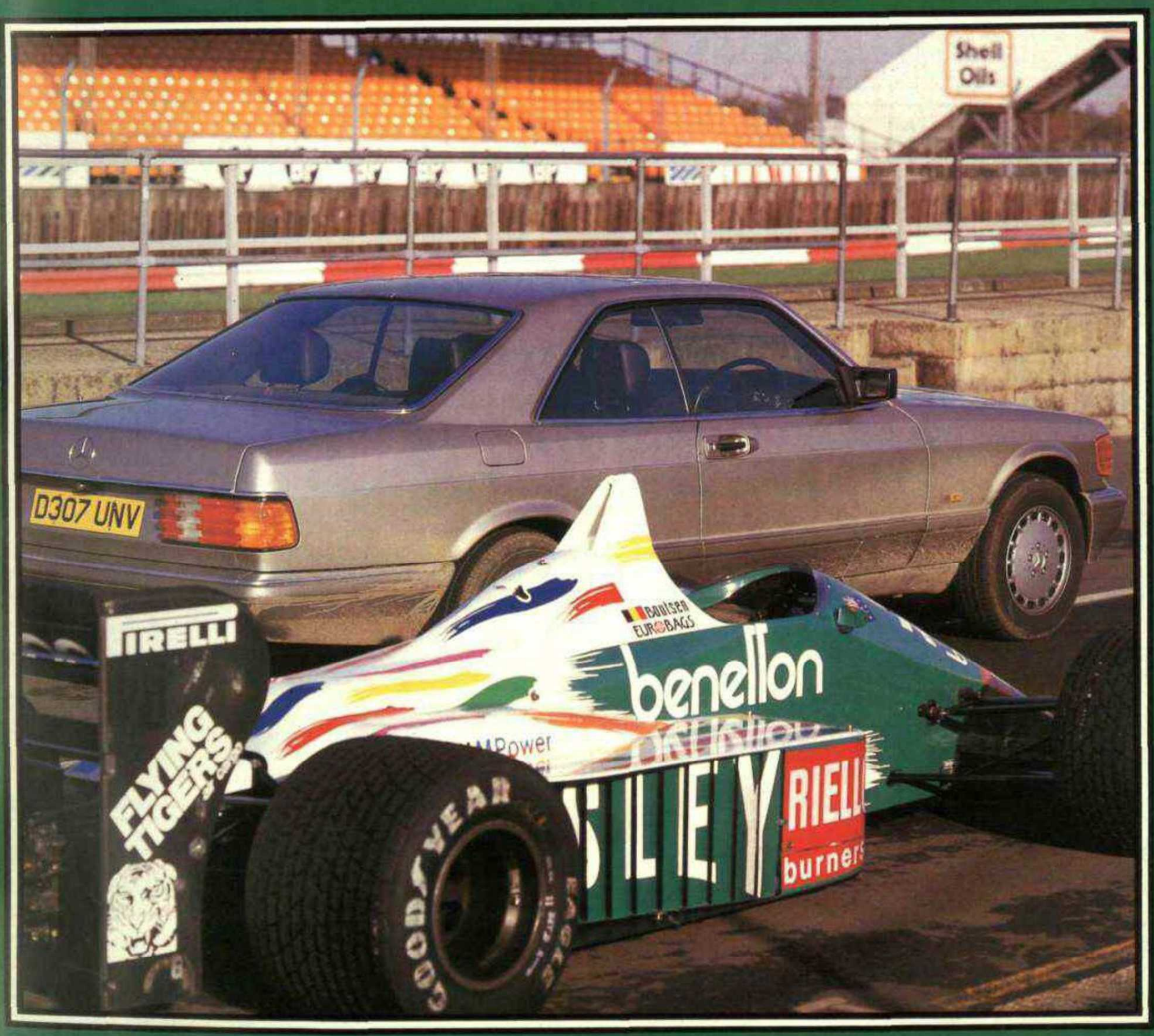
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# MOTOR SPORT

The Authoritative Voice of The Sport




## MERCEDES 560 SEC ON TEST

## Ferrari 288 GTO v BMW M1

## TCC Volvo Track Test

## Macau Grand Prix

# Lancaster Hertford

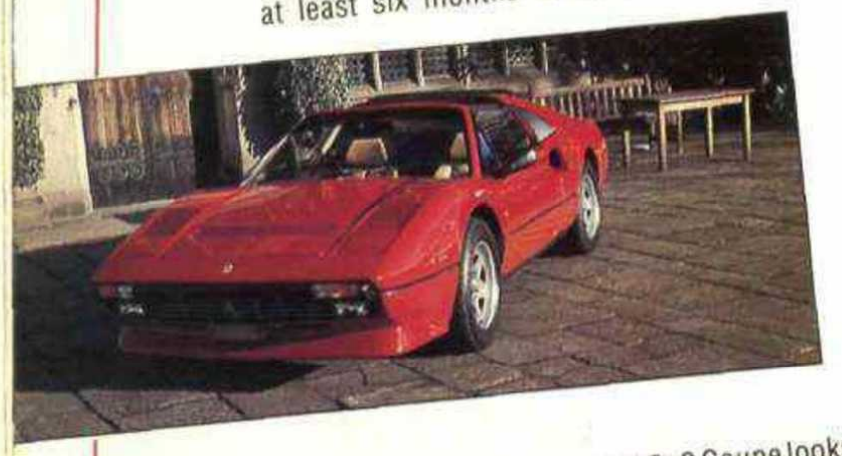
## The new name in luxury motoring.



**1986 'D' MERCEDES-BENZ 500 SL**
The high performance SL to latest specification. This car has only covered 500 miles from new, and comes complete with full leather upholstery (including optional rear seats) air-conditioning, anti-lock brakes, outside air temperature gauge, heated seats and radio cassette. Santa Claus can deliver in time for December 24th..... **£37,995**



**1986 PORSCHE 911 CARRERA (PERSONAL REGISTRATION)**
Quite unique. This Turbo bodied Super Sport Carrera bears no resemblance to all the other Guards red Carrera Coupes. It was specially ordered from Stuttgart with Turbo SE style fluted rear wings (integrated beautifully with the flared arches) highly polished alloy wheels, and one-off black hide interior with red piping. The equivalent car today would take at least six months to come, and would cost a lot more than this one. Only 600 miles ..... **£42,995**



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Finished in Rosso Corsa with light tan hide upholstery, this car has only covered 9600 miles from new and is equipped with all the extras available. The equivalent new car would now cost well over £40,000..... **£34,995**



**1986 'C' JAGUAR XJS V12 COUPE**
Jaguar's high-performance 2+2 Coupe looks very good in red, finished with a light tan interior. A one owner example with 11,600 miles and all the advantages of 'Supercover' ..... **£21,995**



**1985 'C' MERCEDES-BENZ 380 SE**
This high performance V8 Saloon is finished in Signal red, and has a black cloth interior. The extras include anti-lock braking system, electric sun roof, headlamp wash wipe, alloy wheels, and radio cassette. The car has only covered 16,000 miles from new..... **£22,995**

**1984 'B' ROLLS-ROYCE SILVER SPIRIT**
This Silver Spirit look quite beautiful finished in Light Oyster metallic over Dark Oyster, with a mushroom coloured leather interior, piped in claret. The car has a leather covered knee-roll and headlining, and white-wall tyres. Fully serviced from new by one fastidious owner. 22,600 miles ..... **£44,995**

**1985 'C' MERCEDES-BENZ 500 SEC**
Finished in Nautic blue metallic with grey hide upholstery. This already well specified car also boasts heated electric front seats, rear head restraints, radio cassette. 19,000 miles..... **£33,995**

**1985 'C' MERCEDES-BENZ 500 SEL**
Full Lorinser styling equipment including Rial alloy wheels has been added to this already beautifully equipped car. Standard extras include electric driver seat, electric sun roof, and air conditioning. 13,700 miles..... **£32,995**

**1985 'C' MERCEDES-BENZ 500 SEL**
This completely equipped limousine is finished in classic white, with a full leather interior in off-white, piped in black. All four seats are individually electrically adjustable, the dashboard is veneered with walnut wood, the interior is fully air-conditioned, and in short, the car has every conceivable extra including a telephone. 18,000 miles..... **£31,995**

**1986 'C' MERCEDES-BENZ 420SL**
The latest specification SL with only 5,000 miles on the clock. Finished in Light Ivory with Dark Brown Leather upholstery. This vehicle is fitted with: Optional Occasional Rear Seats and cruise control..... **£30,995**

**1985 'B' MERCEDES-BENZ 500 SL**
A well-maintained, fully serviced example with leather upholstery, finished in Thistle green metallic. 22,000 miles..... **£27,995**

**1986 'C' MERCEDES-BENZ 300E**
Finished in Smoke Silver with Black Leather upholstery. Rare 5 speed manual with excellent specification including: Air-Conditioning, Anti-Lock Braking System; Electric Sun Roof; Alloy Wheels; Leather Steering Wheel and Radio/Cassette Player. One owner and only 17,000 miles from new..... **£21,995**

**1985 'C' MERCEDES-BENZ 280 SE**
This 280 SE is finished in Diamond blue metallic with a blue cloth interior. It is equipped with an electric sun roof, anti-lock braking system, electric windows, and a Blaupunkt 'New York' radio cassette. 13,700 miles..... **£20,995**

**1984 'B' MERCEDES-BENZ 280SL**
2 Seat sports coupe with hard/soft tops, attractively finished in Champagne Gold Metallic with contrasting Dark Brown upholstery. Also fitted with Alloy Wheels and Head Lamp Wash Wipe. Complete with one year Mercedes-Benz used car warranty. 30,000 miles ..... **£19,995**

**1985 'B' MERCEDES-BENZ 280CE**
This elegant 2+2 coupe is finished in Nautic Blue Metallic with Cream Hide interior. A complete specification includes: Electric Sun Roof; Head Lamp Wash Wipe; Heated Seats and Radio/Cassette. Personalised number plate. 24,000 miles..... **£16,995**

**1986 'C' MERCEDES-BENZ 200 (W124 SERIES)**
Finished in Nautic blue with grey cloth interior. A very high-spec car including anti-lock braking system, electric sun roof, electric windows, alloy wheels, headlamp wash/wipe, rear head rests, leather steering wheel and Blaupunkt radio/stereo. This vehicle has covered 8,000 miles only, and is almost indistinguishable from new..... **£16,795**

**1986 'C' MERCEDES-BENZ 230GE SHORT WHEEL BASE**
This superb dual purpose vehicle is finished in Wine Red with Light Brown Cloth upholstery. 5 Speed Manual Gearbox; Head Lamp Grills and Radio/Cassette. One owner from new and only 9,000 miles. An excellent saving on the cost new at only..... **£13,995**

**1986 'C' MERCEDES-BENZ 190E**
Finished in Deep Blue with matching Blue Cloth Upholstery. This one owner car has Automatic Transmission; a Factory Fitted Sun Roof and Blaupunkt Radio/Cassette. 19,200 miles..... **£13,795**

**1984 'B' MERCEDES-BENZ 230TE ESTATE CAR**
Finished in Astral Silver with Blue Cloth upholstery. Automatic Transmission, Sunshine Roof and Divided Rear Seat makes this an attractive specification. Only 16,000 miles from new with full Mercedes-Benz Service History ..... **£12,995**

**1985 'C' MERCEDES-BENZ 190**
Finished in Signal Red with contrasting Anthracite Cloth Interior. This vehicle is fitted with the following extras: Automatic Transmission; Electric Sun Roof; Alloy Wheels; Pioneer Radio/Cassette. Only 14,000 miles from new and with full Mercedes Service History. One owner..... **£11,995**

**1982 'Y' MERCEDES-BENZ 200T ESTATE CAR**
Finished in Manilla Beige with Light Brown Cloth interior. One owner from new with fully documented service history confirming just 29,000 miles ..... **£7,995**

# Lancaster Hertford

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# MOTOR SPORT

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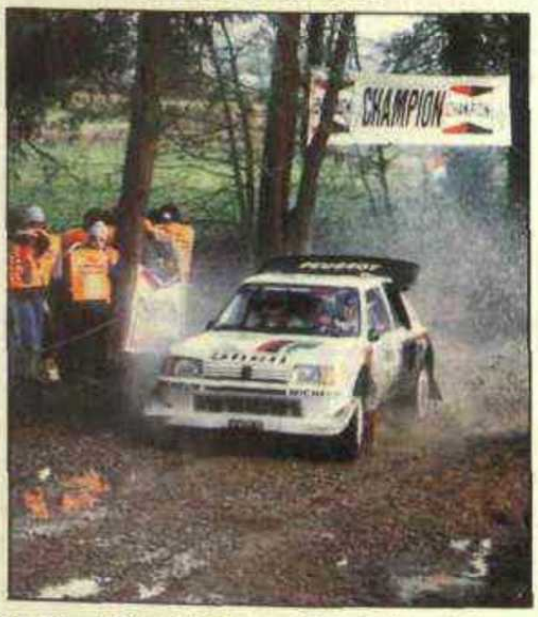
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**A Benetton-BMW B186 and a Mercedes-Benz 560 SEC, each among the fastest cars in its field, sit side by side in the Silverstone pit lane. AH finds out what makes the silver machine tick, and discovers that Benetton drivers Teo Fabi and Thierry Boutsen like it almost as much as its green companion! Mercedes Road Test, page 15.**

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# MATTERS OF MOMENT

Nineteen eighty-six was the year when the F1 World Drivers' Championship went the full distance, sustaining interest to the final round, with the ultimate glory richly deserved by Alain Prost, Champion on two years in succession.

It was the year in which enthusiasm for motoring sport of all kinds was enormous, and when the once seemingly-impossible Birmingham Super Prix took place before some 150,000 spectators, who were in risk of being washed away by Jupiter Pluvius along with atomic fallout and other impurities. Will other towns now want to have their street races, as they did Municipal Airports in the 1930s?

It was a year in which the BBC earned high praise for its excellent coverage of all the F1 races (even to night coverage of the Australian race) and of the RAC and other rallies, but neglected the RAC Veteran Car Run which attracts worldwide entries and, it is said, more onlookers than any other motoring event.

Last year saw the final appearance of the fabulously powerful and fast Group B rally cars, banned for 1987 by the FISA following tragic accidents, so that Ford had little benefit from the £7-million it had invested in the new RS200, clobbered by Peugeot and Lancia.

It was the year when Goodyear and Pirelli kept F1 wheels turning, even if the former blotted its copybook for Mansell in the crucial Adelaide GP, and when Michelin tyres were used on the Peugeot 20516 E2s, MG Metro 6R4s and other rally cars — Michelin sending more than 50 personnel, 20 support vehicles, and 6,500 tyres to the RAC Rally. 1986 also endorsed the value of 4WD in this field, and for ordinary drivers after the final stage of the RAC event when, having taken their money, the owners of Margam Park left the vast crowd of spectators to get out across muddy, hummocked fields as best they could.

The year 1986 saw the advent of the brave new Jaguar XJ6 which, under Sir John Egan's guidance, is restoring faith in British cars and British Industry. Which we hope will be a continuing theme, as the Conservatives think it will, especially if more people buy British products. It was a time of astronomical sums (why is it that these days every big expenditure is in *millions*?) spent on the development of new cars. Ford, for example, speak of 1,460,000,000 dollars over the next five years and we believe BMW spent more than three times as much as Jaguar on *their* new models.




*Ford RS 200 — forced retirement*

## 1986 Soliloquy

But Renault have lost billions of francs in recent years and have the added misfortune of the assassination of their new President Georges Besse.

It was a year of another NEC Motor Show packed with covetable new cars, making a choice for the customers exceedingly difficult, with possibilities ranging from the £2,431 Fiat 126 to the £98,857 Rolls-Royce Corniche. And 1986 was the year in which Nissan opened a factory at Washington, Tyne & Wear, which could lead to Japan swamping British car manufacturers as she has our motorcycle, camera and electronics industries.

Nineteen eighty-six was also the year when "on the spot" fines were introduced, putting drivers in something of a dilemma as to whether an appearance in court will be regarded as an unnecessary waste of magistrates' time or the route to better justice. And it saw a Breathalyser "back-dated" after an accident, which is a refinement of the law meriting very careful investigation.

A good year, all told, however, and 1987 may be equally so, if world leaders do not go berserk and unemployment can be contained, which is about all *any* Government can hope to achieve in the prevailing world economic situation. So we wish you a Happy Christmas and New Year . . .

## A Change of Style

Having edited MOTOR SPORT for more than forty years, for half a century if one includes those memorable war years when it had to be done by "remote control" (with never an issue missed from 1939 to 1945) it is difficult to resist changes to this long-established journal.

However, cars change, times alter circumstances, and a younger readership has joined the faithful "old guard" many of whom tell us they have been reading MOTOR SPORT for as long, or almost as long, as we have been publishing it — a monthly labour of love and enthusiasm we would like to think of it. This being the case the time has come to offer you, our readers, a slightly changed format, of what is otherwise the "medicine" as before. Larger pages, colour photographs running through the text, and livelier articles to supplement well-established features we have run for so many years, are what you will find from this issue onwards.

MOTOR SPORT began as the only monthly magazine devoted only to the sporting side of motoring and it has since become the only one to cover the entire field, from Formular One racing, to the now exceedingly popular Veteran-to-Classic Car section.

We hope the new presentation will appeal to young and old alike, and hopefully to many new readers too. **WB**

## "The Automobile"

Last month we referred in good faith to this journal as being defunct, having been told by the then-Editor, Michael Brisby, that the last number was about to be published. We now learn that it is to continue, under a different editor. **WB**

## JANUARY FIXTURES

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

| *Date* | *Organiser* | *Venue* | *Event* | *Type* |
|---|---|---|---|---|
| December 27th | 500 MRCIJ | Kirkistown Circuit, Nr. Belfast | Race Meeting | R |
| **January 1st-22nd** | **Thierry Sabine Organisation** | **Versailles Palace, Paris** | **Paris-Dakar Rally** | INT |
| January 10th | MCC | Taunton Deane Services, M5 | Exeter Trial | C |
| **January 17th-24th** | **Automobile Club de Monaco** | **Monte Carlo, Monaco** | **Monte Carlo Rally (WRC)** | INT |
| **January 23rd-25th** | **Badener Rallye Klub** | **Austria** | **Janner Rally (ERC)** | INT |
| **January 23rd-25th** | **Rovaniemen Urheiluautoilijat** | **Finland** | **Arctic Rally (ERC)** | INT |
| **February 5th-8th** | **Union Mécanisée Spa** | **Belgium** | **Boucles de Spa Rally (ERC)** | INT |

# Goodyear cuts F1 financial support

For many years F1 tyre supply has been a matter which most teams have taken for granted. There have been odd moments of uncertainty as to which team might run on which brand, but generally it has been assumed that there will always be a tyre company prepared to hand out tyres and technical assistance on a free-of-charge basis. Some of the better financed and competitive teams have also enjoyed the benefit of lucrative development contracts which not only make a worthwhile contribution to funds, but also ensure supply of the best rubber ahead of the less well-endowed teams.

However, things could be very different for 1987. In the wake of Pirelli's decision to pull out of F1 following two costly, yet unproductive years with Brabham, Goodyear decided towards the end of November that it would no longer continue its direct financial involvement in Grand Prix racing. The Akron tyre and rubber giant's decision was prompted by an attempt by a consortium led by Anglo-French entrepreneur Sir James Goldsmith to buy a controlling interest in its share capital.

Following a Congressional hearing on the matter in Washington, Goldsmith and his colleagues decided to abandon their attempt to wrest control of Goodyear when the company agreed to buy out their shares at a highly advantageous price. Informed commentators in the U.S. business scene estimate that the Goldsmith camp netted a profit of somewhere in the region of $200 million from the sale of those shares, but the cost to Goodyear of holding on to control of its own company seems likely to be in the region of $2.5 billion.

The plans for cutting financial commitments were made during the week or so of uncertainty about the company's future, but Goodyear's success in that area still means no change on the F1 front. At present Goodyear supplies tyres and technical assistance free of charge to Tyrrell, Arrows and Zakspeed and has development contracts with Ferrari, Williams, McLaren and Lotus.

Now Akron has decided to close down its British depot at Wolverhampton, making 11 staff there redundant, and there will also be some job losses amongst the engineers in Akron. Goodyear has stated that it is prepared to manufacture and *sell* (remember that word) a specification (or "control") tyre in 1987, provided that both FISA and FOCA agree and make up their minds pretty promptly on the subject. Otherwise, they will negotiate a severance arrangement with the contracted teams and withdraw from F1 altogether.

With Pirelli unwilling to change its mind, Michelin not prepared to return and companies like Bridgestone, Yokohama and Avon only interested on a medium-to-longer term basis, Goodyear's announcement must be taken seriously. As their Director of International Racing Leo Mehl said 18 months ago, "Racing is a tremendously worthwhile investment and we have got a lot out of it over the years. But it is only worth so much. There has to be a bottom line to the expenditure."

That bottom line now seems to have been drawn very clearly.




*Casualty of the cuts: Goodyear's European airship has been grounded*

# The VSCC at Enstone

Driving-tests are an important part of competitive motoring life, because they do not call for a car in racing trim, and if you possess a trailer the competing car need not be taxed. In addition, since they are concentrated at one venue, the social aspect is very strong. The VSCC's annual December DTs at Enstone aerodrome above the delightful village of Church Enstone in Oxfordshire brought in a formidable 82 entries. After early frost the weather was warm for December, for as is well-known the VSCC has long had a deal with the weather man . . .

You cannot "report" DTs as you might a race or a trial, so let's just look around. Robin Batchelor had come in an interesting new addition to the Morris side of his stable, a 1923 Cowley with a most unusual saloon body by Bowden's of Tysley, the only entry to which was through a sliding central door on the near-side. When it suffered a burst radiator *en route*, the resourceful Robin fitted a gilled-tube one from another Morris, rebuilt the fending engine, and arrived late and leaky but game for the afternoon test session.

Wheeler had a later (1926) Morris Cowley tourer complete with 4WB triangle on a rear mudguard, Lees his 1927 Cowley, and the variety was as usual one of the attractions of spectating. The Frazer Nash "Chain Gang" was out in force, supported by a non-competing Lea-Francis-engined car; A7s predominated, those with Ulster bodies much in evidence, although Jane Arnold-Forster was back in her wooden affair, and there were, naturally, the Chummies. Of the Rileys, Lee came in a smart Gamecock, Northcliffe in a neat blue fabric-bodied nine tourer, and Tebbett had another Gamecock, while the long-bonnet of Pack's fabric-bodied Riley Special housed a 1939 Big-Four engine. Clear had brought his 1927 side-valve Riley tourer from Somerset, only to have mechanical mayhem in the first test, thought to be breakage of the gearbox imput-shaft. Rosoman was treating his wife's 1930 A7 box-saloon cautiously, having been told not to invert it, Parkin had opened the upper pane of his A7 Chummy's windscreen, to improve vision rather than to increase its speed and among the Bentley contingent Ann Shoosmith was making the mud fly in her 3/4½-litre. There was a 1½-litre Invicta tourer driven by Heard, Armitage's quiet and stately P1 Rolls-Royce aluminium tourer, a contrast in Amilcars (the Reg. No, "VAT 69" on the 1922 skiff-two-seater struck a seasonal note), the Threfalls were BSA-propelled, the President was in his 1903 Mercedes, Raahauge had that big Buick C55 tourer, a 5.3-litre from 1915. One covetted Weeks' immaculate Hyper Lea-Francis two-seater, Upston's Austin 12/4 had those railway-carriage door handles and a full set of side-screens, and to show that pace is not an essential for enjoying DTs, Britnell was there again his attractive 1926 De Dion Bouton coupé. **WB**

**Results**

**1st Class Awards:—** P R Rosoman (Austin 7), M B Garfitt (Frazer-Nash-BMW), M P Parkin (Austin 7), D R Marsh (Bugatti), Miss A Jones (Austin 7).
**2nd Class Awards:—** R P Waller (Austin 7), D P Roberts (Alvis), J J Tarring (Frazer-Nash), P G Diffey (Humber), M A Gillies (Austin 7), T J C Britnell (DeDion Bouton), M Bartlett (Austin 7).
**3rd Class Awards:—** J Wheeler (Morris Cowley), I C Smith (Austin 7), M D Threlfall (BSA), G C Beckett (Austin 7), N H S Lees (Bentley), P J E Binns (HRG), D C Northcliffe (Riley), D R Hescroff (AC), T N Bullett (Austin 7), A P M Watney (Riley).

# Wallace walkover

**Andy Wallace faced his biggest challenge this season, if not of his career, when he flew out to the Far East to take part in the 33rd Macau F3 Grand Prix. The Lucas British F3 champion had dominated the national series, but faced his most important race yet in Macau when he took on 31 other drivers, which included one F1 driver, seven F3000 men and some of the best F3 talent in the world.**

Throughout the practice days leading up to the Grand Prix, Wallace kept his Watson's/Madgwick Motorsport Reynard 853/VW firmly on the track and away from the notorious walls that surround the Macau street circuit. His distinctive Reynard was clearly getting quicker and quicker and he finally clinched second place on the grid alongside Italian Stefan Modena's Reynard 863/Alfa Romeo. Behind was Dutchman Jan Lammers and 1986 Super Vee champion Didier Theys. But it was Modena who eventually got pushed down the order as Lammers and Wallace pulled away from the rest of the field, with the Dutchman's Ralt a fraction ahead of Wallace. With two laps to go Wallace risked a daring outbraking manouvre to squeeze past Lammers and lead to the flag. That first win guaranteed him pole positioin for the second race and as the lights came on, Wallace got off to one of his infamous "blast away from the pack" starts to leave the field trailing in his wake. The only threat throughout the 15 laps came from F3000 man Emanuele Pirro, who kept the crowd on its feet as he searched for a way past Wallace's Reynard. But the Italian had to content himself with second place after discovering there was just no way round the charging Englishman. The Macau Grand Prix marked Andy Wallace's final accolade of the year. He'd come to the Far East as a champion and left as a champion; his undeniable potential for the future was underlined.

The 33rd Macau Grand Prix attracted a healthy entry this year, perhaps not as impressive as in previous years, but the quality of the competitors promised much. Former Lotus F1 driver Johnny Dumfries was out in a Marlboro/Theodore-backed Reynard, but he had problems in both timed practice runs setting his car up with a new wing and then finding himself qualifying at the wrong time with new rubber. The 1986 F3000 champion Ivan Capelli didn't fare much better either and was decidedly despondent about his performance saying: "It's a problem getting back into an F3 car. This is a difficult circuit. Maybe it's my driving which doesn't suit Macau." The popular Italian found himself relegated right down the grid for the first race on the 11th row.

Seasoned campaigner Mike Thackwell also appeared to have trouble adjusting to an F3 Ralt, but the New Zealander was tight lipped about his performance and merely said that he was satisfied with the car. Many people were




*Stefano Modena impressed by taking pole for Heat One, but was penalised for a jump start*

# Macau Grand Prix

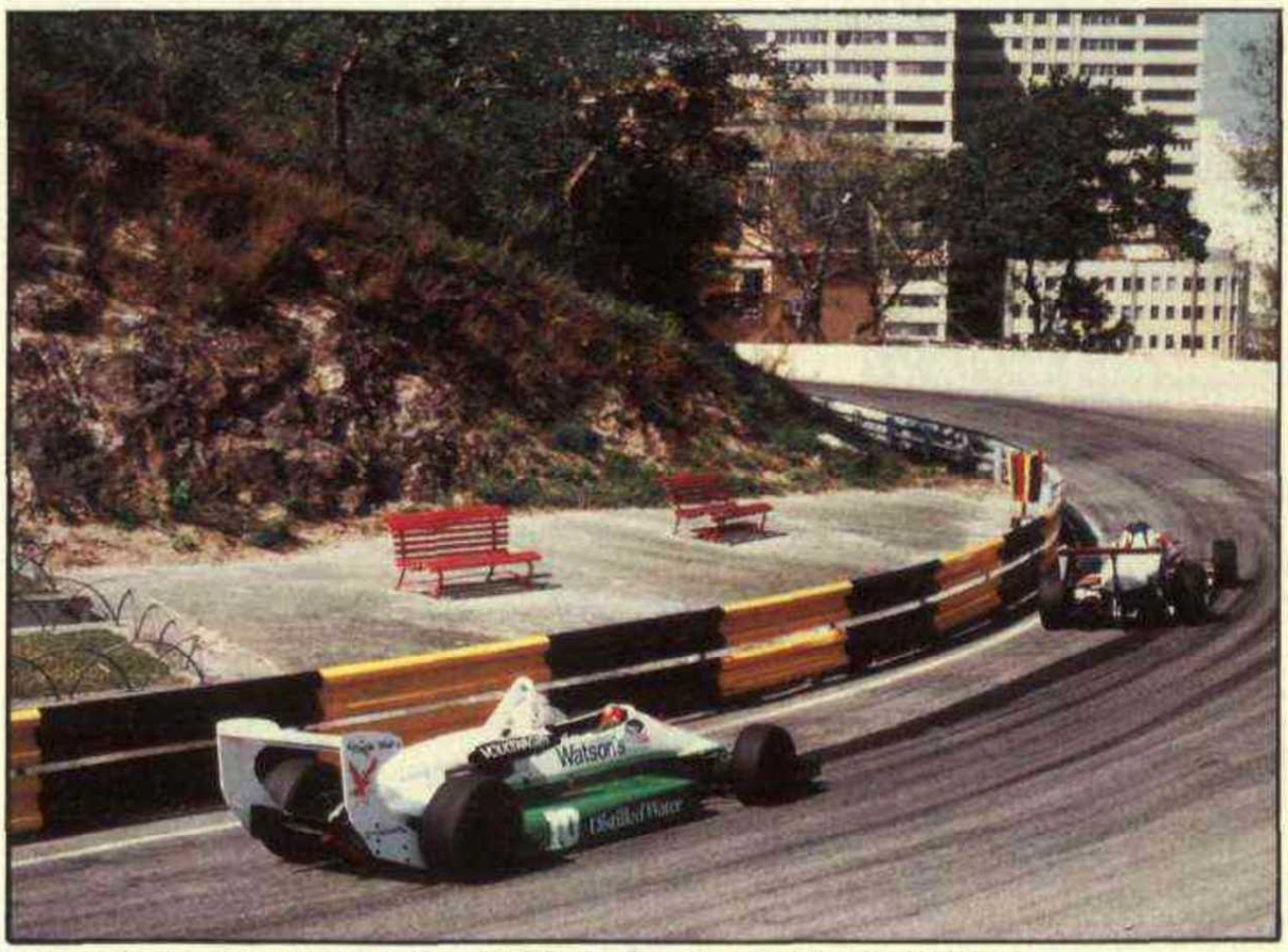



*In heat two Wallace gets the drop on Lammers (6) and Gugelmin (11). Dalmas (16), Trollé (17) and Pirro (3) give chase.*

expecting better things from him and were surprised to see him on ninth slot of the grid. Several of the regular British F3 drivers had made the 8000 mile trip out to Macau and aside from Wallace, Martin Donnelly and his Swallow Racing Ralt looked the most promising. After coming to terms with Fisherman's Bend, the Irishman lined up seventh for the first race, but the corner caught him out again and he was forced to retire. Team mate Brazilian Maurizio Sandro Sala had been held up in practice with exhaust problems on his Ralt and consequently had it all to do in the second practice run. It was not enough and Maurizio was forced to line up next to Capelli.

Damon Hill and his Flying Tigers/Murray Racing Ralt had a hard week. First of all he was nearly punted over a wall by German Hans Peter Kaufmann's Dallara. His team got the car repaired for the first race, with Damon starting way down the grid. Unfortunately he went wide at the Donna Maria Hairpin and his week was over in Macau.

"I was just learning the circuit when Kaufmann decides to pull over into me," said a frustrated Damon afterwards. "It's been a good experience racing here though and I'll be




*British F3 champion Andy Wallace initially had to chase Jan Lammers' Ralt.*

# FORMULA THREE — Macau Grand Prix




*Yannick Dalmas is hounded by Emanuele Pirro in one of the event's best battles.*

trying to come back again next year."

The rest of the field boasted Swedish F3 champion Niclas Schonstrom, who was having problems coming to terms with the track. While Geoff Lees was experiencing his first F3 race for eight years, but was not too unhappy with his practice performance. The F3000 men were having just as hard a time as their F3 counterparts in coming to terms with the walls and Andy Wallace was one of the privileged few who kept his car in one piece. Last year's Macau Grand Prix winner, Mauricio Gugelmin had brake problems on his Ralt and admitted: "It's much harder work this year, but I shall wait and see."

Unfortunately every year there is some sort of shunt which involves a number of drivers. Sometimes it happens in the first heat and sometimes in the second. This year it was the first run, at Statue corner, as 32 cars headed down Yacht Straight at 120 mph. The sharp right hander immediately afterwards always catches someone out. "I was taking the inside line when I got launched from behind by someone and I think I also hit a couple of cars," said Johnny Dumfries. This incident effectively meant that he, Thackwell and Dane Kris Nissen had to miss the first race and were tagged on the back of the grid for the second.




*Mauricio Gugelmin sliding towards second place under an oriental gaze.*

Amidst all of this, Modena, Lammers, Wallace and Theys had pulled away from the rest of the field to fight over the front places. Geoff Lees was forced to retire after his car clouted a wall. Lammers and Wallace increased their pressure on Modena, who tried his best to hold them off. His efforts were wasted as he was later to be penalised for jumping the start.

The race then boiled down to a Lammers v Wallace confrontation. The rest of the field was spread out all round the 3.8 mile Guia circuit and not likely to pose any threat to the front duo. Eventually Wallace saw the chance he wanted, banging wheels with Lammers he drew alongside the Dutchman at Statue and outbraked him into the corner and then led to the flag. Behind Mauricio Gugelmin had come charging up through the order to take third just ahead of Yannick Dalams, Michel Trolle and Pirro.

Following his penalty Modena was moved to the back of the grid and Lammers found himself on the front row next to Andy. Behind sat Gugelmin and Dalams. As the lights flashed to green, Wallace got off to his flying start, while Gugelmin edged past Lammers followed by a storming Trolle who had moved up from his fifth place. Johnny Dumfries got off to a ripping start along the outside of the grid, but he was to miss out again after a coming together with Frenchman Paul Belmondo later in the race.

Geoff Lees and David Hunt collided at Statue and their race was over. Up front, Wallace was looking superb. He had edged away from a mighty battle involving Gugelmin and Trolle and a charging Pirro who was now up into fifth. By the end of lap three, Pirro was on a blaster and was starting to challenge Guegelmin for second place. Coming down the Grandstand Straight Pirro drew level withthe Brazilian and as they headed up to Maternity Bend, Emanuele saw his chance and dived past.

Pirro then set about finding a way past Wallace. He kept up a constant challenge for the remaining laps of the race, but just could not find the edge to get by the British F3 champion. Wallace led to the flag. He had driven in superb style throughout both of the 15-lap heats, under some of the sternest pressure he'd ever experienced and won the day. **TW**

**RESULTS**
**Macau Grand Prix. Two 15-lap heats.**

| | | |
|---|---|---|
| 1st Andy Wallace | Reynard-VW | 1hr 12min 31.19sec |
| 2nd Mauricio Gugelmin | Ralt-VW | 1hr 12min 36.30sec |
| 3rd Jan Lammers | Ralt-VW | 1hr 12min 37.10sec |
| 4th Emanuele Pirro | Ralt-VW | 1hr 12min 41.79sec |
| 5th Yarnick Dalmas | Martini-VW | 1hr 12min 45.64sec |
| 6th Michel Trollé | Martin-VW | 1hr 12min 53.53sec |




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# RALLY REVIEW




*Timo Salonen drove brilliantly to a victorious lead of over a minute.*

# Close Fight

Whether it be at Twickenham, Murrayfield or a levelled coal tip on the slopes of the upper Neath Valley, a rugby match is only as good as its players make it. Send a bunch of duffers to Arms Park and the crowd will go away feeling cheated; take the Barbarians to any club ground, however modest, and it will respond with vigor and enthusiasm.

So it is with rallying. The best rally in the world will hardly be memorable if its contestants are such that no real fight takes place. On the other hand, if the world's leading drivers were to tackle a Tour of Romney Marsh, half the population would go there to watch, and would very likely come away satisfied.

There is a third circumstance, of course; one which occurs when an eminent field of teams and competitors turns up at a well organised event held over a route which finds favour with both the contestants and their supporters. Here we have the Barbarians at Arms Park situation, where both the venue and the game are excellent.

This is precisely what the Lombard RAC Rally furnished this year; some of the closest competition that World Championship rallying has ever seen, on forest tracks even more popular now than they were when Jack Kemsley introduced them to the event some twenty-five years ago, thereby transforming it from a series of indifferent and inconclusive tests to its present enviable stature as a renowned competition, known and respected the world over.

As a bonus, there was no interference by officials more concerned with hair-splitting and rule interpretation than anything else, and everyone was treated to a superb contest which ended cleanly, unlike other events in the championship which have been spoiled for one unnecessary reason or another.

The most significant features of the World Rally Championship for Drivers has been the duel between Peugeot's Juha Kankkunen and Lancia's Markku Alén, although by the time this issue of Motor Sport appears the series will have been settled and we will know which of the two Finns has taken over the crown from their compatriot Timo Salonen.

Prior to October's Sanremo Rally the odds were in favour of Kankkunen who had scored three wins, whereas Alén had not been able to get anything higher than second. Sanremo changed all that, as we explained last month, when the disqualification of the entire Peugeot team, followed by Lancia's manipulation of the running order within its own team, gave Alén victory on a plate and Kankkunen no points at all.

As far as the championship was concerned, the RAC Rally suddenly attained greater significance, for the points difference between Kankkunen and Alén had narrowed to just two, and the result of the British event was going to be very important indeed The manufacturers' series had already been settled in Peugeot's favour, but the French team, with no programme for 1987 since Group B cars were banned from both series from the end of 1986, was anxious to leave its mark by making a Grand Slam in its final year with the 205 Turbo 16.

Lancia, on the other hand, as championship-conscious as Italians have always been, and smarting under their failure to take the manufacturers' title, was determined to salvage the Drivers' title by getting Alén ahead of Kankkunen in the points table.
This was the situation when Peugeot and Lancia brought their teams to Bath for the 1986 Lombard RAC Rally. It was the final round of the manufacturers' series, already decided of course, but only the last but one for drivers, the final round being the Olympus Rally in the USA in early December, too late nevertheless to be included in Motor Sport this month.

It would be a monstrous understatement to say that competition at the head of the field was close and intense. Indeed, so well matched was the leading group that no one




*Though Lancia failed to take the Manufacturers title, Markku Alen still leads the Drivers' table.*

# Lombard RAC Rally



*The shovel spoiler of the Metro 6R4 makes watersplashes a hazard.*

driver emerged as the man most likely to win. For the most part, that group consisted of four drivers who stood out above all others, which is no detraction from the performance of those who followed. The four, three Finns and a Swede, were Timo Salonen and Juha Kankkunen in Peugeot 205 Turbo 16s, and Markku Alén and Mikael Ericsson in Lancia Delta S4s. Each of them led at one time or another, and even at the end of the second leg, after the severity of the infamous Kielder Forest, they were still in a close bunch at the front, just five seconds separating first and fourth.

Later, when the rally was about to leave Scotland and head towards the Lake District, Ericsson took the lead and a situation arose which was probably not appreciated by most observers. The young Swedish driver has only been with Lancia since early in 1986 and, perhaps as the most junior in the team, he had been told that he would not be continuing in 1987. But he was now leading the rally, and the prospect of ending his tour with the Italian team by winning one of the most coveted victories of the year appealed to him greatly. It would show, among other things, that his being dropped from the team was perhaps a mistake on Lancia's part, and it would give him greater bargaining power when negotiating for a place in another team.

Of course, had he been followed by Markku Alén there can be no doubt that Ericsson would have been instructed to let his team-mate get ahead of him, for Alén is the only driver in a position to snatch the World Champion's laurels from Kankkunen. But at that moment the two Peugeot drivers were second and third, separating the two Lancias, and there was no question of telling Ericsson to slow down. However, if Alén managed to get into second place, some pretty hard thinking would have been done in that leading Lancia, not to mention the team's management. Whether Ericsson would have obeyed an order to let Alén win is something which will never be known, for later he dropped to third place and in South Wales on the final morning of the event he stopped altogether with a blown turbocharger.

Alén did, in fact, move up to become second, one place ahead of his rival Kankkunen, but outright victory was taken by reigning World Champion at the time, Timo Salonen, who, with his regular co-driver Seppo Harjanne, finished with an advantage of eighty-two seconds. Alén collected 15 championship points, Kankkunen 12, and this was enough to reverse their position at the head of the championship table and give Alén the lead by a single point. Each has scored seven times during the year, and since the best eight are taken into account there is no complication of dropping lowest scores when the final round takes place in December.

However, there is most certainly another complication, for no-one yet knows the result of Peugeot's appeal against that disgraceful disqualification in Sanremo. Already the offending underbody flanges have been said not to produce any aerodynamic advantage whatsoever, indicating that the disqualifications were quite unjust, but it remains for the FISA executive to decide what to do about the results of the Italian event.

If they leave the results as they are, that would be tantamount to compounding the injustice; if they decide that no championship points should be awarded from the event, Alén score will be reduced by 20; if they take the end of the third leg, the point at which the Peugeots were prevented from continuing, to be the end of the rally, Alén score will be reduced by 10 and Kankkunen's increased by 15.

So an important issue demanded an immediate decision, so that the situation would have been made quite clear before the RAC Rally and the Olympus Rally, but FISA procrastinated over the matter and decided that the decision would be taken, and

announced, on December 18, after both those events have taken place. We could therefore quite easily have the situation in which the whole of the series is over and no-one knows who has won. Worse, a committee in Paris will then have it in its power to decide which of the two, Kankkunen or Alén, will become World Champion. What a scandalous way to run the world's major series!

To return to the RAC Rally itself, the venue chosen for the start and finish this year was the City of Bath, hosting the rally for the third time since the first in 1976. It ran for four days, from Sunday morning to Wednesday evening, with three night stops of varying lengths at Harrogate, Edinburgh and Liverpool, a far cry from the days when the first leg ran for three days and two nights, the roadbook was not issued until the day before the start and an important part of planning was determining who should sleep on which road section.

The stamina element has gradually been removed, firstly because drivers not clever enough to take advantage of opportunities for short snatches of sleep were likely to become accident risks on public roads, and, more recently, because tiredness was said not to go hand in hand with the proper control of modern high speed cars on special stages.

Peugeot's three-car team was made up by one driven by Mikael Sundström and looked after by Coventry mechanics, whilst Lancia was content to have just two cars. Austin-Rover, on the other hand, had what seemed like a fleet of MG Metro 6R4s, though some were privately sponsored and not actually part of the factory team. Drivers were Tony Pond, Malcolm Wilson, David Llewellin, Jimmy McRae, Per Eklund, Marc Duez and Harri Toivonen, whilst further down the list were several other Metro drivers, including Tony Teesdale from New Zealand.

From Boreham came three RS200s for Stig Blomqvist, Kalle Grundel and Mark Lovell, whilst further back were three Sierras entered by Securicor. The RS200s, like other high-powered Group B 2-seaters, were having their final fling in the World Championship, but at least Ford is doing something about realising some capital from the stock of what would be unusable cars; they are trying them as police cars and one has already been seen on the roads of Essex.

Other teams present were those of Skoda, Volkswagen, Isuzu and Mazda, whilst Russell Brookes drove an Opel Manta, Lasse Lampi an Audi Quattro, Pentti Airikkala a Vauxhall Astra and Louise Aitken-Walker a Nissan 240RS. The list was numbered to 165, but gaps accounted for 15 and there were 150 eventual starters.

The first day of the rally was devoted to a series of stages in parks and private estates, some on tarmac and some on mixed surfaces. These are as unpopular with drivers as they have always been, for they lack rhythm and consistency and present a high risk in exchange for little advantage. The whole day was taken up with nine of these stages, totalling just over 27 miles, after which less than a minute spanned the first eleven cars. However, the size of the crowds and the amounts being charged for parking and/or admission suggested that the day was a considerable money spinner.

There were all sorts of spins and nudges with trees and walls during the first day. Alén needed new body panels and a steering rack after taking to the trees in Cirencester Park, Pond had his ignition box changed, whilst Andervang hit a tree so hard that not only was the front right suspension wrecked but the car's entire chassis distorted. He struggled on into the next day but eventually had to retire.

At Sutton Park, Louise Aitken-Walker began to spin off on a slippery corner and rather than risk going sideways into some hefty concrete bollards, she chose wisely to steer between them and promptly shot through a bush hedge. Alas, behind that hedge was precisely where an ambulance and a private car had been parked and her Nissan




*Ericsson's short season with Lancia ended with turbo failure, but not before he had enjoyed the lead.*

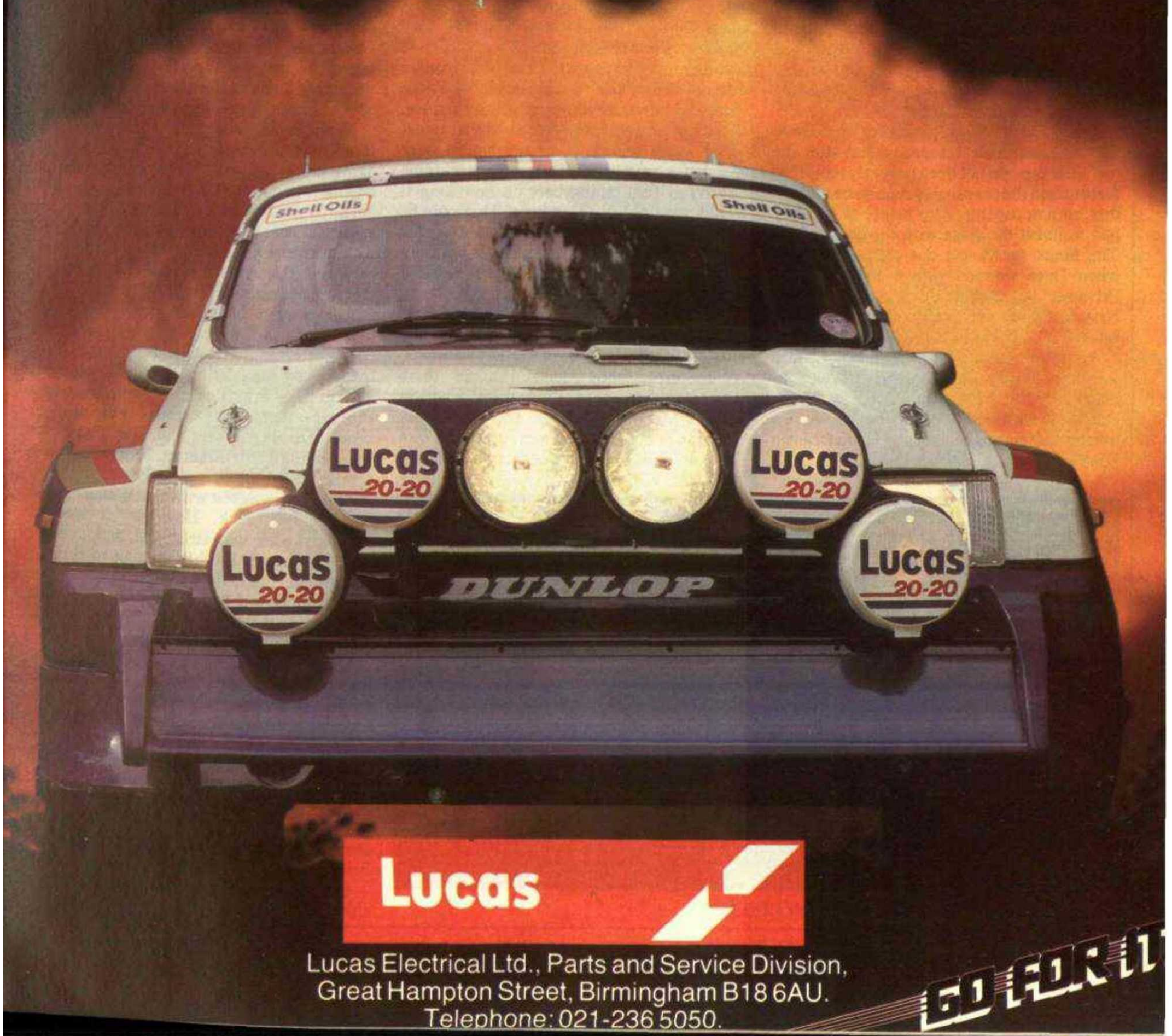
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GO FOR IT



*Ford's chief hope, Stig Blomqvist's RS2000, retired with a seized oil pump.*

first hit the car then embedded itself in the side of the ambulance. A spectator was also injured and a second ambulance had to be called to take him to hospital as the damaged one had been rendered unusable! The Nissan was able to continue, and we understand that the spectator was not seriously hurt.

Kankkunen had an uncomfortable drive through Trentham Gardens where, after the fuel filler cap had not been properly replaced, fuel entered the car causing such strong fumes that both occupants were nearly sick. They had to finish the stage with the doors open. The Metro crews lost one of their number when Duez stopped with a blown piston. Privateer Ian Robertson had to have his Nissan's fuel system flushed out after the tank was topped up from a diesel jerrican.

After the stop in Harrogate, the Yorkshire forests of Dalby, Cropton and their neighbours were all avoided, which was a considerable break with tradition, and the rally moved northwards through Stang and Hamsterley to Kielder.

Austin-Rover had been somewhat concerned about their differentials right from the start, for the car's power output had been increased considerably since it was designed and there was no room to fit larger, stronger differentials which could cope with the increased power. Failure came after failure, both front and rear, and it seemed that at just about every service point mechanics were engaged in differential changes. Indeed, some observers were taking bets on how long it would be before stocks ran out. There can be no doubt that this inherent weakness was the cause of much delay during the rally, without which Pond and Wilson would have finished higher, although much of Wilson's delay came from going off the road, a plight from which he was rescued by a tow from the Quattro of privateer Chris Lord.

Punctures, body dents, broken drive shafts, broken shock absorbers and all manner of breakages large and small were common in Kielder, and some crews got into difficulty when their service cars were held up by a huge traffic jam caused by spectators' cars queuing to turn right into a car park. The jam could have been avoided if the police had controlled that junction rather than leaving it to the marshals who were doing their best under the circumstances.

Salonen needed a gearbox change after it began jumping out of third, whilst a front puncture cost Kankkunen some time. Toivonen lost even more time when their jack broke in the middle of a wheel change following a puncture, and they had to enlist the help of spectators. Lovell's Ford caught fire in Cardrona forest and was completely burnt out. The inevitable delay resulted in cancellation of the stage for those who followed, all of whom were credited with the time of the slowest car to complete the stage.

At Edinburgh, Ericsson held the lead, but only by two seconds from Salonen and Alén who were jointly second. Kankkunen was fourth, only three more seconds behind, altogether an amazingly small separation after two days of rallying.

Early on the Tuesday morning the rally set off westward, then southward towards the Lakes, and already some competitors were saying that they would prefer to go on through the nights than stop for sleep. Others had the opposite opinion; perhaps the older ones!

Down at Lowther Park near Carlisle, Blomqvist's RS200 entered the stage leaving a dense smoke trail, and it was obvious that his engine was labouring under some serious defect. True enough, he and Berglund emerged from that stage on foot; the engine having given up completely after its oil pump seized and its camshaft drive belt stripped. Brookes had stopped earlier also with engine failure, thought to be due to a seized piston.

At Liverpool, with 32 stages gone, it was Salonen who had moved up to the lead, followed by Alén, Ericsson and Kankkunen. The differences between them were greater by this time, for all had lost varying amounts of time, and all of three and a half minutes spanned the leading quartet. Kankkunen had actually rolled in Grizedale Forest, but had got going again albeit with a car which looked an absolute wreck. However, it was all cosmetic rather than structural, and it didn't take the French mechanics long to replace various panels and the windscreen. The most serious thing was being unable to find their time cards among the debris inside the car, although they did so eventually.

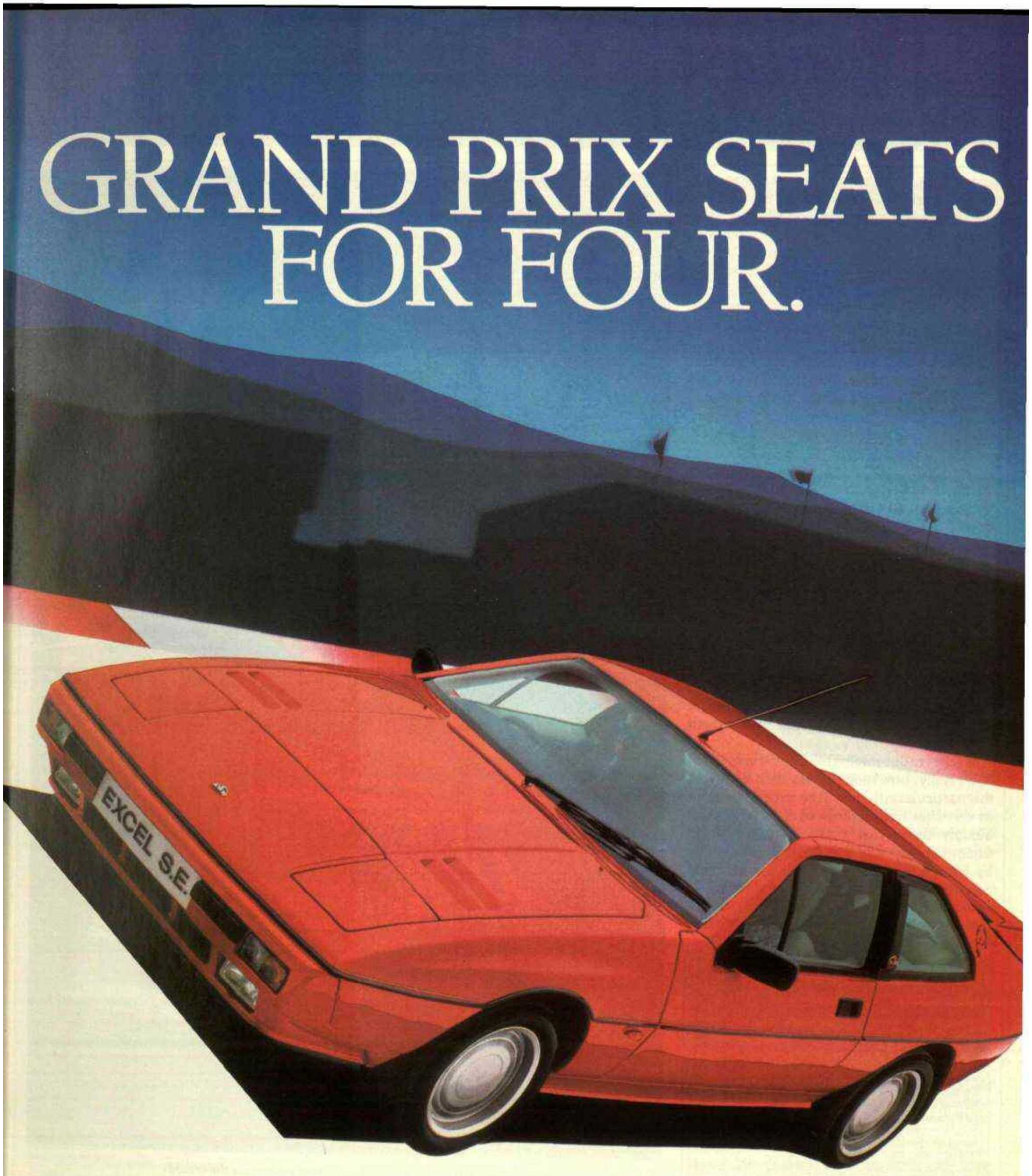
During that night violent storms lashed through Wales and there were floods and swollen rivers everywhere the next morning. One stage had to be shortened due to a swollen river crossing, whilst the road into Machynlleth from the North became blocked when the River Dyfi overflowed its banks each side of the bridge. It was rather amusing, though not for them, to see some people trapped on the bridge itself, the arching centre section being above the water.

Everything was wet and muddy in Wales, although by the time dawn broke the rain had



*Group A winner in its first RAC — Mazda's 4WD 323.*

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stopped. In Penmachno there was standing water over much of the road, causing concern for electrics and waterproofing, although these are things that long distance exponents, particularly those with experience of a wet Safari, take in their stride. It was here in Penmachno that Toivonen retired.

Alén changed his turbocharger after the group of four stages in Coed Clocaenog, whilst Pond lost more time with a puncture. Kankkunen saw that the chance of a win had become remote, so he contented himself with not taking risks and keeping his third place. The Skoda team had had so many punctures that mechanics had to buy an additional stock — of remoulds!

The final group of stages was in Margam Forest, actually from Rhigos down behind Craig y Llyn and Resolfen to Margam itself, where the going varied from rocks to deep mud. It was here that Ericsson stopped, though those around him had become cautious by this time and were taking no chances. Sundström brought his Peugeot into fourth place, so that three of those cars finished in the first four, whilst Grundel was the only works Ford driver to finish, in fifth place. Pond was sixth in his Metro, leading a quartet of such cars, whilst Carlsson finished tenth in his Group A Mazda, ahead of the Group A VW Golf GTi driven by Kenneth Eriksson.

Whatever one might think of the shortened RAC Rally, now more by day than by night, this particular edition will be remembered for its very close fight at the head of the field, even though the actual tussle for the World Championship was dampened considerably by FISA's failure to announce the Sanremo decision early enough for everyone to be aware of the situation. After all, what kind of a race can it be when the runners don't know how far they have to run? — G.P.

**World Rally Championship Points**

**DRIVERS (After 12 rounds)**

| | |
|---|---|
| Markku Alén (SF) | 104 |
| Juha Kankkunen (SF) | 103 |
| Timo Salonen (SF) | 63 |
| Massimo Biasion (I) | 59 |
| Björn Waldegård (S) | 40 |
| Bruno Saby (F) | 38 |
| Kenneth Eriksson (S) | 33 |
| Lars-Erik Torph (S) | 30 |
| Mikael Eriksson (S) | 28 |
| Kalle Grundel (S) | 26 |
| Stig Blomqvist (S) | 22 |
| Erwin Weber (D) | 22 |

A total of 73 drivers have scored points. Maximum possible points: 160 (8 × 20)

**MANUFACTURERS (After 11 rounds)**

| | |
|---|---|
| Peugeot | 137* |
| Lancia | 128* |
| Volkswagen | 79 |
| Audi | 29 |
| Austin-Rover | 24 |
| Ford | 24 |
| Toyota | 20 |
| Renault | 14 |
| Subaru | 13 |
| Citroen | 10 |
| Skoda | 9 |
| Mazda | 9 |

*denotes total of 7 highest scores. Maximum possible points: 140 (7 × 20)




*Peugeot had three cars in the first four. Here, Sundstrom entertains the crowd.*

**Results**

**Lombard RAC Rally, November 16-20**

| | | | |
|---|---|---|---|
| **1st** | T. Salonen (SF)/S. Harjanne (SF) | Peugeot 205 T16, Gp B | 5h 21m 11s |
| **2nd** | M. Alén (SF)/I. Kivimäki (SF) | Lancia Delta S4, Gp B | 5h 22m 33s |
| **3rd** | J. Kankkunen (SF)/J. Piironen (SF) | Peugeot 205 T16, Gp B | 5h 27m 16s |
| **4th** | M. Sundström (SF)/V. Silander (SF) | Peugeot 205 T16, Gp B | 5h 27m 42s |
| **5th** | K. Grundel (S)/B. Mellander (S) | Ford RS 200, Gp B | 5h 29m 32s |
| **6th** | T. Pond (GB)/R. Arthur (GB) | MG Metro 6R4, Gp B | 5h 30m 14s |
| **7th** | P. Eklund (S)/D. Whittock (GB) | MG Metro 6R4, Gp B | 5h 33m 12s |
| **8th** | J. McRae (GB)/I. Grindrod (GB) | MG Metro 6R4, Gp B | 5h 35m 08s |
| **9th** | D. Llewellin (GB))P. Short (GB) | MG Metro 6R4, Gp B | 5h 40m 38s |
| **10th** | I. Carlsson (S)/J-O. Bohlin (S) | Mazda 323 Familia, Gp A | 6h 00m 33s |

150 starters, 83 finishers



# The big car base line

If there is one marque closely identified with the life-style of a contemporary Grand Prix driver, it must be Mercedes-Benz. Over the last few years you have been able to measure the aspirations of budding F1 aces as they climb the ladder to fame and fortune by noting which model they drive. The not-so-rich opt for 2.3-litre 190 16-valve saloons, while the established stars and team owners go for the big coupés. Latest in the mouth-watering range for those who've really made it is the 560SEC, retailing in the U.K. at £52,185, but available to the racing fraternity at a 15 per cent discount on ex-factory price. A fact, which if you are of a cynical bent, underlines why most Grand Prix drivers extol the virtues of the Daimler-Benz AG products rather than those from Coventry or Munich . . .

Of course, Mercedes-Benz knows precisely what it's up to. The overall excellence and refinement of its products are of such established quality that a PR exercise of this nature can really be regarded as the icing on the marketing cake. Although it cannot do any harm at all to see leading international sportsmen identified closely with its products, the sort of discerning buyers who intend investing large sums of money in Mercedes-Benz motor cars are hardly likely to be impressed by the fact that Nelson Piquet or Nigel Mansell own one as well.

Topping off the recently revised S-class range, Mercedes-Benz has added two new top-of-the-range models, the long wheelbase 560SEL saloon and the similar capacity SEC coupé. This means that the stylish and very commodious two-door coupé is now available with three differing engine sizes, a 420SEC and a 500SEC available as slightly lower-priced alternatives to the flagship of the range.

It is Mercedes' avowed intention that these 5.6-litre V8 projectiles should provide the very ultimate in up-market prestige motoring, appealing to the sort of customers whose standards of taste and discernment previously led the to the 300SEL, 6.3 and 450SEL 6.9-litre models over the past two decades.

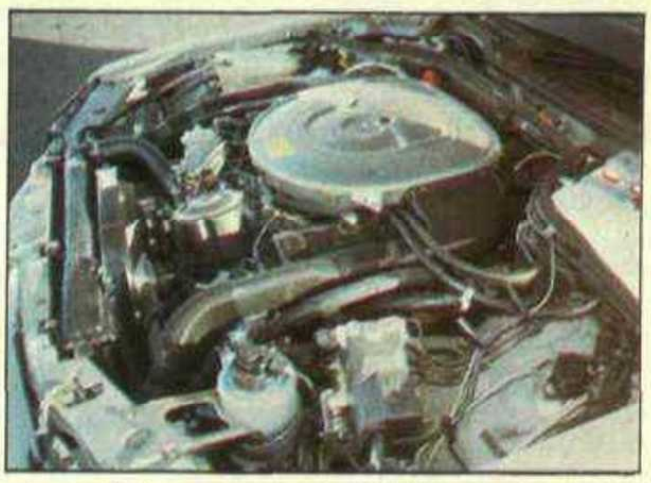
Heart of the 560SEC is the well-proven light alloy V8 from the 500 series, the bore of which remains unchanged at 96.5mm while the stroke has been increased from 85mm to 94.8mm. To enhance the engine's free-running characteristics, the crankshaft now has eight counter-weights instead of six. With its multi-functional ignition and mixture formation system, the 5547cc unit produces a healthy 300 bhp (DIN) at 5000 rpm, sufficient to propel the coupé's aerodynamically superb profile at over a genuine 140 mph.

Small wonder the GP aces find it such a relaxing and tranquil high-speed hedge against inflation! Incidentally, colleague J.W. recently raised the question as to why, according to a recent M-B press release, only Michele Alboreto and Nelson Piquet out of all the Mercedes-mounted aces opted for the 500SEL saloon version. When I mentioned it to the Ferrari team leader, he grinned sheepishly and said he rather preferred its lines. Most of his rivals opted for what they regarded as the coupé's more pleasing aesthetics. The last word came from Niki Lauda, the Ibiza-based triple World Champion-turned-Boeing 737 captain remarking, "I have the four-door saloon because I'm an old man with a family. Too old for these sporting cars . . ."

As you slip in behind the wheel of the 560SEC you are immediately conscious that this is the mixture as before, but refined so efficiently and unobtrusively as to leave the occupants blissfully unaware that anything is really different. And I emphasise the word *blissfully*.

My first reminder of the car's wide-ranging appeal came when considering the driving position. Its range is quite remarkable. I am the best part of 6ft 2in in height, but the range of adjustment encompasses a rearmost position from which I found it impossible to even *touch* the accelerator pedal, let alone *press* it!

Make no mistake, although this is a two-door coupé, it has plenty of room for four people and all their luggage. However, from a personal point of view, no matter how much I



*Heart of the matter; the 5.6-litre fuel injected all-alloy single-cam V8.*




*Distinctive frontal treatment gives the 560SEC a timeless elegance.*

juggled the door-mounted electrically operated driver's seat adjustment (pre-programmable in two positions!) I cannot really recall being totally comfortable behind the wheel. Whilst allowing the old M-B adage that the seats feel supportive and accommodating after 2,000 miles at a crack, I still could have done with the squab being a couple of inches or so longer. I really did want more support under my knees; a small point, perhaps, but when you're laying out over £52,000 on a motor car you're also buying the privilege of making such observations.

Surveying the instruments from behind that evocative — yet always, in my view, too large — steering wheel, there is no concession to the passage of time. Stylistic alterations to the instrumentation certainly form no part of the Mercedes-Benz credo. It is always welcomingly familiar ground for the driver.

The fascia has a classic appeal. Dominating the scene is the 170 mph/280 kph speedometer flanked on the right by the rev counter (red-lined at 6,000 rpm) and a small clock. On the left of the speedometer is another circular dial, segments of which provide gauges for fuel contents, oil pressure, water temperature and the "econometer". Below this binnacle is a battery of warning lights covering most of the auxiliary controls, bulb failures etc. The central console contains a superb Becker Mexico radio/stereo system while the sophisticated and reliable air conditioning system includes separate controls for each footwell in addition to six vents at various points across the walnut-trimmed fascia.



*Relaxed and refined. The cabin is both roomy and efficiently laid out.*

Aside from the electrically adjustable seats, there are other aids to calm living incorporated into the 560SEC's basic internal specification. The arm which obligingly extends to "offer" you the seat belt, like some sort of mechanical valet, retreats unobtrusively if you decline to accept its offer within a fixed time. As has been said before, this is classic Germanic logic; give the occupants an opportunity to do the right thing, but don't *insist*. If they are daft enough not to take it, it's their endorsed licence, not M-B's . . .

For those who revel in Jaguar standards of internal luxury, the Mercedes' interior may provide food for thought. Although our test car had leather seats, this served to contrast rather starkly with the wide expanse of plastic atop the fascia. Whilst extremely comfortable and practical, I always find the interior of a Mercedes efficient rather than sumptuous. Every aspect of the car has a briskly efficient air and this quality extends to the trim level and specification as well.

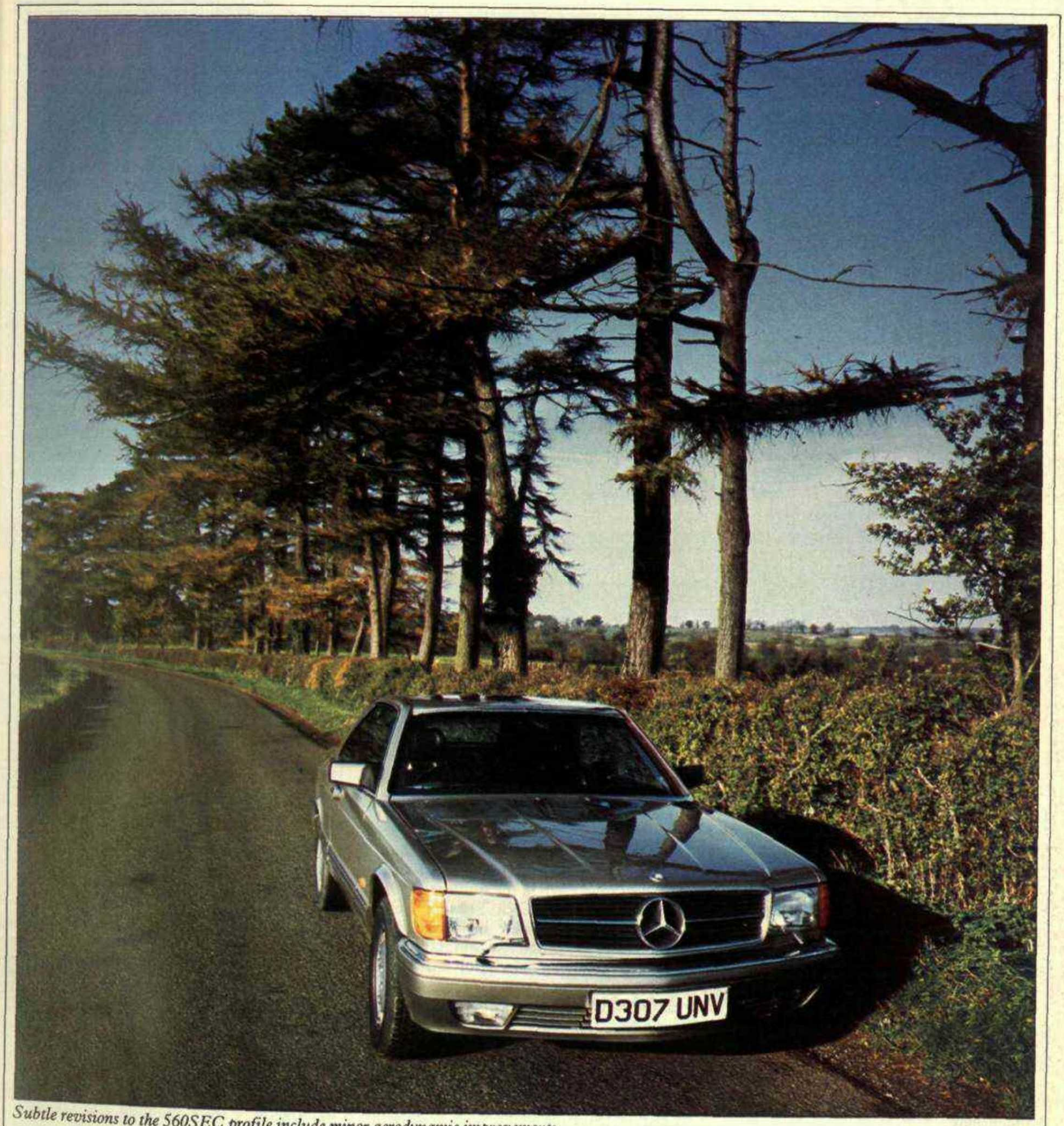
Visibility is terrific and all the minor secondary controls fall to hand easily. Cocooned within the insulated luxury of its high quality cabin, the 560SEC imbues a feeling of calm well-being even before the key has been turned in the ignition. A touch on the key and the subdued, reassuring throb of that V8 comes to life without the slightest hesitation.

The lightest touch on the throttle is sufficient to get the car rolling, the thump-bump from its 205/65 VR15 Continental radials appearing mildly obtrusive until speed builds up and the whole chassis develops a restful rhythm. Generally the ride is a nice and comfortable blend of comfort and precision. Initially, the 560SEC feels quite soft, but the ride is well damped against ruts and potholes so although one remains aware of an element of tyre noise, this never really becomes irritating.

Compared with the 500SEC, for example, the extra half-litre capacity makes the 560 a real sprinter. Power is up by 55 bhp over the earlier machine and the engine's torque characteristics are also substantially improved. We went for a short ride with Benetton F1 driver Thierry Boutsen, the Belgian an avowed 500SEC fan who is now waiting for his 5.6-litre model to come through the delivery pipeline. "In every respect this has more performance and torque," he told us, "in every gear, every situation." Praise indeed from a man who'd just been lapping Silverstone's Grand Prix circuit in the low 1 min 8 sec bracket in his Benetton-BMW . . .

The truth of the matter is that the 500SEC alway felt slightly overchassised. The engine propelled it quickly enough, but unless you were judicious in your use of the automatic transmission's kick-down facility, you inevit-

# Mercedes-Benz 560 SEC

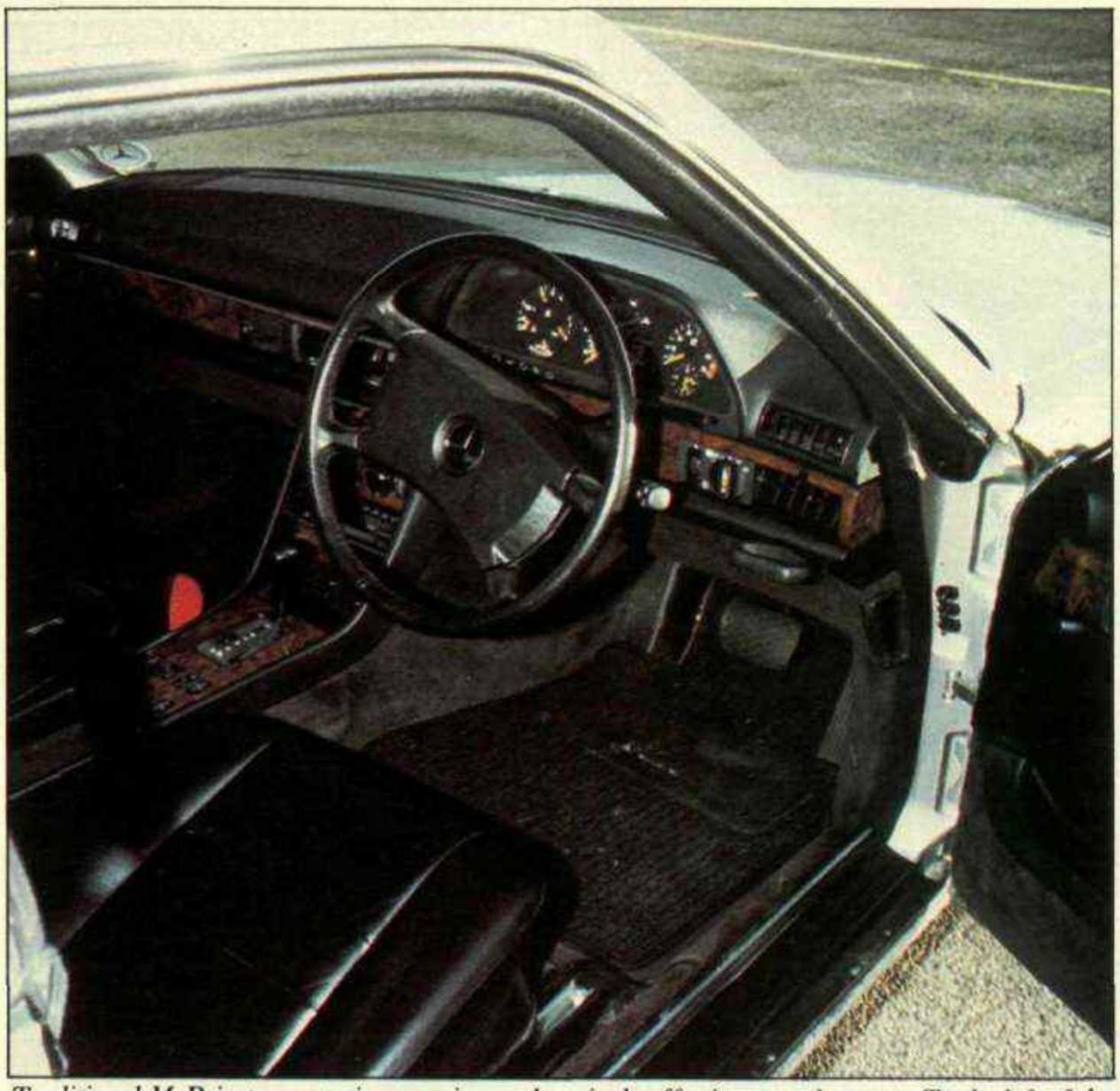



*Subtle revisions to the 560SEC profile include minor aerodynamic improvements.*

ably came away thinking that the car could cope with a bit more power. The 560SEC pushes its tyres, its brakes and its handling capability just that little bit further. No longer does the driver feel as though he is a slightly unnecessary appendage — that the car could probably get on just as well, if not better, without him. If you push the bigger-engined coupé, you have sufficient power on tap to make it work for its living.

Its four-speed automatic has an economy and a sport mode, all our motoring taking place, unsurprisingly, in the latter. Whilst the 560SEC will rocket from rest to 60 mph in fractionally over 7 sec — not bad for a car weighing over a ton and a half — its utter and complete security at sustained high cruising speeds is its most impressive single aspect. Superb and painstaking attention to aerodynamic detail ensures that wafting from 80 to, say, 130 mph is accompanied by little more than a slightly more obvious roar from the slipstream. In fourth gear the 560SEC is purring along at little more than 4,000 rpm at this sort of speed, feeling unflurried, relaxed and totally confident. Even edging towards an indicated 150 mph, this big Mercedes never

# Mercedes 560 SEC



*Traditional M-B instrumentation remains unchangingly effective over the years. To the left of the tunnel is the floor-mounted fire extinguisher.*

**Model:** Mercedes-Benz 560SEC
**Maker:** Daimler-Benz AG, Stuttgart-Untertuerkheim, West Germany
**Type:** Two door, four seat, coupé
**Engine:** Light alloy V8, 5547cc (96.5×94.8mm). cr 10:1. One chain driven overhead camshaft on each bank. 300 bhp (DIN) at 5,000 rpm, 335 lb ft torque at 3,750 rpm. Electronic micro-processor controlled ignition system, mechanical/electronic fuel injection with microprocessor-controlled fine tuning functions.
**Transmission:** RWD. Mercedes-Benz torque-convertor four-speed automatic with programme selector. Tempomat cruise control. Limited slip differential.
**Suspension:** (front) Coil springs with gas filled shock absorbers with twin control arms and anti-dive characteristics; (rear) Coil springs with gas filled shock absorbers with diagonal trailing arms. Differential case located by flexible mountings. Self-levelling.
**Brakes:** Fixed caliper discs all round, front discs internally ventilated. Mechanical/hydraulic dual circuit with vacuum booster and ABS system.
**Steering:** Power assisted rack and pinion.
**Wheels and tyres:** Alloy rims shod with Continental 215/65 VR15 radials.
**Performance:** 0-60 mph, 7.1 sec; 50-70 mph, 3.7 sec; Maximum speed: 145 mph.
**Economy:** Overall, 18.7 mpg. Estimated 22 mpg (touring).
**Price:** £52,185.
**Summary:** Sophisticated and refined beyond the needs of most mortals M-B's latest flagship is an enduring testimony to the manufacturer's continuing commitment to excellence. Unflurried, and a very high performer, its agility belies its ample external dimensions. Very covetable!

feels strained; it merely runs gently out of top gear steam.

Once you are used to the feeling of being wafted around in well-insulated comfort, exploring the outer limits of the 560SEC's handling and adhesion can be rewarding. Its brakes are powerful and progressive; an experimental emergency stop from 120 mph on the wet tarmac of Silverstone's central runway betrayed no snatch or deviation from the prescribed line.

Pressed hard, a trace of reassuring understeer will develop, which can be killed instantly by easing the throttle slightly, but to get the rear wheels to break adhesion takes a damp road surface and energetic use of one of the intermediate hold positions on the automatic box. The harder you press on, the more precise and sporty the chassis feels. Lively, yet never unruly, it belies its external dimensions.

Unquestionably, it is one of the World's great cars. Not because it carries the three-pointed star on its radiator grille, not because of its superb performance and docility for a car of its size, not because of its high level of equipment. The Mercedes-Benz 560SEC earns its right to a slot close to the very pinnacle of automobile engineering because of the *manner* in which it combines a whole host of enviable traits, blending them into an exquisitely balanced package which radiates high production standards, superb engineering and a keen perception of what the discerning buyer really appreciates.

Driving the 560SEC, I inevitably found myself thinking about Jaguar's current brilliant efforts with the XJ40 range and I though back to my visit to Browns Lane to interview John Egan in the summer of 1981. Outside the office block I found Egan's parking space occupied by a Mercedes 450SEL. What was that all about, I inquired. "Simple," replied Jaguar's top man, "I'm driving it for a week or so just to remind myself that the next Jaguar can't just be as good as the Mercedes — it has got to be better."

In many ways, that says it all about Mercedes-Benz in general and the 560SEC, the marque's flagship, in particular. There are people who suggest that the current 'S' series chassis is struggling a bit to keep up with the XJ40 and the new range of big BMWs, but even if those two marques have excelled themselves with their new offerings in terms of road manners, handling, performance and equipment, there will still be one area in which a question mark hangs over their products. Would you keep one for ten years and rack up 140,000 mechanically trouble-free miles?

That's where we come back to the 560SEC again. If you were of a mind to, you certainly could with this Mercedes. As I write these words, our Managing Director's 1977 450SEL stands in the car park below my office, its odometer halfway through its second trip "round the dial". It still looks pristine . . . At the end of the day, it is this quality of potential longevity which justifies the 560SEC's truly daunting UK tax paid price tag.

Technical strength in depth probably sums it up best. So, by a strange paradox, if the Jaguar XJ6 and the BMW 7-series are better cars than their predecessors, it is largely because Mercedes-Benz has set them both a truly daunting base line to aim at. And nowhere today will you find those standards on more public view than from the driving seat of the Mercedes 560SEC. **AH**

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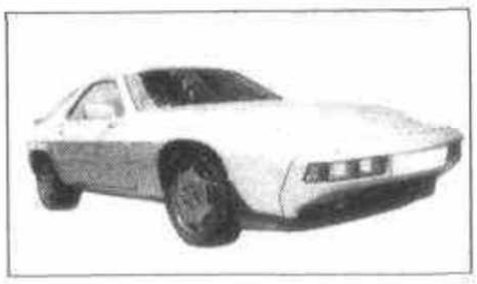
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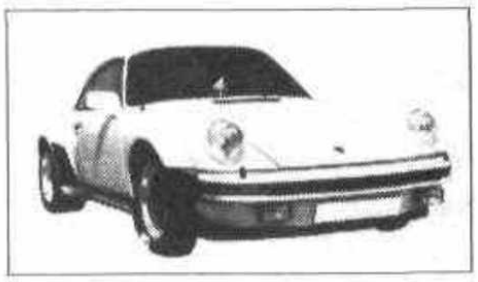
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*The Electronic Traction Control-equipped Volvo 240 Turbo of Mauro Baldi and Per-Gunnar Andersson on its way to fifth place at Estoril.*

# Volvo races anti-slip

The Estoril circuit in Portugal has its share of slow corners, where racing drivers need to feed the throttle to get their cars round cleanly without losing time. Mauro Baldi and Per-Gunnar Andersson could ignore the conventional rules when driving their Volvo 240 Turbo in the final round of the Touring Car Championship, however, on their way to fifth place overall. With Electronic Traction Control the rear wheels couldn't spin, and the car wouldn't slide.

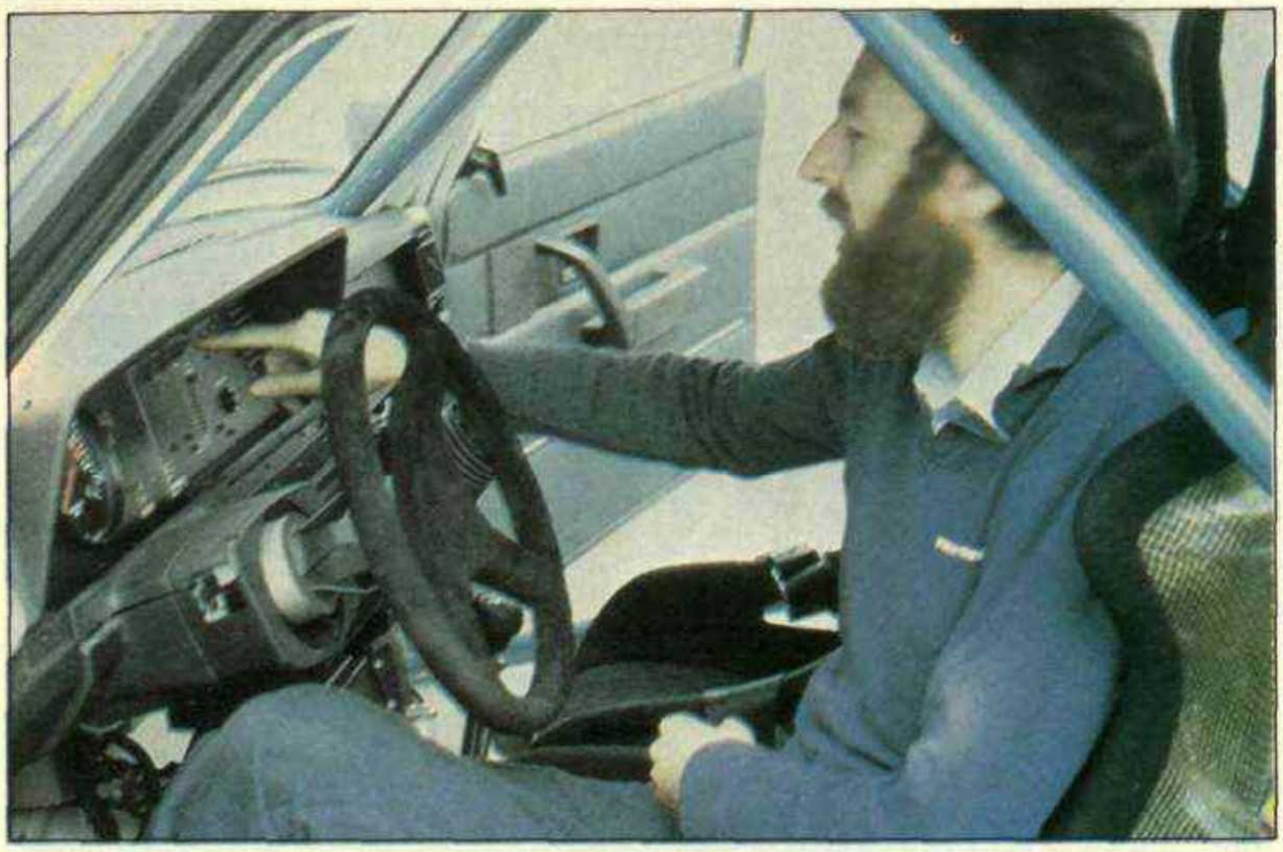
"I found the system particularly effective when the tyres were cold" said Baldi. "I started the race with the ETC switched off, but then I switched it on and immediately I went faster." With telemetry, engineer Lars Sandberg in the Volvo pit could see on his computer print-out when the Pirellis had hit oil but within four milli-seconds the turbo boost had been lowered, and the fuel flow reduced, preventing any loss of traction. "If it had rained I think we would have won that race," said Sandberg next day.

On Monday it was our turn to sample the ETC-equipped Volvo, the nearest a journalist can get to a foolproof racing car! Despite the sedate appearance of the 240 Turbo it's not far off the class minimum weight, at 1,065 kg, and the fuel/water injected 2.1 litre engine develops up to 350 bhp. It's not in the same class as Formula 1 and Group C cars, obviously, but the power-to-weight ratio is still ample to get a leading TCC contender into big trouble if driven badly.

Volvo has seen the chequered flag five times in the 1986 season though two victories have been taken away for alleged irregularities in fuel blend and tank capacity (both still disputed by Bo Wikås, Volvo's Motorsport manager, though the rulings are accepted). It has not been such a successful season as 1985, when Volvo notched up seven outright wins enabling Thomas Lindström and Gianfranco Brancatelli to share the Drivers' Championship, but competition has increased from BMW, Ford, Rover and Holden, while the Belgian RAS team which took over from Eggenberger at the start of the season needed time to acclimatise to the new level. Two weeks after Estoril, Volvo's management made the decision to withdraw its official support for racing, and RAS will compete with another make in 1987, an announcement which came as a shock to those inside the company as well as to outsiders. The underlying reason may be general dissatisfaction with the way that FISA is running the sport, changing regulations at will and militating against turbochargers.

Though it may never do so again, Electronic Traction Control proved itself at Estoril: Baldi and Andersson drove the only Volvo that ran trouble-free, and finished in fifth place, only one lap behind the winning Ford Sierra and three Rovers, despite a last-minute engine change to a unit that hadn't been adjusted for maximum performance. The value of ETC in low-grip conditions could be worth more than a substantial increase in power, enabling the engine, the chassis and the tyres to work at maximum efficiency.

The driver's job is certainly made easier by a system which prevents time-wasting slides, but this is only one facet of the racing Volvo. It also has a simplified dashboard with merely one instrument to check (the rev-counter) and an array of little lamps that should all be green when the various systems are functioning



*Engineer Lars Sandberg explains the dashboard of the Volvo 240 Turbo.*

properly. No distractions there for the driver, who can give total commitment to the job in hand.

The racing version of ETC is a direct development from the passenger car system announced by Volvo in 1985, an electronic alternative to four-wheel drive. The speed of the rear wheels relative to the front wheels is monitored by an ABS-type computer, and any differential immediately reduces the boost pressure from 1.4 bar, then reduces the fuel supply to the centre pair of cylinders.

It takes time to gain the courage to use the system properly, since it defies experience to floor the throttle in the early stages of a slow corner, when the slick D3 compound Pirellis are howling. In fact, when exiting the "chicane" corner preceding the big right-hander leading to the main straight, the rear end did lurch and the inside rear wheel would spin momentarily. Not what I expected! In the pits Lars Sandberg realised that the ETC control knob, giving a range of slip on a 1 to 6 scale, was giving the minimum assistance.

A second run, with the ETC setting on 1, proved easier and was four seconds a lap quicker. I was of course learning the track and getting used to the car, so quicker times should not have been difficult to achieve, but at the same time the Volvo felt more controllable and inspired greater confidence.

Earlier, some laps in the passenger seat with Johnny Cecotto driving had been a useful introduction, for the Venezuelan, who led 11 of the 14 races this year, had taken the corners extremely aggressively. The capabilities of the car were clear, while those of a less experienced driver were not!

The Volvo's acceleration is impressive, though not a mighty shove in the Recaro seat-back, and deceleration is marked by a series of grenade explosions in the straight-through exhaust under the passenger's door. On the straight the 240 Turbo felt almost leisurely, climbing to 7,400 rpm in fifth gear, computed at 230 km/h. Cecotto was nearing the 100 metre board when he applied the AP brakes savagely, but I would lose time braking at 200 metres, and that felt borderline.

My first dozen laps, with a burly mechanic in the passenger's seat, were purely exploratory. Partly due to the noise level, partly to the willingness of the four-cylinder engine to rev, it felt low-geared and it made no apparent difference to take the corners in second or third gears. With confidence building I could begin to attack the corners, but the Volvo neither understeered nor oversteered, remaining faithfully on line. A time of 2 min 04 sec hadn't involved any risk at all, though the hint of oversteer urged discretion.

Even a journalist, best in control of an electronic typewriter, experiences the baser instincts of a racing driver at times like this. Given half an hour to relax the logic goes to work, reassured by Sandberg's certainty that on the "1" setting the rear end would behave itself. I could, I was sure, brake later at certain points, take a higher gear in turns 1 and 10, and reach the straight at a higher speed.

Six more laps in the Volvo proved these theories correct. Taking the last turn in third gear instead of second avoided a shift before the car was straight, and found an extra 300 rpm at the timing line . . . 7,100 rpm in fifth, 220 km/h. The first turn is fast, easy in third, and even the tighter corners could be taken "flat" in second. The experience of going straight from the brake pedal to full throttle, entering the turns, was uncanny, but was surely improving the lap speed without running any risks.

The fifth turn is a right-hand kink, flat in third with the Volvo wafting a metre to the left after hitting a bump, then there's a short straight behind the pits to Estoril's most interesting corner, a big double-apex turn to the left. This inevitably involved a shift from second to third before the car was straight but the remarkably precise, light action gearbox allows this without destabilising the car. And the chicane, later, could now be taken at full throttle in second, the ultimate test of Electronic Traction Control.

A time of 1 min 58 sec would be history in a race, eight seconds off Baldi's best . . . a lifetime in racing parlance, but that it was achieved by one who is not a racing driver, lacking previous experience of the car or the circuit, is a testimony to the Volvo's good manners, its traction control system and the Pirelli tyres.

## All down to development

It took one season, in 1983, to develop the Volvo 240 Turbo to a fully competitive pitch. It won races in 1984 against Jaguars as well as BMWs and Rovers, and in 1985 it won half the races it contested. "We have worked on the engine, the chassis, the brakes and the tyres, and all of these are making their contribution" says Bo Wikås. When Thomas Lindström and Volvo engineer Robert Kvist set out in 1983 they had a car that weighed 1,100 kg and developed 270 bhp (then, as now, the engine was equipped with water injection); now the 240 Turbo is 35 kg lighter and develops 340-350 bhp, with Volvo's own complex electronics regulating boost pressure, water injection, ignition timing and rear-wheel slip. If, for instance, the water temperature rises unacceptably the boost is automatically lowered, and any cylinder knock is immediately controlled by retarding the ignition on that plug. And those dancing lights across the dashboard tell many tales but so long as they're all green the driver has nothing to worry about: boost pressure, water and oil temperatures, fuel level and the water injection system are all within pre-set parameters.

Pirelli equips about 80% of the Touring Car Championship teams, all the leading makes except Rover, and the Milanese company has co-operated well with the Gothenburg engineers. The Volvos race on 16-inch diameter wheels with a maximum permitted 11-inch width of tyre, though next season the Volvos would have run on 17-inch diameter wheels with the same tyre rolling circumference. With lower, stiffer sidewalls the car's stability is improved, and turn-in is better too, contributing vital tenths of a second to lap performance.

Aramids (the generic term for fibres known as Kevlar in DuPont's patent dictionary) are now widely used in race tyre construction, as Mario Mezzanotte, Pirelli's head of race tyre development, explains. "We are retiring from Formula 1 at the top. Our tyres played a significant part in Gerhard Berger's victory in Mexico, but now we have reached all our targets in research and development of very

high performance tyres, and are ready to transfer this knowledge to Group A, rallies and normal production."

The tyres supplied to the Benetton and Brabham Formula 1 teams were unusual in that the qualifying sets could be "cleaned" and used again, to advantage, while the race tyres were able to go the full distance at a competitive speed due, says Mezzanotte, to superior techniques in construction, compounding and curing. Although speeds in Group A racing are lower, the cars are heavier, and higher mechanical stresses are involved. Nylon carcasses are featured in the tyres supplied to the leading TCC teams with one belt of steel ply (better in compression) and one in aramids (better in tension); as a result the tyres are 10% lighter and run cooler, with better consistency, allowing the use of softer compounds for higher lap speeds. And, transferring this new-found experience to the production line, P7R tyres with aramid belts are supplied to Ferrari, Maserati, Aston Martin, de Tomaso, Lamborghini and Bentley, an impressive list of customers.

For Pirelli's rally customers the major breakthrough has been in run-flat tyres capable of getting the crew to the end of a stage even with a deflation; future developments include tyres specifically designed for four-wheel drive cars, with dual compounds (harder on the outside) and asymmetrical tread patterns.

Both Volvo and Pirelli have been able to demonstrate that racing forces the pace of development. Bo Wikås and Mario Mezzanotte said, independently, that race programmes improve both the products and the levels of expertise of the staff involved, managers needing to make key decisions without delay.




*Mauro Baldi prepares to start the Estoril race in the ETC-equipped Volvo.*

Now, sadly, Volvo's support of the RAS team is to be discontinued and the Belgians will look elsewhere for their effort in 1987, though the Swedish company will continue to support national efforts in Germany, Portugal and Australia.

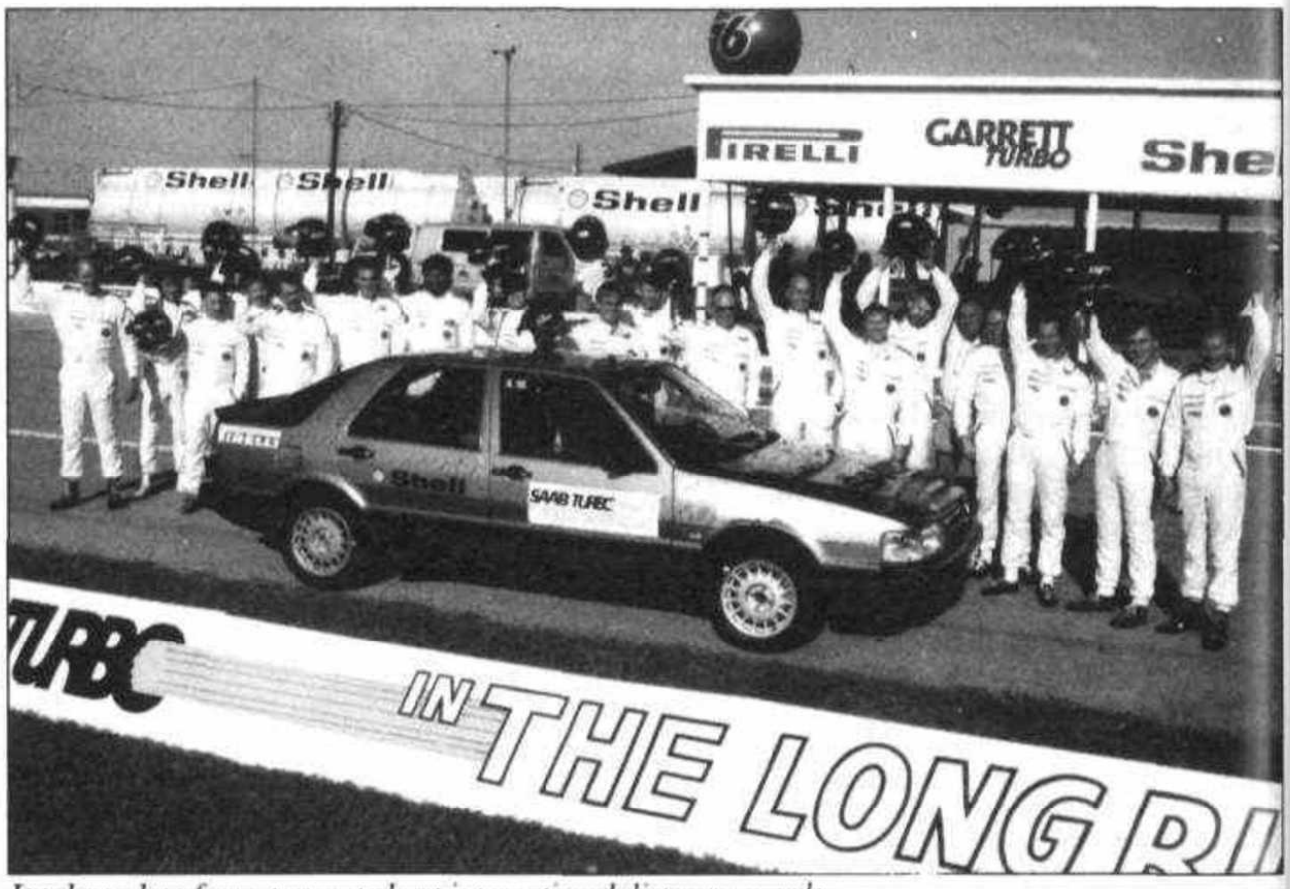
Volvo's driving team in 1986 has included Thomas Lindström, "father" of the race programme, Ulf Granberg, Anders Olofsson, Per-Gunnar Andersson and the two quick foreigners, Johnny Cecotto and Mauro Baldi, all of whom have enjoyed a competitive and accident-free season. In terms of results it was a little less satisfactory, maybe, than 1985, but that is the least of Volvo's reasons for deciding to withdraw from front-line competition.

As it turned out our laps of Estoril in the factory-supported RAS Volvo 240 Turbo were the last to be run by a team car, and the 1987 World Touring Car Championship will be poorer without the Swedish manufacturer, especially since Rover is also out of the running. And, unless a leading private team approaches Volvo, the true value of the ETC system in race conditions may never be appreciated.

**MLC**




*Final group shot of the Volvo team, from the right, John Wickham (team manager), Johnny Cecotto, Thomas Lindström, Ulf Granberg and Anders Olofsson, with Bo Wikås and RAS personnel on the left.*




*It takes a lot of manpower to beat international distance records.*

# The Long Run

I went to North America to see a Swedish manufacturer demonstrate its durability with a record-breaking 20 days at Talladega, Alabama, in a trio of production Saab 9000 saloons. We mentioned this briefly last month, but the full list of records—all but two of international rather than World status—is appended.

I can confirm that the trio of cars utilised all felt of sound production quality when driven around the World's Fastest Speedway on the day after record running was completed. All indicated the equivalent of 145 or more on their LHD kph speedometers.

The culmination of a plan conceived by Olle Granlund, Saab engines and transmissions chief, in 1984, this record breaking spree was turned into a true test of enduring speed by uncharacteristically bad weather.

Track conditions featured standing water on all the straights of Talladega's 2.66 miles during the earliest section of the Long Run and supervising NASCAR officials asked Saab to consider withdrawing. A team featuring the kind of men who relished arctic rallying and who ruled what is now World Championship rallying did not have to think too hard about carrying on, undeterred even when local power supplies ceased.

Saab's Long Run commenced on October 8 1986 and finished on the 26th of that month with 132 mph World records established at 50,000 and 62,100 miles.

The heavy rainfall and thunderstorms pulled back even Saab's experienced driving team — which included triple RAC Rally winner Erik Carlsson amongst 25 self-styled "stupid Swedes". This can be seen by the 137.010 mph pace on the first hour, falling back rapidly as both weather and some mechanical problems intervened.

What went wrong? According to Saab the biggest upset was a weakening of fuel/air mixture promoted by the effect of gravity (up to 1.5G) at full speed around the highest bankings. As the cars worked towards lighter fuel load their petrol pumps strained to collect and deliver the contents of the standard tank, so the team shortened, by five laps, the interval between refuelling stops. Nevertheless, two cars had to have exhaust valve repairs and one fuel pump was also required.

Routine services at the usual Saab intervals were carried out. The former rally mechanics (and Ronnie Peterson's former crew chief) were egged on by new blood from the Saab vehicle proving department. Thus service times were slashed, to average less than five minutes, including oil and filter changes.

Average consumption of four star Shell at 5,500 rpm and full boost of the water-cooled Garrett TO3B turbochargers equated to 10.5 mpg. Shell also used their TMO (Gemini in the UK) motor oils, consumption of which was "most moderate" according to Saab.

Pirelli P600 tyres of production 195/60 R 15 dimensions were used, 120 covers being allocated per car. They were changed every 24 hours at the rear, with the left front wheel changed every six hours and replaced by the right front tyre, which in turn had already been used for six hours. I became giddy trying to compute how long the tyres really lasted, but I can tell you that Saab engineers confirmed that the inner tyre was taking the most scuffing as it ran around the bankings.

Saab went to considerable lengths to establish the production line status of their five door saloons. Apparently ten such cars were picked from the Trollhattan Saab lines by a FISA representative, the company then selecting three examples that were sealed in the presence of a Notary Public and later run-in over 621 miles before air-freighting directly to the USA, together with a mound of publicity material that dwarfed the spares supply.

Once in the USA, supervision and all the timing involved was taken over by NASCAR. The Bill France organisation also owns both Daytona and the little-used Talladega.

During the eighties I have driven two other record-breaking marques, both coincidentally on Pirelli tyres, albeit competition covers with some production ingredients. First was VW's submarine-style ARVW diesel special.

It had run up to 225 mph at Southern Italy's Nardo track in 1980 with Keke Rosberg sharing the driving. Yet it was equally brave of VW to let me out on the Wolfsburg track, in the rain, on skinny slicks, at 25 mph.

In August 1983 came the feat I particularly relish although, as for VW, I did not experience the cars concerned at the scene of their triumphs, which was Nardo once more. Daimler Benz ran three pre-production

**Saab Turbo Records, Talladega 1986**

| | | |
|---|---|---|
| 10 km | 202.798 km/h | 126.064 mph |
| 10 miles | 207.191 km/h | 128.770 mph |
| 100 km | 218.681 km/h | 135.911 mph |
| 100 miles | 219.612 km/h | 136.490 mph |
| 1 hour | 220.449 km/h | 137.010 mph |
| 500 km | 217.284 km/h | 135.043 mph |
| 500 miles | 217.050 km/h | 134.898 mph |
| 1,000 km | 217.651 km/h | 135.271 mph |
| 6 hours | 216.968 km/h | 134.846 mph |
| 1,000 miles | 216.519 km/h | 134.651 mph |
| 12 hours | 215.057 km/h | 133.550 mph |
| 5,000 km | 214.936 km/h | 133.475 mph |
| 24 hours | 214.920 km/h | 133.465 mph |
| 5,000 miles | 214.486 km/h | 133.279 mph |
| 10,000 km | 213.473 km/h | 132.650 mph |
| 10,000 miles | 212.564 km/h | 132.085 mph |
| 25,000 km | 212.687 km/h | 132.161 mph |
| 25,000 miles | 213.816 km/h | 132.863 mph |
| 50,000 km | 214.297 km/h | 133.162 mph |
| 50,000 miles (World Record) | 213.686 km/h | 132.782 mph |
| 100,000 km (World Record) | 213.299 km/h | 132.542 mph |

# Saab's Endurance Records

2.3/16 versions of their 190E saloons to prove the worth of their Cosworth 16v alliance.

All the Nardo 190s were rated at the standard 185 bhp, but they did run a ride height reduction system that improved aerodynamic drag. They could not be said to be in the production trim of the SAABS for the attempt pre-dated production.

Nevertheless, the 2.3 litre saloons ran for more than 200 hours with only one engine fault to hinder progress at a steady 150 to 154 mph. At 50,000 kms they set a World record for the 2.0 to 3-litre production car classes of 153.96 mph. The World records they set at 25,000 kms and 25,000 miles were also within fractions of the same speed: the *slowest* of those mentioned was equivalent to 153.45 mph.

Some of these record-breaking Mercedes were available at Hockenheim, then suffering almost the same 40°C temperatures that had obtained in Italy, and driving them was among the most impressive and enjoyable experience of my motoring life. They were a little more rattly and brutal than the swishing Saabs, but it was a lot of fun exploring their rear drive handling on a road course, rather than carefully aiming the Saabs around a tri-oval.

The Saab experience was more relevant; same course, same cars, and a real attempt to impose production values. Yet the sheer sustained speed of the 2.3/16 commanded my respect. Even today's turbo 16 valve Ford Sierra is only able to touch 150 mph as a maximum, not exceed it for eight days . . .

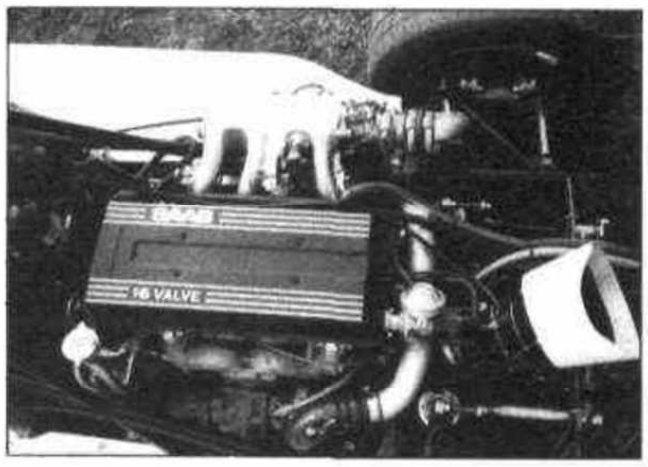
While we were at Daytona, Saab took the opportunity of showing us a round of the Barber Saab Pro Series, in which all 30 single seaters come from Mondial Cars at Bangor in Northern Ireland and are powered by mildly tuned 16 valve turbocharged Saab power units of the kind found in 9000 Turbo 16 and the 900 T16.

Once again, there was plenty of British interest. Aside from the chassis there were three British drivers, including David Hobbs' son, Gregg. Even the dry sump systems came from Titan Engineering!

The cars come on BF Goodrich Competition T/A R covers, 195/50-15 fronts and 245/45-16 rears. Despite such dimensions the rubber seems to have a job warming to its task. The cars looked very tough to drive around Daytona's fiddly infield section, the drivers unable to blast up to the claimed 160 mph maximum on the bankings.

To extract 205 bhp at 5,700 rpm rather than the production 175 bhp at 5,300 revs, boost goes up from 12.1 to 13.1 psi. Then there is the competition exhaust system (though top manifolding remains the same) and 98 octane fuel, the norm for Europe but outlawed in the USA, where Saab's emission version of the 16 valve produces "only" 160 bhp from the usual iron block 2-litres.

One of the mechanics (with the inevitable




*Two homes for Saab's 16 valve turbo: inline for a Skip Barber-Mondial racing chassis, and the power unit of one record-breaking Saab 9000 at the conclusion of three week's Talladega useage.*



English accent) told me the power units were "no bother, once we had learned to mount the electronics away from the vibrations of a racing car."

Over 36 laps we watched the gallant *Saabistes* launch their Mondials at each other, and at the tightest corners you will find outside a Waitrose car park. The result was an easy win for All-American Willy Lewis, a modest 38-year old who started his driving career in a Saab Sonnet. Which makes him something of a rarity amongst men I suspect, never mind within the racing driver fraternity.

My biggest surprise in Alabama came just outside the Talladega speed bowl. A single story building, labelled International Motor Sports Hall of Fame, contains the rather weary shape of Sir Malcolm Campbell's Bluebird.

Surrounded by NASCAR stockers of all ages, Bluebird straddles a turntable behind a board of contemporary cuttings and a caption that reveals she is "The most famous car in the world."

The point from Bill France Sr's outlook is that the car ran a two way average of 276.82 mph (managing 330 mph in one direction) and apparently inspired much of Mr France's obsession with speed. So the British could be said to have inspired that all American NASCAR branch to motor sport, aside from apparently providing half America's current competition technology, maintaining it, and providing an impressive selection of fast drivers.

The 30 ft, 5 ton record breaker from Britain is also credited by the Talladega caretakers with having the most powerful V12 ever installed in a car. They add, "No car built anywhere and powered by one engine, driven through a conventional transmission, has ever travelled as fast as Bluebird."

I will leave our experts to ponder those statements. I can only tell you that I wandered over to "Mad Dog IV" and wondered where men like driver Art Malone ever found the courage to drive that tail-planed contraption for 500 miles beyond 150 mph. I'll take a nice cosy seat in the saloon, thank you. **JW**



*Record-breaking Saabs in formation on the Talladega banking.*

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**1980 911 SC Sport Targa.** Silver/Martini stripes, 48,000 miles, 1 owner ..... **£14,650**
**1980 911 SC Sport Targa.** Light metallic blue, blue/tartan interior, 44,000 miles **£14,999**
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**1977 911 Lux Coupé.** Black, black int, 63,400 miles only ..... **£10,650**
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*Crossways, Witley, Surrey*

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**1984 "A" 911 TURBO.** Black with black leather interior. Equipped with sports seats and limited slip differential. 14,000 miles **£35,950**

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**1986 "C" 944 TURBO.** Garnet red metallic with light grey leather interior. One owner and only 1,500 miles **£29,950**

**1986 "C" 944 LUX AUTO.** Guards red with anthracite flannel interior. Equipped with sunroof, central locking, front fog lights and alarm system. One owner and 6,000 miles **£21,950**

**1985 "C" 944 LUX MANUAL (1986 model).** Black with black Porsche cloth interior. Equipped with sunroof, cassette holder, 215 tyres and front fogs lights. 12,000 miles and recently serviced **£20,950**

**1986 "C" 944 LUX MANUAL.** Guards red with black Porsche cloth. Equipped with sunroof, 215 tyres, front fogs lights, cassette/coin holder. One owner and 22,000 miles **£19,950**

**1985 "C" 944 LUX MANUAL.** Alpine white with black pinstripe interior. One owner and 6,000 miles **£17,950**

**1984 "B" 944 LUX MANUAL.** Guards red with black Porsche cloth interior. One owner and 12,000 miles **£15,950**

**1986 "C" 924S MANUAL.** Silver metallic with anthracite flannel upholstery. Equipped with sunroof and passenger door mirror. One owner and 8,000 miles **£15,950**

**1985 "C" 924S MANUAL (1986 model).** Guards red with black Porsche cloth upholstery. Equipped with sunroof, passenger door mirror, sports seats, power steering and cassette/coin holder. 14,000 miles **£15,450**

**1985 "B" 924 LUX MANUAL.** Guards red with grey pinstripe interior. Equipped with sunroof, passenger door mirror and radio cassette. 16,000 miles **£12,450**

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## AND SO TO '87

Thanks yet again to our team, 1986 has been another excellent year.



Our 3.2 Carrera, thanks to Tom Hutt and Gordon 'The Brain' Wingrove, proved to our delight to be very competitive in the Giroflex Porsche Production Racing, as 3 wins confirmed. The car (we're not talking about the driver) enjoyed total reliability — barring a tatty silencer that managed to block itself internally! — and in 'Giroflex' form is of course a superb road machine.

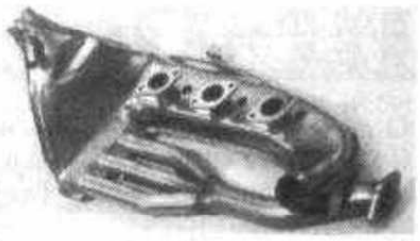


The 'Pizza Hut' Stoic Racing 3.3 Turbo was a fascinating exercise in what can be extracted from a 3.3 Turbo, without resort to exotic competition parts. And there must be more to come! With thanks to our Mike Bainbridge, again — apart from a 10p blown fuse! — it's been totally reliable all Season, and has proved highly competitive in Hillclimbs as well as the circuits.

They're good value for money, these Porsches!

**1987** We've got an early, stadnard 3.3 Turbo. Silver of course, like our 2.4 911S and 3.2 Carrera before. The question is, do we 'Giroflex' (actually it's Pirelli for '87) it, modify it, or just pose in it? Decisions, decisions!

## ART FORM



If you appreciate quality engineering — and Porsche enthusiasts surely do by definition — then it's worth your detouring to Amersham simply to admire the build quality of these full stainless steel S.S.I. heat exchangers.

1965 — '74 Pattern. Per side **£320.00.** + VAT. N.B. Not yet available with LH tail pipe box (non essential) for 2.4/2.7 ltr inj. cars.

There are only 2 snags.

It will seem criminal to fit something so beautiful underneath your 911.

We've a nasty feeling they'll last forever, and we'll never be able to sell you a replacement!

## PERFORMANCE PORSCHE



**3.3 Turbo.** Our current Project car, very shortly ready for paint, hence currently available in colour of your choice. Engine/transmission will be fully rebuilt. Both mechanical and interior trim details can currently be to your specifications, i.e. Lightweight or fully trimmed, standard 3.3 mechanics or circa 400 bhp uprated car.

**Price from circa: £32,000**

## TIP OF THE MONTH

More Hot Air

And no body knows, (tiddely pom)
How cold my toes, (tiddely pom)
Are growing

Muttered Piglet in the passenger seat. Pooh was all right. Driving his Turbo hard, his feet kept warm (just). But his car was an earlier model and didn't have the hot air boost fans either side of the front footwells. (Standard on all 930, '83 on, 911 '84 on).

It was Christmas, and Pooh suddenly felt sorry for his little friend. So in a mad moment he rushed out and bought a Twin Hot Air Fan Kit, complete with pipes, loom, etc. for £245.00 + V.A.T.

The 3 speed fan assemblies fit behind the footwell side carpets — the original carpet will re-fit over them just — and are wired in to the front fuse box and a dash switch. They should also be wired in to the Autoheat control, but as this entails updating the control unit (a bit expensive), Pooh decided he could manage very well with just a dash switch.

Installation, depending on model, would cost him circa £60.00 + V.A.T.

Eeyore was most intrigued by it, as he drove a very old 911 rather slowly — and no revs equals no heat!

This kit would fit his as well (it was a post '68 911) just as easily.

(In the cold light of '87, will these hallucinations stop?)

## PERFORMANCE PORSCHE



**3.2 Litre L.H.D. 1974 Carrera.** 3.0 RS Lwt. style coachwork. Red with Gold lettering. Gold BBS sport wheels. Black-look. Black interior. Circa 280 bhp, nominal mileage since eng. & box rebuild. Stunning road machine in every sense. **£15,950**

**3.0 Litre RS Lwt. style 911.** Original 3.0 RS factory rally spec. 270 bhp eng., Comp. box + L.S.D., cooler originally built by us in '79, eng/box rebuilt '85. In excellent order. Currently having some cosmetic tidying, hence 'phone and discuss.

**GIROFLEX**

**'Class B' 911 SC. L.H.D. '79 car,** uprated to 1983 911 SC spec. Fully prepared for Production Racing, road legal of course. Provenly competitive, ready to '87 series. Dark Green metallic, Silver 7 & 8 × 15" BBS wheels. **Only £9,950**

**CLASSIC PORSCHE**



**1973 Carrera RS 2.7 Touring.** Chassis No. 9113600477. A superb, totally original car in Sea Blue. 64,500 miles. A classic example, will be supplied thoroughly checked, sorted and serviced by us. **P.O.A.**

**1973 Carrera RS 2.7 Sport Lightweight.** Chassis No. 9113601101. Totally rebuilt, incl. engine rebuild to 2.8 litre, by us in 1982, and re-finished throughout in Grand Prix White with Blue lettering, 7 & 8J wheels. Only 2,000 miles since. **P.O.A.**

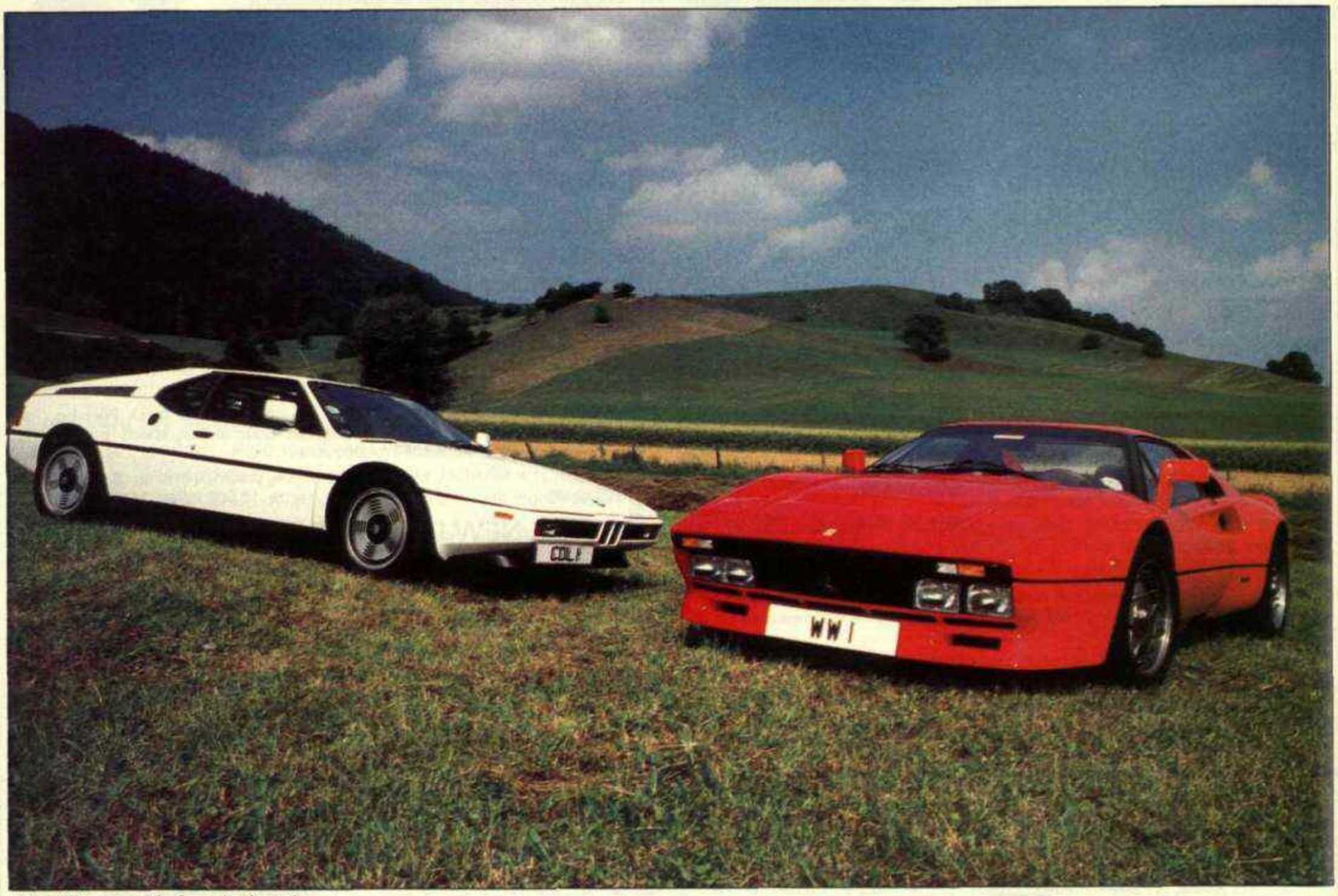
**L.H.D. 1973 Carrera RS.** We currently know of a number of original cars that are available. Ring and discuss. **Prices from circa £16,000**

**PORSCHE SALES**



**1983 Model 3.0 911 SC Sport.** Burgundy metallic, champagne interior. F.S.H. 44,000. An exceptionally attractive car. **£18,450**

**1983 Jan 944.** Guards Red. Black trim. Sun roof. P.D.M. 30,000. Excellent. **£11,950**




*Munich meets Modena in Austria*

# Not for the Faint-hearted

"How do you fancy a trip to Osterreichring and the Austrian Grand Prix?", came a voice down the phone. "Well, I'm terribly busy at the moment what with this and that," was the best I could do for a rather feeble excuse. "How do you fancy a trip to the Osterreichring and the Austrian Grand Prix behind the wheel of a Ferrari 308 GTO and a BMW M1?", came the voice again.

"When do we go?" was my immediate response. Nothing to do, you will understand, with driving the cars; after all, I had long yearned to stand on the outside of the Bosch curve and this did seem like an ideal opportunity!

The voice belonged to Tim Willson, lucky owner of these two magnificent performance cars and travelling companion for this dash across Europe. Now some may say that with two cars of such calibre and worth, a journey through Belgium, Germany and Austria was something worth savouring and should certainly not constitute a dash. As a Director of Bob Sparshott Automotive, whose three Lola T86/50s were running in the Intercontinental F3000 Championship Race supporting the Austrian Grand Prix, Tim was required at the circuit for first practice, Friday morning. With this trip only reaching fruition on the preceding Wednesday there was precious little time and simply no alternative but to dash.

I have been very lucky to have been associated with these exquisite cars from some considerable time; indeed in May 1985 young Mr. Willson and I were Maranello bound to collect the Ferrari 308 GT0 (or 288 GTO to give it the official Ferrari designation). The trip back in this Group B Homologation Special was unforgettable and the childlike grin which etched our faces for the entire journey will long remain in my mind.

Embarkation point for the long drive south to Austria was Dover, scene of many previous trips, especially in the M1. Customs brought many memories flooding back to that first trip in the GTO, as it was in those very dreary halls that we sat for the best part of three hours while officials pondered the amount of Import Duty for such a car — nearly £16,500!

Taking a very late ferry rather than staying in Dover and leaving at a reasonable hour of the morning, we found ourselves in ghostly Zeebrugge at some unearthly hour. It had its benefits though, as we struck out towards Aachen and the German border at a cracking pace. Those first miles in the eerie Belgian mist on undulating roads gave us the first true indication of the performance and different characteristics of the two cars. It became obvious that the comparatively short time spanning construction of these cars had seen giant leaps in the applied technology, so much so that in these early hours the M1 was already struggling to keep up.

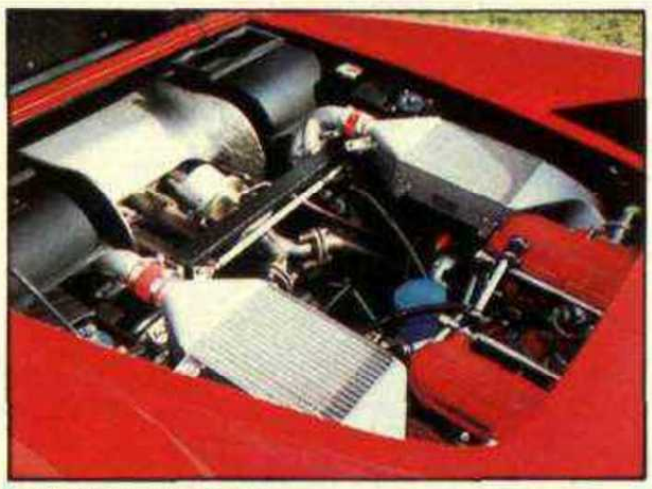
Ferrari's 288 GTO commands something in the region of 500 bhp from its twin turbocharged 2855 cc V8 power source. The Jochen Neerspach inspired, Stuttgart built, M1 is powered by a BMW Motorsport

developed version of the six-cylinder engine which is perfectly at home in the 635is and 735is which cruise the motorways of Europe and reside in the Company Executive's parking slot — the only difference is the on-tap 280 bhp. In comparison to the 288 GTO just over twice the number of M1s were built, the last rolling off Baur's line in 1980. Like the GTO, whose 308 Pininfarina origins are obvious, the M1 keeps its looks and turns just as many eyes thanks to its Giugiaro styling.

The M1's performance may be slower when compared to the GTO but on that damp August morning my confidence level was much more at home in the German car. Pirelli P7 205/55 fronts and 225/50 rears may be awe inspiring but provide a surefooted ride much more in keeping with my timid character at that early hour. The Italian machine's foothold was a totally different kettle of fish. It may be ultra-quick, capable of 189 mph without so much as a groan and a 0-100 mph time more akin to a space rocket at 11 seconds, but one exuberant squeeze too many on the pedal sends your pulse racing with the turbos and as the rear Pirelli P7 225/50s start to exchange roles with the front Pirelli P7 205/55s a handful of opposite lock has to be fed in to enable forward motion. As Eddie Cheever, who should know a thing or two about performance cars, has said, the 288 is not really for the open road and certainly not for the faint hearted!

With the mist clearing and Thursday morning's sun breaking through we tore on towards the German border, crossing at Aachen and heading for Cologne before turning south on the E5 Autobahn bypassing Bonn, Koblenz and Frankfurt. For the first time on many of these German sorties we elected to take the approach to Munich via Nurnberg and the E6. It may look like two sides of a square on a map we encountered heavy traffic on this long stretch of two-lane Autobahn and it was this shortage of time that enforced the one illegal error of the whole trip. The German police were very polite; after all it wasn't every day they stopped an "M einz" for speeding. After a fascinating discussion on the English Royal Family, the number of men in the Duke of York's army and a close inspection we were on our way once again to arrive in the quaint Austrain ski resort of Hauental a mere 9 hours after leaving Zeebrugge.

There were few mod-cons and even less home comforts in the Gasthof which BS Automotive had chosen as base camp for their Austrian weekend, but there was one jewel in the village's crown. The road to Zeltweg and the Osterreichring. Close on 30 miles in length, this B road was a real delight after the arduous and cramped hours of Autobahn motoring. Here the 288 GTO really showed its class and on that first morning with Andrew Gilbert-Scott at the wheel there was again no room for the faint



*500 bhp powerhouse*

hearted and no way the M1 was going to match the tremendously fast point and squirt performance.

Being driven provided the opportunity to consider the GTO's interior. Like the M1, which incidentally was the same car which AH road tested two years ago for MOTOR SPORT, the trim is business like, although a little more colourful. The driving position is unlike any run of the mill road car as one would expect and there is that distinctive feeling of sitting in a very special and fast piece of equipment. What is so delightful is the push button starter which guns the sweet sounding V8 into action; there is, I consider, something very stylish about a push button starter switch. Like all Ferraris the clutch is heavy and takes a little getting used to, as does the heavy gearbox with its traditional chrome gate. Combining clutch and engine revs is critical and if you get this car away without stalling the first time you are doing very well indeed — it requires an almost agricultural use of the accelerator and professional clutch work.

The journeys to and from the circuit over those few days produced some of the most invigorating driving I have ever experienced. The GTO's performance was quite mindblowing. As one's confidence grows the car becomes all the more rewarding. If you have the nerve the red lined rev band can be reached with some staggering performance figures, well over 100 mph in second, 150 mph in 3rd — and all the time the turbo whistle eggs you on just that little bit more! On twisty yet quick roads, thankfully dry, the car was unbeatable even though a number of large motorbikes tried — much to the annoyance of their owners and the animated relief of at least one pillion passenger!

Sadly, this breathtaking road was to be the final undoing for the GTO. Homeward bound after watching Alain Prost take the honours, the car blew a pipe off the right hand turbo and with it went, quite naturally, all the performance. The M1 too had begun to suffer — a little rust(!) in the fuel tank creating all kinds of performance problems. The plan had been to return via Calais arriving at the French port in the early hours of Monday morning. As it was we were limping along close to Stuttgart when we should have been back in the office recounting our experiences.

With a down-on-power car one can sympathise with those owners of less potent machinery who build up speed only to be agonisingly slowed by the truck that invariably pulls out in front on a hill. The GTO's plight was just that although the M1 did at least run clean with a full tank. As it was we limped home, spending the night at an Autobahn Motel, worried all the time of any damage which was being inflicted upon the Ferrari's V8. The port of Calais brought a rewarding respite from a harassing return journey — but our troubles were not over as the engine's mighty cylinders had to strain to force the stricken machine up the ferry ramp. For the first time in many years the port of Dover was a welcome Haven; even the Customs Hall didn't seem that awful.

The final hours of that Austrian Grand Prix trip may have been fraught but looking back from the depths of an English winter to that August weekend re-kindled some fabulous memories especially of the trip down, the countryside and, of course, standing on the outside of the Bosch curve. **MLW**



*GTO's extra length flows smoothly through the Pininfarina profile*

# THE CONNAUGHT STORY



*One of the B-Type Connaughts which still races — this is John Charles at Oulton Park.*

## Finest Hour

1954 saw the introduction of a new Formula One and though it was in essence only the then Formula Two with a mere 500cc increase in permissible engine size, it generated a host of completely fresh designs. For two years the World Championship had been run to Formula Two and though competition was fierce, and there was no lack of variety, in the back of everyone's mind was the fact that it was a temporary expediency. The new Formula One was going to be the real thing.

Connaught's Lea Francis-based F2 engine could not be stretched to 2.5 litres and had anyway reached the limit of its development. Well before the start of the new formula, work began on preparing for it.

Connaught's staff included Bill Warham who joined the firm with a background in the aircraft industry. He became responsible, under Mike Oliver, for exploring two possible avenues. One was a design by Laurie Bond of an air-cooled, rotary-valved, V8 which Bond confidently predicted would develop 320 bhp before development. As it happens, no engine of the 2½ litre formula ever approached that figure, but extravagent power claims were so often bandied about by makers that they came to be believed so 320 bhp looked at least possible.

In 1954 it was believed that Maserati was getting 260/70 bhp, therefore Mecedes-Benz must be getting at least 300 bhp and so on. In fact, no 1954 Maserati engine gave more than 230 bhp and 220 bhp was a more typical figure, while the straight eight Mercedes-Benz engine gave a maximum of 256 bhp and then with a very narrow power band. This was not widely known until some time later.

With Bond's drawings came a single cylinder experimental engine, based on a JAP engine. Bill Warham spent a long time trying to sort it out but unfortunately it was more prone to deliver oil smoke than power. The problem was with the oil sealing of the rotary valves and though Bill says that the concept could be made to work, the cost of doing so was beyond Connaught's slender financial resources.



*"Johnny" Johnson, Connaught's chief draughtsman for six years and co-designer of the Type B.*

Together with Mike Oliver and Rodney Clarke, Warham laid out a design for a Connaught rotary-valve engine but this got no further than preliminary drawings.

Another Connaught engine proceeded further. This was a four cylinder dohc design with the inlet valves angled at 30° and the exhaust valves angled at 45° in order to gain maximum valve area. The idea to cast four separate cylinder liners and bolt them onto the crankcase at the bottom, the cylinder head at the top and to enclose them with a copper water jacket. This got as far as a few castings but since there had to be a considerable amount of money spent before anyone would know whether it would work, the scheme was abandoned.

Warham left Connaught in 1954 to join Armstrong Siddeley but was glad to return in 1956. Like so many others who worked for the firm, he remembers his days there as some of the happiest of his working life. "There was a great spirit of fun about the place. We were all happy to work long after official office hours without pay and then, when we packed up for the night, Rodney would have us into his office and produce a bottle of whisky . . ."

Up in Coventry there were two other engine projects under way, the Coventry Climax Godiva and the Speed (Brooke-Weston). Both were V8 designs intended to be proprietary units to serve the burgeoning British motor racing industry. These were dealt with in detail in MOTOR SPORT recently ("If . . .". April 1986), but, briefly, Coventry Climax believed the power outputs bandied about by the foreign opposition and did not release its engine, learning too late that the Godiva not only gave more power than the best opposition in 1954/5 but did so over a broader band and with reliability. The Speed engine suffered from lack of finance, the prototype ran only once, and was anyway a huge lump with a block nearly three feet long.

In 1953, however, the Godiva looked a strong possibility. Indeed, a memo written by Rodney Clarke in April 1957, a month before Connaught folded, indicates that neither it nor the Speed engine had been entirely ruled out of his plans even at that late stage. Of the Godiva, he wrote: "We have received a mock-up of this engine, being just a complete shell. Superficially, it would appear to be well thought out and made. The date of delivery of any complete engines still seems to be quite obscure."

To judge from his comments on the Speed engine, it appears that he had considered taking over the project. "It has been decided not to undertake development on this engine as it would appear to be too extensive for our capacity at the moment, and also because this engine is not backed up by any further engines of the same type."

Nearly ten years before Colin Chapman re-wrote the designer's handbook by producing the first monococque F1 car, the Lotus 25, Clarke laid down his own plans for one, the Connaught J5, sometimes known as the Type D.

Work had started on the chassis and a five-speed preselector epicyclic gearbox/final drive unit was not only designed but was made

# Part Three

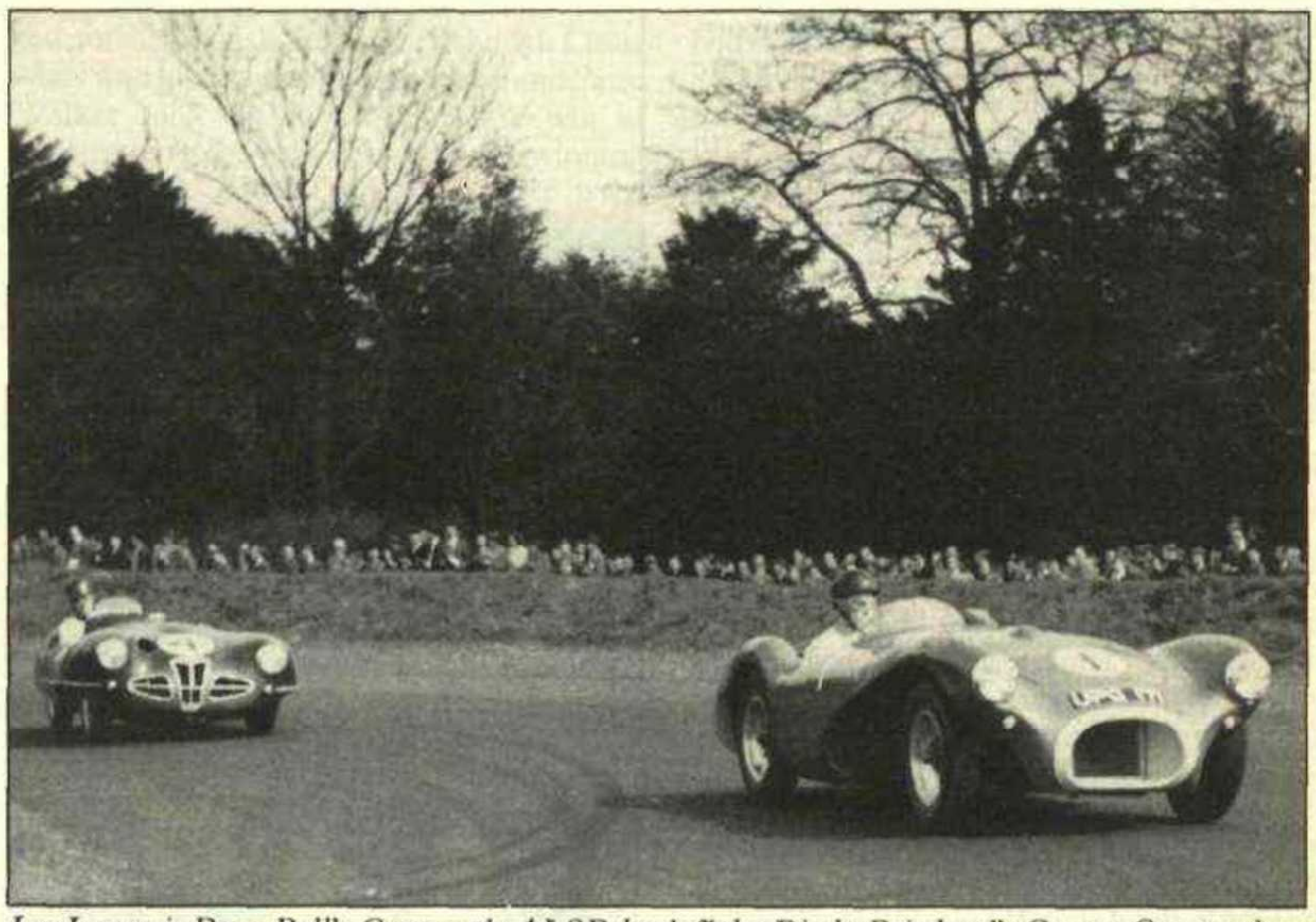
up and parts were made for a further five. Automatic preselection of gears when changing up was employed, and down changing was to be by a dashboard-mounted lever which the driver would push as many times as the number of gears he wished to drop.

The design was the responsibility of one Robert Clerk who, in 1951 had approached Connaught with the idea of a regenerative transmission which would store energy in a large horizontal flywheel. The system was designed to provide regenerative braking through the transmission to the flywheel which would store the energy to assist acceleration when required.

The Connaught Type A could not accommodate the system but Clarke kept in touch with Clerk and, indeed, was instrumental in Clerk receiving a grant from the N.E.D.C. to develop his ideas.

As originally conceived, the J5 would have had a beam front axle, with torsion bar springing, located by radius rods and a Panhard rod and with outboard disc brakes. At the rear, would be a subframe carrying the engine, transmission and de Dion rear suspension with inboard disc brakes. This was to have been attached to the monococque using tapered bolt fittings, to enable the whole unit to be quickly detached, while all the pipes and control linkages would have had quick disconnect couplings, the pipe couplings being self-sealing.

The overall shape of the car was not unlike the 1½ litre BRM which first appeared at the back end of 1961. When the Godiva engine failed to appear on schedule, Connaught switched to Alta engines and struck a deal with Geoffrey Taylor for their exclusive use. This deal meant the end of formula racing for the HWM team, which had used Alta engines in F2.



*Les Leston is Peter Bell's Connaught ALSR leads John Risely-Pritchard's Cooper-Connaught at Oulton Park in 1954.*

Like other outfits, Kieft and Cooper among them, HWM had hoped to be able to buy Godiva engines but now it was left with no suitable engine for F1 and so turned to Jaguar-powered sports cars.

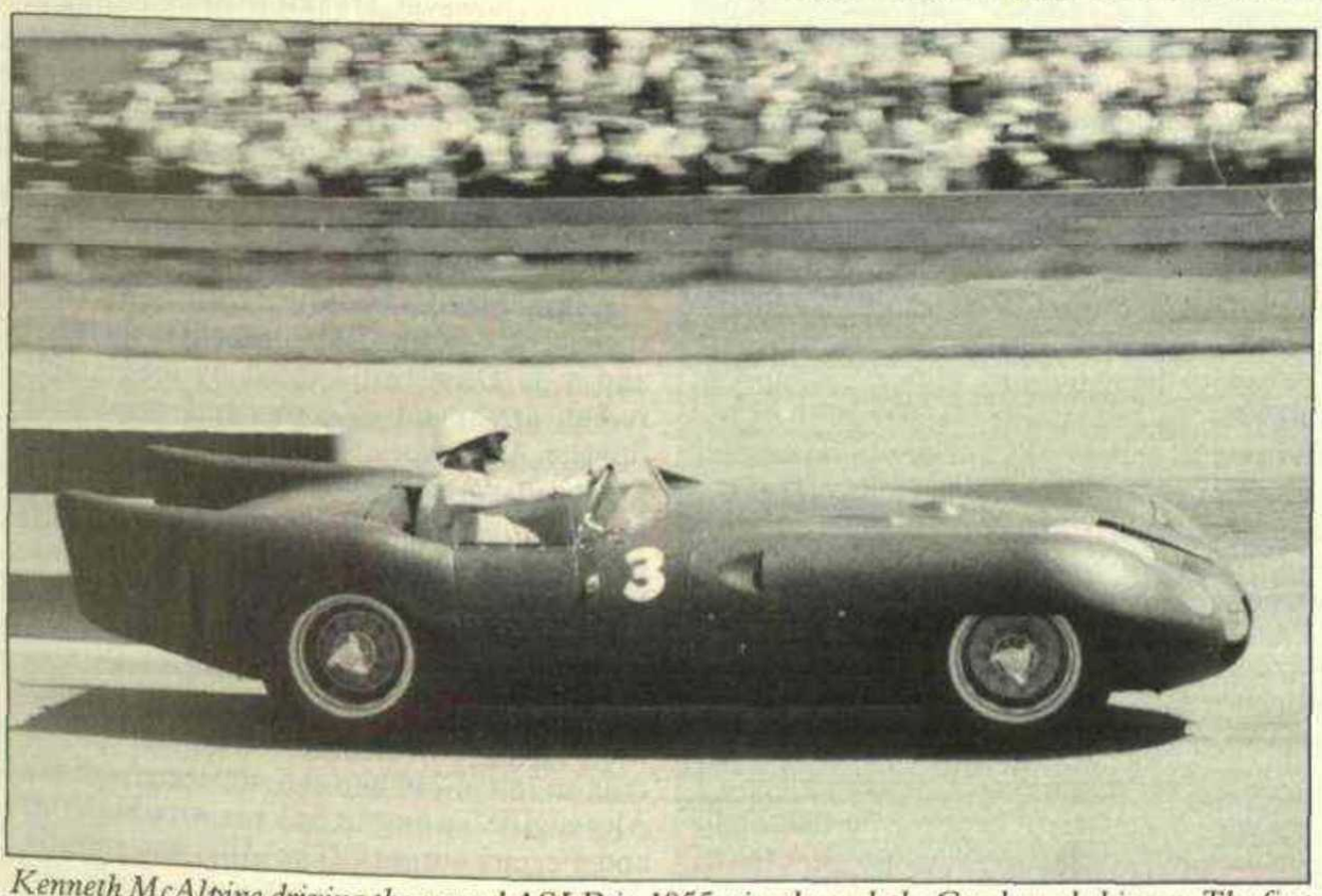
The Alta was a tall unit and not suitable for mounting in the J5, which was put on ice until such time that the right engine came along. It was not, however, completely forgotten and its specification was updated from time to time. In early 1955, for example, Connaught began to play around with the idea of a rear-engined car using the Alta engine in what was more or less a reversed Type B chassis.

The Type B Connaught, which was to see the firm through the rest of its F1 history was, therefore, very much a stop-gap design and though it performed superbly on occasion, it was not a true indication of the level of thinking which was going on at the team's headquarters. Robert Clerk drew, for example, both a hydraulic self-levelling suspension layout and an anti-lock braking system.

A friend of Bill Warham, an aerodynamacist named Eric Hall, provided the team with the information which would allow it to build its own wind tunnel facility, complete with rolling road, with a fan driven by a Ford V8 engine. This was certainly installed in one of the Nissen huts around the headquarters but the noise was horrendous and containing it was beyond Connaught's financial means. It was to be many years before any other F1 team had an in-house wind tunnel.

Rodney Clarke and his chief draughtsman, "Johnny" Johnson, set about designing the car which was to become the Type B in 1953 but work was held up while Mike Oliver brought the Alta engines up to his own high standards. The existing Type A cars were seen only in Britain that year, mainly in Formula Libre events. Tony Rolt (A3), Bill Whitehouse (AL10) and Don Beauman (AL9) each took two wins in minor events and the year's tally read six wins, 20 seconds, 16 thirds, 12 fourths, three fifths and four sixth places.

Generally, Cooper-Bristols reached a higher top speed than Type A Connaughts and Clark and Johnson came to the conclusion that their higher ground clearance gave them an aerodynamic advantage and they began to study the airflow beneath their cars and sketched out a shaped underside, a shallow inverted "V". It was impossible to fit, basically because of the standard shape of a driver's back side, but it's intriguing to note



*Kenneth McAlpine driving the second ASLR in 1955 trim through the Goodwood chicane. The first ASLR was rebodied with a proprietary fibreglass shell.*

# THE CONNAUGHT STORY

that Connaught had latched onto the importance of under-car aerodynamics long before the advent of air dams and spoilers.

Kenneth McAlpine drove AL10 to sixth place in the final of the Aintree 200 and in the British GP, though way down the field, three Connaughts were the first three F2 cars home, Don Beauman (A6) finished 11th, Leslie Marr (A5) 13th and Leslie Thorne's Ecurie Ecosse car (A6) 14th, but even Beauman was six laps adrift of Gonzalez's winning Ferrari.

1954 did, however, see the debut of the only purely Connaught sports car, the ALSR. As the designation implies, these were sports racing cars based on the long wheelbase Type A chassis. The idea was to make some use of surplus Type A parts, these being obsolete in single seater racing terms. The chassis was splayed out at the rear and the de Dion tube located by twin radius arms.

"Johnny" Johnson styled the body after examining photographs of contemporary machinery and there were large scallops behind the front wheels which made it resemble the Aston Martin DB3S. The Lea Francis-based engine, was reduced to 1484cc (75mm×84mm) and it gave 115 bhp at 6,000 rpm.

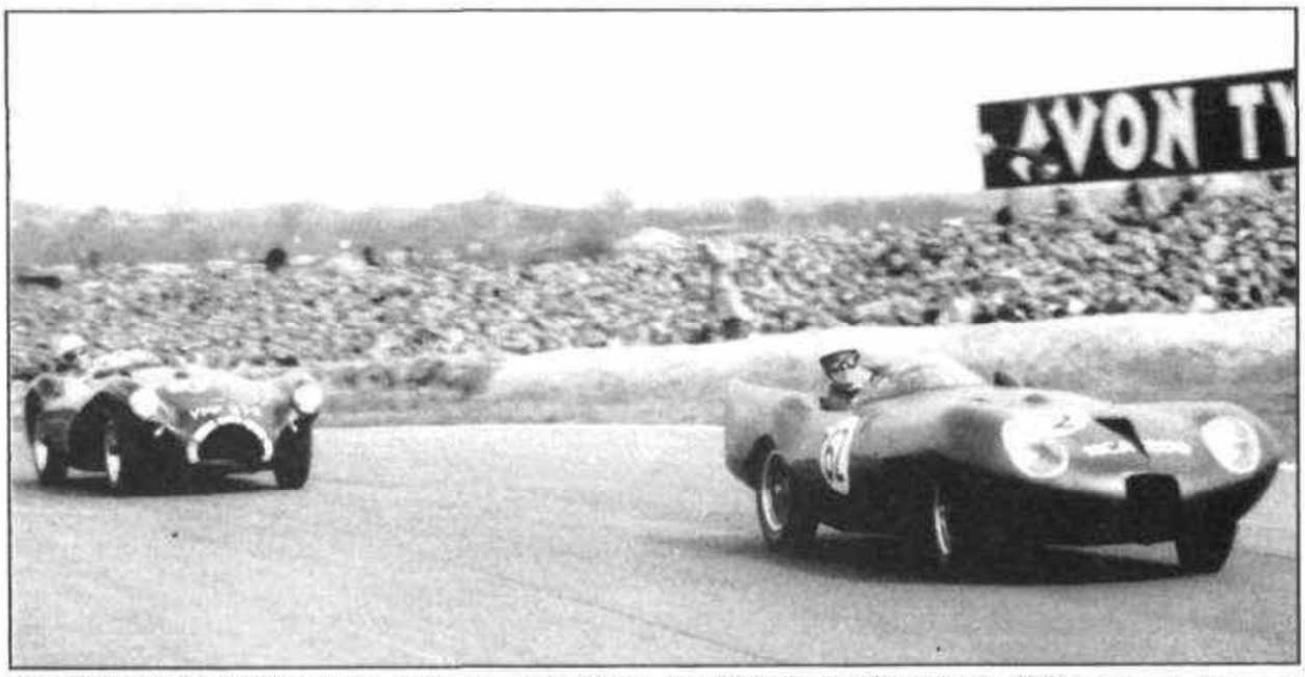
Although there was intitially interest from several potential customers, the idea was to use up Type A parts rather than go into serious production. John Coombs took delivery of the first one (UPG 171) and though it was quick, Coombs could see greater potential in Colin Chapman's new Lotus 8, the Type A chassis was in its fifth year, after all, and chassis development had progressed a lot in the interim.

By mid-season, when the second car (MCA 200) appeared, Combs had installed his Connaught engine in a Lotus 8 chassis which had modified styling with a much more restrained rear win line. The rest of Coombs' car was sold to Peter Bell who had another Connaught engine fitted and entered it mainly for Les Leston to drive, though both Stirling Moss and Tony Marsh also raced it on occasion.

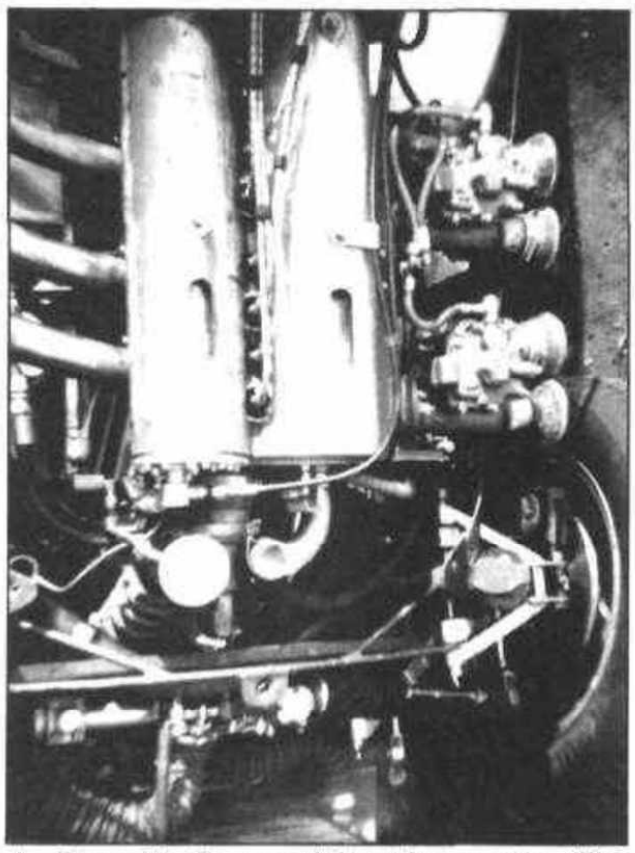
MCA 200 was rebodied for the 1955 season with a striking aerodynamic body based on that of the Type B streamliner. The season began well with Leston and McAlpine finishing 1-2 in their heat for the British Empire Trophy while, in the final, McAlpine came home second to Scott-Brown's Lister-Bristol.

Another 1-2 was scored in the 1500cc race at the Goodwood Easter Monday Meeting while the other outstanding success came in the Goodwood Nine Hour race when Leston and Scott-Brown brought Bell's car home sixth overall and won the 1500cc class in the process.

Bell's car, which for some reason changed its registration number to VPF 272 in 1955, was later rebodied with a Rochdale fibreglass shell but is today seen in Historic racing with an aluminium body closely resembling the original. It is owned and raced by Gerry Walton who also owns A8.




*McAlpine's ALSR leads Leston's example during the 1955 Easter Monday 1,500cc sports car race at Goodwood.*



*A Type B Connaught's Alta engine. This example is fitted with twin-choke Webers.*

MCA 200 was entered for Le Mans, driven by McAlpine and Eric Thompson and there it proved to be about the noisiest car entered. It backed up the sound with a fine turn of speed, however, and was timed at 125 mph along the Mulsanne Straight. To put this into perspective, the fastest 1500cc car the following year, a Porsche, achieved 136 mph while the best that the works 1500cc Lotus XI could manage was 128 mph.

After showing well in the early stages, it retired in the sixth hour with valve trouble. It's a pity that it didn't see more service on the continent for while it may have been overshadowed in short sprint races on airfield circuits, it appeared to have all the right qualities to perform well in European races typically held on street circuits with indifferent surfaces.

Later in 1955, during the Dundrod Tourist Trophy, it was driven by a promising youngster, Bill Smith, who lost his life in a multiple shunt which comprehensively destroyed the car.

Connaught engines found their way into some other sports cars. John Risely-Pritchard had a front-engined Cooper-Connaught in 1954, with a body copied from the Alfa Romeo *Disco Volante*. Brian Naylor also had a Lotus-Connaught sports car and scored 18 wins with in in 1955. There was a 2 litre Connaught-engined special, the Clairemont, which appeared a few times in the late Fifties, and the intriguingly titled "Scotch Air Connaught" which one, D.B. Houston raced in 1959, apparently in just a single event at Rufforth. A two litre engine was put into an Aston chassis in 1954 (this was one of the Cooper-based Aston-Butterworth F2 cars built for Bill Aston).

These, however, are side issues. Clarke and Johnson began designing the Type B in July 1953 and the first chassis was completed by September. When it became apparent that the engines needed much more work done on them, the pace slowed and during the winter of 1953/4 it was possible to build a streamlined body.

A simple ladder frame was chosen, with coil spring and double wishbone front suspension and a de Dion rear located by long single radius arms and a compound transverse linkage. A four speed preselector gearbox was located just in front of the final drive and there were Girling, then Dunlop, disc brakes all round. B1 was fitted with Borrani wire wheels but subsequently Dunlop alloy disc wheels were fitted.

Both fuel injection and Weber carburretors were used on diferrent engines throughout the Type B period. Mike Oliver was able to coax an initial 240 bhp at 6,400 rpm from the Alta engine, an output on a par with Maserati and Ferrari outputs. The Alta was slightly over-square (93.5mm×90mm) unit of 2,470cc. Its twin overhead camshafts were

# Part Three

chain-driven, the block was cast with crankcase in alloy with four wet cylinder linings. The first engines had one plug per cylinder but later ones had two.

When the car was first unveiled at Goodwood in August 1954, it caused quite a stir for it featured a stunning all-enveloping aluminium body built by Wakefields of Byfleet. Mercedes-Benz had already successfully raced its W196 with an all-enveloping body but it was a case of two design teams pursuing similar ideas in isolation, rather than Connaught copying Mercedes.

Mike Oliver, who raced a streamliner on a few occasions and did a lot of test driving in them, recalls that the initial sensaion was one of an alarming amount of mechancial noise. Like all streamlined cars the cockpit forms a low pressure area which invariably results in fumes being sucked in. This initial problem was cured by lowering the windscreen height to increase the cockpit pressure. Again at first, heat was a problem but this was solved by re-routing the exhaust system.

These were the sort of teething problems which any radical new design might go through but on the whole, the body which had been drawn by Johnson on advice from Eric Hall, worked extremely well and there were never any engine cooling problems for example.

Mike Oliver says the large tail fin was intended to locate the Centre of Pressure at a point aft of the Neutral Steer Axis where the yawing movement caused by a sidewind would yaw the car into wind by an amount which would cancel the downwind drift caused by the side force. The car would then continue in a straight line in a slightly crabwise fashion, or four wheel drift if you like. "Personally I liked the handling of the streamliners."

The whole of the top section was in one piece which meant that it took two men to remove it. Once they had done so, the problem was to find a space in a crowded pit land or paddock in which to put it down! Further, it was extremely light so liable to be damaged on a windy day.

The Type B's debut came during the 1955 Easter Monday Goodwood meeting. Tony Rolt took B1 to fourth place in a Formula Libre race but retired with a broken throttle linkage during the F1 event. In the International Trophy, Fairman had B1, and retired again with a broken throttle linkage, while McAlpine had a fuel pipe go on B2.

Leslie Marr bought B3 and won a Formula Libra race at Davidstow, while Rob Walker bought B4 but specified a body with open wheels. In the British Grand Prix at Aintree, all four cars appeared but none finished. Fairman (B1) did not start, McAlpine (B2) retired with low oil pressure, Marr (B3) with a loss of brakes and Peter Walker (B4) with another broken throttle linkage.

During the rest of the year, the cars made a few appearances in minor British events and did not distinguish themselves, though Leslie Marr won his class at Shelsley Walsh and Peter Walker took B4 to an F. Libre win at Snetterton. Reg Parnell came close to winning the *Daily Telegraph* Trophy at Aintree in the September, having led Moss' 250F Maserati until it expired, but close to the end, B2's engine ran a bearing and Parnell was classified sixth, a lap down.

It looked as though the end was in sight. Connaught was not getting results, the cars were hardly even entering any races. McAlpine decided to marry and retire from driving so he had not the same motivation to continue to pour his own money into the team besides during 1955 he'd only had two races with a Type B and retired on both accasions. Clarke laid off a number of men and virtually closed down the drawing office.

Among those who left was "Johnny" Johnson. Further, his six years which, typical of a Connaught man, he recalls as the happiest of his working life, had drained him. The impossible hours had taken their toll. He went to work for Vickers under the great Barnes Wallis. Though when he started at Connaught Engineering he knew nothing of design, he left with a tribute that Clarke has described him as his equal partner in the design of the Type B.

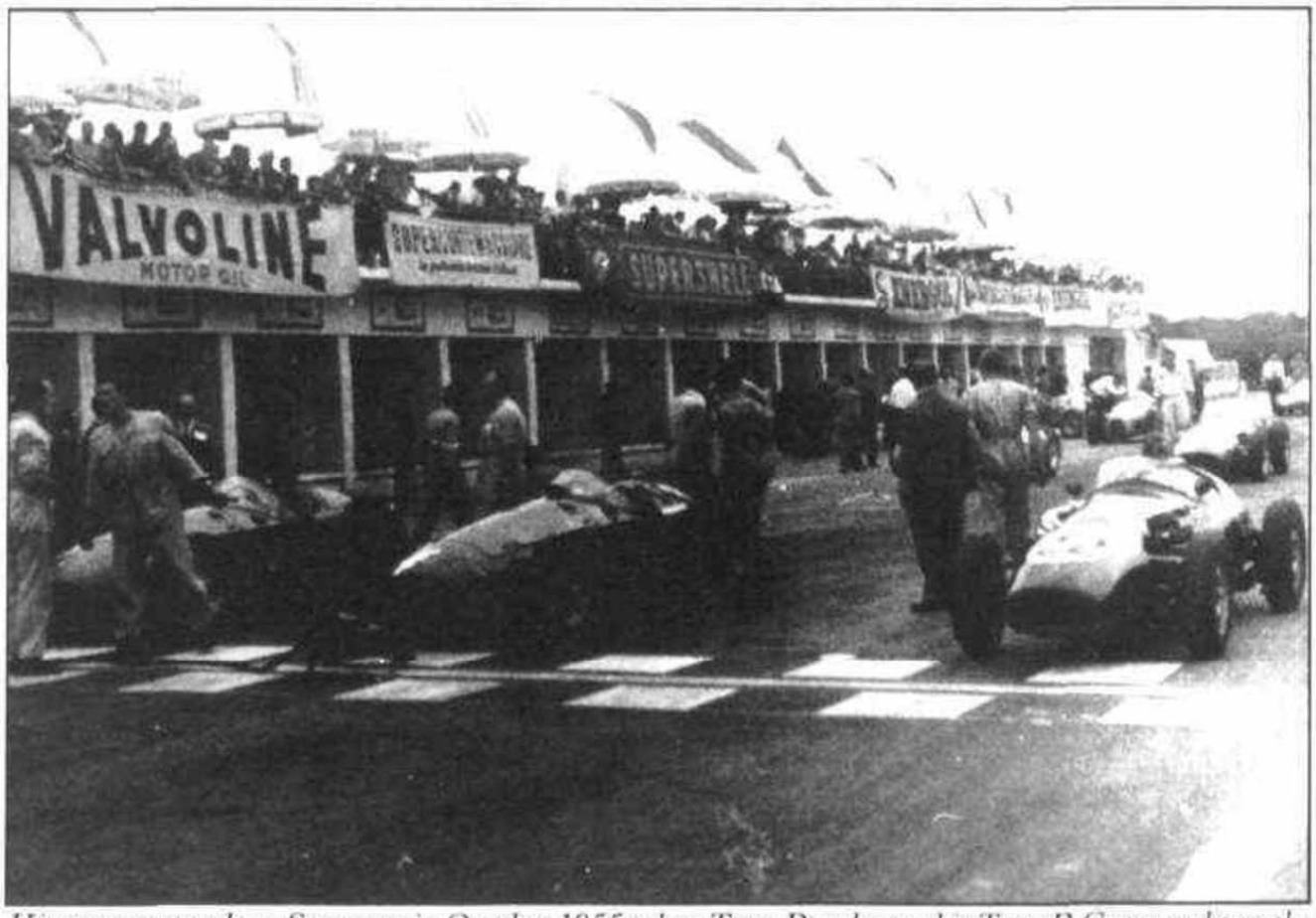
Then came an invitation from the organisers of the Syracuse Grand Prix to enter two cars. The starting money, £1,000 per car, was more than Connaught felt able to turn down. Casting around for drivers they drew several blanks but someone recalled a young dental student called Tony Brooks had had a couple of good races with John Risely-Pritchard's F2 car (A3). Brooks accepted the invitation to drive B1, Les Leston to drive B2. Both cars were to run with conventional (open-wheeled) bodywork.

On the flight out to Italy, Brooks swotted for his dentistry finals. He qualified third on the grid and in the race, despite observing a tight rev limit to preserve his engine, thoroughly trounced a works Maserati team consisting of Musso, Schell and Villoresi. Leston encountered magneto trouble and finished eighth and last. On the flight home Brooks continued to swot for his exams.

Mike Oliver recalls that Brooks was reluctant to take any credit and kept thanking the team for providing him with such an excellent car. Back in Britain, the news of the victory caused a sensation. We'd already started to produce excellent drivers, Moss, Hawthorn and Collins among them, suddenly here was another new star and our first F1 win in Europe for over thirty years. There had been so many attempts and so many failures and so much heartbreak, but at last it had happened.

Truth to tell, it had been more by luck than judgement for who could have guessed that a shy young student, making his F1 debut, could have been *that* good? Connaught had cast around and unwittingly hit upon one of the finest talents our sport has known.

The Ferodo Trophy for outstanding achievement went to Connaught. Suddenly the future looked different. Connaught had to continue, it was inconceivable that it would all end when it had just achieved its finest hour. A win by Archie Scott-Brown in B1 in the Boxing Day Brands Hatch meeting underlined the need to continue and the means to do so was apparent. If cars were entered into more races, they would attract starting money to off-set running costs. Syracuse had opened the door and in 1956 a three car team would be run. **ML**




*History was made at Syracuse in October 1955 when Tony Brooks put his Type B Connaught on the front row of the grid and won easily, trouncing the Maserati works team.*

# The Status Quo

The article in November's MOTOR SPORT that was prompted by the writings of Dr. David Styles in the Riley Register Bulletin, brought an intersting cross-section of response. There were the blinkered purists who cannot, or will not, see anything wrong with the world, who dismissed it as a load of rubbish, and the enthusiasts, of the type that Styles mentioned, ranging from the impecunious to the very rich, who approved and agreed with most of it.

One of the first written replies came from the man who built the racing car which he sold in good faith, only to see it being advertised by the Trade as "an authentic replica". I quote from his letter:

"I suppose it had to happen! My racing car was made up out of a collection of bits collected from all over England, through car clubs and friends. I tried to re-create the spirit of a car (or two cars), both of which were probably scrapped, due to rear axle failure, before 1930. I had a lot of fun with the car in England and abroad and eventually sold the car to a Club member about three years ago.

Should I have called the car a Special? I never told anybody that it was authentic, and it was well-known in VSCC and other club circles that I built it from miscellaneous parts. The chassis dimensions were probably similar to the works 1921 Brooklands car, but nearly all the mechanical components I used came from the 1923/26 era.

Why does the motor trade have to embellish the ancestry of fake vehicles by giving them an incorrect description? Is it the very basic reason of greed?"

This is just one example of a growing problem, which is caused basically by the enthusiasts who make specials which can be mistaken for the real thing. Most people who are involved with cars, of any sort, are special builders at heart. It may only involve the fitting of special alloy wheels to your latest turbo-charged Whizz-Bang, or it may produce a facsimile of a real car that is perfect in every detail. There is nothing wrong in this activity, in fact it is a fascinating part of our game, and some specials are more interesting than any car a particular manufacturer has ever made. But it does start the rot. The problem is not helped by journalists who believe everything they are told and feature these facsimiles in an article and write of them as being genuine original cars. If a false statement is made by a sufficient number of people it becomes accepted by the unknowing. If it is in print it must be correct, some people believe.

Almost every One-Make club has been faced with problems relating to old cars, especially if they run competitions for their members and if they try to keep a fair and reasoned sense of proportion. The 750 Club went through the dramas of members' ingenuity outstripping the spirit of the regulations and they grappled with the problem very successfully by channelling the enthusiasm into clearly defined groups, each of which got on with its own thing. Their racing started with old Austin Sevens, but time, expediency, lack of parts and so on, led to the cars being Austin Seven only in name. Such was the enthusiasm for racing in the club that the 750 Formula was given a very free rein and the resultant cars became state of the art mini-Grand Prix cars. Meanwhile, a smaller group revived the original Austin Seven racer category, returning to grass-roots, and the 750 Club now caters happily for both ends of the spectrum.

The Aston Martin Owners Club dealt with a different sort of problem. They endeavoured to define an Aston Martin, and ran into numerous pit-falls, one being the special constructed round an Aston Martin engine. An example was the Lola T70 racing coupé powered by an Aston Martin V8; was it a Lola or an Aston Martin? Then, more recently, there was the Nimrod Le Mans car, a private-venture special powered by an Aston Martin V8 engine, albeit with the factory blessing and support. But it wasn't built in Newport Pagnell at the Aston Martin factory, so can it be accepted as an Aston Martin? Can a Type 35B Bugatti built in Sussex from parts made in England be called a Bugatti?

Most One-Make motor clubs are pretty flexible in their views and some will even accept a home-made special as being alright even if it only spent a night in the same garage as a works racing car. It is when somebody suggests that a car is something it patently is not, that the average enthusiast gets upset. As far as I am concerned, and I know others who feel the same, it is when a Special or Facsimile (or Fake) is given a piece of motor racing history that I get upset. I do not mind in the least a Fake car being given a Fake piece of history, that is acceptable fun, but known facts are known facts and should not be used for financial or ego-boosting purposes.



*Fake or Facsimile? — or Christmas Road Test?*

In the magazine of the Amilcar/Salmson Register of October 1986 the Editorial made interesting reading. The Editor is Brian Dearden-Briggs and the secretary is Roger Howard, two chaps who know "what is what" where old cars are concerned; I quote: "The Editor of the Amilcar magazine has sought for some time to find a Cause Célèbre to justify these editorials. At last he has one! He has often been heard sounding-off about Fakes and ill-described Replicas and of course no one else cares very much.

"It is suggested that anyone who does care, even a bit, should put themselves in the way of the Roger Howard Memorable Lecture on the subject because Roger is the one person who has thought the subject through and can put the correct point of view cogently. (Roger Howard is another enthusiast like Dr Styles; there is at least one in every club, fortunately — DSJ).

"All this is topical because at the Belgian International Amilcar/Salmson rally the 'best car' prize was taken by a totally fake C6 Amilcar (the supercharged six-cylinder twin-cam little jewel of the vintage years — DSJ) with a four cylinder engine. It was very well done, looked the part and there is nothing in the Howard/Dearden-Briggs attitude to prevent someone making himself something like this (nor in the DSJ attitude) — if it is described as what it is. The danger comes that it will now be possible for the owner (not one of our club members) to describe the car as having been blessed by some Amilcar pundits.

"If you think that the dictum of 'Caveat Emptor' will absolve us all from bothering about this issue (as some Bugatti owners think — DSJ), please tell us how the buyer can take better care than asking for advice from the principals of one-make clubs, and of what use is their advice when almost all of them are faking as fast as they can."

The Bugatti Owners Club had a similar problem to the Amilcar peple when a brand-new Grand Prix Bugatti, made in England, with no past-history whatsoever, won "Best of Show" at their beauty contest last summer. There were those who said "why not, it was brand new so it must have been the best". Others thought differently and there was quite a furore in the Bugatti dove-cote. I am still waiting to hear what the outcome is.

This whole problem of "what is" and "what isn't" is getting more complex every year, but there is sufficient interest among real motoring enthusiasts to try to keep up with it, that it justifies space in our magazine. If there was total apathy we could let the whole problem sink into the mire and foment in a cauldron of self-deception which would only affect those stupid enough to step into the cauldron. But it is not as simple as that. The more I talk and listen, the more I am conscious of a growing dissatisfaction with the Status Quo. **DSJ**

# Mazda Turbo 4×4 ROAD IMPRESSIONS

It seems hardly a month goes by without some manufacturer launching a car into the 'hot hatch' segment of the market and the strides made during the past two or three years have been remarkable. Having driven all the variants of Mazda's current 323 range, it seemed to me to be an unlikely basis for a really fast car, for the models are competent and bland and driving even the 1.6i is short on excitement, like kissing an aunt.

In performance terms, though, the Turbo 4×4 is an astonishing vehicle. It's enormous fun to drive and changes direction more precisely than any car I've driven for over a year. It arrived at Standard House one wet Friday in late October, so it was a case of driving through the City, clearing London, down the A3 and then onto my favourite cross-country route to the South Coast.

The rain was bucketing down and there were autumn leaves and standing water all over the country section of my drive. They were conditions under which I'd normally take things very gently in an unfamiliar car, except that after a very few miles the Mazda had become like an old, and trusted, friend. It took no time at all to instil complete confidence and I was soon exploring the remarkable road holding qualities and grip of this little car.

What Mazda has done is to take the B-Type engine of the 323 1.6i and give it a dohc head with four valves per cylinder, electronic ignition and a water-cooled turbocharger (an IHI RHB 5 unit). The result is 148 bhp at 6,000 rpm and 148 lb ft torque at 5,000 rpm. Though maximum torque is fairly high up the rev range, the engine is free-revving and the gear ratios are well-chosen, so one soon slips into the habit of driving with the tachometer in the last segment of the dial.

The pleasure one gets from driving in this way is modified somewhat by frequent calls at filling stations. I averaged 20.3 mpg which translates to a range of 235 miles.

Mazda's 4WD system is permanently engaged, with a 50/50 torque split and a mechanical epicyclic central differential which can be locked by pressing a button on the dashboard. For competition purposes, a limited slip differential at the rear is available. The five speed gearbox is cable operated and before I drove the car, I'd heard that it was a weak point. True it was not like slicing through butter and was a little notchy, but it was certainly crisper than that on any Ford 4×4 car I've driven. I wonder whether it's more of a case of getting the linkage adjustment absolutely right, and my being lucky with the test car.

There are vacuum servo-assisted disc brakes all round (ventilated 10.2 in discs at the front, 9.7 in solid discs at the rear) and these impart a great deal of feel to the driver. Steering is by rack and pinion with engine-speed sensing hydraulic power assistance and the system is not only really precise but it keeps the driver well informed.



*Unexciting lines of the basic 323 are titivated by extra fibreglass.*

## Enormous Fun

Mazda is offering this car in two versions, the Rallye and the Lux. The test car was the Lux version and it comes with alloy wheels, an electric sunroof, colour-keyed spoiler and mirrors and a radio/cassette player. The snag is that it costs £11,750 which is a lot of money for a small hatchback.

The cheaper Rallye version (£10,999) is aimed at the Group A clubman and comes without any frills.

True, there are extremely good bucket seats complete with lateral and lumbar adjustment, but the rest of the equipment is spartan and out of keeping with both the name 'Lux' and the price tag. No matter what one's feelings are about central locking and electric windows and mirrors (personally I'm wary of them for they can mean more things to go expensively wrong) still one does expect them on a £12,000 hatchback. Further, in this version, the standard 323 instrument layout reveals shortcomings, the rear foglight switch and its warning light, for example, are obscured by the steering wheel and one has to take one's hand off the wheel to operate the rear screen wiper. Since in the wet the rear screen quickly becomes opaque, an intermittent wipe would have been welcome.



*Dash is spartan for an £11,000 car.*

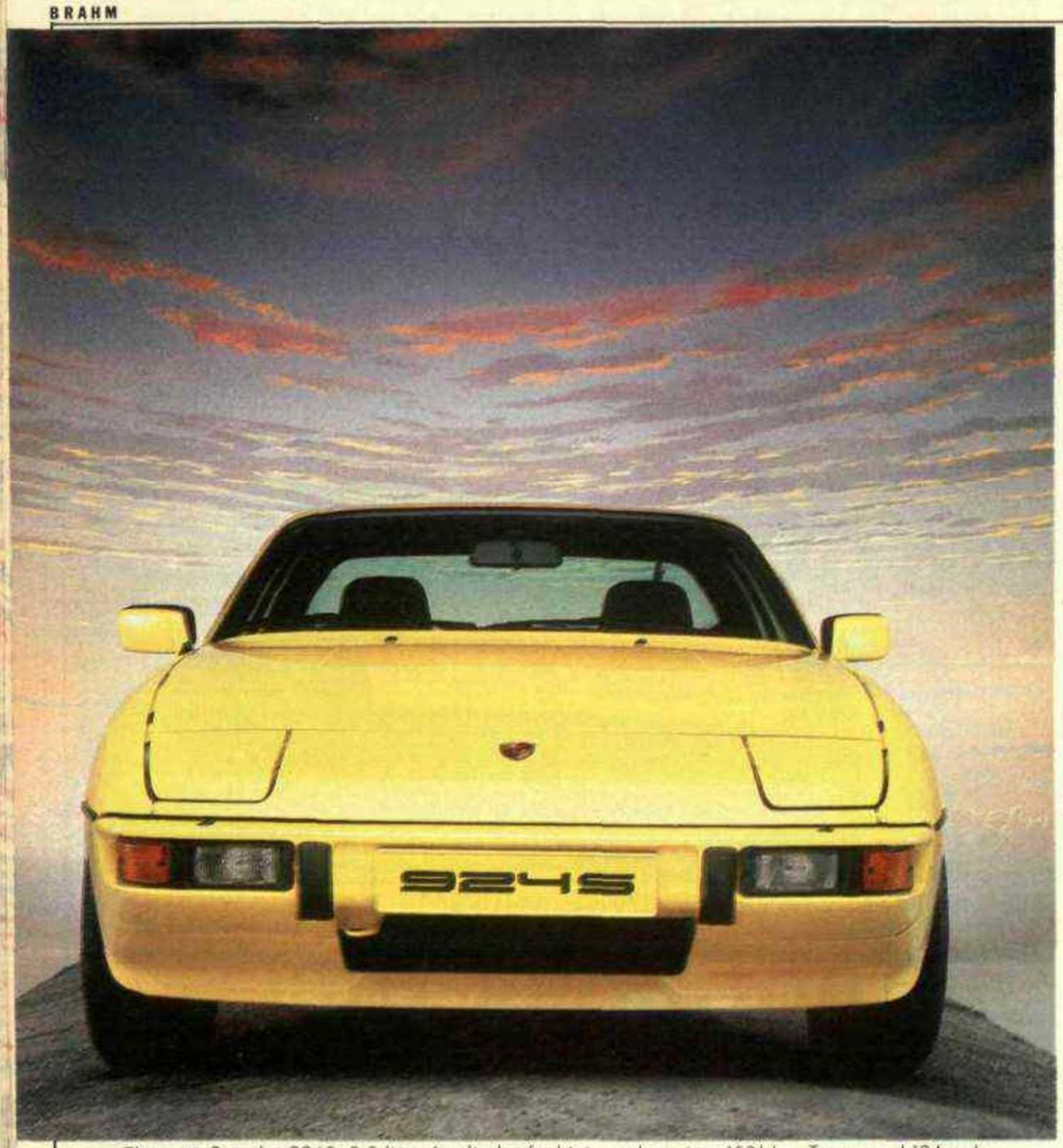
There is no turbo gauge on the dashboard, just a little symbol which lights up, which seems a little unnecessary, not to say distracting.

The turbo installation itself is a very competent one, progressive in action, and there is very little lag. Even pressing on hard in the wet, the car takes off without drama, and covers the ground to 60 mph in 7.9 on the way to its 120 mph maximum. These are not remarkable figures for this class of car, and neither are the incremental gear times, but in cross-country motoring the driver feels more able to use the power than in some cars for it is so surefooted and stable. The worse the driving conditions become, the greater the Mazda's edge.

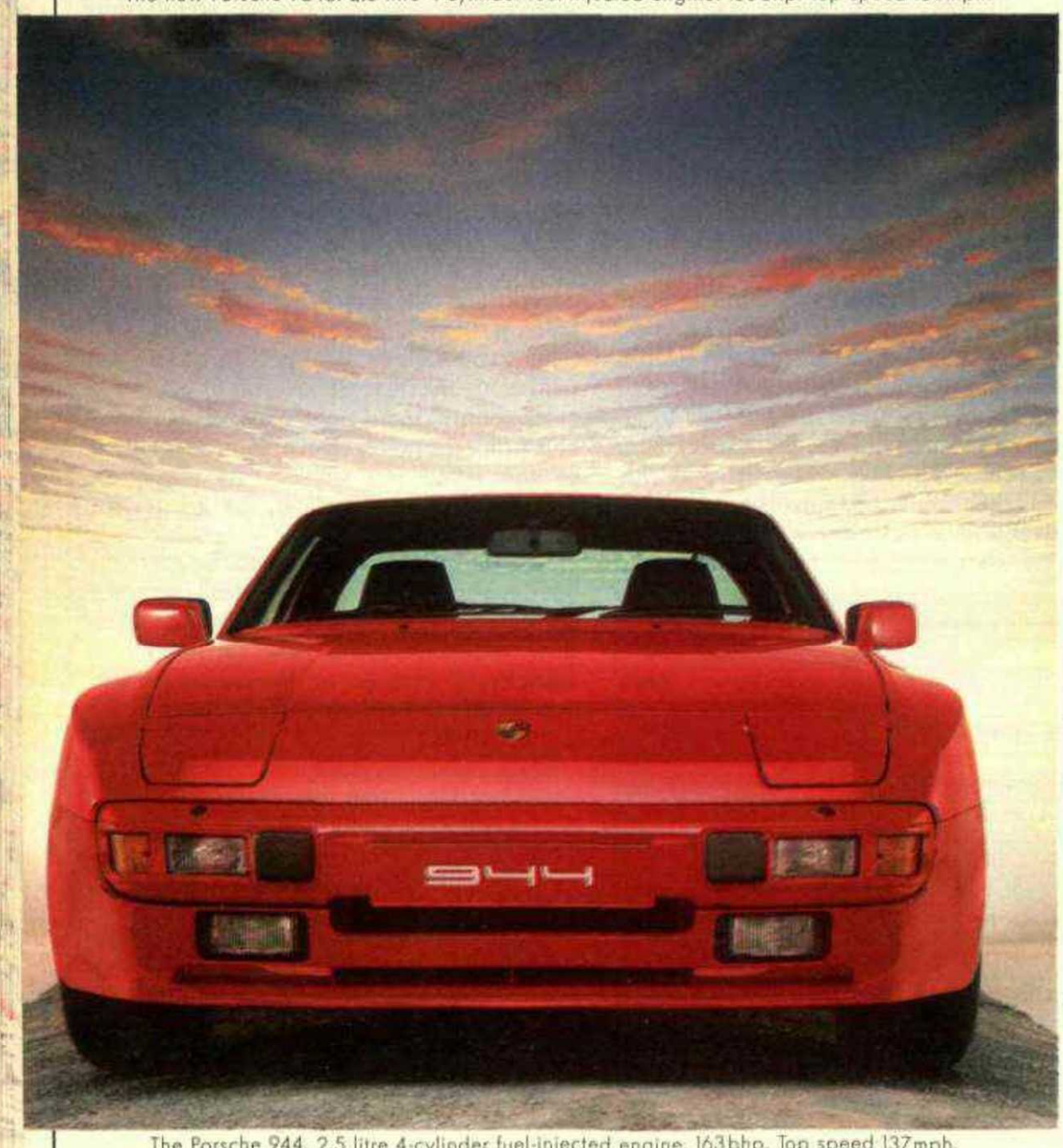
The engine's fairly noisy in the upper range but not obtrusively so and besides I can never object to the sound of honest work. The ride is firm but comfortable and the engine is sufficiently flexible to be relaxing when driving on a motorway in fifth.

Though the packaging has shortcomings when price is taken into consideration, there is compensation in that the car imparts a great deal of confidence and pleasure to the driver. The combination of brakes, steering, stability, grip, and exceptional turn-in qualities add up to a delightful personality.

It's a car which must appeal primarily, though, to the rallyman for in the Lux version the price tells against it when compared to performance cars of similar size which are offered now by so many manufacturers. **ML**




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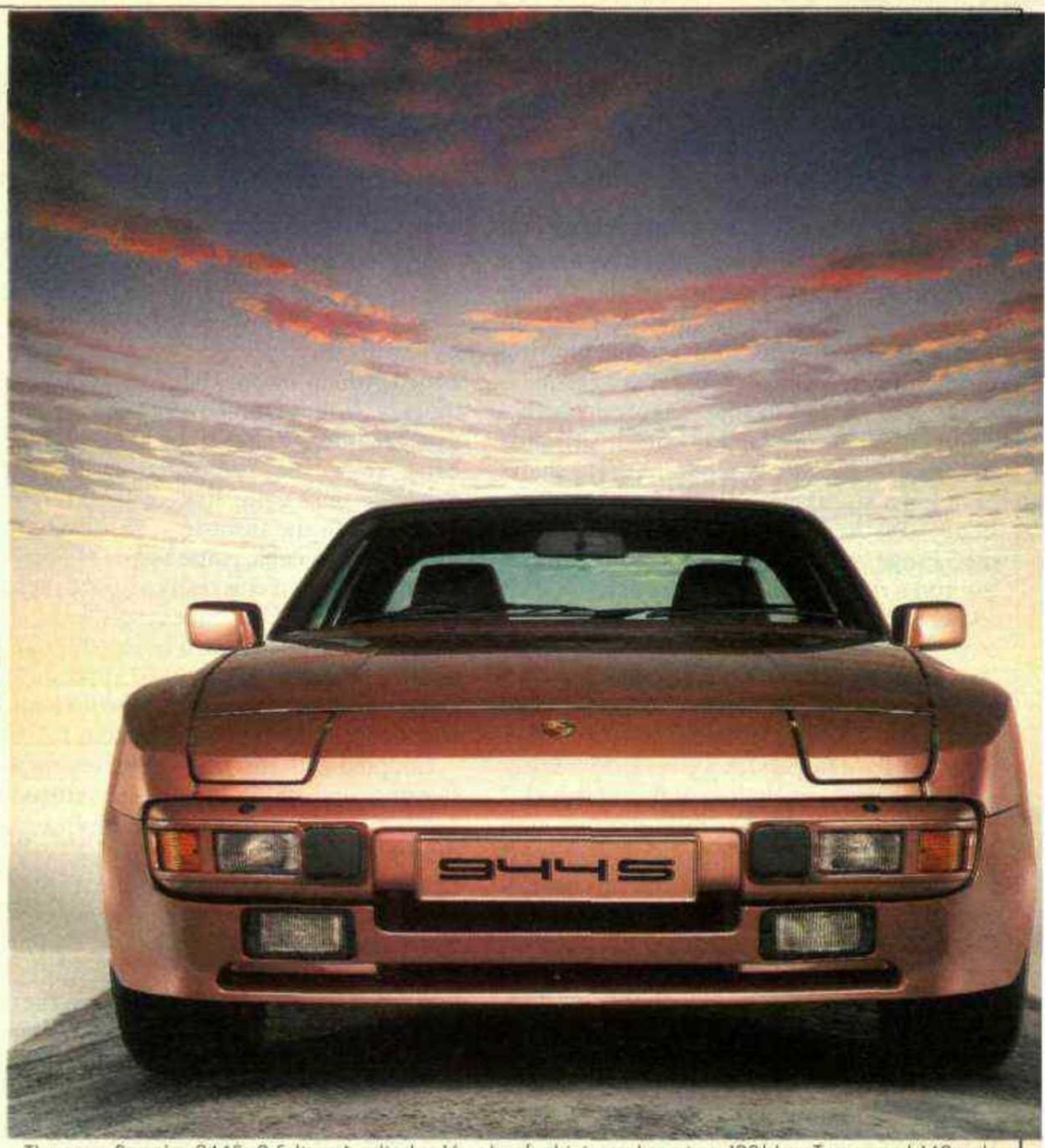
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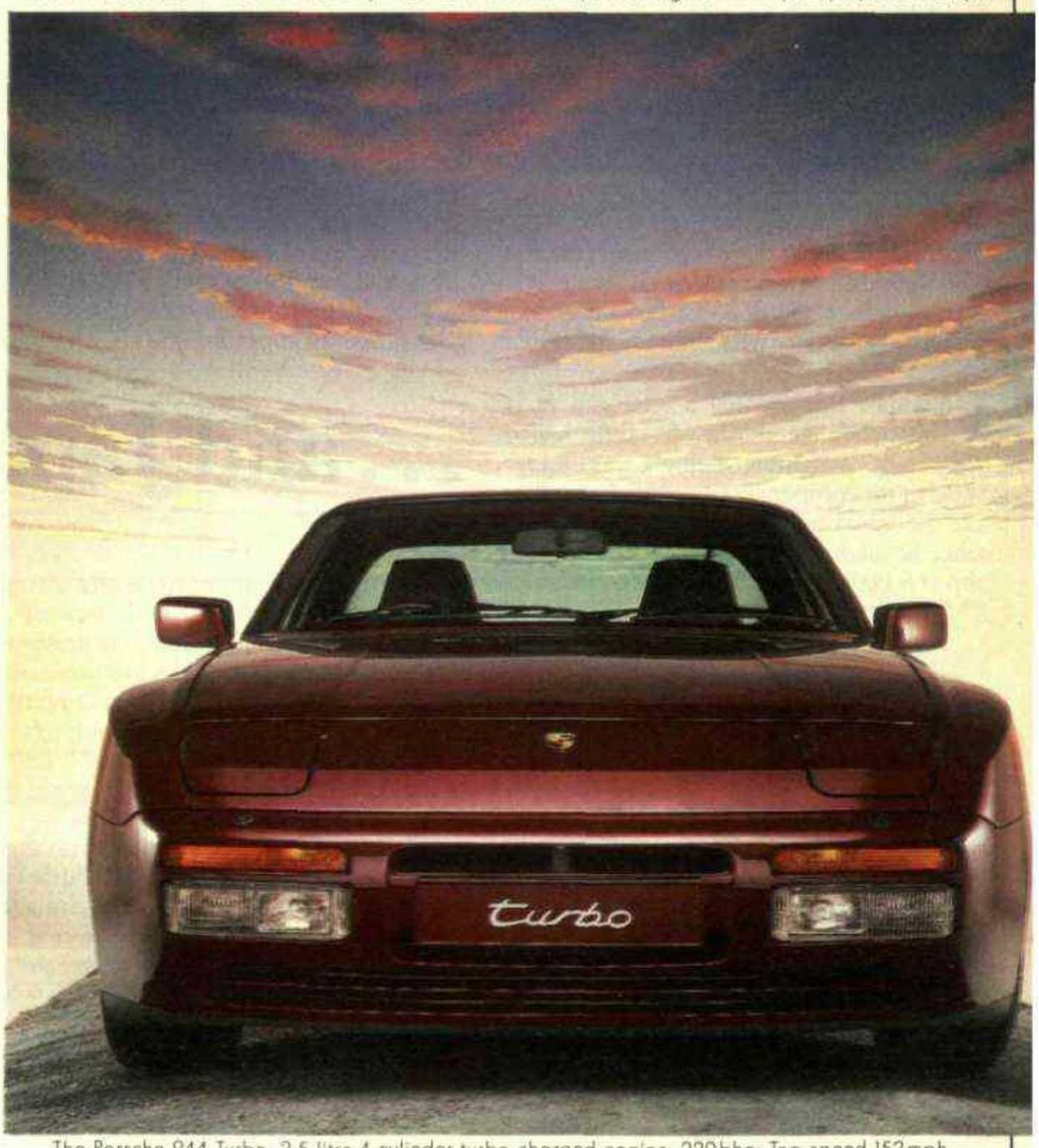
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944S DOT Test: Urban: 23 mpg (12.3 L/100 Km). 56 mph: 46.3 mpg (6.1 L/100 Km). 75 mph: 34.9 mpg (8.1 L/100 Km). *Source: Motor 14.12.85. **Manufacturer's figures. The Porsche badge and script are registered trade marks of Dr. Ing.H.c.F. Porsche AG.

# French Style . . .

The GT Turbo, the twelfth variant in Renault's *Supercinq* range, packs a 115 bhp version of the pushrod four which also appears in 9 and 11 models, using an end-mounted Garrett T2 turbo blowing through a single-choke carburetter. Torque is a very healthy 121 lb ft at 3000 rpm, with a larger clutch to cope, and as usual fifth gear is an overdrive (0.758 :1), while the drive-shafts have been strengthened too. Front suspension retains the MacPherson strut of the rest of the 5 range, with stiffer dampers and antiroll bar and a ride-height which drops a full inch and a half, but at the rear the GT Turbo has its own special arrangements. Two trailing arms, connected by a cross-member, operate on a pair of transverse torsion bars, with a subsidiary pair to give roll resistance; together with very flat dampers, this gives an extremely compact layout, and increases the track by 1.2 in over standard. Higher ratio steering with more rigid rack mountings, plus ventilated front brake discs, round off the mechanical changes to this superbaby, but it is hardly a Q-car — apart from the noticeably lower stance, the wheelarch fairings, full-width spoiler grille, and side-skirts all add muscle to the car's looks.

Inside, a red-on-black dash, sports seats, and sculpted leather wheel are the main extras; certainly the extra side-support of the bolstered seats was welcome because of the astonishing speeds at which the little car would tear through bends, while the elaborate shape of the wheel rim was very satisfying to handle and offered a good hand-hold. The usual boost gauge is inserted into the tachometer, but once the turbo takes over there is no time to look at it; the "plip" remote door locking option is far more useful.

Despite being its direct successor, the new GT Turbo differs very much in character from the previous 5 Gordini Turbo; that was a highly-tuned device with a mild turbo system added, which meant that it could be driven quickly without much gear-changing. The new car, though, has to be kept in the boost band since the turbo-step is more pronounced; once going it accelerates ferociously, but open the throttle at middle revs and there is a noticeable pause before blast-off. If, however, the driver is ready to make rapid use of the long-travel but light action gearchange, the 5 GT Turbo will turn in very rapid times both on standing starts (0-62 mph in 8 sec) and over the important intermediate ranges, and it continues to pull up to some 125 mph.

Coupled with this, the flat cornering, crisp steering, and stable, predictable attitude on bends make this a car which can really be flung through bend after bend with confidence. It understeers if driven half-heartedly, but not a great deal, and shrugs off the potentially upsetting effects of suddenly closing or opening the throttle with minimal changes of line. It is not difficult to imagine it on the track in the R5 Turbo Cup race series, especially with its powerful brakes. An unusual system is used to increase fuel capacity: a 1.5 gallon supplementary tank with pump tops up the main 9.5 gallon one when the level falls to a predetermined point.

For what is a relatively small car, overall comfort is very respectable: rear passengers may grumble about their legroom after a while, but the front pair are far better off than in the old inline-engined 5, with more footroom, and the ride, while harder than that of the Gordini, is ultimately less tiring due to the reduction of roll and pitch. This one feels as taut as any Italian contender in this high profile, high profit market sector.

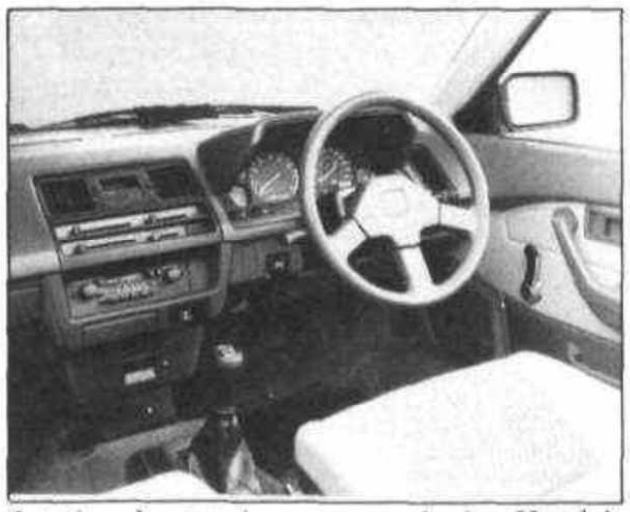
It makes an appealing and stylish package, though perhaps the fascia design is a bit contrived, but the quality of the internal fittings is disappointing: rocker switches that do not quite fit do not help the smart, sophisticated image that this sort of vehicle aims to project. Also the odd vertical radio position behind the gearlever has been carried over from the old 5 — a less than convenient stretch away, and a positive danger when trying to peer down and tune the thing. A black mark to Phillips here, for their otherwise high quality electronic radio/cassette fitted to the test-car: it features a multi-level search system which needs five minutes in a layby with a stopwatch and a notebook to find anything other than commercial music stations.

As a rule I do not like front-wheel-drive turbo cars because of their traction problems, but the Renault 5 GT Turbo seems to have the right balance of grip and power — very little wheelspin and no appreciable torque steer with the 195/55 HR 13 tyres fitted, although like most low-profiles they transmit a lot of thumping. Sadly, the test car developed the habit of suddenly dying away when the throttle was opened, either from rest or in motion; this was not turbo-lag as the car would lose forward impulsion altogether, stalling if pulling away from the lights, a problem which Renault at Western Avenue were unable to trace.

That apart, the GT Turbo provided a lot of excitement and some very fast journeys — at a price of £7695 it saves £1100 over the car I would compare it with, the Lancia Delta HF Turbo. The Italian has the edge on refinement and interior appointments, but the cost difference would buy a lot of petrol. **GC**

# . . . and Japanese Integrity

Honda's Integra fills a vital gap in its model range. It's a pleasantly styled, competent car without being a class leader. Some of the components are already familiar, like the transversely mounted four cylinder, sohc, 12 valve, 1488cc engine which gives 84 bhp at 6,000 rpm and 93 lb ft torque at 3,750 rpm.



*Interior layout is very much in Honda's traditional mould, and up to its usual standard.*

Performance is quite fair, with a top speed of 104 mph and a 0-60 mph time of 11.3 seconds. While it has no sporting pretensions at all, it will achieve decent A to B times and is a relaxing motorway car for it will maintain a high cruising speed with low noise levels. The driving position is very comfortable and one can put in a lot of mileage without fatigue. I got a fraction better than 30 mpg overall.

The exterior is well finished with a good standard of panel fit while the interior is smart and roomy and is on a par with its rivals so far as equipment is concerned. The rear seats split for extra luggage capacity and the Integra's ergonomics are up to Honda's usual high standard.

The unassisted rack and pinion steering and the ventilated disc/drum brake system are likewise on a par with its rivals, that is to say, effective without being extraordinary. At £7,150 it is competitively priced.

Like the Civic eries, the Integra has lower wishbone, tors on bar and struts front suspension at t e front with, at the rear, a beam axle located by trailing arms, a Panhard rod and coil springs. It handles competently, though is weak on turn-in and when pressed hard it understeers too much for this driver's taste.

On the whole, it's a well made and finished car which should be on the shopping list of anyone looking at a medium-sized car. It's the sort of sound basis which makes us look forward to the new performance version which has a 125 bhp 16-valve engine. **ML**

# Renault GT Turbo



*Side-skirts and wheel-arch extensions combine with the Turbo's wider track to give a more aggressive stance.*




*Fog-lights are part of the package. Note lower ride height.*



*Well-made and finished, Honda's Integra brings a sporting look to the family car sector, though a performance version has yet to arrive.*

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# WORLD CHAMPIONSHIP EVENTS



**Champion Driver: Alain Prost**




**Champion Car: Williams-Honda**

| Date | Race and Distance | Location | First | Second | Third | Fourth | Fifth | Sixth | Winner's Speed kph | Fastest Lap | Time h m s |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mar 23 | Brazilian GP-306.891 kms | Rio de Janeiro | **Nelson Piquet** (Williams FW11-Honda V6) | **Ayrton Senna** (Lotus 98T-Renault V6) | **Jacques Laffite** (Ligier JS27-Renault V6) | **René Arnoux** (Ligier JS27-Renault V6) | **Martin Brundle** (Tyrrell 014-Renault V6) | **Gerhard Berger** (Benetton B186-BMW 4 cyl) | 184.900 | **Nelson Piquet** (Williams FW11-Honda V6) | 1.33.546 |
| Apr 13 | Spanish GP-303.696 kms | Jerez | **Ayrton Senna** (Lotus 98T-Renault V6) | **Nigel Mansell** (Williams FW11-Honda V6) | **Alain Prost** (McLaren MP4/2C-Porsche V6) | **Keijo Rosberg** (McLaren MP4/2C-Porsche V6) | **Teo Fabi** (Benetton B186-BMW 4 cyl) | **Gerhard Berger** (Benetton B186-BMW 4 cyl) | 167.486 | **Nigel Mansell** (Williams FW11-Honda V6) | 1.27.176 |
| Apr 27 | San Marino GP-302.400 kms | Imola | **Alain Prost** (McLaren MP4/2C-Porsche V6) | **Nelson Piquet** (Williams FW11-Honda V6) | **Gerhard Berger** (Benetton B186-BMW 4 cyl) | **Stefan Johansson** (Ferrari F1/86-V6) | **Keijo Rosberg** (McLaren MP4/2C-Porsche V6) | **Riccardo Patrese** (Brabham BT55-BMW 4 cyl) | 196.208 | **Nelson Piquet** (Williams FW11-Honda V6) | 1.28.667 |
| May 11 | Monaco GP-259.584 kms | Monte Carlo | **Alain Prost** (McLaren MP4/2C-Porsche V6) | **Keijo Rosberg** (McLaren MP4/2C-Porsche V6) | **Ayrton Senna** (Lotus 98T-Renault V6) | **Nigel Mansell** (Williams FW11-Honda V6) | **René Arnoux** (Ligier JS27-Renault V6) | **Jacques Laffite** (Ligier JS27-Renault V6) | 134.634 | **Alain Prost** (McLaren MP4/2C-Porsche V6) | 1.26.607 |
| May 25 | Belgian GP-298.420 kms | Spa-Francorchamps | **Nigel Mansell** (Williams FW11-Honda V6) | **Ayrton Senna** (Lotus 98T-Renault V6) | **Stefan Johansson** (Ferrari F1/86-V6) | **Michele Alboreto** (Ferrari F1/86-V6) | **Jacques Laffite** (Ligier JS27-Renault V6) | **Alain Prost** (McLaren MP4/2C-Porsche V6) | 203.548 | **Alain Prost** (McLaren MP4/2C-Porsche V6) | 1.59.282 |
| June 15 | Canadian GP-304.290 kms | Montreal | **Nigel Mansell** (Williams FW11-Honda V6) | **Alain Prost** (McLaren MP4/2C-Porsche V6) | **Nelson Piquet** (Williams FW11-Honda V6) | **Keijo Rosberg** (McLaren MP4/2C-Porsche V6) | **Ayrton Senna** (Lotus 98T-Renault V6) | **René Arnoux** (Ligier JS27-Renault V6) | 178.225 | **Nelson Piquet** (Williams FW11-Honda V6) | 1.25.443 |
| June 22 | United States GP-253.449 kms | Detroit | **Ayrton Senna** (Lotus 98T-Renault V6) | **Jacques Laffite** (Ligier JS27-Renault V6) | **Alain Prost** (McLaren MP4/2C-Porsche V6) | **Michele Alboreto** (Ferrari F1/86-V6) | **Nigel Mansell** (Williams FW11-Honda V6) | **Riccardo Patrese** (Brabham BT55-BMW 4 cyl) | 136.747 | **Nelson Piquet** (Williams FW11-Honda V6) | 1.41.233 |
| July 6 | French GP-305.040 kms | Paul Ricard (shortened) | **Nigel Mansell** (Williams FW11-Honda V6) | **Alain Prost** (McLaren MP4/2C-Porsche V6) | **Nelson Piquet** (Williams FW11-Honda V6) | **Keijo Rosberg** (McLaren MP4/2C-Porsche V6) | **René Arnoux** (Ligier JS27-Renault V6) | **Jacques Laffite** (Ligier JS27-Renault V6) | 188.062 | **Nigel Mansell** (Williams FW11-Honda V6) | 1.09.993 |
| July 13 | British GP-315.500 kms | Brands Hatch | **Nigel Mansell** (Williams FW11-Honda V6) | **Nelson Piquet** (Williams FW11-Honda V6) | **Alain Prost** (McLaren MP4/2C-Porsche V6) | **René Arnoux** (Ligier JS27-Renault V6) | **Martin Brundle** (Tyrrell 015-Renault V6) | **Philippe Streiff** (Tyrrell 014-Renault V6) | 208.852 | **Nigel Mansell** (Williams FW11-Honda V6) | 1.09.593 |
| July 27 | German GP-299.068 kms | Hockenheimring | **Nelson Piquet** (Williams FW11-Honda V6) | **Ayrton Senna** (Lotus 98T-Renault V6) | **Nigel Mansell** (Williams FW11-Honda V6) | **René Arnoux** (Ligier JS27-Renault V6) | **Keijo Rosberg** (McLaren MP4/2C-Porsche V6) | **Alain Prost** (McLaren MP4/2C-Porsche V6) | 218.463 | **Gerhard Berger** (Benetton-BMW 4 cyl) | 1.46.604 |
| Aug 10 | Hungarian GP-305.064 kms | Budapest | **Nelson Piquet** (Williams FW11-Honda V6) | **Ayrton Senna** (Lotus 98T-Renault V6) | **Nigel Mansell** (Williams FW11-Honda V6) | **Stefan Johansson** (Ferrari F1/86-V6) | **Johnny Dumfries** (Lotus 98T-Renault V6) | **Martin Brundle** (Tyrrell 015-Renault V6) | 151.804 | **Nelson Piquet** (Williams FW11-Honda V6) | 1.31.001 |
| Aug 17 | Austrian GP-308.984 kms | Osterreichring | **Alain Prost** (McLaren MP4/2C-Porsche V6) | **Michele Alboreto** (Ferrari F1/86-V6) | **Stefan Johansson** (Ferrari F1/86-V6) | **Alan Jones** (Lola THL 2/85-Ford V6) | **Patrick Tambay** (Lola THL 2/86-Ford V6) | **Christian Danner** (Arrows A8-BMW 4 cyl) | 227.821 | **Gerhard Berger** (Benetton-BMW 4 cyl) | 1.29.444 |
| Sept 7 | Italian GP-295.800 kms | Monza | **Nelson Piquet** (Williams FW11-Honda V6) | **Nigel Mansell** (Williams FW11-Honda V6) | **Stefan Johansson** (Ferrari F1/86-V6) | **Keijo Rosberg** (McLaren MP4/2C-Porsche V6) | **Gerhard Berger** (Benetton B186-BMW 4 cyl) | **Alan Jones** (Lola THL 2/86-Ford V6) | 228.373 | **Teo Fabi** (Benetton-BMW 4 cyl) | 1.28.099 |
| Sept 21 | Portugeuse GP-304.500 kms | Estoril | **Nigel Mansell** (Williams FW11-Honda V6) | **Alain Prost** (McLaren MP4/2C-Porsche V6) | **Nelson Piquet** (Williams FW11-Honda V6) | **Ayrton Senna** (Lotus 98T-Renault V6) | **Michele Alboreto** (Ferrari F1/86-V6) | **Stefan Johansson** (Ferrari F1/86-V6) | 187.644 | **Nigel Mansell** (Williams FW11-Honda V6) | 1.20.943 |
| Oct 12 | Mexican GP-300.628 kms | Mexico City | **Gerhard Berger** (Benetton B186-BMW 4 cyl) | **Alain Prost** (McLaren MP4/2C-Porsche V6) | **Ayrton Senna** (Lotus 98T-Renault V6) | **Nelson Piquet** (Williams FW11-Honda V6) | **Nigel Mansell** (Williams FW11-Honda V6) | **Philippe Alliot** (Ligier JS27-Renault V6) | 193.306 | **Nelson Piquet** (Williams FW11-Honda V6) | 1.19.360 |
| Oct 26 | Australian GP-309.878 kms | Adelaide | **Alain Prost** (McLaren MP4/2C-Porsche V6) | **Nelson Piquet** (Williams FW11-Honda V6) | **Stefan Johansson** (Ferrari F1/86-V6) | **Martin Brundle** (Tyrrell 015-Renault V6) | **Philippe Streiff** (Tyrrell 015-Renault V6) | **Johnny Dumfries** (Lotus 98T-Renault V6) | 162.609 | **Nelson Piquet** (Williams FW11-Honda V6) | 1.20.787 |

**Driver's Championship Placings: 1st: Alain Prost; 2nd: Nigel Mansell; 3rd: Nelson Piquet.**
**Manufacturer's Championship Placings: 1st: Williams-Honda; 2nd: McLaren-Porsche; 3rd: Lotus-Renault.**



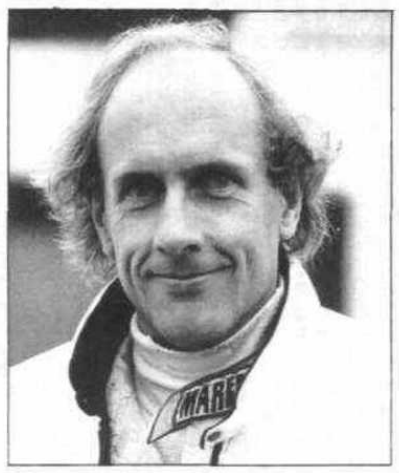
MOTOR SPORT, JANUARY 1987

# WORLD SPORTSCAR CHAMPIONSHIP
## FOR MANUFACTURERS AND DRIVERS

**Champion Drivers**

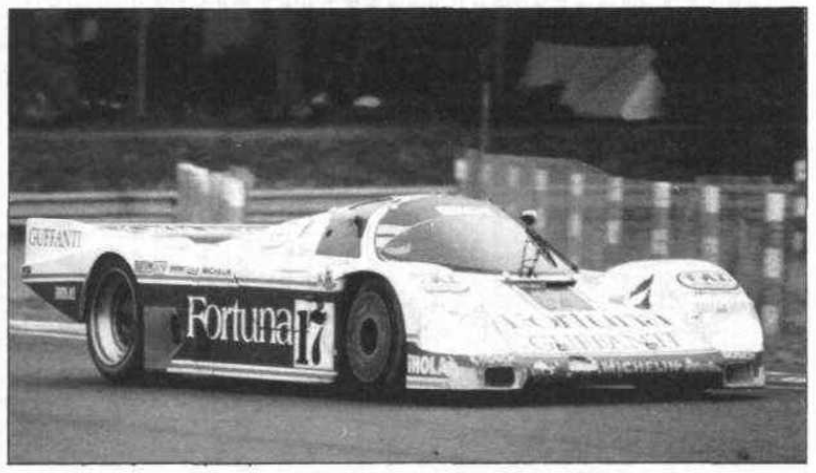


**Derek Bell**



**Hans Stuck**

**Champion Team**




**Brun Motorsports Porsche**

| Date | Race and Distance | Location | First | Second | Third | Fourth | Fifth | Sixth | Winner's Speed kph |
|---|---|---|---|---|---|---|---|---|---|
| Apr. 6 | Mugello - 1000 Kms | Italy | CANCELLED | | | | | | |
| Apr. 20 | Monza - 365 Kms | Italy | **D. Bell/H. Stuck** (Porsche 962C-Turbo) | **A de Cesaris/A. Nannini** (Lancia LC2/86-Turbo) | **M. Sigala/W. Brun** (Porsche 956-Turbo) | **O. Larrauri/J. Pareja** (Porsche 956-Turbo) | **Thierry Boutsen/D. Olsen** (Porsche 962C-Turbo) | **J. Mass/R. Wolleck** (Porsche 962C-Turbo) | 201.745 |
| May 5 | Silverstone - 1000 Kms | England | **D. Warwick/E. Cheever** (Jaguar XJR-6) | **D. Bell/H. Stuck** (Porsche 962C-Turbo) | **T. Needell/J. Gartner** (Porsche 962C-Turbo) | **J. Weaver/K. Niedzwiedz** (Porsche 956B-Turbo) | **E de Villota/F. Velez** (Porsche 956-Turbo) | **P. Barilla/G. Follmer/J. Morton** (Porsche 956-Turbo) | 207.734 |
| May 31/ June 1 | Le Mans - 24 Hrs | France | **D. Bell/H. Stuck/A. Holbert** (Porsche 962C-Turbo) | **O. Larrauri/J. Pareja/J. Gouhier** (Porsche 956-Turbo) | **G. Follmer/J. Morton/K. Miller** (Porsche 956-Turbo) | **E. Villota/F. Velez/G. Fouche** (Porsche 956-Turbo) | **J. Lassig/F. Ballabio/D. Wood** (Porsche 956-Turbo) | **S. Brunn/E. Schuster/R. Seher** (Porsche 936C-Turbo) | 207.190 |
| June 29 | Norisring - 200 Mls | Germany | **K. Ludwig** (Porsche 956-Turbo) | **E. Cheever** (Jaguar XJR-6) | **D. Warwick** (Jaguar XJR-6) | **F. Jelinski** (Porsche 962C-Turbo) | **J. Weaver** (Porsche 962C-Turbo) | **W. Brun** (Porsche 962C-Turbo) | 162.701 |
| July 20 | Brands Hatch - 1000 Kms | England | **R. Wollek/M. Baldi** (Porsche 965B-Turbo) | **D. Bell/H. Stuck/K. Ludwig** (Porsche 956-Turbo) | **T. Boutsen/F. Jelinski** (Porsche 956-Turbo) | **D. Warwick/J. L. Schlesser** (Jaguar XJR-6) | **K. Ludwig/P. Barilla/'J. Winter'** (Porsche 956-Turbo) | **E. Cheever/G. Brancatelli** (Jaguar XJR-6) | 168.369 |
| Aug. 3 | Jerez — 360 Kms | Spain | **O. Larrauri/J. Pareja** (Porsche 962C-Turbo) | **W. Brun/F. Jelinski** (Porsche 956-Turbo) | **D. Warwick/J. Lammers** (Jaguar XJR-6) | **F. Ballabio/D. Wood/J. Lässig** (Porsche 956-Turbo) | **G. Spice/R. Bellm** (Spice SF86-Cosworth DFL) | **E. Clements/I. Harrower** (Gebhardt-Cosworth DFL) | 147.270 |
| Aug. 24 | Nürburgring - 1000 Kms | Germany | **M. Thackwell/H. Pescarolo** (Sauber-Mercedes Turbo) | **K. Niedzwiedz/M. Baldi** (Porsche 956B-Turbo) | **E de Villota/F. Velez** (Porsche 956-Turbo) | **J. Lässig/F. Ballabio/H. Grohs** (Porsche 956-Turbo) | **R. Mallock/M. Duez** (Ecosse ARG V6) | **W. Lechner/M. Payne/E. Franzmeier** (Gebhardt-Cosworth DFL) | — |
| Sept. 14 | Spa - 1000 Kms | Belgium | **T. Boutsen/F. Jelinski** (Porsche 962C-Turbo) | **D. Warwick/J. Lammers** (Jaguar XJR-6) | **H. Stuck/D. Bell** (Porsche 962C/PDK-Turbo) | **K. Ludwig/P. Barilla** (Porsche 956-Turbo) | **E. Cheever/J. L. Schlesser** (Jaguar XJR-6) | **M. Thackwell/H. Pescarolo** (Sauber-Mercedes Turbo) | 179.745 |
| Oct. 5 | Fuji - 1000 Kms | Japan | **P. Barilla/P. Ghinzani** (Porsche 956-Turbo) | **F. Jelinski/S. Dickens** (Porsche 956-Turbo) | **E. Cheever/D. Warwick** (Jaguar XJR-6) | **V. Weidler/B. Giacomelli** (Porsche 962C-Turbo) | **'J. Winter'/K. Nissen/H. Grohs** (Porsche 956-Turbo) | **V. Schuppan/K. Suzuki/G. Fouche** (Porsche 956-Turbo) | 185.805 |
| Nov. 23 | Surfers Paradise | Australia | CANCELLED | | | | | | |
| Dec. 7 | Selangor | Malaysia | CANCELLED | | | | | | |

**Championship for Teams: 1st: Walter Brun Motorsport Porsche** (Porsche 956 & 962C); **2nd: Rheinhold Joest Racing** (Porsche 956); **3rd: Rothmans Porsche** (Porsche 962C)
**Driver's Championship: Derek Bell and Hans-Joachim Stuck**

# European Touring Car Championship

| Date | Race and Distance | Location | First | Second | Third | Winner's Speed kph |
|---|---|---|---|---|---|---|
| Mar. 23 | Monza - 504.6 kms | Italy | T. Walkinshaw/W. Percy (Rover Vitesse) | J. Allam/E. Joosen (Rover Vitesse) | D. Quester/O. Rensing (BMW635CSi) | 169.194 |
| Apr. 6 | Donington Park - 393 kms | England | T. Walkinshaw/W. Percy (Rover Vitesse) | G. Berger/R. Ravaglia (BMW635CSi) | A. Olofson/U. Granberg (Volvo 240 Turbo) | 124.016 |
| Apr. 13 | Hockenheimring - 502.9 kms | Germany | J. Cecotto/T. Lindstrom (Volvo 240 Turbo) | D. Quester/R. Ravaglia (BMW635CSi) | K. Niedzwiedz/S. Soper (Ford Sierra Turbo) | 164.487 |
| May 4 | Misano - 502 kms | Italy | G. Berger/R. Ravaglia (BMW635CSi) | J. Cecotto/A. Olofson (Volvo 240 Turbo) | T. Walkinshaw/W. Percy (Rover Vitesse) | 144.615 |
| May 18 | Anderstorp - 475.7 kms | Sweden | T. Lindstrom/U. Granberg (Volvo 240 Turbo) | A. Hahne/G. Brancatelli (Rover Vitesse) | J. Cecotto/A. Olofson (Volvo 240 Turbo) | 135.191 |
| June 8 | Brno - 622.7 kms | Czechoslovakia | T. Lindstrom/U. Granberg (Volvo 240 Turbo) | T. Walkinshaw/W. Percy (Rover Vitesse) | J. Cecotto/A. Olofson (Volvo 240 Turbo) | 182.708 |
| June 15 | Osterreichring - 594 kms | Austria | J. Cecotto/A. Olofson (Volvo 240 Turbo) | T. Lindstrom/U. Granberg (Volvo 240 Turbo) | S. Müller/P. Dieudonne (Ford Sierra Turbo) | — |
| July 6 | Salzburgring | Austria | C A N C E L L E D | | | |
| July 13 | Nürburgring - 504 kms | Germany | R. Ravaglia/E. Pirro (BMW635CSi) | S. Müller/P. Dieudonne Ford Sierra Turbo) | A. Hahne/G. Brancatelli (Rover Vitesse) | 143.252 |
| Aug. 2/3 | Spa-Francorchamps - 24 hr | Belgium | D. Quester/T. Tassin/ A. Heger (BMW635CSi) | C. Rossi/M Micangeli/ M. Micangeli (BMW635CSi) | G. Berger/R. Ravaglia/ E. Pirro (BMW635CSi) | 144.232 |
| Sept 7 | Silverstone TT - 504.9 kms | England | D. Hulme/J. Allam (Rover Vitesse) | D. Quester/R. Ravaglia (BMW635CSi) | T. Walkinshaw/W. Percy (Rover Vitesse) | 166.486 |
| Sept. 14 | Nogaro - 459 kms | France | G. Berger/R. Ravaglia (BMW635CSi) | J. Cecotto/T. Lindstrom (Volvo 240 Turbo) | U. Granberg/A. Olofson (Volvo 240 Turbo) | 130.913 |
| Sept. 28 | Zolder - 456 kms | Belgium | J. Cecotto/T. Lindstrom (Volvo 240 Turbo) | G. Berger/R. Ravaglia (BMW635CSi) | T. Walkinshaw/W. Percy (Rover Vitesse) | 128.175 |
| Oct 12 | Jarama - 496 kms | Spain | R. Ravaglia/E. Pirro (BMW635CSi) | T. Walkinshaw/W. Percy (Rover Vitesse) | J. Cecotto/T. Lindstrom (Volvo 240 Turbo) | 122.300 |
| Oct. 19 | Estoril - 500 kms | Portugal | K. Niedzwiedz/S. Soper (Ford Sierra Turbo) | T. Walkinshaw/W. Percy (Rover Vitesse) | A. Hahne/J. Allam (Rover Vitesse) | 140.684 |

**European Saloon Car Champion: Winston Percy (subject to appeal)**

# Formula 3000

| Date | Race and Distance | Location | First | Second | Third | Winner's Speed kph |
|---|---|---|---|---|---|---|
| Apr. 13 | Silverstone - 113.2 kms | England | P. Fabre (Lola-Cos V8) | E. Pirro (March-Cos V8) | J. Nielsen (Ralt-Honda V8) | 191.045 |
| May 4 | Vallelunga - 204.8 kms | Italy | I. Capelli (March-Cos V8) | P. Fabre (Lola-Cos V8) | E. Pirro (March-Cos V8) | 165.153 |
| May 19 | Pau - 201.4 kms | France | M. Thackwell (Ralt-Honda V8) | E. Pirro (March-Cos V8) | M. Ferté (March-Cos V8) | 132.409 |
| May 24 | Spa - 194.3 kms | Belgium | P. Alliot (March-Cos V8) | J. Nielsen (Ralt-Honda V8) | I. Capelli (March-Cos V8) | 187.872 |
| June 8 | Imola - 196.5 kms | Italy | P-L. Martini (Ralt-Cos V8) | I. Capelli (March-Cos V8) | A. Ferté (March-Cos V8) | 178.208 |
| June 29 | Mugello - 199.3 kms | Italy | P-L. Martini (Ralt-Cos V8) | A. Ferté March-Cos V8) | I. Capelli (March-Cos V8) | 168.890 |
| July 20 | Enna-Pergusa - 198 kms | Spain | L. Sala (Ralt-Cos V8) | P-L. Martini (Ralt-Cos V8) | P. Fabre (Lola-Cos V8) | 192.507 |
| Aug. 16 | Osterreichring - 202 kms | Austria | I. Capelli (March-Cos V8) | J. Nielsen (Ralt-Cos V8) | G. Tarquini (March-Cos V8) | 206.178 |
| Aug 25 | Birmingham - 96.6 kms | England | L. Sala (Ralt-Cos V8) | P-L. Martini (Ralt-Cos V8) | M. Ferté (March-Cos V8) | 134.975 |
| Sept. 14 | Jerez | Spain | C A N C E L L E D | | | |
| Sept. 28 | Le Mans - 200 kms | France | E. Pirro (March-Cos V8) | M. Ferté (March-Cos V8) | P. Raphanel (March-Cos V8) | 170.141 |
| Oct. 5 | Jarama - 142.4 kms | Spain | E. Pirro (March-Cos V8) | M. Ferté (March-Cos V8) | I. Capelli (March-Cos V8) | 147.500 |
| Oct. 26 | Curaçao | W. Indies | C A N C E L L E D | | | |
| Nov. 9 | Sao Paulo | Brazil | C A N C E L L E D | | | |
| Nov. 16 | Goiania | Brazil | C A N C E L L E D | | | |

**F3000 Champion: Ivan Capelli**

# Indycar Races
## (CART/PPG SERIES)

| Date | Race and distance | Location | First | Second | Third | Winner's Speed mph |
|---|---|---|---|---|---|---|
| Apr. 6 | Phoenix - 200 mls | Arizona | K. Cogan (March-Cos DFX) | T. Sneva (March-Cos DFX) | E. Fittipaldi (March-Cos DFX) | 120.345 |
| Apr. 13 | Long Beach - 158.65 mls | California | M. Andretti Jnr (March-Cos DFX) | A. Unser Jnr (Lola-Cos DFX) | G. Brabham (Lola-Cos DFX) | 80.695 |
| June 1 | Indianapolis - 500 mls | Indiana | B. Rahal (March-Cos DFX) | K. Cogan (March-Cos DFX) | R. Mears (March-Cos DFX) | 213.550 |
| June 8 | Milwaukee - 200 mls | Michigan | M. Andretti Jnr (March-Cos DFX) | T. Sneva (March-Cos DFX) | R. Mears (March-Cos DFX) | 116.788 |
| June 15 | Portland - 200 mls | Oregon | M. Andretti (Lola-Cos DFX) | M. Andretti Jnr (March-Cos DFX) | A. Unser Jnr (Lola-Cos DFX) | 107.759 |
| June 29 | Meadowlands - 168.2 mls | New York | D. Sullivan (March-Cos DFX) | E. Fittipaldi (March-Cos DFX) | B. Rahal (March-Cos DFX) | 92.340 |
| July 6 | Cleveland - 218.24 mls | Ohio | D. Sullivan (March-Cos DFX) | M. Andretti Jnr (March-Cos DFX) | M. Andretti (Lola-Cos DFX) | 127.106 |
| July 20 | Toronto - 183.33 mls | Canada | B. Rahal (March-Cos DFX) | D. Sullivan (March-Cos DFX) | M. Andretti (Lola-Cos DFX) | 87.414 |
| Aug. 2 | Michigan - 500 mls | Michigan | J. Rutherford (March-Cos DFX) | J. Garza (March-Cos DFX) | P. Carter (Lola-Cos DFX) | 133.144 |
| Aug. 17 | Pocono - 500 mls | Pennsylvania | M. Andretti (Lola-Cos DFX) | K. Cogan (March-Cos DFX) | P. Carter (Lola-Cos DFX) | 152.106 |
| Aug. 31 | Mid-Ohio - 201.6 mls | Ohio | B. Rahal (March-Cos DFX) | R. Guerrero (March-Cos DFX) | D. Sullivan (March-Cos DFX) | 103.430 |
| Sept. 7 | Sanair - 185.62 mls | Quebec | B. Rahal (March-Cos DFX) | A. Unser Jnr (Lola-Cos DFX) | E. Fittipaldi (March-Cos DFX) | 103.157 |
| Sept. 28 | Michigan - 250 mls | Michigan | B. Rahal (March-Cos DFX) | M. Andretti Jnr (March-Cos DFX) | E. Fittipaldi (March-Cos DFX) | — |
| Oct. 4 | Elkhart Lake - 200 mls | Wisconsin | E. Fittipaldi (March-Cos DFX) | M. Andretti Jnr (March-Cos DFX) | R. Mears (March-Cos DFX) | 81.800 |
| Oct. 12 | Laguna Seca - 186.3 mls | California | B. Rahal (March-Cos DFX) | D. Sullivan (March-Cos DFX) | M. Andretti Jnr (March-Cos DFX) | 119.693 |
| Oct. 19 | Phoenix - 200 mls | Arizona | M. Andretti Jnr (March-Cos DFX) | D. Sullivan (March-Cos DFX) | B. Rahal (March-Cos DFX) | 134.676 |
| Nov. 9 | Tamiami Park - 200 mls | Miami | A. Unser Jnr (Lola-Cos DFX) | R. Guerrero (March-Cos DFX) | R. Mears (Penske-Chev) | 106.322 |

**CART Champion: Bobby Rahal**

# LETTER FROM HAMPSHIRE



*It would have made a lovely tandem two-seater Grand Prix car . . .*

Dear **AH,**

I must say I envied you the other day when you had the chance to drive a current Formula One car. Opportunities like that are few and far between, but the important thing is that they allow you to keep your sense of proportion. Keeping a sense of proportion in the world of Formula One is very difficult; it is difficult enough in a normal sane world, but in "little Bernie's" unreal world of Grand Prix racing is something else. Next time we are standing together watching Formula One practice and I make some sarcastic remark about an aspiring World Champion being a bit hopeless, you'll be able to put me right by saying "Have *you* tried driving one of those cars?". I shall always remember the time when the Regie Renault and Jean Sage, let some of us loose on the Castellet airfield in their latest Renault Formula One car. Its acceleration and rpm was a whole new world, and that car only had about 650 bhp.

However, what really interested me about your day at Silverstone was your chance remark about the few laps you did in the big Mercedes-Benz coupe, driven by Teo Fabi. Now Fabi does not rate at the top of our "aces" list, nor even at the bottom of that select group, but he is a good Formula One runner, and he has surprised me a number of times by qualifying right up at the front in the Benetton-BMW. Your instant impression of how incredibly smoothly he drove, even in that big German limousine, was the really interesting part. Smoothness in driving is the one thing that Jackie Stewart keeps on about, and it is the one thing that I have never crossed-swords with him about.

Alan Jones's father Stan, told him the same thing when Jonesyboy was learning to drive; he said "Learn to drive smoothly, speed will come naturally then". Now I am sure Fabi has never been to the Stewart "charm school" or read your book about Stewart, so it is obviously a natural characteristic, and it does help to explain how a Benetton driven by the shy little Italian has often been up at the front of the starting grid, when we have hardly noticed him out on the circuit.

This was the staggering thing about Alain Prost; he would record fastest lap in a practice session without anyone really noticing it. Nowadays the smoothness and speed of Prost is paramount, so it no longer surprises, but it took me a long time to accept it. Mind you, by our standards, all the Formula One front runners drive smoothly, but some are smoother than others. Even the "hairy-looking" ones like Rosberg and Berger are really fundamentally smooth, otherwise they would not stay on the track for long. I have met racing drivers who try to tell me that if they had a car that handled like a McLaren MP4/2C they would drive smoothly, especially if I happened to have just made a comment about them being all over the road, the kerbs and the grass verge. I am never impressed. You can drive smoothly whether you are in a McLaren or a double-decker bus, and indeed I have been on some buses which have been driven so beautifully smoothly and efficiently that I have wanted to compliment the driver, but he has been locked away in his glass cabin.

## Sheer Luxury

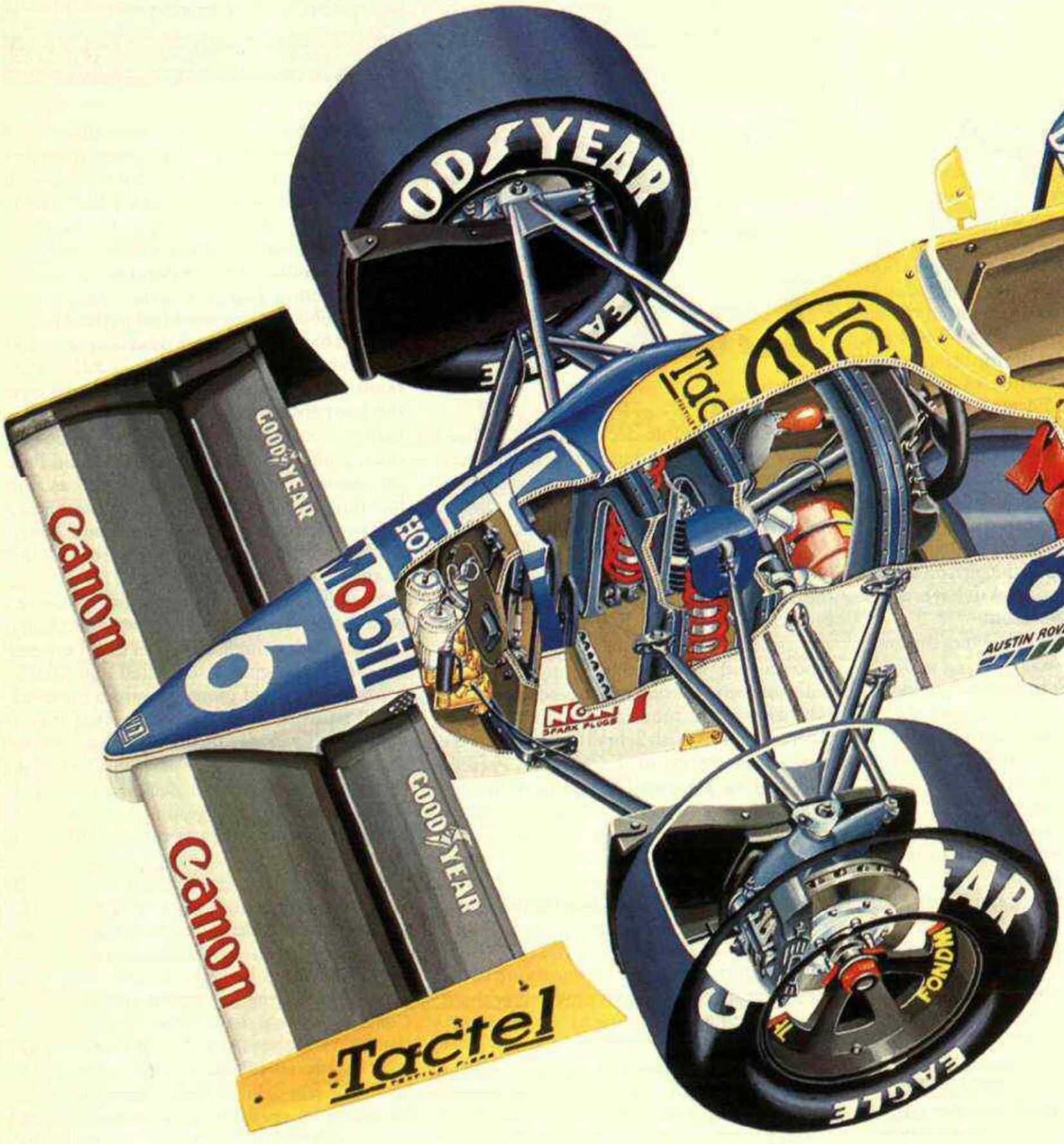
I have always endeavoured to drive cars, and ride motorcycles, smoothly, which I think I have managed; my only trouble has been that speed never followed naturally, in fact, speed never really followed at all. Smooth and slow has been my hall-mark unfortunately. I recently spent a day out with John Lyon, who runs the High Performance Course for the British School of Motoring. We went to Goodwood in the "school" Porsche 924S and on my own I would have happily scratched away round the Goodwood circuit, squealing the tyres, opposite-locking, on and off the throttle, in a typical unruly bout of enthusiasm. But John Lyon put a stop to all that and by gently coaxing from the passenger seat got me lapping Goodwood faster than I would have done on my own, and with about half the effort. He then drove me round in the Porsche at speeds well above my ability and it was interesting to study the handling characteristics of the 924S taken up to and over its limit. It is not a racing car, but it's not bad at all, and I defy any "road tester" to achieve such cornering powers on the open road.

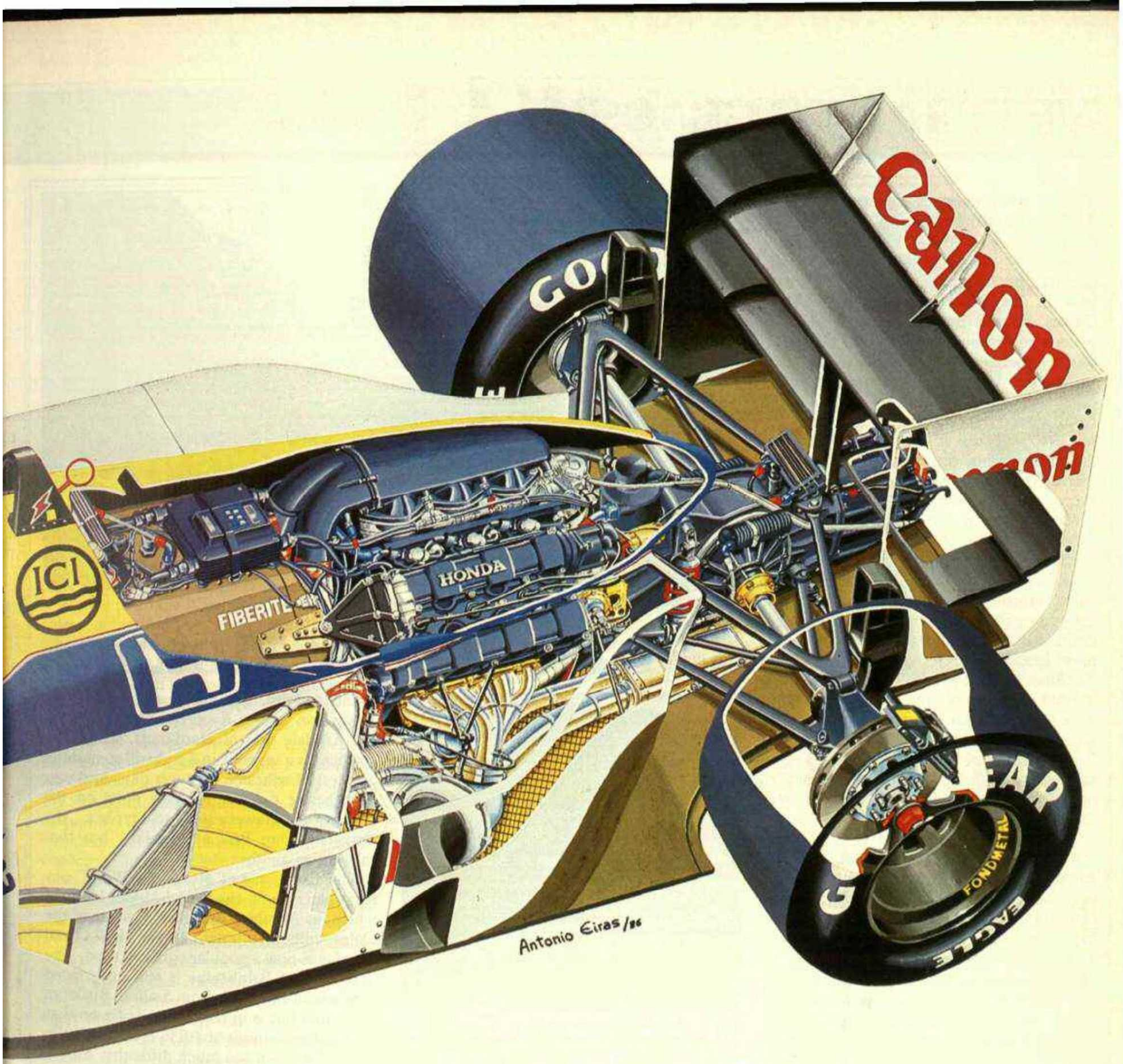
While I am on racing drivers and racing driving, a subject that I could go on about forever, and you probably think sometimes that I do, my greatest regret is the passing of the "riding-mechanic", about which WB has been writing recently. I have often discussed this regrettable lack in the Formula One Grand Prix world with drivers and engineers. If those of us who report on Grand Prix races could be in one of the cars we could write a proper race report. I am not suggesting that we drove one of the cars, but that we rode with the "ace" of our choice, (and I bag Nelson Piquet). I am sure Nigel Roebuck of **Autosport** would choose Alain Prost and Jabby Crombac of **Sport-Auto** would choose Ayrton Senna. Engineers look at me and say "Impossible, no-one would take Alan Henry, he's too big and heavy, we'd need an extra 100 horsepower". (Who said that? — AH). With boost-control valves they could always weigh the journalists and give your driver another half-bar on the boost. Then the engineers often point out that a two-seater Grand Prix car would be anathema to them as the handling would be ruined, but it is a nice idea.

I was discussing this problem with Mario Andretti and Colin Chapman in the days of the Lotus 79, which started the trend for keeping the weight masses on the centre-line of the car, with the driver sitting well forward and fairly upright, with a single large fuel tank between him and the engine. I suggested that Mario, being short, could move forward a bit and I could squeeze in behind him. That way I could study real racing driving almost through the eyes of the driver. They both thought it was a super idea and Chapman really warmed to it, suggesting that they could modify a car quite easily by cutting a lump out of the fuel-tank and forming a seat within it.

"You wouldn't mind having fuel all round your back-side, would you?" asked Colin. If you race motorcycles with a fuel tank between your knees, than having it it around your back-side would be sheer luxury! This idea progressed during the season and I am sure Chapman would have done it during the winter testing sessions, but other problems with Lotus arose and it never happened. Chapman had queried with Andretti whether he would be prepared to drive me round a circuit, and what did he think about me sitting behind him. Mario, bless him, said "Great, when I was 12 years old I saw you being driven by Stirling Moss in that Mercedes-Benz in the Mille Miglia; you'd give me no problems." I have a short list of "Things that never happened" and this was one of them. Like Frank Sinatra, "regrets, I've had a few, but they're too few to even mention." **Yours, DSJ**

# Williams FW11 — Honda RA163F V6






The Williams-Honda FW11 won nine of the 1986 season's 16 World Championship Grands Prix, securing the Constructors' Championship for the Anglo-Japanese partnership. This was a logical development of the FW10/10B which won four races in 1985, although outwardly displaying a very much sleeker, lower profile thanks to the recent regulation change reducing the fuel capacity maximum from 220-litres to 195-litres at the start of last season.

Honda developed the 'F' version of its 80-degree RA163 V6 twin-turbocharged engine to a superb pitch at which its ability to produce competitive power-versus-fuel economy proved more than a match for most of its rivals. Boost pressure, ignition and fuel injection functions were all controlled and monitored by a host of microprocessing equipment while the in-race performances of both Nigel Mansell and Nelson Piquet could be controlled and monitored not only by pit-to-car radio, but also a telemetry system which permitted the pit-based engineers to watch the instrument read-outs during the race.

The Honda V6 operated with four cockpit adjustable boost settings, transmitted its power through a six-speed gearbox and ran with carbon brake discs manufactured by the French SEP organisation. An Automotive Products double disc system was also tested, but only raced once (briefly) on Mansell's FW11 in Brazil.

Design of the moulded carbon/Kevlar/-aluminium composite chassis was aided by the installation of a General Electric CALMA computer-aided design/manufacture system which was installed at the Williams team's Didcot factory at the end of 1985. As mentioned in last month's MOTOR SPORT, the double wishbone suspension all-round worked in conjunction with inboard coil spring/damper units activated by push-rods. Water/oil radiators and intercoolers are mounted symmetrically in each side pod ahead of the turbochargers and the rear bodywork was sharply waisted in ahead of the rear wheels for added aerodynamic efficiency.

# VETERAN TO CLASSIC



*George Nicolson's 1933 Jowett among the Lakeland hills.*

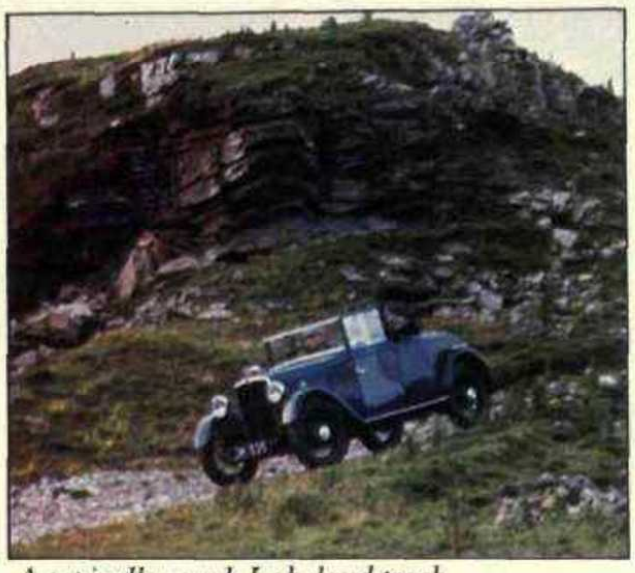
# Unsuitable for Motors?

One of our members recently brought to light an article from MOTOR SPORT dated January, 1985 — "The Motor Mountaineer" — outlining the exploits of the famous photographer George Abraham who, in the 1920s, enjoyed pioneering the 'Passes' of the English Lake District in various contemporary vehicles. This subsequently became the embryo of an idea within the Lakeland Historic CC to reconstruct his route and, with Coniston as the base, embody it into a two-day event for pre-1940 vehicles. It is proposed to mount the event within the next year or so, and thereafter run it regularly, depending upon support (or objection).

Most of the roads, such as Hardknott, Wrynose, Honister etc, have reasonable metalled surfaces and, while they are often of severe gradient over long distances, are quite practicable and indeed used and enjoyed by the local 'fraternity'. However, it is the still unsurfaced tracks which are of most interest and it seems that, of Mr. Abraham's roads, the only impractical track is that section of fell-road from High Tilberthwaite, near Coniston, over to Little Langdale and then *via* Bridge End Farm to Fell Foot, to join the Wrynose road. The same narrow bridge on which the Daimler became jammed still stands sentinel over that rough winding lane.

The locals of the day at High Tibberthwaite were reported as 'dubious' at Mr. Abraham's intent but, isolated as they must have been so far away from any highway carrying these new fangled machines, would hardly be able to judge his car's capabilities. The more knowledgeable young farmer and his wife, the present incumbents at High Tibberthwaite, pronounced with total certainty that the hill is now impassable, neglect and water having taken their toll. However, it has yet to be put to the test; after all, if the VSCC can ascend the Drum House from the summit of Honister . . . ! Foolstep from Skelwith Bridge towards Red Bank is surfaced, and neither hill presents any problems. Kirkston, Dunmail, and others mentioned, are now merely steep main-roads.

I am sure Mr. Abraham would be very familiar with Ullet Nest from near the Britannia at Elterwater, over to Little Langdale. It is still rough and has a steep gradient of about 1 in 4 initially, but is manageable. He would also know the ford across the infant Brathay from Little Langdale Village, near the Three Shires Inn, which links up with the Tibberthwaite road. This is still navigable provided one remembers to take a semi-circular route in the water, using the footbridge as diameter. Posts in the beck used to indicate the way, but these have now gone, and the "Access Only" sign on the approach road further discourages motorists from even approaching. The riverbed is rough and the far bank gravel, edged by a vertical sill of tarmac making the one point of escape desperate, even on 19" wheels and with handsome ground clearance.

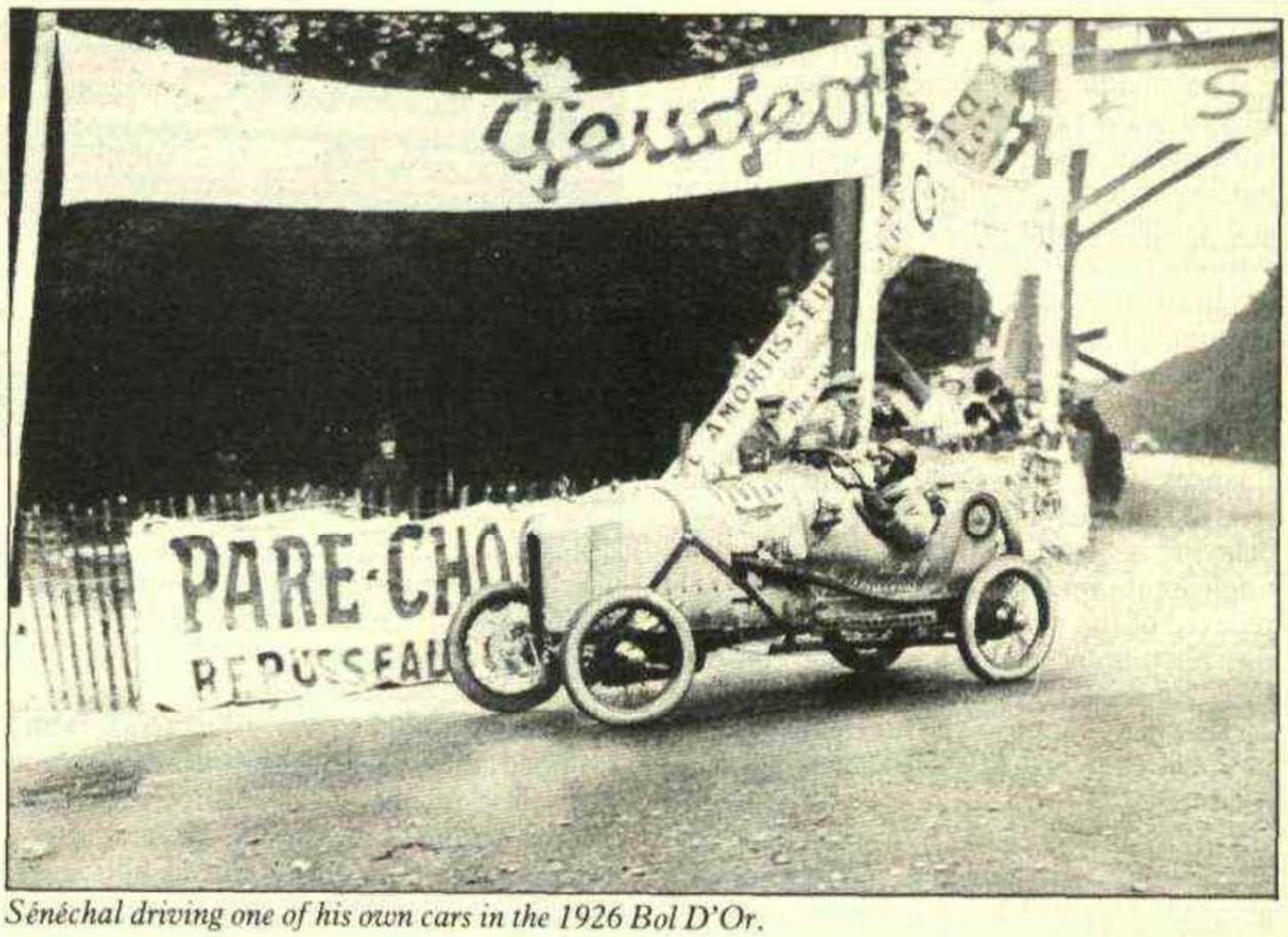

*A typically rough Lakeland track.*

It would be appropriate to re-trace and use the old road over Wrynose, as vestiges of the unsurfaced track still remain, linking into the much-straightened metalled road, particularly between Wrynose Bridge and the summit where the Three Shire Stone still stands, proclaiming Lancashire, now sadly an anachronism in this lonely part of the amalgám called Cumbria. It is not so far back in history when neither Cumberland, Westmorland nor Lancashire desired to own, or go to the expense of surfacing, this tract of road where their boundaries met, each I suppose claiming that the track was on the others' territory, so one dropped off the roughly spread concrete highway into a rutted track across rock and bog. Primeval stuff indeed, and just what Mr. Abraham and his contemporaries would encounter as a matter of routine and think nothing of, their pulses still racing from the thrill of the steep mountainside.

Incidentally, I think that the photo of Kaye Don testing Avon tyres was taken on the Eskdale side of Hardknott, where the gradient is a severe 1 in 3 and still something of a test of adhesion on a wet day. And yes, Manchester did build a new hotel on the shores of Haweswater to replace the Drowned Dun Bull at Mardale, but that calamity is another story.

The same issue of MOTOR SPORT carried an article on the Speed-Model Hillman which, as Abraham did, tackled some of the Dales hills. Summer Lodge Hill from Askrigg is now a popular surfaced road. The Stake out of Bainbridge is still unsurfaced throughout its length from Stalling Busk (an apt name) but is in reasonable order on that side and its summit at 1,836 ft is eventually reached without too much difficulty. Surely this must be one of the highest motor roads in the country? The descent to the Aysgarth/Buckden road, however, is steep and rough, with large boulders topping the limestone pavement, and is not for the faint-hearted. The gradient will be about 1 in 4 and is about at the limit for cars. This is 4-wheel-drive country. But George Abraham's spirit of adventure is far from dead. It is amazing what these old cars can do in the pursuit of enjoyment, with large diameter wheels, good ground clearance, and all the torque low down in the range. The car used for the above routes was the author's 1933 7 hp Jowett flat-twin tourer which, whilst Yorkshire-born, was Westmorland bred, and still knows what hard work and rough going are. Some of your readers may be more familiar with at least the old Dales roads mentioned, and might like to add some constructive comment on these destructive highways and help our plans come into being.

**George Nicholson**
**Events Secretary, Lakeland HCC**




*Sénéchal driving one of his own cars in the 1926 Bol D'Or.*

# The Chance of a Lifetime . . .

It must have been the dream of more than one schoolboy, surely, that a racing-car would come into the pits and, no driver being available to relieve the man who had just vacated its cockpit, he would be called upon to take it over and, of course, win the classic race in which it was competing? But dreams, by their very nature, are improbable, and this one could never become reality, because young boys are not encouraged to become instant racing drivers, and normally any change of declared driver can only be made at the discretion of the Stewards of the meeting, before a race starts; although, as we shall see, this latter requirement was not always adhered to.

But if such a schoolboy day-dream was impossible to realise, what of those who had never driven a Grand Prix car, but who, by the luck of unusual circumstances, suddenly, were able to do so? What you might call "the chance of lifetime", or "opportunity knocks". Many words could be written about little-known drivers being signed-on to drive in important Grand Prix races in top-rank racing cars — to content myself with but one example, why was Torchy chosen by Louis Delage to line-up with the experienced drivers, René Thomas, Robert Benoist and Albert Divo, in his 2-litre V12 GP cars for the 1925 season? A short-lived choice, because unhappily Torchy was killed in the Spanish Grand Prix at San Sebastian. I am, however, concerned here, not of those hired *before* a race, but of where a person got his chance, more dramatically, without premeditation, while the race was actually in progress . . . How these opportunities came about also uncovers other matters of some interest. Louis Delage had commissioned M. Albert Lory to design for him the fabulous straight-eight supercharged GP cars to comply with the 1926 1½-litre GP Formula, their complex engines able to produce a remarkable 110 bhp per litre at that stage of their development and by 1927 win the World Championship of Manufacturers.

This very fast team of beautifully-made Delage cars was not ready until the European Grand Prix of 1926, run at San Sebastian, their drivers nominated as Robert Benoist, Edmond Boulier and the former Amilcar exponent Morel. The veteran Louis Wagner was the reserve driver and the team was managed by René Thomas. Against a field of only six cars, the opponents being three Bugattis, it seemed certain that Delage would win, without much difficulty. Unfortunately, impressive as his new engine was, M. Lory had made a serious error of design in putting the exhaust pipe on the off-side and so close to the cockpit that this not only made conditions intolerably hot for the driver, but roasted his feet as well, and even tried to set fire to the dashboard. That the July day at San Sebastian when the race was run turned out to be very hot, with a scorching wind blowing, did nothing to alleviate this shortcoming . . .



*Robert Sénéchal won the Bol D'Or four times, and in 1926 drove a Grand Prix Delage.*

When the race finally commenced, after trouble in starting the Hispano-Suiza pace-car, Jules Goux's Bugatti went into the lead but by the second lap of this 45-lap road race Benoist had gone ahead, with his team-mates bringing up the rear of the field, Morel ahead of Boulier. But with only seven laps run, Benoist came into the pits. He took on petrol, oil and water and had some newspapers removed from the front of the radiator. But this was very early for replenishments and one wonders whether Benoist, in fact, had stopped to complain of the heat in the cockpit? Having resumed in fifth place, Benoist drove very fast, setting a lap record of 78.4mph for the difficult circuit, Morel now leading with Boulier third, behind Goux. It seemed all very satisfactory for the Delage team.

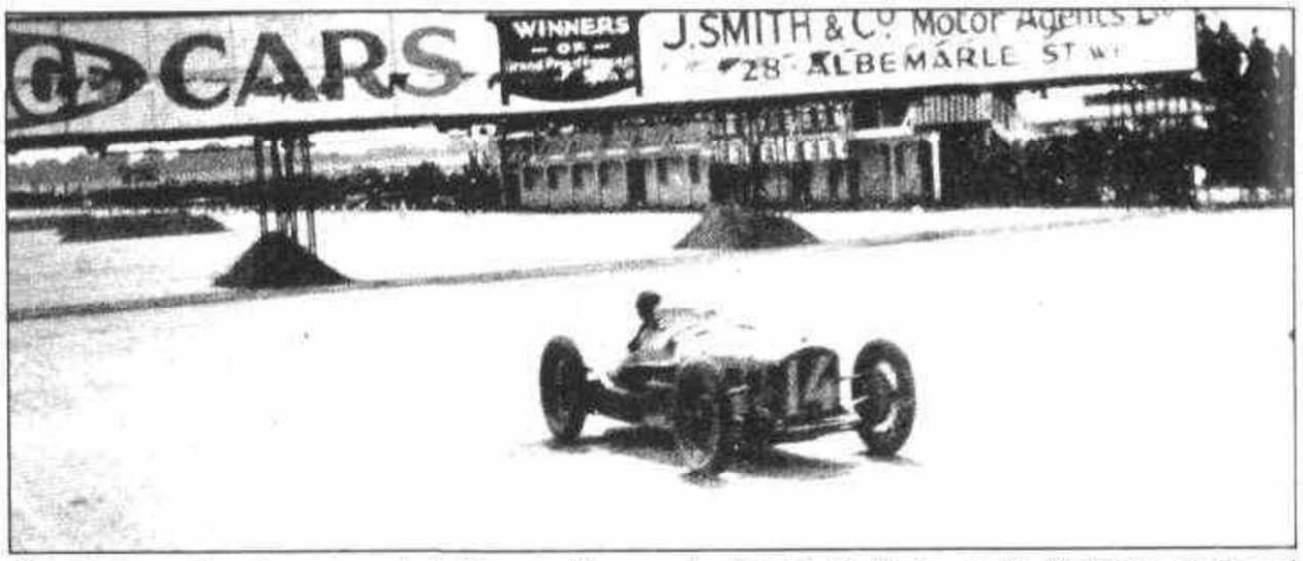
The picture soon changed, however. Morel, in the leading Delage, came to a stop at the pits, got out, and almost collapsed over the pit-counter. He was put on a stretcher and removed to hospital, with heat exhaustion and burnt feet. Reserve driver Wagner had presumably not expected to be called upon so soon, as he had to put on racing kit before he was ready to take over. While this was going on Benoist stopped as well, and having climbed out of the car, he supported himself against one of the pit uprights. He had driven a mere 150 miles of the 481½-mile race . . . The gallant Robert returned to the car after a few minutes but was so exhausted that he got back into the pits and dropped down, and was given medical assistance. Goux's Bugatti was now in the lead and Wagner had left in Morel's Delage. The Spanish crowd, whose King had watched the start, looked on and the Frenchmen among them, it is said, began to call for Thomas. "Thomas, Thomas, Thomas", was the cry, yet a French victory was a

certainty in any case!

The middle-aged René Thomas, it was alleged, wasn't anxious to take his place in the burning-hot cockpit and he took his time putting on a pair of white overalls, skull-cap and goggles, after which he examined the stationary car that a mechanic was working on, head down in the cockpit, legs in the air, presumably trying to see if the heat could somehow be released. (Thomas was to retire from the Delage team the following year to concentrate on increasing his considerable finances with his René Thomas spring steering wheel business). While he was delaying his baptism in this demanding and unpleasant new car he was unexpectedly relieved of the need to drive it, because over the pit-counter vaulted a young, bearded Frenchman, Robert Sénéchal. He ran to the car, begging Thomas to let him take it into the race, although he had never so much as sat in it, or, apparently, driven round the course in anything other than a touring-car. But opportunity had knocked and, permission granted, Sénéchal lost no time in realising what must have been the ambition of any enthusiast, to drive the latest Grand Prix car to a chance of victory in an important race . . .

Admittedly, Sénéchal was not a novice where racing was involved. He had driven cars of his own make in races for several years, was indeed due to do so again in five days' time, in the 12-hour San Sebastian Touring Car Race (in which he was to come home third in the 1,100cc class in his Sénéchal, behind two of the tank-bodied Chenard-Walckers). But the opportunity to handle a car of more than four times the power he was used to, and a French one at that, must have seemed a wonderful experience to the patriotic President of the Motorcycle Club de France. So, wearing an ordinary khaki suit, Sénéchal departed in the Benoist Delage. Great chance that it must have seemed to him, Sénéchal was only able to stand the heat in the Delage cockpit for a distance of some 64 miles, after which he came in and received attention to his feet. Wagner didn't do even that well, stopping after a lap for gloves (or to demand thicker ones?), slowing to wave to his pit the next time round and coming in again after a total of about 32 miles, to be doused with cold water and take "restoratives", which in France can mean anything from medicine to champagne!

It is interesting that with Morel, Benoist, Wagner and Sénéchal in trouble, and needing to "get out of the kitchen", Boulier was less affected, carrying on for some 250 miles, in a ding-dong battle with Goux. Even he, however, eventually had to lie down behind the pits, exposing his blistered feet. His Delage was taken over by Morel, who had returned from receiving first aid; and, it seems, by Sénéchal in the later stages. Otherwise, it appeared that the Delage team had abandoned the race, two of their three cars stationary in the pits for over an hour. However, just after 1pm the wind veered,

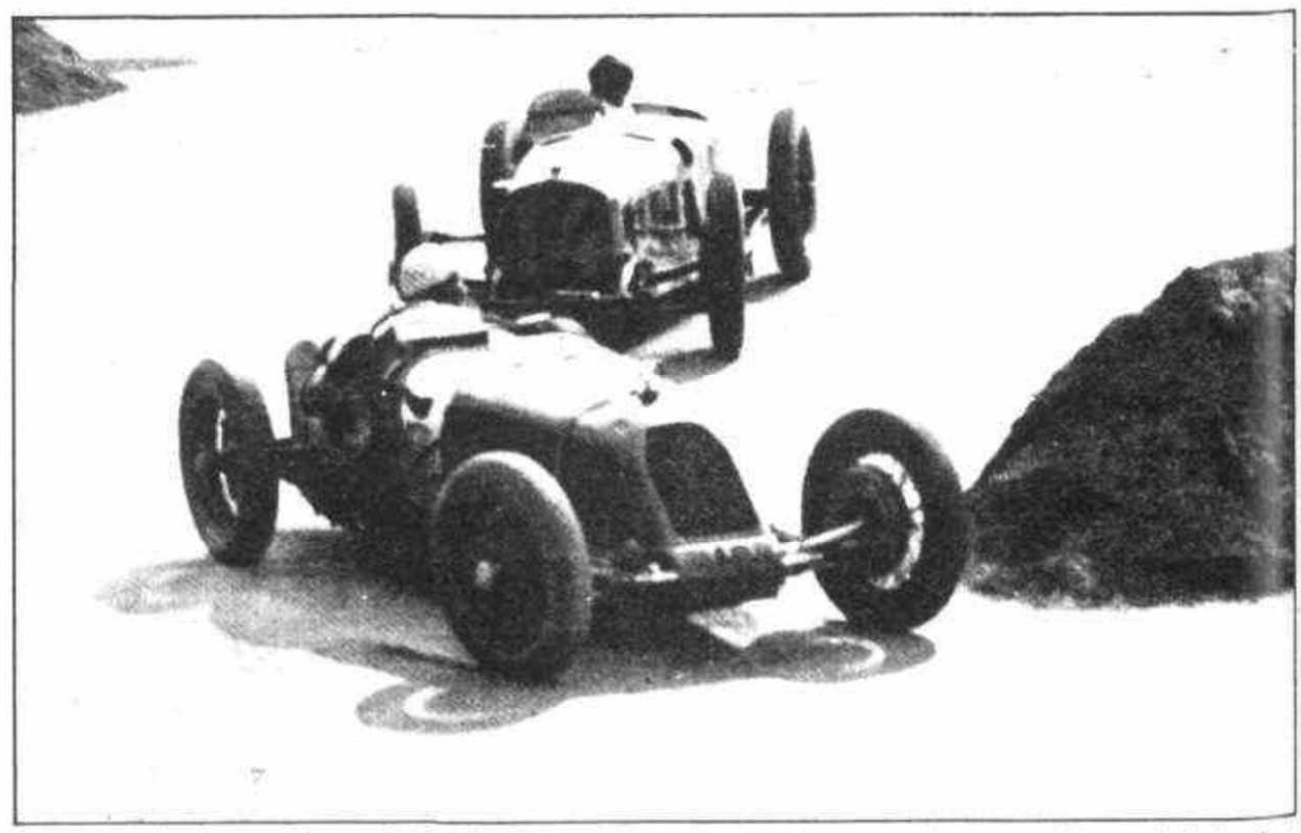



*The Delage advertisement on the bridge sets the scene for Sénéchal's Delage in the 1926 British Grand Prix at Brooklands.*

blowing from the sea, the temperature dropped, there was even a threat of rain, and the spirit of the Delage drivers revived. Benoist resumed in Morel's car, and after a mechanic had cut slits in the cockpit sides, Wagner continued in the other Delage; it is a reminder of the length of these races of the vintage years that, even after this long pause, the Delage team was still a danger to the Bugattis.

Indeed, Benoist got a move on, with a new lap record of 78.8mph, to which Costantini responded with 81mph, Benoist then going fractionally quicker, Wagner then pulling out a lap at 81.7mph. Costantini led for much of the time, until he had trouble, and the many driver changes confused everyone, so that although Goux was the winner, at 70.4mph, the other placings have been in doubt ever since. But Sénéchal had realised his ambition of driving a top-rank French GP car with the great drivers of his time . . .

The next engagement for the Delage team was the British Grand Prix at Brooklands in August. It might have been expected that Lory would by then have cured the cockpit overheating problem, and two weeks before the English race *The Autocar* said ". . . the Delage people should be able to effect certain necessary modifications, and the cars should, therefore, be in excellent condition . . . Certainly, there is not much likelihood of the drivers being overcome by heat, as was the case in Spain, and in any event it would not be difficult to keep the cockpit at a reasonable temperature". How wrong this was! The fact was that, although it has been stated that the former 2-litre V12 Delage GP cars were built in a matter of only 120 days, the three weeks between the two races was insufficient time for Lory to reverse the cylinder block of his 1926 racing car, replace the two superchargers



*Sénéchal closing on Segrave's Talbot, one of the most handsome racing cars of its period, in that dramatic 1926 British Grand Prix.*

on the near-side with a single blower at the front of the engine, and enlarge the cockpit, which transformed it for the 1927 season, enabling Benoist to win four Grands Prix for Delage.

For this British GP over an artificial road-course on Brooklands Track the Delage drivers, entered by M. Martel of Automobiles Delage, were announced as Wagner, Benoist and Boulier, but at the last moment Boulier was replaced by Sénéchal, which, while it was excellent that the volunteer Frenchman had been given this high honour, seemed very unfair to Boulier, after his fine drive at San Sebastian.

I now come to the second of the men for whom opportunity was to knock, namely André Dubonnet, of the famous French aperitif family. Some reports say he had already been nominated as the reserve Delage driver, but it seems more likely that Boulier would have assumed that position, unless he was offended by having to give up his place to Sénéchal and had refused to cross the Channel. In which case, I suspect that Dubonnet just hung about, hoping to get a drive. This extremely enthusiastic and wealthy Frenchman cannot, I admit, be classed as a novice getting his first chance in a proper race. He had been taken into the Duesenburg team for the 1921 French GP at Le Mans, after one of their drivers had been injured in practice, paying, it was said, £1,000 in 1921 money, a vast sum, for the privilege, after losing his chance of driving for the STD team when most of their entries were withdrawn. He proved his worth by finishing 4th, behind Murphy's, winning Duesenberg and the two Ballots, in this very tough race. After that, Dubonnet did very well in long-distance sports car races in his Hispano-Suiza, and he even ran this unsuitable car in the 1924 Targa Florio, coming in 6th. The fact is that Dubonnet would have liked to have driven a real racing car of the same nationality as his own, and I think that he saw a possible chance of this, at Brooklands in 1926.

This RAC British GP has been dismissed by present-day writers as pathetic, with only nine starters. But at the time there was the excitement for most of the spectators of seeing for the first time the very latest Delage and Talbot GP cars, at their famous, favourite Track; and was not Campbell's Bugatti a likely winner in the closing laps, and the Halford Special third at half-distance? So I think I was justified in terming this "a great day", in my Brooklands book — and remember, that year's French Grand Prix was contested by *three* Bugattis only . . .

Again, it looked as if the Delage team must win this one, with the new Talbots soon in dire trouble, Moriceau's going out early with a broken front axle. Then the Delage cockpits began to heat up, as before, the trouble now said to be intensified by the compulsory Brooklands' silencers, and probably the longer periods when the cars were running at full speed on this circuit accentuated the problem. Anyway, although Divo's Talbot led until it began to mis-fire, and then Segrave took up this position in the other remaining Talbot, Benoist sat close behind, biding his time. Wagner, though, had not only misfiring to contend with, but the Delage's exhaust-pipe was setting fire to the bodywork and sending flames into the cockpit, and his feet were being roasted. After four pit-stops in six laps, he wisely retired. When Segrave stopped for tyres Benoist took up the lead, and Sénéchal, in a typically French leather motorcycle helmet, driving wildly in his first full race in one of the fabulous Delage cars, was third.



*Wild in the early stages, Robert Sénéchal sliding the Delage at Brooklands in 1926.*

As in today's F1 races, brakes were playing an important part, the servo-braking of the Delage cars enabling their drivers to come later into the sand-bank turns and then take these less quickly than the Talbots. Segrave's brakes were, in fact, fast becoming nearly useless, and Benoist had such a lead that a tyre change did not lose it, and before the Talbot retired Sénéchal was in second place. Then the flames from the burnt-through exhaust-pipe began to play on the dashboard and controls of Benoist's car, and the same was happening to Sénéchal's Delage, and his accelerator had also burned holes in his shoe. Wagner took over, Sénéchal immersing his feet in a bath of water. Benoist tried to repair the exhaust-pipe twice, coming in again two laps after his second stop.

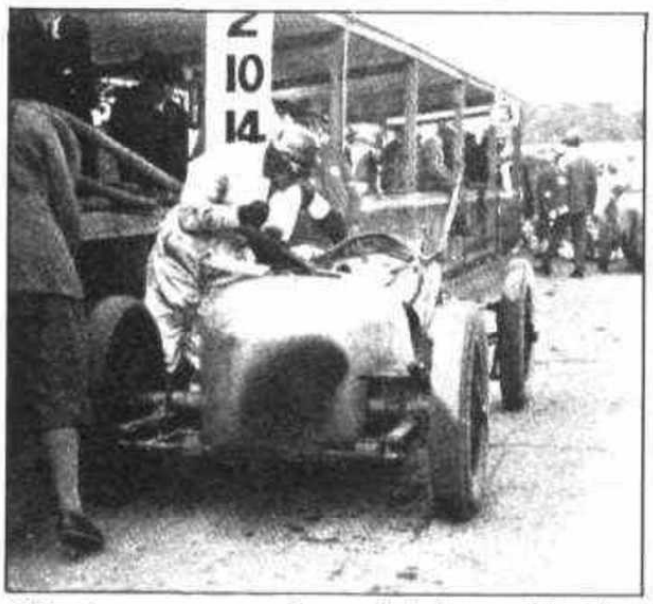
Dubonnet now vaulted over the pit-counter and took the Benoist Delage away. He was wearing a blue lounge-suit and a *beret*, and the fact that he was not in overalls, and that it wasn't until the 90th lap of this 110-lap, 285-mile race that he took over proves, it seems, that he was a *volunteer* driver. But at last he was now able to drive for France in a Grand Prix. He must have found the engine of the Delage, able to run up to over 8,900rpm (actually, they didn't go beyond 6,000rpm at Brooklands) different from the 1921 Duesenberg power-unit that peaked at only 4,250rpm and drove through a three-speed instead of a five-speed gearbox. Incidentally, that Dubonnet had not done a single practice-lap surely goes to endorse my theory that he was not the Delage team's *nominated* reserve-driver.

Wagner stopped again to douse his sore feet but Dubonnet went eagerly about the task of trying to catch Campbell's Bugatti, although he, too, was suffering like the rest of the Delage drivers in their "travelling ovens". The winners were Sénéchal and Wagner, at 71.61mph, Campbell second, Benoist and Dubonnet third. At the end of the race the Delage drivers had to be lifted from the cars and Benoist declared that, unless they were altered, he would not drive one again.

It had been an important event for Delage, Louis Delage himself congratulating the winners as champagne was poured over the veteran Wagner's head; which reminds one that nothing is really quite new! J. Smith & Co., the British Delage agents, had an advertisement on the temporary bridge over the Finishing straight proclaming the make's victory at San Sebastian in 1925, tactfully ignoring the happenings there three weeks earlier . . .

Before these two 1926 races cars had never made so many pit-stops for such an unusual reason. It was this that caused the many driver changes, and that these were not approved of was seen when the A.I.A.C.R. disqualified Delage from the Spanish race for a time, while after the RAC Grand Prix Col. Lindsay Lloyd, Clerk of the Course at Brooklands, issued the following terse statement: "All betting in future will be on car numbers . . . the names of the drivers will in no way govern betting"!

So ended a chance for two drivers to appear in a GP race at very short notice, a happening which could never occur in today's highly organised racing, but which provides a pleasing look-back to the vintage years. And it is nice to be able to record that after this 1926 Grand Prix André Dubonnet became a member of the Bugatti works team. **WB**




*Wearing a motorcycle crash-helmet, Sénéchal refuels the Delage during the British Grand Prix.*

# Mercedes Mysteries

We have become accustomed to the saying that every other Bugatti was owned at some time by Malcom Campbell and that any 250F Maserati is apt to have been driven by Fangio. This tendency to exaggeration isn't new.

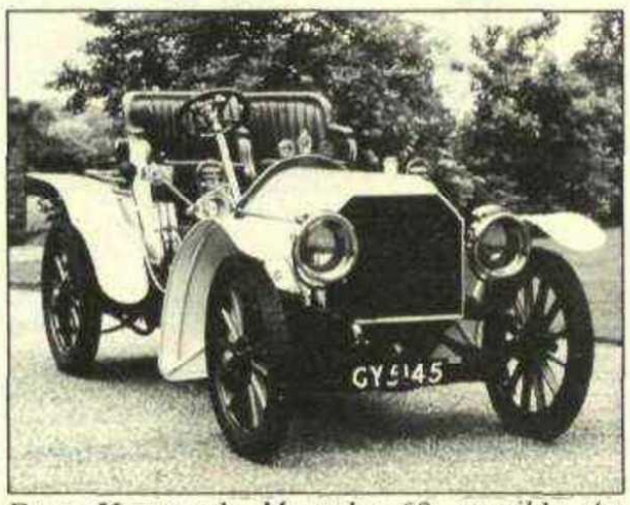
As far back as 1903 the Mercedes Sixty with which Jenatzy won the Gordon Bennett race over the Athy course in Ireland became a coveted car, because of the "Red Devil"s spirited driving of it. Following the fire at Canstatt which destroyed the racing Mercedes 90s, the three 60s used for the GB had to be borrowed from private owners, and Jenatzy drove as never before to out-pace the French challengers, de Knyff holding off too long before opening up his Panhard, unable to believe that the flying Jenatzy, who appeared to be taking impossible risks, would be able to finish the 327½-mile race.

So in later years almost any Mercedes 60 was claimed to be the successful Gordon Bennett car. One owner, who had five different ones, was told that each of them had been Jenatzy's, yet none of them was. And Gordon Watney, the Mercedes expert who made it his business to convert old Mercedes into exciting-looking sporting cars at his works within sound of Brooklands track, had no hesitation in saying he owned this by now very famous car. But did he?

Even *The Autocar* believed Watney and early in 1913 published a picture of the alleged Gordon Bennett Mercedes with a large number of cups won at Brooklands. Watney claimed that he had found the old warrior in a garage in London's West End in apparently dilapidated condition some time in 1911. On examination it was said to have been in surprisingly good condition, and being used to conversions, Watney could not resist modifying the 1903 Sixty, raking the steering, putting on a throttle-controlled Zenith carburetter, a new pointed-tail racing body, a radiator cowl, and discs on the wheels. Watney then ran the aged Mercedes at Brooklands, claiming that it never non-started, and increased its speed over every preceding performance, until it won the Summer 100 mph Long Handicap in 1912.

Watney expressed his intention of entering the old car for the 1913 French GP but the organisers would have nothing of this, any more than the Mercedes company would sell Watney the Mercedes which had won the 1914 French GP, which he announced to be his, saying that he would run it at the 1914 August Brooklands Meeting. However, the Brooklands' authorities believed the 1903 car to be the winning GB Mercedes, repeating *The Autocar*'s statement and photograph in their Year Book.

Curiosity made me check Watney's claims against the BARC records and, with a few possible exceptions, they seem to be substantiated. The old car seems to have continued to run well, into the 1913 and




*Peter Hampton's Mercedes 60, possibly the actual 1903 Gordon Bennett winner.*

1914 seasons, too, driven by various drivers, (one has to assume it was the same car), and a lap-speed of 89.90 mph, implying a top speed of at least 95 mph, was fast indeed for a Mercedes 60. But was it the Jenatzy car?

Lord Montagu, in his book "The Gordon Bennett Races", says that Harry Knox, who knew many of the contemporary racing cars, saw no reason to connect the Watney car with Jenatzy. Then the other day I discovered a note which *The Autocar* published in April 1927, to the effect that the winning GB Mercedes (it was that company's first international racing success) had been in the possession of Sir Stanley Cochrane since 1907, thus inadvertently refuting their 1913 statement! This disposed of Watney's claim, because if the winning car was in Ireland it could not have been found in a London garage in 1911!

Alas, this poses other mysteries. With less than a month between their disastrous fire and the GB race Mercedes had to borrow three 60s from private owners. Only one, to my knowledge, has been named — the American millionaire Clarence Gray Dinsmore, whose car Jenatzy drove. Lord Montagu, says it was left to M. Charley, the Paris Mercedes agent, to supply the race cars, but I think this simply means that those owners who volunteered to lend their cars were asked to send them there, for the touring bodies to be removed and replaced by the light racing bodies with a pile of tyres behind, and higher ratio driving sprockets fitted, ready for the race.

The other two cars were driven by Baron de Caters, a Belgian, and by an American, Foxhall-Keene. How an American owner's cars could be in France is perhaps explained by the number of English, and presumably some American, owners who spent much time abroad. Anyway, Dinsmore had the services of works drivers, Werner for instance competing for him in the Castlewellan hillclimb after the GB, and he possessed *two* 60s, both of which he later sent to the Semmering hill-climb. So it was quite reasonable to suppose one or both were in Europe in that crucial month of July.

Another mystery is what happened to the winning car after the race. I think that in later years Mercedes would have provided three brand new 60s to replace those loaned to them for the GB race. But with their production stopped by the fire, perhaps all they did in 1903 was to overhaul the race cars, replacing the broken back-axles on the two Mercedes that failed to finish. We know that Dinsmore sent both his 60s to Austria that September, so the winning car could not have been left in Ireland, *unless* Jenatzy had driven so hard — and the eminent historian Kent Karslake has suggested that never had a racing car been driven harder — as to virtually destroy the American's car. In which case Mercedes might have found Dinsmore a new one, while they had the converted race rebuilt; or, being a millionaire, Dinsmore could have bought himself another.

If you accept that theory, the Jenatzy car could well have been re-fitted with a touring body and sold off to an admiring patron in Ireland. The matter is simplified if we take Lord Montagu's statement that the Paris Mercedes agent supplied the cars for the race literally. That would imply that there were three 60s available from that source and that the volunteers did not need to sacrifice their own cars, although Dinsmore's may have been there awaiting him, which would link his name to the Jenatzy car. It would then be easy to leave the winning car in Ireland and find a new one for the influential owner from the USA.

Be that as it may, of the three Mercedes 60s now in this country, can one of them possibly lay claim to being the Jenatzy car? Well, in 1930 E. Martin, wanting an exciting car for the Brighton Run and other veteran events (they were racing such cars at Brooklands) heard of an old Mercedes in Dublin, bought it, towed it to the docks, on very dubious tyres, had it shipped across the sea, and towed it to his garage, Friary Motors of Old Windsor. Now Sir Stanley Cochrane, the mineral-water magnate, lived in Woodbrook, Co Dublin. Ignoring the wise dictum of Sherlock Holmes, the co-incidence seems too good to pass up . . . Perhaps one of our Irish readers could discover the pre-war history of this car, which had the number IK 133?

In due time it was acquired by Lord Selsdon and then by Peter Hampton. I do not think Peter has ever categorically implied that he has the famous Mercedes 60 that won the only British Gordon Bennett race all those years ago, but, as things stand at the moment, I would not care to be against it.

**WB**

# More Mercedes Mystery!

We note that the rebuilt Ninety Mercedes which appeared at some of last year's VSCC meetings was among the cars in the Beaulieu auction sale by Christies on December 8th. The catalogue entry for this formidable car poses a very minor but interesting mystery. It states that the car (Reg XK 3202) was built as an experimental chassis for Werner Ducker of Dusseldorf but that he received another Mercedes, this one going to the Mercedes agent in Paris and being supplied in 1913 to a Mr Eddie Spencer. It is then said to have had a brief Brooklands' association, being raced at the Track by Major R. F. "Shugger" Cooper. Its appearance in the eighth Lightning Short Handicap at the 1921 Easter Meeting was quoted as a memorable occasion, being the race in which Cooper's friend Count Zborowski brought out for the first time in public the famous Chitty-Bang-Bang, — which won, with a best lap speed of 108.51 mph.

It is true that in this race both the Cooper brothers entered their Mercedes cars, J. H. Cooper his venerable 12.8-litre black car, which non-started, and the Major his smaller white Mercedes. The latter was the slowest of the runners, with a lap at 73.78 mph, although that, implying a top speed of about 85 mph, was quick for a Ninety. But my Brooklands' records show that not only did this car have an engine of 130 170 mm (9,026 cc) whereas that of the car that was auctioned is given as of 130 180 mm (9,530 cc), but that the engine and chassis numbers are different. So in this respect one is compelled to doubt the accuracy of Christies' description. However, the rest of the story falls properly into place. The old car is said to have gone to the Wallingford fire-brigade in Berkshire in 1925, when they required a fast auxiliary appliance, and I remember hearing during the war or just afterwards that it had been seen in that locality, by I think D. B. Tubbs, abandoned, and mistaken for one of the Zborowski Chitty-Bang-Bangs. Zborowski had an interest in his local Kentish fire-brigade, which may have been how the Berkshire Brigade heard of the old car, although as neither Cooper nor the Count lived near there, this is pure surmise. It was saved in the mid-1950s by Halkyard, who appeared with it in VSCC events, whether "very successfully" as the auction catalogue says, is a matter of opinion. In 1973 the pre-sale owners took it in hand, rebuilding it and fitting a replacement body. It must be the only Ninety Mercedes in running order in this country and one hopes sincerely that it will remain here after the auction sale. **WB**

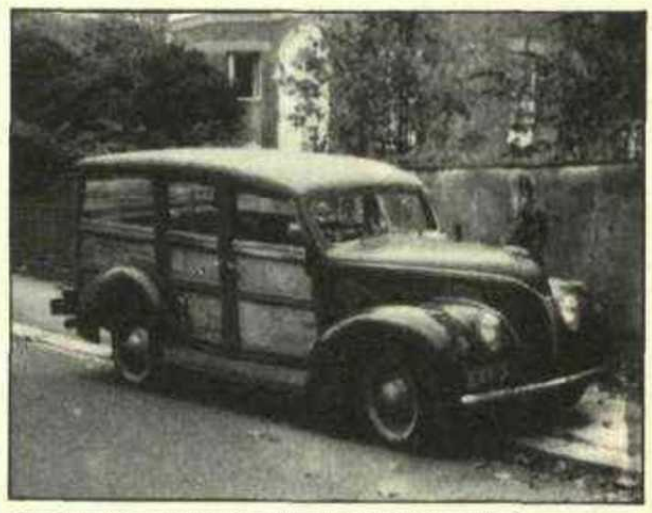
# Which Hispano Suiza?



*The ex-Ullman overhead-camshaft 1913-14 Hispano Suiza which is now owned by Bernard Parris of Tonbridge, and about which more information as to its type and orgins is sought. Letters will be forwarded.*

# V to C Miscellany

Replying to the query as to whether a recently-discovered Ford V8 "woodie", Reg No EXY 3, might at one time have been the property of Sir Malcolm Campbell, Michael Ware, Curator of the National Motor Museum at Beaulieu, tells us that this Ford was known to them, and he sends a photograph of five cars that were at one time in the garages of Campbell's house at Headley Down, none of which carries the number plate



*Robin Batchelor's Ford V8 "Woodie".*

in question. Two of the Fords have Reg Nos BXO 1 and CXF 1; it is interesting that all five cars each carry many club badges, including those of the BARC, which must have been good for the Clubs concerned! This does not prove conclusively that EXY 3 was never owned by Sir Malcolm but it does cast some doubt on the claim. The Crossley Register, which owes much of its new-found activity to Malcolm Jenner, fielded nine of these cars at last September's Inter-Register Rally, won by the STD Register with 551 penalty points to the Crossley Register's 382, and it is interesting that the latter Register includes three half-track Crossley Kegresse tenders amongst the membership.

Our mention of the Bean having been one of the first, if not the first, make to fit a steering column lock, at least in this country, has brought a note from the owner of a 1923 8.3 hp Renault which has two brackets on the column through which a bar can be inserted, and retained by a padlock. Was this a standard Renault fitting, we wonder, or an extra, or an owner's ingenious idea?

The 1986 Inter-Register Contest, between six one-make clubs, was won by the Humber Register, from the STD Register and the Fiat Register. Incidentally, it was clever of the *STD Register Newsletter* to publish a picture of the Founders' Board which hangs in the Weybridge Hospital, a place other Brooklands' enthusiasts had not thought to look apparently. The founders' names include those of H. F. Locke King, Dame Ethel Locke King, and the Percy Lambert Memorial Trust, suggesting that the hospital was founded around the year 1913. **WB**

# ALFA ROMEO



*Only the red stripe hints at anything unusual about this GTV6.*

# African Special

John Dooley has a passion for Alfa Romeos. He drives them on the road for fun, and on the track as one of Alfa Romeo Dealer Team's top drivers in the RAC Saloon Car series. He also owns Brookside Garage which specialises in restoring older and particularly unusual examples of the marque, such as the GTA (the ultimate version of the Giulia GT racers), the SS with its exotic styling, and various Zagato-bodied types including the gorgeous, rapid, and desirable TZ. Having owned and driven such cars on road and track, it is not surprising that Dooley's everyday transport has to be an unusual Alfa — a 3-litre GTV6.

This is not a pre-production prototype of the forthcoming factory 3-litre, though; it is one of a run of 200 built in South Africa for homologation into that country's saloon car race series. With 2.5-litres, the standard GTV6 was being regularly beaten by BMW's 535i, so Alfa Romeo SA asked Milan what could be done. The answer was to take over a project which Autodelta (the now-defunct independent competitions department) had been developing. Since a 3-litre version of the V6 was up against punitive taxation on the home market, it had been shelved, but the company agreed to supply the necessary parts for AR SA to assemble.

Both bore and stroke were increased, so the special parts included cylinder head castings, crankshaft, pistons and sleeves, while larger valves were also fitted. The standard Bosch L-Jetronic fuel injection was replaced by the six carburetter set-up from the big Six saloon, and to clear the large air-cleaner, a new GRP bonnet was designed with an even bigger bulge in it than before, plus a central NACA duct just like on the Alfa Montreal. Ostensibly, this is to feed cold air to the carburetters, but on Dooley's car, they are fed from a normal pipe to the grille. Other differences are few: a slightly deeper front spoiler, lower ride height, some extra plastic body trim, and the discreetest of tail badges.

But successful though the cars proved on the track, it was not enough to stave off AR SA's economic problems, and last year the South African factory closed down. Most of the 3-litre cars had found ready homes in South Africa, but when Jon Dooley heard that there was one left he determined to get hold of it. As it was not Type-approved for the UK, it could only be privately imported as an effectively second-hand vehicle, so Jon made the long trip and ran the car in on its home ground, before freighting it to the UK.

I was keen to see the effect the extra 30 horsepower would have on the car that I have come to know so well with 160 bhp, and Jon readily obliged. It was odd to settle once again




*Huge bonnet bulge with NACA duct looks impressive.*



*Six hidden carbs replace injection system.*




*Mid-range punch of this homologation special is phenomenal.*

into that reclining crouch, knees spread and hands stretched to the wheel, but the long clonking gearshift was just the same. Not so the noise: the silky baritone chuckle is replaced by a more uncouth roar, laced with much obvious mechanical clatter. It feels rougher, too, right through the rev-range, but at the same time the urge of the 2.5 has become real punch. It seems more willing to spin its wheels than before, without actually taking off any faster (we recorded 0-60 mph times of 8.2 sec, almost identical to the standard car) but in third, fourth, and fifth the car surged ahead with the merest touch of the throttle. Intermediate times came out at 2.1 sec 30-50 mph, 3.3 sec for the next 20 mph increment, and 5.6 for the jump to 90 mph — very impressive indeed.

Converting this to real life, the car would swallow half-a-dozen vehicles at one gulp on the motorway and then find its driver stretching for sixth gear. On other roads, it appeared to be the mixture as before — sensitive steering which requires fairly large inputs, slow turn-in, and a deep desire to head for the opposite side of the road, though Jon was at pains to point out that strong braking and acceleration emphasise this. He is quite right, of course; the trouble is that the alternative, competition, approach of staying in a high gear and simply steering through the bend (which the car will do comfortably) requires absolute confidence that the tractor from the Ford advertisement is not going to mistake you for the Granada it usually pounces on.

It was a satisfying exercise to try this well-mannered special, particularly as it acted as a taster for the forthcoming factory alternatives of a 3-litre and a 2-litre V6. Although Jon Dooley's car is probably the last GTV6 to get a 3-litre unit, a 75 with a more refined version should be little short of sensational.

**GC**




*Rob Kirby and the V6 Alfa 75.*

# Alfa Romeo Dealer Team

Down a back alley in Romford, Essex, is a large shed attached to a garage. The shed is nearly empty, except for one corner, where jacks, tool chests, and piles of tyres surround a single car — fairly conventional saloon, except that it squats so low on its fat slick tyres that it would be in serious trouble on the public highway. The car is an Alfa 75, and the small team which operates from these modest premises is Alfa Romeo Dealer Team — a small in extent and budget, but one of the longest-running and most consistently competitive, not to say successful, in saloon car racing. In the last four years, contesting the premier RAC British Saloon Car Championship, the team has notched up several class wins, plus a second, and a third outright against heavily financed opposition. Yet the team has no full-time mechanics, and a budget which varies unpredictably from one racing

# ALFA ROMEO

season to the next.

It is a team of enthusiasts, and some of these have been involved for the whole of the ten years that the outfit has existed in its present form. The Dealer Team was the result of an approach to Alfa (GB) Ltd by three men who had in 1974 and 1975 organised a private team known as Squadra Alfa. The three were Jon Dooley, Michael Lindsay, and Leo Bertorelli, and both Dooley and Lindsay are still at the centre of the organisation, though Bertorelli was killed in a road accident in 1982. Even at that early stage, the team must have looked a good proposition, since under the Squadra Alfa banner it had had some good results not only in circuit racing but also in the RAC Rally and the Avon tour of Britain. This was when the Alfasud was beginning to make an impact, and in 1975 Dooley took one of these little front-wheel-drive saloons to runner-up position in this hotly-contested endurance event.

Alfa GB was sufficiently impressed to offer some help, and in 1976, Squadra Alfa became Alfa Romeo Dealer Team — an independent outfit, but with factory blessing. That was the year that the RAC British Saloon Car Championship introduced a 1300 cc class, and the 'Sud quickly proved itself a strong contender, Jon Dooley's car finishing the season second in class. Simon Kirkby and Rex Greenslade had also joined the strength by this time, and in the following year, the team fielded five entries in the RAC Saloon round which supported the British Grand Prix. It was not, however, a good season; the Alfetta Coupe had arrived, but the 2-litre version seemed very little faster than the 1600.

In 1978, though, with Greenslade in a 1300 cc 'Sud and John Lyons and Dooley in improved 2-litre Alfetta Coupes, ARDT made itself very prominent.

By 1980, Dooley, who the year before had taken over Greenslade's old 'Sud, was looking for a car to replace it — after all, it was the veteran of the '75 Tour of Britain — and he soon found the ideal vehicle: an eight year old 'Sud with only 85,000 miles on it. Unpromising though it sounds, once it had been stripped and turned into a racer, this car won the 1300 cc class in the '81 Saloon Car championship against the works Metros in the Tricentrol series. What helped to keep the 'Sud competitive was the 1980 rule change for Group 1 cars: a slackening of the regulations allowed ARDT to throw away the long intake manifolds which normally connect the central twin-choke carburetter to the opposing banks of the flat-four. Instead, a Weber 48 IDA carburetter with one of its two chokes blanked off was mounted directly on each cylinder head — the same number of chokes as the standard car, but a significant increase in power, which jumped by about 20 bhp to a maximum of 144 bhp.



*270 bhp turbo engine for 1987.*

Such careful housekeeping as successfully racing an eight year-old car is bound to please a racing sponsor, and helps to explain why the dealer team maintained a particularly close and loyal relationship with its major sponsor over many years. Napolina, which imports Italian foods into this country, first lent its support to the team in 1976, and its colours of black relieved by red and green striping (to reinforce the Italian connection) became synonymous with ARDT cars for many years.

Loyalty to the Alfa Romeo *marque* goes without saying, of course, and it is an indicator of the company's sporting heritage that there has been such a wide range of raceable cars over the years. Just as the Alfetta Coupe succeeded the saloon, so the 'Sud Sprint arrived in 1981 and became the mount of Rob Kirby, who had joined the team in 1980, driving a 2-litre Alfetta Coupe.

As a diversion from the Saloon Car series which the team continued to contest as its main objective, the new Willhire 24-hour race at Snetterton was also tackled. Although it was the first endurance event that the team had attempted since the days of the Tour of Britain, the Alfas won their class in both '81 and '82.

It was in 1982 that the next stage in Alfa's racing evolution hit the track: the GTV6. Throughout the '80s, the RAC Championship grew increasingly professional and therefore more and more expensive, but ARDT's hard work and enthusiasm helped to redress the balance, and give the team the confidence to take on the new car, which at last was a vehicle capable of challenging for outright victory. The new GTV6 with its 2.5-litre engine would be at the top end of the 2,500 cc class with plenty of scope for developement, even taking an honest view of the notoriously bendable regulations in what had become the senior saloon racing series. In fact, the new car showed its class straight away, Jon Dooley finishing its first season as runner-up, and enlivening the racing with that distinctive V6 wail. The following year the same car was third overall at the end of a season when Andy Rouse dominated the field, and again in 1984, Jon Dooley won the 2½-litre class, though only after protesting Graham Goodge's car.

In the same year, a second GTV6 joined the strength for Rob Kirby, with backing from the Canned Salmon Bureau. This developed in 1984 into sponsorship from the John West canned salmon organisation, Kirby's car abandoing its Napolina livery for a new white and green style, and it was this car which again carried off the class title.

This year, the black Napolina colours have disappeared entirely from the cars, John West taking over both GTV6s, although Kirby still carries the older livery on his helmet. But an even bigger change occurred mid-season: the two- and four-year-old V6 Coupes were replaced by Alfa Romeo's latest Group A hope, the 75.


*Team enthusiasm in historic racing — Dooley's Giulia SS at Donington in 1979.*

Although it is a four-door saloon, the race-prepared 75 is actually lighter than the old coupe, and has the advantage for the British ARD Team (operating on a considerably smaller budget than its European equivalents) of using essentially the same mechanicals. The rear-mounted clutch/gearbox assembly, suspension units, and the engine itself can be — indeed have been — transferred directly from the old to the new shell. However, the V6 that the team has raced so far is a temporary measure: in 1987 the power will come from a newly-developed four-cylinder turbo unit with more potential than ever before.

## Team Structure

Over the years the structure of ARDT has changed to some degree, but it remains a small loose-knit organisation, and none of those involved is employed full-time by the team. Michael Lindsay acts as co-ordinator and publicity officer, combining this with his position as full-time Secretary of the Alfa Romeo Owners Club, which also runs a very active race series for all Alfas at a variety of meetings across the country. (And it is interesting to note that Dooley, Kirby, and many of the team race at these meetings as well as at the major RAC rounds, just for the pleasure of racing — sometimes in a team car, but often in a car of their own.)

Rob Kirby does much of his own preparation, being a partner in a garage near Bishops Stortford, with some help from RS Race Engineering of Cambridge who also build the engines for both cars. Jon Dooley's car is looked after by Bob Dove, who during weekdays is principal of the foreign business section of a City bank, but whose spare time is devoted to the upkeep of the car. Even the tools he uses are his own — a big contrast with other professional teams either here or on the continent, who may have three, four, or five mechanics concentrating on a pair of cars, plus elaborate workshop facilities.

After 12 years driving with ARDT and Squadra Alfa, Jon Dooley remains as enthusiastic, and as quick, as ever. Although he is usually to be found at one race-track or another behind the wheel of an Alfa Romeo, he too has a separate profession: Finance Controller of the British operation of MacDonnell Douglas, the computer giant, which has two establishments in Hemel Hempstead. Dooley has had a range of interesting Italian cars, and raced most of them, but like his fellows in the team, is aware of their responsibility to their sponsors. For this reason, non-race weekends will often find ARDT at Goodwood or Mallory providing the directors, staff and families of supporting businesses with the chance to see the cars at close quarters, and to ride in them, or even (depending on the size of the purse they control) drive them. In addition, guests are well looked after during race meetings; but what has changed over the years is the role of the dealers.

At its inception, interested dealers were invited to contribute towards the overall budget, and would benefit from the hospitality and perhaps some advertising exposure. The system was never as formal as, for instance, that of the GM dealer team, whose rally programme is underwritten by fixed contributions from every Vauxhall/Opel outlet in the country. With the increasing involvement of first Campari, then Napolina, and now John West, the dealer element has faded out. Alfa Romeo (GB) Ltd has naturally been a steady and welcome support throughout the team's history, making parts and complete cars available, together with varying amounts of financial help. However, events uncertain one, for Alfa in Italy, AR GB Ltd, and for ARDT.



*Jon Dooley.*

With the possibility of a buy-out by Ford of the parent company, which turned into a rather reluctant purchase, under pressure from the Italian government, by Fiat instead, and the takeover in Britain of AR GB Ltd by the TKM Group, all Alfa Romeo policy decisions were halted in July. With the settling of the dust, and the recently announced decision to start work on a new 3.5-litre normally-aspirated engine for Formula One, to be ready for 1988, it seems that the company's competition plans are under way again. And at the end of November some of the new British management watched Jon Dooley stretch out a large lead over the field in the final of the AROC races at Brands Hatch.

That race was contested with the intermediate 75 — fitted with the V6 from the previous car. But in the workshop, shrouded in plastic wrapping, sits next year's engine; the 1.8-litre twin-cam turbo four. In its final form, the V6 hit about 240 bhp, but the turbo unit is expected to give a reliable 270 bhp. "Theoretically", says Chief Engineer Bob Dove, "300 bhp is the maximum that the Garrett T3 blower can flow, but if anyone tells you they're getting that, they're lying!"

The 75 is also lighter, though not by much. "We err on the side of strength, and anyway we're too honest" says Bob Dove wryly. But for the moment, the weight is not the problem: this latest incarnation of the classic alloy four is claimed to churn out an astounding 70% more torque. In fact, those turbo 75s which have so far raced have broken their transmissions, because the necessary straight-cut gear clusters have not yet been manufactured. Nevertheless, the excellent specification of the 1.8-turbo in Group A homologation form augers well for Alfa Romeo Dealer Team next season. **GC**




*1975, and Dooley finishes the Avon Tour of Britain mere seconds behind Tony Dron's Fiat 128.*

# BOOKS FOR CHRISTMAS

**The Rolls-Royce 'Wraith'**
*by Tom C. Clarke 245 pp. 10" × 7". (R-R.E.C. Publishing, The Hunt House, Paulerspury, Towcester, Northants NN12 7NA. £23.50 plus £2.00 postage)*

John M. Fasal has undertaken the publication of this specialist Rolls-Royce history, about the last post-war car of this illustrious make, which means that the entire book is most beautifully produced, by Burgess & Son of Abingdon, for Fasal is a perfectionist if ever there was one. This means that Tom Clarke has been able to offer the story of the Rolls-Royce Wraith in a form that matches that of John Fasal's own inimitable study of the Rolls-Royce Twenty, using art-paper, beautifully reproduced pictures, and high-class binding.

It is a reflection on the intense interest now shown in all aspects of motoring history, and especially that devoted to the products of Rolls-Royce Ltd., that this book is already attracting much acclaim, in spite of the fact that only 492 Wraith chassis were made and the model had a production-run of little more than a year. Against this, there is the claim that the Wraith was one of the quietest and most refined cars to emerge from the Derby factory, which is saying quite something! Tom Clarke tells it all — how this 25/30hp Rolls-Royce was developed and why, the social background to it, the experimental cars leading up to its production and how these were tested, how you ordered your Wraith, and so on, with particular interest attaching to the bodywork put on this chassis, because this marked virtually the end of coachbuilding as it had been known since coaching days.

The book goes into how the new Rolls-Royce model was received, with reproductions of contemporary Press descriptions (although this model was not actually road-tested by the Press), and it acts as an extension of Fasal's memorable discourse on the R-R Twenty, of which the 25/30hp car was the continuation, the book being not only about the cars themselves, but about the Company, the personalities, the buildings and departments, not overlooking the R-R Chauffeurs' School, etc., and including a long piece about how Park Ward made bodies for the Wraith this section being a most informative and amusing study.

The book, however, goes even further than that. It contains a full list of all Wraith cars, with chassis and engine numbers, first owners, body make and type, body and design references, and Registration numbers, and what is more, it has some chassis servicing data, factory depot sheets issued from the Chief Engineer's office, lists of publications and books appertaining to this classic Rolls-Royce model, and much more besides, together with innumerable excellent photographs. There is even a large picture of the Wraith toolkit, with a list of tools and spares carried on the Wraith, coachbuilders' drawings, and much else besides, the whole, as I have said, most beautifully produced to typical Fasal high standards — one might say, a veritable Rolls-Royce of books, irresistable, I would have thought, to all followers of Sir Henry, and an essential possession for every remaining Wraith owner. **WB**

**Rolls-Royce and Bentley Experimental Cars**
*by Ian W. Rimmer, BSc. 372 pp. 10" × 7" (R-R EC Publications, The Hunt House, Paulerspury, Towcester, Northants NN12 7NA. £28, or £30 post paid.)*

This is the book all Rolls-Royce and Bentley followers and historians have been awaiting. Because however fascinating the production models are, it is the normally unheard-of experimental and development cars from the Manchester, Derby and Crewe


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factories which intrigue one. Now Ian Rimmer has revealed a veritable wealth of information and absorbing detail on the subject, in a book very beautifully produced by Burgess & Son Ltd of Abingdon, matching the R-REC's book on the Wraith.

I recall that in the very first Rolls-Royce history, by Harold Nockolds, published under the title of "The Magic of a Name" (Foulis, undated), the chapter on the experimental cars occupied less than 3½ pages in this 225-page book. Ever since one has been curious about these elusive one-offs, the little 15 hp chassis, the Hawk aero-engined Royce, etc, and although some information on the subject has filtered through since then, in what Lt-Col Eric Barrass, Secretary of the R-REC, calls "the vast conglomerate of Rolls-Royce books spewed out over recent years", the secretive manner in which R-R built these experimental jobs, the unusual code-names used for them, and the frequent rebuilding of them for sale to customers, has, until Rimmer, fogged much of the story.

Now you have it almost all, in the fullest detail, each car's history dealt with separately, why it was built, the troubles experienced, Royce's opinions, comparisons with other makes of cars, non-R-R components sometimes incorporated, and so on. Rimmer is honest when little or no data is available and generous with the rest, his book illustrated with a great number of unique illustrations, scale plans and styling studies as well as photographs, and he lists some 180 experimental cars apart from those, also listed, used for development purposes. It is an incredible feast for anyone under the magic spell of Rolls-Royce and Bentley . . .

I became quite absorbed, amazed at how many cars met with accidents, suggesting they were driven hard, as when one got into a broadside skid on the banking of frequently-used Brooklands Track, at how many electrical problems had to be solved in the early 1920s in spite of Royce being an electrical engineer, and pleased to find that the three test-hills near Derby are named, and figures given for some of the times achieved, which may well send the more avid R-R owners seeking them, stop-watches aboard . . . I wonder, too, whether other makes, Daimler-Benz for instance, had as many experimental cars and how they were used; but perhaps from lack of records we shall never know? Incidentally, a surprising number of the experimental and development R-R and Bentley cars described so fascinatingly in this book have never since been accounted for, which may sustain the hopes of dealers and enthusiasts that these may one day be discovered, and clues are in the book! What a splendid present Rimmer's magnificently-researched book would make, either self-presented or from a loving spouse! Given it, you will no longer be ignorant of what constitutes a Bentley Clipper, Cornichon, Bentlet, or an R-R Myth; and what of the Bentley Blizzard or full details of all that is known about the earlier "Goshawks"? Unquestionably, one of the best pieces of R-R history so far available. **WB**

Lord Montagu of Beaulieu's book **Jaguar** has gone into its fifth edition, in a large page style (11" × 10"), which does much for the illustrations. This was the first, and in many ways the best, of all the books about Jaguar, and it remains excellent overall coverage of this famous make, from the original ventures by the late Sir William Lyons in sidecar manufacture and the SS cars, to the present. The history is told in 256 of those big, picture-packed pages, with Appendicies covering the different models, and SS and Jaguar competition successes, brought right up to date, so this is a fitting present for any Jaguar enthusiast, in this year of the new XJ6. Lord Montagu was himself a Jaguar user


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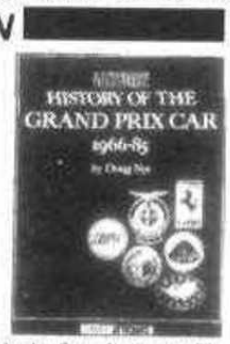
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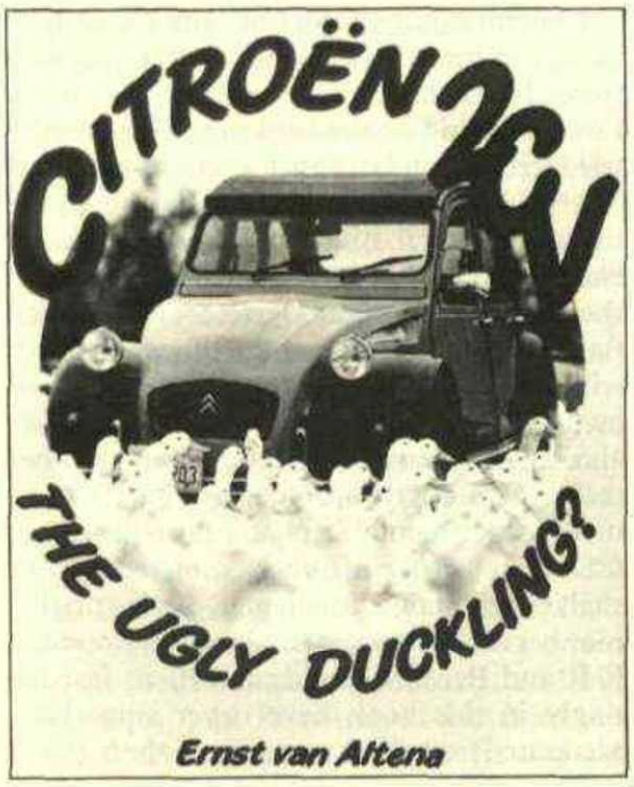
# BOOKS FOR CHRISTMAS

and he appears on the dust-jacket with a new Jaguar Sovereign outside Sir William Lyon's house. The Foreward is by HRH Prince Michael of Kent, who enthuses over driving a 1953 C-type Jaguar on this year's Mille Miglia Commemorative Run. **Jaguar** costs £20.00 and is published by Quiller Press Ltd, 50 Albemarle Street, London W1. **WB**

Picture postcards from the past are now collectors' items, apart from which, those depicting cars and/or the kind of places one used to motor to in days gone by, are pleasing in themselves. But individual cards can be difficult to find, so a worthwhile present occurs in the big book of reproductions of such cards covering the SW London suburb of Balham, from Marion Gower's collection of postcards from 1900 to 1925. Some of them show early cars, others the sad horses that trudged those streets before the motor era. For example, what looks like a Darracq tourer, struts supporting its windscreen, leads a Renault and other cars past horses and a tram, along Balham High Street, *circa* 1906, A De Dion can be spotted in another postcard, one of those single-cylinder carriers' tricycles in another, and a Model-T Ford van, what I think is a Rover and other vehicles form part of a 1920's scene. What I take to be a White steamer (or am I wrong?) is seen passing the Palladium cinema and an early touring-car in the *circa*-1923 card, although I would date this one a bit earlier. There are other cars to identify, and trams, even a traction-engine in Balham's main road, 116 cards in all; **Balham** is published by the Publicity and Print Section of Wandsworth Borough Council and is obtainable from Tony Shaw, Battersea Library, 165 Lavender Hill, Wandsworth, London, SW11 1JB for £2.25, plus 40p for postage. **WB**

An unusual title is **How to get SPONSORSHIP for motorsport.** If you are hoping to squeeze some lolly out of someone to help along a motor sporting project, however, try the tips given by June Laird, in this 101-page book from G. T. Foulis & Co. Ltd. of Yeovil. It will set you back £7.95 and Derek Bell must presumably believe in it, as he contributes the Foreward. **WB**

A good present for a keen 2CV Citroën owner who doesn't take his car too seriously would be the republished version of Ernst van Altena's **Citroën 2CV — The Ugly Duckling**, which came out originally in 1983, and in large format covers about every aspect of this lovable flat-twin, in colour plates, drawings, cartoons, news pictures, etc, with emphasis on the "ugly duckling" aspect but with a serious side to leaven the humour, for example coverage of 2CV endurance runs that rival the vintage journeys of the Citroën Kegresse expeditions, all this with splendid pictorial backing. For me the best of the colour plates is the one showing a 2CV van being loaded with milk-churns in a farmyard, as typifying the *deux chevaux*'s true purpose; except that the vehicle is too clean for it to quite ring true! The poster used to publicise




the James Bond film "For Your Eyes Only" might have come from *Mayfair*, and this light-hearted look back is most appropriate, at a time when, alas, the 2CV has ceased production. The Haynes Publishing Group of Yeovil do this one, at £9.95. **WB**

Glass's Used Car Guide, which gave the values of cars that came into the Trade, and thus the prices which should be charged for them, was once a publication jealously guarded by the secondhand motor dealers, to be kept out of reach of those outside this ring. In more recent times the proliferation of auction sales of cars of all ages has called for a quick reference to prices likely to be realised at such sales. Coys have met this demand, it seems very successfully, by getting Dalton Watson to publish the huge **Coys Complete Collectors CAR VALUE GUIDE.** The 1986/87 edition, which we have only just seen, apparently sold 86% in two months, to a total 95% sell-out, according to Dalton Watson (Advertising) Ltd., so it is not surprising that a 1987/88 issue is in course of preparation, expected by March/April 1987. The first edition attempts to be more than just a list of prices obtained in car auctions by Christies, Coys and Sothebys., It is a vast publication, packed with pictures of cars from 1895 to 1975, a sort of "Georgano ghost", giving the engine size and number of cylinders of each car priced, and pithy comments on each. In some respects the effect is rather droll.

For instance, in an endeavour to pack in as many makes as possible the anonymous author has included some rare cars, even the Astral being included (*see* MOTOR SPORT, November 1986) this one with the rather dubious comment "A rare car with OHC and 4 wheel brakes, but few were made". But were they, and how many? And how can the price of £4,000 to £7,000 be fixed if no Astral has ever come up for sale since 1924? That rather sets the limits to this book! The impression is that the comments have often been written with someone's tongue in cheek — "Better than some" for instance suffices for the 1923 BAC and that goes for too many of these comments! For instance, is the straight-eight Beverley Barnes really "Rare and totally delightful"? And I am sure Brian Demaus will be interested to read that the engine of his Arab is like a Stutz, but Michael Worthington-Williams may be less pleased with an Angus Sanderson entry "Best forgotten", or the 12/50 Alvis Register to learn that the 1922-25 12/40 Alvis is "mundane". The pictures are prolific and entertaining, but too many of the car/values appear to be guesswork and thus valueless. Shall we leave it at that? **WB**

Another tribute to the motor-car's 100th birthday comes from the Irish V & VCC, their soft-cover magazine-size **A Century of Motoring** costing £2.00 and being naturally a mainly Irish-orientated history, aimed at the lay-reader but with chapters on the first garage and petrol pumps in Ireland, etc. **WB**

As "stocking-fillers the little Shire books should not be overlooked, including as they do Veteran, Vintage and Classic Car titles and a new one on 3-wheelers by Ken Hill, at £1.25 each from most bookstalls. **WB**

As an alternative to books for Christmas presents, the rally enthusiast might be interested in **Rally Round**, a board game based on the hazards and pressures of rallying. Competitors (and the game can be played solo or with up to six people) weave their way around a large map-board according to the predetermined performance of their car and the hazards on each stage. For those who have competed or marshalled on real rallies, the accuracy is remarkable, even down to the timing which can be to fractions of a "second", and care is needed to avoid an accident and keep to the target time.

No dice are used, judgement being all, and every route should turn out differently. Either road- or stage-rally rules can be chosen, but because of the various tables and simple mathematics required, I suspect that non-rally people may be rather daunted by the instructions. Once learnt, though, it is very entertaining. It costs £14.95, and is available from games shops, or Saracad Marketing, Warwick Ho., 48 Collingwood Road, Witham, Essex. (P&P £2.95). **GC**

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

# LETTERS

## Scottish Agencies

Sir,

Your article in the September issue of 'Motor Sport' on Mr Laurence Bell and the Peebles Motor Company of Edinburgh has brought to mind one or two points which may be of interest.

Laurence Bell was the engineer in charge of a gas plant in India or Ceylon before returning to this country to take up his appointment at Innerleithen and later founding the Peebles Motor Company in the neighbouring town of Peebles. By 1914 the company were well established in Edinburgh where they were agents for several well known makes of private cars and commercial vehicles. During the 1914-18 war the firm's office in Edinburgh received a telephone call from the Admiralty to send their best car and driver to South Queensferry to pick up a most important personage. Bell decided to go himself and the important personage proved to be no less than HM King George the Fifth. On the drive back to Edinburgh the King was so impressed with Bell's careful driving that he requested that the same car and driver be placed at his disposal during his stay in the city. On his departure a few days later His Majesty presented Bell with a set of gold cuff links.

The Peebles Motor Company were one of the first to serve petrol from pumps under cover of a shelter in the forecourt of their large garage at Roseburn, circa 1922, this same location also saw the start of the Scottish Six Days Trial of 1924 in which many makes of light car of the time took part.

The Sunbeam agency for the Edinburgh district was held by the company for many years, this was particularly valuable as Edinburgh was always a Sunbeam stronghold and indeed if one stood at the bottom of the carriage drive in the Waverley Station for a space of half an hour in the mid-thirties it was possible to see examples of almost every Sunbeam model from circa 1912 to date. Landaulettes and limousines bought out of private service were very popular with taxi hirers in the city, 12/16 and 16/20 models being particular favourites the last a 1919 16hp landaulette not being withdrawn until 1946.

When the Peebles Motor Company were taken over by the Scottish Motor Traction Company in 1928, Bell's colleague John Black also a Peebles man founded the Eastern Motor Company at 52 George Street. Although Black was not an engineer he successfully managed his new company for many years building up an enviable reputation for fair trading. While the Eastern Motor Company were certainly Austin agents they were not the first in Edinburgh by a long way, that honour belongs to Messrs Maxwell & Donaldson of Westfield Avenue who were exhibiting Austin 18/24 models at the Scottish Motor Show of 1908 and were to hold the agency until just after the 1914-18 war when as the Westfield Autocar Company they became Exclusively Morris agents. The Austin agency passed in circa 1922 to Messrs Moir and Baxter Ltd, who were main dealers for this make until their demise a few years ago.

**JAMES N. SAVAGE**
**Edinburgh**




*Unsung hero Win Percy in the Rover Vitesse at Brno.*

## Granada Gratitude

Sir.

Despite Mr Walsh's reservations regarding the ABS braking system as the Granada, I at least am grateful. The next time I have to pull up smartly at unexpected temporary traffic lights I will not have to face the embarrassed driver in the Granada behind who has just redesigned the front of his car to the tune of £500 on my back bumper. However I will not have the opportunity of sending the driver a bill for one overrider and a packet of elastoplast (burnt my finger in freeing off the overrider retaining nut), nor the pleasure in receiving his cheque and proving not only is my 30 year old Rover stronger but has better brakes as well!

**R. M. STENNING**
**Wiveliscombe, Taunton**

## Unsung Ambassador

Sir,

I know you like to beat the drum for Britain when it is justified, as in your November editorial.

I also know that you can't include everyone in these days of wide-ranging sporting activity.

There was, however, an important omission from your list of British heroes of 1986.

In the toughest-ever FIA (formerly 'European') Touring Car Championship Win Percy not only took the title for TWR and Rover — albeit by a single point after dropping his four worst results — but he led from the front (always a difficult thing to do, as Nigel Mansell found from mid-season) and was the clear winner on total points scored.

It could be argued that because Group A racing gets relatively little media coverage (so far) in the Northern Hemisphere, the top touring car drivers don't have the psychological pressures of the F1 men. Even so, Win Percy's combination of talents — speed, mechanical sympathy, sportsmanship, and team spirit, to name a few — must place him firmly on a similar pedestal to that of Derek Bell.

**ANDREW WHYTE**
**Ettington, Warwickshire**

## End of an era?

Sir,

I have just returned with my two sons from a splendid, but somewhat wet, day in Sutton Park to watch a stage of the Lombard RAC Rally.

We have watched the RAC Rally for, I suppose, 12 years and have always been totally absorbed by the spectacle of colour, speed and sound in beautiful settings. (There are nicer ones than Sutton Park.) How sad it is, therefore, that the great spectacle of "super-cars" is about to disappear.

It seems strange that in these days when the motor industry is looking forward, this backward step should be forced upon it. I well appreciate the safety aspects that are bound up within the new regulations but these rather drastic measures do seem to be an over reaction: is there not a more moderate approach?

I don't have the answers, but I do hope that next year's RAC Rally will be just as spectacular.

**HOWARD ROBERTS**
**Harpenden**


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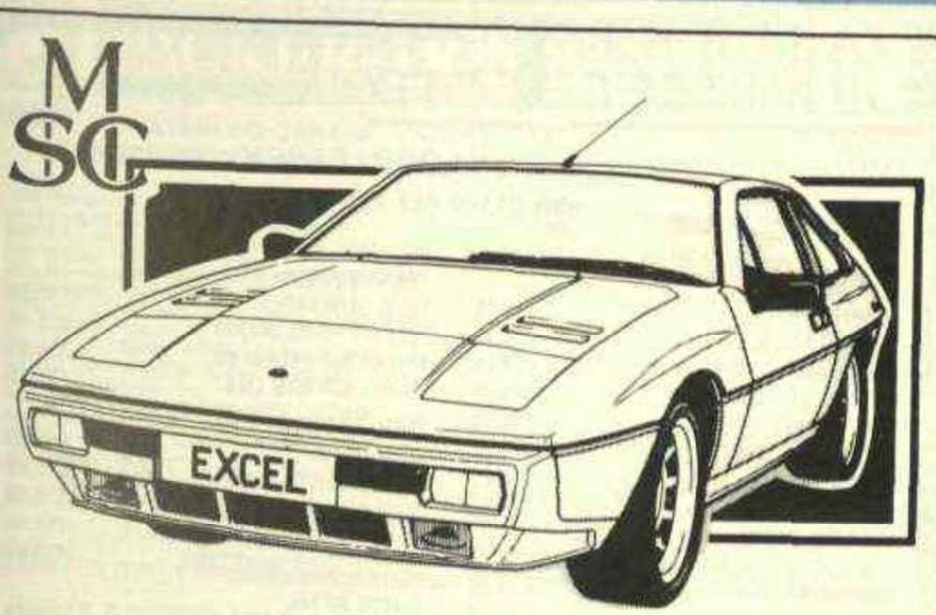
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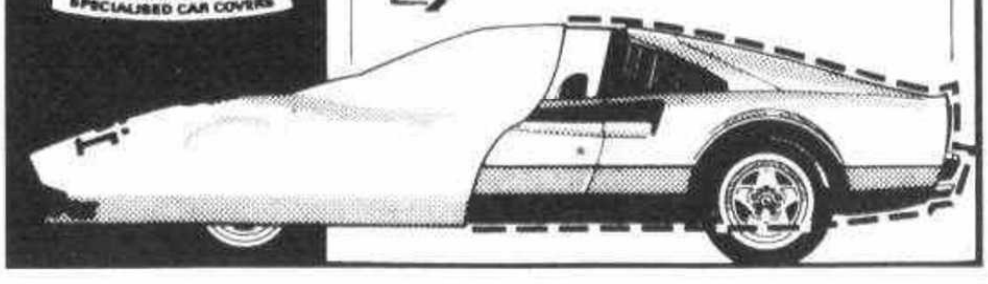
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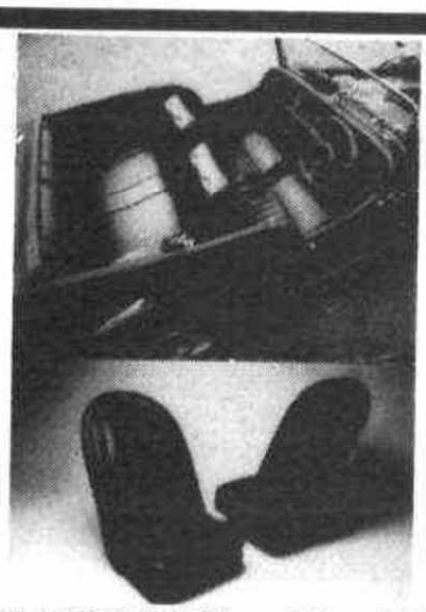
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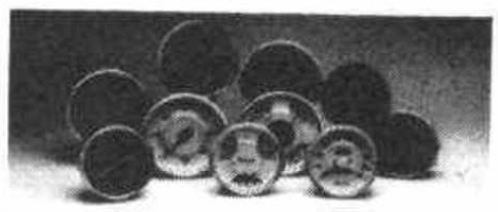
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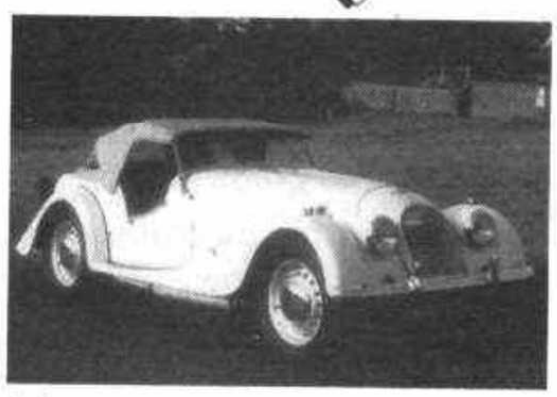
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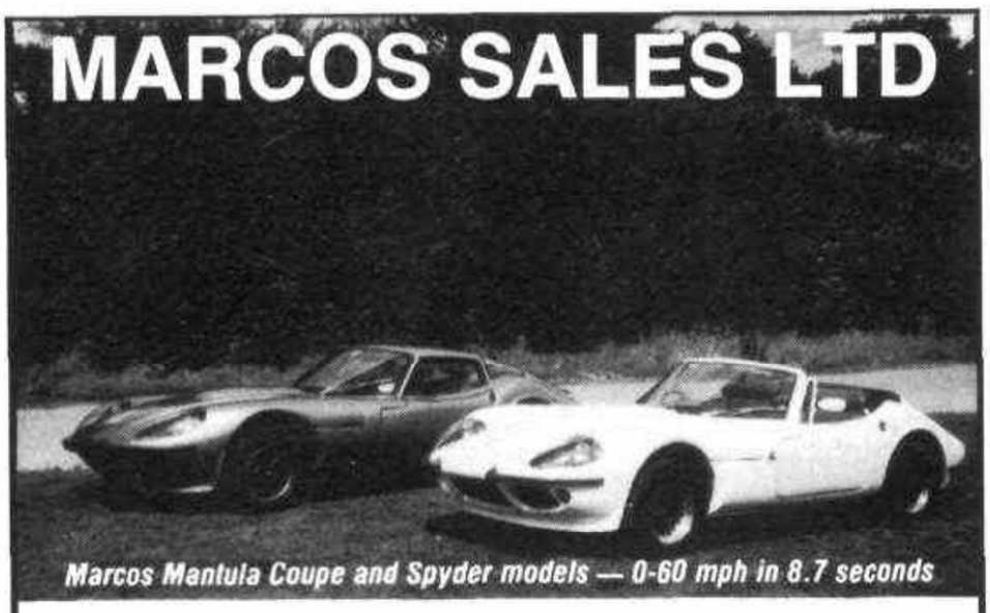
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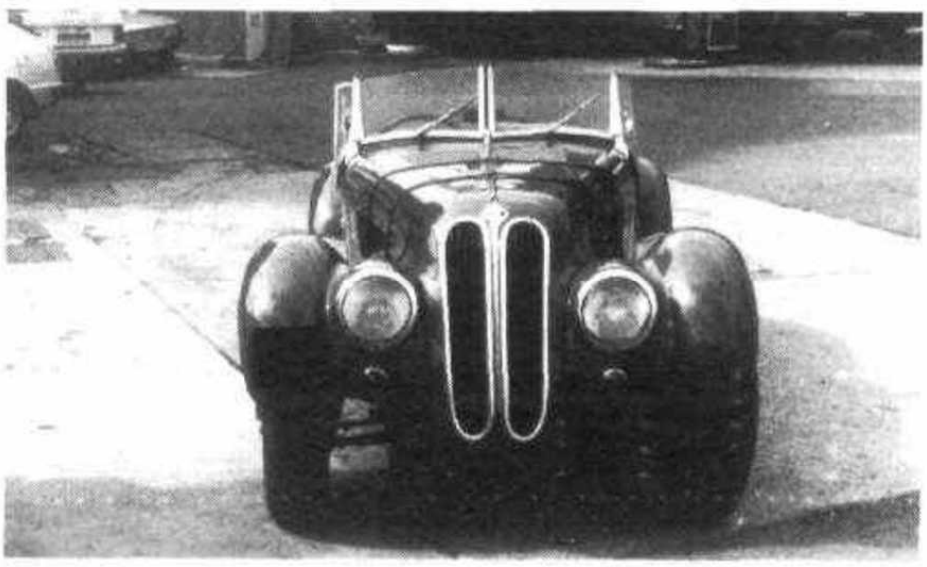
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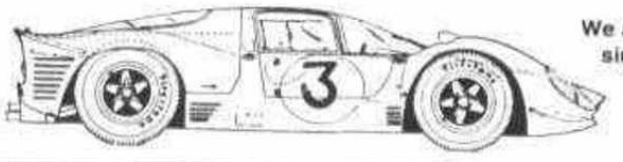
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| 1976 (R) OCT | **512BB** Black with beige hide and black carpets. Full Koenig rebuild developing 460bhp. Aluminium body conversion. 512 rear rims front. P7 tyres. 512 racing rims to rear. The first RHD 512 | £51,995 |
| 1981 (X) | **512 BB** Racing red, black hide, red carpets, air conditioning, stereo, 18,000 miles, full history | £55,995 |
| 1981 (PP) SEPT | **512 BB** Racing red, black hide, red carpets, air conditioned, stereo, 19,000 miles, 2nd to last carburettor car. Superb | £59,995 |
| 1986 (C) FEB | **328 GTS QV** Red with magnolia, red carpets, rear aerofoil. Blaupunkt radio/cassette. NCT tyres. 6,800 miles. Air conditioned | £41,995 |
| 1986 (C) MAY | **328 GTS.** Red with black hide, red carpets, air conditioned, rear aerofoil, radio/cassette, alarm, 6,800 miles | £41,995 |
| 1985 (C) AUG | **308 GTS QV** Red with tan hide piped red. Red carpets. Air conditioned. Front and rear spoilers. NCT tyres. Speedlines. Radio/cassette. 7,600 miles | £37,495 |
| 1984 (A) FEB | **308 GTS QV** Silver with magnolia hide, tan carpets. Air conditioned. TRX tyres. Radio/cassette. Front and rear spoiler. 10,000 miles | £32,995 |
| 1983 (A) OCT | **308 GTS QV** Red with black hide, black carpets and lambswool overrugs. Air conditioned. Rear aerofoil. TRX tyres. Radio/cassette. 23,000 miles | £31,995 |
| 1983 (Y) APRIL | **308 GTS QV** Red with tan hide, beige cloth inserts, beige carpets. Air conditioned. TRX tyres. Radio/cassette. 10,700 miles | £31,995 |
| 1983 (A) AUG | **308 GTS QV** Red with tan hide. Air conditioned. Deep spoiler. Radio/cassette. TRX tyres. 26,800 miles | £30,995 |
| 1981 (W) FEB | **308 GTS** Yellow with beige hide, beige carpets. Air conditioned. Wide wheels. Deep spoiler. Rear aerofoil. Radio/cassette. 17,000 miles | £23,995 |
| 1979 (V) AUG | **308 GTS** Red with black hide, black carpets. Deep spoiler. Air conditioned. P7 tyres. Radio/cassette. Speedline rims. 21,000 miles | £22,995 |
| 1985 (C) MAR | **MONDIAL QV** Metallic blue medio., grey hide, grey cloth inserts. Air conditioned. 17,700 miles. TRX tyres | £22,995 |
| 1983 (Y) MAR | **MONDIAL QV** Silver with blue hide, blue carpets. Electric sunroof. Air conditioned. TRX tyres. 17,600 miles | £23,995 |
| 1978 (T) NOV | **400 AUTO** Metallic blue celeste with beige hide, blue inserts and blue carpets. Lambswool overrugs. Front and rear air conditioning. Radio/cassette. 52,000 miles | £14,995 |
| 1979 (V) MAY | **308 GT4** Red with black Teppluxe, cloth inserts, air conditioned, wide wheels, radio/cassette, 31,000 miles | £17,495 |
| 1978 (PP) JAN | **308GT4** Silver with black hide, black carpets. Air conditioned. Wide wheels. Cherished No. 28,000 miles. Personal plate | £14,995 |
| 1979 (T) JULY | **308 GT4** Red with brown hide, wide wheels. Air conditioned. Radio/cassette. 47,000 miles | £14,995 |

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| | | |
|---|---|---|
| 1964 (B) APRIL | **330 GT 2+2 Mkl** Red with black hide, grey carpets. Borrani wire wheels. 77,000 miles. One of only 44 RHD cars. 5,000 in total production. Chassis No. 5805 (Twin headlights) | £15,995 |

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**Aston Martin Lagonda.** Windsor red/magnolia hide piped in red. 22,000 miles, front and rear air-conditioning, alloy wheels, opening rear windows, etc POA

**Auburn Speedster 1933 Replica.** Pillar-box red with ivory/magnolia hide interior. Shattering performance. 7-litre automatic, air conditioning, PAS, chrome wire wheels, whitewalls. Absolutely the ultimate classic POA

**Audi Quattro 100, Left Hand Drive.** X reg, silver/velour interior, heated seats, 4WD, turbo, radio/stereo, etc £7,995

**Bentley S3 Saloon 1964.** Shell grey over garnet grey leather, elec windows. One owner for past 16 years. Very attractive £11,950

**Bentley Mulsanne Left Hand Drive Y reg.** Special finish in vermillion with beige hide interior, piped in red. Red leather dash and knee roll. White wall tyres. Fully colour coded bumpers, etc. Turbo badges. Must be seen POA

**Bentley T-Series 1968.** Dawn blue/beige hide. Air conditioned, electric windows, etc. Much above average example £7,950

**Bentley T2 1978.** Masons black/magnolia hide interior. Elec sunroof, whitewall tyres. 45,000 miles. Superb appearance £14,950

**Delahaye type 175.** 3-position cabriolet by Figoni and Falaschi. Finished in royal blue metallic with lobster red leather, piped in grey, featuring sunburst on doors. Cotal electric gearbox. Chrome wire wheels, period white-wall tyres. Absolute splendid appearance POA

**Jaguar XK 140 Fixed Head Coupe.** Superb appearance in silver with beige hide interior £12,950

**Jaguar 3.4 Mark I Saloon 1959.** Splendid original old English white with grey hide interior, automatic POA

**Jensen CV8 Mark 3 1966.** Metallic blue/black hide interior, automatic. An extremely beautiful example £5,995

**Jensen Interceptor Convertible S3 1975.** Metallic blue/tan hide interior. Electric hood and windows, polished alloy wheels, white wall tyres, air conditioning, etc £19,950

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**Mercedes [illegible] ...nvertible 1967.** Classic white/black hide interior. Auto, PAS, stacked headlights, uprated 280 SE spec. A beautiful example of this classic convertible £14,950

**Mercedes 280 SE 3.5 Convertible.** Magnificent white with black hide interior and black hood. Tinted electric windows. Auto. PAS £21,950



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**Rolls Royce Corniche Convertible 1981.** Nutmeg, beige hide, blue piping, every conceivable refinement POA

**Rolls Royce Silver Shadow 1976.** Triple black, white wall tyres £12,950

**Rolls Royce Corniche Convertible 1975.** Le Mans blue/blue hide interior. White wall tyres, etc £29,950

**Rolls Royce Silver Shadow Convertible 1968.** Tudor red/black hide interior, white-wall tyres, Corniche trims, Shadow II bumpers, etc POA

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**ELECTRIC VEHICLES.** Standon manulectric on solid tyres. Other ex-hospital service. Both complete but not running. £250 each. Tel: 0432 79229. (CC
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| **1981 200,** brown sunroof, full extras | £3,950 |
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| **1980 280 E,** white, velour, sunroof, elec. win., extras | £3,950 |
| **1981 280 E',** Sahara beige, cloth int, sunroof, extras | £3,950 |
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| **1982 300 TDT,** station wagon turbo-charged, automatic, extras | £8,950 |
| **1980 300 AUTO,** white, blue int, e/sunroof, c/locking, r/c | £5,500 |
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| **1981 911 SC,** coupe, metallic bronze, vbrown velour, full extras | £11,750 |
| **1978/9 911 SC,** coupe, metallic blue, tan tex, many extras | £9,950 |
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| **1982 320,** white, blue velour, sun, air/con, BBS/wheels, R/C | £3,950 |
| **1980 635 CSi,** sports, silver, black leather, auto, air, extras | £8,950 |
| **1981 323i,** silver, 1 owner, BBS wheels, sunroof, extras | £3,650 |
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| **1982 BL/Leyland Metro Mini,** dark blue, one owner only, extras | £1,995 |
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| **1982 Volkswagen Rabbit,** 5/door, full American spec, air, extras | £3,950 |
| **1984 Nissan Petrol,** 4/wheel/drive, air/con, 1 owner, 4/door | £6,950 |
| **1983 Range Rover,** ivory, automatic, 4-door, many extras, air | £7,950 |
| **1984 Opel Manta GTE Sports,** white colour coded, s/history | £4,950 |
| **1983 Volvo 245 DL** (Estate), 1 owner, full history, Amer-specs | £5,959 |
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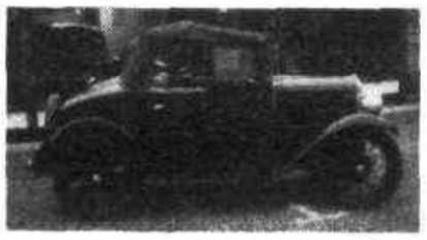
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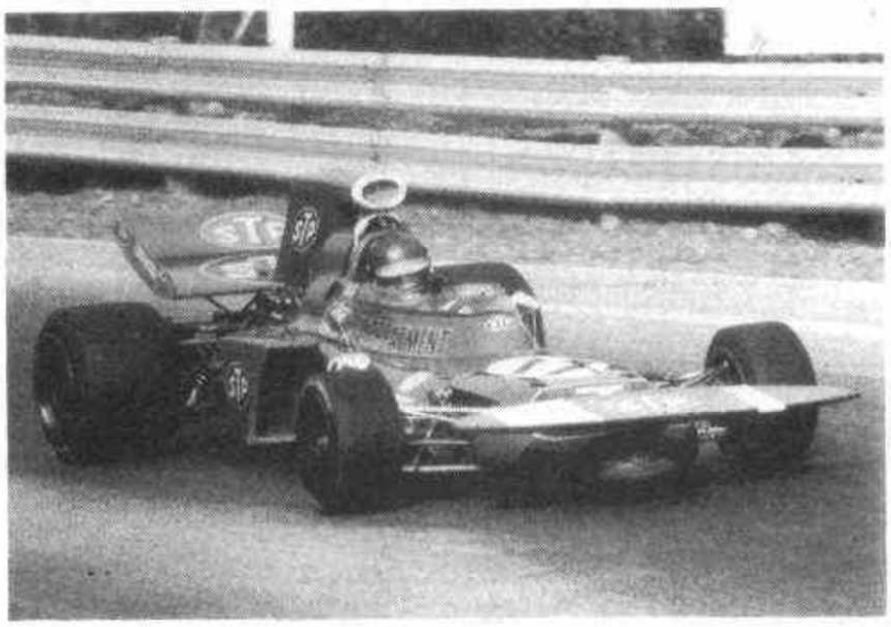
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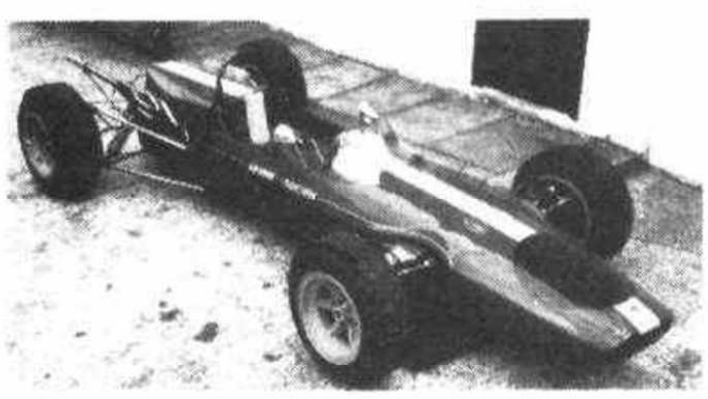


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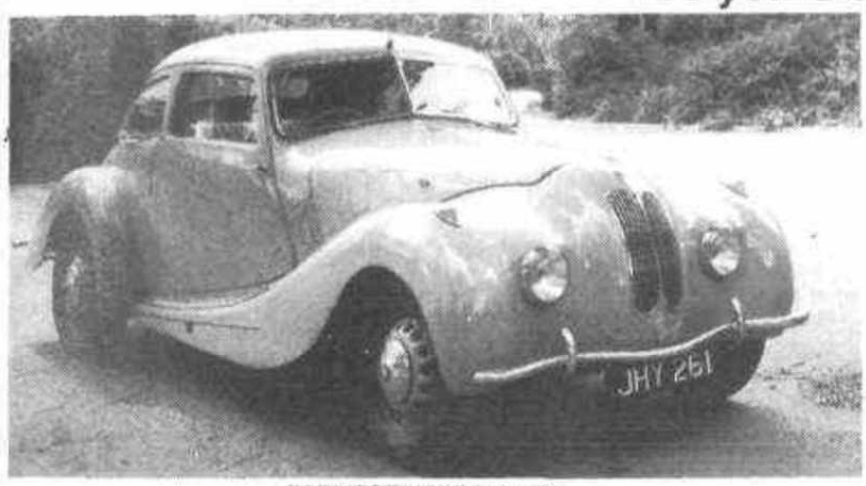


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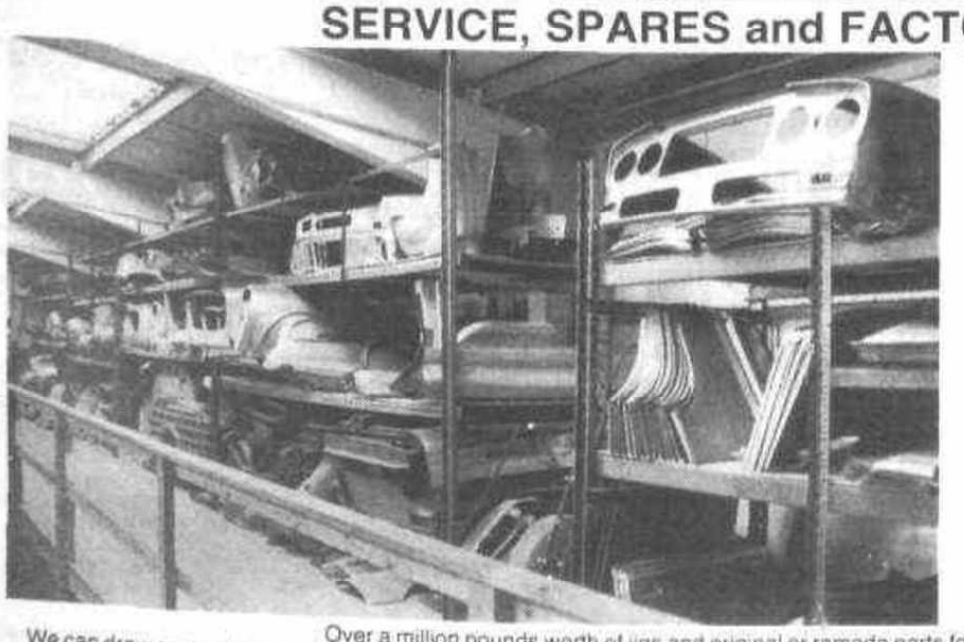
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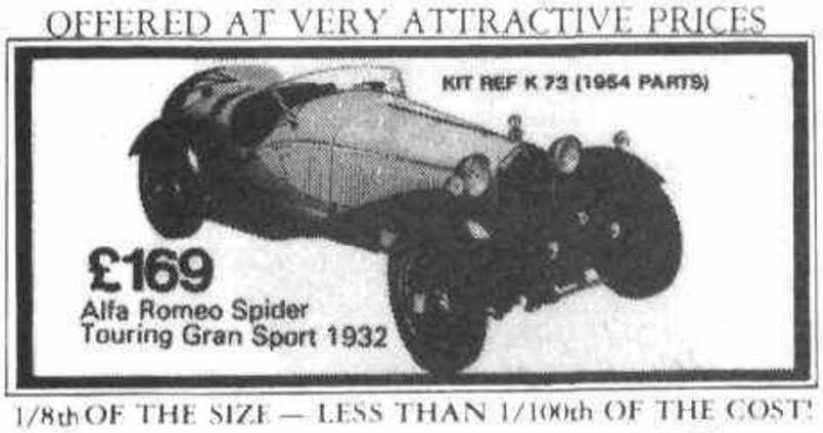
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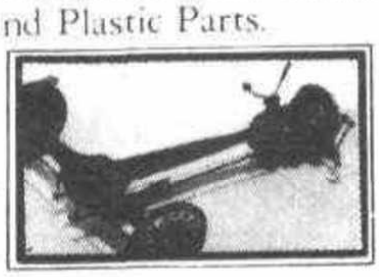
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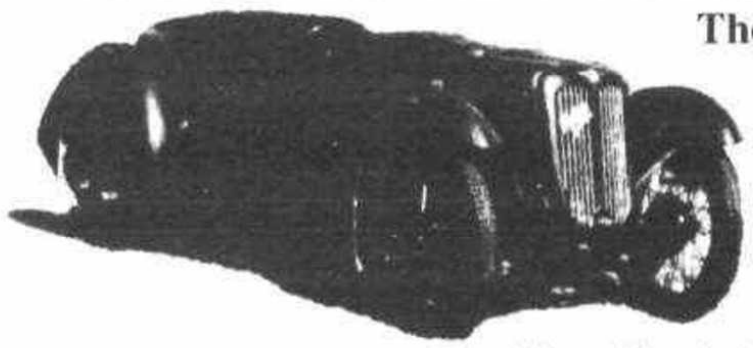
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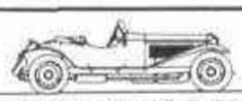
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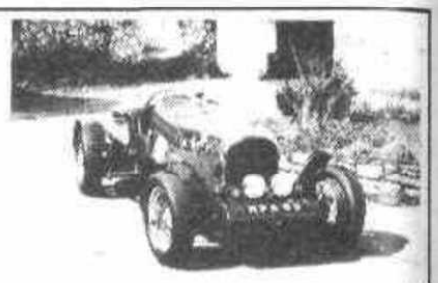
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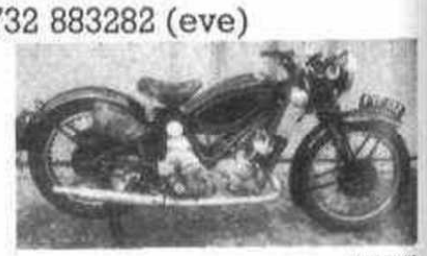
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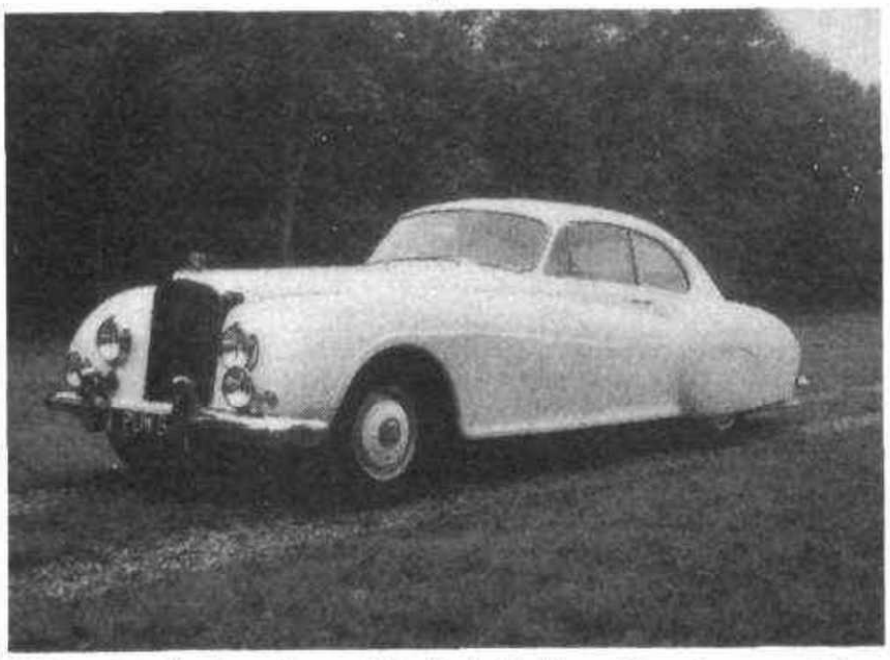
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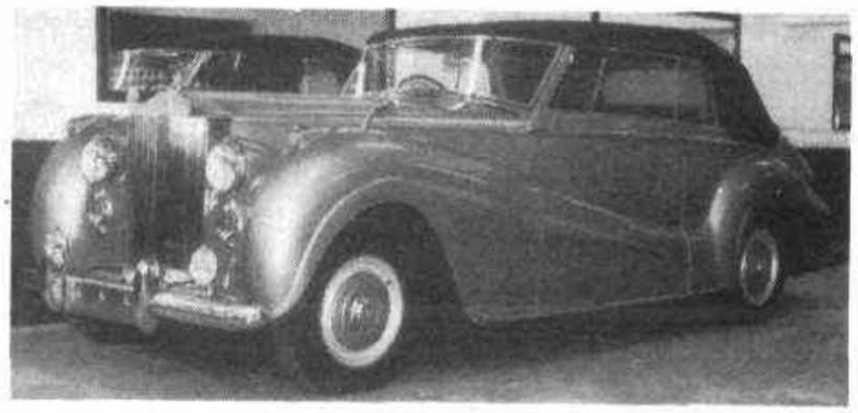
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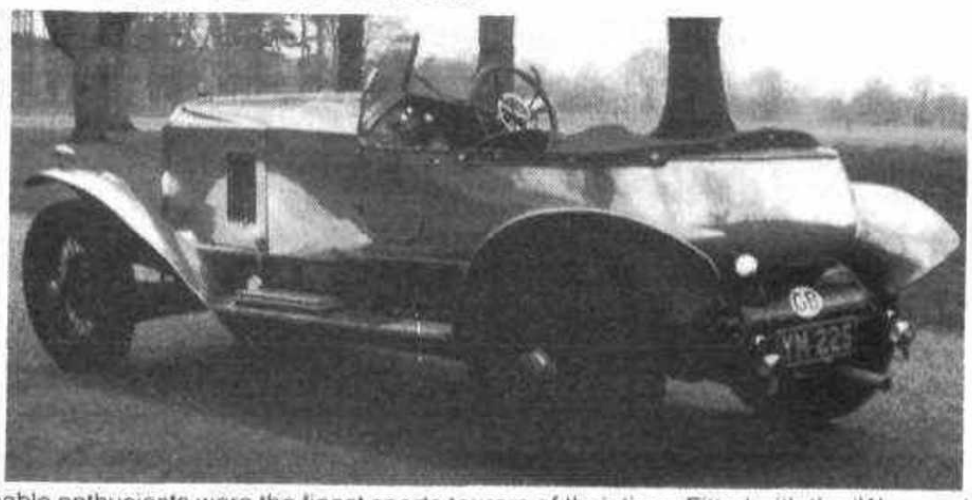


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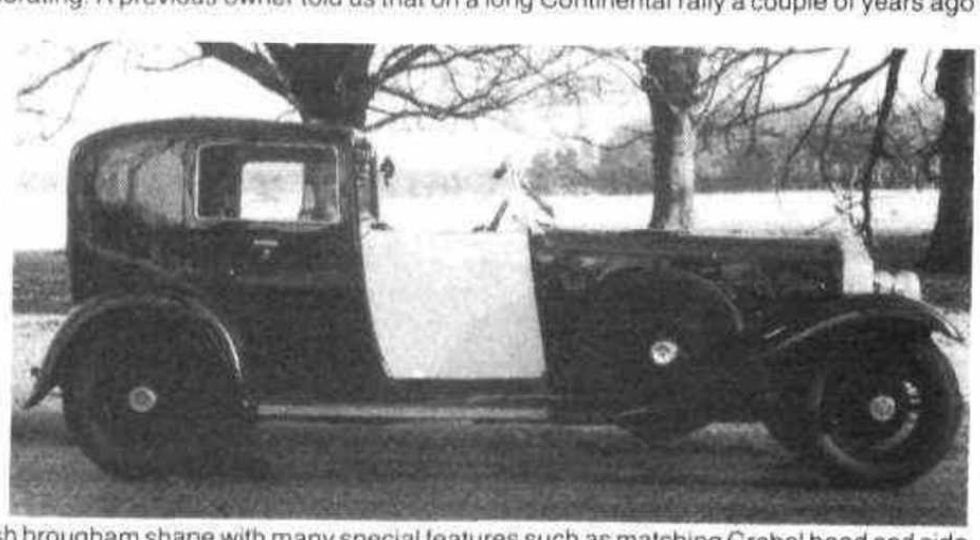
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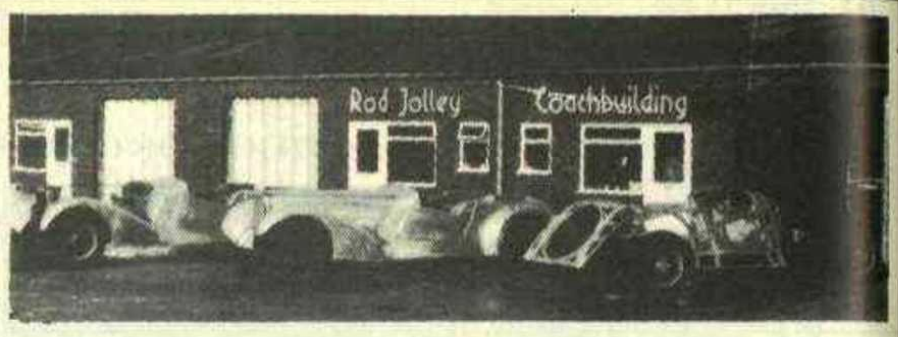
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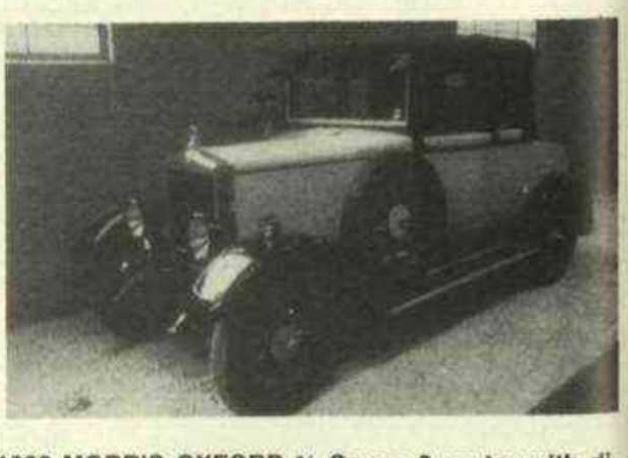
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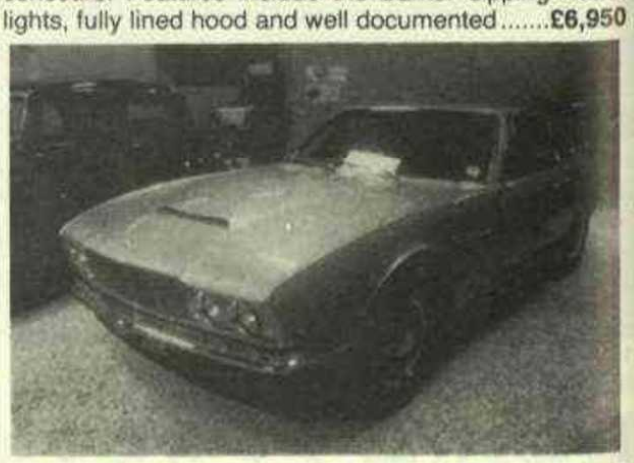
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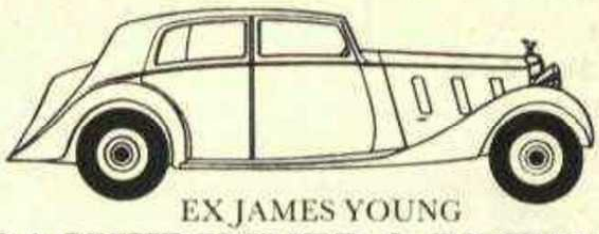


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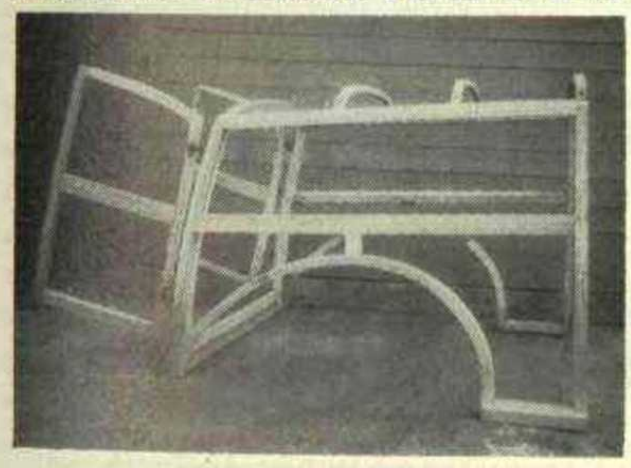
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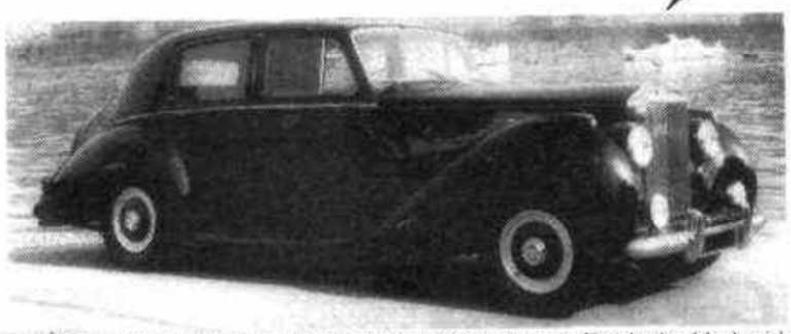
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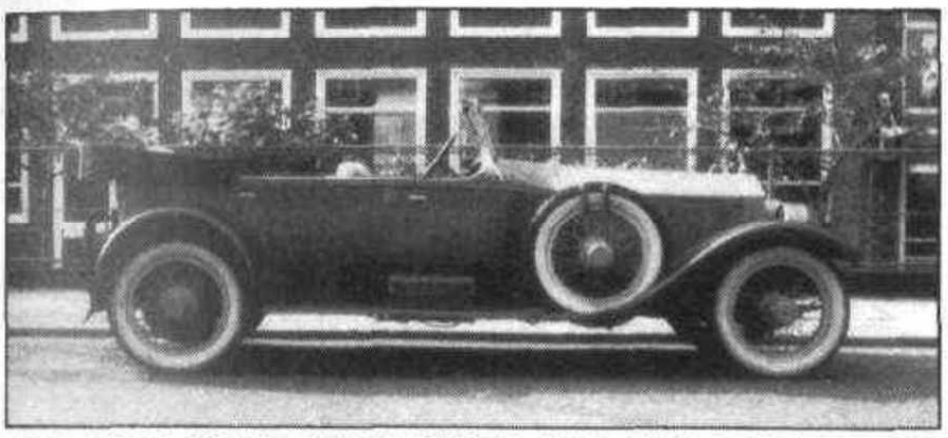
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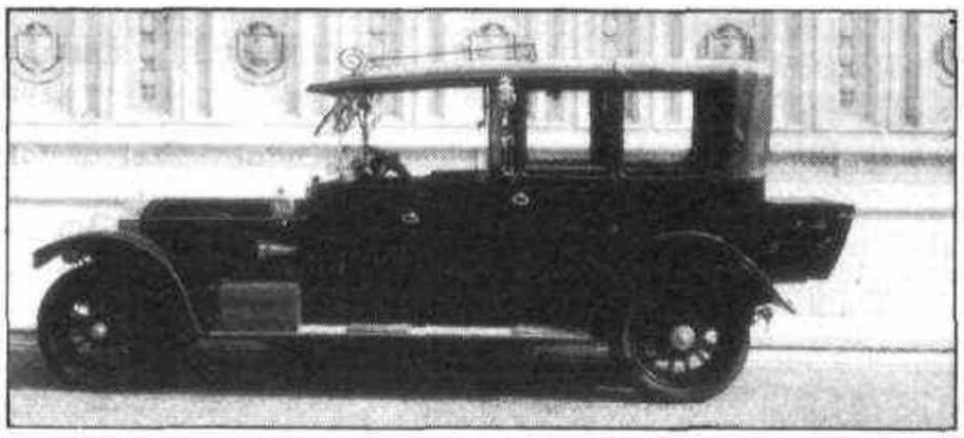
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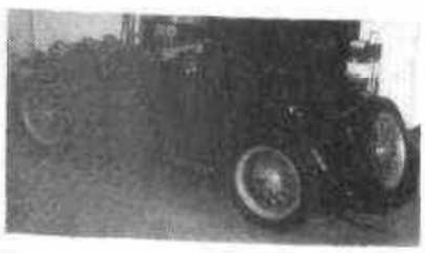
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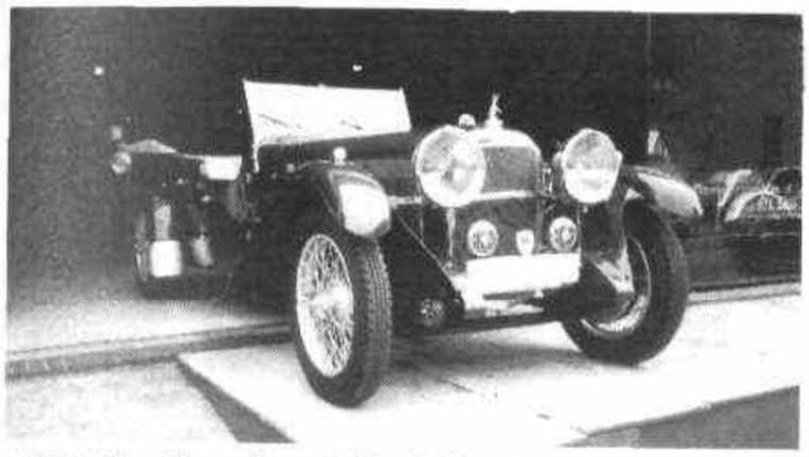
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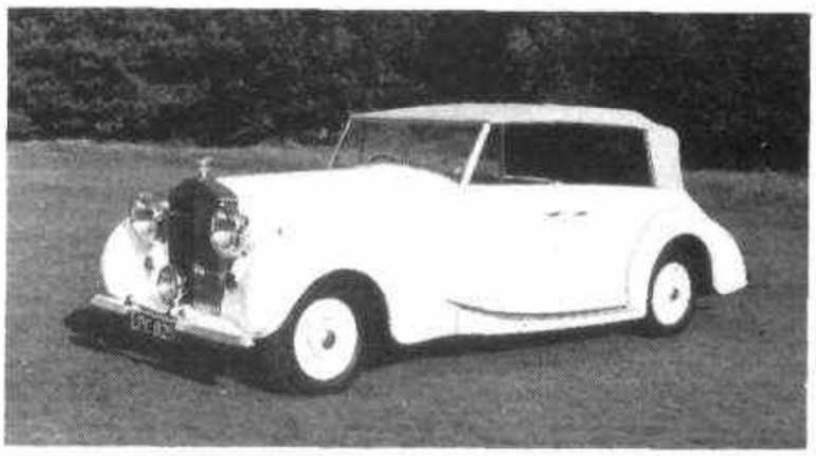
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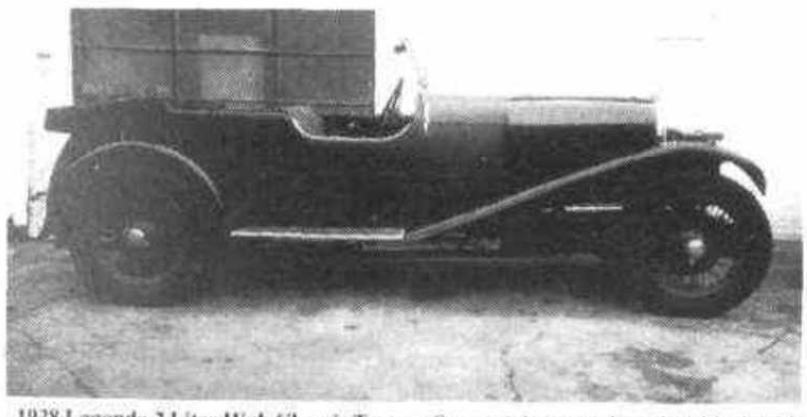
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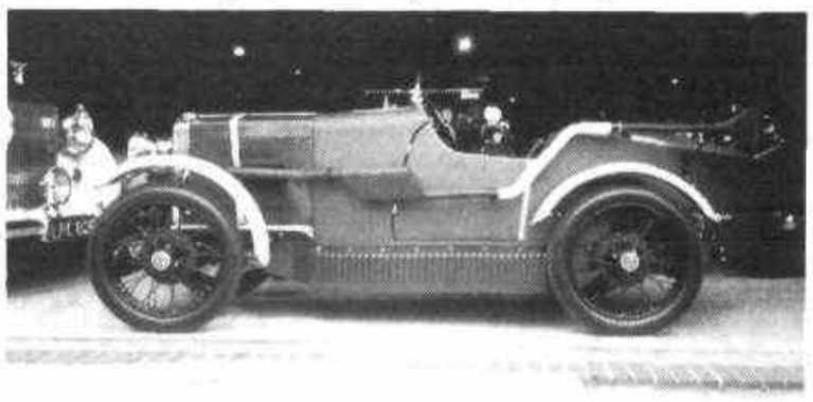
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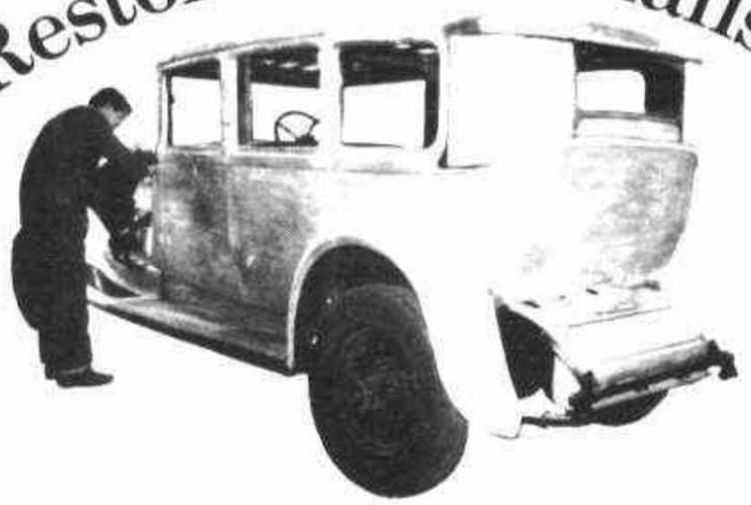
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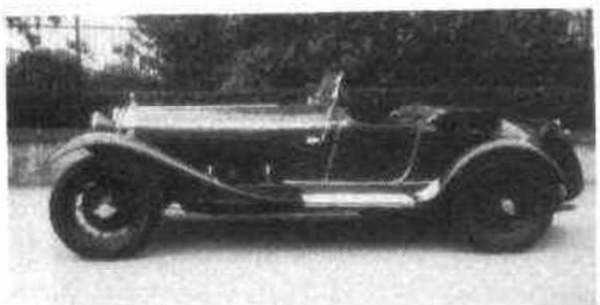
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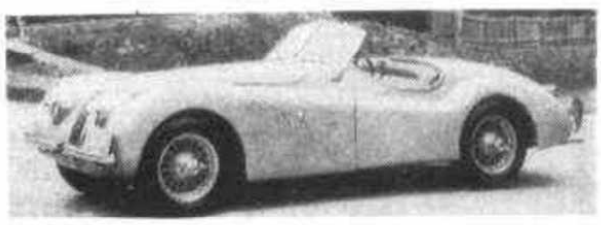
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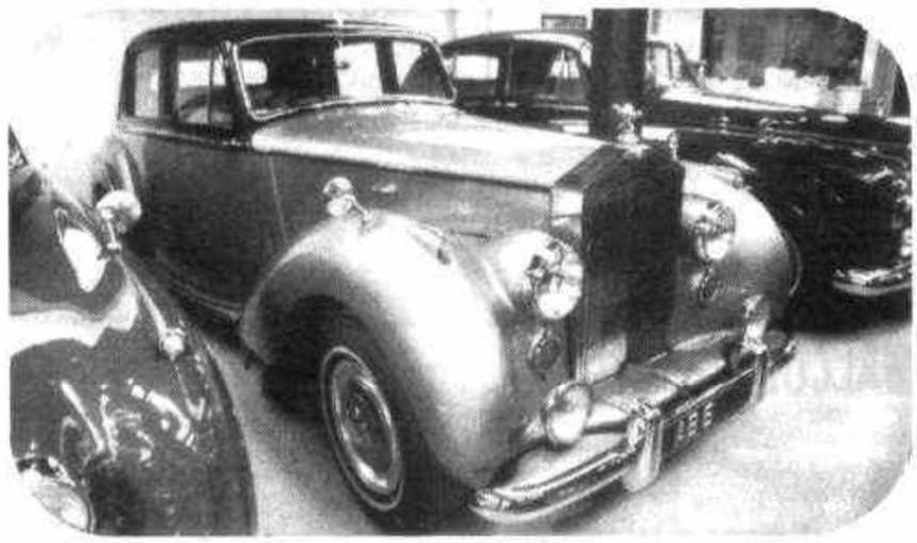
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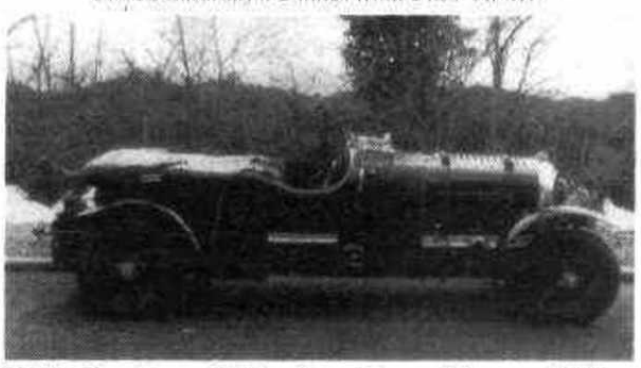
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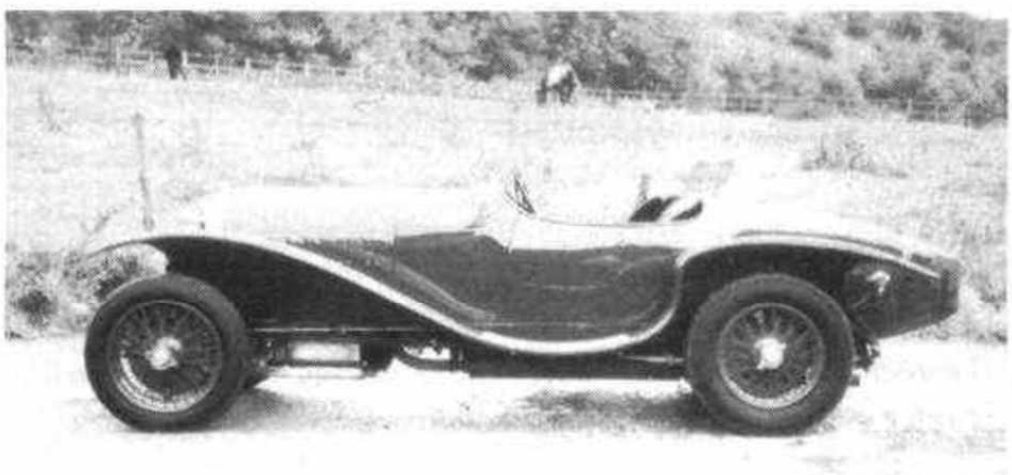
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