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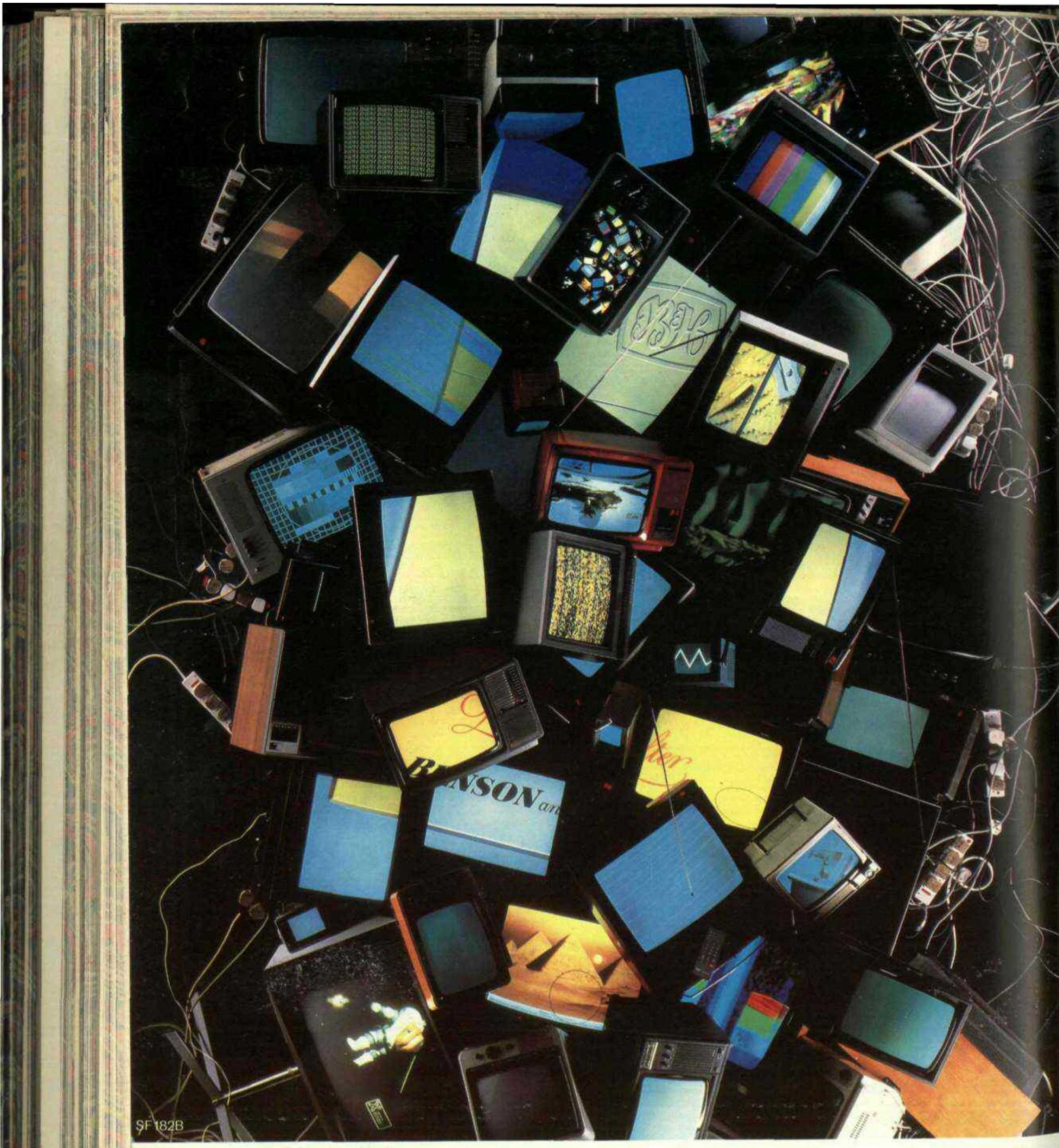


FERRARIS IN CHAMPAGNE

Bell rescues British Le Mans hopes

RAC Classic Run

Monaco then and now



MIDDLE TAR As defined by H.M. Government
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MOTOR SPORT

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MATTERS OF MOMENT

Rough Justice?

When the Fixed-Penalty Scheme for motoring traffic offences was introduced, we noted that although it might save the time of the courts and the police, it might also cause the vehicle owner who had committed a minor offence to wonder whether, if he decided to put his case before a magistrate who still found him guilty, he might incur a fine and penalties *heavier* than had he meekly paid up at the roadside. This is another way, incidentally, in which Britain is following the American pattern of life.

Then we reflected that this was probably an unfair assessment of the jealously-guarded British judicial system. Indeed, the leaflet describing the scheme covers this by saying: "You always have the right to dispute the offence in court, and all the facts about how to do this are spelt out in the fixed penalty notice."

So far, so good! But when renewing the licence for a vintage car recently, we read again the leaflet which came with the application papers, and were disturbed to discover that it states: "If you are guilty, fines imposed by the courts are usually higher than fixed penalties."

This seems a very shabby way of imposing justice! It is surely a means of encouraging those who are stopped and told they have committed one of the hundreds of possible motoring offences, to abide by a roadside money-extraction system in which fines are fixed at £12 or £24 *irrespective* of how the alleged "crime" was committed.

There used to be some point in presenting one's case to a magistrate who, after considering the facts and circumstances, would either pronounce the offender not guilty or impose a penalty which was deemed to meet the *individual* case. No longer, apparently.

If you wish to exercise your right to appear in court, but fail to prove your innocence to the satisfaction of the bench, you can expect to pay a higher fine than the more casual driver who doles out that £12 or £24 to the police and goes on his way.

This seems like unfair persuasion on the part of the Home Office, and rough justice for the motorist. And it apparently extends even to the heavy fine which can now be imposed for stopping for a few minutes, where it might not be apparent that such parking is against the law.

Race Relations



From a reliable source we learn that New Zealand's Prime Minister, David Lange, drove his personal turbocharged Mitsubishi Sigma in a couple of races at the Pukekohe Circuit, coming within four seconds of the lap record for this fast circuit, on his first racing appearance. He has, it is said, entered for the next round of the Ford Laser Championship.

Confronted by the accompanying photograph of Mrs Thatcher, in a Naylor Sports outside No 10 Downing Street, we wonder whether she might be contemplating some fast motoring while celebrating her recent election victory?

Club News

Saab Owners Club's national weekend event is set for July 17-19 at Highmoor Farm Park, Skipton Road, Harrogate, Yorkshire. Details from Flat 2, Dorval House, Silverdale Road, Southampton, Hampshire SO1 2NH.

"Salute to Brooklands" is one of the ground exhibitions at the Tiger Club Airshow at Redhill Aerodrome in Surrey on Sunday July 26, featuring cars and motorcycles which raced at the Weybridge track. Show coordinator is Janet Ayres, 6 Woodstock Road, Croydon, Surrey CR10 1JR.

Twenty years of the Ferrari Owners Club, forty years of the marque, and the 5000th car sold in Britain are being celebrated at an international event in Cheshire on July 16-19. Centres of activity will be a hotel in Prestbury and Oulton Park Circuit.

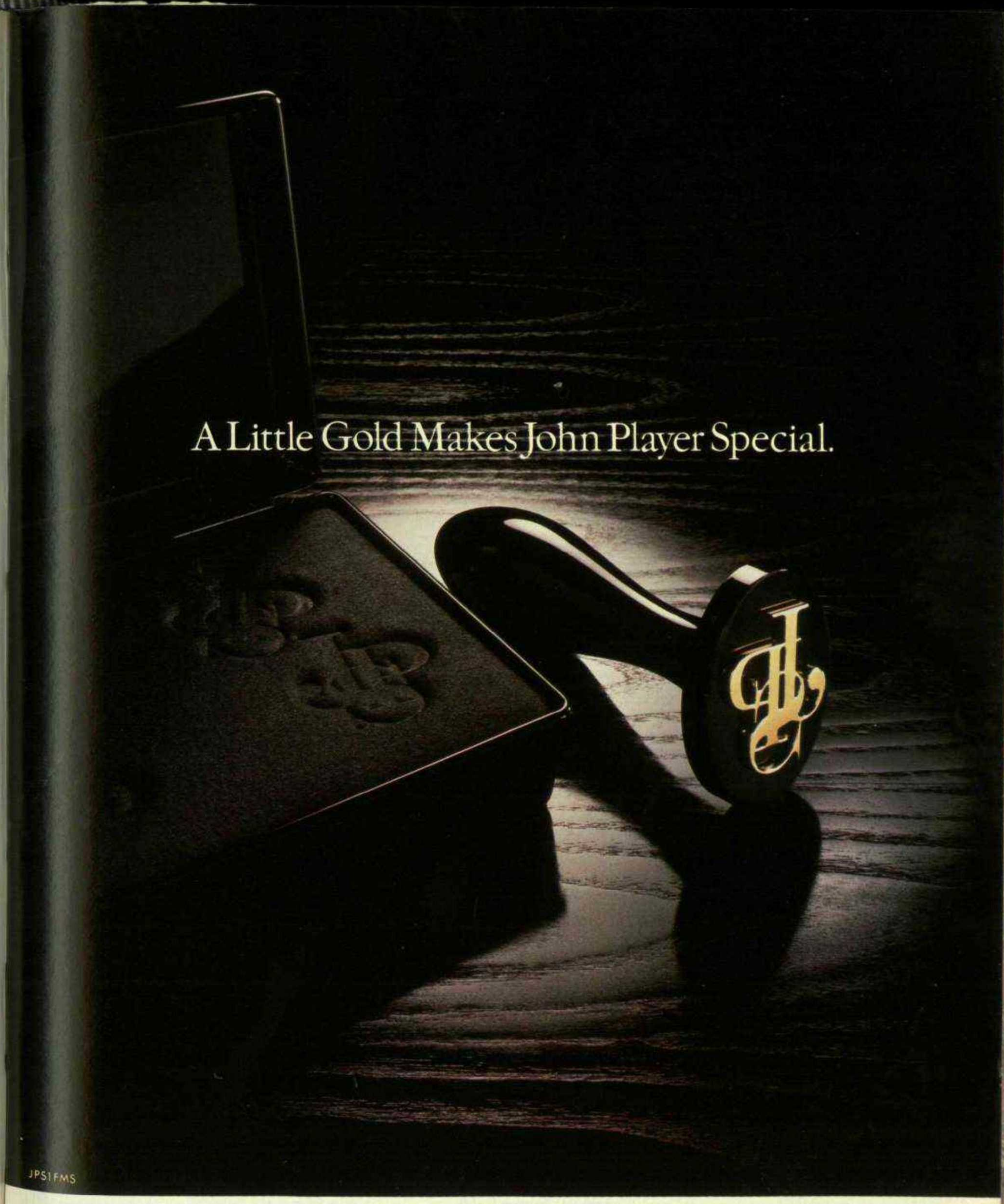
Members and non-members alike will be welcome at the Alfa Romeo Owners Club Northern Section's concours and gymkhana at Nostell Priory near Wakefield, West Yorkshire on July 26. Details are available from Peter Beagley, Thornbrook House, 39 Main Street, Thorner, Leeds LS14 3DX.

London's Dorchester Hotel will be the scene of the British Automobile Racing Club's 75th anniversary celebrations on the night of Friday October 23. Tickets for the Grand Gala Ball and Casino cost £34 for members and £36 for non-members, profits being devoted to the BARC's rescue fund. Apply to BARC Ltd, Thruxton Motor Racing Circuit, Thruxton, Andover, Hampshire SL11 8LN.

Silverstone's 1000km meeting on May 9 included the first round of a new championship for modified Porsches, the Autofarm Performance Porsche Club GB Challenge. Intended to be inexpensive and fun, the series will comprise five rounds, and may next year include an additional class for "exotic" Porsches. For more information, contact Josh Sadler on 02403 21112 or 044 282 7922.

Amateur enthusiasts in the United States have founded the Monoposto Register, whose declared purpose is to preserve, restore, exhibit and race authentic pre-1970 single-seaters. The Register will organise race series for various classes of cars and will sponsor the 1987 North American Formula Junior Championship.

Lancia Motor Club holds its Annual General Meeting on Sunday July 5 in New Brighton. A full programme of events for the weekend includes a tour of Port Sunlight and formal dinner in Birkenhead on the Saturday, and concours and driving tests on the Sunday afternoon.



MIDDLE TAR As defined by H.M. Government
STOPPING SMOKING REDUCES THE RISK OF SERIOUS DISEASES
Health Departments' Chief Medical Officers

AROUND AND ABOUT

Rising French star wins Pau classic

After shaking himself up badly in a spectacular accident at Vallelunga a month earlier, French rising star Yannick Dalmas was back on top form for the Pau Formula 3000 street race in south-west France on June 8.

At the wheel of his Oreca March 87B, he notched up a fine victory in this classic event, after pole position starter Pierre-Henri Raphanel crashed his similar March after only 14 of the 72 laps. Roberto Moreno's Ralt-Honda ran out of fuel while leading with two laps left to run.

The series is once again proving ultra-competitive, with four different drivers having won the first four rounds in three different chassis — Ralt, March and Lola.



Dalmas — an enormous shunt in Italy, followed by a maiden F3000 victory in France.

JULY FIXTURES

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

Date	*Organiser*	*Venue*	*Event*	*Type*
Jun 25-28	**AC Targa Florio**	**Ypres, Belgium**	**24 Hours of Ypres Rally (ERC)**	**INT**
Jun 25-29	**SCCA**	**Tacoma, Washington State, USA**	**Olympus Rally (WRC)**	**INT**
Jun 26-29	**Gunaydin Newspaper**	**Turkey**	**Gunaydin Rally (ERC)**	**INT**
Jun 27	VSCC	Silverstone, Towcester, Northants	Race Meeting	C
Jun 27	BARC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
Jun 27-28	BARC	Brands Hatch, Dartford, Kent	Race Meeting	N
Jun 28	**BARC**	**Donington Park, Derby**	**Intercontinental F3000 Championship**	**INT**
Jun 28	750 MC	Lydden, Sittingbourne, Kent	Race Meeting	R
Jun 28	SRC	Snetterton, Attleborough, Norfolk	Race Meeting	R
Jun 28	BRSCC	Mallory Park, Leicestershire	Race Meeting	R
Jun 28	SSCC	Knockhill, Dunfermline, Fife	Race Meeting	R
Jun 27-28	**MSC Nurnberg**	**Norisring, Nurnberg, Germany**	**Norisring Cup (WSC)**	**INT**
Jun 28	Brooklands Society	Byfleet Banking, Brooklands, Weybridge	Brooklands Reunion	C
Jun 28	**SAGIS**	**Imola, Italy**	**European Touring Car Championship**	**INT**
Jul 4	Port Talbot MC	Swansea, Wales	Port Talbot Rally	N
Jul 4	BRSCC	Castle Combe, Chippenham, Wilts	Race Meeting	R
Jul 4	VSCC	Shelsley Walsh, Worcestershire	Hill Climb	C
Jul 4	MGCC	Goodwood, Chichester, West Sussex	Sprint	R
Jul 5	**SA Ricard Dept, Le Castellet**	**Paul Ricard Crt., Le Castellet, France**	**French Grand Prix**	**INT**
Jul 5	750 MC	Cadwell Park, Louth, Lincs	Race Meeting	R
Jul 5	Astra MC	Lydden, Sittingbourne, Kent	Race Meeting	R
Jul 5	BRDC	Donington Park, Derby	British Formula 3 Championship	N
Jul 5	BRSCC	Snetterton, Attleborough, Norfolk	Race Meeting	R
Jul 5	JDC XK Register	Prescott, Cheltenham	International XK Day	C
Jul 9-12	**El Cortes Ingles SA**	**Spain**	**Rally El Corte Ingles (ERC)**	**INT**
Jul 10-12	**RAC MSA**	**Silverstone, Towcester, Northants**	**British Grand Prix**	**INT**
Jul 11	MG CC	Oulton Park, Tarporley, Cheshire	Sprint	R
Jul 11-12	**AMK Skoda Mlada Boleslav**	**Czechoslovakia**	**Bohemia Rally (ERC)**	**INT**
Jul 11-14	**Rally of New Zealand**	**Auckland, New Zealand**	**Rally of New Zealand (WRC)**	**INT**
Jul 12	Astra MC	Lydden Hill, Sittingbourne, Kent	Race Meeting	R
Jul 11-12	**ADAC Saarland**	**Nurburgring, Germany**	**WTC and ETC**	**INT**
Jul 16-19	**Scuderia Livorno Corse**	**Italy**	**Rally della Lana (ERC)**	**INT**
Jul 18	750 MC	Donington Park, Derby	Race Meeting	R
Jul 18	OPRC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Jul 19	HSCC	Donington Park, Derby	Race Meeting	R
Jul 19	MRCCI	Mondello Park, Ireland	Race Meeting	R
Jul 19	SMRC	Ingliston Circuit, Edinburgh	Race Meeting	R
Jul 19	BARC	Mallory Park, Kirkby Mallory, Leics	Race Meeting	R
Jul 19	**Pergusa/AC Enna**	**Enna-Pergusa, Italy**	**Intercontinental F3000 Championship**	**INT**
Jul 25-26	VSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	C
Jul 25-26	**BRSCC**	**Brands Hatch, Fawkham, Kent**	**Brands Hatch 1000km (WSC)**	**INT**
Jul 26	**AC von Deutschland**	**Hockenheimring, Germany**	**German Grand Prix**	**INT**
Jul 26	**Automotosport SrL**	**Misano, Italy**	**Intercontinental F3000 Championship**	**INT**
Jul 26	BRSCC	Silverstone, Towcester, Northants	Race Meeting	R
Jul 26	Snetterton RC	Snetterton, Norwich, Norfolk	Race Meeting	R
Jul 26	SSCC	Knockhill, Dunfermline, Fife	Race Meeting	R
Jul 31-Aug 1	Northern Ireland MC	Ulster	Ulster AC Rally	N
Aug 1	Eight Clubs Meeting	Silverstone, Towcester, Northants	Race Meeting	R
Aug 1-2	BARC	Snetterton, Norwich, Norfolk	British Formula 3	N
Aug 1-2	**RAC of Belgium**	**Spa Francorchamps, Belgium**	**Spa 24 Hours (WTC and ETC)**	**INT**
Aug 1	HSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Aug 1-2	**ASK Vida SHK "VIDIN"**	**Bulgaria**	**Rally Vida (ERC)**	**INT**
Aug 2	BRSCC	Mallory Park, Leics	Race Meeting	R
Aug 2	VSCC	Prescott, Cheltenham, Gloucs	Prescott Hill Climb	C
Aug 2-9	**Automobil Club Argentino**	**Buenos Aires, Argentina**	**Argentina Rally (WRC)**	**INT**
Aug 2	Astra MC	Lydden, Sittingbourne, Kent	Race Meeting	R
Aug 2	BRSCC	Cadwell Park, Louth, Lincs	Race Meeting	R
Aug 2	BHRC	Brands Hatch, Fawkham, Kent	Race Meeting	N
Aug 2	SMRC L	Knockhill, Dunfermline, Fife	Race Meeting	R

Mansell fastest in Silverstone testing

The week following the Monaco Grand Prix was the scene of busy test sessions at Paul Ricard and Silverstone, in preparation for the French and British GPs on July 5 and July 12 respectively.

The Canon Williams Honda team set the pace at both venues, Nigel Mansell beating World Champion Alain Prost to quickest time at Silverstone while Nelson Piquet saw off the challenge from Ayrton Senna's Lotus 99T at the French track.

After Keke Rosberg put his Williams FW10 on pole position for the 1985 British GP, with a lap in the 1m 5s bracket (an average speed nudging 160mph) it was decided that Silverstone needed to be slowed down. As a result, a new corner complex has been installed at Woodcote and the F1 teams tried it for the first time during this test session.

The verdict on the new track layout was generally pretty favourable, although the entrance to the pit-lane is to be moved from the start to the finish of the corner at Prost's suggestion.

Impressive in third and fourth places overall were the Arrows A10s of Eddie Cheever and Derek Warwick, but Ayrton Senna's Lotus 99T proved disappointingly slow, its poor aerodynamics keeping the Brazilian well off the pace on this quick track.



Mansell — tops at Silverstone.

Formula Three Revelation

Essex driver Johnny Herbert has been consolidating an impressive Formula 3 reputation in recent weeks. After notching up a fine third place in the prestigious Monaco Grand Prix supporting race, he returned to Silverstone to score his fifth win of the 1987 Lucas British Championship.

At the time of writing he was more than 30 points clear of his closest rival in the championship table, and has already attracted some interest from Formula One team managers.



Herbert — setting the British F3 pace, and attracting interest from above.

Cosworth/Yamaha F3000 engine

Increasing Japanese interest in major European categories of motorsport was evidenced last month with the news that Cosworth Engineering has signed a deal to collaborate with Yamaha in the development of a new F3000 engine.

It will be ready by the end of 1987, but as yet there is no word as to whether this naturally-aspirated unit will presage the arrival of a 3.5-litre F1 engine for 1989.

It is particularly interesting that Yamaha should have chosen Cosworth, currently holding a near monopoly of F3000 engine supply with its ageing DFV V8, to carry out this work. The move suggests that the F3000 category certainly has a healthy future.

Meanwhile, the naturally-aspirated 3.5-litre division of the F1 World Championship is due for some added spice. The works March team is examining the possibilities of a switch to Honda power, using a development of the engine currently powering the works F3000 Ralts. This engine would not be a formal works project, but a development carried out by English engine specialist John Judd's Engine Developments concern at Rugby.

The Honda factory is also pressing on with a new naturally-aspirated 3.5-litre engine for Williams' and Lotus' use, and this will be of V10 configuration.

Renault 5 Elf Turbo Cup

By the time this championship had reached the third round, at Silverstone, Barrie Williams had extended his lead to 43 points, to Dave Cox's 30, with Charles Tippet third. Williams won this race at 83.99 mph, but David Gibson set fastest lap, at 85.40 mph.

Practice had seen a multiple crash, after Gibson's Graham Goode-prepared Renault had laid oil on the road. Richardson was taken to hospital with spinal compression. Cox's car was rebuilt before the race, in which Gibson's pole position won him £300 of Philips goods. On the last lap Williams got past him at Woodcote, the Jeff Goodliffe 5 winning by 0.02 sec. The entire race was very close-fought, Tippet finishing third only after Martell had lost his brakes and spun fast into the Woodcote retaining wall, McGovern had retired after going off at the same place, Edgar had spun at Becketts, and Phillips' 5 had stuck in fifth gear. Cox finished fourth. Only a second separated the next six, after Head hit the wall at Woodcote on the last lap and Pownall had rolled without personal injury several times at Becketts. Exciting!

Out of 30 starters, 22 finished. Of the many prizes, tenth place Breslin got Michelin's £180 for improvement, Hales won Michelin's £220 for best turn-out, Gibson another £300 for lap by lap performances.

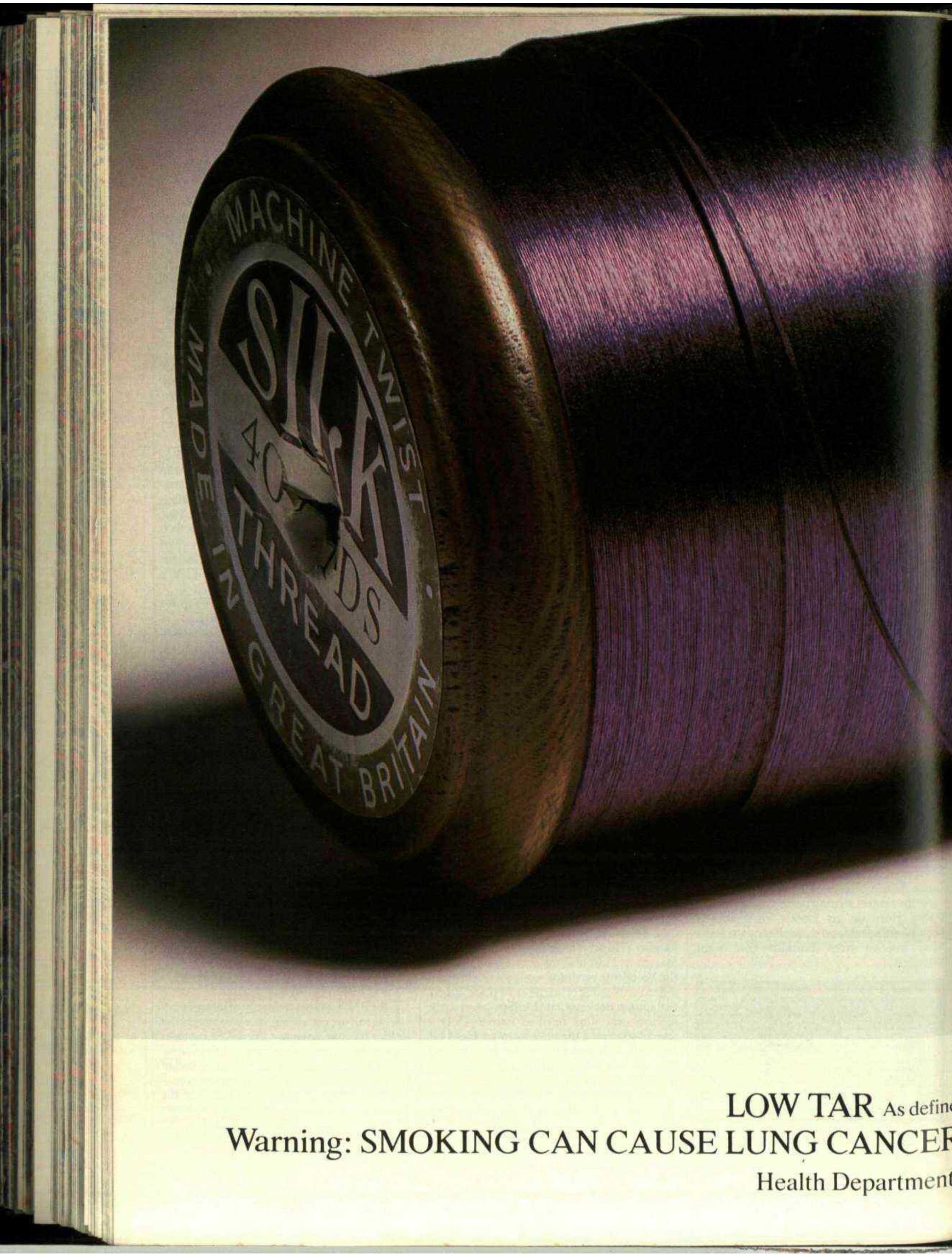
After the fourth round at Thruxton on Easter Monday, the first three cars were sealed for examination by the scruntieers, McGovern's and Green's for fuel samples to be taken and Grimshaw's for the turbocharger to be inspected. Williams' Renault, which came in fifth, was also held for fuel samples, after he had set fastest lap at 91.02 mph.

Thus the Championship points of Williams 50, Cox 30 and Green 27 are provisional. But good prize money continued to be won, Kay netting the £120 Michelin "Flying Colours" Award for coming twelfth from the back of the grid.

Ford breaks BMW's ETC stranglehold

The BMW M3's dominance of international saloon car racing came to an end at Zolder on June 7 when a Ford RS Cosworth driven by Steve Soper/Pierre Dieudonné/Klaus Niedzwiedz won the Belgian round of the European Touring Car Championship.

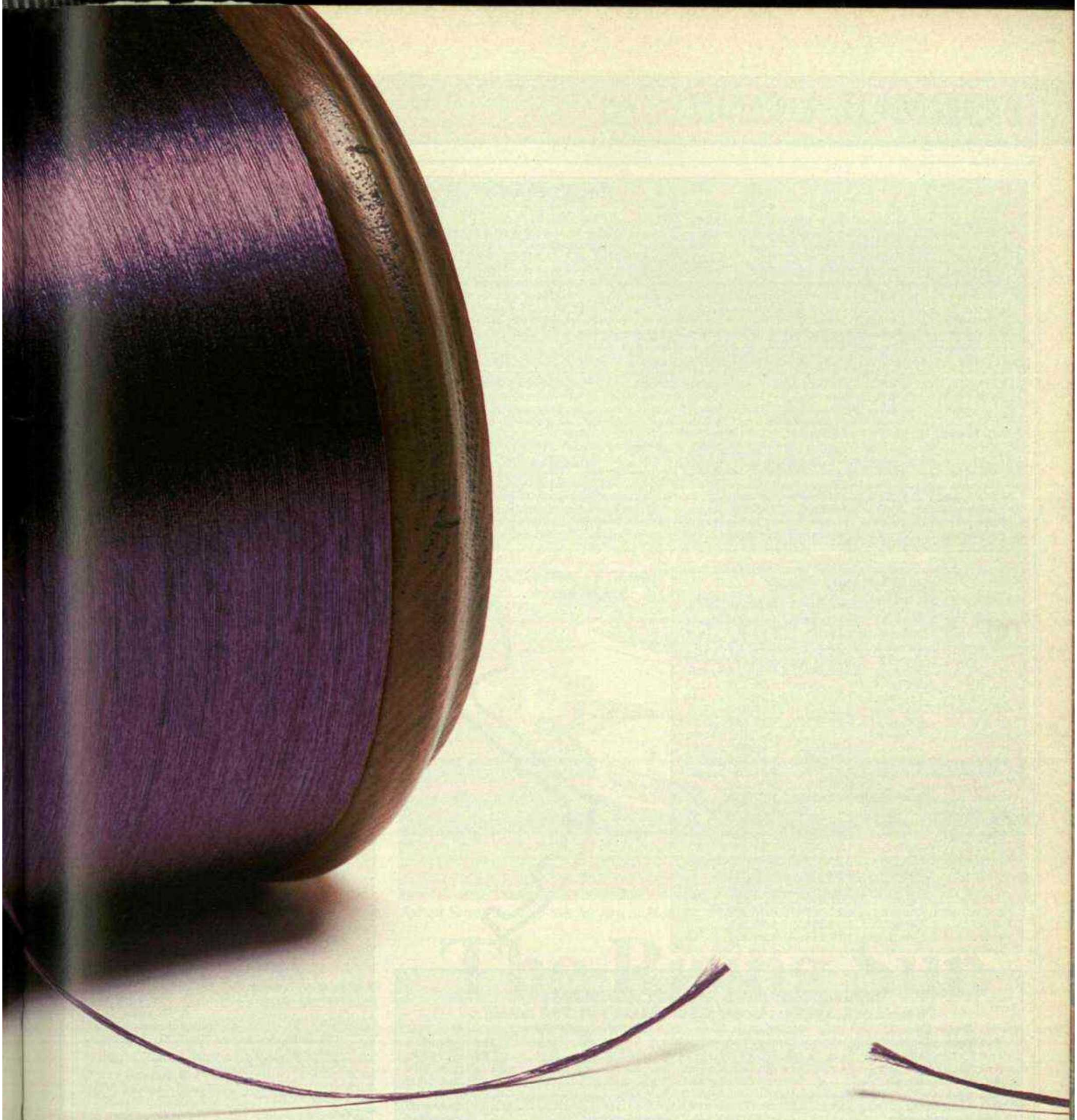
The Ford finished two laps ahead of the similar car shared by Benetton F1 driver Thierry Boutsen and Klaus Ludwig. The best placed BMW was third in the hands of Altfrid Heger/Winni Vogt.



LOW TAR As define

Warning: SMOKING CAN CAUSE LUNG CANCER

Health Department



by H.M. Government

BRONCHITIS AND OTHER CHEST DISEASES

Chief Medical Officers

FORMULA ONE

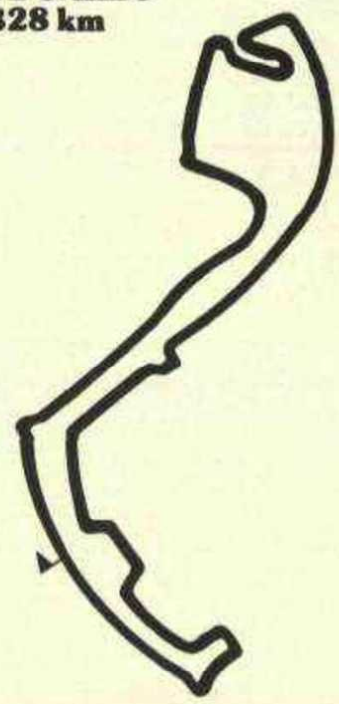
RACE DETAILS

		Fastest Lap
1 **Prost**	5th lap 1; held up by Alboreto; engine not 100%; ahead of Alboreto after tyre stops; secure 3rd; **retired** lap 76, engine failure	1.28.891 (39)
2 **Johansson**	13th lap 1; engine cutting out intermittently; caused spin lap 18; struggled at back; **retired** lap 58, engine failure	1.29.758 (38)
3 **Palmer**	15th lap 1; led class B throughout; drove hard and non-stop; **finished** 5th; 2 laps behind winner; won non-turbo category	1.30.817 (20)
4 **Streiff**	19th lap 1; crashed at Massenet corner lap 10; **retired** unhurt, car badly damaged	1.32.715 (8)
5 **Mansell**	Fine start from pole position; led for 29 laps going away; **retired** at pits lap 30, broken turbo pipework	1.28.049 (26)
6 **Piquet**	3rd lap 1; followed Senna throughout race; never looked like challenging him; **finished** 2nd after uninspiring drive	1.28.642 (49)
7 **Patrese**	10th lap 1; ran midfield until lap 33; long pit stop to change electronic box; another long stop on lap 41; **retired** lap 42, electrics	1.30.077 (39)
8 **de Cesaris**	18th lap 1; never looked on form; lapped lap 23; **retired** lap 39, after collision with Arnoux	1.31.511 (16)
9 **Brundle**	17th lap 1; unhappy, non-stop run with various niggling deficiencies in car; **finished** 7th	1.31.619 (44)
10 **Danner**	**Non-starter**; excluded after accident in Thursday qualifying	—
11 **Nakajima**	Squeezed into spin on first corner; restarted and precautionary pit-stop lap 1; ran non-stop and consistently; **finished** 10th	1.32.265 (61)
12 **Senna**	2nd lap 1; sat behind Mansell until Williams failed; took lead lap 30; never challenged, even during tyre stop lap 42; **won** with ease	1.27.685 (72)
14 **Fabre**	20th lap 1; ran at back of field; **finished** seven laps behind winner	1.35.699 (8)
16 **Capelli**	16th lap 1; chased Palmer throughout race; **finished** 6th; made faster lap than Palmer; used brand new spare car	1.30.502 (48)
17 **Warwick**	9th lap 1; chased Berger's Ferrari valiantly; got by lap 30 into 6th place; tyre stop lap 46; **retired** lap 59; broken gear linkage when 7th	1.29.048 (57)
18 **Cheever**	6th lap 1; drove inspired race; inherited 3rd when others stopped for tyres; tyre stop lap 51; dropped to 5th; **retired** lap 60, engine	1.29.905 (21)
19 **Fabi**	Raced T-car after practice accident; 11th lap 1; ran mid-field, car not going well; tyre stop lap 41; **finished** frustrated 8th	1.31.207 (22)
20 **Boutsen**	8th lap 1; **retired** lap 6, break in transmission	1.31.300 (4)
21 **Caffi**	12th lap 1; again made old Osella go faster than seemed possible; 10th ap 33; **retired** by lap 40, electrical trouble	1.31.474 (16)
23 **Campos**	**Non-starter**; crashed Saturday morning; unhurt but withdrawn by circuit doctors	—
24 **Nannini**	14th lap 1; up to 12th lap 9; **retired** lap 22, electrical trouble	1.31.393 (10)
25 **Arnoux**	Collided with team-mate Ghinzani lap 1; pit-stop; ran last; collided with Patrese and de Cesaris; **finished** 11th; four laps behind	1.32.417 (47)
26 **Ghinzani**	Collided with team-mate Arnoux lap 1; ran at back of field for whole race; **finished** 12th; four laps behind	1.32.389 (47)
27 **Alboreto**	4th lap 1; held off Prost, Cheever, Berger and Warwick until tyre stop lap 34; back to 4th; **finished** 3rd after Prost retired	1.28.914 (58)
28 **Berger**	7th lap 1; could not catch Cheever; passed by Warwick lap 30; tyre stop lap 38; passed Warwick lap 46; **finished** 4th, one lap behind	1.29.220 (51)
30 **Alliot**	Spun on first corner; gained ground through back of field rapidly; **retired** lap 43, when 14th	1.31.271 (19)

QUALIFYING TIMES

		Thursday	*Saturday*	*Pos*
Prost	McLaren	1.25.574	1.25.083	4
Johansson	McLaren	1.27.701	1.26.317	7
Palmer	Tyrrell	1.30.307	1.28.088	15
Streiff	Tyrrell	1.30.765	1.30.143 (T)	23
Mansell	Williams	*1.24.514*	*1.23.039*	Pole
Piquet	Williams	1.25.917	1.24.755	3
Patrese	Brabham	1.26.957 (T)	1.26.763	10
de Cesaris	Brabham	1.32.643	1.29.827	21
Brundle	Zakspeed	1.29.801	1.27.894	14
Danner	Zakspeed			Excluded
Nakajima	Lotus	1.30.606	1.28.890	17
Senna	Lotus	1.25.255	1.23.711	2
Fabre	AGS	1.35.179	1.31.667	25
Capelli	March	1.31.589	1.29.147	19
Warwick	Arrows	1.27.685	1.27.294	11
Cheever	Arrows	1.27.716	1.26.175 (T)	6
Fabi	Benetton	1.29.264 (T)	1.27.622 (T)	12
Boutsen	Benetton	1.27.082	1.26.630	9
Caffi	Osella	1.36.267	1.28.233	16
Campos	Minardi	1.30.805	Withdrawn	24
Nannini	Minardi	1.28.517	1.27.731	13
Arnoux	Ligier	1.31.270	1.30.000	22
Ghinzani	Ligier	1.31.098	1.29.258	20
Alboreto	Ferrari	1.27.017 (T)	1.26.102 (T)	5
Berger	Ferrari	1.29.281	1.26.323	8
Alliot	Lola	1.29.114	1.29.459	18

MONTE CARLO
3.328 km



STARTING GRID

12
A. Senna
(Lotus-Honda V6)
1 min 23.711 secs

1
A. Prost
(McLaren-Porsche V6)
1 min 25.083 secs

18
E. Cheever
(Arrows-BMW 4 cyl)
1 min 26.175 secs

28
G. Berger
(Ferrari V6)
1 min 26.323 secs

7
R. Patrese
(Brabham-BMW 4 cyl)
1 min 26.763 secs

19
T. Fabi
(Benetton-Ford V6) (T)
1 min 27.622 secs

9
M. Brundle
(Zakspeed 4 cyl)
1 min 27.894 secs

21
A. Caffi
(Osella-Alfa Romeo V8)
1 min 28.233 secs

30
P. Alliot
(Lola-Cosworth V8)
1 min 29.114 secs

26
P. Ghinzani
(Ligier-BMW 4 cyl)
1 min 29.258 secs

25
R. Arnoux
(Ligier-BMW 4 cyl)
1 min 30.000 secs

14
P. Fabre
(AGS-Cosworth V8)
1 min 31.667 secs

5
N. Mansell
(Williams-Honda V6)
1 min 23.039 secs

6
N. Piquet
(Williams-Honda V6)
1 min 24.755 secs

27
M. Alboreto
(Ferrari V6)
1 min 26.102 secs

2
S. Johansson
(McLaren-Porsche V6)
1 min 26.317 secs

20
T. Boutsen
(Benetton-Ford V6)
1 min 26.630 secs

17
D. Warwick
(Arrows-BMW 4 cyl)
1 min 27.294 secs

24
A. Nannini
(Minardi-Moderni V6)
1 min 27.731 secs

3
J. Palmer
(Tyrrell-Cosworth V8)
1 min 28.088 secs

11
S. Nakajima
(Lotus-Honda V6)
1 min 28.890 secs

16
I. Capelli
(March-Cosworth V8) (T)
1 min 29.147 secs

8
A. de Cesaris
(Brabham-BMW 4 cyl)
1 min 29.827 secs

4
P. Streiff
(Tyrrell-Cosworth V8)
1 min 30.143 secs

RESULTS

Monaco Grand Prix, Monte Carlo, May 31
78 laps of 3.328km circuit (259.584km/161.298 miles)

Pos	*Driver*	*Car/Engine*	*Time*
1st	Ayrton Senna	Lotus 99T-Honda V6 t/c	1h 57m 54.085s
2nd	Nelson Piquet	Williams FW11B-Honda V6 t/c	1h 58m 27.297s
3rd	Michele Alboreto	Ferrari F187-Ferrari V6 t/c	1h 59m 06.924s
4th	Gerhard Berger	Ferrari F187-Ferrari V6 t/c	1 lap behind
5th	Jonathan Palmer	Tyrrell 016-Cosworth V8 DFZ	2 laps behind
6th	Ivan Capelli	March 871-Cosworth V8 DFZ (T)	2 laps behind
7th	Martin Brundle	Zakspeed ZAK 871-Zakspeed 4 cyl t/c	2 laps behind
8th	Teo Fabi	Benetton B187-Ford V6 t/c (T)	2 laps behind
9th	Alain Prost	McLaren MP4/3-Porsche V6 t/c	retired on lap 76
10th	Satoru Nakajima	Lotus 99T-Honda V6 t/c	3 laps behind
11th	René Arnoux	Ligier JS29B-BMW 4 cyl t/c	4 laps behind
12th	Piercarlo Ghinzani	Ligier JS29B-BMW 4 cyl t/c	4 laps behind
13th	Pascal Fabre	AGS JH22-Cosworth V8 DFZ	7 laps behind
14th	Eddie Cheever	Arrows A10-BMW 4 cyl t/c	retired on lap 60
15th	Derek Warwick	Arrows A10-BMW 4 cyl t/c	retired on lap 59
16th	Stefan Johansson	McLaren MP4/3-Porsche V6 t/c	retired on lap 58
17th	Philippe Alliot	Lola LC87-Cosworth V8 DFZ	retired on lap 43
18th	Riccardo Patrese	Brabham BT56-BMW 4 cyl t/c	retired on lap 42
19th	Alessandro Caffi	Osella FA1H-Alfa Romeo V8 t/c	retired on lap 40
20th	Andrea de Cesaris	Brabham BT56-BMW 4 cyl t/c	retired on lap 39
21st	Nigel Mansell	Williams FW11B-Honda V6 t/c	retired on lap 30
22nd	Alessandro Nannini	Minardi M186-Moderni V6 t/c	retired on lap 22
23rd	Philippe Streiff	Tyrrell 016-Cosworth V8 DFZ	retired on lap 10
24th	Thierry Boutsen	Benetton B187-Ford V6 t/c	retired on lap 6
25th	Adrian Campos	Minardi M186-Moderni V6 t/c	withdrawn after practice crash
26th	Christian Danner	Zakspeed ZAK 871-Zakspeed 4 cyl t/c	*disqualified during practice*

Fastest Lap: Ayrton Senna, 1 min 27.685 secs on lap 72 (136.635 kph).
Winner's Average Speed: 132.102 kph. **Conditions:** Warm and overcast.



Ayrton Senna's victory was his first at Monaco, and the first for the Lotus active suspension.

The Rising Sun in Dreamworld

If you need an example of an anachronism, it has to be the Monaco Grand Prix. Walking round the circuit the day before practice began, I could not help feeling that Monaco itself was living in a dream world, oblivious to the rest of the world, and to the fact that we have nearly reached the end of the nineteen-eighties and the year 2000 is in sight.

The Casino square, which has for so long retained an air of gentle Victorianism, now looked as though it had suffered an air raid! The Café de Paris and its surrounding buildings, which had stood the test of time, were now a shattered shell littered with rubble, dust and rubbish, as developers attacked the scene. The once genteel gardens on the slope down to the square were gone, and there was a gigantic hole in the ground, heralding the impending arrival of an enormous underground car park; the builders' hoardings surrounding the ugly scene had been beautifully painted with sylvan scenes, though among them were some signs of old fashioned surrealism.

The temporary grandstand which overlooked the square was now on the grass island in the centre of the square with a view of very little except the building site. I looked at the Casino itself and wondered how long before it too would suffer from the bull-dozer.

All around the town the guardrails had been installed, the scaffolding for the grandstands erected, and the fencing to shut off the roads was in place. A subterranean road seemed to be coming up out of the ground where the old gas-works once was, and the dust-carts were at the ready to collect the vast amount of rubbish which would be thrown on the ground by the expected 40,000 paying customers.

A motley collection of boats was cramming into the harbour parking spaces, some being sleek powerboats, others being pretentious "hired" motor cruisers, and some (sadly flying British flags) being plain vulgar in their decor. On the western quayside all the teams were parked, with their huge articulated transporters neatly wedged into the minimum of space, and large working areas covered by awnings. Team motor-homes and tentage were precariously near the edge of the harbour wall, and the giant Elf petrol and oil company had been told there was no room for its hospitality motor-home which normally gives succour to members of the press, the trade and any driver who feels the need to escape from his own team's darkened motor-home for a quiet respite!

The action began on Thursday morning, as the 1987 teams made their first contact with the street circuit, there being no pre-race testing possible at Monaco. Practice, or testing, and the one hour of qualifying took place on Thursday and Saturday (Friday being reserved for supporting races' practice), and throughout the two days all the usual dramas and problems appeared — from the domination of Nigel Mansell and his Williams-Honda to the exclusion of Christian Danner and the withdrawal of Adrian Campos. Engines were broken, gearboxes were broken, cars were stranded out in the streets with electrical breakdown, and every now and then there would be a sickening thud as a car crashed into the unforgiving guardrails.

The worst of these thuds was shortly after qualifying had begun on Thursday afternoon. Danner was accelerating relatively slowly up the hill from the pits to the Casino Square when Alboreto came storming round on a flying lap, the Ferrari pursued by Senna in the yellow Lotus-Honda. The Brazilian driver saw in a flash that their pace was going to bring them onto the tail of the Zakspeed as they arrived at the brow of the hill, with little hope of overtaking until out of the square, so he aborted his lap and backed off.

Not so Alboreto. He either was not looking far enough ahead, or miscalculated the speed differential. The result was that the Ferrari did not make the closing gap. It struck the left front wheel of the Zakspeed, aviated, and tore itself to pieces as it clanged about between the guardrails. The whole rear end of gearbox and suspension broke off at the bell-housing, the entire nose and pedal assembly broke off the front, and a very lucky Italian climbed out of the wreckage unhurt, helped over the barriers by the embarrassed Christian Danner.

The outcome was that the Stewards listened to eye-witnesses of the impact, put the blame on Danner and excluded him from any further

participation in the meeting. They do not seem to have investigated events leading up to the impact, as later described by Senna.

Back in the winter it was announced by FISA/FOCA, without any preliminary open discussion, that this year 26 cars would be allowed to start the race rather than the normal restriction to 20; a limit put on with regard to the limited space on the circuit. In the days before safety was the almighty god, the Automobile Club of Monaco used to limit the number of starters to 16!

Not surprisingly there was a lot of opposition to this sudden new rule, especially from some of the drivers, but FISA/FOCA were adamant. With the strange exclusion of Danner, it looked as though someone was getting cold feet and looking for a way out.

On Saturday Adrian Campos had a pretty predictable spin in the Casino Square during morning practice, and thumped the guard-rails; the car was not destroyed but it was broken, and he walked back to the pits. Later it was announced that he had felt unwell on arriving at the pits, and the next thing we knew was that he had been withdrawn from the race suffering from "omnabulation" (whatever that is), and was being kept in hospital until Monday morning for observation. Two down and four to go, then we would be back to the acceptable 20 starters.

After his accident on Thursday afternoon, Alboreto was quite unmoved and qualified in the spare Ferrari, but team-made Gerhard Berger did not go far before he stuffed his Ferrari nose-first into the Armco, and there was no spare car for him. The Williams drivers each had a spare car in the pit lane; neither of them needed it, though they tried them out, just in case.

The Benetton team lost a car when Fabi slid on oil as he joined the harbourfront road and crunched the left front suspension right into the monocoque. Streiff gave the Tyrrell mechanics plenty of work when he crashed his Cosworth-powered car, and Patrese pushed things out of line on his Braham BT56 when he misjudged a corner.

Any driver who can get through four sessions round the streets of Monte Carlo without inflicting damage to his car can feel well pleased with himself. It always was thus, even with heavy cars and a mere 300 horsepower, and is more so with today's projectiles which have up to 900 horsepower and weigh very little.

The outcome of the two qualifying sessions was that Nigel Mansell was in superb form, showing no signs of inhibitions about the circuit, the town, the people, the general scene or anything that people said about him after his "nonsense" at Francorchamps. He was unquestionably fastest on both days and sat on pole position, three-quarters of a second faster than Senna in second place.

With Piquet third, albeit showing very little enthusiasm for the whole Monaco affair, the sea of yellow faces in the pit lane was radiating pleasure and Honda was again dominant. That Nakajima was down near the back of the grid was of no consequence, for it was the amiable Japanese driver's first attempt at Monaco, and he had survived the four sessions without damaging the car or himself.

Monaco filled up in its usual way, casual callers at hotels looking for a bed being greeted with the news that there was nothing between Menton and Nice — a bit of an exaggeration, but nonetheless basically true, for visitors seemed to come from all over Europe, judging by the variety of number plates on cars and motorcycles around the town. Italy, France, West Germany, Austria, Great Britain, Switzerland, Sweden, Luxembourg, Spain and Ireland were all well represented and there were coaches from just about everywhere, while firms such as Avis, Hertz and Europcar had done a roaring trade with hire-cars.

Race day was dry and warm, but overcast. Though the lower part of the circuit around the harbour was jam-packed, the grandstand in Casino Square, which had its back to the



Spitting flame through the harbourfront chicane is Alex Caffi's Osella-Alfa Romeo.



Halfway around lap one, Nigel Mansell leads Senna, Piquet, Alboreto, Prost, Cheever, Berger, Boutsen and Johansson through the Loews hairpin.

action this year instead of being a prime site, was nothing like full.

Mansell's domination of practice made you wonder if this was going to be a dull (or impressive) race dominated by one man and his Honda, but you can never discount Senna. There was just a hope that Piquet would wake up and show some interest in Monaco street racing, while behind in the Honda trio was the quiet, unemotional Alain Prost in his Porsche-powered McLaren. His usual objective was to win the race by being in the lead on the last lap rather than on the first.

After a first-class start, Mansell led without challenge for 29 laps. He lapped Ivan Capelli in the turquoise March-Cosworth (running second in the non-turbo category) on lap 26, but halfway round lap 30 the Williams suddenly slowed and the March unlapped itself! Mansell cruised into the Williams pit lane, but it was all over. An exhaust pipe had split between the engine and the turbocharger on one bank of cylinders, and all the desirable exhaust gas pressure was leaking into the atmosphere instead of spinning the turbo/compressor.

From the start Senna had settled comfortably into second place, with no intention of mixing it with the unruly "Brummie" but waiting up to see how things developed. As he completed his 30th lap out of 78 he was given the lead on a plate, and with a smile and a "thank you" he ran the rest of the race untroubled. The Lotus mechanics made a faultless tyre change at the end of lap 42, and just for the joy of it Senna made fastest race lap on lap 72, though it was not a new record.

Behind him, a seemingly disinterested Nelson Piquet ran in second place, but behind the second Honda there was a different story.

From the start Prost felt his engine was not on full song, and could smell hot oil leaking from somewhere. He was thoroughly bogged-down behind Alboreto's Ferrari, and the Italian was not going to let him by. This hiatus allowed lesser lights to keep up, and Eddie Cheever was really enjoying himself in his



Mansell dominated, but it was not his day.

BMW-powered Arrows A10, hurling it about with carefree abandon and harrassing the World Champion's McLaren. His English team-mate Derek Warwick was having similar fun chasing Berger in the second Ferrari.

During the pit stops for tyres at around half distance, Prost got the better of Alboreto, but it was too late for him to set his sights on the leader, and anyway the Porsche engine was not really working on all six cylinders. Third place was all he could hope for, but even that was denied him on lap 76, with only two to go, for smoke heralded disaster and the engine blew up.

It was a bad day for McLaren and Porsche, for already the number two car had retired in the Casino Square when the engine blew up rather suddenly. Some cynical critics wondered whether McLaren International was behind in its payments to the Porsche Weissach Development Centre, and was having to use second-hand engines! Porsche engines are usually impressively reliable, as we saw at Francorchamps.

The Arrows joy-day ended abruptly when, on consecutive laps, Warwick retired with broken gear-linkage and Cheever stopped with a broken engine, but at least the drivers had enjoyed themselves. Two other drivers who enjoyed their day were Jonathan Palmer and Ivan Capelli, who both drove hard and fast, or as fast as their under-powered Cosworth DFZ engines would propel them. They were two laps behind at the finish, but well-pleased, and Palmer had led category B



Stuck behind Alboreto's Ferrari for half the race, Alain Prost was unable to challenge the leaders.

throughout the race.

His team-mate Philippe Streiff had another lurid accident, destroying his second Tyrrell 016 in two weeks, while the main contender in this unturbocharged sub-division, Philippe Alliot in the Larrousse-Calmels Lola, was never in the picture. He had been strong in practice, but collided with Nakajima at Ste Devote corner on the opening lap, and suffered a spin which left him far behind. His Cosworth engine could not stand the strain of his efforts to make up ground, and he retired shortly after half-distance.

The Japanese driver blotted his copy-book slightly at the first corner, but thereafter made up for it by keeping "on the island" and finishing unscathed. Four starts and four finishes must be significant, especially when you look at the record of number two Lotus drivers in past years.

Naturally Team Lotus was delighted to win its first race with the 99T, using its computer-controlled suspension to smooth out the bumps with its "active" hydraulic rams. Whether the victory was due to "Active" or "Ayrton" is difficult to evaluate, but the driver was quite certain that he had had a more comfortable and less fatiguing drive than in the past, especially as regards wear and tear on his hands from the steering-wheel and gear-lever.

Though not featuring in the results, one cannot avoid keeping an interested eye on Alessandro Caffi in the mini-budget Osella with its old V8 Alfa Romeo engine. There it was, hounding Fabi's Ford-powered Benetton like a good 'un. Admittedly the Benetton was a bit off-colour and not at all happy on the street circuit but, regardless of that, you don't expect to see an Osella tucked up behind a Benetton and looking serene and secure.

Electrical problems finally stopped Caffi's run, but he is reminiscent of Martin Brundle when he used to drive the under-powered Tyrrell a couple of years ago. So many lesser drivers moan and complain about their cars and never get stuck in with what they have got. They think, and sometimes say, that given a Williams or McLaren they would be way out in front, but I am never impressed until I see them doing things with their "under-powered old heaps" which are beyond all reason. Caffi seems to be doing just that.

One team which is an embarrassment to mention, though it can only get better, is Guy Ligier's. After a fracas with Alfa Romeo, which lost it the new four-cylinder turbo engine, it did an incredible job in switching to BMW power, which involved a major redesign and rebuild. But since then it seems to have fallen apart, the cars being much too heavy and unwieldy compared to the opposition.

On the opening lap, they suffered the "classic occasion" as Arnoux and Ghinzani ran into each other. How many times has that happened to other teams? I can recall Lotus, Ferrari, Renault-Alpine, and there were probably others. Both Ligiers were able to continue, and actually kept going to the end, but it was not a very impressive performance and the burly Guy was not amused.

It was with some relief that Monaco was over for another year, for though it is a riot of fun for those who pay to be there and enjoy themselves, those who are paid to be there to work seldom enjoy it. Photographers trying to do a good job for their paper or magazine loath it, as vantage points get fewer and fewer each year; mechanics loath it as the pits are a long way from the paddock and everything has to be humped back and forth; the public in the paddock area are uncontrollable and the light fingered brigade are very active; the instant-press and media people dislike the press nerve-centre being on the fifth floor of a multi-storey car park, a mile vertically and horizontally from the paddock; the pit-lane facilities would be laughed out of court if offered at a permanent circuit, and so it goes on.

But the world at large and the paying customers love it, and the reigning monarch obviously enjoys the whole commotion, so he will make sure it continues. Long may he reign.

People who have visited Monaco at other times of the year, for exciting ping-pong, billiards, singing or dancing tournaments, say it is not quite the same. There is nothing quite like the *Grand Prix d'Automobile de Monaco*, and this one was the 45th, though not the most exciting. **DSJ**



Jonathan Palmer fulfilled Ken Tyrrell's prophesy by winning his class and finishing in the top six.

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GEMINI



Markku Alén's second victory of 1987 was decreed by Lancia team orders, and the reigning World Champion was told to finish second again.

The Chosen One

"Walk purposefully, not aimlessly" is the counsel of the national airline's magazine to those who wish to escape the tourist tag in Athens. "Avoid the sun", it goes on, "if shade is available: keep your stares for pretty girls, not monuments: and never ask for ice in your drinking water."

Such precision of advice is typical of Greek character, though the rigid exactitude of behaviour which it suggests appears to be contradicted by a delightfully vague and casual attitude, which might be misinterpreted by some as laziness. But the carefree, unconcerned manner is a mere camouflage. Underneath, Greeks are industrious and hard working, only relaxing when the job is done, and when you see them at their leisure, they have usually earned it.

So it is with the Acropolis Rally. As the organisers sip iced coffees unhurriedly with their visitors (the ouzo is for afterwards) and nobody seems to be doing very much, one wonders whether the event will happen at all. But happen it does, and everything falls into place nicely.

Before the pressures of FISA squeezed the endurance quality out of the World Rally Championship, the Acropolis stood out as the harshest, most relentlessly punishing but perhaps the most satisfying rally in Europe. Stamina and tenacity were as essential as skill, and if you were not prepared to sweat and slog, you had little hope of finishing. There was very little rest save for one half-way stop, and if the car and crew survived the heat, the dust and the cruelly rough roads, they might nevertheless succumb to remorselessly tight time schedules which sometimes reduced finishers to fewer than ten.

Those days have gone, and although the rally remains rough and unforgiving, its punch has been softened by shortening, and by the introduction of longer and more frequent rest stops. The road timing is still relatively tight, however, and only three cars in the first ten this year were without road penalties at the finish. There was a time when even a quick fuel stop in the wrong place would result in a road penalty, whilst a puncture would be calamitous. Today, service opportunities are greater, but one must nevertheless keep a very close eye on the clock.

Another effect of the shortening of special stage distances is a decrease in the differences between competitors' times. On the face of it, drivers appear to be more closely matched, but this is an illusion. The real reason is simply that sprinters win by inches; marathon runners by much wider margins.

Tension has increased accordingly, for with such short intervals separating them, leading drivers are much more aware that the slightest of mistakes can cost them victory, and are consequently more edgy and keyed-up. Under such pressures, they are more likely to exceed their limits and take risks, and we feel that stage distance reduction has unquestionably increased dangers rather than diminished them.

It has also played into the hands of manipulating team managers. If a team proves to have the advantage, as Lancia did in Greece, and its cars are clustered at the head of the queue, the closer the interval between them, the easier it is for the team manager to decide which of his drivers should win. A spread of a minute or two facilitates re-arrangement, but wider gaps are far more risky to play with, especially if rivals are lurking behind.

In the Acropolis Rally, its rough, twisty, mountainous tracks made treacherously slippy by heavy rain, four-wheel drive was a distinct advantage. Of such cars, the Lancia Deltas were far more agile than either the

Acropolis Rally



After the retirement of his team-mate Kenneth Eriksson, Erwin Weber was left to carry the Volkswagen torch. His Golf GTi finished sixth.

Audi 200 "limousines" (entered by the factory) or Coupés (entered privately) and it didn't take long for the three Deltas to establish themselves in the first three places.

Among the three, Markku Alén found himself at a disadvantage after a heavy landing on stage three which damaged the left rear of his car. The wheel had been pushed back a little, and as the Group A cars are not as easy to fettle as their Group B forerunners, Alén had to endure indifferent handling for the rest of the rally. It was by no means the first time that Alén has said, "It's like driving a banana".

Meanwhile, Juha Kankkunen had collected no less than four punctures, and the delays experienced by Lancia's two Finnish drivers allowed their Italian team-mate Massimo Biasion to move into the lead. When the rally got to the night stop at two-thirds distance, the order was Biasion, Alén, Kankkunen, and team manager Cesare Fiorio instructed that they should keep those positions to the end.

But the plan went astray, for soon afterwards Biasion's turbocharger packed up, and as there was neither the time nor the opportunity to change it he had to carry on with power severely restricted, dropping from first place to seventh. Meanwhile, Kankkunen, with a healthy car, was recovering from the delay due to punctures and, believing Biasion's misfortune meant that the order to hold positions no longer applied, he soon gained on Alén.

However, his advance did not go unnoticed and, after he had moved ahead of his team-mate by two seconds, Cesare Fiorio intervened. He made it clear that his order was for all three to hold position, not merely that Biasion should win, so Kankkunen had no choice but to slow down and allow Alén to move ahead again.

This is not the first time that Kankkunen has been denied victory by managerial order in his first year with Lancia, and it must be pretty daunting for the reigning World Champion to have to bite his tongue and accept second places when firsts were rightfully his. He is an amiable fellow, never given to displays of anger, and his acceptance of the situation illustrates his calm temperament, but one nevertheless wonders whether he has meanwhile taken steps to seek a place in a team which will give credit where credit is due.

In the Audi team there was little rejoicing, for Walter Röhrl had stopped in the late stages with engine failure, and Hannu Mikkola's third place, even after his Safari win, did nothing to compensate. Five-and-a-half minutes behind a mishandling winner was far too much, and the team's executives are far too circumspect to be unduly optimistic about the potential of their cars.

To persevere with the 200 or the Coupé in the vague hope that they will beat Lancia sufficiently often to justify its rally programme is not an Ingolstadt characteristic. Indeed, it is more likely that the Acropolis will have been Röhrl's last rally this year, whilst Mikkola seems only to have the Thousand Lakes in his programme.

Two Audi Coupés prepared by Viennese tuner Rolf Schmid were driven privately by Jorge Recalde and Rudolf Stohl, and Mikkola, impressed by their performance (Recalde finished only a minute and a half behind him, even though he went off), is pressing Audi to allow him to test one of these cars, as well as a factory 200, during his preparations for the Thousand Lakes, and then to decide which type to use in the rally.

The outcome of that testing, plus the performance of the chosen car in the Thousand Lakes, will determine Audi's future in the sport. A possibility which cannot be ignored is withdrawal for an indefinite period until a smaller, more agile car can be developed. Should that happen, Röhrl will have to decide whether to stay with the company to undertake the testing or to leave and seek a drive elsewhere, whilst a similar decision will have to be taken by Mikkola.

The works Nissan 200ZXs, hitherto seen only on the Safari, were troubled by rear axles and gearbox failures, Shekhar Mehta going out after an axle change took him beyond his



The highest placed non-Lancia was Walter Röhrl's Audi 200 quattro, until its late retirement.

maximum lateness and Andrea Zanussi when his gearbox failed. However, Mike Kirkland finished tenth and Stratis Hadjipanagiotis, the highest placed Greek driver, eleventh.

Mikael Ericsson, in a Lancia Delta entered by the Jolly Club, retired with a broken half shaft, whilst Kenneth Eriksson, the man who drives a Volkswagen Golf GTi so well, stopped for the same reason. Erwin Weber, his VW team-mate, needed a replacement front suspension and went on to finish sixth. In his Renault 11 Turbo, Jean Ragnotti was as determined as ever and finished fifth, but team-mate François Chatriot rolled.

Not only rocks, but mud and watersplashes were badly affecting the going, and sometimes poor visibility which slowed the early runners only to improve quickly so that later cars were able to better their times. Spectators were as numerous as ever but, unlike their counterparts in certain other Southern European countries, very well behaved as usual. Times have changed since the rally roared through villages, past bemused residents sitting outside sipping ouzo, but although enthusiasm has increased among the young, people of all ages remain tolerant and welcome the passage of the rally.

One of the sad stories of the rally was that of the theft which prevented Finnish driver Jari Niemi starting. Not only was his rally car stolen, but his practice car too, both of them BMW M3s. Coincidentally, or perhaps not, his service van was taken during the same night from a hotel five miles away. That was recovered, having run out of petrol.

Regrettably, the rally has a long history of larceny (it is by no means alone in that respect) and wheels, tyres, jerricans and various spares have often disappeared from inside the bungalow complex at Glyfada's Astir Beach. We ourselves have had a works Escort stolen from a car park at Athens airport, to be used later as a getaway car!

The theft of the BMWs took place in the middle of the night at another bungalow complex, rally headquarters at Lagonissi, where they were driven out through the only entrance, past a security lodge! A few days after the rally started, one of the M3s was found parked in a side street not far from the port of Piraeus, and you may draw from that whatever conclusion you wish.

A surprising performance was that of Pascal Neyret, daughter of veteran driver Bob Neyret of Aseptogyl toothpaste fame. She was leading Group N in her Lancia Delta, even beating Alessandro Fiorio in his Jolly Club car, when on the very last stage she stopped with a broken wheel and the category went to the Greek driver Gallo in a Toyota.

Another surprise, for a country which bans commercial civil flying and guards the monopoly of its own Olympic Aviation, was the preponderance of team helicopters. Most, however, had been brought in from outside and were even being used to air-taxi those drivers (Lancia's, for instance) who were not staying at Lagonissi between their bungalows at Astir Beach and rally headquarters.

The first phase of the World Championship is now over, and three Lancia drivers head the list. The next three qualifiers are in the USA, New Zealand and Argentina respectively, whilst the next European qualifier is Finland's Rally of the Thousand Lakes in late August. Since other teams have limited programmes, a Lancia victory seems certain, although which of their drivers will be "allowed" to become champion remains to be seen.

GP

1987 WORLD CHAMPIONSHIP

Drivers (after 6 rounds)

Juha Kankkunen (SF)	52
Markku Alén (SF)	48
Massimo Biasion (I)	39
Jean Ragnotti (F)	37
Hannu Mikkola (SF)	32
Walter Rohrl (D)	27
Kenneth Ericksson (S)	21
François Chatriot (F)	21
Timo Salonen (SF)	20
Bernard Beguin (F)	20

Manufacturers (after 6 rounds)

Lancia	94
Audi	62
Volkswagen	47
Renault	45
Mazda	30
Ford	28
BMW	20
Toyota	14
Subaru	10
Nissan	5

RESULTS

Acropolis Rally. May 32-June 3

1st:	Markku Alén (SP)/Ilkka Kivimaki (SF)	Lancia Delta HF. Gp A	7h 25m 57s
2nd:	Juha Kankkunen (SF)/Juha Piironen (SF)	Lancia Delta HF. Gp A	7h 26m 48s
3rd:	Hannu Mikkola (SF)/Arne Hertz (S)	Audi 200 quattro. Gp A	7h 31m 21s
4th:	Jorge Recalde (RA)/Jorge del Buono (RA)	Audi Coupé quattro. Gp A	(30s) 7h 32m 59s
5th:	Jean Ragnotti (F)/Pierre Thimonier (F)	Renault 11 Turbo. Gp A	(1m 00s) 7h 34m 27s
6th:	Erwin Weber (D)/Matthias Feltz (D)	Volkswagen Golf GTi. Gp A	(1m 00s) 7h 36m 53s
7th:	Massimo Biasion (I)/Tiziano Siviero (I)	Lancia Delta HF. Gp A	(4m 00s) 7h 53m 54s
8th:	François Chatriot (F)/Michel Perin (F)	Renault 11 Turbo. Gp A	(9m 00s) 7h 58m 07s
9th:	Rudolf Stohl (A)/Ernst Rohringer (A)	Audi Coupé quattro. Gp A	(11m 30s) 8h 04m 04s
10th:	Mike Kirkland (EAK)/Robin Nixon (EAK)	Nissan Silvia 200 ZX. Gp A	(3m 00s) 8h 07m 46s

Figures in brackets denote road penalties

96 starters, 33 finishers



Jorge Recalde's Coupé quattro embarrassed the works Audi 200s by heading them early on.

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Fri 10th July — 10.00-18.00 Official qualifying

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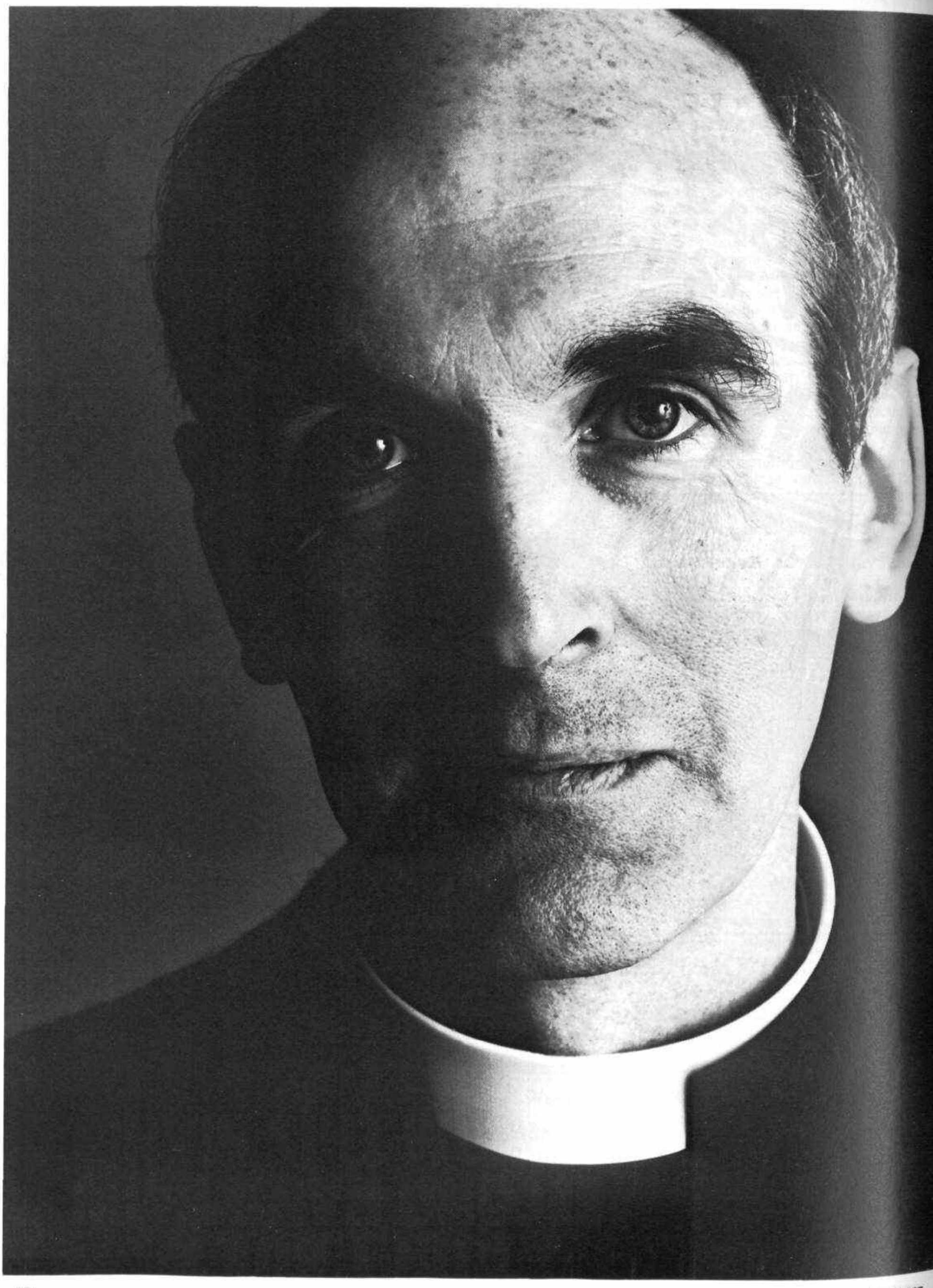
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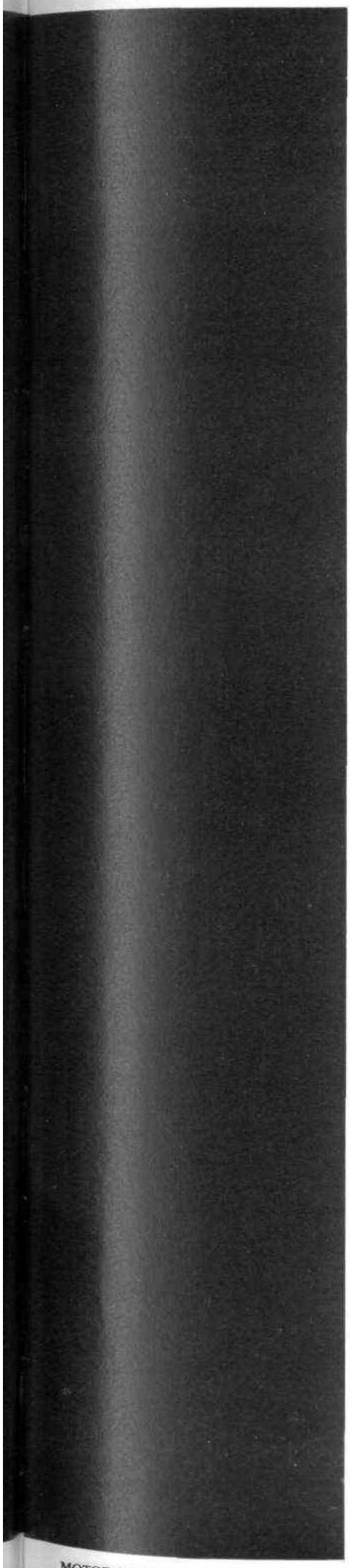
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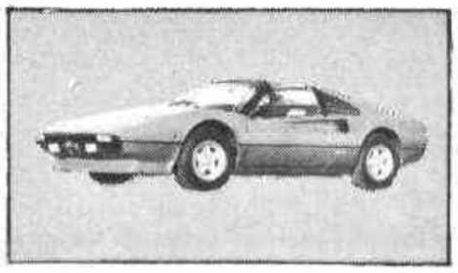
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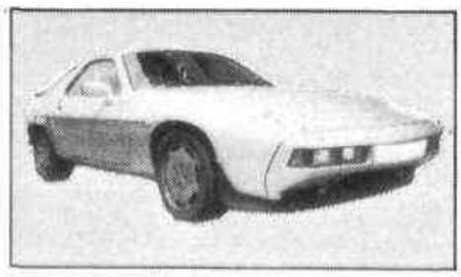
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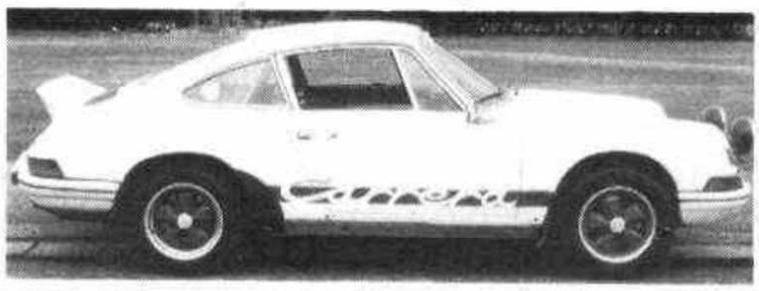
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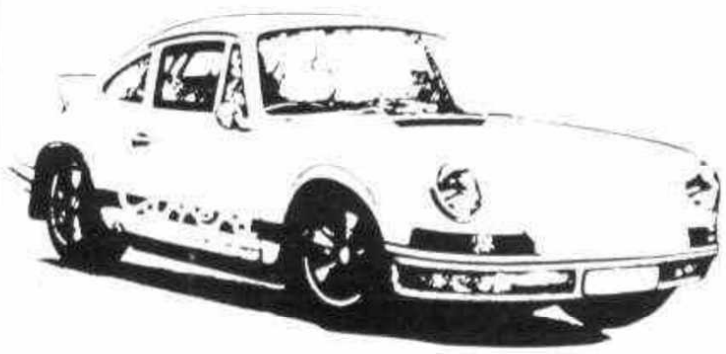
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A good incident-free race (unlike the Pirelli Production people the next day, and poor Tim Milvain's looking for a cheap '74-ish Coupe!) saw John Greasley's Limit-of-the-regs 934 powered monster keep at bay Richard Chilton's well handling Class B '959' 911, and John Piper, blowing his cobwebs away in the group B 930. DAGE versus Club Autos in the Autofarm series — good job it's a 'Friendly'!
The Challenge so far:
Class C (for 'Monsters') John Greasley, Norman McRoberts and Mike Holland all neck-and-neck.
Class B (Hairy Road) Richard Chilton, also overall leader, chased by 'Oily Dwarf' in his 'driven to the meeting' 3.5.
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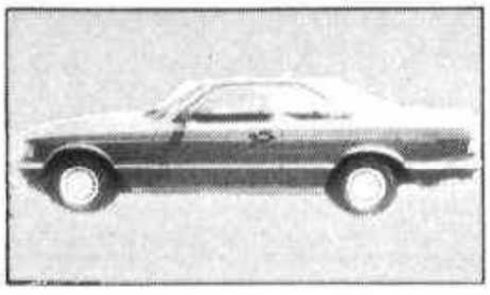
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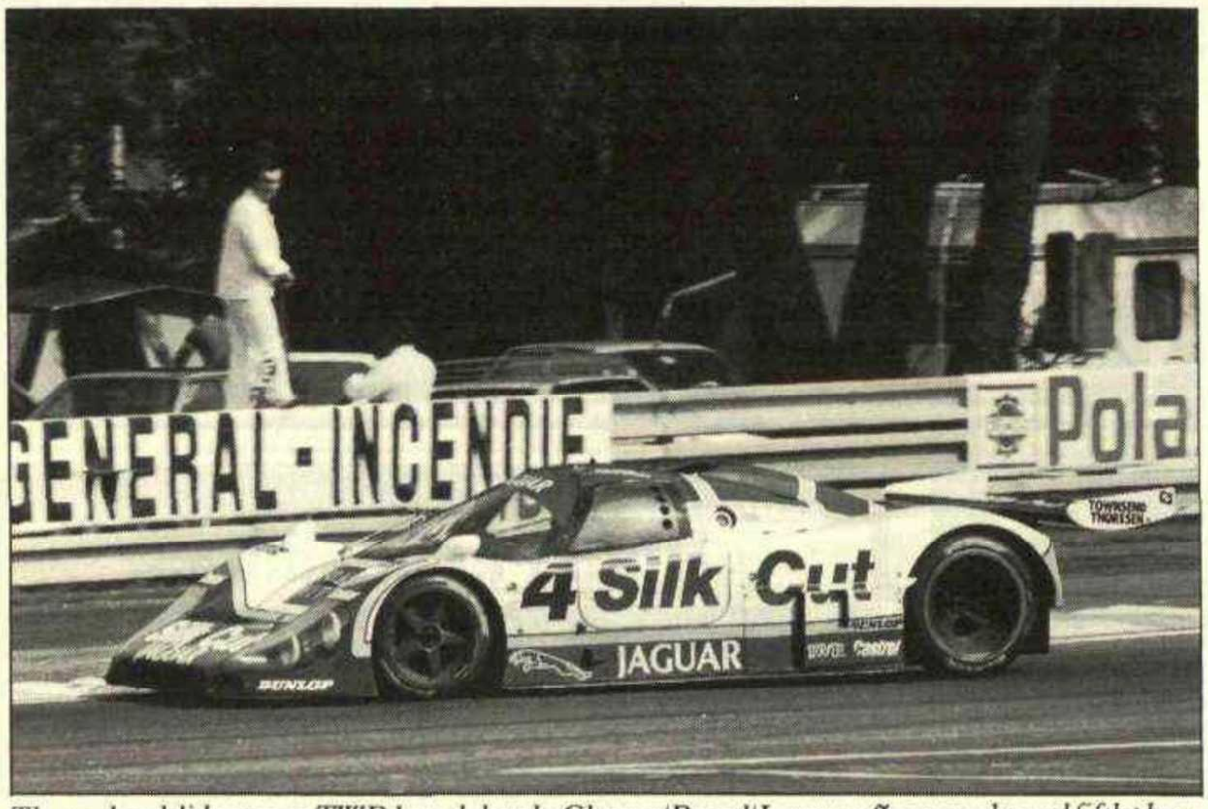
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The weekend did not go as TWR hoped, but the Cheever/Boesel/Lammers Jaguar salvaged fifth place.

Jaguar Bid Fails

The Porsche factory was down to its last car after an hour of racing at Le Mans but that one, driven by Derek Bell, Hans Stuck and Al Holbert, was enough to write some new pages in the record books.

Bell won the race for the fifth time (now second only to Jacky Ickx's record of six victories), Holbert for the third time, and Stuck for the second time. It was Porsche's twelfth Le Mans success, and the seventh in a row. Could a manufacturer be more dominant than that?

After seeing the Silk Cut Jaguar challenge crumble, Sir John Egan declared "we'll keep coming back until we win", but the bleak fact is that Tom Walkinshaw will have to wring still more out of the XJR-8LM design to beat the works Porsches next year, and even that assumes that the Stuttgart firm doesn't make further progress.

An hour into the race the Porsche camp was in complete disarray, and it seemed unlikely that the Rothmans team would succeed this time. Walkinshaw could not have written the script better, as the works and private Porsches went down like skittles, all victims of fuel-related engine failures. Four of the best had gone, including the works car of Jochen Mass/Bob Wollek, both the Joest Racing entries handled by Sarel van der Merwe/David Hobbs/Chip Robinson and Frank Jelinski/Hurley Haywood/Stanley Dickens, and the Kremer entry for Volker Weidler/Kris Nissen/Kunimitsu Takahashi.

It was an unequal struggle. Bell, Stuck and Holbert would have to uphold Porsche's honour on their own, with a car of doubtful reliability, against three superb Silk Cut Jaguars which lay first, third and fourth.

Jonathan Palmer was fifth after the first hour, in the Britten-Lloyd Racing Liqui Moly Porsche shared with James Weaver and Price Cobb, and would continue to run strongly until the engine compartment went up in flames at midnight, for no reason immediately apparent.

An estimated 40,000 British enthusiasts, more even than spectate at Silverstone and Brands Hatch, felt sure that the biggest prize in sportscar racing would fall to Jaguar this time. Many of them were on the terraces opposite the Jaguar pit waving banners and Union Jacks, and cheering loudly every sign of activity. Their octane rating was higher than that of the fuel supplied to all the teams, a blend which did the Porsches no good at all.

Jaguar's failure can be pinpointed to a crash caused by a burst tyre, an engine breakage and a driver-forced gearbox breakage. "Our problems were unrelated and largely beyond our control," said Walkinshaw miserably on Sunday morning, for all that was left of his team was the car driven by Eddie Cheever, Raul Boesel and Jan Lammers to fifth place, the first car home with anything but a Porsche flat-six turbo in the engine compartment. Only four laps behind was Spice Engineering's Spice Pontiac DFL, which ran to a copybook win in C2.

Walkinshaw recognises that the works Porsches are at least two seconds a lap quicker when speed is needed, and as unbreakable as the Leopard tanks also designed at Weissach. Bell's car was well outside its fuel consumption target for ten hours, but it was safe to assume that pace cars, or rain perhaps, would intervene and bring the Porsche back on target. Ironically, it was Jaguar's Win Percy who caused the pace cars to come out for 80 minutes, after one of the most spectacular crashes ever seen at Le Mans.

Earlier, the tail cover had blown away when Jan Lammers was driving, putting the diagnostic system out of action; rain had affected the tyre temperature sensors anyway, and Percy had no warning that a rear tyre had deflated slowly, and would explode at a full 230 mph on the Mulsanne Straight.

The XJR-8LM spun to the left, sliced off its tail, gearbox and rear wheels against the barrier then flew 200 metres upside down. "Please come down, please come down," prayed Percy, who remembers every detail vividly. Laws of gravity eventually prevailed, and the car rolled, mostly sideways, for another 300 metres before coming to rest.

The car was utterly wrecked but the driver was not even scratched, although his helmet was ground down by contact with the roadway. The interior of the Tony Southgate-designed carbon-fibre and Kevlar chassis was intact, and Southgate proudly mentioned that not a drop of fuel was spilled from the nearly-full tank.

After the pace cars had been parked, Mike Thackwell had a tyre failure at the same point in the Kouros Sauber Mercedes. He, at least, stayed on the road, but the car was too badly damaged underneath to continue.

All the leading drivers and team owners are becoming increasingly critical of Le Mans, but of course, like the Monaco Grand Prix and the Indy 500, it has to be contested because it is there. Had Win Percy been hurt it is probable that all the professional drivers would have boycotted next year's event, and even now there is no guarantee that they will not.

Porsche manager Norbert Singer expressed a viewpoint: "I think Le Mans is going the same way as the Mille Miglia, the Targa Florio and the old Nürburgring. The circuit is just not safe for the cars today. The trouble starts in the pits, which are totally inadequate but you can criticise the track everywhere."

Walter Brun declined to race for his own team, and withdrew two of his cars with comparatively minor accident damage on the grounds of safety (the third, driven by newcomer Uwe Schäfer, was destroyed after landing outside the barrier at the Porsche Curves, as had Price Cobb's Rothmans-Porsche during qualifying).

Hans Stuck started the meeting badly for Porsche when he gave the three works cars a run on the Weissach test-track before loading-up on the previous Friday. While he was driving Mass's car a tyre failed and pitched him into a barrier, damaging the 962C badly. So Mass took Stuck's race car. Stuck took Schuppan's, and Schuppan the spare.

Cobb then wrote Schuppan's car off during Wednesday's practice session, so the Rothmans team was down to two serviceable machines. "Only one of them can win," said Singer with forced optimism, but it turned out to be justified.

Le Mans 24 Hours



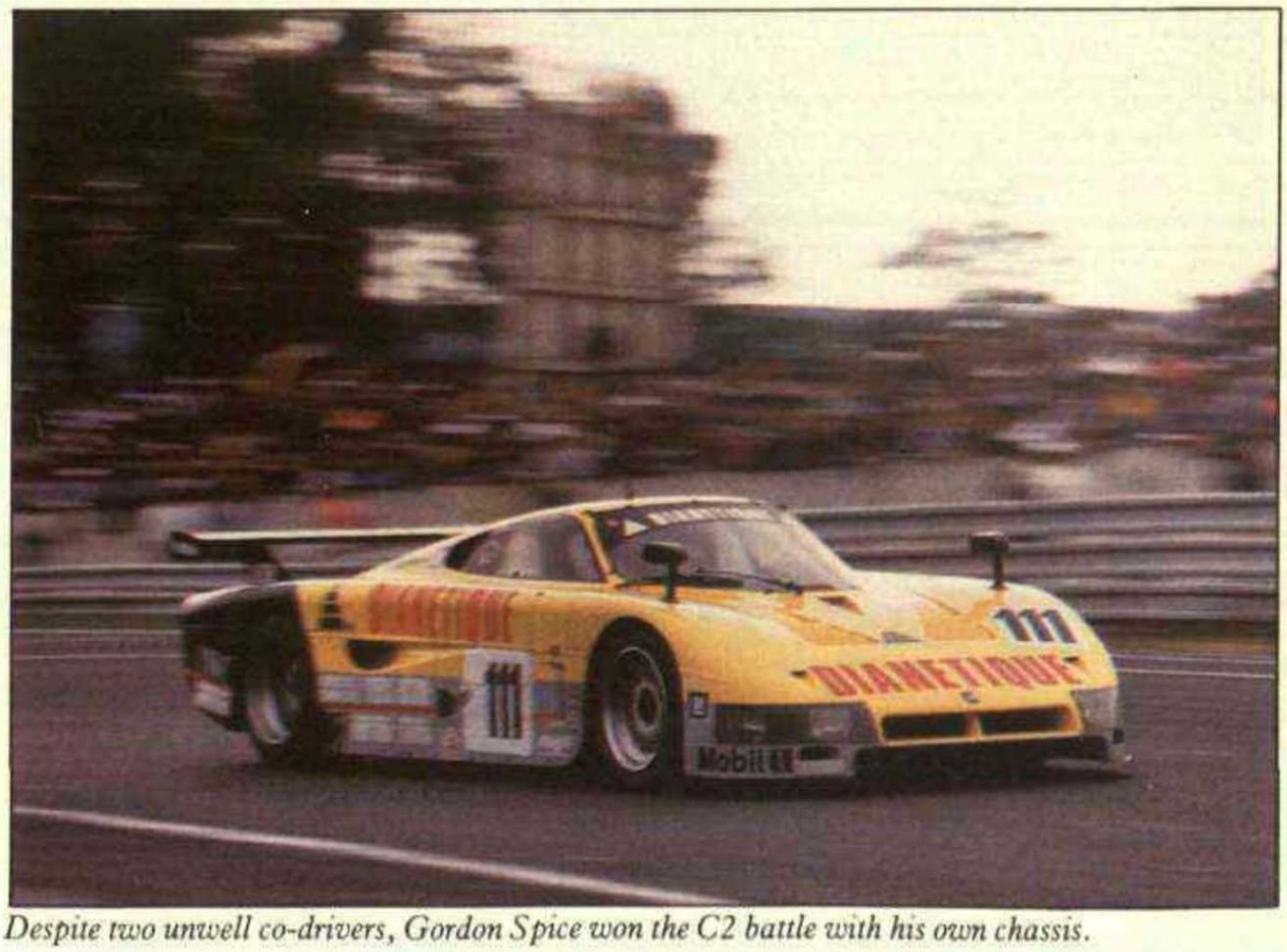
The works Porsches of Jochen Mass (No 18) and Hans Stuck (No 17) lead the Jaguars of Martin Brundle (No 6) and Eddie Cheever (No 4) from the start.

Wollek claimed pole position at 3min 21.09sec (150.57 mph) with Stuck close by at 3min 21.13sec, while in Jaguars Eddie Cheever, Martin Brundle and Jan Lammers responded next evening with laps in the 3min 24sec bracket. Next was F3000 driver Pierre-Henri Raphanel in the Porsche-powered Cougar, then the rumbling Kouros Sauber Mercedes qualified by Johnny Dumfries and Mike Thackwell. They, however, suffered a variety of transmission problems, with 700 bhp and masses of torque, and that was a bad omen for the race.

As rivals fell away, the real battle was between the 'BEST' (Bell/Stuck) Porsche and the Jaguars, and it continued at a furious pace for 16 hours. Cheever was ahead of the Porsche at the end of the first hour, but only by one second. The Porsche was ahead of Brundle and John Nielsen by 12 seconds after two hours, by one second after three hours, and by 42 seconds after four hours. Then Brundle and Nielsen went a lap ahead for three hours during the evening, but when Bell, Stuck and Holbert went a lap ahead at midnight they were there for the duration, unlikely as that seemed at the time.

Percy's accident was the first blow to Jaguar, but after dawn Walkinshaw remarked: "It looks as though we have a race on our hands," which he would soon regret. Boesel spun his Jaguar at Arnage, damaging the nose and going three laps down. An hour later Nielsen brought the second-placed Jaguar in with a rocketing water temperature gauge, and a cracked cylinder head was diagnosed. That car went out of the race, and half-an-hour later Cheever, in a real hurry, snicked reverse gear and the cog went through the transmission casing!

The damage was not terminal — the XJR-8 was still second, though only by a few seconds, when it rejoined the race 42 minutes later (the TWR mechanics were highly praised by Porsche's Walter Näher), but in the nineteenth hour there was another 20-minute stop to have a rear suspension upright changed. The Jaguar sounded crisp and



Despite two unwell co-drivers, Gordon Spice won the C2 battle with his own chassis.

looked aggressive throughout the last four hours, but Cheever and Boesel had no chance of finishing higher than fifth.

The Kouros team's race was also without reward. Both cars stopped for new Bosch Motronic microchips early on, Dumfries then establishing a new lap record at 3min 25.4sec, faster than he had qualified.

Soon enough the gearbox failed Chip Ganassi in a cloud of smoke, a transmission failure also stopping last year's Sauber Mercedes C8 in the early stages. Mike Thackwell visited some catch-fencing and Pescarolo lost an hour with a broken driveshaft, but the dark blue car went out at half-distance with a tyre failure which caused too much damage underneath.

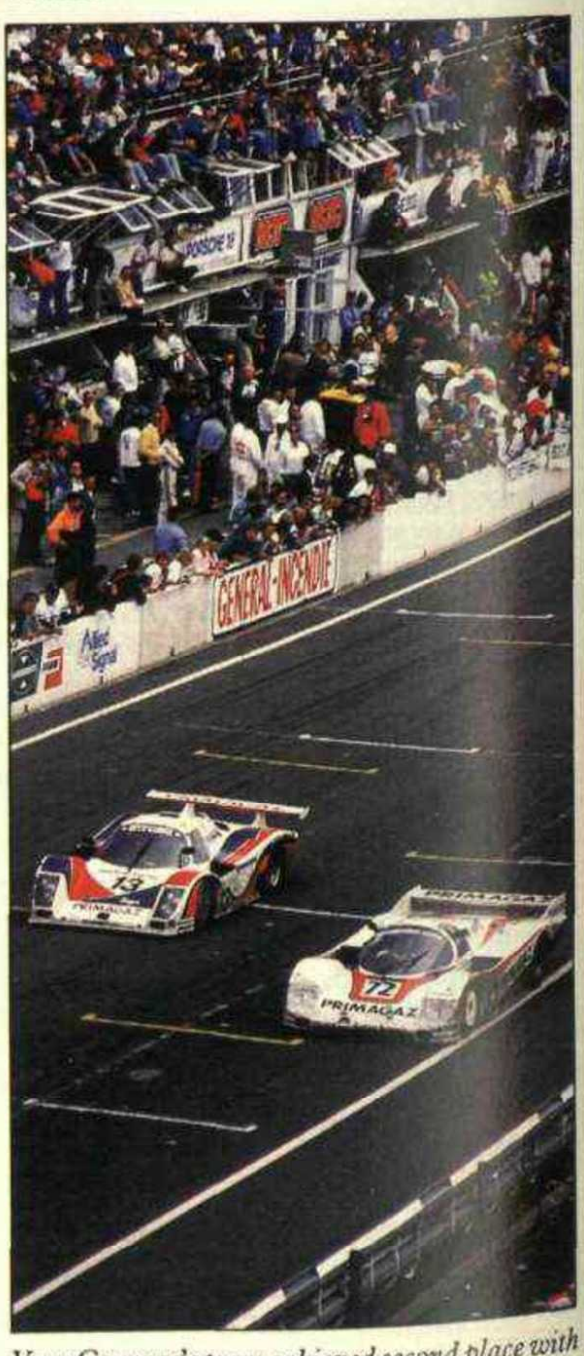
The Toyotas were good for a while, until Alan Jones' car stopped short of the pits unable to pick up the last few litres of fuel, and the Needell/Sekiya/Hoshino entry retired in the evening with a blown cylinder head gasket.

Terada's Mazda 757 retired with loss of compression in one of the three rotors, and the V8-powered Nissans fought a losing battle with the Spice and Ecosse C2 teams, to retire after dawn with fewer than eight cylinders functioning. The Kennedy/Dieudonné/Galvin Mazda ran beautifully, and saved Japanese honour with seventh place.

Gordon Spice, Fermin Velez and Philippe de Henning were the clear C2 winners, their Spice Pontiac Fiero DFL delayed very little by a faulty water rail and finishing sixth overall. Spice confidently predicted this win at the test day in May, but first he had to overcome a two-car challenge from Ecurie Ecosse.



David Leslie and Ray Mallock watch their Ecosse being refuelled. It led C2 for a long period.

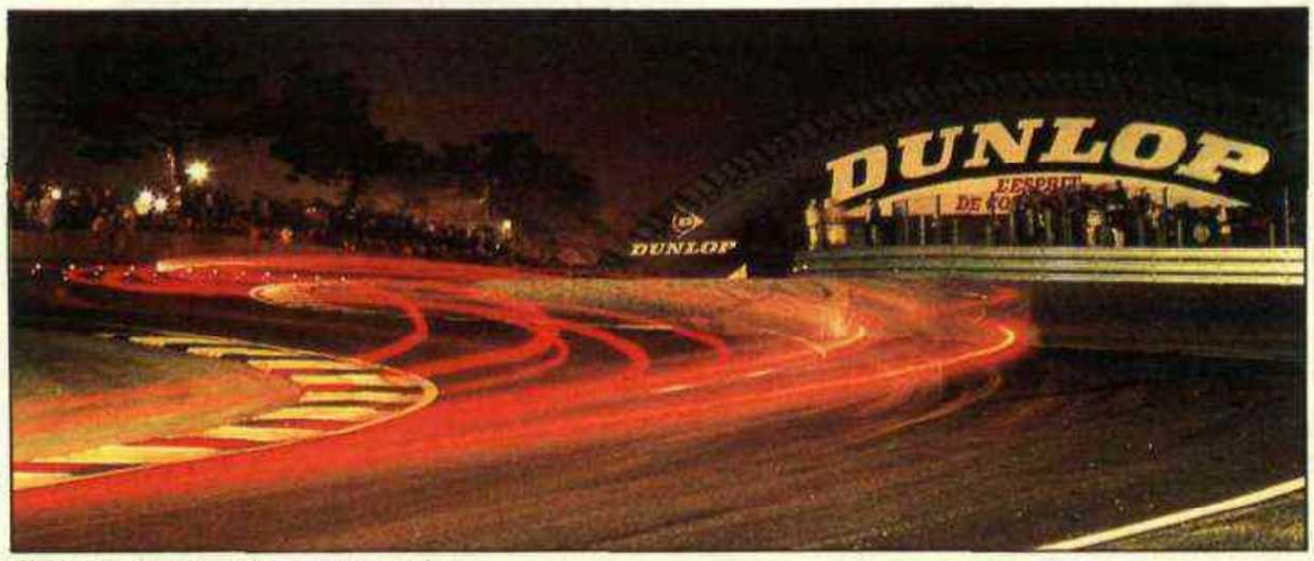


Yves Courage's team achieved second place with a Porsche and third with a Cougar-Porsche.

Le Mans 24 Hours

Mike Wilds' Ecosse disappeared in the night with a flat battery, the result of running behind the pace car for more than an hour, but Ray Mallock, David Leslie and Marc Duez were consistently ahead until nine o'clock on Sunday morning. The clutch had failed hours before and eventually a gearbox rebuild was necessary, but second place was secure.

The thirtieth anniversary of Jaguar's last Le Mans victory, achieved by the Ecurie Ecosse team, could not be celebrated as either team would have wished. However, this race must have been one of Porsche's most satisfying victories, a triumph in the face of adversity, and a reminder of the task that still lies ahead of the ambitious Silk Cut Jaguar team. **MLC**

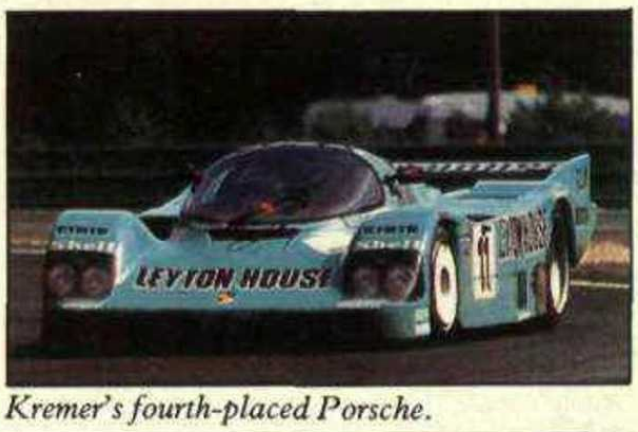


The new Dunlop chicane by night.

RESULTS
Les 24 Heures Du Mans, Jun 13-14

1st:	Derek Bell/Hans Stuck/Al Holbert	3.0 t/c Rothmans-Porsche 962C	354 laps
2nd:	Jürgen Lässig/Pierre Yver/Bernard de Dryver	2.8 t/c Primagaz Porsche 962C	334 laps
3rd:	Pierre-Henri Raphanel/Yves Courage/Hervé Regout	2.8 t/c Cougar-Porsche	331 laps
4th:	George Fouche/Franz Konrad/Wayne Taylor	2.8 t/c Kremer Porsche 962C	326 laps
5th:	Eddie Cheever/Raul Boesel/Jan Lammers	7.0 Silk Cut Jaguar XJR-8LM	324 laps
6th:	Gordon Spice/Fermin Velez/Philippe de Henning	3.3 Spice Pontiac DFL C2	320 laps
7th:	David Kennedy/Mark Galvin/Pierre Dieudonné	3.6 Mazda 757 IMSA	318 laps
8th:	Ray Mallock/David Leslie/Marc Duez	3.3 Swiftwair Ecosse DFL C2	307 laps
9th:	Costas Los/Dudley Wood/Tom Hessert	3.3 Metaxa Tiga-DFL C2	274 laps
10th:	Thorkild Thyrring/John Sheldon/Ian Harrower	2.0 t/c Tiga-Ford Hart BDT-E C2	271 laps

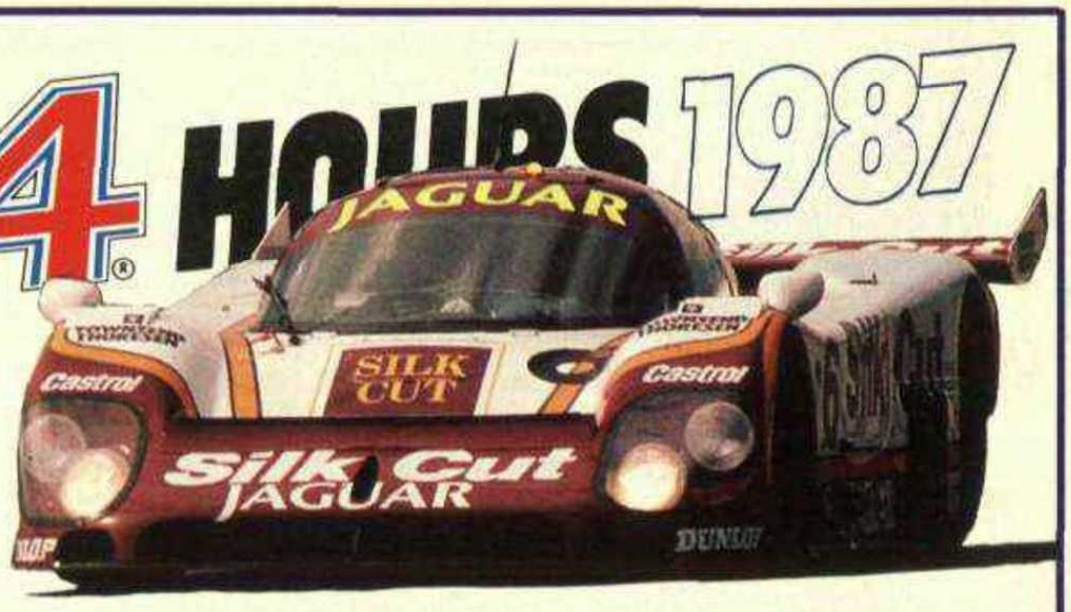
Fastest lap: Dumfries (5.0 t/c Kouros Sauber Mercedes), 3min 25.4sec (147.41 mph)



Kremer's fourth-placed Porsche.

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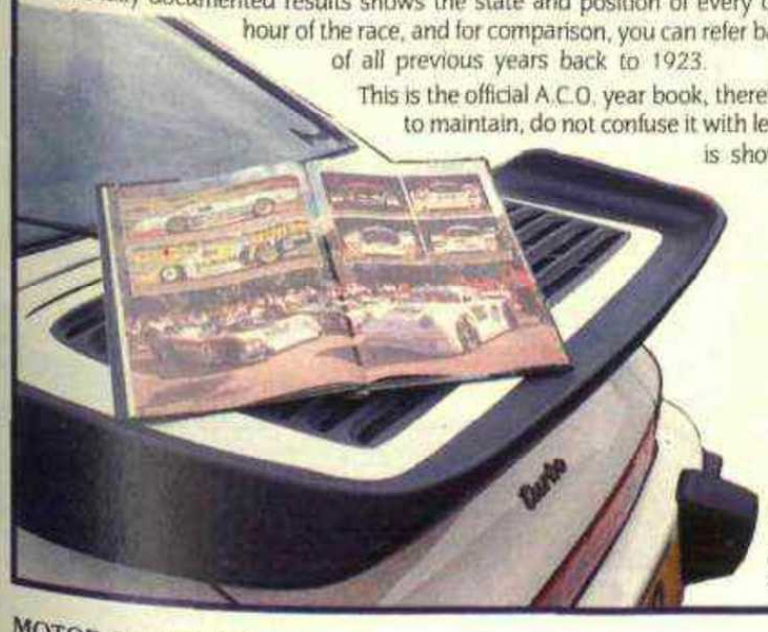
The book focuses closely on the Silk Cut Jaguar team, with Didier Braillon having spent several days before and during the race, exclusively in the Jaguar camp, in a year in which the marque is proving to be an indominatable force in the W.S.C.C.

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Fiesta Auto NEW CARS



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Following closely on Ford's use of the Ferguson permanently-engaged 4WD system, this progressive company has introduced another technical breakthrough, with its adoption of the new Van Doorne CVT automatic infinitely-variable transmission, offered as a £673 option on two Fiesta models. The Fiesta Autos will no doubt augment Ford's present top-sales successes, and further increase the number of cars with the famous script-name in the oval badge seen on our roads.

Any stigma once associated with automatic gearboxes was dispelled years ago, when Moss and Hawthorn chose them for their road-cars. However, Ford's new CTX two-pedal transmission may be of more interest to learner-wives and car-timid girlfriends than to lead-footed enthusiasts, so I will be brief. An 80-mile drive in a Fiesta Ghia Auto, over a route from Hadley Hall embracing motorways, dual-carriageways, country by-roads and towns, was sufficient to convince me of the excellence of this latest innovation.

I first met the Van Doorne Variomatic transmission in 1962, when a little flat-twin Daf proved how easily it could be driven on Blackbushe airfield by my wife and three daughters (none then licence-holders) but suffered belt-slip when tried up MCC trials hills. By 1965 however, this transmission was being used successfully on Brabham Formula Three cars and for rallying, and I feel sure Ford's very special push-instead-of-pull steel belts are immune from slip.

The new system has other refinements, such as "N" and "P" positions for the control lever, the latter supplementing the handbrake. More important, there is an "L" position, which can be engaged at any speed, to provide engine braking, and better uphill performance, whereas I believe the early Dafs used to slog up in a high ratio with the driver unable to do anything about it . . .

Acceleration in "D" alone is more than adequate on the Ford Fiesta Auto, but when the accelerator is eased back the revs fall away to give an effortless cruise, CTX being the equivalent of a six-speed gearbox with no step-ups to impare smoothness or pick-up. This should improve fuel economy to a touring consumption of around 45 mpg.

Ford has invested £80 million in CTX (how *does* the motor industry make any profits?), which weighs a little more than an equivalent manual gearbox but is lighter than a normal automatic with a torque-converter. So now we have a very smooth-operating two-pedal car. After sampling this belt-drive Ford, I drove home in my chain-driven XR4 4 convinced that CTX should materially increase Fiesta Sales, particularly in the fleet-vehicle and second-family-car fields. **WB**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

They were right.

And here's what they gained:

'Thanks to your method I'm a half millionaire'

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

G.C., Toronto, Canada.

'$24,000 in 45 days'

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

"Thanks again."

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

'Made enough to retire at 41'

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

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

R.A., Huntingdon Beach, Calif.

'There's no stopping me'

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

M.T., Portland, OR

'Wow, it does work!'

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

Mr. J.K., Anaheim, CA

'Made $70,000'

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

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

Mr. D.R., Newport Beach, CA

'$260,000 in eleven months'

"Two years ago, I mailed you ten dollars in sheer desperation for a better life... One year ago, just out of the blue sky, a man called and offered me a partnership... I grossed over $260,000 cash business in eleven months. You are a God sent miracle to me."

B.F., Pascagoula, Miss.

'Steadily upward ever since'

"I ordered Lazy Man's Way to Riches in June... by September, my career was launched and has gone steadily upward ever since."

Mrs. B.A., Walnut Creek, CA

'$7,000 in five days'

"Last Monday I used what I learned on page 83 to make $7,000. It took me all week to do it, but that's not bad for five day's work."

M.D., Topeka, Kansas

What I'm saying is probably contrary to what you've heard from your friends, your family, your teachers, and maybe everyone else you know.

I can only ask you one question. How many of them are millionaires?

So it's up to you.

A month from today, you can be nothing more than 30 days older – or you can be on your way to getting rich. You decide.

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

Don't take as long as I did to find out he was right.

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

Some have called it a Miracle. Some have called it Magic. You'll call it "The Secret of the Ages."

As for me, I thank God that before he died Millionaire Joe Karbo left, for all to share, the secret of "The Lazy Man's Way to Riches." The above story, which is in his own words, is his gift to you.

Sworn Statement:

"On the basis of my professional relationship as his accountant, I certify that Mr. Karbo's net worth is more than one million dollars."

Stuart A. Cogan

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Don't take my word for it. These are excerpts from articles in newspapers and magazines:

Time:

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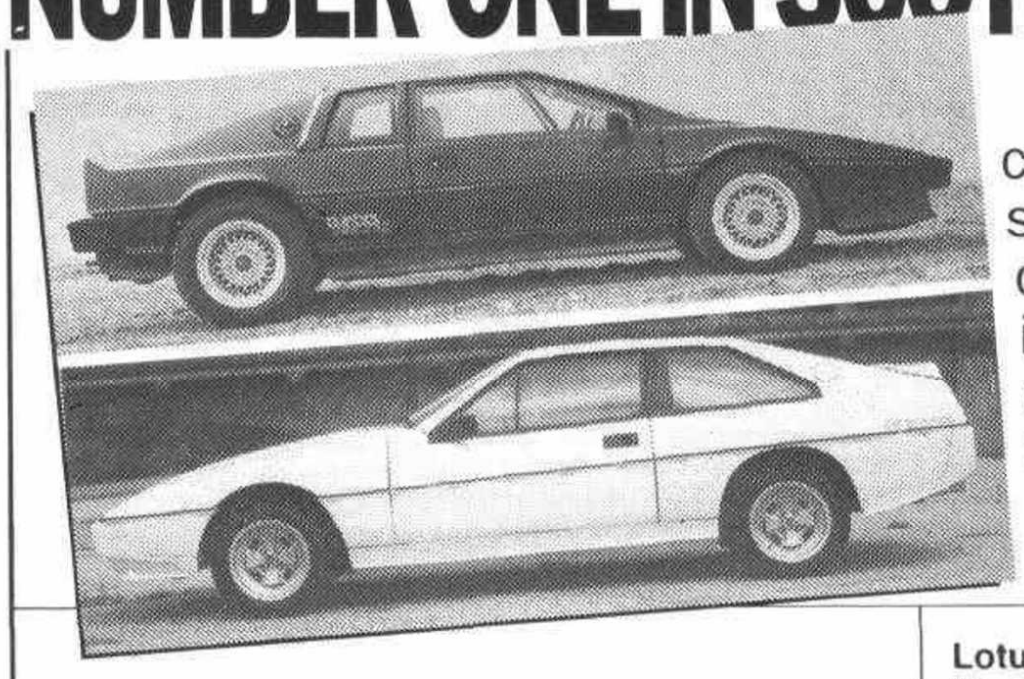
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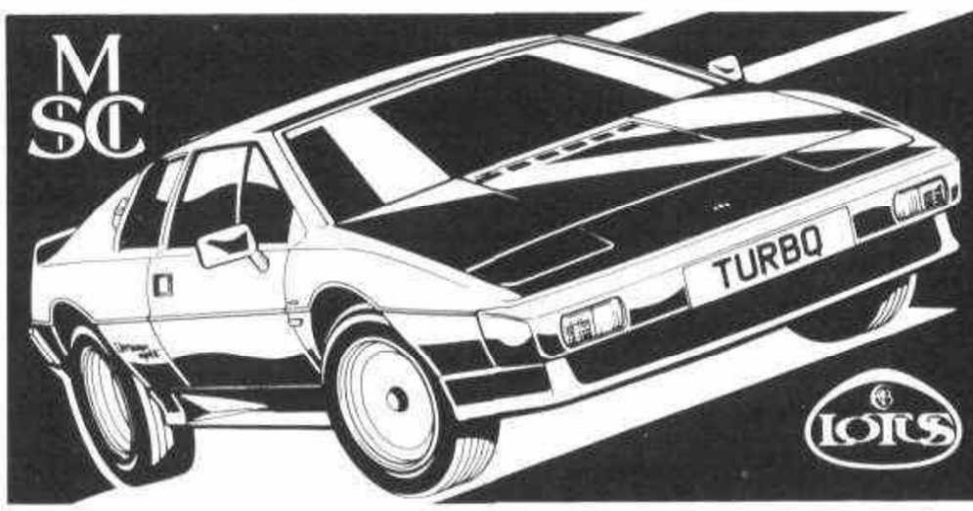
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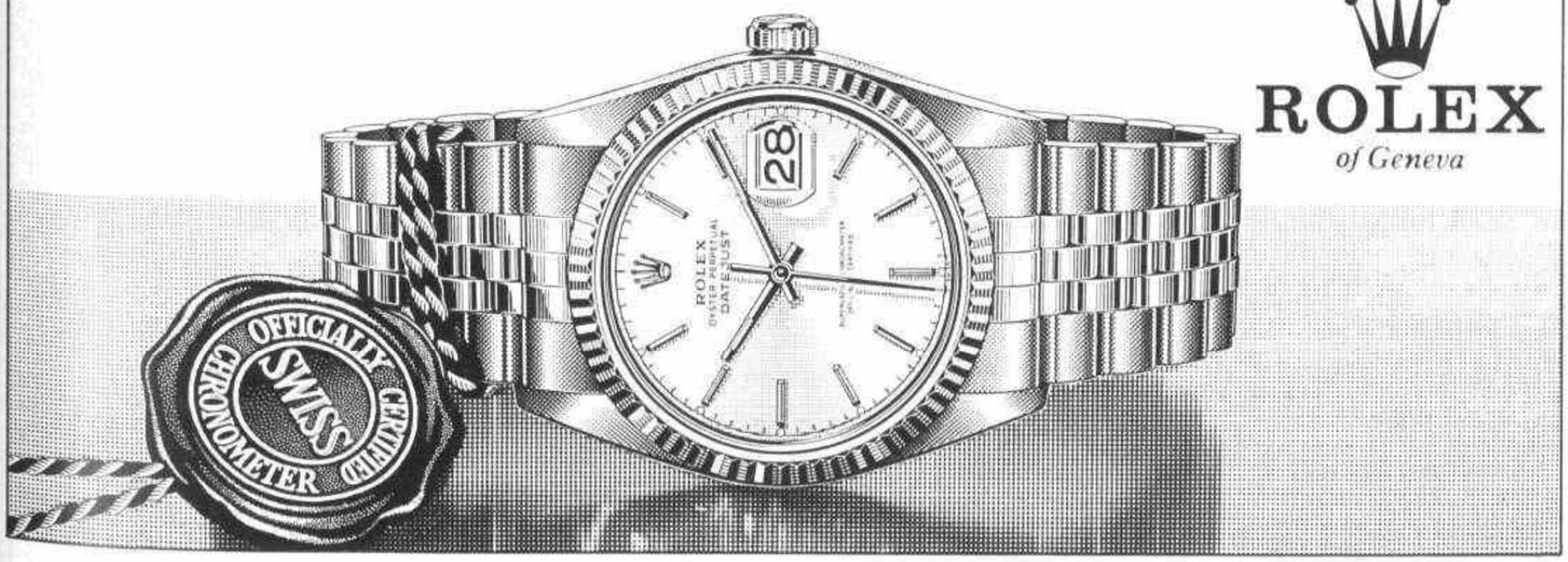
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LETTER FROM MONACO

Extravagance

Dear AH,

Last month I mentioned my brief encounter in Italy with competitors in the third Coppa d'Italia, and this prompted one of our readers in Switzerland to kindly send me the nicely printed entry list of that event. He was taking part in his 1933 Alfa Romeo 8C, and he answered my query about not seeing any 1900cc Alfa Romeos. It seems there were two taking part, but one broke a half-shaft at the start of the racing at Mugello, the other retiring for reasons unknown.

He mentioned in his letter that the post-war classes, of cars of the fifties, were indulging in some really competitive driving, not just 'promenading' about, as in some 'historic' events. This bears out what Steve Hallam (Ayrton Senna's race-engineer) said when I met him at Imola. Our Swiss friend said that the pre-war class was rather quiet in comparison, but nonetheless they all enjoyed themselves, and he felt the whole event was very well organized.

Looking through the entry and results, there were a couple of Italian names that brought back some happy memories of the fifties. Not racing drivers or makes of car, but the names of Scuderias.

Now we all know the name Scuderia Ferrari, but in those days there were numerous small *scuderias* (the Italian word for team), as Italian clubmen were taking part in some pretty serious national events which were far more professional than our club racing at Silverstone or Brands Hatch. Various Scuderias were formed, often around town motor clubs, or by a group of like-minded enthusiasts, and entries and support were made through these semi-professional scuderias.

The two which brought back happy memories were entries from the Scuderia Jolly Club, a group which originated from the Marzotto family and their chain of Jolly Hotels, and from the Scuderia Madunina, a group which used to enter Alfa Romeo and Ferrari cars in GT events. Other names in the list which have obvious connections were Racing Team Holland, and Scuderia Brescia Racing. You could hardly live in or near Brescia and not be an open-road racing nut.

Another letter from a reader, prompted by one of my letters to you (we must keep the Post Office solvent!), was from Anthony Brooke, he of the Vauxhall Villiers, in which he adds to the pre-selector gearbox saga, and the Armstrong Siddeley and ENV variants.

He bought an Armstrong Siddeley racing pre-selector gearbox in 1948 through an advertisement in MOTOR SPORT, and the man who sold it to him claimed it to be from the batch made in 1934 for Whitney Straight to fit to his 8CM Maserati Grand Prix cars. The story was that Straight placed an order for nine of these special gearboxes, to equip his team of cars and as spares or for possible sale, like the one he sold to Nuvolari. All of which adds interest to the "Scuderia Straight" and the remarkable young American in 1934.



The 3.3-litre Type 57/59-based Bugatti "tanks" at Le Mans in 1937.

In passing, Brooke mentions that he had the pre-selector gearbox from his Talbot-Lago Grand Prix car overhauled by Armstrong Siddeley. They were a little apprehensive as all the threads were metric, but they managed.

While in Monaco for the Grand Prix, one's mind was basically on today's Formula One, but old cars and history can never be far away.

The day before we all arrived for the annual "Extravaganza of Speed and Beauty" there had been an equally extravagant auction sale of old Bugattis and Ferraris, and some were sold for prices which bring tears to ones eyes. If they were not the prices in French Francs, US Dollars or Pounds Sterling they must have been the Hotel Loews telephone number. As far as I am concerned both are pretty academic, and the actual currency is pretty immaterial anyway.

Inevitably, these auctions produce some amusing stories, such as that of an owner who was bidding for his own car, in order to bump the price up. He anticipated backing out just at the right moment, to leave his opposition paying an inflated price. There was a moment of inattention somewhere along the line, and the owner found he had bought his own car!

The irony of the situation was that by the time the auctioneers had taken their cut, and added various 'premiums' and 'taxes', it cost the owner a lot of money to *not* sell his car. It would have paid him to have sold the car privately for its true worth, rather than inflate the price at the auction.

The big auction at the Loews Hotel in Monaco was on the Tuesday before the Grand Prix exploded on the scene, and that night the owner of one of the "million pound Ferraris" was asked politely to hurry up and move his car from the Hotel garage. The space it occupied was reserved for a well-known television motor racing personality who was due to arrive on Wednesday morning. His car? A Ford Sierra!

While looking at the traffic milling about during race week, I noticed a French-registered Renault 4CV, the original little rear-engined family car, and a slightly later Renault Dauphine, also French-registered. Neither car was in concours condition, but nor were they on trailers or wrapped in plastic sheeting. They were clean and tidy and in use, like we still see Morris Minors in England.

At the Le Mans 24-Hour race some Bugatti owners were celebrating a 50th anniversary. It is 50 years this year since Bugatti won Le Mans for the first time. I was going to say "and only time", but it won again in 1939. This was with the fully streamlined "tank", based on Type 57 and Type 59 components, one of which is still in existence.

Did I hear the Bentley Drivers Club mutter "but we won Le Mans 63 years ago" and the Alfa Romeo owners murmur, "our first victory at Le Mans was 56 years ago"?

The intriguing-looking Bugatti "tank" was driven by Jean-Pierre Wimille and Robert Benoist, two renowned French racing drivers of their period, and they averaged just over 85 mph for the 24 hours. One nice thing about the Le Mans race, in these days of continual change, is that it is still held at Le Mans and it still runs for 24 hours non-stop.

Our next breathtaking moment is going to be watching the Formula One cars passing the Silverstone pits at 180 mph, having taken a run at Woodcote corner from the new "chicane" back by the bridge. **Yours, DSJ**



Grandest Tourer

When it appeared out of the blue ten years ago, Porsche's exotic 928 shocked many people. Firstly, it dared to proclaim itself the successor to the revered 911 — but it had a front engine, and water-cooled at that. And then it sported that bulbous bumperless one-piece styling with window openings seemingly punched out of it. In the intervening decade, we have learned that the flat-six will continue alongside the V8, and we have seen the influence of this design watershed spread in diluted form to a wider range of cars. At the same time. the range of cars from Stuttgart has advanced on many fronts, with each of the types having its moment of glory. Lately it has been the four-cylinder cars in the limelight; now, with a completely revised four-valve per cylinder design, it is the turn of the V8.

Most important to the Porsche marketing effort is the fact that the proper order of things has been restored. With one of the most enviable development programmes of any sportscar maker, the Stuttgart cars constantly edge forwards like over-eager drivers sitting on the grid waiting for the green light. Pole position is meant to stay with the 928S, which Porsche calls its flagship, but it has been eclipsed on price not only by the almost mythical 959, but also by the rather ugly 911 Turbo SE.

But if there is one thing more confusing than a flagship which is not the dearest in the range, it must be a flagship which is not the fastest in the range. Being out-sprinted by the 911 Turbo was acceptable; losing out to a four-cylinder of half the size was not. This is exactly what happened when the 944 Turbo roared into the picture with performance in the upper reaches which equalled or surpassed the V8; however, the fifth-generation 928 has been given back the edge over its precocious junior.

This is not the first four-valve-per-cylinder version of the alloy V8 to be offered to the wealthy businessman: American customers have been driving a 5-litre 32-valve 928 known as the S3 since 1985, although this "smog special" was rated at 288 bhp, some 30 horsepower less than the current S4, whose vast but wholly controllable 320 bhp output applies to all markets, with or without catalytic exhaust converter.

Feeding fuel to the eight hefty cylinders of the 928 is a Bosch LH-Jetronic system with over-run fuel cut-off, linked to the EZK solid-state digital ignition computer; supremely accurate fuel-flow and individual timing adjustments for each cylinder, controlled by separate knock sensors, allow a high compression ratio of 10:1 in the TOP (Thermodynamically Optimised Porsche) head. In fact this ratio is slightly less than before, but accompanies all-round improvements: not only does the revised design produce considerably more torque, now totalling a mountainous 317 lb ft, it also burns lower octane fuel, and suffers no loss of power whatever when fitted with the catalytic convertor required by Germany and the USA.

A central spark-plug makes for even ignition within the silicon-coated cylinder, while there is no evidence of the low-rev flaccidity which afflicts small-capacity four-valve engines: peak torque is churned out at a textbook 3000 rpm, with the crest of the power curve at 6000. This means significant gains in mid-range overtaking performance over the S2 whose lesser torque peaked at 4100 rpm.

Hydraulic dampers locate the broad and massive power-plant within the narrow-lidded engine-bay. Induction is accomplished in the classic V8 manner, through the centre of the vee, with softly-polished inlet tracts adding only a couple of inches to the unit's height. Belt tension for the two camshafts per bank is monitored electronically, and the distributor is mounted on the end of one camshaft.

A variety of ducts is carefully blended within the curves of the revised nose, which also incorporates a discreet spoiler: the huge ventilated brake discs are rammed full of cool air by one set, while the flow to the combined oil and water radiator is automatically controlled according to thermal load, thus minimising drag whenever possible. Undeniably a bulky car, the 928 has never been particularly sleek, a fact which one family car manufacturer's advertising exploited in boasting that its own product had "a lower Cd than a Porsche". But now that embarrassing 0.39 figure has dropped to 0.34, a real achievement which is due to the softer and longer nose and tail (making the S4 3in longer than the S2), subtly widened sills, a narrow but free-standing tail spoiler, and a large undertray.

Like all current cars from the company, the gearbox is at the back, though in the front-engined models it is attached to the engine by a substantial torque-tube through which the prop-shaft runs. This solid connection reduces any drive-line movement, and provides a firm mounting for the gear shift, should you specify the no-cost option of a five-speed manual 'box. Standard issue, though, is the four-speed auto, and with the pulling power of an ocean-going tug surging through it, I found myself for the first time quite content to let the machine choose its own ratios.

In many cases the torque-converter of an auto dulls the response of the engine it is attached to; not so the 928. Push the smooth throttle pedal and acceleration is immediate, building up forcibly as the revs rise and



Well-fitted boot with luggage net and removeable soft cover.

accompanied by a brief five-litre snarl. Press harder and the Mercedes-Benz four-speeder snaps down one ratio, shoving the occupants deep into the seats while the tach needle lingers at maximum torque and the speedometer spins in moments towards licence-threatening levels. The response is instant and predictable: the driver can feather the throttle to surge ahead in the same ratio, or instantly twitch the box into a lower gear at any point he likes. Determined foot pressure will call up a second downshift with even more dramatic results, but even here the nose lifts only a whisker during take-off.

No need to anticipate overtaking moves by using the selector lever to change down, as I usually do in lesser autos — the Porsche can do the job as quickly and with no effort, at the expense of a thump as it changes from second to third at full stretch. On dry roads, the new larger 245/45 VR 16 Dunlops at the back (the front retains the previous 225/50s) are easily capable of coping with the car's power, not a chirp being heard during gearshifts, and they remain impressive over wet roads, more so probably than the benchmark Pirelli P7. But maximum throttle needs respect in the rain.

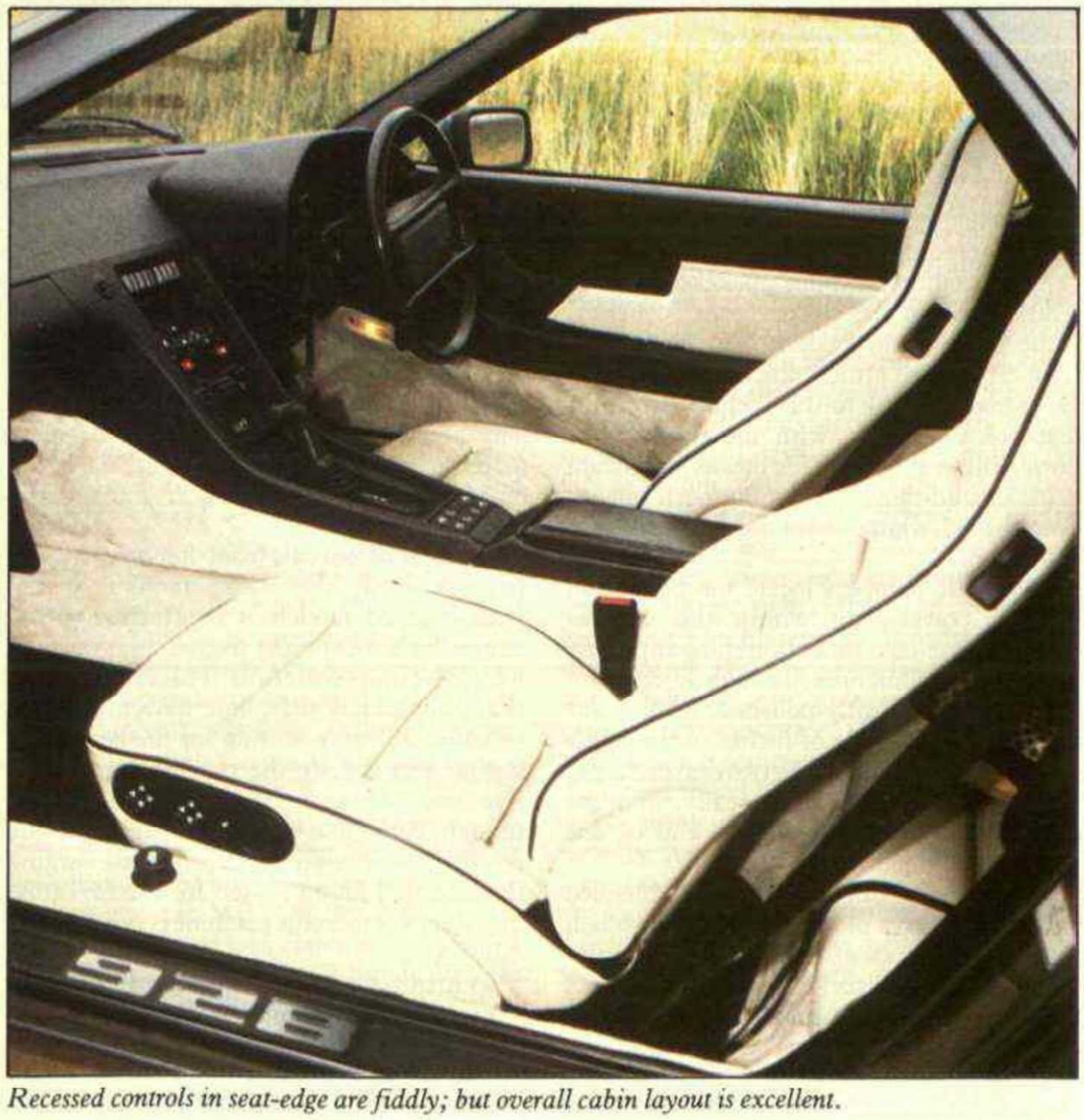
It seems a pity that much of the engineering splendour of this vehicle is concealed beneath the flawless paint, for every component has been shaped from the best material for the job, and hang the expense — or at least pass it on to the customer, because there are seemingly plenty who will not bat an eyelid as the bill passes the £50,000 mark. The writer of that cheque will probably never see the elegant light alloy castings which comprise the suspension, or the compact four-piston brake calipers which bring race-track stopping power to the motorway, but he will feel the evidence of such care every time he puts the key in the ignition. There is a satisfaction which derives not from bhp figures or acceleration times but from putting a craftsman's best work to its intended use.

Those alloy front wishbones are mounted in a conventional double set-up, with a combined spring/damper, to hold the front wheels in place, but the plump rump of this Grand Tourer is the home of the trend-setting "Weissach axle" which has inspired a new branch of chassis technology — positive rear wheel movement. Many manufacturers have now followed Porsche's engineers in putting the inevitable angle changes to good use, and indeed the 928 design seems rather simple in comparison with that of the Mazda RX-7 tested last month. It responds only to fore-and-aft inputs, but the effect is similar — it tends to introduce toe-in on the loaded outer wheel, minimising the likelihood of oversteer if the throttle is snapped shut half way through a roundabout.

However, like any car the 928 responds best to smooth driving, and it clings through the tightest bends in a supremely predictable way. A modicum of understeer tells the driver how hard he is pressing on, and if it starts to increase, a gentle lift of the throttle edges the fat coupé back into line. Its width is not difficult to cope with in itself, given the direct steering, but be prepared to give way in country lanes.

Steering action is good, though perhaps falling short of the super-sharp feel of the same company's 944 Turbo; assistance varies with both speed and load, giving roughly the same pleasant weight to the leather-bound wheel whether parking or travelling at 120mph. At such speeds directional stability is very good, with little reaction to side-winds, although vertical deflections do set up a squirming sensation which feels more to do with the suspension than the tyres. This is most pronounced when cresting a brow, when the car seems to wiggle its hips before resuming its course. And I was surprised to find that it bottomed out at the end of some (admittedly severe) dips.

Overall it deals well with bumpy roads, particularly at higher speeds when the rather sharp ride smooths out, but like other Porsches the wheels crash and thump over holes and even cats-eyes, sounding uncomfortable rather than feeling uncomfortable. Tyre rumble is about the loudest single noise; the engine, sadly perhaps, is completely insulated from the driver's ear except on full throttle. Another exception to this vow of



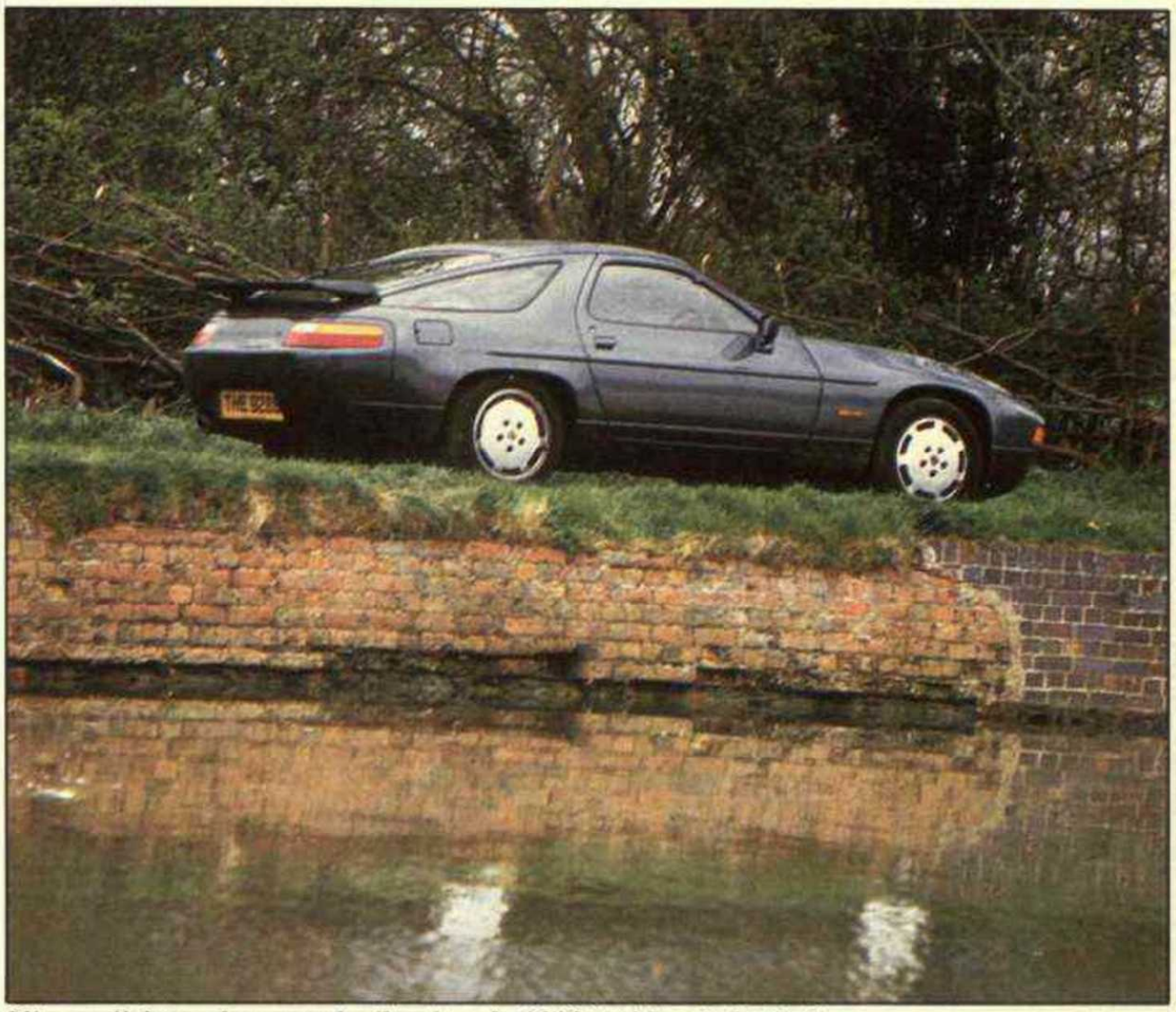
Recessed controls in seat-edge are fiddly; but overall cabin layout is excellent.

silence is when the letter-box of a sunroof is open, which introduces a roar like an express train.

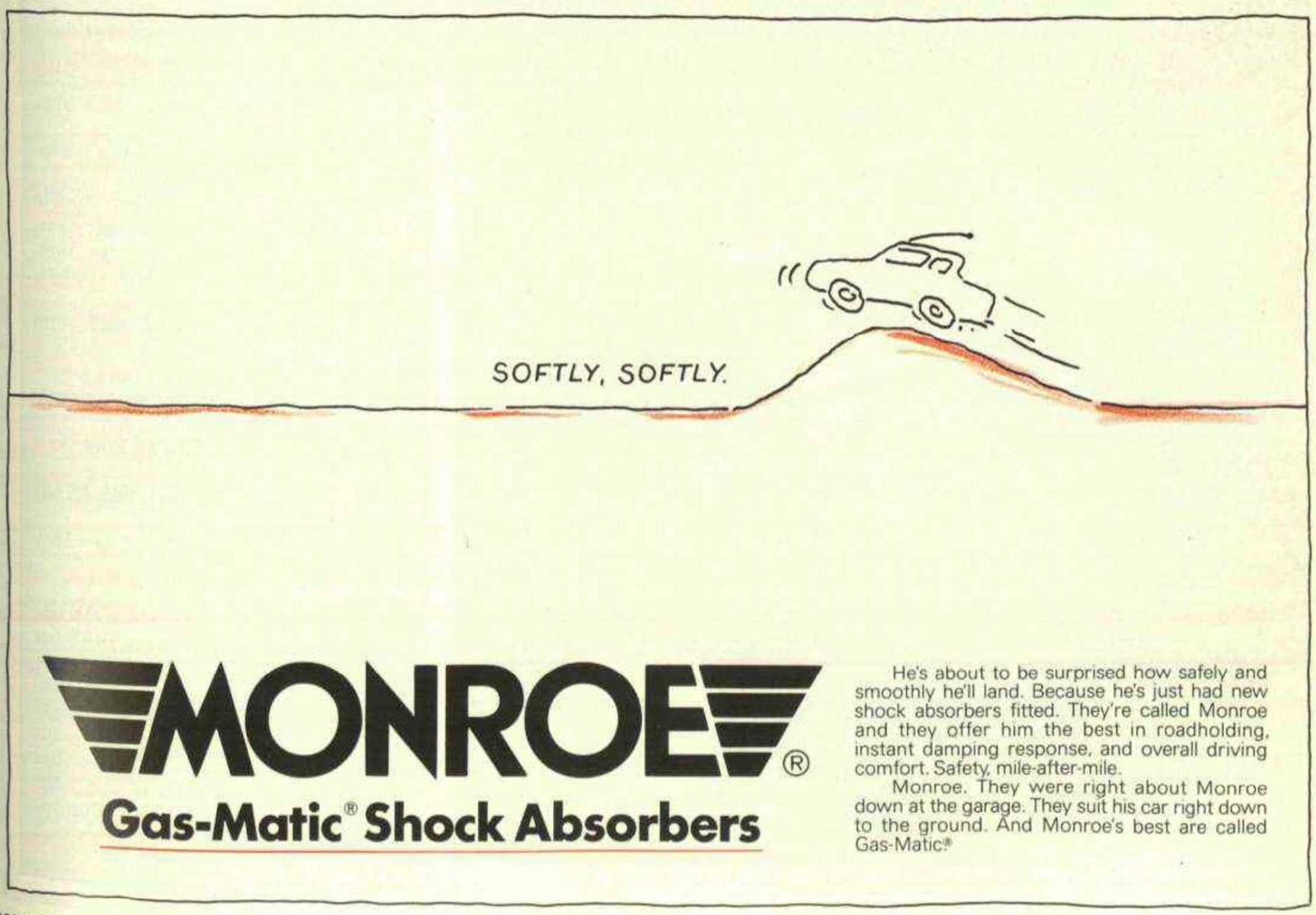
ABS is part of the package, but I did not manage to invoke it, being sufficiently impressed by the normal action of the large ventilated discs and the four pads which grip each one. Dunlop, too, deserves credit for such rapid and consistent stopping.

Opening the heavy door and tipping the seat forward exposes the two rather dainty perches in the back, separated by the massive hump of the transaxle. These are small even for older children, and adults are unlikely to be squeezed in at all. Folding the backs down extends the luggage space quite usefully, though, giving a flat surface almost to the front seats. Surprisingly, cargo is better catered for in this supreme sports coupé than in most estate cars — not in terms of volume, of course, but in appointments: a tough luggage net covers the boot floor, there are strap anchorage points, and a quickly detachable cloth cover screens the boot alone or extends individually over the folded rear seats.

Supporting the crew is a pair of rather curvaceous seats which grip the hips much better than they look as if they should, with electric adjustment by some rather muddling switches down the side, and three memory



Slimmer lights and a stepped tail endow the 928S4 with a sleeker look.



MONROE®

Gas-Matic® Shock Absorbers

He's about to be surprised how safely and smoothly he'll land. Because he's just had new shock absorbers fitted. They're called Monroe and they offer him the best in roadholding, instant damping response, and overall driving comfort. Safety, mile-after-mile.

Monroe. They were right about Monroe down at the garage. They suit his car right down to the ground. And Monroe's best are called Gas-Matic®.

positions. Yet despite all these variations, including lumbar adjustment, which I fiddled with constantly, I could not sit comfortably for more than half an hour at a time.

Other aspects of the driving position are good: the bulky instrument housing moves up and down with the wheel, retaining a good view of the clear orange-needled dials and keeping the switches in fingertip reach. The ignition switch is also in this housing, instead of concealed at some awkward angle down on the column, while the climate is influenced by small sliders on a central panel. There are stalks for flashers (left) and wipers (right), plus another for the Tempostat cruise control for the lazy. The handbrake lever is of the fall-away type and well sited to the driver's right, together with a headlamp adjuster and the rear hatch release.

Extra vents are let into the door panels, and the driver also has the seat memories and the mirror controls by his right arm. Window and roof controls, though, are easily confused with the rear wash/wipe rocker, all of these being behind the T-bar gear selector.

Wide-angle driving lamps in the bumper allow for instant flashing, and augment the already superb headlamps, while further safety features include heated washer nozzles, and a secondary windscreen wash system which blasts the glass with concentrated cleaner strong enough to remove the usual messy peppering of massacred insects.

Well-equipped, but still inviting you to spend money on options, the 928S4 is far from being the stereotypical luxury car: a Jaguar XJ-S for half the price would be that. Instead it argues forcibly to be a real sportscar, despite its great bulk and its mostly automatic sales. Even at high cornering speeds the 928S4 feels absolutely settled, asking for more acceleration to squirt from the exit of the bend, which can be fed in with complete confidence in the traction available. Pinpoint accuracy is there to be exploited through the wheel, and the massive-looking vehicle flicks one way or the other with almost ludicruous ease.

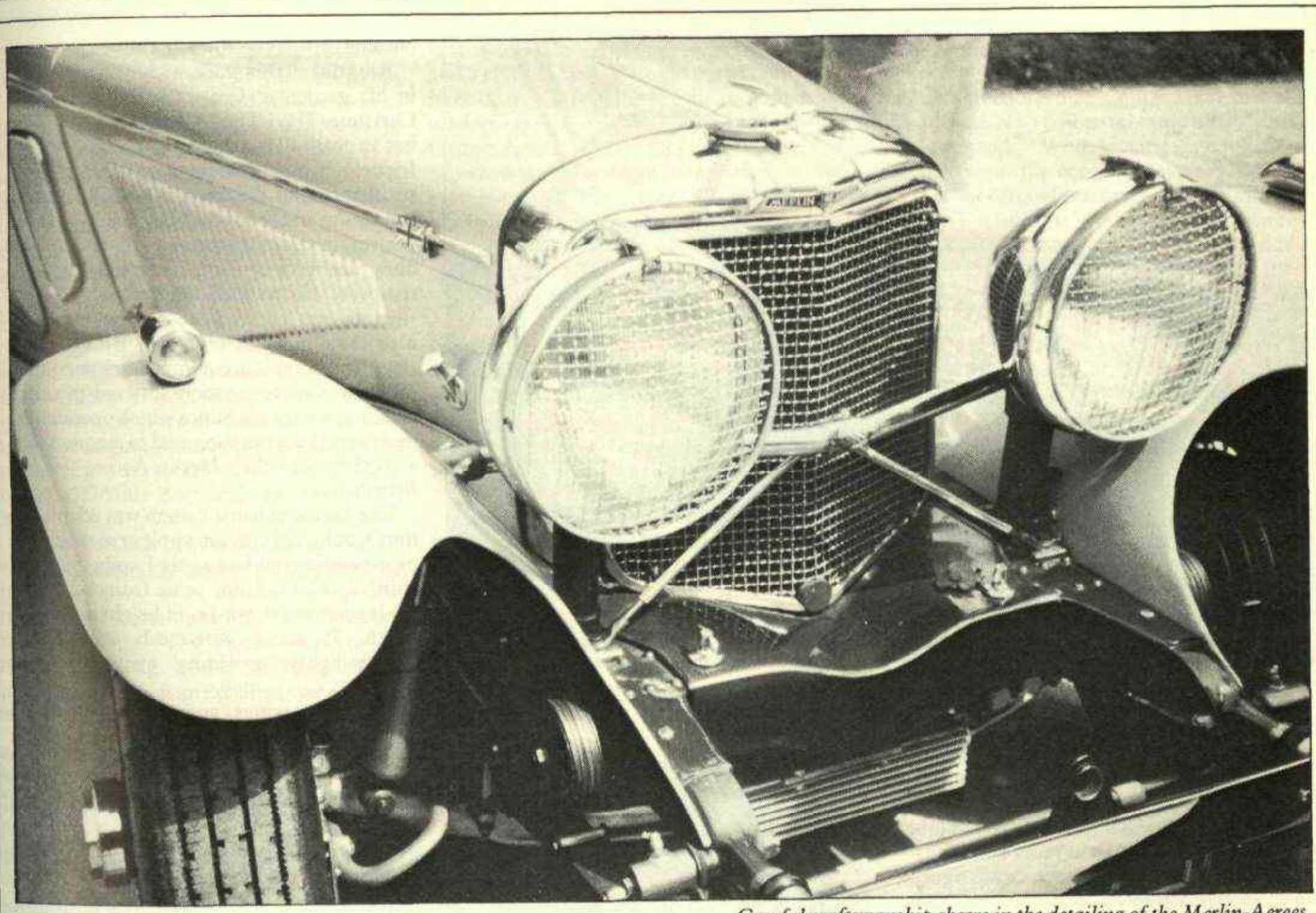
Combine these qualities with the beautiful finish of components and trim, the busy quiet it exudes on the motorway, and the uncomplaining way it will trickle through M1 roadworks jams, and it is difficult to draw a distinction between the Grand Tourer and sportscar labels. It is a fine compromise in function with no compromise in execution — a hatchback with luggage space which will quarter Europe in a day and provide immense satisfaction while running rings around many another sports aspirant.

And if you are likely to be one of the 300 or so who will buy one in a year, who cares what sort of car it calls itself? GC



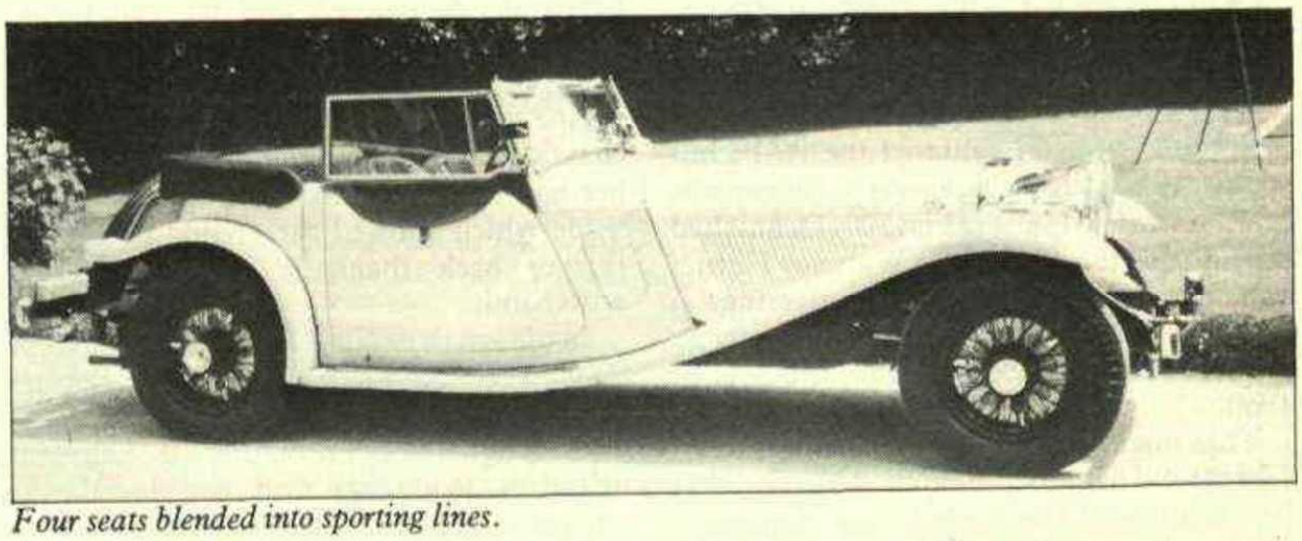
Narrow bonnet reveals V8 set well back in crammed engine bay.

Model: 928S4
Maker: Porsche AG, Stuttgart
Importer: Porsche Cars GB Ltd, Reading
Engine: Front-mounted all-alloy V8, four valves per cylinder, four belt-driven cams. 4957cc (100 x 78.9mm), 10:1 cr, Bosch LH-Jetronic fuel injection, EZK electronic ignition. Power: 320 bhp. Torque: 317 lb ft.
Transmission: Rear-mounted transaxle: four-speed automatic
Suspension: (Front): alloy double wishbones, coil springs, telescopic dampers. (Rear): upper transverse link, lower semi-trailing arm, coil springs, telescopic dampers
Steering: Power-assisted rack and pinion
Brakes: 4-piston calipers and ventilated discs all round, servo, anti-lock system standard
Wheels: Alloy rims, 7J x 16 front, 8J x 16 rear
Tyres: 225/50 VR 16 front, 245/45 VR 16 rear
Performance: 0-60 mph: 6.5 sec; Max speed: 161 mph
Economy: 18.4 mpg overall
Price: £48,935. Test car extras: electric sunroof, £1221; heated seats, £148 per seat; total, £50,452
Summary: Striking shape, first seen ten years ago, brought right up to date. Practical, as all Porsches are; displays muted brio — breathtakingly fast but placid and smooth, without the hard edge of, say, the BMW M635. A glorious piece of engineering for the price of a house.



Careful craftsmanship shows in the detailing of the Merlin-Aerees.

Home-Made



Four seats blended into sporting lines.

At one time road-going specials were fairly common, whether built by people who thought they could improve on manufacturers' offerings or just for the fun of making a car that was different by combining the components of several makes. In recent times the trend has diminished, so I was interested to meet the Merlin-Aerees, which was mentioned briefly last month, and to learn more about it. It proved an interesting story . . .

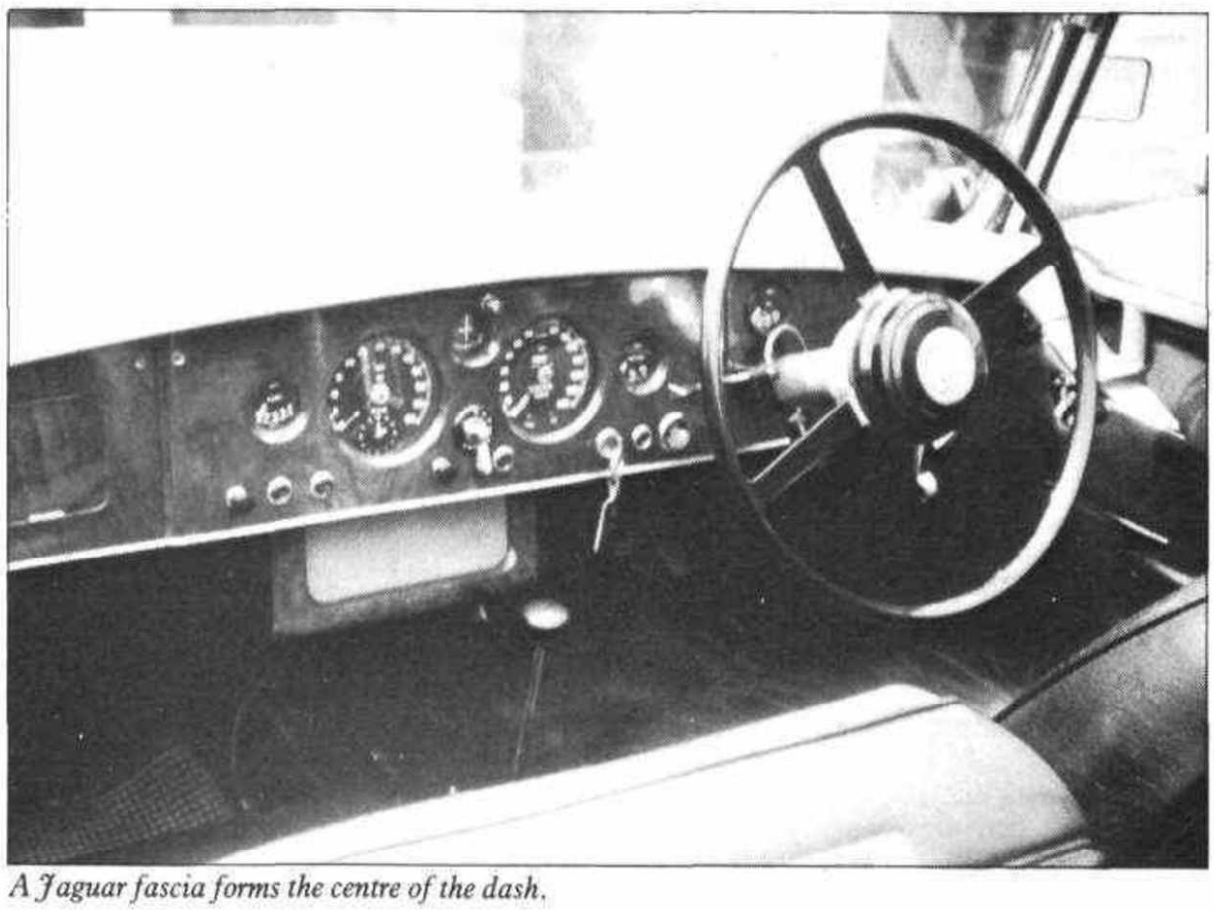
The car's builder, Dennis Owen Rees of Carmarthen, was one of four sons of a successful grocer who had owned a series of Model T Fords, including a black-radiator tourer, before turning to Roesch Talbots. The first of these Talbots was a 10/23, followed by a very early 14/45, ordered even before Roesch's advanced new car had been shown at Olympia. It broke its chassis side-members by the engine-mounting bolts, causing Mr Rees to send to Barlby Road drawings of liners for inserting in them. This produced a letter from the great Georges Roesch saying he knew of the trouble and was sending two of Talbot's own liners free of charge, which he hoped would cure the trouble. After that, other Talbots were used as family cars, up to a fast 105.

Not unnaturally, the Rees boys became keen on cars. Dennis had, before this, a two-stroke Radco motorcycle which he rode smokily to grammar school. He still remembers a day in 1927 when their form-master told them sadly: "Something very terrible had happened." They thought perhaps war has again broken out, but he was referring to the death of Parry Thomas at Pendine.

The famous Pendine rider Stevens had built up a potent R & S Special with a 6hp JAP engine for his brother Glyn. Dennis later inherited this, riding it on an improvised indoor dirt track, rendered slippery with soap, having to cut back the handlebars to negotiate one narrow door!

The first car the boys had was an A7 Chummy, which they fitted with a Smiths 5-jet and then with a 14/45 Talbot carburettor, the latter's throttle worked by a length of string. One day it refused to shut after the string had been stretched to the limit; a major downhill prang resulted, and Dennis ended

A MODERN SPECIAL



A Jaguar fascia forms the centre of the dash.

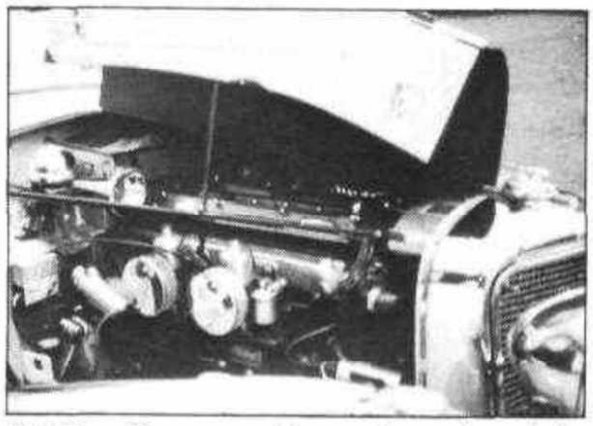
up in a field beside the car's battery.

Later, when they were allowed to drive the Talbots, their mother insisted they must not take the 105 over 45 mph. Ignoring this parental safety-factor, they used to lie in wait for a local gentleman who drove another Talbot 105, and engage in races with him — until at dinner one night, when he was a guest, they heard themselves described as "those awful boys" who raced with him, which he confessed he rather enjoyed . . .

His early enthusiasm for cars led Dennis to read all the 1920s motor magazines, and later he contacted components makers asking for quotes for a car he proposed to manufacture. He wrote on headed Aerees Motor Co paper he had had printed; the name being derived from his interest in flying and his surname. That was in 1936, and he was quite serious. The war intervened and Rees entered the RAF, but when it was over a single-seater Aerees was built. It was based on the Fiat 500s Dennis had used during the war, with a Wolseley Hornet engine and chain-and-sprocket steering. A 6 cwt car, later converted into a two-seater, it acquitted itself well in sprints until sold in 1960.

That might have been that, had not Rees' 17-year-old daughter jokingly suggested that her father build a car for her. This revived his 1936 ambitions. By then Dennis had relinquished the partnership he had in the Angel Motor Co, Simca and Fiat agents, so any special he embarked on had to be made in his orchard and garden shed! Undeterred, he set about construction of a handsome open 2/4-seater of somewhat Jaguar-like appearance, allied to touches of Roesch Talbot.

For a chassis he used that of a 1935 EL24 Daimler Light-20, as it had nicely swept side-members and was of light, boxed



3.4-litre Jaguar engine and gearbox drive operate Daimler worm-drive axle.

formation. At first a 2.4-litre twin-cam Jaguar engine was employed but performance was unimpressive, so a 3.4-litre Mk2 Jaguar engine was substituted. To get it into the chassis, the middle cruciform chassis-member had to be removed, but a new one was made which allowed the engine to go 18in further back than the original Daimler power-unit.

The Jaguar engine was standard except that, to obviate the noise from the bottom timing-chain tensioners (a shortcoming of the Jaguar engine until the oil pressure had built up) Rees made his own two metallastic tensioners. The later, improved gearbox with o/d on top gear was used but the worm-drive Daimler back axle retained, giving about 20 mph per 1000 rpm.

Even so, the Merlin-Aerees is undergeared, fuel consumption being heavy in traffic, so another axle is being made up, with a Salisbury/Jaguar 3.4:1 final-drive, but retaining the Daimler knock-off hubs, which carry wheels with Dunlop Fort 6.00/6.50 17 tyres. Incidentally, each wheel has three balance weights, neatly hidden by the chrome caps, as on Roesch Talbots.

Rees did all this work, and made the body, in his garden at Green Hall, not even on Christmas Day! The half-elliptic suspension has an anti-roll bar at the back, and Hartford friction shock-absorbers and Girling telescopic dampers at the front. There are torque-rods above and below the front axle but Rees, a perfectionist, thinks the recently-fitted lower ones are unnecessary, and they will be removed. He decided the Burman-Douglas steering box allowed too much free movement, so although it is retained, it is now just a slave for a universally-jointed horizontal shaft taking motion to the more forward-mounted steering box from a Simca which operates the drop-arm (I am not supposed to mention this, as otherwise the Merlin-Aerees is all-British!).

The Jaguar exhaust system was adapted to the Daimler chassis, (an apple-tree aiding the pipe-bending) and a Lancia Lambda cut-out is fitted. The radiator came from a 3½-litre SS-Jaguar, cut down 7in in height and 2in in width. It has a wire-mesh grille, Mini quarter-lights providing strips for the framing.

The body, wings, and petrol tank are all home-made! The long front wings have an impressing curvature, edged by piping bent over a log, and the big slab fuel-tank was made from the roof panel of a Simca 1501, Mrs Rees helping to wrap this round after the sides had been welded up, by pulling on straps from the pony's harness . . . Door slides provided just the strong channel-steel needed for the scuttle frame, and the centre of the polished wood fascia came from a Mk1 2½-litre Jaguar, with end pieces hand-formed and grafted on to provide small glove pockets, the offside one concealing a stereo cassette player.

Quite remarkably, this DIY craftsman constructed the car's 20-gauge metal body and wing-panels from old petrol-pump cabinets and freezer cases, yet the finished product has the hallmark of a professional coachbuilder. An Austin Ten screen frame was widened to form a fold-flat screen, the brass top rail of which has Jaguar connotations, but the fittings were formed from light-alloy castings. Running-board stays owe their origin to the good Vanadium steel in a Model T Ford.

At first Rees was dissatisfied with the brakes, so these are now hydraulically-operated Girlings, with big drums, air-scoops, and a servo-booster on the nearside of the engine, with vacuum tank on the side-member. A thermostatic fan aids cooling, and shields on the twin exhaust down-pipes are being made from wooden formers, based on those found on Roesch Talbots. Plated pipe fittings have been adapted for the welded mudguard stays of Talbot formation, and the enormous Lucas headlamps give modern asymmetrical beams (an idea Rees copied from a Foden truck) and have stoneguards.

The oil-cooler below the radiator is from the

The Merlin-Aerees

aforementioned Aerees racing-car, fabricated by the builder, as were the Merlin-Aerees hood irons. So stiff are the rear-hinged welded doors that internal bracing is unnecessary, which allows space for a loud-speaker. It is hardly necessary to say that Rees himself designed and made the locks and recessed door hinges. Flashers and self-cancelling (time-switch) semaphor-type turn-indicators are fitted.

The radiator displays a Merlin-Aerees badge, a Carmarthen coat-of-arms taken from a sugar spoon, and a tiny Union Jack. The whole concept of this remarkable motorcar is that of a recent classic, and one which would by no means disgrace a small-scale manufacturer of such cars. But now the Merlin-Aerees will never go into production! It exists solely to please Dennis Rees and his enthusiastic family.

I had a short ride in it, sitting on Rover 2000 leather-upholstered seats lowered by 4in, and it is clear that, even in traffic, top and overdrive are the only gears required for much of the running. The engine beneath its impressively long bonnet is exceptionally quiet, and the ride is an excellent compromise between hard and soft.

It is not a car you would forget in a hurry, and it reflects the ability and perfectionism of its builder. Not only has he built this imposing modern-day Special at home, eschewing former Angel Motors' facilities, but he has shown a quick eye for adaptation — for example, the big tubes supporting the headlamps are formed from those of the overhead money-carriers once seen in draper's shops.

Even with its present high-gearing the Merlin-Aerees, which took eight years to build, performs well, weighing 24 cwt, compared to the 27½ cwt of a Jaguar. The Merlin part of its name stems from the link between Merlin's oak and Carmarthen. Equipment includes an efficient heater, to please Mrs Rees, and the scuttle incorporates an under-bonnet tool-box.

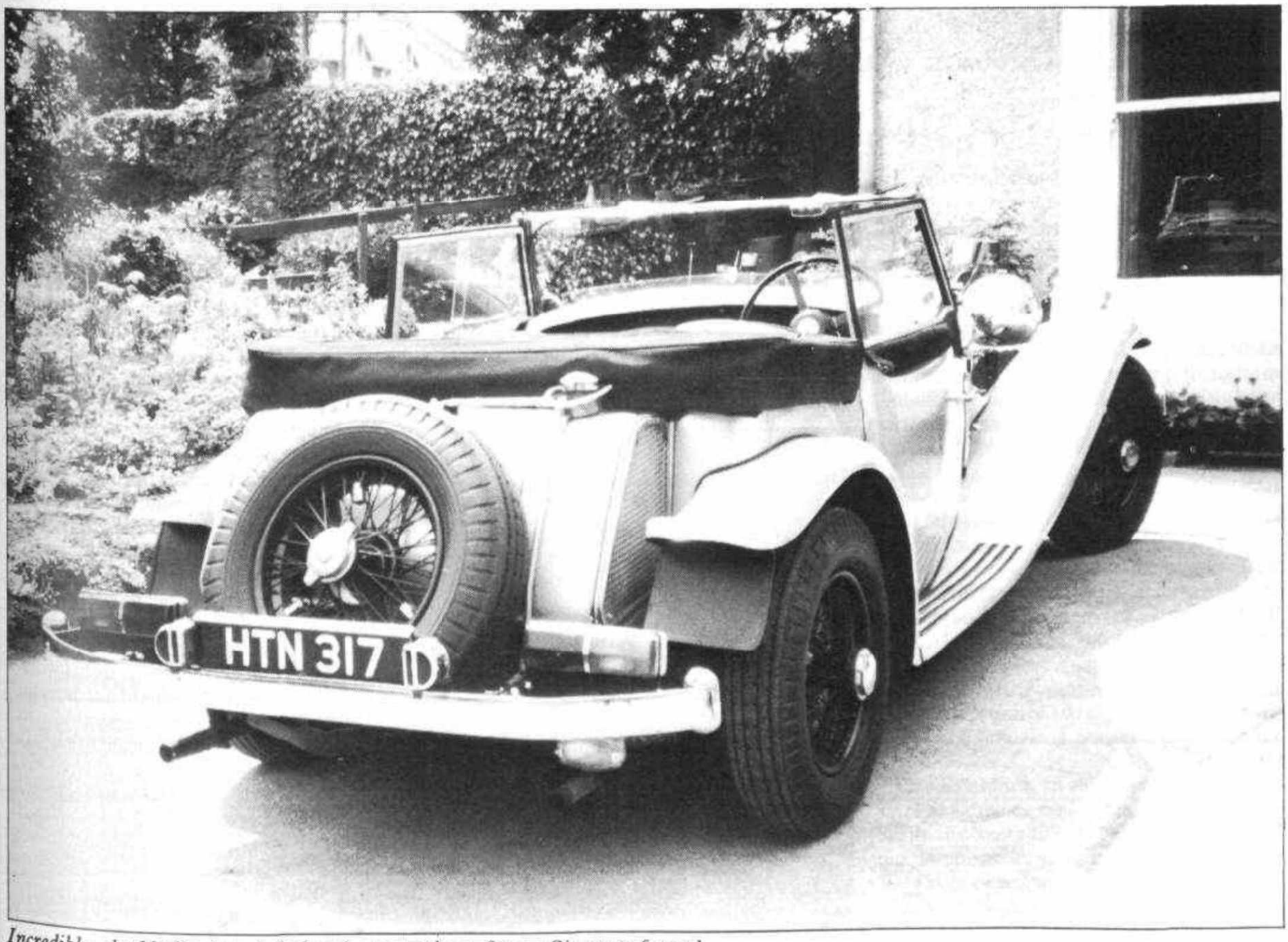
Adaptor he may be, but Rees is also an engineer who pays much attention to detail. Anchor nuts, for example, are welded on inaccessible bolts, and screw clamps were made to prevent the big bonnet flying away in the wind after it has been raised. And the car's name has been cast into the Jaguar cam-boxes.

Greatly as the Merlin-Aerees proclaims its builder's love of cars, his first love was flying. He told me some splendid tales of how he and his brother flew a Hendon-built Genet Major-engined Civilian Coupé MkII monoplane (G-ABNT) before the war, often from Pendine sands. While racing one of the Talbots there, the aeroplane came down so low that one of its wheels dented the car's hood irons, as I believe the present owner is aware! On another occasion, when the tide was unexpectedly in, they had to ditch the machine, which Welshfolk emerging from chapel in their Sunday-best clothes managed to save by wading into the sea up to their chests!

Memorable days, reflected in the unique Merlin-Aerees. **WB**

More Specials

The Ford SV OC holds meetings jointly with the Fairthorpe SCC at the White Horse Hotel, The Borough, Downton, near Salisbury, on the last Tuesday each month. Cars such as Ashleys, Dellows, Bucklers, Elvas, Rochdales, Falcons, Berkeleys, Turners, Tornados, F-type Morgans, and others which use side-valve 8hp and 10hp Ford engines are welcome. **WB**



Incredibly, the Merlin-Aerees' fuel-tank was made up from a Simca roof panel.



Brown's Cooper-Norton refuels on the way to victory in the 1951 F3 Luxemburg GP.

In the Best Company

In the years following the end of WW2, Britain produced an astonishing number of good racing drivers. The achievements of some, such as Moss, Hawthorn, Scott-Brown, Collins, Lewis-Evans and Brooks, are justly celebrated, but below that level was a stratum of professional drivers capable of running in the best company, always reliable, and sometimes able to produce surprise results. One of their number was Alan Brown, who was one of Cooper's first two works drivers.

Alan Brown is currently in what he calls "semi-retirement", thinking of restarting in the garage business at the age of 67, and dreading the idea of slipping into inactivity. He fell in love with motor racing over half a century ago, and his beautiful sixteenth-century Sussex home bears plenty of evidence of his passion. His study is lined with photographs, not only of himself at the wheel but of special heroes such as Fangio, Clark, McLaren and Moss.

Of the many trophies he won there is little sign, an exception being a splendid item of Regency silver displayed not because of the inscription (it was presented for winning the *Daily Mail* Trophy at Boreham in 1951) but because of the aesthetic pleasure it gives.

Born in Yorkshire in 1919, Alan grew up in the Guildford area, where his father had a farm. On the farm he had opportunities to tinker with vehicles and drive them, "I could drive before I ever sat in a car by watching how it was done."

His mother managed to get him taken on as an apprentice at Dennis Bros, maker of trucks, lawn mowers, fire engines and refuse carts. Alan's commitment to cars and motor racing had already been confirmed, with trips to Brooklands and Donington.



Alan Brown with the Cooper-Bristol sportscar he still owns.

Like many other young men of the time, he scented that war was coming and joined the Territorial Army as a truck driver. Finding himself near Reims in late 1939 he did what any right-thinking person would do in the circumstances — he tackled the lap record for an army truck.

Alan's interviewer for a place at Clifton College for Officer Cadets was Capt Rodney Walkerley, *The Motor*'s racing correspondent. Alan must have kept his youthful hero-worship under control, for he was accepted and ended the war as a major in the Middle East.

For over a year he was self-employed, turning his hand to car repairs, paint spraying, anything. It was a frustrating period; he was rapidly approaching 30, the desire to go motor racing was still burning inside him and yet there seemed no way of achieving his ambition. Then came a stroke of luck. There was a vacancy for a salesman at Dennis Bros, and he was appointed Midlands rep.

He says: "On my rounds I came across a dealer called Bob Hamblin. We teamed up and sold a lot of trucks — and I do mean a lot. One day Bob said to me, 'You've helped me make a lot of money and I'd like to do something for you.' 'Okay, buy me a racing car,' I said. He looked askance until I explained about the Coopers and their 500cc car. Bob was as good as his word and bought me a Cooper, while I supplied the JAP engine.

"I put it together with Gordon Bedson, a flight engineer with BEA, who went on to design most of the Kiefts. In 1949 I competed three times, coming second in class at the Great Auclum Speed Trials, fastest at Luton Hoo and third in my first race, the Blandford International. It was an encouraging start. I sold the first car to a woodchopper called Ken Tyrrell and bought another Cooper.

"With the JAP engine we weren't going to get anywhere in 1950 but I took a few wins, mainly at Brands Hatch. I'd become friends with Eric Brandon and Jimmy Richmond and we laid plans for 1951, the first fully international year for the formula. Eric was a Cooper driver while Jimmy, being 22 stone and expanding, could not be, but still wanted to be involved in racing.

"We persuaded Norton to let us have some engines, and John Cooper made us his works team. This meant we still bought our cars, but at a discount, and Cooper co-operated with spares." Translated, this means that the Ecurie Richmond drivers were able to get, say, wishbones off the shelf and were not shown the tube racks, jigs and welding torch and told to get on with the job. "Francis Beart looked after my engine, and I rate Beart as the number one." Alan says.

Ecurie Richmond flowered in 1951. "Eric and I would normally expect to finish

one-two, and would sometimes toss a coin beforehand to decide the order, unless Moss was competing. Some people at the time said we had better equipment, but it was really a case of a more professional approach, because we didn't have real money."

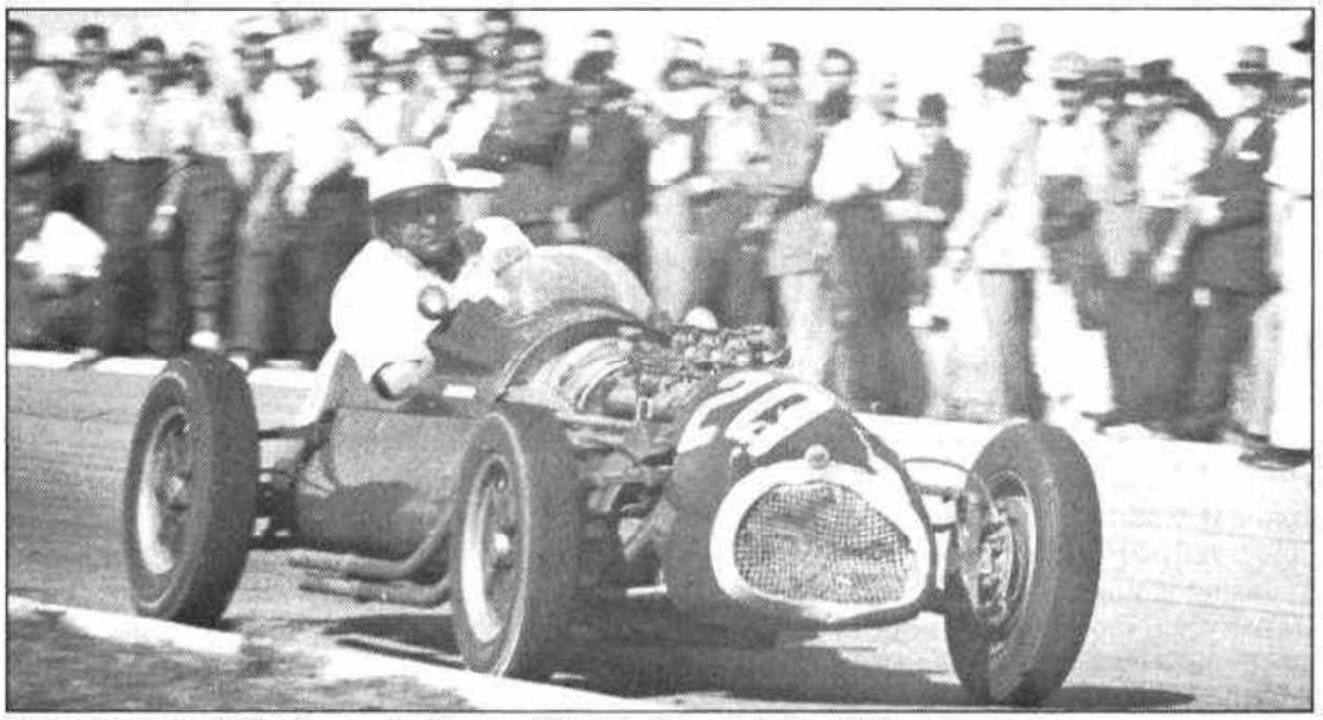
With 500cc becoming the International F3 class in 1951, there were a number of European races. Being able to command starting money of perhaps £200 or more, Ecurie Richmond cleaned up in more ways than one. In the space of three days, Alan won the Luxembourg Grand Prix and finished second to Brandon at Silverstone. As well as many victories in Britain, Alan won abroad at Draguignan and Grenzlandring, and finished the year runner-up to Stirling Moss for the BRDC Gold Star.

"By the end of the year John Cooper decided to build an F2 car, and Eric and I were to be the works drivers. Four were to be built initially, one being bought by Bob Chase for Mike Hawthorn. Since Eric lived close to the Cooper works, he made sure we got the very best parts, leaving the rest to this guy Hawthorn who, and not many people know this, had once been an apprentice at Dennis Bros.

"When we all turned out for testing, Hawthorn was so much quicker than either Eric or I it was embarrassing. He was five seconds a lap faster. He was running with a very special nitro fuel but I didn't think that was the sole reason for the difference. Eric said not to worry, it would be okay when we started the season, but I knew we were up against someone very special.

"In fact the only time I ever beat Mike was when I took his girl friend, Ann, from him and married her." They are still happily married, with two sons and a daughter. Noel, the younger son has just completed his first year in FF1600.

Alan's assessment of Mike Hawthorn was correct. On Easter Monday at Goodwood, Mike became an overnight sensation by winning two races, and finishing second to Gonzales in the 4½-litre Ferrari Thin Wall Special in a third, while Alan brought his car home first in a handicap. Hawthorn starred in the next major race, the *Daily Express* International Trophy at Silverstone, though he was greatly delayed with gearbox problems in the final.



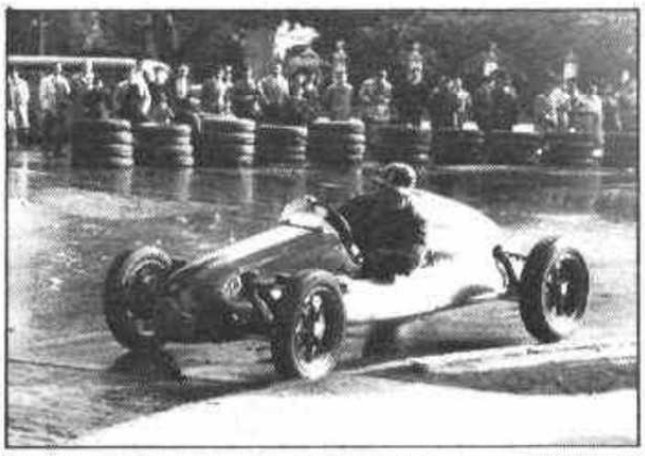
Argentine GP 1953: the works Cooper-Bristol, damaged after hitting spectators.

If Hawthorn was the new 'golden boy', it fell to Brown to give Cooper its first World Championship points, when he finished a creditable fifth in the 1952 Swiss Grand Prix. Another steady drive in the following race, at Spa, brought him sixth (Hawthorn was fourth). He finished last in the other two World Championship events in which he competed that year, the British GP (where he qualified in the top half of the grid) and the Italian (where the Coopers were a good 30mph slower on the straights than the Ferraris). He came equal 12th in the World Championship.

Ecurie Richmond continued its winning ways in F3, a highlight being a win for Alan at Boreham with a lap record, which still stands but which he still does not believe, of 90.3 mph.

Eric Brandon, Alan's team mate, had not enjoyed his transition to F2 as much, and the two men pursued different paths. In 1953 Brown was entered by Bob Chase in a Mk2 Cooper-Bristol under the banner *Equipe Anglais*. In the meantime he had become much in demand as a test driver for companies such as Kieft, HRG and Vanwall.

January 1953 saw him driving a works Cooper Bristol Mk1 in the *Temporada*. In the Argentine Grand Prix, President Peron ordered the organisers to open the gates to the vast crowds which hadn't been able to get into Buenos Aires circuit. The result was people spilling onto the track, and Farina spun into them with fatal results.



Ecurie Richmond Cooper-Norton, Madrid 1951.

"I was half a second behind when he had his accident, and the crowd mushroomed with people hitting my car." Alan finished eighth, but retired in the Buenos Aires City GP at the same venue a fortnight later. "This time the place was nearly deserted".

Back in Europe, he had a sketchy season with the Chase Cooper-Bristol, retiring in the British and German GPs and coming twelfth in the Italian. It was still a very busy season, since he was driving for Francis Beart in the Beart-Cooper F3 car, with which he had a great deal of success, and Bob Chase had a couple of other interesting Coopers to play with.

One was a Cooper-Bristol chassis fitted with a 1900cc Alfa Romeo engine and a Ferrari-style body, and modified to a de Dion rear axle set-up by Chase's mechanic Bernie Rogers. "It was a dreadful car, no power at all and it wouldn't handle. Eventually, when Duncan Hamilton tried to get it off the line at Goodwood, the back axle dropped off."

The other Chase/Rogers production was the conversion of Mike Hawthorn's F2 Cooper into a sports car. This served Alan well, and apart from a short period when it passed into other hands, he has been associated with it for more than 30 years. The three outstanding victories he had with it, all in 1954, were the British Empire Trophy (run



Alan Brown's modest equipe in 1950.

LOOKING BACK WITH . . . Alan Brown

as a handicap), the Dutch Grand Prix (run for sports cars) and, with Bob Said, the Hyères 12-Hour race.

It fell to Alan to be the first works driver of the Vanwall Special, which in 2-litre form was entered for the 1954 *Daily Express* Trophy. He began promisingly enough from the front row in his heat, but the heavens opened and he was sixth when he had a monumental spin at Woodcote. He recovered to finish sixth and the first 2-litre car home, beating Rolt's Connaught by two lengths. In the final, he lay fifth, and the leading 2-litre, when an oil pipe broke. It was to be his only race for Tony Vandervell, for "the Guv'nor" had his eye on a promising youngster called Peter Collins.

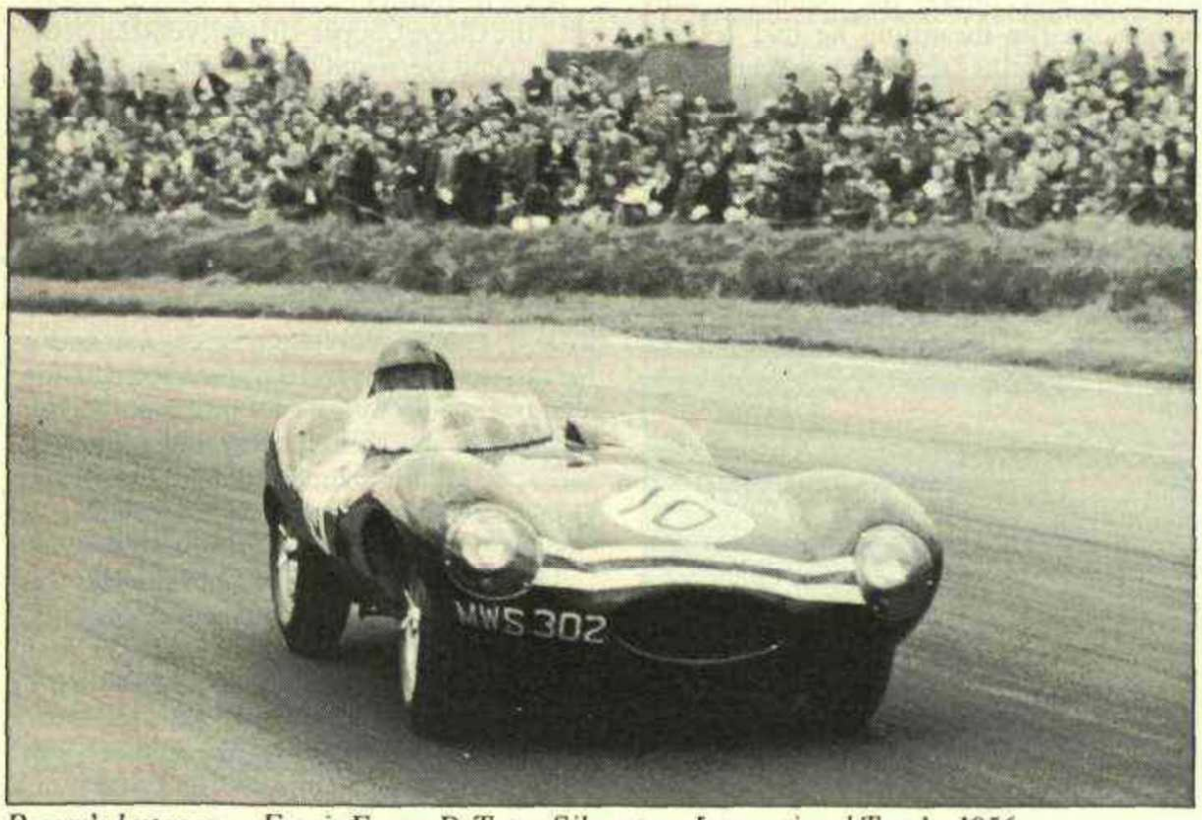
That year, too, he turned out in Kenneth McAlpine's Connaught ALSR (MCA 200) which he recalls as a "beautifully balanced and powerful car, but over-engineered. I held a class record at Brands Hatch for 13 years with that car." For much of the season he struggled with Bob Chase's new Cooper-Alta (he shudders at the recollection) while continuing to be a front runner in F3 with the Beart-Cooper.

Alan's fruitful relationships with Bob Chase and Francis Beart ended for the 1955 season. He had moved on from F3, and Chase decided to run Mike Keen. It was an indifferent year; like so many professional drivers who flirt with GP racing, he had reached a plateau in his career. He still had his drives, but they were less frequent.

1956 saw him signed as a regular driver with Ecurie Ecosse, and he picked up some decent early-season places. Then at the International Trophy Meeting in May 1956, he got out of the Ecosse D Type, having finished fourth in a good field which included works Jaguars and Aston Martins, and announced he would race no more. He was approaching 37 and had achieved all he was going to do behind the wheel of a racing car.



Leading a Kieft at Crystal Palace in 1953 with the ex-Hawthorn Cooper-Bristol.



Brown's last race — Ecurie Ecosse D-Type, Silverstone International Trophy 1956.

At the time he was working for his friend, John Coombs, running a Ford main dealership. This he left, and set up a small garage with Ken Tyrrell, who had himself retired from racing following a nasty shunt at Goodwood. At the suggestion of Reg Tanner, Esso's competitions manager, Alan and Ken, with Cecil Libovitz, began running an F2 Cooper which was entered as a works car.

This arrangement ran in 1957 and 1958, entering drivers such as Jack Brabham, Innes Ireland, Carroll Shelby, Harry Schell, Masten Gregory and Bruce McLaren. The garage was taking up a great deal of time, and Ken had other plans in mind and moved on. Shortly afterwards Alan was approached by Rodney Clarke to become the sales director at Connaught Engineering which, after the sale of its racing side, was continuing as a car dealership.

It was not long, however, before Rodney and Alan had a difference of opinion, which was resolved when the three other directors bought Clarke out and formed Connaught Cars (1959) Ltd, with Alan as managing director. The following year an agreement was reached with Paul Emery to use the Connaught workshops to produce a range of Emeryson racing cars, but it was not to be a long-lived association. "Paul was a doggedly independent man, a brilliant engineer but no businessman."

During its brief life, the Connaught/Emeryson tie-up made a few F1 and FJ cars which, though not on a par with Coopers or Lotuses, at least launched the career of Mike Spence. A single Climax-powered sports car was successfully campaigned on the hills by Ray Fielding.

At Reg Tanner's suggestion, and with Esso's support, Alan imported a 1963 Ford Galaxie to offer some competition to the Willment car in British saloon car racing. Employing drivers of the calibre of Jim Clark, Dan Gurney, Masten Gregory and Jack Brabham, the Alan Brown Galaxie (and later a Mustang) was popular and frequently successful. "We gave it up in 1966 because neither Jack nor I had much stomach for the politics which were creeping in."

Subsequently Alan entered Frank Gardner in a McLaren M1, owned a number of garage businesses, spent some time in California, and is now looking around for something else to occupy him.

A handful of Grands Prix does not amount to much in the history books but it is a great deal more than most drivers achieve. More than anything else, though, he enjoyed himself, at a time when racing was fun and the social life almost as hard as the sport itself.

Alan's study is a treasure trove of nostalgia covering nearly 20 years' close involvement with the sport. It was good to him not only in terms of the experiences he had but with the friends he made. He had his full measure of chances, and when he decided to hang up his helmet it was on his own terms. **ML**



QUARTZ FOR SPORTS

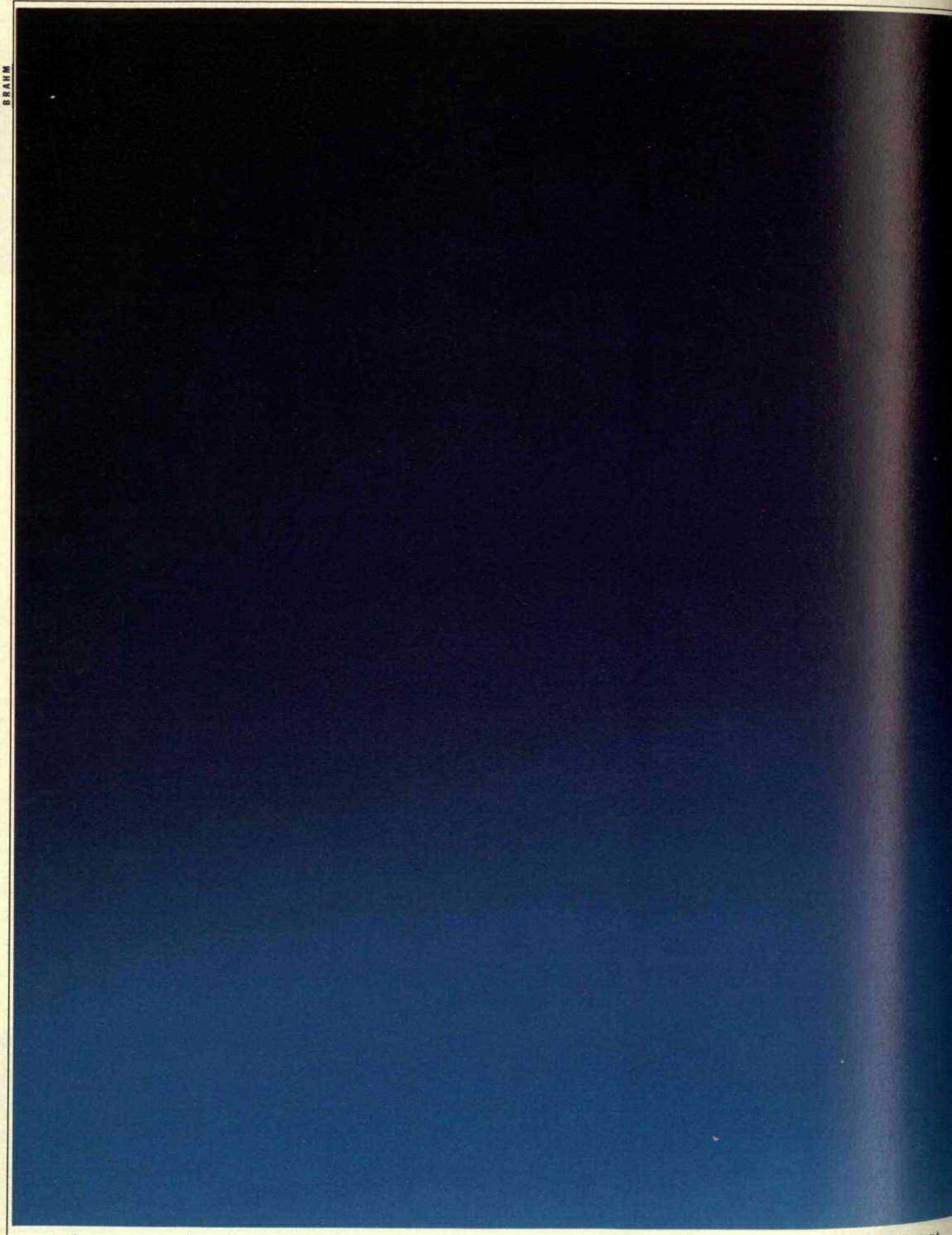
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An Image for the Nineties

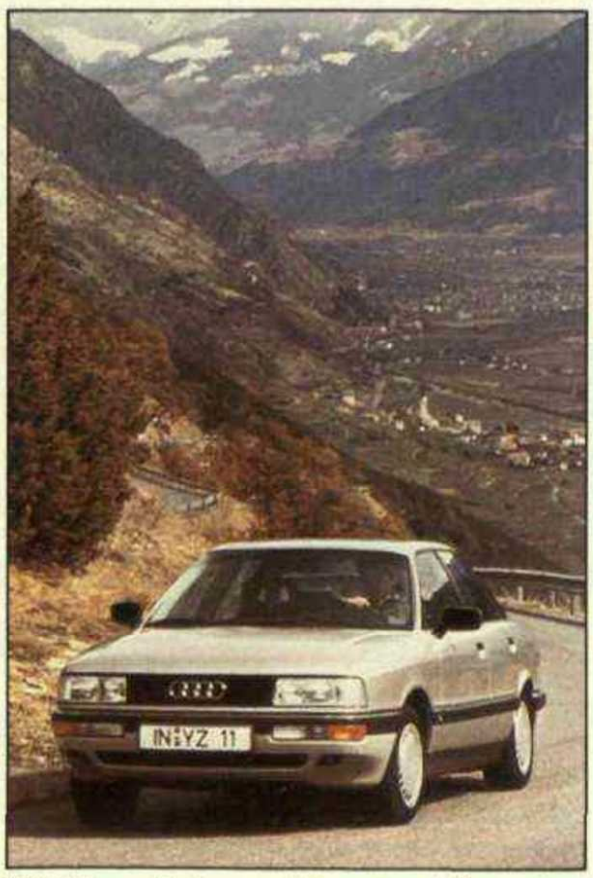
The new Audi 90 model became available in Britain in June, completing the German company's line-up of modern, very aerodynamic family saloons. Three versions, all with five cylinders as the model number denotes, will be offered in the UK, a 2-litre front-drive developing 115 bhp, a 2.2-litre front-drive developing 136 bhp, and a 2.2-litre quattro version also developing 136 bhp.

Although the predicted price range is high, from £14,000 to £20,000, Audi expects to import between 2000 and 2250 of its 90s a year, and still not have enough; "this might meet 80% of the demand," says marketing manager John Meszaros. Competition from Mercedes' 200-series and from BMW's upper 5-series models is going to be tough, but Audi now reckons its image has been raised high enough to take on this sort of opposition.

Image is what it is all about in this sector of the market. The majority of purchases are paid for with company cheques, and a Mercedes, a BMW, or a Jaguar XJ6 carry considerable prestige. The particular appeal of the Audi 90 will be its aerodynamic qualities, it modernity, technical excellence, and above all its driver-appeal.

The new 90 is based largely on the new 80, which went into production last October and has been an outstanding success. Production has now built up to 1200 per day, 200 more than the highest level for the previous model, and accounts for two delays in the launch of the five-cylinder version. Audi anticipates that 200 90s will be built each day and that in 1988 the combined volume will rise to 1500 cars per day.

The range for Britain has been realigned, with the 2.2-litre version being offered with front-drive as well as in quattro specification; but the 2.3-litre version available in Germany, the USA and other catalyst markets is not part of the line-up, since the power is identical at 136 bhp. Audi-watchers will also note that the Sport version has been dropped, while the stiffer suspension is standard equipment only on the quattro, which also has ABS braking as standard.



With five cylinders and the option of four-wheel drive, Audi's target is the prestige market.



As before, the sporting 90 shares the shell of the 4-cylinder 80.

Compared with the previous 90, the new version is substantially improved. It has the 100-look bodywork which reduces the aerodynamic drag from 0.39 to 0.31, and is a very quiet car to cruise at up to the 128 mph maximum speed of the 2.2-litre version. The body-coloured air dam is new and the quattro version also has a rear spoiler, along with alloy wheels and all-disc braking, with ventilated discs at the front, and 5½J 14-inch wheels carrying 195 section tyres are also standard for the range.

As expected, the 90 quattro is equipped with the Torsen centre differential, which runs normally with a 50:50 torque split but, depending on the available traction, can transmit up to 75% of the torque to the front or rear wheels. A rear differential lock is available to the driver to tackle icy inclines and it disengages automatically at 16 mph, allowing the ABS brake system to function normally.

The front-drive models have the aluminium cased gearbox recently introduced for the 80, and research director Dr Ferdinand Piëch also revealed that all models, including quattro, will become available during the 1988 model year with a new four-speed automatic gearbox, developed jointly by VW and Renault. Audi's, however, "will be much different, especially in quality!"

The simple but effective Procon-Ten active safety system has reached 20% acceptance in left-hand-drive European markets, an impressive figure which counters the old motor industry adage that "you can't sell safety", and will be available for right-hand-drive markets also during the 1988 model year.

The 90 has a full-size spare wheel mounted upright in the left rear wing housing, and Piëch admits to a change of heart here. "A few years ago we needed a 2.5kg weight saving because of the energy situation, but this is not so now." The luggage area, criticised on the 80, has been increased by removing the "false floor" which surrounded the space-saver spare wheel, and the 80 might follow suit.

Another significant statement at the introduction was that the Coupé, based on the 80/90, will be presented in a different form later this year. Always a highly regarded model, its sales have slumped very badly recently by 22% to 17,000 worldwide in 1986. Production of the Audi Quattro Coupé fared even worse, falling from 1400 to just 762 last year.

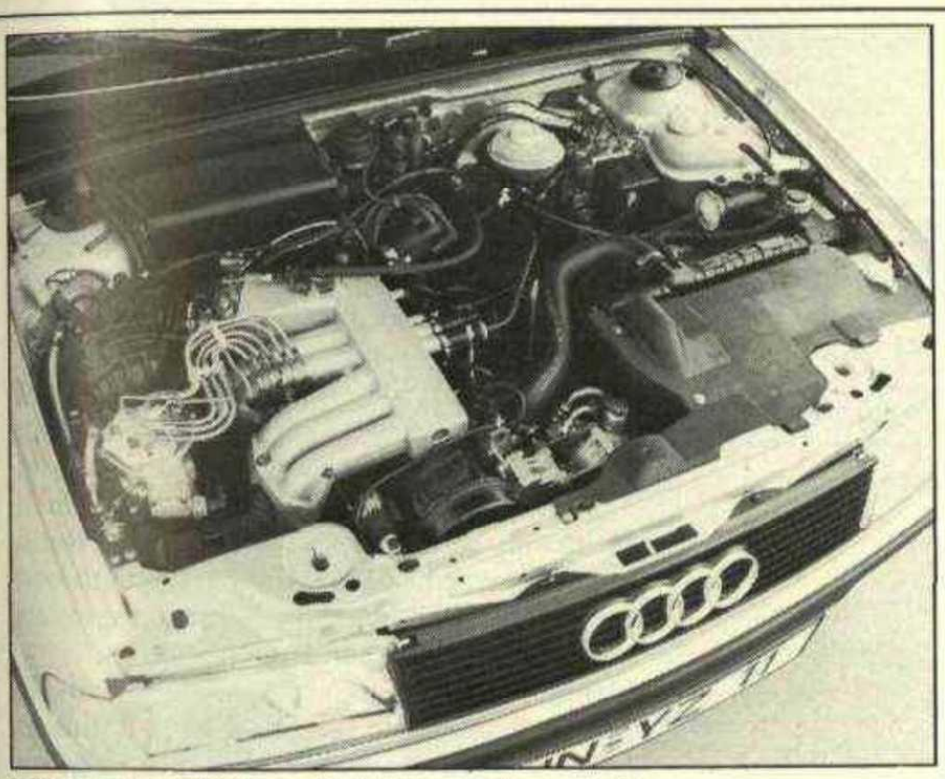
While Audi's management in Britain would not admit to any problem in placing the new 90 squarely in the executive saloon market, the real contest will concentrate on persuading prospective customers to test-drive the five-cylinder models. They are delightful to drive, the extra cylinder bringing with it a higher degree of refinement and acceleration, and they handle far better than would be expected of any model with a lengthy engine placed ahead of the front wheels. Understeer is very gentle, no more than any other manufacturer would design in for safety reasons, and if there is any criticism at all it is that the springing feels rather soft in cornering.

That is not the case where the quattro is concerned, for the stiffer suspension kit literally gives the car an "on rails" feel, with neutral handling at very high cornering speeds. Not everyone likes the distinctive growl of the five-cylinder engine, but those who do will instinctively fall in love with the 90 quattro straight away, and might then not give its price competitors a second thought.

German cars have begun to look very expensive on the British market in the past 12 months, although the pound has strengthened sufficiently in recent weeks to stave off any further rises that might have been imminent. Even so, German manufacturers have largely maintained their market share while the Japanese have not, and that says a lot for the perceived level of quality and reliability. If Audi's new 80/90 range is anything to judge by, their customers will not be disappointed.

MLC

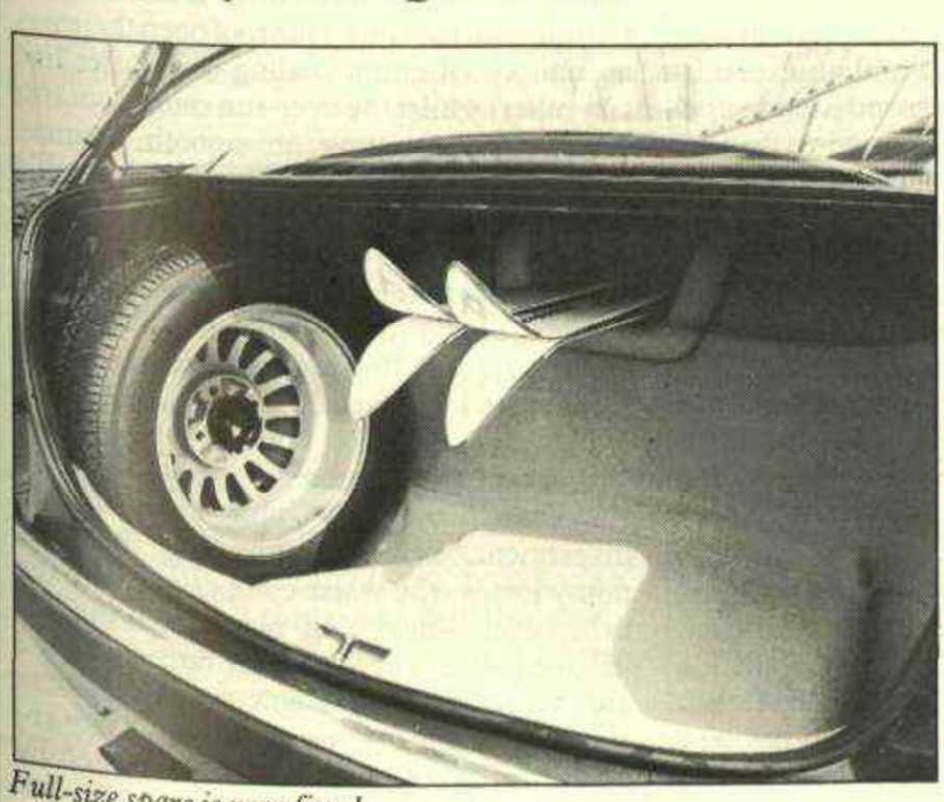
Audi 90



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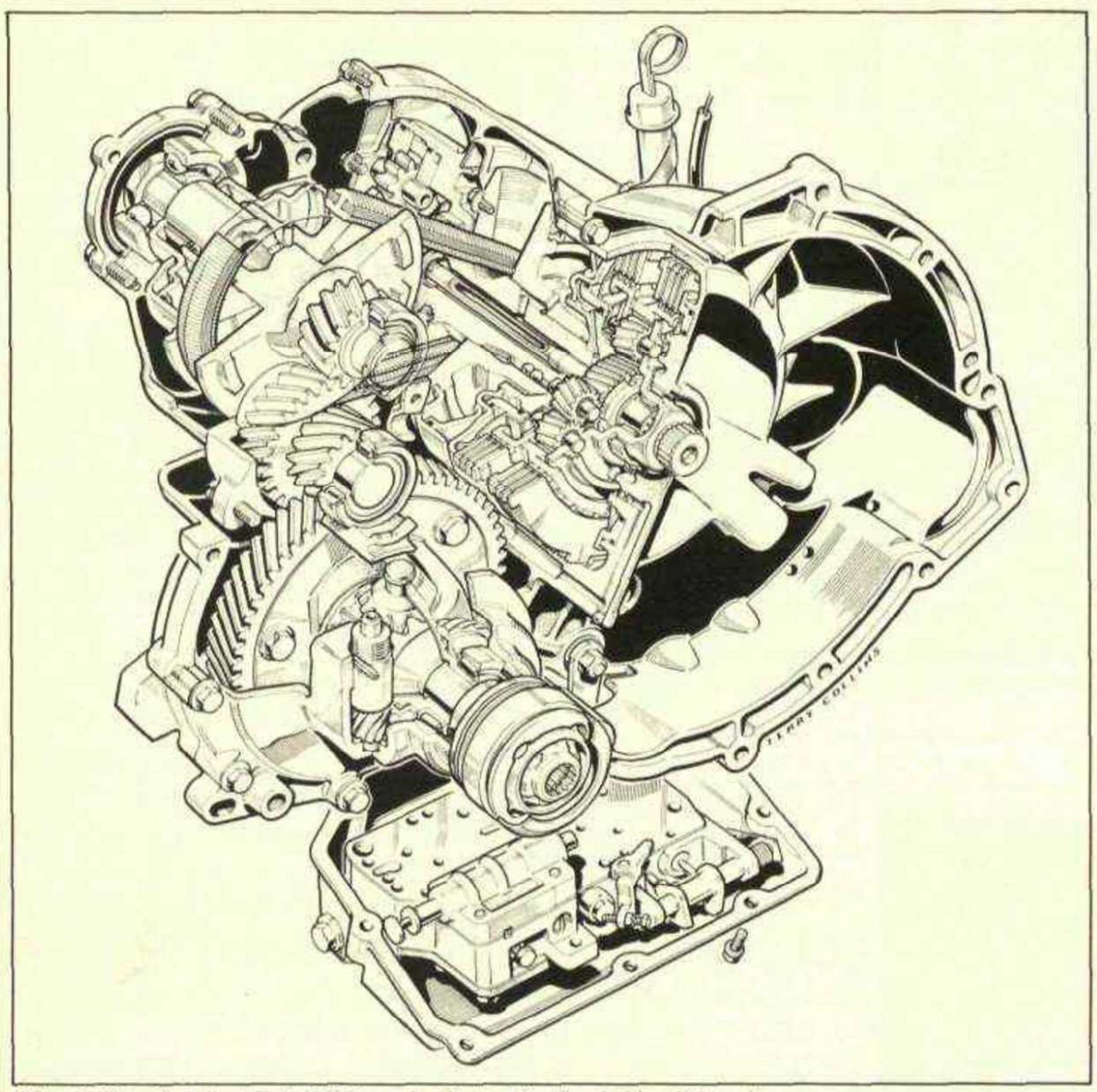
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Continuously Variable Fun

Ford and Fiat have brought automatic transmission within the grasp of Fiesta and Uno buyers with a joint development of the steel belt/variable diameter pulley CTX (**C**ontinuously variable **T**ransa**X**le). In Britain the system costs £673 on 1.1 Fiestas, whilst Fiat is expected to charge £550 for it when it becomes available this summer.

Those with a regard for the Model T may feel Ford has always been in the automatic business, but in contemporary Britain automatic gear changing is a small, but growing, sub-sector of Ford business. In 1984 Ford of Britain sold 26,067 automatic Escorts, Orions, Sierras and Granadas; last year that figure was 38,454, some 7.5% of all sales.

Ford, Fiat and Variomatic producers Van Doorne in Holland have worked upon the CTX since 1976, consuming $120 million. Even now, after trying to produce large numbers in what became a protracted exercise in corporate frustration, the CTX systems can only be built on a relatively small scale at Van Doorne. Following an £80 million expenditure at Ford's Bordeaux transmission factories, CTX transaxles will be fitted to "model 1988 year cars", according to sales director Ernie Thompson.

Thus the restriction to 1.1 Fiesta for CTX is a result of production, not technical constraint. Ford development engineers say "there is no durability reason why the CTX should not work alongside 1.6 litre CVH Ford engines, but we already have the ATX (Automatic TransaXle) made by Ford USA and Mazda for the Escort line."

Technically speaking, the triumvirate which produced the alloy-cased transaxle feel that it offers low weight, mechanical efficiency and a better spread of ratios than a five-speed manual transmission. Ford feels it is equivalent to a six-speed manual, having a lower initial ratio (14.08 versus 13.75) and higher top gear (2.41 versus 2.90) than the present Fiesta five-speed 1.1 ratios offer. Top gear is extraordinarily tall for a tiddler at 25.7 mph per 1000 rpm — 2700 rpm for 70 mph.

Ford says the CTX Fiesta should reach a maximum of 87 mph, and 60 mph 15.4 seconds after leaving rest. Not startling figures, but it is not *that* long since such performance from the 997cc Mini-Cooper was considered sporting.

Inside the CTX are two multi-plate wet clutches, a planetary gear set, a multi-link steel drive belt and two pulleys (driven from engine to belt to second pulley, one which ultimately turns the final drive). Ratio changes are enacted by the fixed-length belt containing 320 vee links mounted on two sets of composite steel bands.

The belt has to accommodate variable pulley diameters to provide stepless ratios on the principles you see (but over variable width pulleys rather than toothed gears) in a double-chainwheel bicycle with rear-wheel derailleur gears.

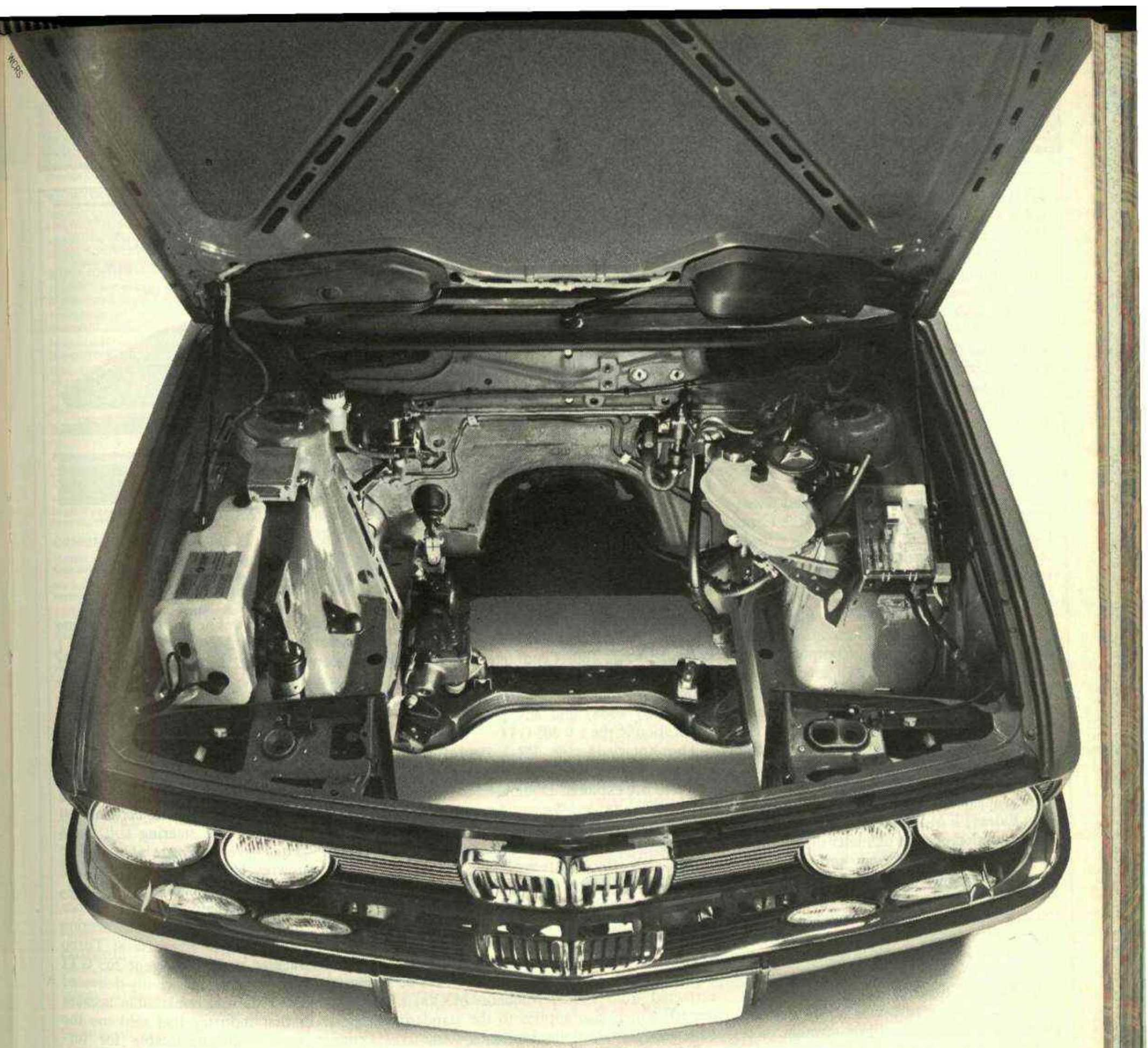
An epicyclic gear set operates between engine flywheel and the variable ratio system. It provides forward motion when clutch one locks the sunwheel and planet carrier; for reverse clutch two locks the annular gear, planet gears (connected to the input shaft via the planet carrier) turning the sun gear upon the output shaft.

Primary pulley widths alter via hydraulic pressure bearing on a servo cylinder and an axial force upon the second pulley's independent hydraulic servo cylinder. Pressure hydraulics are supplied by a recognisable cousin to the conventional torque convertor and an engine-driven oil pump.

How does it feel to drive? We chose the worst of London's traffic, from the vicinity of Oxford Street out to Epsom Downs and back, to explore its characteristics.

First impression is how wise it was to develop a transmission without fixed ratios, as the Fiesta accelerates without perceptible pause, but further refinement is still needed. On idle with the Ghia's sunroof open there was an unholy vibration (fading away after five city miles) whilst the over-run caught out two drivers concentrating on smooth progress with just the sort of jerkiness that this unit's principles should avoid. Transmission snatch was pronounced just before halting and on acceleration following a period on over-run. There is a low-ratio hold for particularly hilly or curvy terrain, but we did not feel the need to recourse to it frequently.

However, the effort saved in suburban use without the usual automatic creep away from standstill makes this unit a worthwhile investment. Lower performance and economy losses (the worst comparison over the urban cycle shows a 4.9 mpg deficit in CTX vis-à-vis five speeds) than are usual on automatics promise a new era in small car transmissions, for Ford expects the co-operative development to be purchased by manufacturers outside the original trio. **JW**



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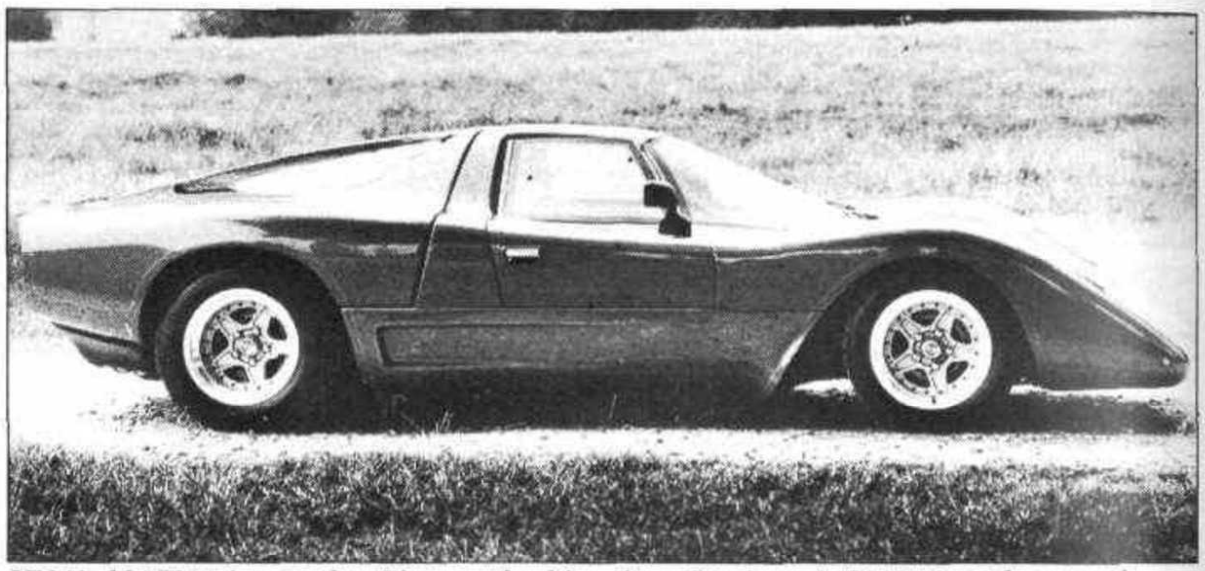
The AA, for example, found that unapproved brake pads can "spin a car out of control when emergency braking at motorway speeds; lock up far too early under panic braking with a loss of both effective braking and steering."

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INDUSTRY INSIGHT



UVA's M6GTR is more than "just another kit car", as Donington's SMMT test day proved.

Good Vintage

SMMT Test '87 is a one-and-a-half day annual event for journalists centred upon Donington Park, which can yield outstanding mileage over the shorter track layout, surrounding roads or specially laid out tests. The 1987 edition was a particularly good vintage, with technical interest in Subaru's permanent 4WD XT coupé, encouraging speed from the Nissan turbocharged unit in Reliant's Scimitar 1800 Ti, the RHD debut of Citroen and Peugeot's 16-valve engine in a pre-production BX and the sheer speed of the **UVA** (Unique Vehicle and Accessory) company's mid-engined **M6GTR**, a 43in high capsule bearing lines redolent of the sixties Bruce McLaren M6 road racer.

At £18,000, the leather-trimmed white UVA demonstrator was pitched at the Lotus Esprit sector, and 25 such cars have already been sold with a further 30 orders in hand. It would be easy to say the UVA was "just another kit car" but the company belongs to the SMMT band of specialist manufacturers, in just the same way as Caterham Cars and other familiar names. UVA's composite GRP body and monocoque shows good fit and finish along with its uplifting doors.

Stepping over the extensive door sills and canting legs to the left provided all the reminder that is needed of the car's composite GRP seven-layer monocoque and mid-motor layout. Behind me slept a 235 bhp/3.9-litre version of Rover's alloy V8 as transformed by John Eales (J E Motors) at Coventry.

Surrounded by 11in diameter disc brakes, wishbone suspension and enormous BF Goodrich 50-series radials on 8in and 10in wide rims, it seemed possible that Donington's recently resurfaced mileage would provide some entertainment, particularly as this 1725lb projectile is said to reach 60 mph in 5.1 seconds and exceed 150 mph.

Igniting 3.9 litres overcame conversation for 20 manufacturers' berths in the vicinity. Puny four-cylinders snuffling through their morning cold start were obliterated in the steady blare of Porsche-tipped exhausts. It was almost worth £18,000 to hear this 7000 rpm V8 work through its morning warm-up.

The acceleration made itself apparent even through the lie-back seating and tired Renault 2-litre transaxle. The surrounding Hot Hatchback set became set-pieces as the M6GTR turned obediently into each new challenge and snorted along Starkey's straight at a calculated 120 mph.

Back with the comparatively upright set,



Citroën's 16-valve BX.

Citroën's installation of the 1905cc XU alloy engine in **DOHC 16-valve** trim is prophetic, not only for its higher rpm over the already sprightly GTi BX, but for its future roles in Peugeot's 405 newcomer (British sales begin in January 1988) and any possible sports application in the 1.9 205 GTI.

The knowledgeable PRO Paul Bucket imparted key facts as a then unique RHD 16-valve BX explored Donington to its 6500 rpm/160 bhp peaks. We could not check the 135 mph maximum and sub-eight-second 0-60 mph claims, but there was no doubt the 16-valve BX offered a strong high rpm bonus over the 130 bhp eight-valve layout which has been justly acclaimed in Peugeot's 205 and 309 GTis.

Lower gas pressures within the hydro-pneumatic suspension stiffen up cornering characteristics and allow the best to be extracted from 195/60 Michelin MXVs, a remark which also applies to the standard ABS and four-wheel disc braking system.

Subaru's **4WD XT Turbo Sport Coupé** was sampled with a new four-speed automatic (£15,498) and five speed manual (£14,499), both now hitched to permanent 4WD, rather than the previous knob-selected system for specific tasks. The 1781cc flat-four is still rated at 134 bhp, but the power and fuel consumption curves show modest acceleration and economy benefits.

The microprocessor-controlled automatic with its 10 sensors proved responsive in all but the gap between some of its ratios (6400 redline down to 4600 rpm between first and second for example).

Doubtless the straight 50:50 power split system is a big improvement over earlier Subarus in tarmac use, but if you want the Subaru to chase a 16-valve Golf under circuit conditions the sleek (0.31 Cd) Subaru still exhibits that the Japanese know all about kangaroo hop.

Driving the 135 bhp **Reliant Scimitar SS1**, I was conscious that it wore a vaguely familiar dashboard, but it was not until I climbed into the revised MG Montego Turbo that I wondered why the MG engine had not found its way into the Reliant, beneath their common instrumentation? Probably because of price and the fact that the Nissan engine is used in a north-south rear-drive installation; certainly not because of any lack of performance from the MG unit's 152 bhp.

The Montego, featuring revised steering and front-end geometry, was certainly an improvement, but the steering still fights against torque over B-road bumps. The Reliant was a revelation, sizzling through the gears to reach 90 mph whenever you blinked.

There were a great many more performance machines to fascinate, but I must also mention one conversion: Geoff Kershaw at Turbo Technics tackled the **1.6 Peugeot 205 GTI** and endowed it with 160 civilly-delivered horsepower. This was remarkable because experts in that industry had told me the Peugeot was totally unsuitable for turbocharging, having its exhaust shrouded on the cabin side of its transverse installation where maximum turbo heat could collect. Dire tales were recounted of melting prototypes from industry leaders. Thus I took this £12,900 "Corsica" conversion out on the Goodyear handling course.

This sprint slalom course demanded ultimate third and second-gear response, plus left-right flickability. Yokohamas on standard suspension provided that element and the car was by far the fastest saloon on that Melbourne loop trial. Moreover it had an even 1100 rpm tickover and never showed the slightest distress during four to five-minute periods between runs.

The real wallop came at 3500-4000 rpm, but the boost was tailored to persist beyond 6500 rpm in a progressive flow. I could not find anything, outside the subjective opinion of extra body panels, to object to in this Cartel-marketed Pug, and it completed the memories of a worthwhile event. **JW**

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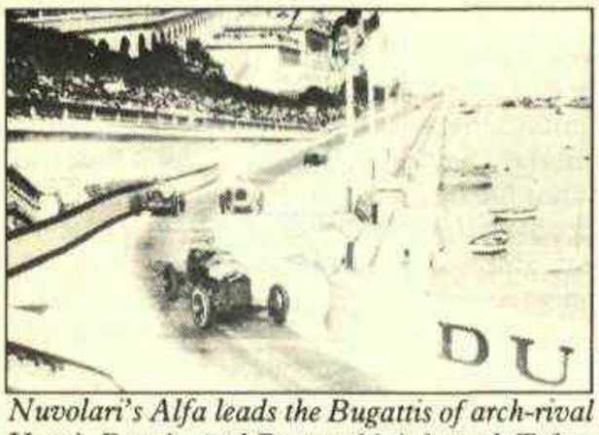
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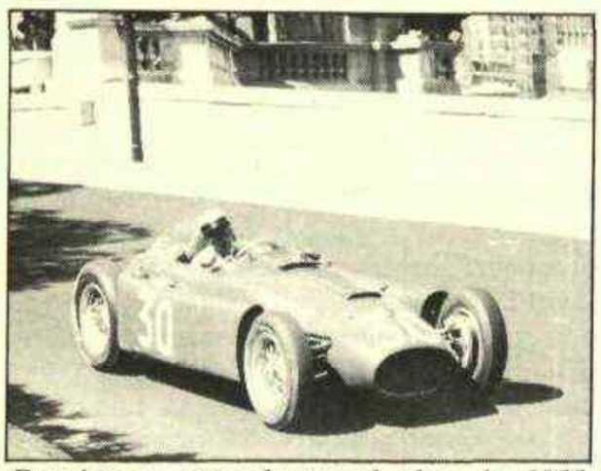
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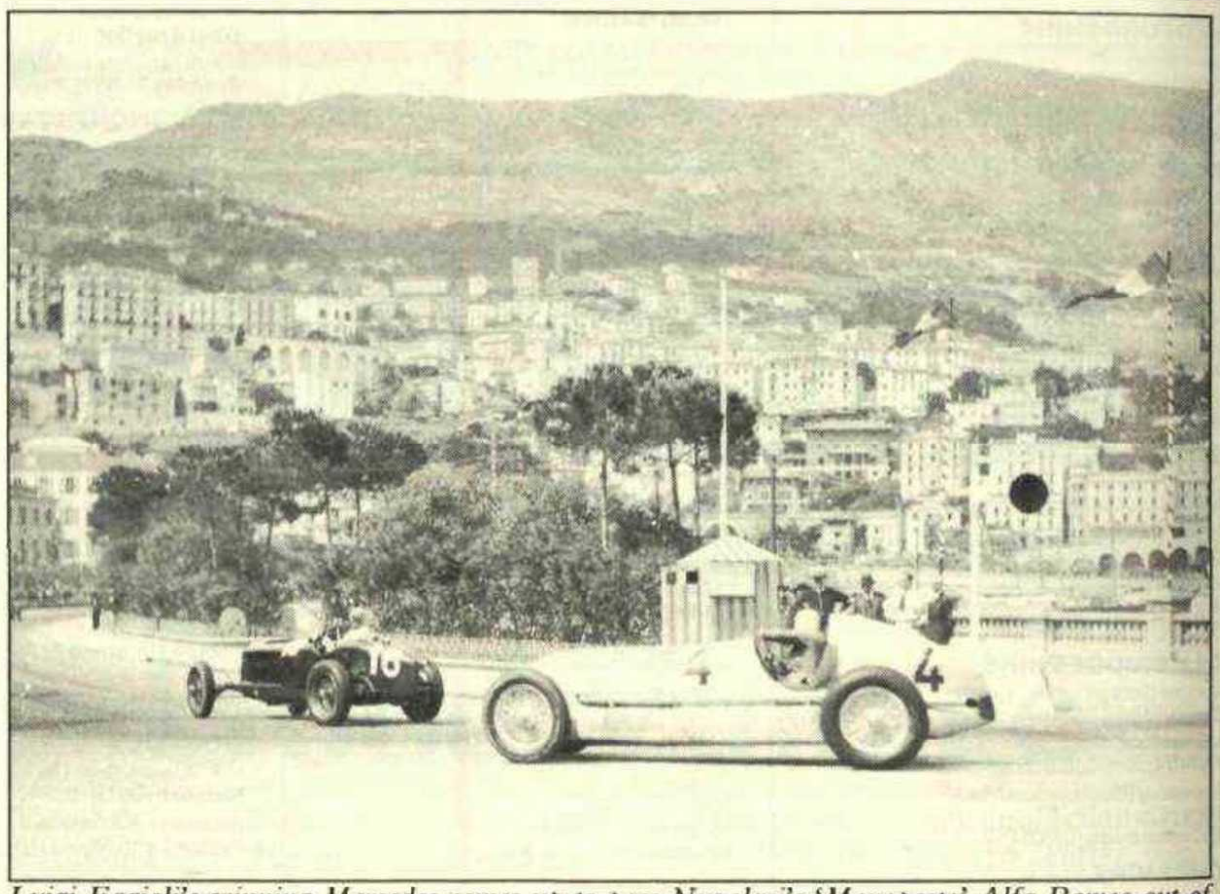
THE ULTIMATE DRIVING MACHINE
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Nuvolari's Alfa leads the Bugattis of arch-rival Varzi, Benoist and Borzacchini through Tabac in 1933.



Pressing on towards second place in 1955, Eugenio Castellotti hurls his elegant Lancia D50 down through Mirabeau. His team-mate Alberto Ascari ended up in the harbour!



Luigi Fagioli's winning Mercedes comes up to pass Nuvolari's 'Monoposto' Alfa Romeo out of Gasworks Hairpin (now La Rascasse) during the 1935 race, which the German car won.

Crown Jewel

Regarded by many people as the jewel in Grand Prix racing's crown, Monaco has always been one of the most challenging races on the World Championship calendar, calling for great skill and precision.

Probably more historic, memorable and amusing moments have been spawned by this race through the streets of the Mediterranean Principality than any other race. And, notwithstanding an enormous amount of detailed alteration to the track configuration over the years, Monaco has remained essentially unchanged for more than half a century.

Statistically, Graham Hill was the master of Monaco. At the wheel of his 1½-litre BRM, the moustachioed Londoner won a hat-trick between 1963 and 1965, and then followed that up with a brace of victories for Lotus in 1968 and 1969. Jackie Stewart won three victories (1966 for BRM and 1971 and 1973 for Tyrrell), while Alain Prost scored a McLaren hat-trick in 1984-86, an engine failure in this year's race preventing him taking an unprecedented fourth successive triumph.

Of course, those who failed to win often made more in the way of headlines than those who did. Incredibly, Jim Clark, probably the most precise and disciplined driver of all time, never won the race. Stirling Moss was the last man to win with a private entry, taking Rob Walker's Lotus 18 to an historic win over the Ferrari team in 1961, while Jean-Pierre Beltoise scored BRM's last GP success with a brilliant drive in the rain eleven years later.

With chicanes added in several places, Monaco has become a less suitable place for F1 cars to show their paces in recent years. But despite the fact that it's very much follow-my-leader through the sunlit streets these days, the circuits retains an allure and attraction that makes it *the* race to win on the international calendar.

AH



Phil Hill hard at work in 1960 with the last front-engined Ferrari, the Dino 246, which was outclassed against the rear-engined Lotuses and Coopers and could only finish third behind Moss and McLaren.



Stirling Moss with Princess Grace and Prince Ranier in 1960, after his second Monaco win.

Monaco Grand Prix



Juan-Manuel Fangio practices the experiemental V12-engined Maserati 250F in 1957. But he won the race with a 6-cylinder power unit.



The 1962 winner was Bruce McLaren in a Cooper-Climax, who held off World Champion Phil Hill's Ferrari by 1.3sec.



Graham Hill's BRM completed a Monaco hat-trick in 1965, starting from pole, setting fastest lap and winning by more than a minute.



In appalling conditions in 1972, Jean-Pierre Beltoise led from start to finish in what proved to be BRM's last Grand Prix victory.



Through Station hairpin in the early stages of the 1963 Grand Prix, Graham Hill (BRM) leads Jim Clark (Lotus), Ginther (BRM) and Surtees (Ferrari). Hill won after Clark retired from the lead.



After a spin dropped him to sixth, Ronnie Peterson (Lotus 72) recovered to win brilliantly in 1974.



Sensation of the deluged 1984 Grand Prix was Ayrton Senna's Toleman-Hart, which was closing rapidly on the leader Alain Prost when the race was controversially stopped.

FERRARI GTO



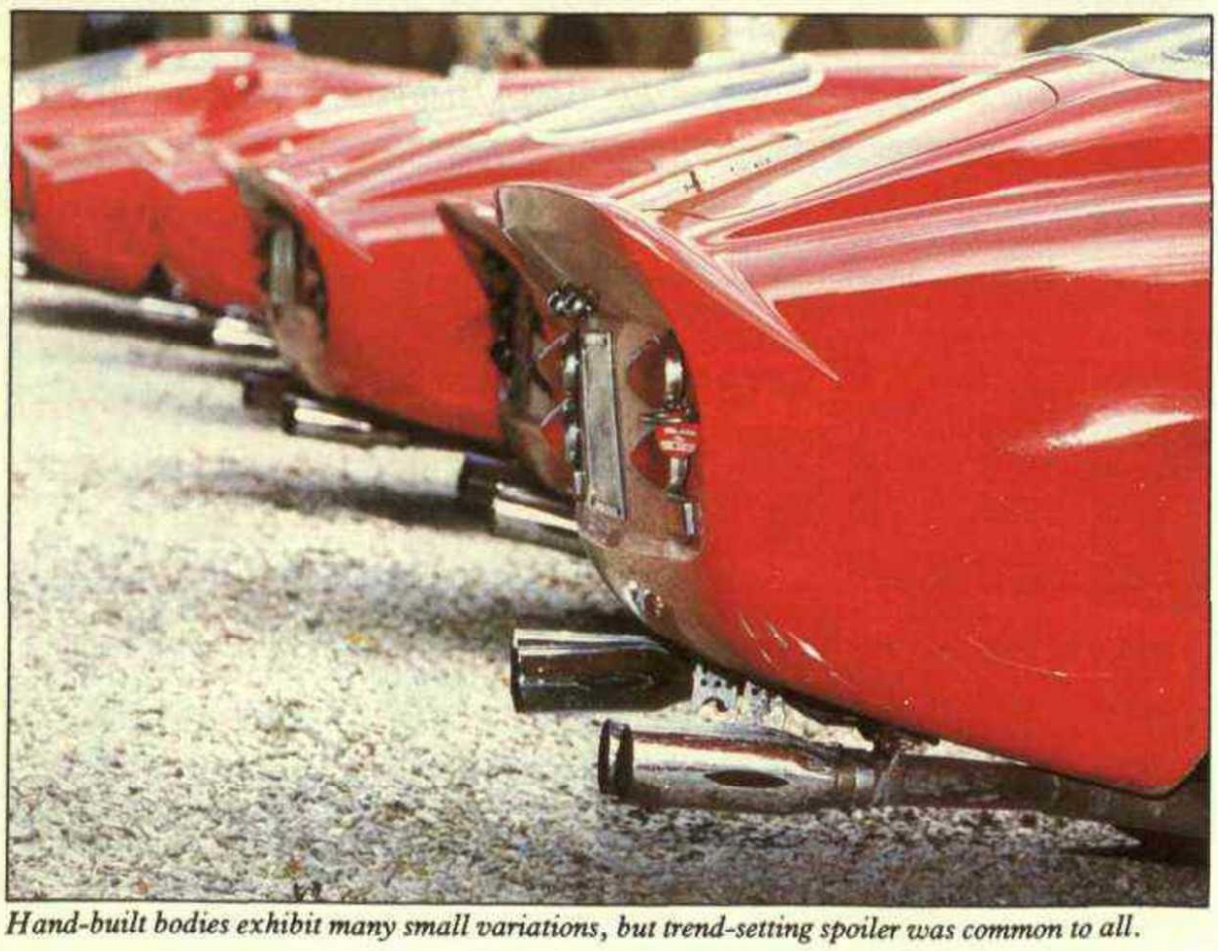
A stream of scarlet as 21 Ferraris snarl down to the Rhiems hairpin.

Millionaires' Row

GTO — three letters signifying a peak in a famous, possibly the most famous, autohistory. 12 cylinders, 3 litres, 280bhp, 175mph — bald figures, without gazing at the sleek aluminium coachwork. With the quarter-century as the excuse, Cavallino, the international Ferrari owners group, set out to assemble a gathering of rare beauty and value.

In its short day, only three seasons as a works racer, the GTO established itself as the quintessential dual-purpose sports-racer, just as had its predecessors, the 250 Tour de France and the short-wheelbase 250 GT Berlinetta. But Enzo Ferrari felt that the GTO was just too raw a car to be made widely available, and announced in December 1962, at the end of the car's first season, that only a further 10 would be built, making 35 in all.

In the event, 39 were constructed, including three with 4.0-litre engines, and between them they built a distinguished race history. The car was not an outright winner in international championship events, competing as it did against the pure racers in the Prototype class, but it was rarely far behind and regularly won the GT class. At Le Mans, for instance, a GTO was second to a Ferrari prototype in both 1962 and 1963.

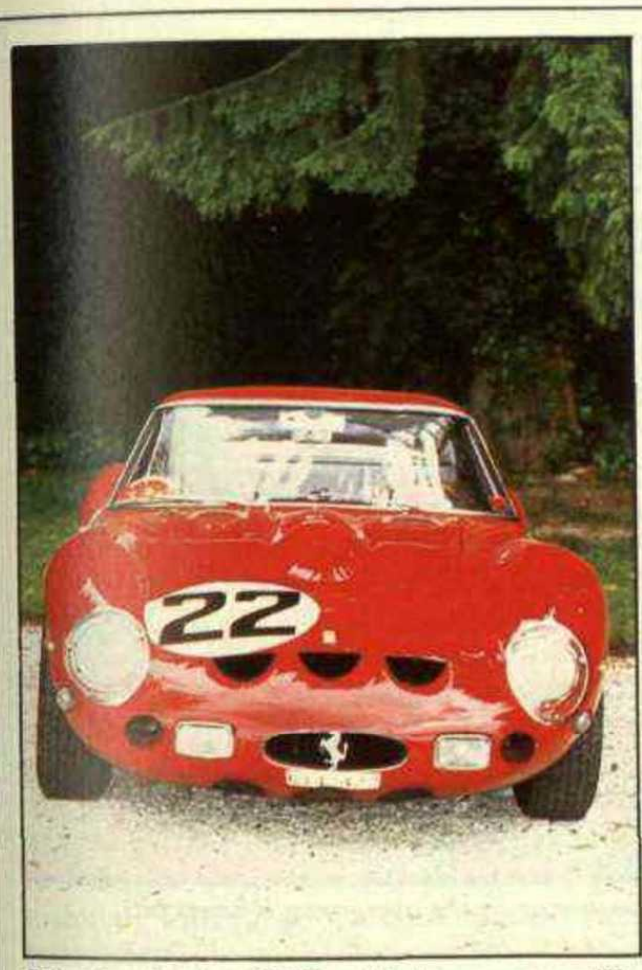


Hand-built bodies exhibit many small variations, but trend-setting spoiler was common to all.

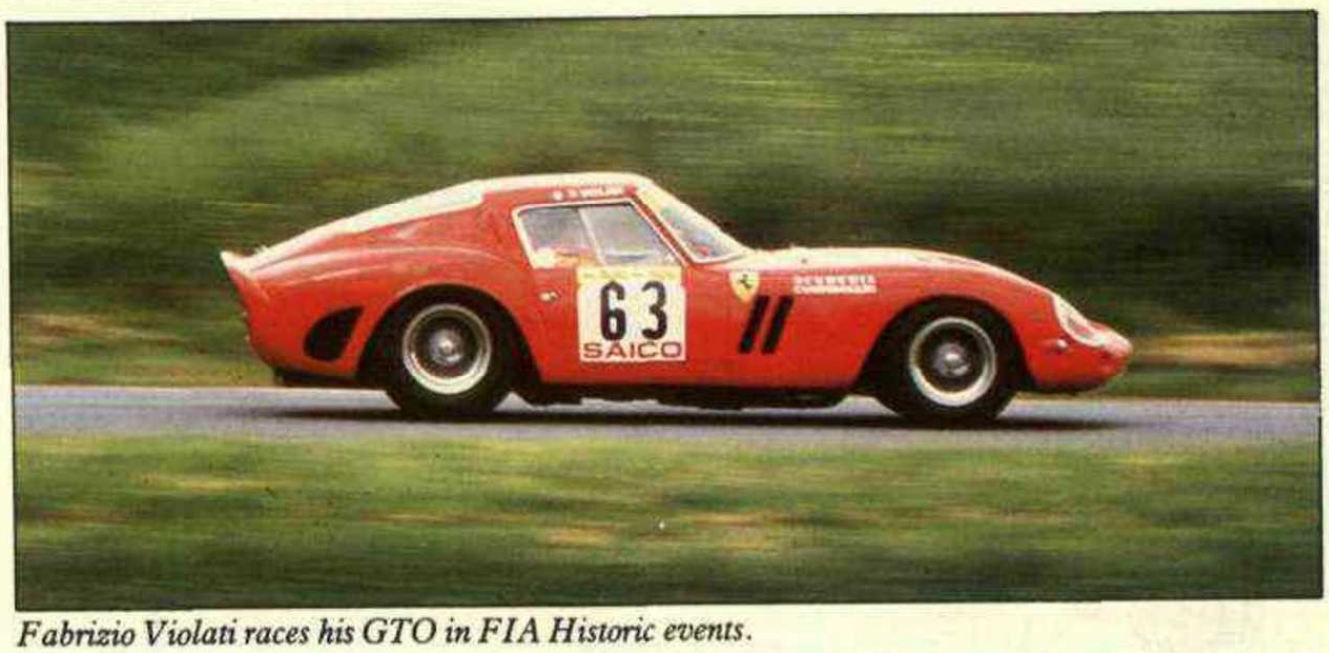
Yet the car was recognisably a road-going sportscar, and was equipped with bodywork whose sensuous yet purposeful lines would have made it one of the great Italian automobiles even without racing success. Body features originally forced on the engineers for practical reasons have become visual GTO trademarks: the low nose and twin (later triple) slots in the wing to relieve air pressure to counter the lift experienced on the 250SWB-based prototype which ran at Le Mans in 1961; the chopped tail and spoiler added for the competition debut at Sebring in March 1962; and most of all the three removable toenail vents above the grille to increase airflow to the radiator.

It was noisy and spartan, with little in the way of comfort — in many ways the last production road-racing Ferrari. True, its 275 GTB and Daytona successors performed creditably, but under private entrants, and they were stripped-out versions of increasingly comfortable Grand Tourers.

The last year of official competition was 1964, with revised bodywork presaging the mid-engined 250LM, but the GTO continued to contest national and then club events as it became outclassed. Those who for sentimental or other reasons kept hold of one made a wise choice: sky-high desirability has seen prices rocket even faster than the average exotic, culminating in a record auction price in May of £940,000 for a 4-litre — almost £100,000 more than a Testa Rossa in the same sale. Vendors of that TR were the Harrison brothers, who still have a GTO each.



First production GTO with its narrow grille. Interior is even cruder than normal.



Fabrizio Violati races his GTO in FIA Historic events.



'64 bodystyle drew on that year's 250LM, not homologated until 1965.

This June event was no fiercely contested concours, nor was it for the entertainment of the public. It was a mobile private gathering, a social congregation of a few privileged people and their cars, a week-long tour through France at a gentle pace, finishing with a few driving tests at the private circuit of Ferrari collector Pierre Bardinon.

It started with a lunch in London for the British contingent, followed by a fore-gathering in Paris at the premises of Charles Pozzi, the Ferrari importer for France. Here, on a dull Monday morning in a quiet suburb of northern Paris, a pair of high wooden gates were thrown open to reveal a breathtaking 21 scarlet V12 Ferraris. Peppering the GTOs was a sprinkling of variations: two 330 LMBs, their drooping GTO noses kicking up to tails reminiscent of the the Berlinetta Lusso; three examples with the stubbier bodywork of the 1964 season, one being the '62 car rebodied

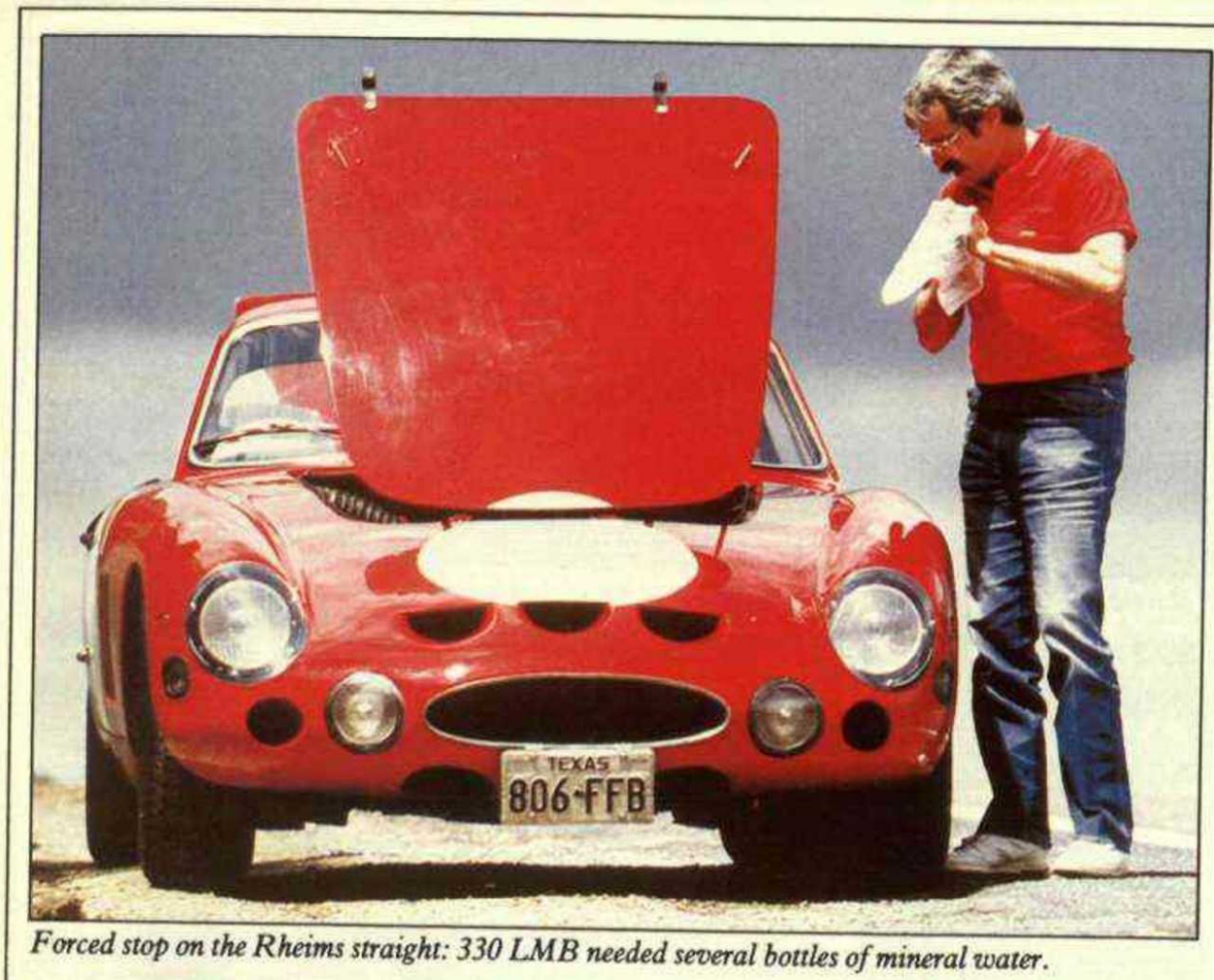


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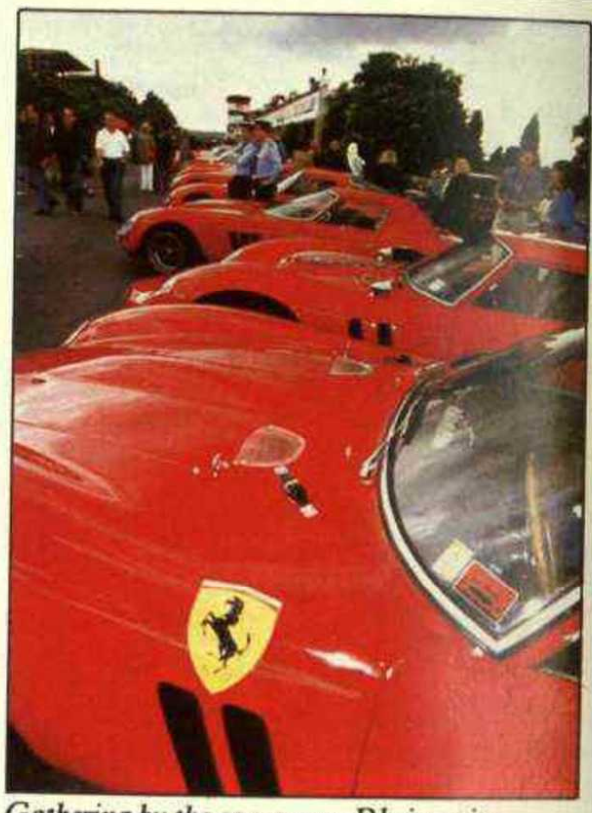
Forced stop on the Rheims straight: 330 LMB needed several bottles of mineral water.

two years later for Colonel Ronnie Hoare of Maranello Concessionaires; and the very famous "breadvan".

Strictly speaking, this is one of three pseudo-GTOs, having been constructed in 1962 by Neri and Bonacini on a 250SWB chassis to a Drogo design, but that chassis (2819 GT) was driven to second place in the 1961 Tour de France by Olivier Gendebien.

The tone of this automotive party was discreet, but far from secretive: the cars left Paris after streaming around the Arc de Triomphe and down the Champs Elysées with police outriders — all except the cars of Peter Sachs and Nick Mason, both of which sadly broke half-shafts. Their goal was Rhiems, where they assembled in front of the derelict pits of the old GP circuit before a few parade laps through the verdant and gently rolling fields in front of a few score onlookers. It was not racing, the 3- and 4-litre engines were merely cantering through these self-indulgent tours, but to hear 252 Weber chokes simultaneously gulping the air of the Champagne region was as heady as the wine itself.

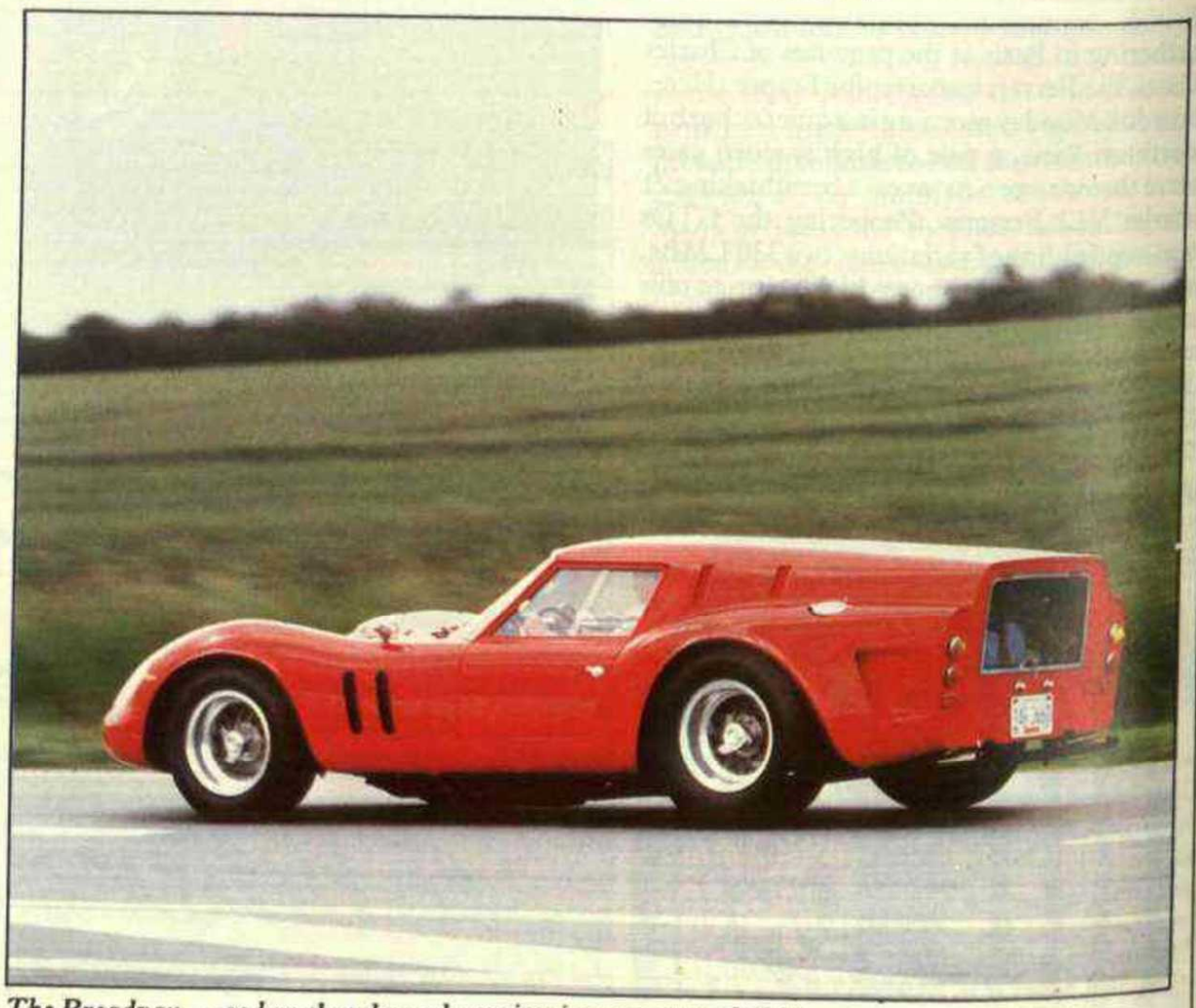
A splendid lunch hosted by Moet et Chandon brought the cars to the Abbeye d'Hautvillers near Epernay. The abbey, once the home of Dom Perignon himself, has been restored by the company, and the gleaming cars were parked in the grounds overlooking the fertile valleys below. Here stories of pleasures and problems were exchanged; the American owner of the newly-restored Breadvan tried anxiously to borrow a fuel-line part; those who race the GTO today, such as Fabrizio Violati, listened to Jack Sears' stories of racing the cars new. It was just an owners club meeting, really. **GC**



Gathering by the overgrown Rheims pits.



Six Weber downdraughts surmount the 60° V12, essentially a dry-sump Testa Rossa unit.



The Breadvan — so low that the carbs project into a perspex bubble.

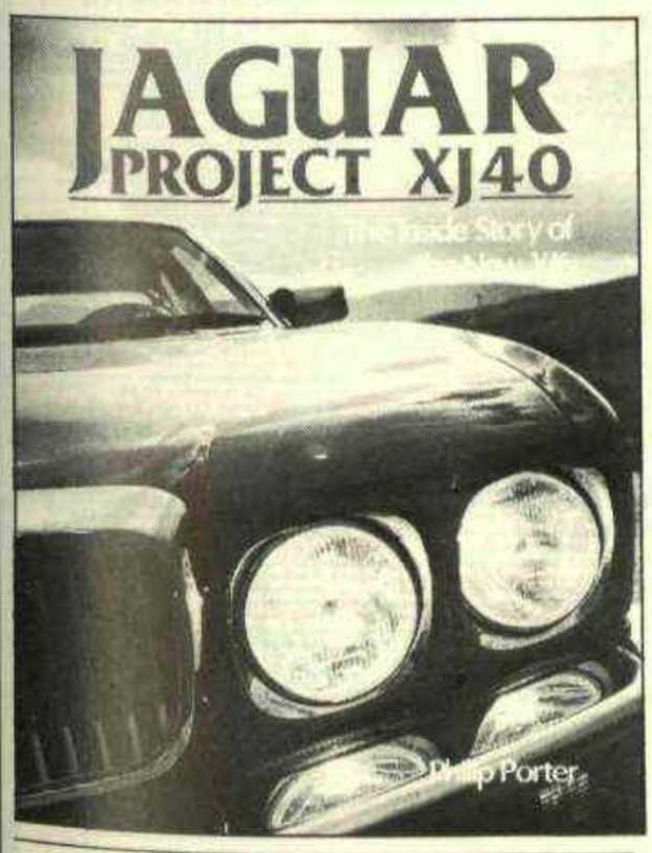
BOOK REVIEWS

Lancia Racing
by Nigel Trow (Osprey, £19.50)

Although its title suggests a concern only with the track, Nigel Trow's book actually embraces all official Lancia competition forays from early road-races, through the glorious but ultimately tragic early Fifties, and on up to another disastrous end to a great era, Henri Toivonen's death and the banning of the rally supercars.

Indeed, the text goes further back than the founding of the Lancia company in 1906, outlining Vincenzo Lancia's racing career with Fiat, but it does not fall into the weary pattern of a purely chronological history. The first two lines of Chapter One make this clear: "When Ascari crashed to his death at Monza in May 1955, Lancia gave up racing." It is a powerful start to a strong text which augments its considerable technical and historical detail with well-argued discussion of the people and the politics which have attended the astonishingly wide range of Lancia race and rally successes.

Comprehensive illustration with photographs and diagrams makes this, the first complete competition history, an excellent single source which extends right up to the astonishing but still-born Delta ECV Group S car, and the Group A 4 × 4 currently flying the Lancia standard. But for me the best chapters were those dealing with the D50 Formula One cars, and the short-lived D-series sportscars. Fascinating. **GC**

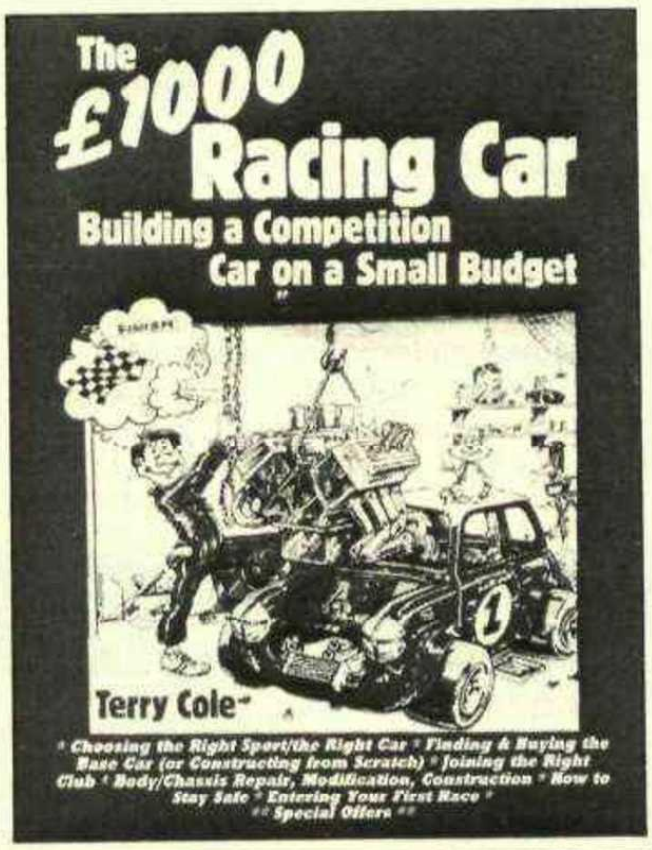


Jaguar — Project XJ40
by Philip Porter. 175pp. 10½" × 8". G T Foulis & Co Ltd, Sparkford, Yeovil, Somerset BA22 7JJ. £14.95)

Here is a one-model book about the newest of the Jaguars, by an enthusiast who has owned XK120, XK140, XK150 and three E-types. He traces the inside story of the new XJ6 in much detail, helped by many pictures of the car, its technicalities, and what happens at the factory.

The text includes an interview with Bob Knight, who engineered this Jaguar which has put the famous Coventry company back in business and is doing so much for Britain in the World's export markets. There are also interviews with John Morgan, Jaguar's sales manager, and with company chairman Sir John Egan.

I was interested to note that the author is a council member of the Sherlock Holmes Society and a prominent hot-air balloonist. The foreword, appropriately, was written by the Prime Minister. **WB**



The £1000 Racing Car
by Terry Cole. 111pp. 9¼ 6¾. (G T Foulis & Co, Sparkford, Yeovil, Somerset BA22 7JJ. £7.95).

Here is a little book full of advice for those starting out on a motor racing career, or who intend to do so. Some of it is rather superficial, even a thought childish (such as explanations of how valve-gear works) but most will be very helpful to the absolute novice building a competition car on a small budget and facing a race for the first time.

Foulis has broken new ground by including coupons for discounts when buying selected motor-racing equipment or when making use of Thruxton's Ian Taylor Racing Drivers School queries service, so the outlay is especially modest. Taylor wrote the foreword. **WB**

The Peugeot 205GTi is such a well-liked and popular car that it is no surprise to find that MRP, Unit 6, The Picton Estate, 46 Pitlake, Croydon, CR0 3RY has made it the subject of the newest in its **The Enthusiast's Companion** series. The editor is Ray Hutton, the pages of varied information and pictures number 112, and the price is only £8.95. **WB**

Observers Cars
by Stuart Bladon (Penguin Books, £3.50).

In its thirtieth edition, this compact guide has a new shorter name to replace *The New Observer's Book of Automobiles*. But it remains probably the handiest pocket reference to cars on the British market — some 181 of them, including a selection of USA models and a handful of show specials. They have a page and a picture apiece, with a run-down of mechanical and equipment details, plus a brief assessment from the author, which makes it more readable than many listings. Useful and good value. **GC**

Custom Fords
by Pierce Riemer and Stephen Mills. 120 pp. 10¾" × 8". (G T Foulis & Co, Sparkford, Yeovil, Somerset BA22 7JJ. £12.95).

Those who are interested in custom cars will like this book, which offers many pictures of modified and unmodified Fords.

There is an introduction to normal American and British Fords, right up to FWD models. It is hardly true to say that Model-18 Ford V8s did that well at Brooklands, unless minor events are implied; the banked Montlhéry track was certainly not 7.8 miles to the lap; and I do not see why Sydney Allard's Cadillac-Allard J2 (which was third at Le Mans in 1950) is described as a "four-wheeled motorcycle".

One hopes that Simon Lane's Ford V8 with hc heads and a supercharger is intended for short distance runs only, remembering how these engines overheated! The pictures are good. **WB**

To write a book on his obsession must be the dream of many a lifelong Formula One enthusiast. One such is Alex Rollo, according to the cover blurb on **The Monaco Grand Prix**, published by Ian Allen Ltd of Weybridge at £13.95. And unfortunately it shows.

This 160-page hike through a famous history gushes early enthusiasm, allows commendable space for photographic record, and will suit the coffee table quite well. But a definitive history it is not. Its race-by-race thumbnail chronology portrays facts and figures aplenty, but progressively less excitement and ambience.

It would perhaps be unfair to expect depth where it was never intended, yet the absence of insight leaves a noticeable hole; the informed reader is painfully aware that he is being told nothing he does not already know. Indeed, the most startling revelations concerned the surfeit of Es in the typography of household names such as "Clarke", "Hawthorne" and "Guerney"!

However, if one can accept the book for what it is, a summary appreciation, one can then relax with equanimity to enjoy the pictorial story. **GT**

BOOK REVIEWS

Shire Album No 192, by Ian Dussek, covers **Sports Cars**, and at £1.25 is a useful explanation of what the term means, with pictures enthusiasts will enjoy. **WB**

Shire Album No 196, **The Jaguar,** is by the expert on the make, Andrew Whyte, who provides a worthwhile introduction in 32 well-illustrated pages, including a picture of William Lyons on the Harley-Davidson motorcycle he raced in 1920, all for a mere £1.25. These attractive albums also cover other makes such as Rolls-Royce and MG, and vintage, classic, children's, three-wheelers and sports-cars. **WB**

A rather shallow introduction to the German manufacturer's wide-ranging sponsorship of British sport last year is presented in a video cassette, **Volkswagen in Action '87.** The detailed coverage which will most interest motoring enthusiasts is that of the junior works team's assault on our National Rally Championship with four Golf GTis, though VW engines' Formula Three dominance is briefly touched upon, alongside tennis and aerobatics. The video is available for free hire by clubs ad schools from the VW press office at Yeoman's Drive, Milton Keynes. **GT**

CH Gibbs-Smith's **The Wright Brothers**, costing £3.50 from HMSO, is a brief account of the pioneer of heavier-than-air fliers of 1903, and No 9 in the Rolls-Royce Heritage Trust's series **Rolls-Royce And The Mustang**, by David Birch.

The former has many illustrations of gliders the Wrights experimented with before they conquered the air in their powered aeroplane, which are useful to model-makers or anyone who is tempted to make a bamboo and canvas pioneer flying machine from scrath, but who perhaps sees a VW or similar power-unit as permissable!

The latter is a deeply technical treatise on the Rolls-Royce Merlin aero-engine used in the US fighter, which costs £5 (post-free) from PO Box 31, Derby. **WB**

Rotary Engines of World War One
by William Morse. 64pp. 9¾ 7 (Nelson& Saunders, Olney, Bucks. £5.95.)

The rotary aero-engine (redolent of the days when joy-rides in Avro 504s were the in thing and wartime Sopwith Pup and Camel fighters were flown amid an aura of burnt caster-oil) is a fascinating, but until recently neglected, engineering study. Now we have two books on the subject, of the same size and soft-cover format.

William Morse concentrates on describing the Gnome, Monosoupape, Le Rhône, Clerget and Bentley engines, whereas Andrew Nahum's book, reviewed last month, ranges rather more widely. Like Nahum, Morse covers intriguing ground for students of engineering, with plenty of explanatory photographs and illustrations of these queer but beautifully constructed power-units, and of the aeroplanes in which they were used.

I am reminded by these books that when I was interviewed for a job at the RAE, Farnborough, at the outbreak of WW2, the top-brass interviewers were puzzled and cross when confronted with something I had written for *Popular Flying* on the Gnome rotary. It soon dawned on me that their historical knowledge of aero-engines went no further back than radials with crankcases bolted to airframes! So, to them, my discourse on an engine in which the crankcase and cylinders flew round, and which had valves on its piston-crowns, seemed pure nonsense. Still, I got the job . . .

It is much a case of "you pays yer money and takes yer choice"; perhaps the dedicated will buy *both* books. They have been all too long in appearing, for those addicted to ic-engine history. **WB**

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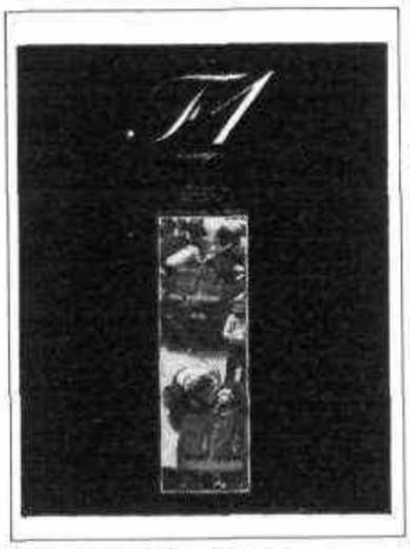
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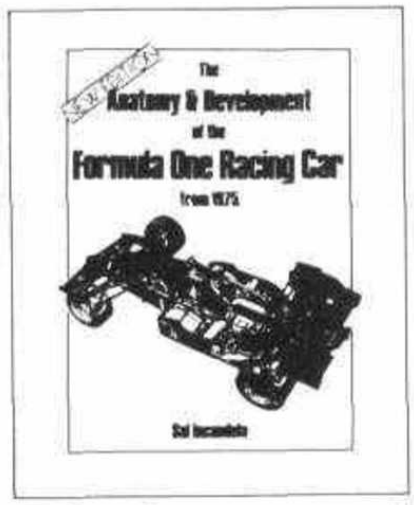
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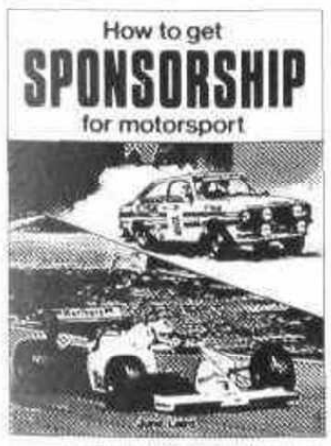
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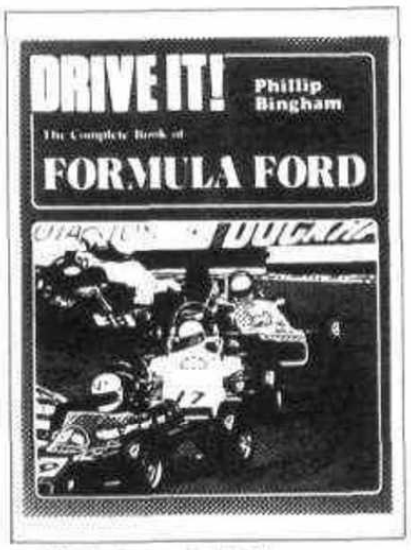
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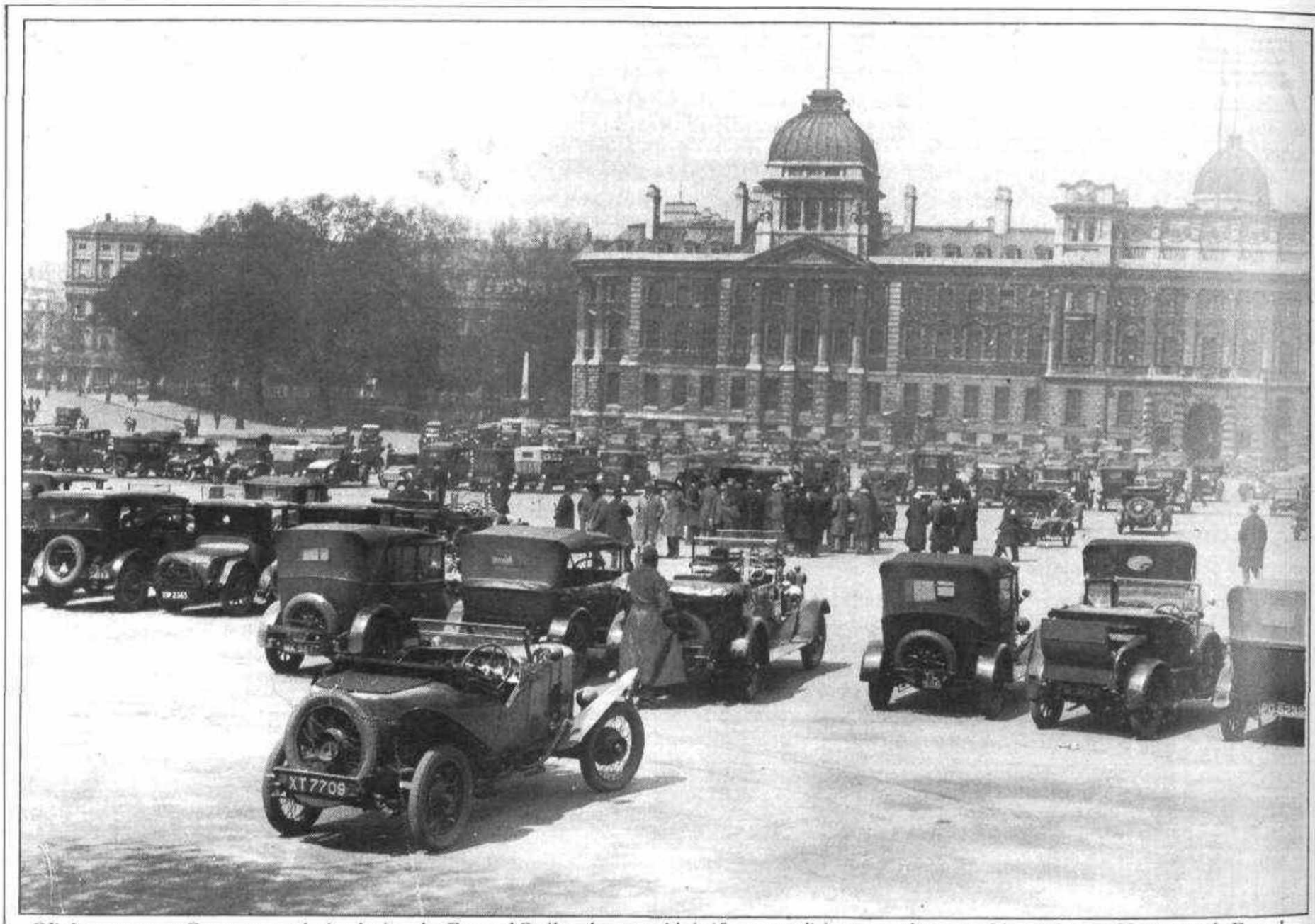
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OJ drove cars on Government duties during the General Strike. A sports Alvis (foreground) is among those awaiting orders on Horseguards Parade.

The Roads of the 1920s

As the summer of 1926 approached, Owen John was doing his best to silence critics who still saw benefits in owning an open-bodied car, his taste having turned to a closed one in the guise of his 14/45 hp Rover. He was also thinking about motor-mowers (he would have been surprised that in our time these have been *raced*, with Stirling Moss handling one) and pondering on motor taxation and the bad aspects of some hotels, the last two topics being topical no longer. Already a note of acceptance of the car as a beast of burden instead of a means of sport had crept into OJ's diary, with 30 million cars in use and this number increasing every year.

However, he found some of the old adventure when he embarked on a short holiday tour in France, in a Leon-Bollée Weymann saloon. After suffering a rough Channel crossing OJ found the car waiting for him on the quay at Le Havre (where he said it always rains) and its driver was taken as far as Rouen, where, after they had eaten an omelette and drunk coffee, he left OJ to his own devices. So it was on *via* Evreux, Dreux and Chartres and over the long, level plains of central France to Orléans, with squadrons of military aeroplanes overhead, the speedometer needle at about 100 kph.

There the Boule d'Or was still an old type of French hotel, where OJ enjoyed an excellent meal and a comfortable double-bedded room, all for a very modest charge, before motoring on to Bourges along "as straight a road as there is in all France" to a memorable lunch at the Escargot d'Or restaurant, apparently used as a sort of regimental mess of the local garrison, which OJ thought was a good way of ensuring good food.

Continuing, OJ took with him a picnic meal, as many tourists in France still do, but stayed the night in the Grand Hotel de la Poste in Clermont-Ferrand, where the head waiter remembered London at the time of the Coronation of King Edward VII. There was prospecting for oil here, but it was on in the rain for the tourist, as the way climbed up into the mountains and down to where the May flowers were in bloom. The main road was frightening where sheer drops flanked it, the dust laid by the rain, but mud in the pot-holes and dogs sleeping in the middle of the highway remind us that this was 1926. On this Sunday OJ and his wife had an unsatisfactory lunch at the most highly-starred restaurant in Arles, and came out to find they had a flat front balloon tyre on the Leon-Bollée.

Being mid-day in France, and Sunday at that, the local world was asleep, and after OJ had changed the wheel to the accompaniment of a big town band, there was nowhere to get the puncture mended, the local garage being deserted except for a man demonstrating the merits of wood-alcohol fuel in a Berliet lorry. This was the more annoying because OJ was on his way to the opening of the new Miramas autodrome, about which MOTOR SPORT had something to say recently, and all was about over when he got there. Never mind, he said, Segrave won the main prize, which OJ

later saw on the films. A spectator coming away all but crashed into the Leon-Bollée, which did not please him either.

OJ had been hoping to enjoy the straight, fenced, very fast road he had known pre-war, from Arles and Salon, but found its surface had deteriorated horribly. And the *patron* of the nice little Grand Hotel in which he stayed in Salon complained that by mistake the AA had awarded its badge to another! The holiday was spent in Marseilles, where OJ felt it unwise to venture out in the car unnecessarily, the trailer-trams being a safer mode of transport. Meanwhile, no less a person than S C H Davis was taking an A7 Chummy from England to Cannes to prove that it could do the journey as well as any of the big cars used by the wealthy; the laden Chummy did 2000 miles out and back, at a cost of 14/- (70p) in repairs.

As for old OJ, to avoid the badly pot-holed *Routes Nationales* of 1926, he returned over second- and third-graded roads, first making for Martigues, where there were big lagoons and the many bridges were the haunt of artists. Next it was across a road over a desolate plain OJ called "as odd a feature as there is to be found in all Europe." This was La Cran, "flat, stony and absolutely unique", which I imagine was the equivalent plain to that on which the Miramas track had just been built.

OJ let himself in for the "most fearsome and hair-raising climb that I ever want to do", on a by-road before the end of the gorge, after leaving St Enimie on the way to Aurillac. The Leon-Bollée had to reverse at the corners of this steep zig-zag up to 2000 feet. They had two more flat tyres, in Limôges on Easter Sunday, dealt with smilingly by the Garage de l'Univers. They called in at Le Mans, home of the car they were using, where France had honoured Leon Bollée for his aviation work. This made OJ wonder if we would ever see an "Avenue Morris" between Oxford and Cowley, and a fine statue of Sir William turning its back on Magdalen Bridge . . . The 15.9 hp Morris-Leon-Bollée OJ thought even a finer bit of work than the cars "WRM" made in England. But the motor industry is ever fickle and this make never got very far.

In the General Strike of 1926 OJ drove his own Rover — "now absolutely up-to-date and inconceivably smooth running" — and Rolls-Royces, Lanchesters, Bentleys and Darracqs lent by friends, for some 1200 miles. The roads were busy with well-driven lorries and many convoys, but he saw very few accidents, although on a greasy bit of the Bath Road some labour organisers had driven too fast and ended up on the pile of cars which had also skidded. In spite of the desirability of keeping the roads free, fifty or so motor coaches had to be used to take the passengers from the *Minnesota* to London, trains being at a standstill. OJ overtook the convoy between Winchester and Basingstoke, before turning off for Reading. **WB**

Memory of an Alfa Romeo

It was in 1939 that a contest was arranged at Brooklands to decide which was the then-fastest road-equipped sports-car. It arose from a suggestion made by John Dugdale, and before it took place he went out in one of the contenders, the 2.9-litre Alfa Romeo owned at the time by Hugh Hunter. It was the red short-chassis straight-eight supercharged Alfa with which Biondetti had won the 1938 Mille Miglia at 84.45 mph, the only one of its kind in Britain.

It was waiting for Dugdale in T & T's Paddock shed at the Track, with 38 gallons of pump-alcohol fuel in its tank, to which a little oil had been added to appease the blowers, and 4½ gallons of lubricant in the dry-sump tank. After the small radiator header-tank had been topped-up they were off, Hunter driving. The clutch took up with a jerk, an apparently incurable habit of this component (made to transmit over 180 bhp).

The axle-ratio and compression-ratio had been lowered since the Mille Miglia, but speeds of 65, 90 and 110 mph were seen on the carefully calibrated speedometer along the Denham By-Pass in the three higher gears, and the Alfa was still accelerating beyond 4500 rpm in top gear when Hunter eased off for a bend. Light steering, a very comfortable ride on the all-independent suspension, and first-class roadholding were noted by Dugdale after a short drive. A huge Burgess silencer quietened the engine, and fuel thirst was quoted as 11 mpg.

Dugdale was clearly impressed and said he would back this Alfa Romeo against Lycett's 8-litre Bentley, a short-chassis 38/250 hp Mercedes-Benz, Craig's 4.9 Bugatti, a good 3.3 Bugatti, or the 2.9 Maserati which Straight had converted for road use.

In fact, when the Brooklands' contest took place this prediction was not far wrong, allowing that some of the cars Dugdale nominated did not take part. It was decided on the aggregate times in two races, over the Campbell and Mountain circuits. Hunter in the Alfa won the former, with best lap at 68.12 mph, but stopped on lap one of the second, with gearbox failure. Arthur Dobson in Count Heydon's 3½-litre Delahaye was declared the winner. **WB**

Obituary: Eric Giles

We learn with regret of the death of Eric Giles, who played such a prominent part in the early days of the Bugatti OC, of which his brother, Col G M Giles, was one of the three founders in 1929. Eric was Trials Secretary until 1932, when he became the Club's Honorary Secretary and Treasurer. Those were in the days when Earl Howe was the first President, Sir Malcolm Campbell Vice-President and Ettore Bugatti the Club's Patron. In 1946 Eric Giles resigned as Secretary and was elected Chairman, becoming President in 1951. A quiet person with impeccable manners, Eric Giles was frequently with his brother in their Bugattis, for which he designed some striking bodywork. **WB**

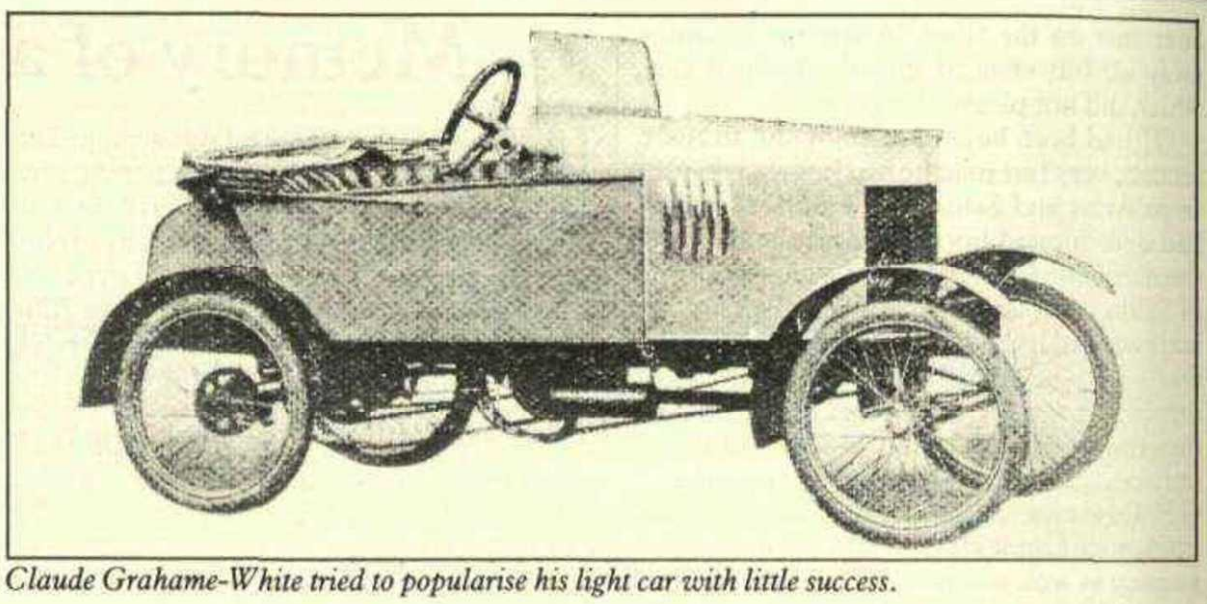
Obituary: Betty Haig

We are grievously saddened to hear that Betty Haig, great-niece of Field Marshall The Earl Haig, died in an Inverness nursing home on April 31. She became an all-out motoring enthusiast after her early love of horses and hunting, starting (after a Douglas motorcycle) with a 1922 ABC, and going on to own A7s, another ABC, HE, MG, HRG, Frazer Nashes of both kinds, BMW 328 and many others, numbering some 60 cars by the time I interviewed her in 1965.

Betty Haig did well in rallies, winning an Olympic Medal in her first pre-war rally, in Germany, with a 1½-litre six-cylinder Singer, a car also used for a WASA trial and Brooklands driving. She then won outright the Paris-St Raphael Feminin Rally in her PB MG, and after the war she won the Ladies' Cup and her class in the fantastic 1948 Alpine Trial in an AC. She went on a Monto Carlo Rally in an experimental Morris Minor with Elsie Wisdom and Barbara Marshall, and won the 1½-litre class in the very tough 1949 Alpine Trial with a works TC MG.

Betty Haig drove her HRG to a class-win in a Swiss hill-climb, changed to a Healey-Silverstone, raced a Cooper-JAP and a vee-twin Cooper 1000, drove the highest-placed foreign car, a Triumph TR2, in the 1952 San Remo Rally, raced her AC Ace at Goodwood and Brands Hatch, a Turner in Italy and took Ladies' Cups at Prescott and Shelsley Walsh with a Lotus Eleven. Then there was a TT MG Magnette raced at Goodwood and Silverstone, gaining a Coupe de Vitesse with an Austin-Healey 100 in a later Paris-St Raphael Rally, and breaking the Ladies' record at Prescott in a Lotus 23.

Her road cars included a number of Porsches and, driving to qualifying orders, she and Mme Simon finished halfway down the field, as intended, in a V12 Ferrari at Le Mans in 1951. This reflects Betty Haig's great enthusiasm for cars of all kinds and how they played a major part in her life. I recall how she once enthralled her audience at a Club evening when, without prior warning or notes, she stood in for the absent guest-speaker. Her remarkable story has been told in these pages; which does not make the sad news of her death any easier to bear. **WB**



Claude Grahame-White tried to popularise his light car with little success.

Simplicity Itself

The aircraft industry had a bad time immediately after the Armistice of 1918, orders for military aeroplanes having been cut drastically but civilian air services having scarcely begun. To combat this slump, many hitherto busy companies turned to motor manufacturing.

In Kingston-upon-Thames, for example, Sopwith's newly-formed Hawker Engineering Co Ltd, with some of the war's best fighters (the Sopwith Pup and Camel) behind it, went in for car bodies, making these for the Brooklands ACs and for the 200-Mile Race Talbot-Darracqs as well as for the less-successful Hawker motorcycles. Up in Manchester, the pioneering Avro concern also made bodywork for Model T Ford, Hampton and other chassis, and had a brief shot at an 11.5hp light-car in which Crossley Motors had a controlling interest. The Blackburn Aeroplane Co was another to try car bodywork, and also made the 3.1-litre Coventry-Simplex-engined Blackburn Six, augmented by Eric-Campbells.

At Cricklewood, Handley-Page assembled Bean cars and was later to rent its assembly space to Armstrong Siddeley Motors, for use as a service and repair depot. Short's, too, made bodywork, as did Bristol's, the latter having a brief flirtation with the Henderson-powered Reid monocar before making Armstrong Siddeley saloon bodies for a time. The Nieuport Aviation people rented their hangarage to Smith's Instruments.

Conversely, the Siddeley-Deasy Car Co acquired the name and the goodwill of Sir W G Armstrong-Whitworth & Co, and began to build *aeroplanes*, starting with the exciting AW Siskin biplane fighter.

Following the mainstream trend, however, was Claude Grahame-White, who prior to the war had turned Hendon into London's great sporting and social flying centre. He was to make a few more aeroplanes in 1919, but business was virtually at a standstill and he was forced to think about trying to capture a slice of the motoring boom, making a few bodies for Rolls-Royce, Daimler and similar chassis, including his own concept of a lightweight all-weather body.

When it came to car manufacturing, Grahame-White did not hedge his bets. By 1919 he had ready a light-car which he proposed to sell as a two-seater for £350, and the GW Buckboard, priced at £95, and he took Stand 44 at the first post-war Motor Show at Olympia on which to publicise them.

The Grahame-White light-car had a four-cylinder 64 × 85 mm 1094cc Dorman engine. Making gearboxes would have been difficult for an aeroplane constructor, so the transmission was by friction, with the distinction that there were three discs; one on the rim of the flywheel engaged a second parallel with the chassis side-members, from whence a third provided the indirect speeds. For top gear, however, these discs were disengaged and a cone clutch transmitted the drive.

Front suspension was by a transverse spring and radius arms, with quarter-elliptic springs at the rear. The wheelbase was 7ft 10in, the track 3ft 10in, and 710 90 tyres were fitted. Torque-tube final drive, rack-and-pinion steering and a flywheel-driven dynamo figured in the specification of the car, which was made at the London Aerodrome, Hendon, in north-west London.

A chassis and a two-seater appeared at the Show, together with three GW Buckboards. Presumably it was hoped to sell the latter if the light car failed to catch on. It is possible that Grahame-White had got the idea from the Orient Buckboard, which had appeared in America in 1902 and was sold here by the Blackfriars Motor & Engineering Works of Stamford. Around the 1920s there were some incredibly simple cyclecars around, but none more so than the Buckboard!

The 1905 Orient had for a chassis a flexible hickory platform sprung on full-elliptical springs. A seat was mounted on this, and at the rear a 4hp air-cooled engine drove via a two-speed gear. This vehicle weighed about 500lb, cost £90 devoid of lamps and horn and was said to do from 3-35 mph.

The GW Buckboard had a 3hp rear-mounted, 74 91mm (348cc) two-stroke single-cylinder Precision engine with a kick-starter, driving through a two-speed gear giving ratios of 6:1 and 10:1, with chain final-drive. It was supposed to seat two, the riders protected by a small nose-cowl like a coal-scoop, and it had direct wheel-steering and 610 50 tyres, the track being a mere 3ft. With lamps and horn, it weighed 2¾ cwt.

Claude Grahame-White did his best to publicise the quaint little vehicle, and persuaded the staff of *Light Car & Cyclecar* to organise a demonstration run. Arranged for a December Saturday, the route was from the Hendon works to the Hyde, along the Edgware Road and Collingdeep Lane to Golder's Green, then along the Finchley Road to Swiss Cottage, and up the notorious Fitzjohn's Avenue to Hampstead Heath. It returned by way of the Great North Road.

GW produced seven Buckboards for this run, driving one himself; he scared one of the writers when showing him that the thing would not skid on the very slippery roads. The paper had mustered seven trilby-hatted men to conduct the experiment, possibly by bringing in the advertising staff. It is worth remembering that in 1919 the route they were to use was virtually in the country, the roads all but deserted bar the buzzing Buckboards.

As they set off, it was seen that the single headlamp and a small cylindrical petrol tank were incorporated within the body cowl, with side-lamps on the front mudguards. Trade plates, from H-1-GW upwards, made the Buckboards legal, and a speed of 35 mph was attained. One or two drivers had engine trouble, but only one Buckboard had to be abandoned; its driving chain came adrift, a nut and bolt having been used to join it instead of a spring-link.

Only the machine carrying two people made Fitzjohn's Avenue in top gear, but another required a change-down for a few yards only and then reached Hampstead Heath in top. The conclusion was that some springing should be provided for the plank "chassis", as well as for the seat, that the latter should be widened to give more elbow room two-up, that the engine needed better cooling and that a single-lever carburettor and improved brakes were desirable.

Grahame-White's attempts to make a truly simple vehicle coincided with the announce-

ment of the £100 Carden, and no more was heard of the Buckboard. So he set about turning it into a slightly more sophisticated cyclecar. The same 3½hp engine was moved to the front, a new chain-and-dog transmission gave ratios of 6:1 and 12:1 and incorporated a clutch on one of the sprockets, the back axle had no differential, and the frame was of ash, with aeroplane-type bracing.

The prototype had wire-and-bobbin steering, and I think it was this one that was known as "the silver car" and was tested around The Crescent at Hendon by Mr Carr (who had been with Grahame-White from before the war) with his four-year-old son sitting on his knees. This G-W cyclecar was ready early in 1920, and so traffic-free was London's West End in those days that several were lined up in Regent Street, surrounded by interested passers-by. No doubt this was the idea of Mr A H Brackensey, the Grahame-White sales manager from Buckboard times . . .

The Dorman-engined G-W was dropped and all efforts concentrated on the cyclecar, which appeared on Stand 25 at the 1920 Motor Show, priced at £164.4s (or at £265 with a 7hp flat-twin Coventry-Victor engine and a more conventional friction transmission than the light-car had). The two-seater body had been improved from that of the prototype, and now had a vee-front. The tyres were 24 2¼ Palmer Cords, a six volt accumulator could light the tiny lamps, and the throttle-control for the Amal carburettor was on the steering wheel. The Show models consisted of a "twin" in red with dark brown upholstery, and a single-cylinder car in yellow.

Over the aforementioned journal's standard Surrey test route, the single-cylinder 4 cwt cyclecar managed the hills in bottom gear, giving 51 mpg under these adverse conditions. The tester said that after climbing Ranmore Common, near Dorking, it was possible to lay his hand on the cylinder without discomfort, so one wonders why he waited ten minutes "to give the engine a breather" before tackling Coombe Bottom.

They say the camera cannot lie, and a photograph exists showing at least 19 of these G-W cyclecars outside the factory at Hendon Aerodrome in 1920. Yet nothing more was heard of them! **WB**

For the Record at Silverstone

The snippers got at last months "Silverstone Snippets" making Sweet's MG fourth in the VSCC Pat Lindsay race, whereas it was in fact ninth. For the record, the order should have been: Mayman's ERA R4D, Ludovic Lindsay's ERA R5B, Black's Alfa Romeo P3, ERAs R11B, R4A, and R2A, Mann's P3, ERA R1B and Sweet's MG, followed by the 8CM Maseratis of Bascher and Heimann. **WB**

Lea-Francis at Play



The Lobster's innards: separate pipes for each pair of cylinders from the Cozette blower.

The Lea-Francis OC celebrated its 25th Anniversary at Stanford Hall, near Lutterworth, on June 7, when some 30 cars representing the various models of the Coventry make arrived for a *Concours d'Elegance* (in which age and usage were judged, as well as condition and originality) and mild driving tests. I Wood's 1930 P-type "Leaf" from Dover won the distance award, and the oldest car present was the Woodhouses' 1923 9.8hp D-type, on 700 80 tyres, which had been at the first Stanford Hall rally in 1963.

Club President, Tom Delaney, brought both his blown Hypers, D H Wagstaffe the ex-Brooklands "Lobster", with original engine having separate pipes from its Cozette blower, each feeding a pair of cylinders. This car was raced by Newsome and Peacock, and crashed at Shelsley Walsh, but now has a P-type chassis; the present owner bought it in 1932 and ran it at Donington and in MCC trials and Brooklands events. Barrie Price came in his modern Jaguar-engined Lea-Francis prototype, and took the opportunity of a run in Dr Elliot-Pyle's aluminium-bodied 1929 2LFS.



Present at the first Stanford Hall rally and then again at the Anniversary, the Woodhouses' 1923 D-type.

Post-war saloon and sports models were well represented, and Mrs Abbot's 1926 12/22hp J-type coupé caught the eye. A 1961 Unihorse tractor with single-cylinder BSA engine was demonstrated, and they even had a couple of LeaF bicycles and Hugh Rose's last design for the company, his tiny moped engine. An engineless coupé which appeared in the film *Monte Carlo or Bust* and is being restored, another Hyper two-seater, a 14/70 Light Six, and a Westland-bodied "Leaf" were also present.

While in the relaxing river-girt Stanford Hall grounds we had a look at the Motorcycle Museum, noting the ex-Henry Laird ohv Aero Morgan (another vehicle once Zoller supercharged), the 172 cc big-tank Francis-Barnett which Meeten rode for six hours at Brooklands at 54.6 mph, a £100 two-stroke Carden cyclecar, a dirt-track Scott and another Scott with primitive "chair". **WB**

RESULTS

Directors Trophy (Concours Winner):
M. Wells (1926 J-type)
Derrington Trophy (Gymkhana):
J. Allwood (1948 Sports)
Andrews Trophy (Best Restoration):
T. Stephens
Best Van Eugen "Leaf":
J. Hayes (1929 V-type)
Best Hugh Rose "Leaf":
M. Morris (1946 saloon)
Delaney Trophy (Van Eugen "Leaf" Runs):
J. Haynes
Ludgate Trophy (Help for Club in 1986):
B. Price

Scottish Trial and Hambledon Rally

Overall winner of the VSCC Scottish Trial was R G Winder (Austin 7), and other first-class award winners were P Stringer (A7), J Evans (GE A7), J Blake (GN), and J Ghosh (30/98). Second-class awards went to R Low (A7), H Spence (Lea-Francis Special), and W Liddell (30/98), and third-class awards to W Gordon (A7), who also gained the Novices' Trophy, M Holt (Alvis) and R Proctor (Riley 9). Among the 38 entries, of whom three non-started, an interesting runner was Sudjic's 1929 662cc Aero.

The Hambledon navigation rally on May 2 saw Jones' 30/98 win the Jug for best performance. First class Awards went to Winder (Alvis), Mrs John (Lagonda), Harris (Lagonda), Wickham (Alvis) and Cattell (Riley), Second Class Awards to McEwen (Riley), Cartner (Riley), Edge (Riley), Muschamp (Lancia), Toms (Fiat) and Faulkner (Alvis) and Third Class Awards to Baxter (Riley), Clark (Salmson), Elsom (Frazer Nash), and Garfitt (FN-BMW), and Best Novice was Robey (14/40 Vauxhall). **WB**



Joy-Riding



ML clambers out of the Kieft at Silverstone.

When Duncan Rabagliati phoned last December to ask if I would like to join Team Rabagliati on the RAC Classic Run, he kindly offered me a choice of cars. There was no hesitation, it had to be his Kieft-MG.

This car, LDA 5, had been exhibited at the 1954 Motor Show, touted as a possible road car. The following year, fitted with a 1500cc Turner engine, it ran without distinction at Le Mans and retired with gearbox problems. It is not a great history but it *is* a history, and the thought of driving any sort of sports-racer on the road was irresistable.

There are six hundred stories in the Classic Run. This is one of them.

Last year the first Run started from three points; this year the starting points were Brands Hatch, Beaulieu, Bath, Buxton and Norwich, with all routes converging on Silverstone. Our *patron* had six cars entered: the Kieft, a Connaught L2 (MPH 996, Rodney Clarke's own car), an Ogle SX1000 (car 66, the last one made), the only RHD de Tomaso Vallelunga ever made, the unique Alexis GT (Rochdale body, spaceframe built by Buckler but designed by Mike Bendall) and the only 2½-litre Lea-Francis tourer still with an original Westland four-seater body. Drivers were Duncan's family and friends and our starting point was Bath.

First we had to get to Bath, and as the team gathered everyone looked at the rain and asked "Who's driving the Kieft?" Having chuckled disconcertingly when my hand went up, they set about choosing a foolhardy volunteer to be my passenger.

My designated co-driver, Jane Mann, was excused on the grounds that she had been ill of late. Such was her story, and everyone was too gallant to demand a medical certificate. Still she cheered me up by saying "Last year the gear lever fell off in Duncan's hands, then the dynamo packed up and we got 25 miles before the battery flattened." Cheery soul.

Once on the road you find the windscreen infringes the Trades Descriptions Act. It screens no wind. Rain is not deflected over your head as lore says it should be. It is motor cycle time, and I had no protection. Rain drops were like buckshot in the face.

That is not the least of a Kieft driver's problems. I should have smelled a rat when everyone asked how tall I was. The trouble is that the scuttle is low, the brake pedal is far back and the dashboard is not only badly laid out, but also obstructs your right leg when looking for the brake pedal. It is no wonder there were no takers when it was offered as a road car. There is no boot space either, and though the son and heir loyally tried out the passenger seat, he could not fit his 6ft 2in frame into the space.



Italian style, American power: P S Whittingham's Iso Grifo.

Nick Conyers, a Healey enthusiast from Leeds, volunteered to ride and we headed to the west. The car now has an MG XPAG engine fitted by Kieft and, observing a 3750 rpm limit, we settled down to a painful 60-70 mph, not helped by drivers who wanted a good look. A Datsun can be intimidating at close quarters in the wet, when you have no great reserves of power and are having to use the marginal brakes with your left foot.

We stayed in a delightful seventeenth-century hotel near Glastonbury, rose at an hour I have read about but try hard not to experience, and set off to Bath. With the weather fine Jane had rallied, crediting some miracle antibiotic, and took the wheel. With the first cars leaving at 8am there were few to see us off, but the start was pleasant, as it should be on a summer morning in one of the world's most beautiful cities and surrounded



James' Speed Six Bentley clocks in at Newport Pagnell en route *to Silverstone.*



Don Pither's ex-works V8 Sunbeam Tiger.

by lovely cars and the sort of people who care about such machinery.

Jane made an early wrong turn (modesty prevents me from naming the navigator) but brought us safely to Dereham Park where we went down the old hillclimb course, had our card stamped, changed places, and set off to Castle Combe.

At the circuit I was preparing to be flash on the track when I noticed the oil pressure needle dipping. Going over one of the bumps into the circuit the sump drain plug had caught and torn a small hole in the plug. Duncan insisted I took over the Connaught while he and Nick set about repairing the damage with plastic padding.

You can soon see why the Connaught is Duncan's favourite car. Even restricting the revs, the engine pulls sweetly and the chassis is enormously responsive, though the car has to be driven on the throttle through bends. Despite a small cockpit, the driving position is very comfortable and the steering light. While those who understand such things worked with the plastic padding, I took those of the team (we were 21 strong) who had come along for the ride on trips round the circuit.

While few will argue with the "classic" status of most of the cars in the run, some will suck their teeth at the likes of a Hillman Imp qualifying. The young man who drove one around Castle Combe had his inner front wheel four inches from the ground in the tight corners. So you can argue about the car, but not about the spirit of that driver, or the many like him.

Young Jonathan and Alister Rabagliati took it in turns to navigate me first to Cheltenham, then to Prescott, and a splendid job they did too. In the queue outside Prescott the de Tomaso overheated but the Lea-Francis, which had given problems on the drive to Bath, had cleared its system and behaved impeccably.

Confession time: I once went to a hill climb, was bored rigid, and have never been back to one. I have never seen the point of the excercise. Driving up Prescott in the Connaught (the scene of the model's competition debut, when Kenneth McAlpine won his class) put things into a different perspective. The mere thought of driving seriously up that track in a serious machine was boggling. I'll be back.

At Prescott a couple of harrassed ladies struggled, with good humour, to feed us ("We were told nobody would want to eat") and, hero time, Duncan and Nick arrived with the Kieft and took the hill. Then we set off to Blenheim Palace, along the sort of interesting road which characterised the whole route, and from there to Silverstone.



Poor weather did not keep the crowds away from Silverstone.

Strictly speaking, we were just out of time (all those joy-rides around Castle Combe) but a nice gentleman handed over a finisher's medal. Then Duncan arrived in the Kieft and sent me off to do the driving tests in it.

Along the way, reverse gear had decided it was tired of being at anyone's beck and call, and had gone into a sulk. This did not help in the first test, where reversing was required. Still, it gave the commentator and spectators good value as marshals had to push the beast back. We did not win.

The day ended with a series of parade laps around the Grand Prix circuit which started sedately but (surprise, surprise) became quite spirited.

I would not have missed a minute of it, even the rain in my face in the Kieft. It was such a *happy* event, and the atmosphere was helped in no small measure by the good humour of the marshals who selflessly turned out in their hundreds so that others could enjoy a day on the road.



The ranks of European cars were relieved by some trans-Atlantic cars, like this 1935 Cadillac.

I would go back any time, though perhaps next year there should be something to do when drivers arrive at Silverstone. An autojumble would be good, and so might be a gathering of the car clubs. There needs to be something to arrive to. **ML**



The delectable lines of Perfect's 1934 Riley Imp.



Brian Moore's 1915 Alpine Eagle 40/50 hp Rolls-Royce, with its Roger Steer replica Alpine Trial body frame replacing the original vintage closed body. (Photo: Rolls-Royce EC)

Body Problems

No, not mine, although I do have them! I am referring to car bodywork in the context of the now much-discussed originality. One wonders whether it is the mechanical aspects of a car or its coachwork that is the more likely to undergo change, along the years? There are good reasons for the former departing from the original, due to wear and breakages, but less so for the body to be altered, unless after an accident or to improve some aspect of it.

Somewhere, maybe, there exist cars which are completely original, apart from the air in their tyres, the tyres themselves perhaps, the water in the cooling system, the lubricants and the licence on their windscreens. The common run of vintage and older vehicles cannot claim such perfection, in spite of the name of the game centring on originality, and marks being awarded or deducted in competitions for this virtue, so it is a matter which cannot be ignored.

Yet absolute originality, like a virgin in a brothel, is elusive. As this is the 80th year of the Rolls-Royce Silver Ghost, I have been re-reading our account of AX 201, published in 1977, and have been reminded that even this uniquely historic motorcar, restored by Rolls-Royce itself, departs here and there from its original specification. I can think of other cars which look at first sight to be decently original bodywise, but which, in fact, are not.

One is a little 1922 French car carefully restored after the war, so well that one who had driven it many years before when his father owned it, offered congratulations on how closely it had been kept to its original form. However, he revealed that in the beginning its dickey was just a receptacle for touring necessities, so its lid opened forwards. But when he and his sister were of an age to be taken out in the car, this was converted into a proper dickey-seat, by having the lid hinge backwards. Just one item of non-originality which would pass unnoticed by most people, including competition judges?

Another case concerns a slightly later light-car, the Mulliner body of which looks original to the uninitiated. But it never had a door on the driver's side, as the right-hand brake and gear levers would have made it pretty useless anyway, until a later owner added one, which made it necessary to mount the spare wheel at the rear.

There must be other cases like these where only a one-make specialist would detect unoriginality. It really is very difficult to know when a car is reasonably original, which is why contest judges can be in an invidious position unless they are specialists at a one-make competition. I used to be asked to help at such events and once deducted marks from a Trojan entry on account of it having what looked like oversize wheels and tyres. Imagine how bad I felt when I was confronted by the car's owner a very long time afterwards, who informed me the wheels and tyres were correct for his particular model—which is not to say they were the original ones.

Taking originality too far brings many problems and I just wonder which is worse in the eyes of the purists: a car with original bodywork but changed mechanicals, or one that has a hacked-about body on a decently original chassis? A sort of chicken and egg conundrum! I suppose you might say at least the former *looks* as it used to, whereas engine and chassis mods often go unnoticed. But those who pride themselves on their original cars, who judge such at Club events, put them on Show stands or sell them, may have much on their conscience unless the matter is thoroughly investigated, and forever borne in mind.

Even as I was writing this, I came across another aspect of the matter. The owner of a 1915 40/50 hp Rolls-Royce Alpine Eagle has replaced the car's former vintage closed bodywork with an open replica of the body on James Radley's victorious 1914 Alpine Trial car. This gives rise to the question of which is preferable, an Edwardian car with a vintage body or an Edwardian car with a replica body.

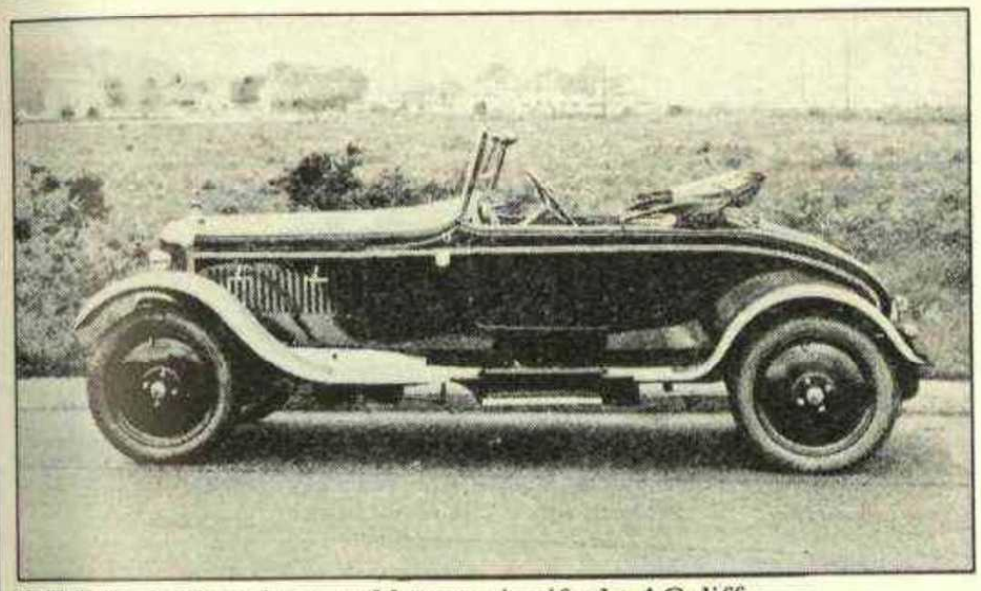
As a passing thought, I suppose that unless one is going to use one's old car almost every day, which alas is becoming very rare, one should surely go for open bodywork on the grounds that it would provide more enjoyment in the vintage tradition than an old car with a closed body. **WB**

FF Finally Functional

A Jensen FF has been restored, in Wales, by D D Hobden. He found it in a poor state just outside Hereford, with the gearbox seized through being run without oil. He has made a good job of rehabilitating this rare 4WD car, replacing all the rusted body panels and effectively treating the Connolly upholstery with a Woolies' of Market Deeping leather restorer.

Just prior to our visit the 6.2-litre Chrysler V8 engine had lost a core plug, but spares are obtainable by return of post from a Jensen specialist in Oxfordshire and the big engine, which displayed inlet valves larger than the exhausts in the head which had to be removed, is comparatively easy to re-assemble, with its push-rod valve gear and simple construction. In spite of its size the red segment on the tach is at 5000 rpm.

Jensen was one of the last makers of high-performance cars to abandon cross-ply tyres, a reminder being the substitution on Mr Hobden's car of wider wheels to take modern tyres. The FF has Dunlop Maxaret anti-lock brakes, and we were reminded also of the time, at a test day, when the pedal kick-back caused the great T H Wisdom to abandon the FF he was driving at the trackside, under the impression that its brakes had something wrong with them! **WB**



S F Edge instituted some odd tests to justify the AC diff . . .



whereas the chain-driven GN was typical of lights cars without one.

To Diff or not To Diff

That is the question! Or was, in the vintage years. These days, a differential is fitted to every car, is found in limited-slip form on high-performance models and in multiples, often of sophisticated type, on 4WD vehicles. Back in the 1920s, however, this component (which can only be properly understood by making a Meccano model of it) could be dispensed with at the designer's discretion, on the lighter cars.

To some a "solid" back axle was essential for good roadholding and for the defeat of slippery hills. It was also necessary with simple transmission systems, as that VSCC verse reminds us:

Nash and Godfrey hated cogs,
Made a car with chains and dogs.
But, I wonder, would it if,
They had made it with a diff?

Apart from which, dispensing with the differential saved the small-output manufacturer some £10, and about 40 lb of unsprung weight. More weight and expense could be saved with a "diffless" back axle because brake compensating gear was not required, one brake drum sufficing to retard both wheels, or to comply with the legal requirement of two independent brakes, the foot brake could operate shoes in one drum, the hand lever those in a second drum.

Against that, a differential-less car wore out its back tyres more rapidly and some drivers thought it more difficult to steer. Those were the main 1920 pros and cons. I believe that the Trojan, a true utility car, had a peg which could be withdrawn, traction-engine fashion, to free one wheel, which was a simple way of gaining the best of both worlds, if you didn't mind dirty hands!

Some credence for not bothering with a diff came in 1922, when the celebrated Louis Coatalen brought out his little 8 hp Talbot-Darracq, which had a solid back axle. But my opinion is that he intended it mainly for the straight roads of France, or was forced into using a simple chassis to reduce purchase price, after giving his new light car an overhead-valve engine; for at £320 it was scarcely cheap. That not withstanding, arguments for and against the diff were widespread, and in 1923 a weekly motor paper conducted an odd experiment.

It took a 12/24 hp Anzani-engined Crouch without a differential, disguised it under a sheet, and asked three experienced drivers to take it out over greasy main and side roads, to decide what sort of back axle it possessed. Mr Aldridge, who had done 17,000 miles recently in his sports Alvis and 20,000 in a Morris Cowley, thought the steering a trifle heavy but failed to detect the solid axle which, however, he thought had a negligible effect, after being told the secret of the camouflaged Crouch. Miss Roper, the well-known Midlands light-car lady who owned an AC, also found heavy steering and less self-correction than on her own car, but she did not detect the reason, nor that both had Anzani engines! Like a woman, when told, she said she had known the reason all the time! A Captain Moss only realised in the last few hundred yards that the Crouch felt like the diffless 8hp Talbot.

None of that was convincing, and it was left to the publicity conscious S F Edge, of AC Cars, to put on an RAC-observed test, to try to prove the benefits a diff gave. He was promoting luxury small cars which had back-axle gearboxes to which a differential added more unsprung weight, so had a case that needed making. A 17-cwt AC was set to run in a 70-foot diameter right-hand circle, steering locked, for two runs, each of 14 miles, at Brooklands, the first *sans* diff, the next with one. New tyres, at 45 lb sq in, were fitted for each run, the wear rate and weight of lost rubber being carefully measured afterwards. All eight tyres showed wear, the rear pair 1.9mm n/s, 4.4mm o/s with no diff, 1.75mm and 1.5mm respectively, with one. The speed was a mere 11.3 mph, however. One driver sneered at this test, saying he did not wish to drive all day in tight circles and could not do so in a straight line, so the results were pointless.

Capt A F Frazer-Nash and H R Godfrey defended the "solid" axle on behalf of the GN, refusing suggestions that tyre bursts could be dangerous on such cars, while the maker of the Stack cyclecar said the AC test represented 7500 miles of normal road running, in which the AC would have lost most of its rubber! Someone else gave mathematical evidence that the converted distance equalled only 79.4 normal miles, after which the AC would have no tyres left at all, no doubt to the wrath of Mr Edge!

It was thought "diffless" cars were sensitive to correct tyre pressures and to obviate frequent pumping-up, the Stack had durable 26 × 3 Avon Duroliths, the same size as the tyres on the AC, although the cyclecar was 700 lb lighter; there is a link here with those excellent Avon Sidecar tyres, the equivalent of 26 × 3s (or 700 × 80) which are used now on many vintage Austin 7s.

I have owned eight or so vintage light cars, all but two with differentials. My 1922 Talbot-Darracq has a solid back axle and is so heavy to push about that a garage once thought its brakes were binding and slackened them off, which was alarming when I came to use them! Back-wheel tyre wear on this T-D is also quite heavy, new (and now very expensive) 710 × 90s being needed about every two years of ordinary vintage car usage, with no competitive outings.

As for steering-box wear, I know the Talbot's box was replaced with one from a Morris Minor before a previous adventurous owner took the little car through the 1935 1000-mile RAC Rally (incidentally completing the road-section with no loss of marks), but whether due to wear on the original component, I do not know.

All this is rather academic now, but amusing to look back on. **WB**

LETTERS

Alfa Spider

Sir,

I was interested to read the article on the Alfa Romeo 2000 Spider in your June issue, and feel that I ought to point out a couple of inaccuracies.

Firstly, since when have Bertone produced the Alfa Romeo Spider 2000? Surely the discreet badges on the rear wing read Pininfarina!

Secondly, all Alfa Spider fans will be pleased to hear that Fiat boss Vittorio Ghidella has stated that the Alfa Spider will "soldier on indefinitely".

I am sure that there will be new Spiders and GT cars from Alfa Romeo, but these will not in any way replace or clash with the traditional two-seater sports car for which I am sure there will always be a discerning clientele.

R H BELL
Bell & Colvill, West Horsley

Lovable Monsters

Sir,

The theme of June's *Matters of Moment* (is individuality fading for the ordinary car buyer?) must be answered with a loud "Yes". Today's motor cars follow a firmly established international pattern — presumably because, after a very long period of R & D, the manufacturers have got things more or less right. So the charm and variety expressed in such contrasting designs as, say, the Riley 9, Lancia Augusta, DKW and Fiat 1100 (all cars for the ordinary buyer of the mid-30s) have been smoothed away.

Should this be regretted, I wonder? I don't think so. We MOTOR SPORT readers can have it both ways. We can *use* the excellent standardised cars of today, and *enthuse about* the completely different cars of yesteryear. The British have always, thank heavens, gone in for ancestor-worship of the inanimate; cast iron, brass, glass, wood and leather seem to be bred in our bones. And we do things properly.

I was astonished by the poor standard of restoration in a German car museum; surprised not to see even one "old" car when I crossed France last month; and displeased by the horrid newness (lipstick-red leather and chrome bumpers) of American restorations of "classics".

We order our affairs differently in Britain. I have friends who run Morris Minors because they like them, who restore Roesch Talbots and Alvises to a condition suitable for daily use, and so on. Which is as it should be.

I well remember the days just after WWII, when I was an impecunious enthusiast and cars were truly individual: Rileys that were driven with eyes glued to the oil-pressure gauge; the distinctive racket made by Alvis wheels when those wavy splines became worn; the sharp twang as yet another spoke pulled out of the Augusta's asymmetrical rims during hard cornering; the dreary task of replacing clevis pins on that awful Bendix rod-brake system; the bloody-fingered business of adjusting cable brakes; and the leaden feeling when confronted with a cracked, out-of-true Lancia cylinder head that was *designed* to become cracked and out-of-true.

I loved all of these monsters with a passion. I'm a little sorry that my son will never blow up the pneumatic cushions of a Riley or drive behind a lop-eared hare, but only a little.

When WB was nearer 30 than 70, he used to wonder, in the pages of MOTOR SPORT, if the 60 mph/60 mpg motor car would ever be attained. Has it been, do you think?

NICHOLAS FISK
Bushey Heath, Hertfordshire

Not quite — DoT figures show the Daihatsu Charade Diesel Turbo as the most economical car on sale in Britain, and while it reaches 83 mph, it just fails on fuel economy: 57.2 mpg overall. **GC**

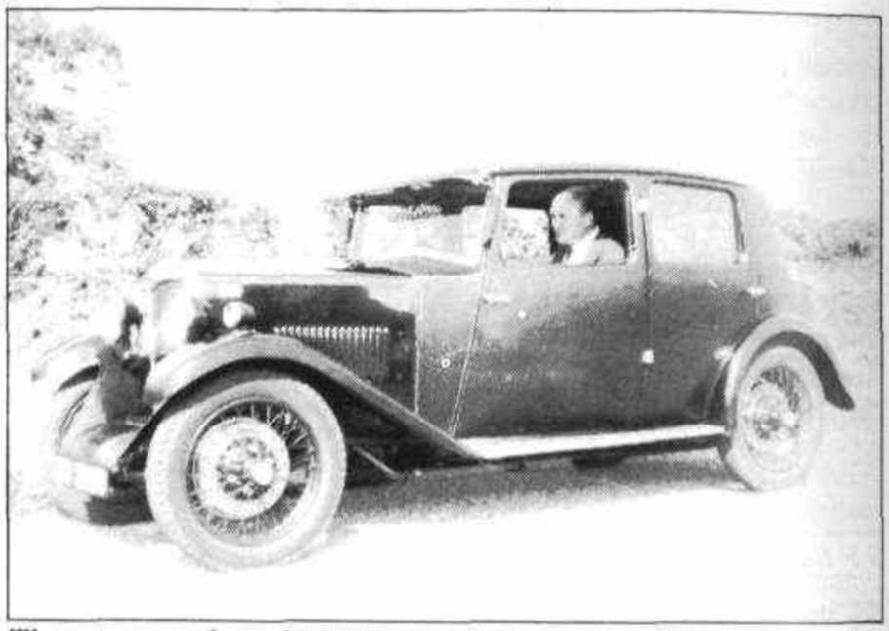
Hard Hats

Sir,

Regarding the Nuvolari picture (MOTOR SPORT, April 1987, p370), did old Tazio also pioneer the modern hard helmet? Poor Farina only had a cloth one . . .

Keep up the good work.

J L HEVIA
Miami, Florida, USA



The pre-war car buyer had a great deal of charm and variety in his possible choices, which included the Riley 9.

Tracing Tojeiros

Sir,

Through an advertisement in MOTOR SPORT I have recently purchased the rolling chassis of a Tojeiro car.

John Tojeiro, who has been to see the car, confirms it as one of his early twin-tube frames of around 1953-4. It is interesting that the chassis is 12in longer than standard at 8ft 3in, and it has the letters P.H.C. 101 stamped on the front of the frame. It is equipped with Alfin drums and wire wheels.

The last owner confirms that it was owned by one Andy Scott of Great Missenden, Bucks, in the early 1970s; unfortunately his whereabouts are not known.

Does any reader remember the car, or the initials P.H.C. 101?

GRAEME SIMPSON
Tenterden, Kent

Bugatti Request

Sir,

May I ask readers who competed or spectated at Brooklands and other motoring events in the period 1929-39 (but especially around 1929-31) to cast their minds back to the paddock scenes at those events, and refer to any photographs they may have?

My Type 44 Bugatti was bodied by Weymann and delivered new to Malcolm Campbell, who was Bugatti racing car concessionaire at the time. It was registered UV 7760. The four-door saloon body was in black, with a red interior.

It would be wonderful if someone could recall who owned it. An additional bonus would be a photograph, even if UV 7760 was only acting as background for something more interesting! I would pay for any copies.

That the car survives at all is a stroke of luck: it was the only T 44 to be bodied as a saloon by Weymann (in England). The body number is 384. If there are any surviving cars with Weymann saloon bodies from the same period (eg Bentley, Sunbeam or Delage) I would be very grateful for the opportunity to examine one. It would help me considerably in the restoration of the T 44's body.

ALEX MOOR
Olney, Buckinghamshire

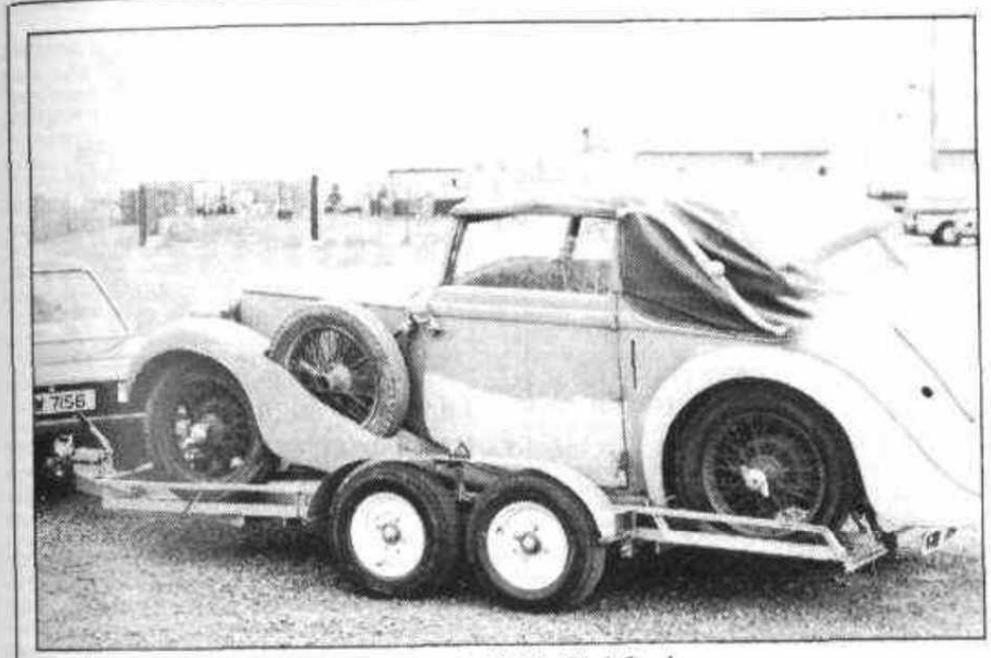
Low-lead Fuels

Sir,

John Foreman's letter (MOTOR SPORT, May 1987) regarding 98 octane 4-star fuel for his Jaguar XJ12 might be worrying needlessly about the use of low-lead and non-lead fuels, if an extract from an article in the *The Washington Post* under the title "Getting rid of lead" is considered.

I quote: "The EPA (Environmental Protection Agency) has undermined the case of retaining some leaded gasoline for use in older vehicles. Lead additives were previously thought essential to prevent excessive valve-seal wear in heavy trucks and in cars produced before the mid-

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



T J Raymond Cooper's MG model VA Tickford.

seventies — at least, if they run at high speed. But the EPA has discovered that, as a practical matter, both the Pentagon and the US Postal Service have been using unleaded gasoline in their extensive fleets without any indications of universal valve wear."

This extract was republished in the Bristol Owners Club journal, *Bulletin*, being of interest to owners of the Chrysler-engined Types 407 to 411 Series II, which ran on 4-star fuel. Subsequent models produced by Bristol Cars (1973 onwards) have been equipped with Chrysler engines designed to run on 2-star lead-free fuel!

Perhaps Mr Foreman should swop his Jaguar XJ12 for, say, a Bristol 603 S2, and he need not worry about lead levels in fuel at all.

MIKE CRAWFORD
Editor, Bristol OC Bulletin

Delightful Dingoes

Sir,

The remarks by DSJ on pre-selector gears took me right back over 40 years to my army days. I am sure many older readers will remember the Daimler armoured cars and Dingo scout cars with Wilson pre-selector gears and fluid-flywheel transmission. They were delightful to drive. The earlier Dingoes also had four-wheel steering (recently re-invented by the Japanese), but this was soon dropped — due, I believe, to a spate of accidents.

It was a Dingo of my regiment (The Royals) which was the first allied vehicle to reach Denmark the day before the war ended in May 1945. Incidentally, my troop officer was the late Michael Frostick.

ROY SANDBACH
Stockport, Cheshire

Discovery

Sir,

I recently discovered an MG model VA Tickford, 3-position dohc. After advertising in various magazines for such a car, and indeed travelling to England, I came across this one less than 40 miles from my home.

It was registered (FZ 5814) in May 1939 and has 32,000 miles on the clock. Chassis No is VA 2353 and engine number TPBG 2616.

The car has had only one previous registered owner. Apart from a new hood and lining, it is totally original and in sound condition all round, if looking a little dilapidated.

T J RAYMOND COOPER
Dundonald, Belfast

Odd Comment

Sir,

What a funny comment from DSJ in his April letter that he is puzzled as to why a 20-year-old GT40 is worth more than a new MkV. In 20 years time will MOTOR SPORT be writing about replicas, fakes and underhand practices if I want to race my 1987 MkV in, say, an HSCC race?

I intend to lay down a series of 25 Ferrari 250 GT lightweights (incorporating suitable "detail improvements"), with the permission of Ferrari, and enter them in HSCC races. So far Ferrari has not agreed, but given DSJ's imprimatur perhaps they might!

S C GOSS
Miami, Florida, USA

Careless Driving

Sir,

On Good Friday morning my husband and I attempted to make the journey between St Albans and Oulton Park circuit. This straightforward journey involved some 160 miles of M1, and then the M6. There was heavy traffic, as could be expected, but the weather was dry and sunny and visibility excellent.

It was with increasing dismay that we were forced to come to an abrupt halt *six* times. Without exception, all six incidents, one of which involved us crawling the whole length of the Birmingham expressway, seemed to be caused by people driving too close to the vehicle in front and not thinking about what they were doing.

All the accidents were nose-to-tail shunts involving the great British disease "brain fade".

I am an underwriter with a leading insurance company. We, the motor insurers, are constantly under attack for increasing premiums and excesses, and for being too selective in the risks we take. How can we be expected to do otherwise?

People must realise that, if they don't take care to avoid unnecessary accidents such as those we saw on Good Friday, motor insurance premiums will increase to such a high level that some people will simply not be able to afford to drive the cars they presently do, nor enjoy the peace of mind given by comprehensive cover.

They should ask themselves: would I put my money on my driving?

Think on!

BEVERLEY GILDER
St Albans, Hertfordshire

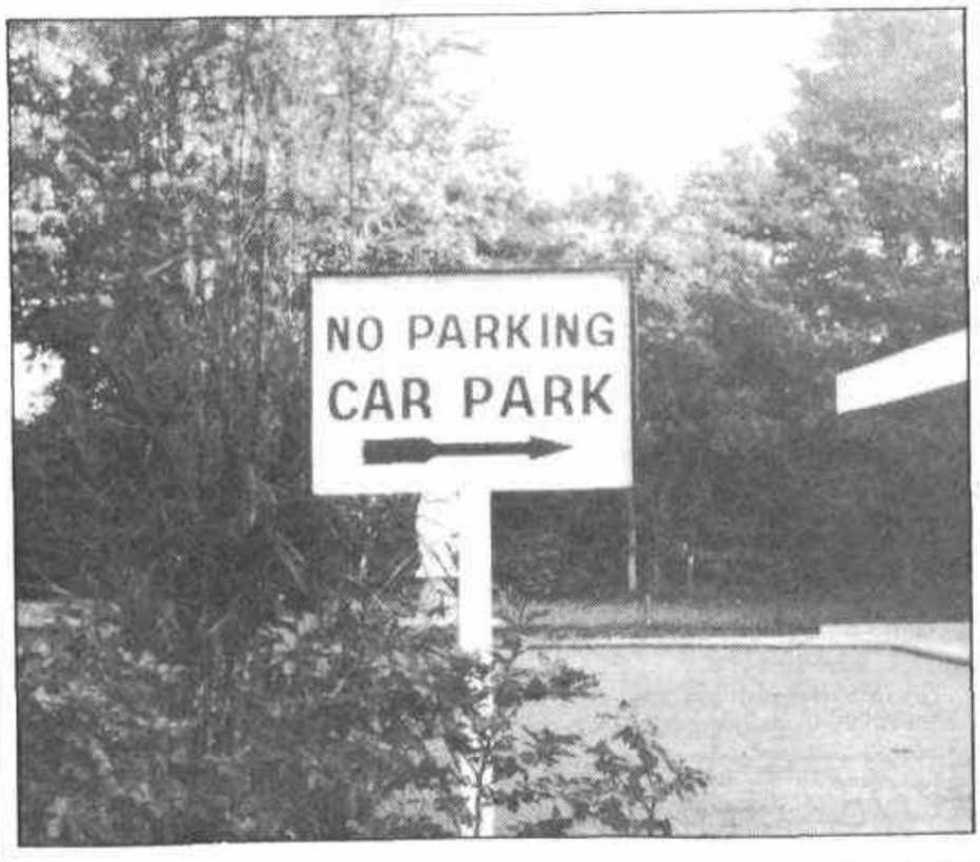
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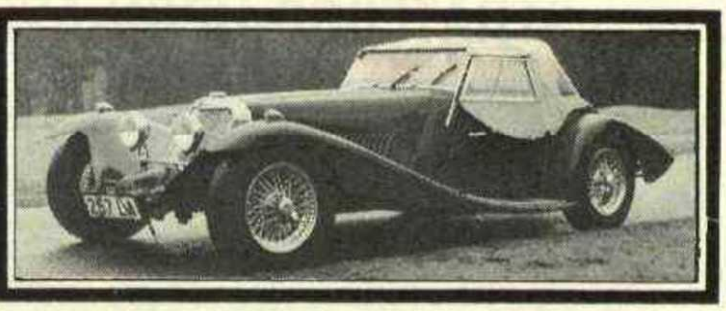
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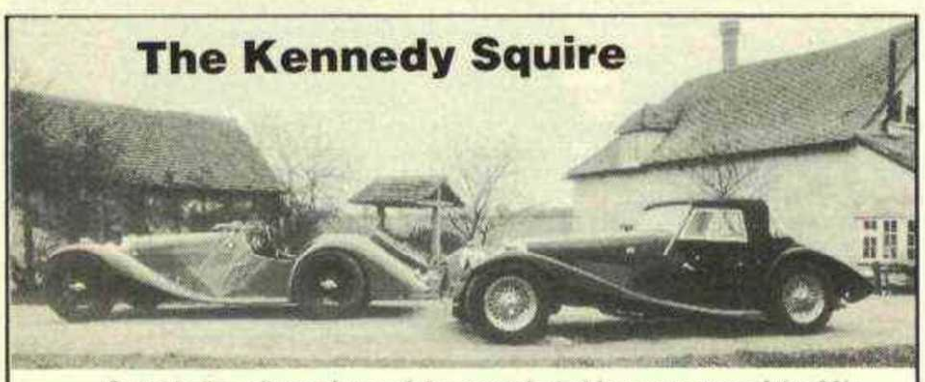
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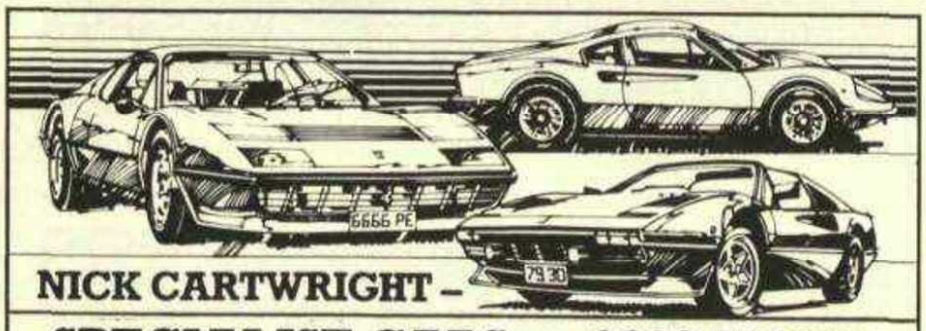
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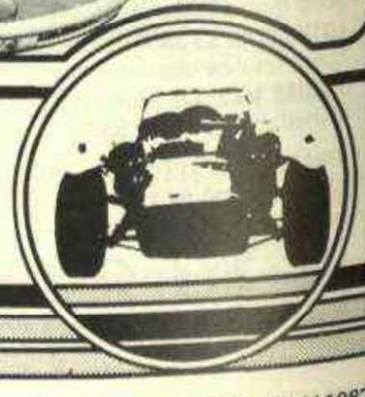
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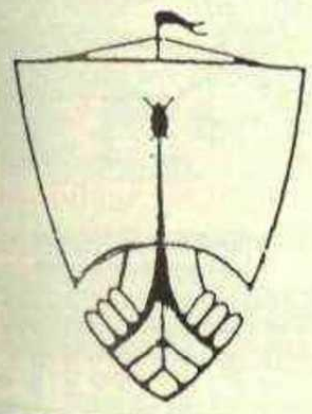
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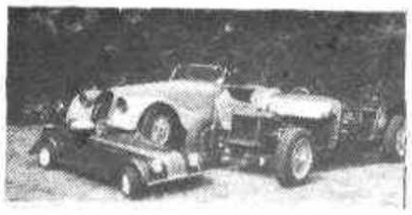
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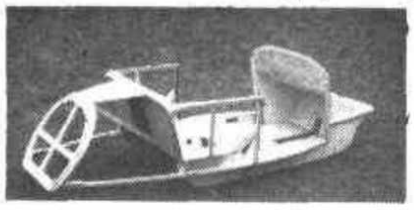
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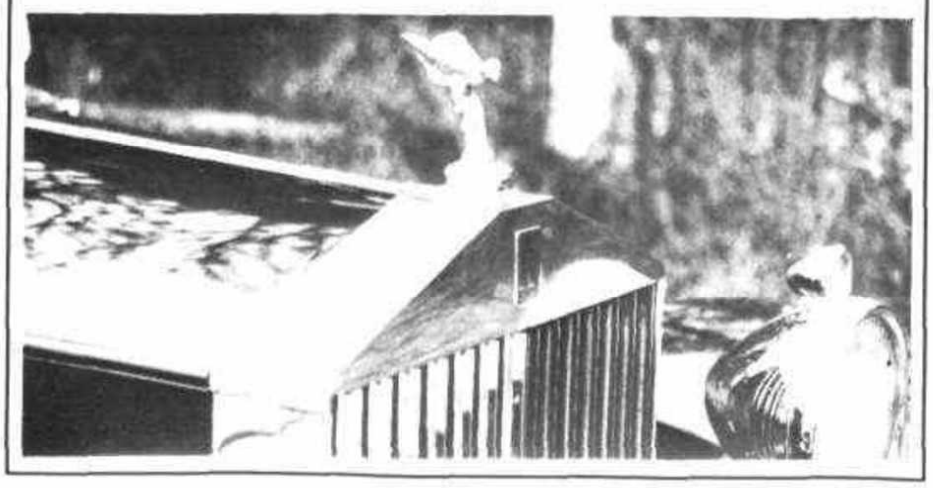
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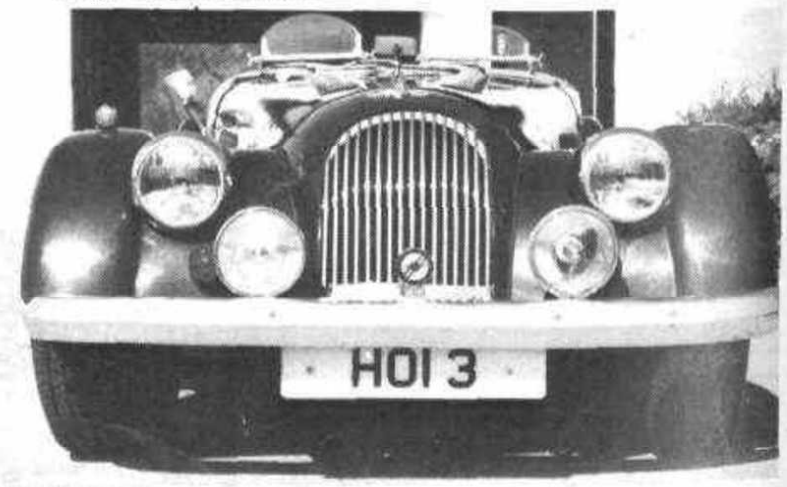
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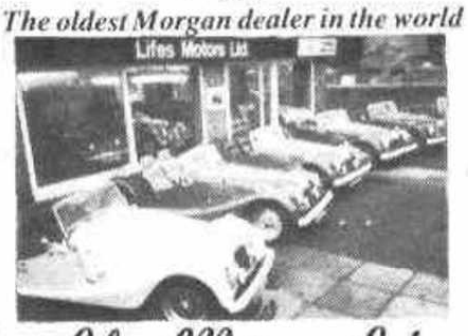
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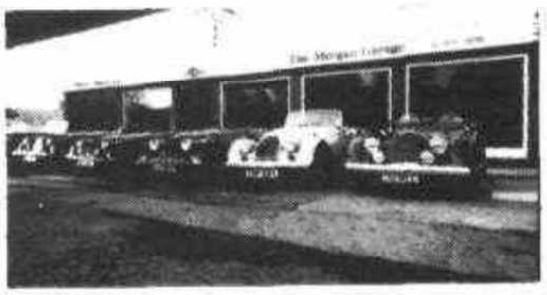
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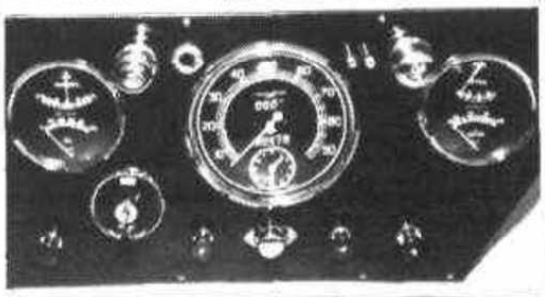
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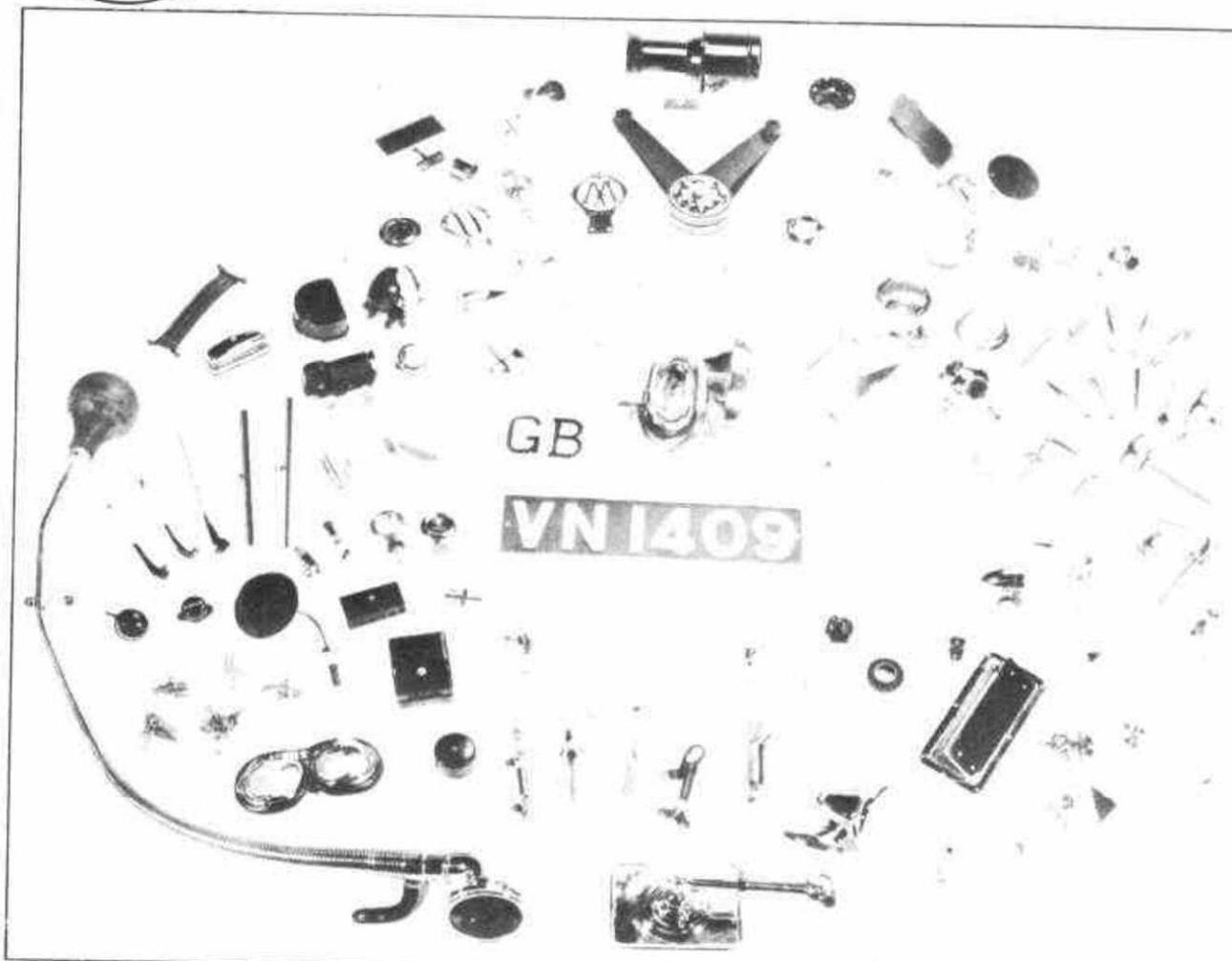


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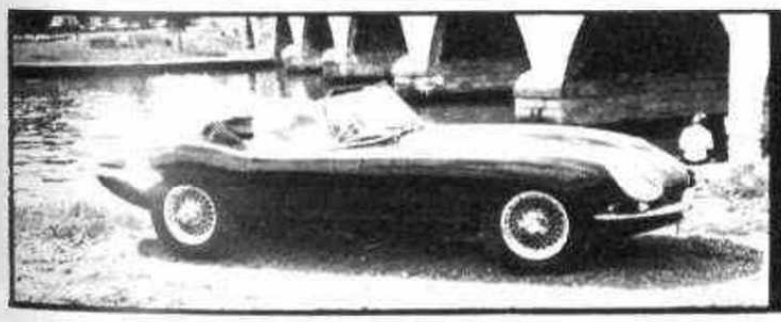
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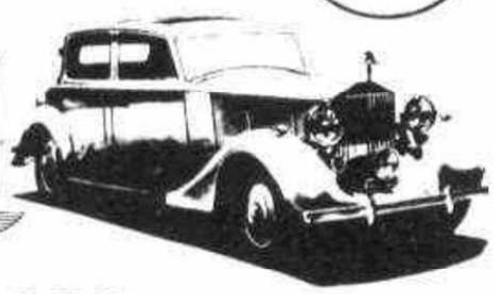
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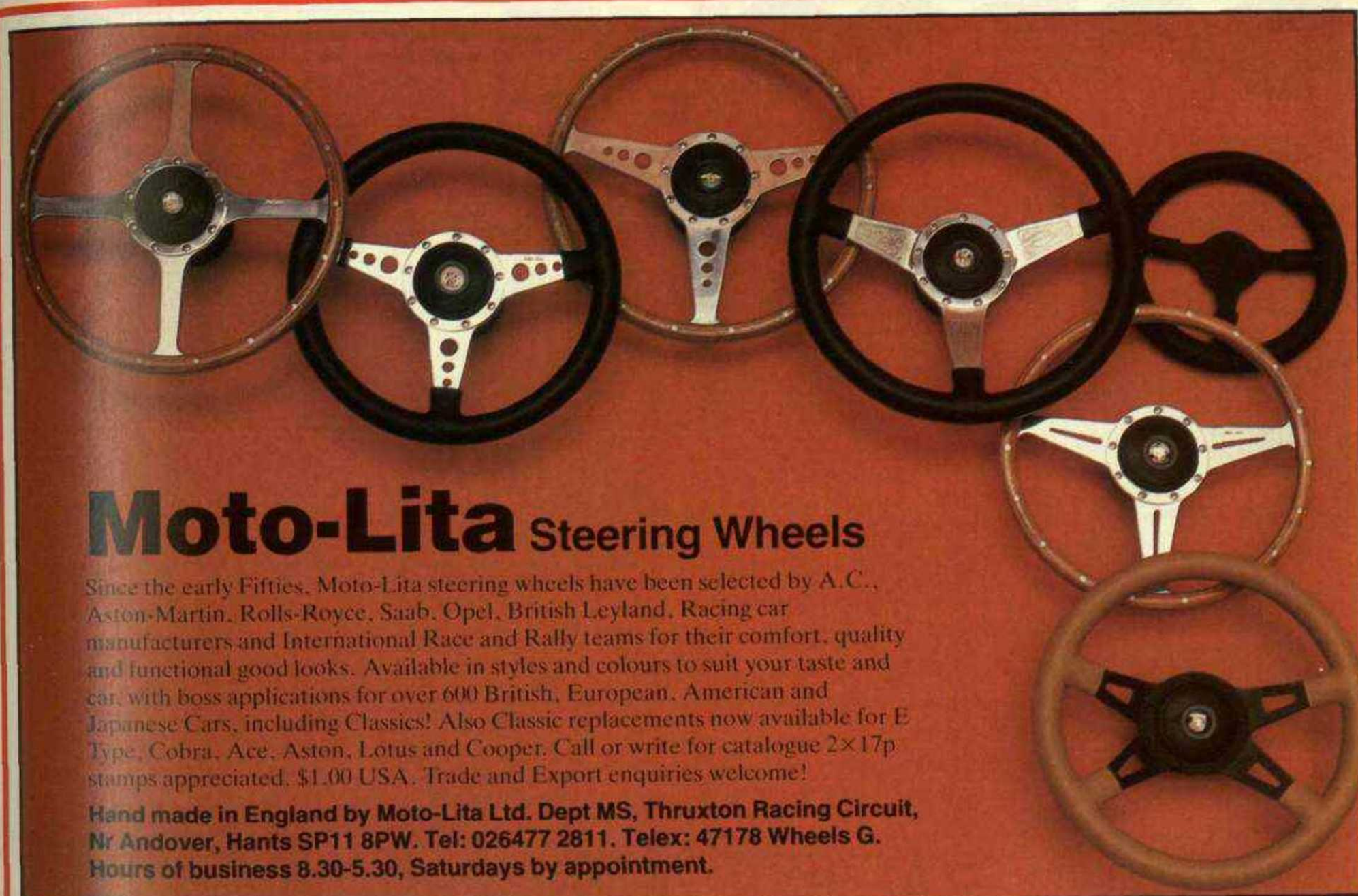
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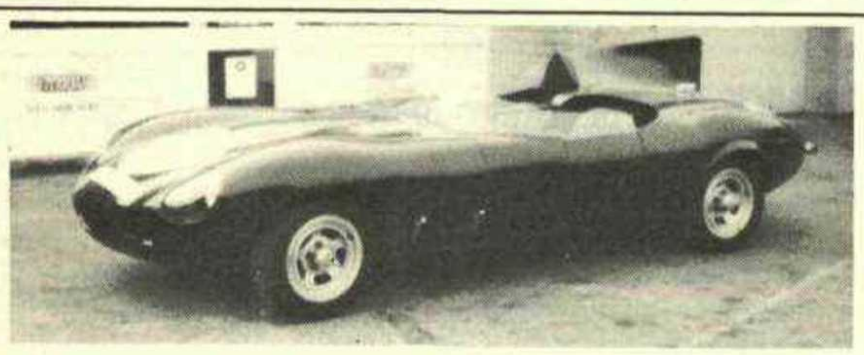
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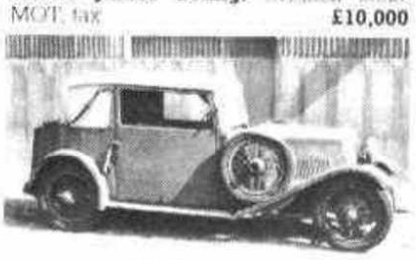
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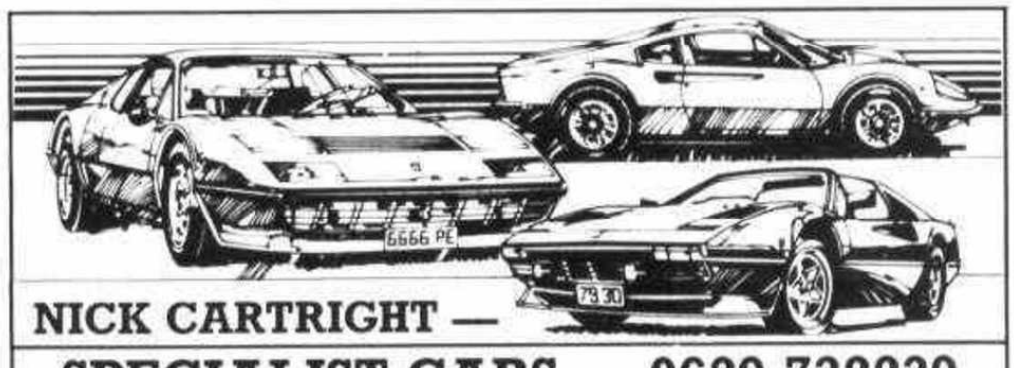
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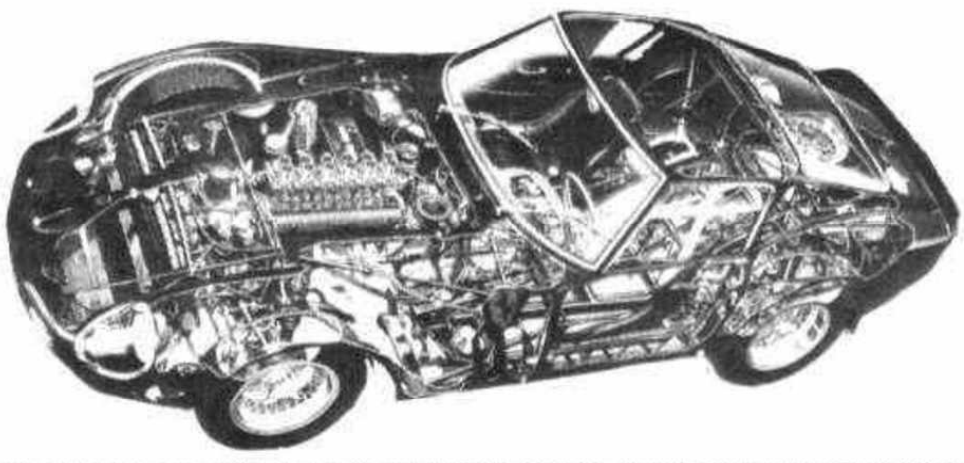
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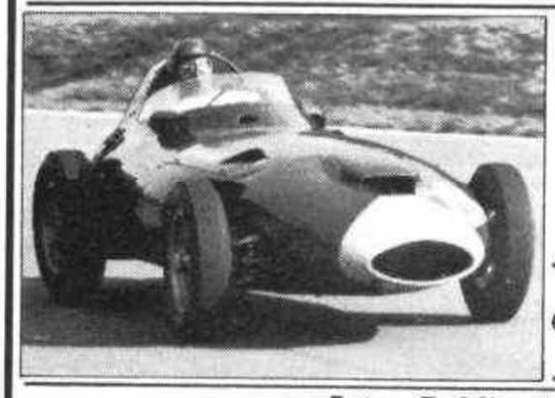
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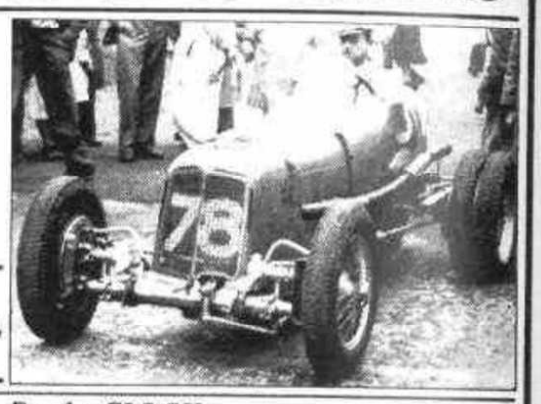


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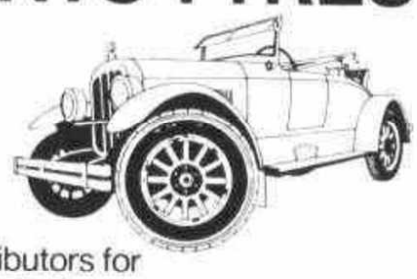
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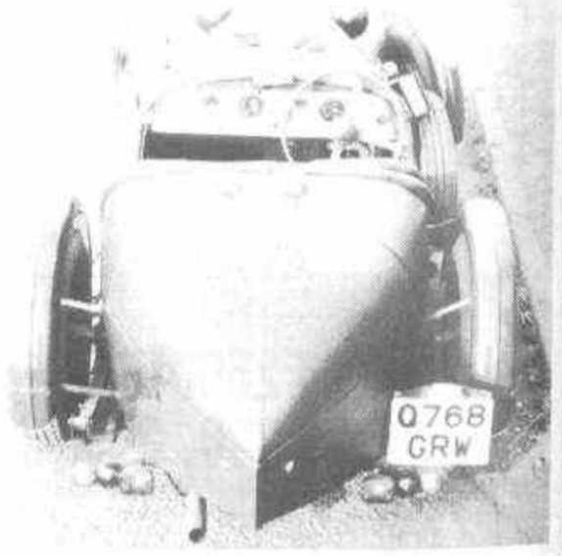
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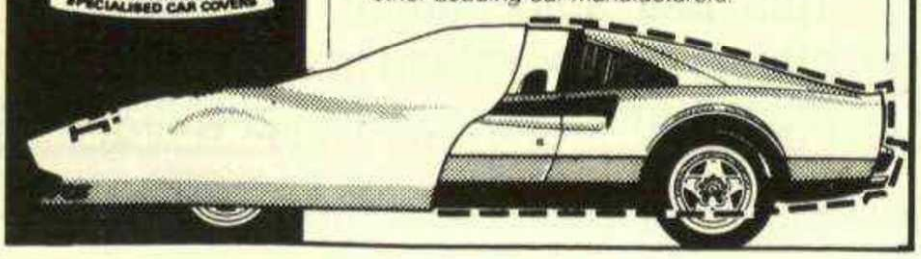
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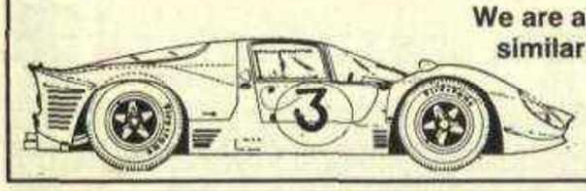
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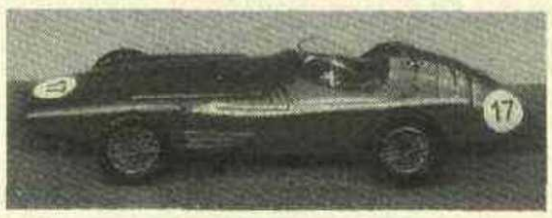
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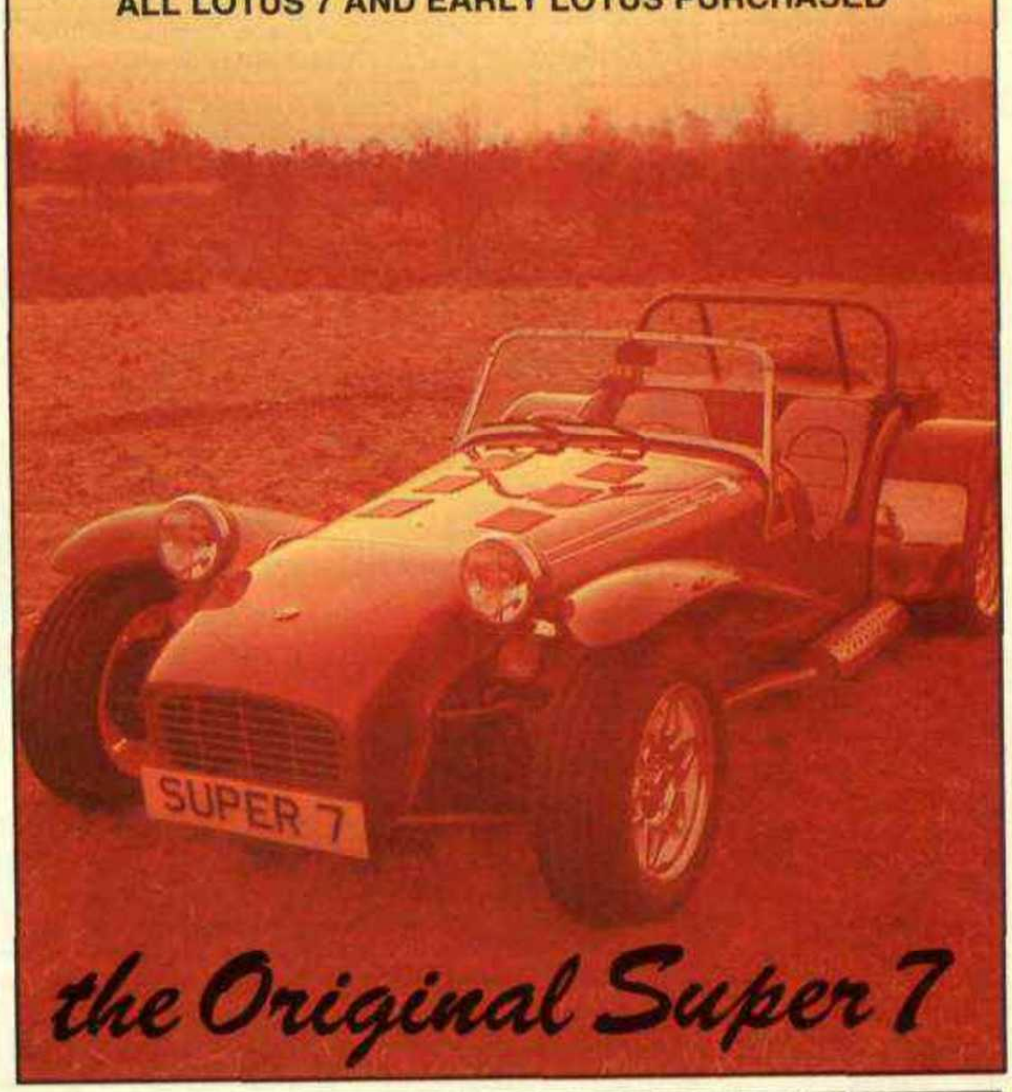
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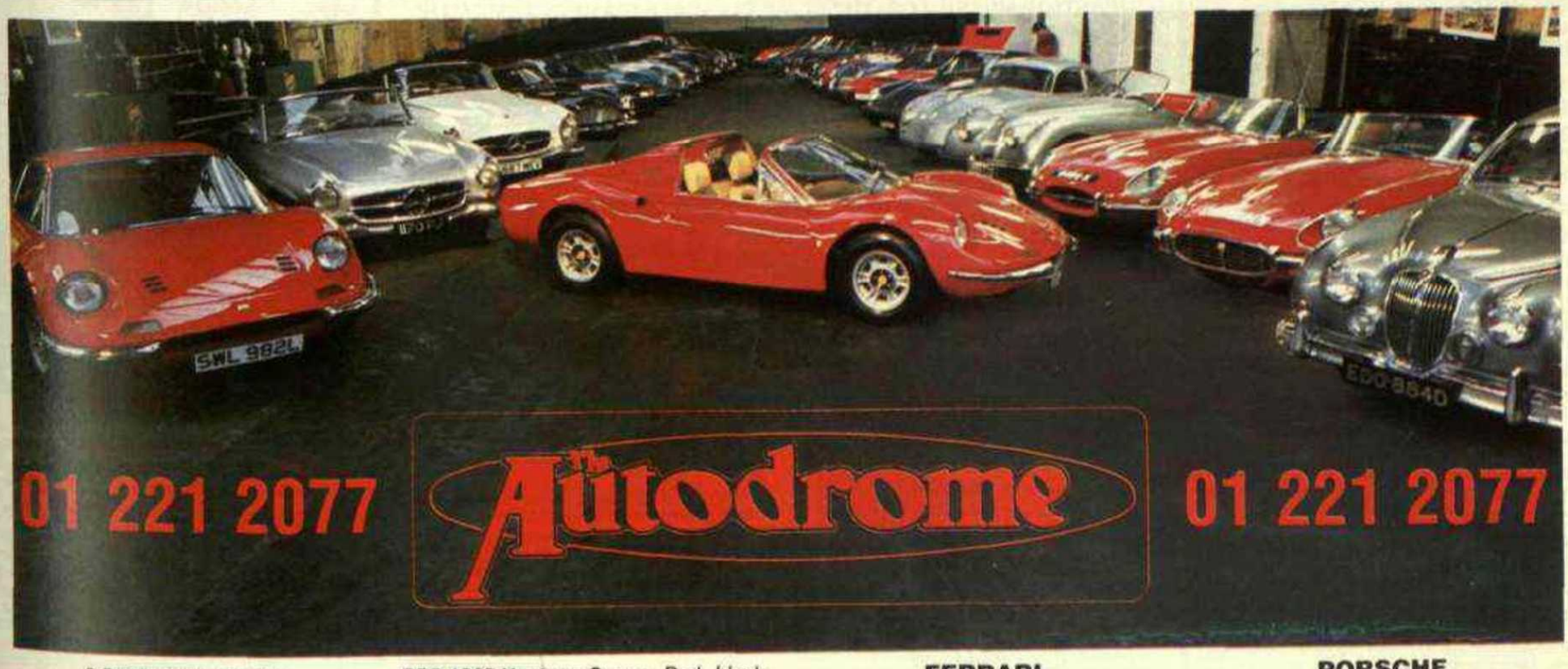
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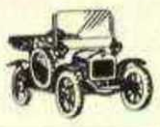
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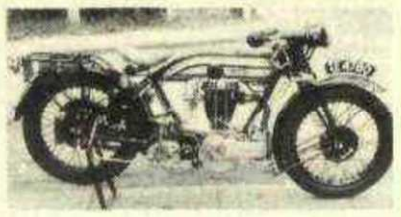
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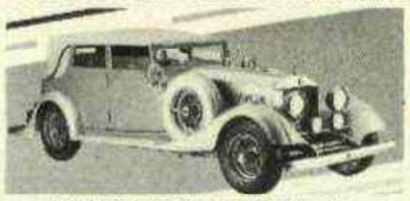
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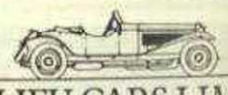
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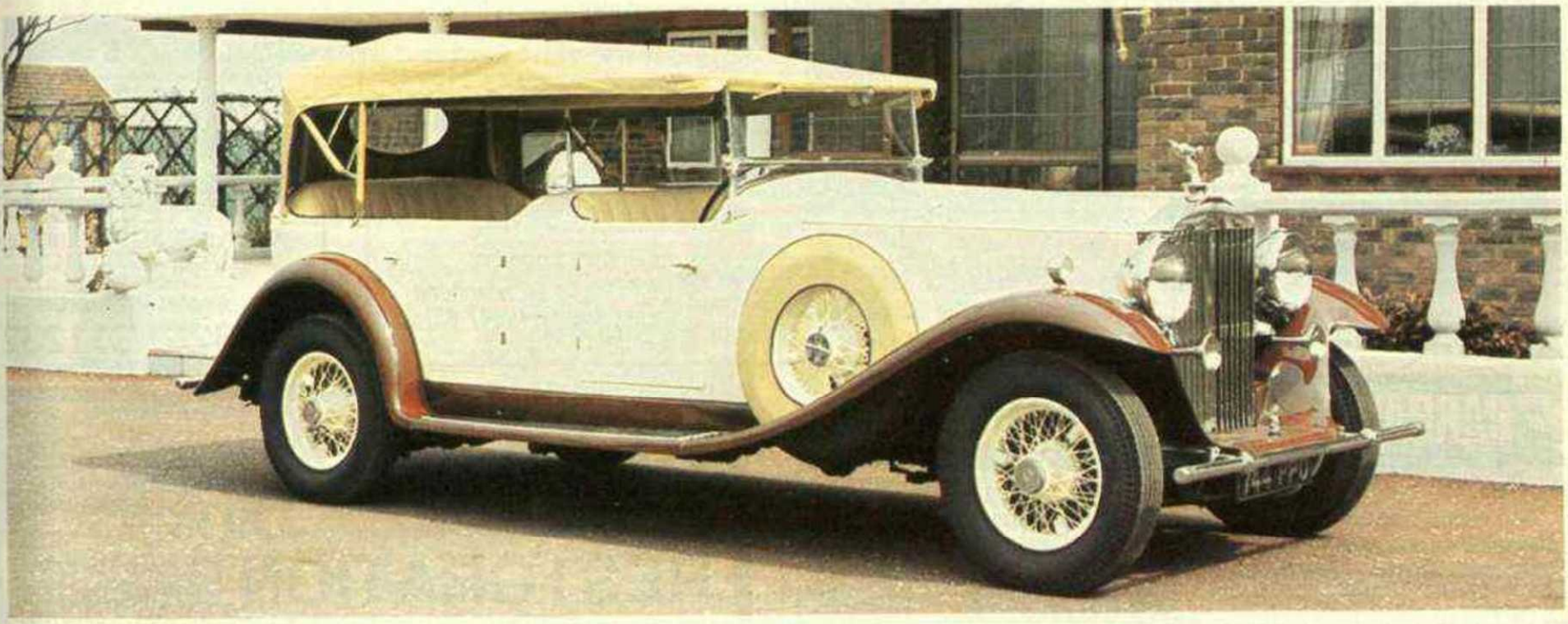
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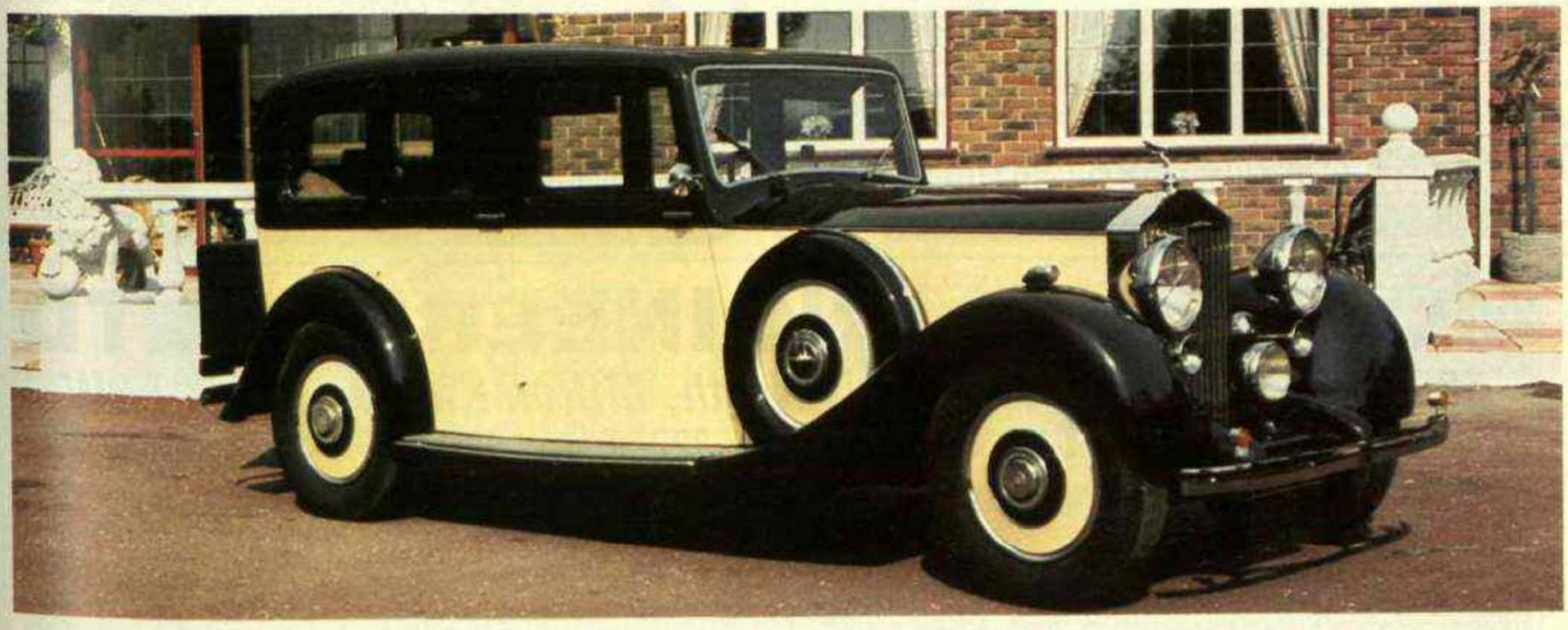
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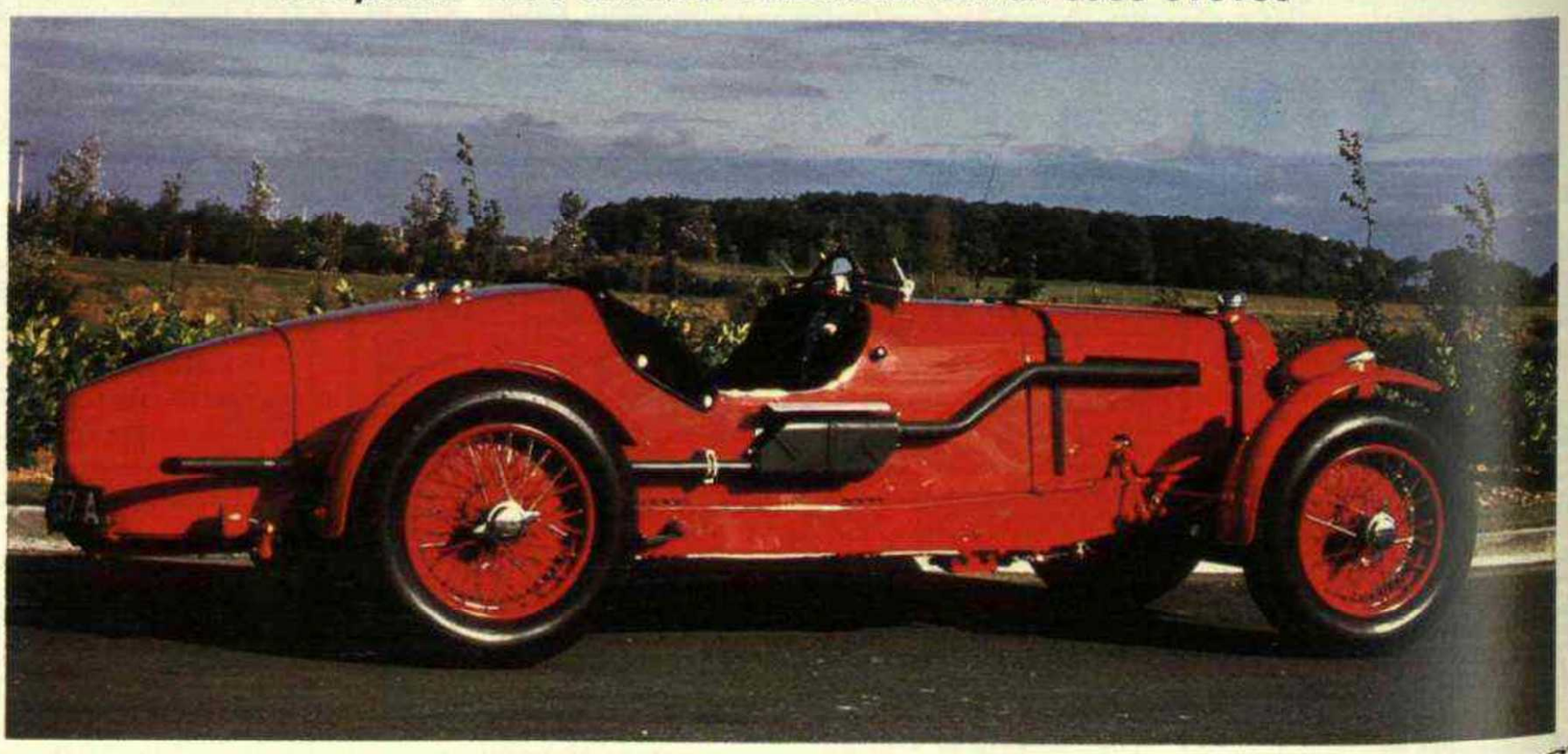


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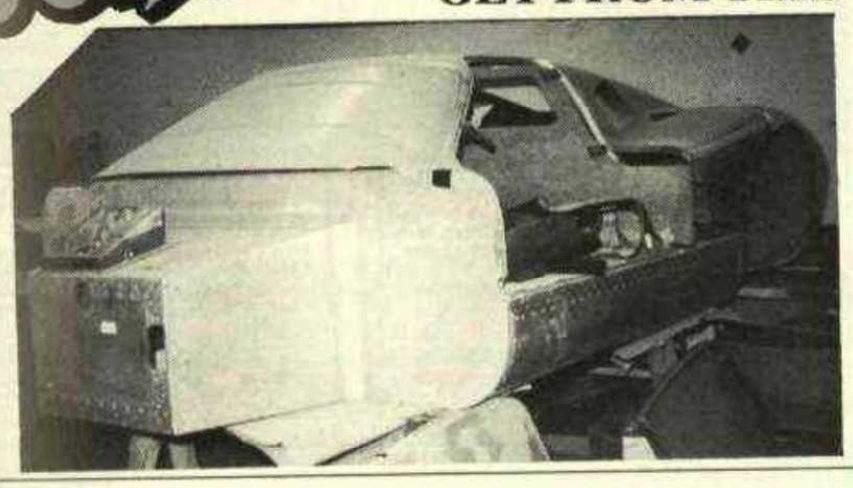
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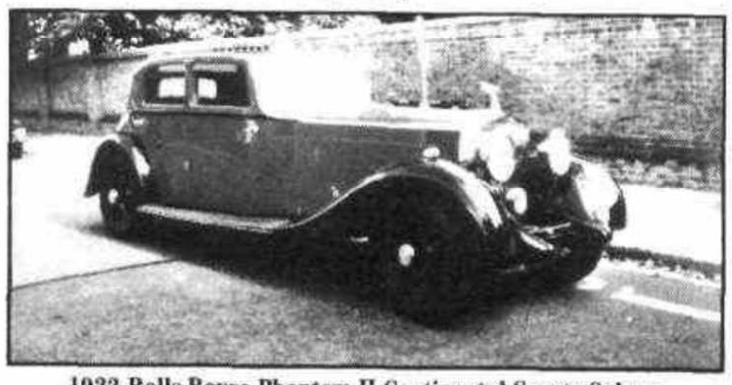
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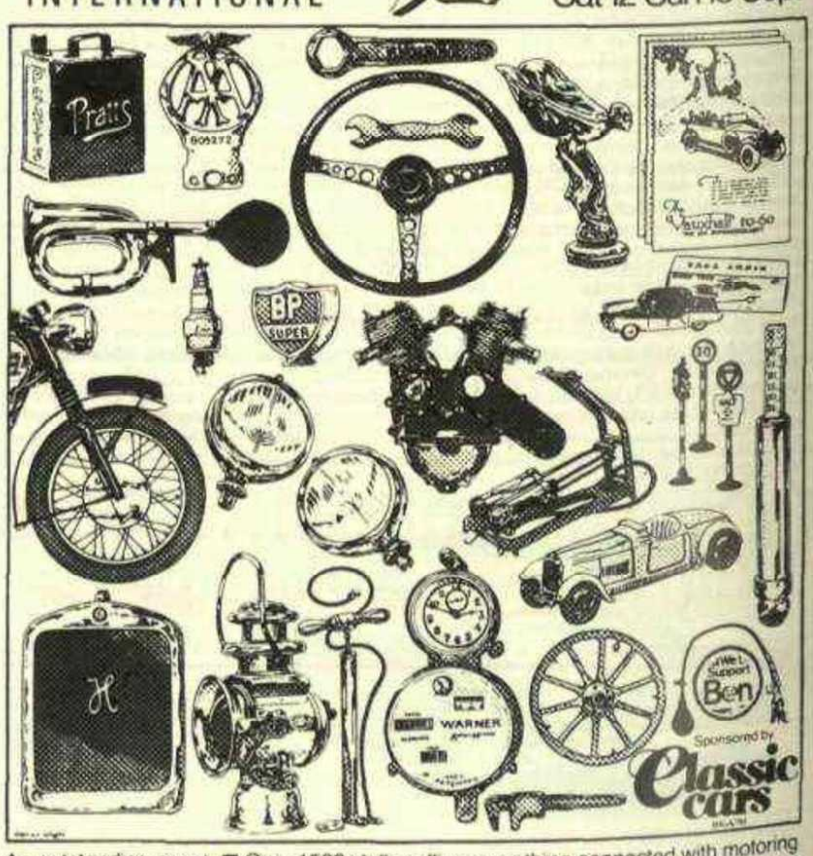
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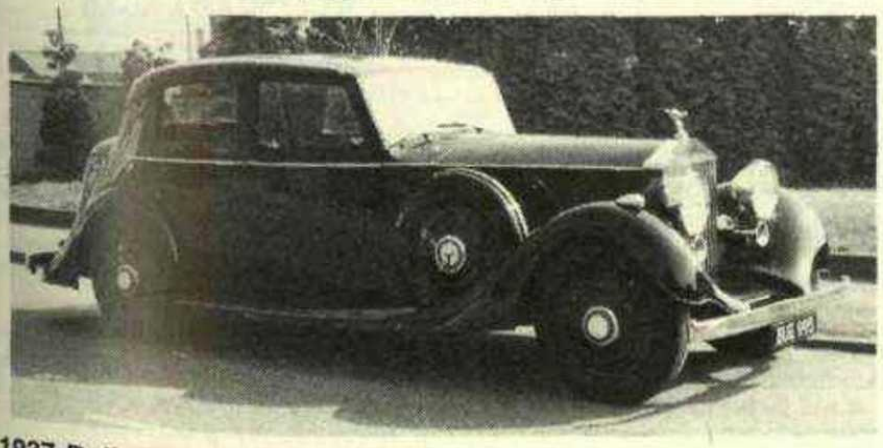
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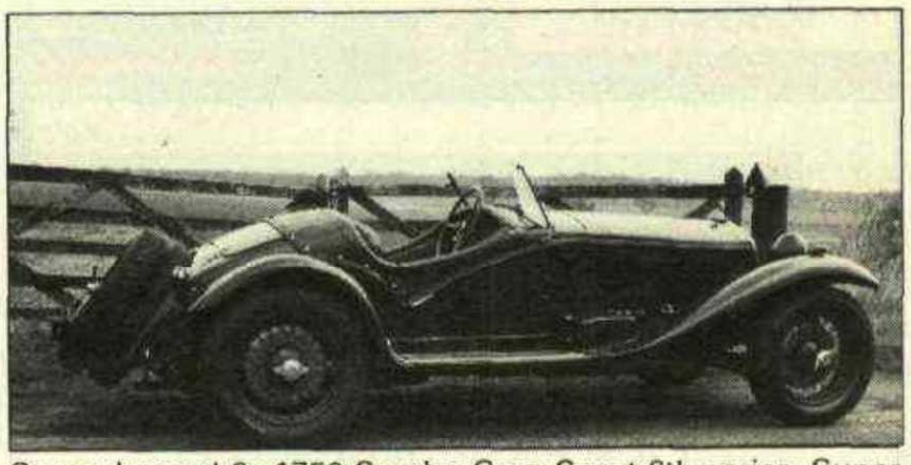
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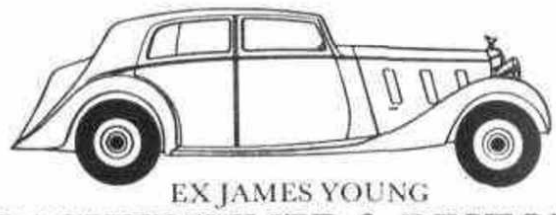
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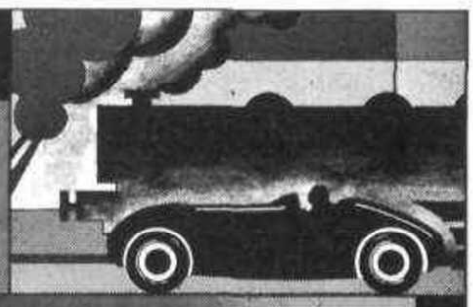
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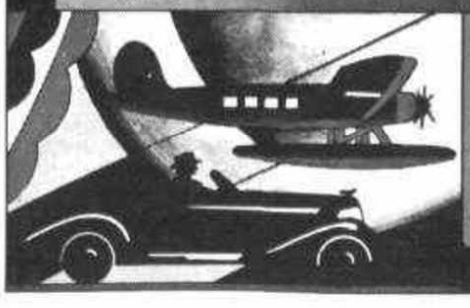
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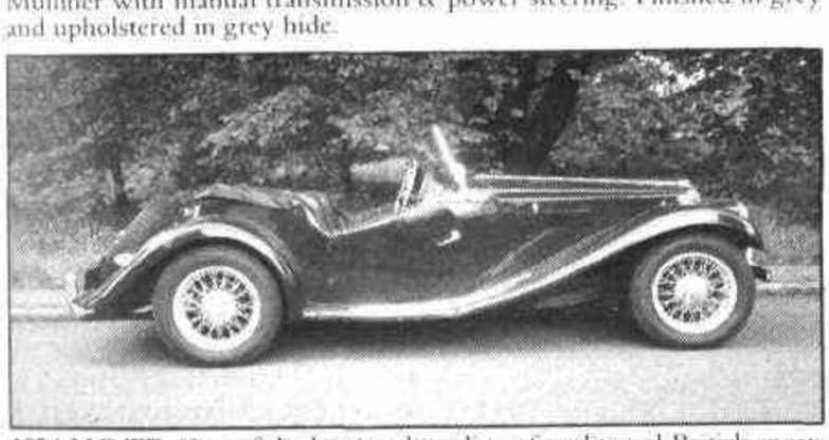
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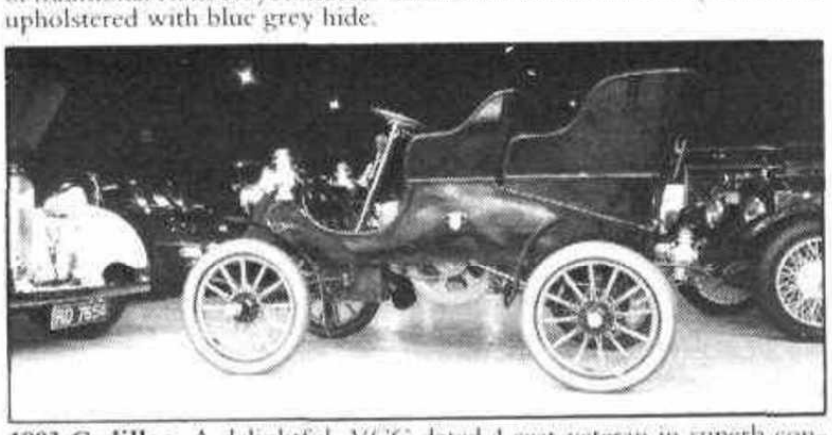
1957 Bentley SI Continental. Very rare fastback coachwork by H.J. Mulliner with manual transmission & power steering. Finished in grey and upholstered in grey hide.



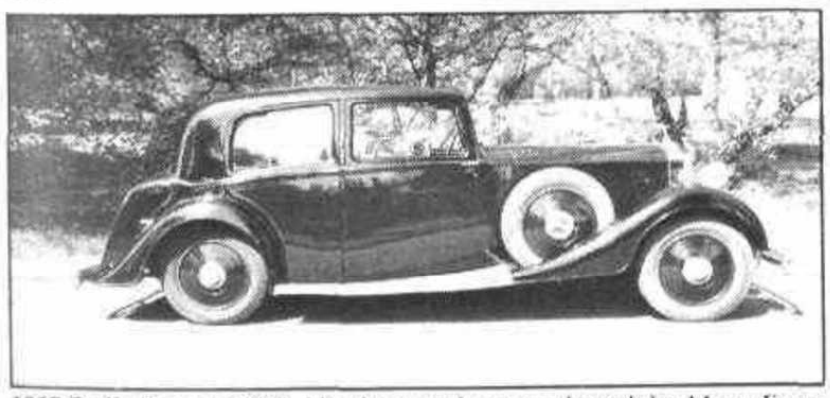
1964 Rolls Royce Silver Cloud III. Epitomising the elegance and style of traditional Rolls Royce motor. With coachwork in Embassy black and upholstered with blue grey hide.



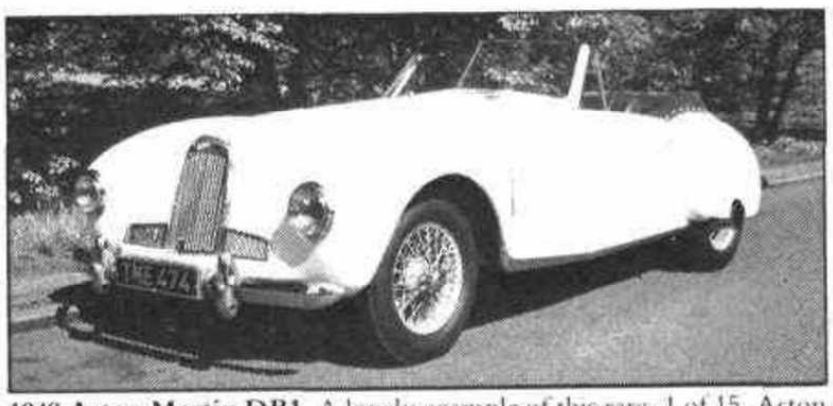
1954 MG TF. One of the last in a long line of traditional British sports cars, in excellent condition with red coachwork and upholstered in red hide.



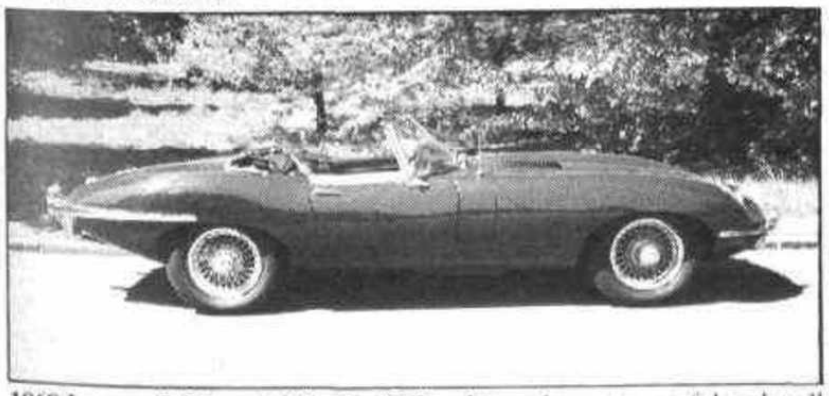
1903 Cadillac. A delightful, VCC dated 4 seat veteran in superb condition finished in black and upholstered in button back black hide.



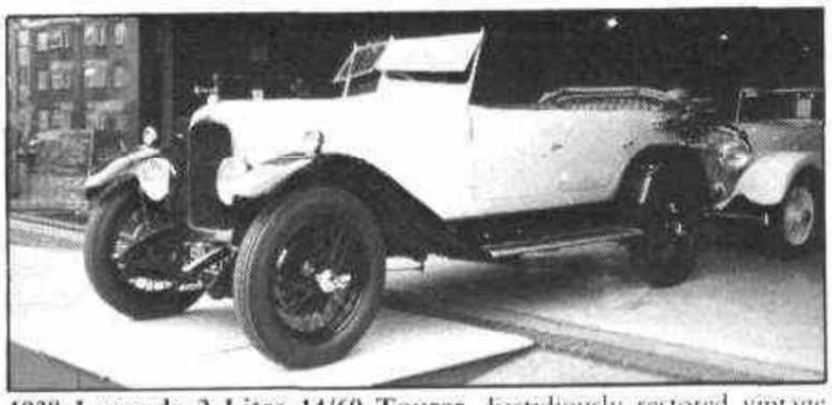
1937 Rolls Royce 25/30. Handsome saloon coachwork by Mann Egerton upholstered with hide to the front, West of England cloth to rear and fitted with division.



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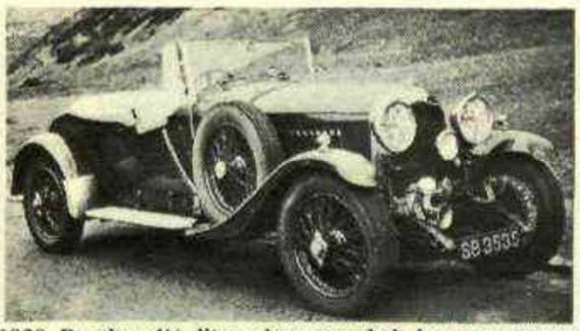
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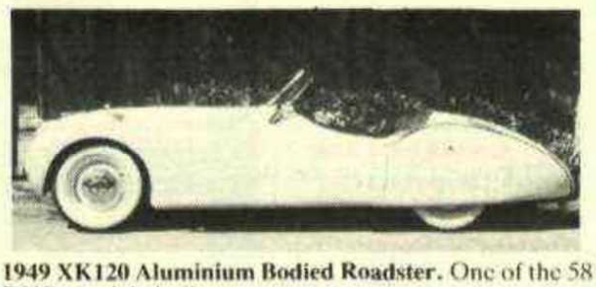
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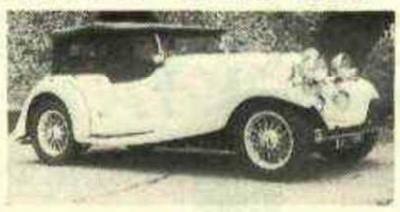
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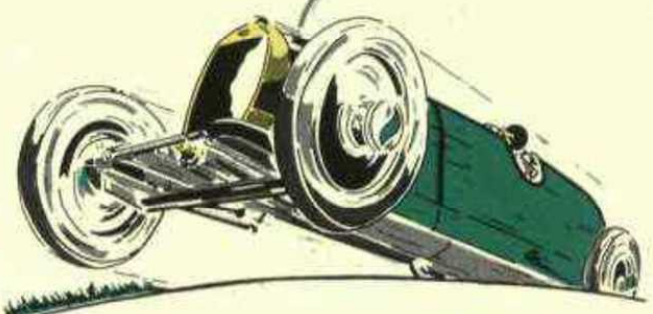
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