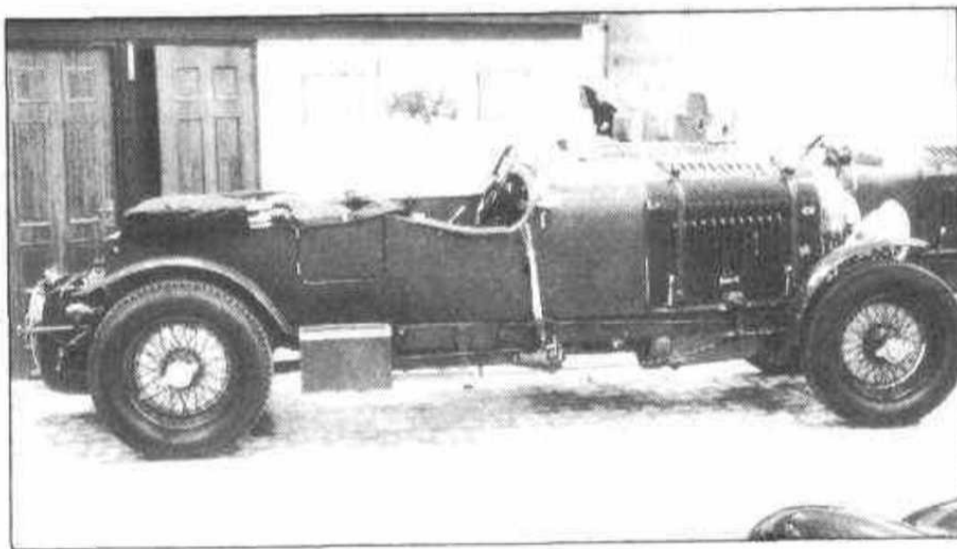
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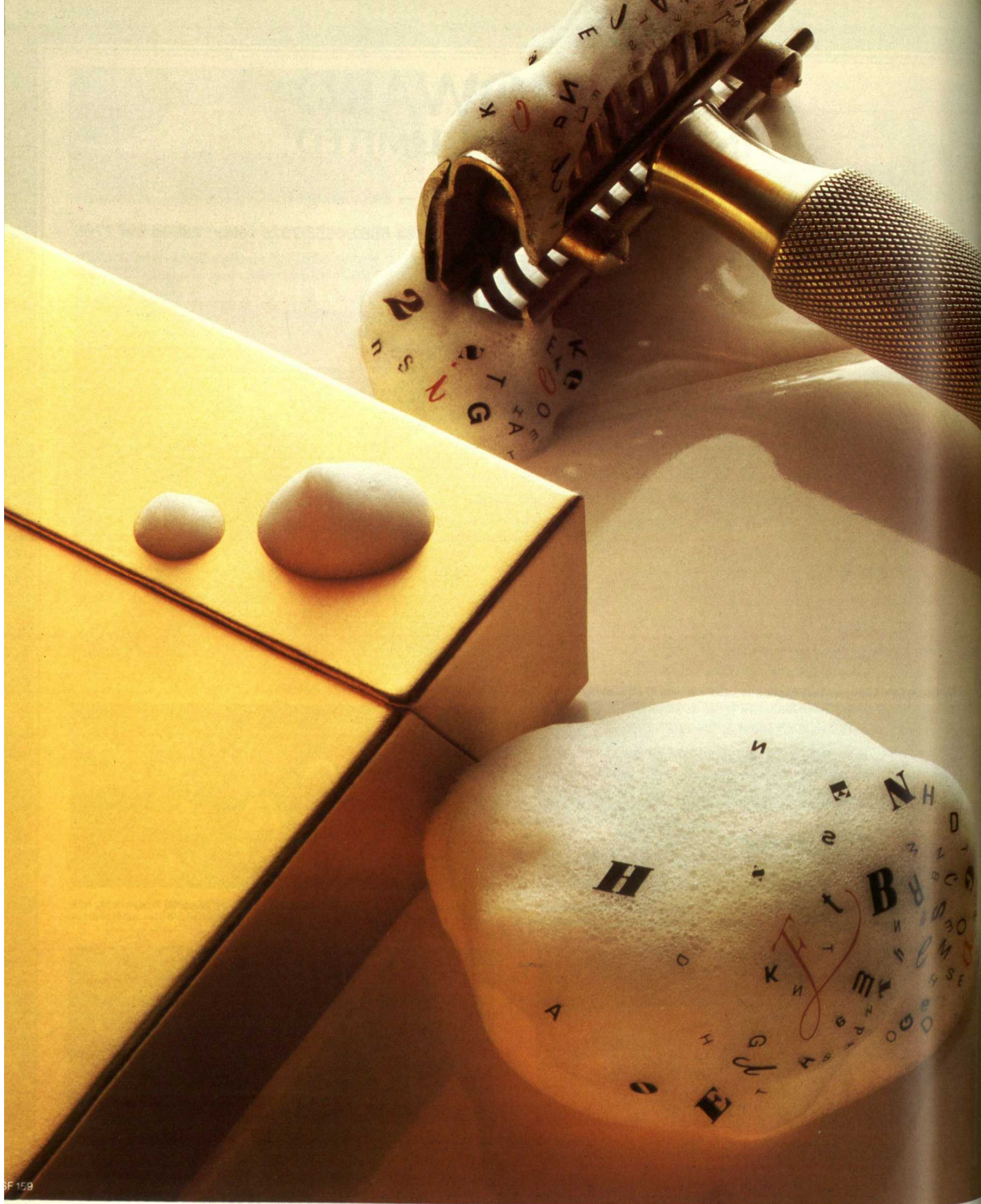
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