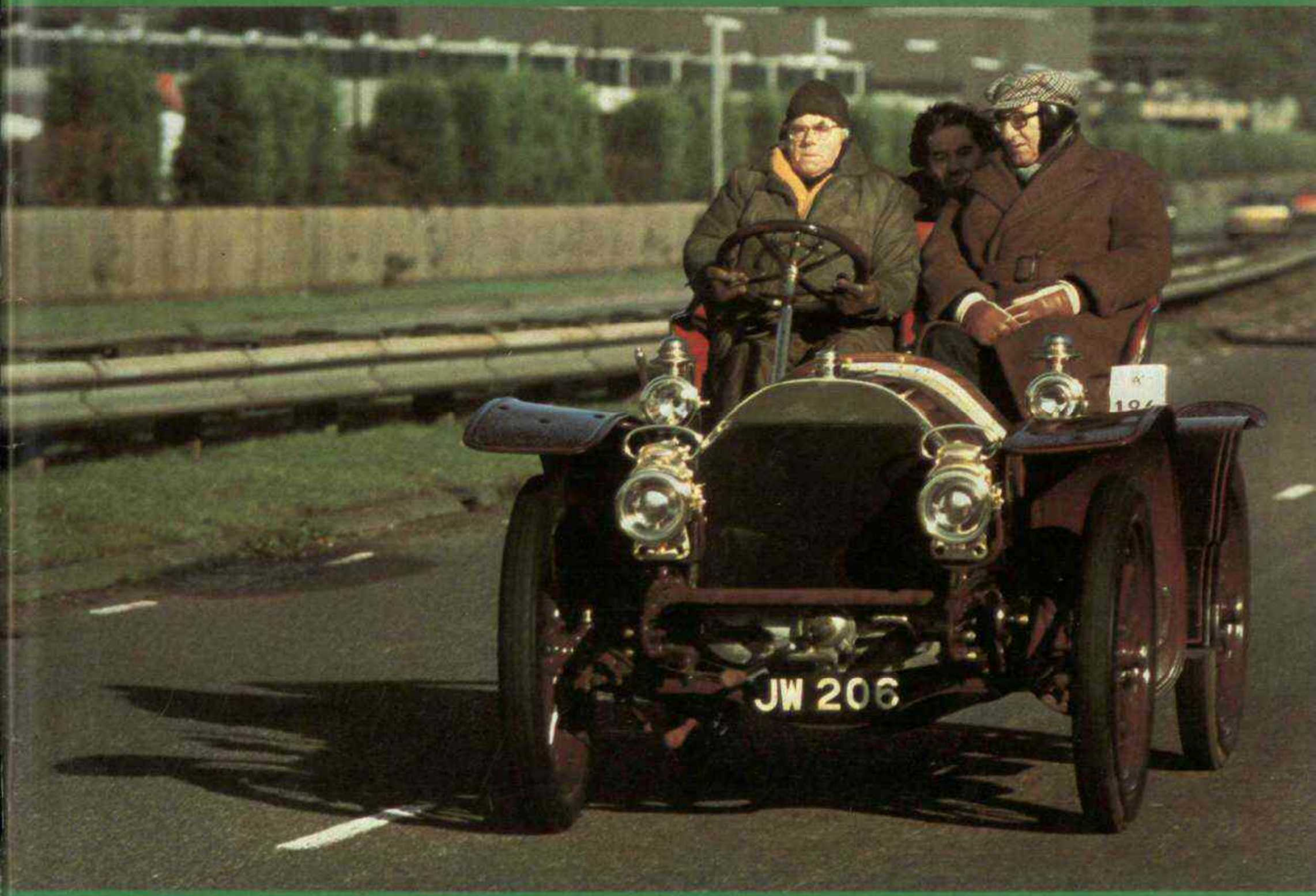
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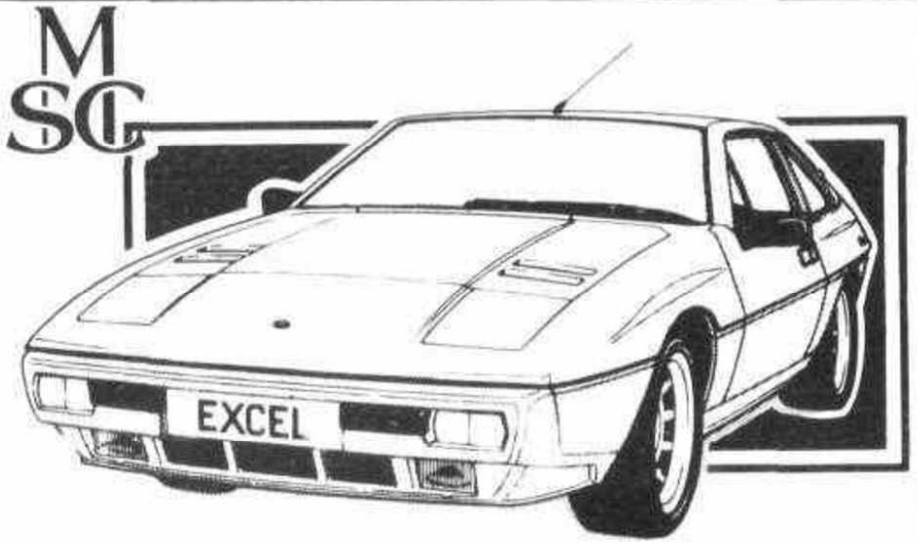
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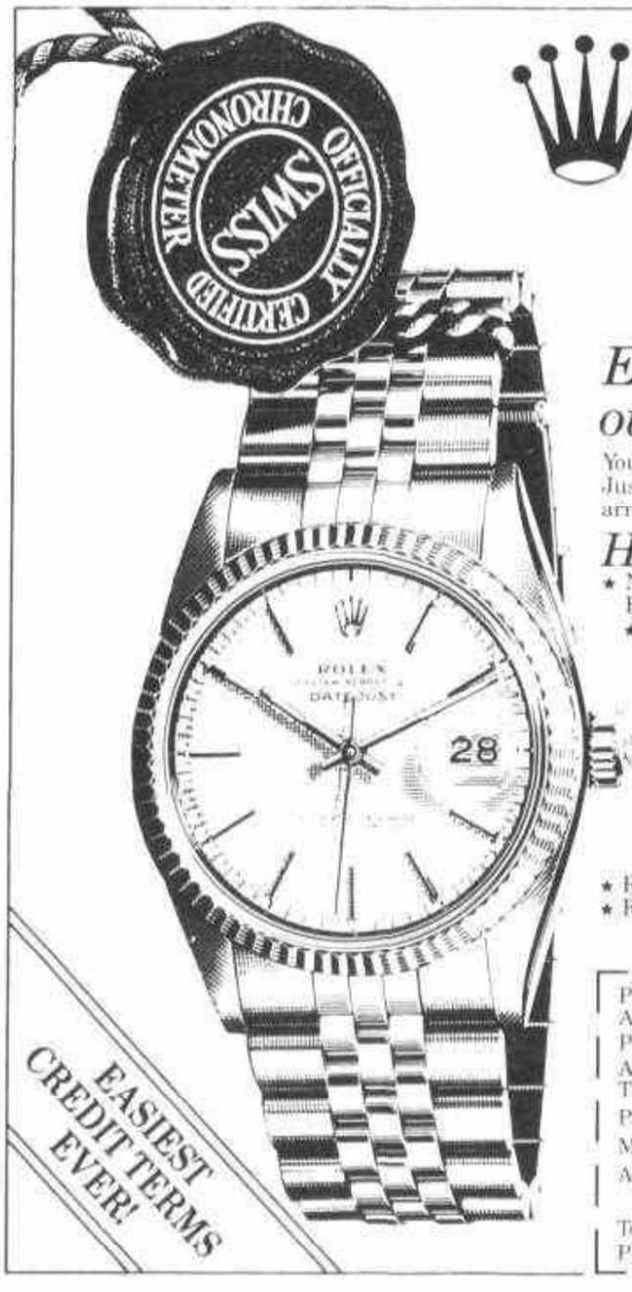


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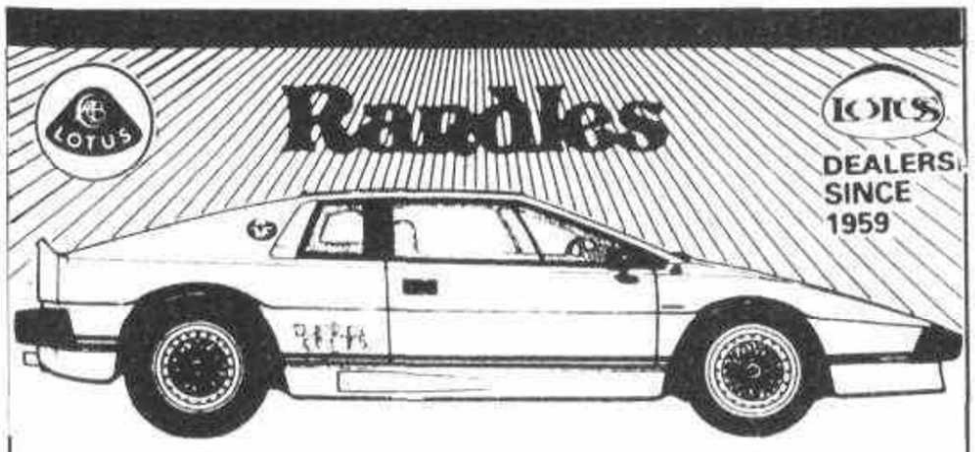
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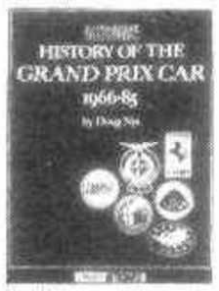
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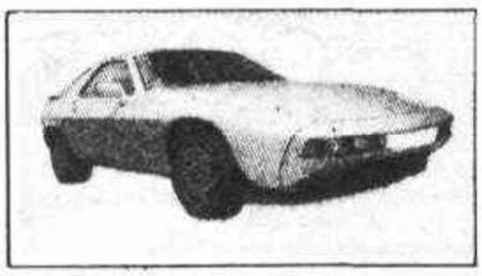
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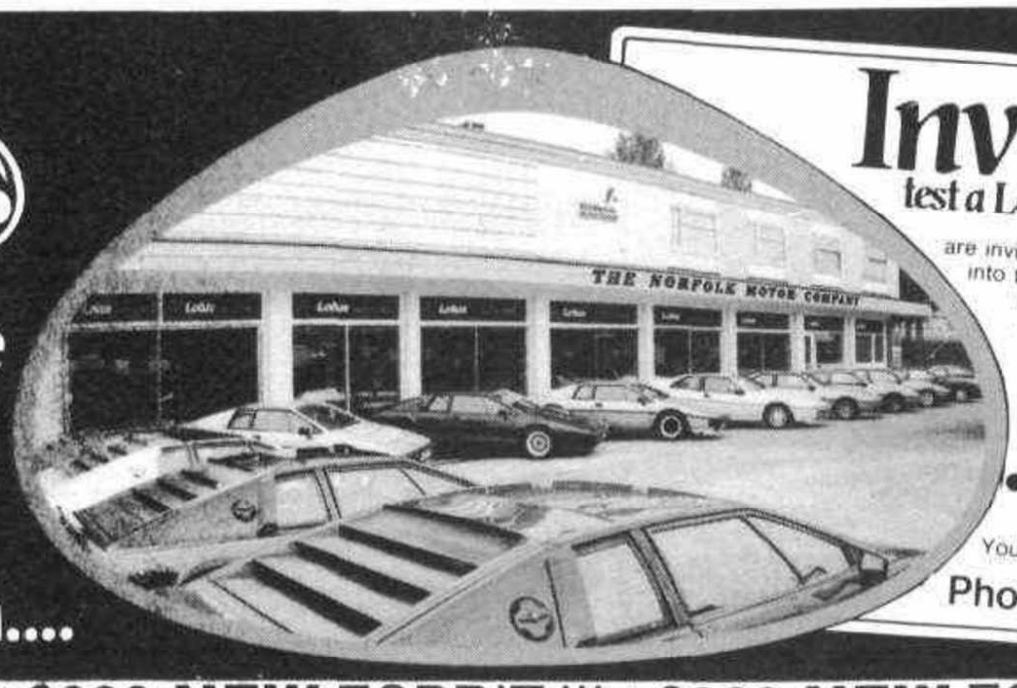


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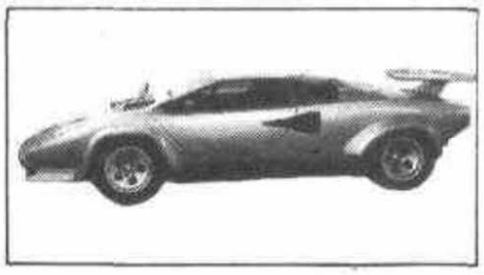
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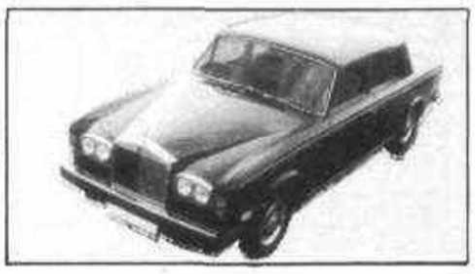
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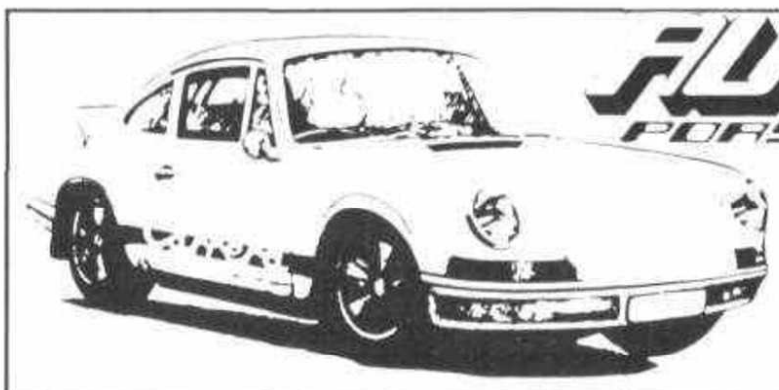
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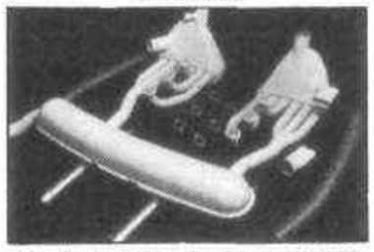
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HAPPY XMAS TO ALL OUR READERS! Be you idle browsers, Porsche fanatics or actual customers!

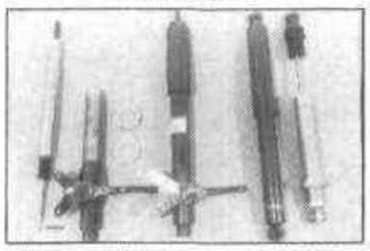
And as Xmas has traditionally become a time of Lemming-like expenditure on toys, can we interest you in our more adult (well generally) variety?
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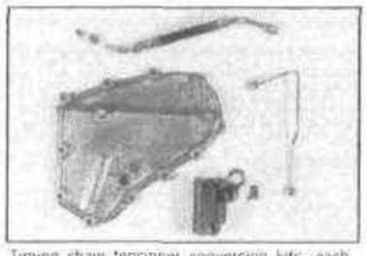
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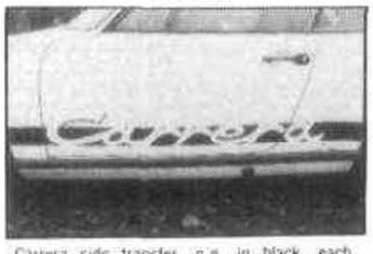
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MOTOR SPORT

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

Sixty-second year of publication.
Publication date:
fourth Friday of the month.

EDITOR: William Boddy

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FRONT COVER PICTURE: BILL BODDY, Editor of *MOTOR SPORT*, driving Louis Holland's immaculate 1903 20 h.p. Berliet on this year's *RAC Veteran Car Run to Brighton*, with the owner beside him — they had a trouble-free journey. See page 1342.

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Matters of Moment

75 Years Of Ford In Britain

We cannot let 1986 slip away without offering the Ford Motor Company hearty congratulations on its 75th birthday of car manufacture in this country, the more so because Ford has long held a significant place in the field of European racing and rallying. The first British Ford emanated from Trafford Park, Manchester, in 1911, assembled on the mass-production system pioneered by Henry Ford in America. The far-seeing Percival Perry was in charge and by 1914 the plant could claim an output that equalled that of Austin, Morris, Rover, Singer and Wolseley combined!

If Ford held on to the Model T for too long after WW1, this was rectified effectively with the introduction of the Model A and its derivatives, which recognised that two forward speeds and two-wheel brakes were a bit outdated by 1927. Then came the memorable Ford V8 that offered smoothly-delivered high torque and scintillating acceleration, previously unobtainable at the very competitive price at which it was sold (£230 as a Tudor saloon in 1933), which was made possible by Ford's advanced foundry techniques that enabled cylinder block and crankcase to be made in one unit.

Although the immortal Model T had been raced at Indianapolis, Brooklands and elsewhere, it was not until after WW2 that Ford made a real impact on the competition scene. It has been said that this was done to overcome the stigma of the Model T, about which so many comic songs and jokes had circulated. What rubbish! — This model, of which more than 15 million were sold between 1908 and 1926, was one of the World's great cars, and soundly made to boot; how otherwise could it have put America on wheels and opened up the outbacks of that vast Continent?

Meanwhile, other British-made Fords, from Dagenham and later Halewood etc. enhanced the reputation of the greatest one-make motor empire in the World, such as the pre-war £100 Model Y that made every other baby-car look outdated; the Prefect, Popular and Anglia Tens, true peoples' cars if ever there was such; and the Consuls and Zephyrs, with a Zephyr Six winning the 1953 Monte Carlo Rally 105E.

Baron Percival Perry of Stock Harvard in the county of Essex, said to be the only Ford executive, apart from Sorensen, to spend a night in Henry Ford's home, masterminded Ford in Britain until 1947 (not forgetting his establishing the Fordson tractor as part of the 1914/18 war effort), and executives like Sir Rowland Smith and Sir Patrick Hennessy ably carried on what Perry had founded and developed.

During WW2 Trafford Park made more Merlin aero-engines, working to exceptionally close engineering tolerances, closer than Rolls-Royce themselves, and after the war came the birth of those competition Fords at Boreham, where the first Fordsons had ploughed the land. Henry Ford was himself an early racing driver and LSR exponent (91.37 mph in 1904), so it was fitting that Detroit decided to win the Le Mans 24-hour race. After failing to buy Ferrari, the GT40 was developed in this country by Eric Broadley and others and was victorious in 1966-69.

Ford financed the initial development of the Cosworth V8 engine that was the mainstay of F1 racing for nearly 20 years, and a Ford V6 engine is again in F1, while the rear will drive Escort was not only sold in successively more exciting GT saloon forms, but became a World Championship rally car. The Sierra XR4x4 is a recent example of more Ford technical pioneering, and as MOTOR SPORT emphasised recently, the RS Cosworth is one of the most exciting and rewarding road-going cars you can buy today. Happy birthday, Ford of Britain!

President Reagan — Racing Driver

You may be aware that the President of the United States was once an actor, but did you know he had been a racing driver? According to *Automobile Quarterly*, that high-class American publication which L. Scott Bailey has recently sold to CBS Magazines, Ronald Reagan finished second in the 1951 Oil Can Race at Akron — but then Reagan had no power; the cars were engineless downhill devices competing in what was known as the All-American Soap Box Derby.

Motor Sport Fixture List for October

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
November 29th-30th	**ASAC du Var**	**France**	**Rally du Var, European Rally Championship round (INT)**	—
November 30th	BHRC	Brands Hatch Circuit, Fawkham, Kent	Race Meeting (N)	—
December 4th-8th	**Rally Week Northwest Assoc.**	**Tacoma Dome, Tacoma, Washington, U.S.A.**	**Olympus Rally (World Championship round) (INT)**	**20.00**
December 6th-7th	**Killarney & DMC**	**Rally of the Lakes (INT)**	14.00	
December 7th	Solway, East Ayrshire & Machars Car Clubs	Gatehouse-of-Fleet	Galloway Hills Rally (R)	09.00
December 7th	**RACMSA**	**Brands Hatch Circuit, Nr. Fawkham, Kent.**	**British Rallycross Grand Prix (INT)**	—
December 6th-7th	Caernarfonshire & Anglesey MC	Multi-storey Car Park, Balaclava Road, Caernarfon	J.J. Brown Memorial Rally (Motoring News Championship round) (R)	—
December 27th	500MRCIJ	Kirkistown Circuit, Nr. Belfast	Race Meeting	—

Club News

JANUARY 24th is the date of the **BMW Car Club**'s Annual Dinner and Dance, at the Randolph Hotel. Oxford. Tickets from BMW CC, 558 London Road, Isleworth, Middlesex.

Launceston & North Cornwall MC is holding the sixth annual Launceston Trial on Sunday February 8th. This Classic Reliability Trial, closed to club members, is for the Fulford Cup, and starts in Launceston at 9 am, finishing in the White Horse Inn, Newport. The Club would be glad of assistance in marshalling the event, and entry regs can be obtained by sending a large SAE to Les Connett, 3 Norman Close, Highweek, Newton Abbot, Devon.

Over the same weekend, the **National Motor Museum** is to hold a learning weekend about automobile collectibles — literature, mascots, models, art — and how to find them. The full board course, which runs from Friday evening to Sunday afternoon, is based at the Master Builders House Hotel, Buckler's Hard, and includes visits to the Museum, its Libraries, and Stores. The fee is £110. Details from Steve Dagnell, Administrator, NMM, Beaulieu, Hants.

Speaking of models, **Motor Books** of 33 St Martins Court, London, has recently taken over two new branches, in Oxford and Bournmouth, where models, and motoring and railway books will be stocked, and in time the London branch will begin to stock models as well. A list of titles is available.

Looking ahead to March, the **Alvis OC** has arranged a Luxury weekend at the White Hart Inn, Lincoln, on Friday 13th to Sunday 15th, at a cost of £35 per person per night. Further details from John Fox, 71 Yarborough Crescent, Lincoln.

More Records

Since record breaking has been permitted at the MIRA banked track at Milbrook this form of high-speed activity is returning to favour. We reported earlier in the year on records made there by some aged MGs and later by modern diesel-engined Peugeots saloons, and we heard that a Range-Rover had established more diesel-class records.

Now comes news that fresh British records for cars of 5,000 to 8,000 cc have been set up by an R-Type Bentley Turbo saloon, standard except for a larger petrol tank, which had already covered 36,000 miles. It was driven for an hour at the MIRA test track and broke ten records in the aforesaid class, including the one-hour record which famous record-breaker Capt. G.E.T. Eyston used to regard as the most difficult of them all — he himself held the World's hour-record in 1934 with the Panhard-Levassor, at 133.01 mph.

The Bentley has set the British hour record to 140.91 mph, bettering the former class record held by a Lamborghini by 8 miles 137 yards. Apparently it could have gone faster but speed was kept down to obtain the best balance between tyre wear and fuel load, apart from which, three minutes from the end of the run an unfortunate pheasant flew into the windscreen, damaging the laminated glass. The Bentley announcement also says the driver was hampered by fuel starvation "caused by the road's steep camber," which is a quaint way of describing the banked track!

Apart from the new British hour record nine other such records were broken, five of these being Lamborghini records from the standing-start 50 km to 100 mile figures and four others, those that Parry Thomas had set with the Leyland Thomas at Brooklands in 1926, from 5 km to ten miles, at over 126 mph from a flying start, subject to official confirmation by the RAC/MSA. These are, of course, British class records; by way of comparison the *World*'s hour record stood in 1950 to the credit of Abe Jenkin's Mormon Meteor at 190.68 mph. This is no way detracts from the performance of this standard 6¾-litre R-Type Bentley Turbo, which has bettered the Lamborghini's 132.83 mph hour-record by 8.08 mph.

John Foster, Bentley's Marketing Operations Manager, says this records bid is part of a marketing plan to promote the Bentley and its new sporting image in Europe and the UK. "We are thinking of changing the 'R' to mean "record-breaker", he said. The Bentley ran on Pirelli P7 tyres.— W.B.



THE END of the Saab "Long Run".

Apart from these records, Saab have set up an impressive list of new duration records over very long distances, in the course of carrying out tests of three Saab 9000 Turbos at the Talladega Speedway, Alabama, USA. The drivers were mostly Saab engineers, but for the fun of it Erik Carlsson and Anders Norstedt joined in. The cars ran on Shell petrol, Shell TMO oil, and Pirelli P600 tyres, and they had Garrett turbochargers, as used on Saabs since they pioneered mass production turbocharging back in 1976. These Saabs were standard except for removal of the ACC and air-conditioning systems, that absorb some five bhp.

These impressive endurance runs were organised by Olle Granlund, Saab's Chief Engine and Transmissions Engineer, who set the three cars a target of at least 3,000 miles a day for an indefinite period, at an average of over 125 mph from the start, including pit-stops. These production models were taken from the Trollhattan factory in Sweden by FISA officials, run-in for 1,000 km, and the tests in fact lasted for 20 days, on the track which is just over 2½ miles to a lap, with three bankings, two at 33 deg, the other at 18 deg. The runs were timed by NASCAR officials and the records established will be presented to the FISA for ratification.

Subject to confirmation, Saab have established 19 new records for Class-B production cars, from 10 km to 50,000 km, and two new World records for 50,000 miles and 100,000 km. Speeds ranged from 126.064 mph to 137.010 mph (the latter for 100 miles), the World's figures being 132.782 mph and 132.542 mph. These are incredibly impressive speeds, for production cars. For instance, up to the 1950s no American Stock Car record in this class stood at even 100 mph. Before the war Citroën established long-distance records of up to 133 days with more or less standard cars but these were mostly at under 90 mph or less. Before the war the World's 50,000 mile and 100,000 kilometre record belonged to a 2.6-litre Citroen Six at 65.78 mph and 64.83 mph respectively set up at Monthléry in 1932. So the Saab achievement is extremely impressive, to put it mildly. — W.B.

Prost's end of term surprise!

THE way in which the last two Formula 1 races of the season came together must have reminded Alain Prost of 1983. Then, apparently secure in the lead of the World Championship at the wheel of his Renault RE40, he watched with a frustrated sense of helplessness as Nelson Piquet and the Brabham-BMW partnership ate remorselessly into his points advantage. Finally, in the last race of the season, the South African Grand Prix at Kyalami, Prost lost out in his bid to take the title and the Brazilian became Champion for the second time in his career.

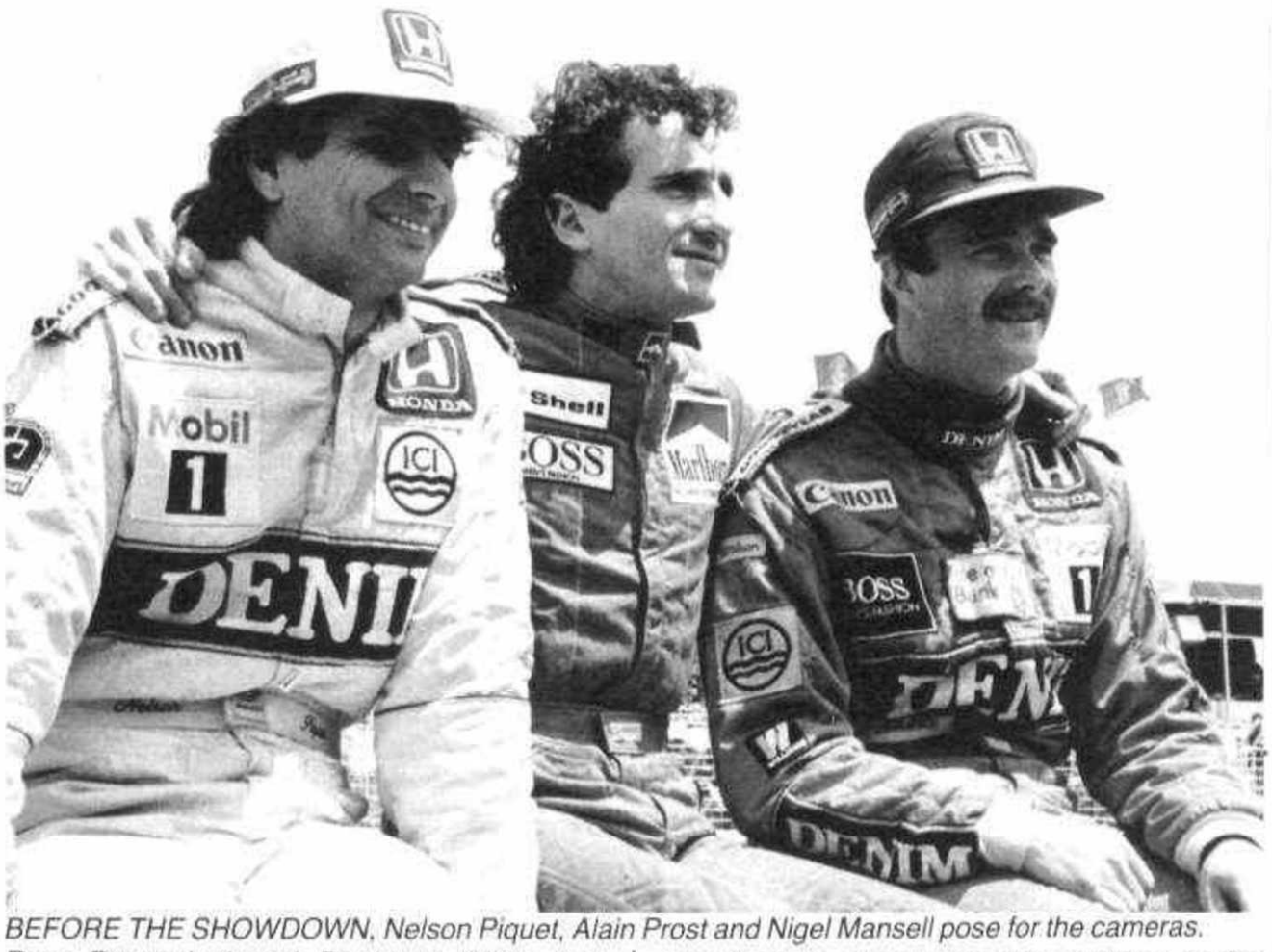
Up until 1985, Prost had a lot of experience in both winning and losing; winning races, losing Championships. After switching to McLaren at the start of 1984, he won seven races only to lose out by half a point in the title chase to Niki Lauda, his TAG-Porsche-propelled teammate. Lauda won five races. By this point in time Prost must have been wondering whether or not the World Championship was actually something worth winning. Thankfully, the unobtrusive little Frenchman's efforts were rewarded with the crown in 1985 and, this year, he had some good luck go his way and he became the first driver to win two consecutive titles since Jack Brabham won for Cooper-Climax in 1959 and -60.

However, we are running slightly ahead of the story. Following Nigel Mansell's superb flag-to-flag victory in the Portuguese Grand Prix at Estoril, the F1 fraternity moved out of Europe for the last two races of the season. The penultimate round was in Mexico City, reviving an event which has been missing from the calendar for 16 years, and it produced a pleasant outcome as far as the race winner was concerned.

Anyone who has been watching the F1 scene closely this season will have been aware that the Benetton-BMW team and Gerhard Berger have been heading for victory, and this duly came about in a convincing manner in Mexico. The last Mexican GP, held in 1970, ended in something of a shambles with uncontrolled spectators milling all over the circuit and most drivers extremely glad to get away from the place.

Now the circuit contained within the *Magdalena Mixhuca* sports complex in Mexico City has been completely rebuilt and brought up to present day standards for a World Championship F1 race, and renamed in memory of the two Rodriguez brothers, Ricardo and Pedro, who made their mark on motor racing, but sadly paid the ultimate price.

After an acclimatisation day on Thursday October 9 for drivers, machinery and personnel more used to operating at sea level (Mexico City is 7,500ft above sea level!), the regular testing and qualifying sessions took place to the usual format on the following two days. On Friday afternoon Berger was fastest with the Rory Byrne-designed Benetton B186, but Saturday saw the "heavies" move in, Ayrton Senna's Lotus 98T claiming pole position, with Piquet and Mansell next up, relegating Berger to fourth.



BEFORE THE SHOWDOWN, Nelson Piquet, Alain Prost and Nigel Mansell pose for the cameras.

The entry list was back to 26 again as the new AGS team decided not to travel out of Europe, and by Saturday night it was down to 25 as Huub Rothengatter had a monumental accident which virtually destroyed his Zakspeed. Having to pay its own way to Mexico, the German team had foregone the expensive luxury of a spare car, so that was that for the genial Dutchman, who happily escaped unscathed.

As far as the cars were concerned, the main problems centred round getting sufficient air into the turbochargers and playing round with suspension settings and aerodynamics to keep the cars on the ground round this bumpy circuit. Tyre wear was a big problem to the Goodyear users, but those on Pirelli rubber seemed quite confident, notably the Benetton team. It had gone almost unnoticed in Portugal that Rene Arnoux had run non-stop in his Pirelli-shod Ligier, and almost certainly Berger would have done the same had he not collided with Johansson's Ferrari.

The Benetton team's pole positions at Osterreichring and Monza had demonstrated there was not much wrong with the car, the engine and the Pirelli tyres as far as high speed circuits were concerned and the fast Mexican track seemed to suit them. Since mid-season Berger has demonstrated that he is well able to stay with the accepted front runners like Piquet, Senna, Prost and Mansell, even leading them at times.

In the opening stages of the Mexican race he was never lower than fourth, even though it



GERHARD BERGER had been threatening since mid-season to win a race and, thanks to the fact that he was able to run non-stop on his Pirellis, he fulfilled his promise in Mexico City. Ironically, the win came shortly after Pirelli announced its withdrawal from F1.

Formula One — Mexican GP October 12th

RACE

1 Prost: 4th on lap 1; passed Berger lap 7; tyre stop lap 30; climbed up from 6th to 2nd by lap 46; finished 2nd.
2 Rosberg: Lowly grid position; 13th on lap 1; climbed up to 5th by lap 30; **Retired** lap 33 with damaged rear suspension and flat left rear tyre.
3 Brundle: Using latest Renault EF15C engine; 7th on lap 1; ran well, but lost places due to two tyre stops; finished 11th.
4 Streiff: **Retired** after only eight complete laps due to turbocharger failure.
5 Mansell: Muffed the start; nearly last away; 18th on lap 1; climbed to 9th by lap 11 but had to stop for new tyres; another tyre stop lap 36; finished 5th one lap behind winner.
6 Piquet: Took lead at first corner; set the pace until tyre stop on lap 32; dropped to 3rd; two more tyre stops dropped him to one lap behind winner; finished 4th; lap record.
7 Patrese: Baulked at start by Mansell; 8th on lap 1; ran mid-field; spun off on lap 65 and **Retired**.
8 Warwick: Ran mid-field; got as high as 5th; **Retired** on lap 38 with engine failure.
11 Dumfries: 9th on lap 1; ran strongly but lost time with tyre stop and electrical misfire; **Retired** on lap 54 when engine cut out.
12 Senna: Led from pole position; 2nd after first corner; took lead lap 32; tyre stop lap 36; another tyre stop lap 46; finished 2nd.
14 Palmer: 16th on lap 1; ran consistently in mid-field; eventually moved up to 7th place on lap 65; ran out of fuel on lap 66; classified tenth.
15 Jones: Engine trouble on parade lap; started from back of grid; delayed by three pit stops; gearbox and tyre problems; **Retired** on lap 36.
16 Tambay: Punted off track by Arnoux on lap 1; **Retired**.
17 Danner: 22nd on lap 1; worked his way up to 9th on lap 37; dropped back to 15th by lap 43; eventually finished 9th two laps behind winner.
18 Boutsen: 17th on lap 1; climbed up through field steadily throughout race to finish 7th.
19 Fabi: **Retired** after only four complete laps; engine failure.
20 Berger: Ran 3rd until lap 7; passed by Prost; kept station with leaders; took lead during their tyre stops; ran through non-stop on Pirelli tyres; never looked back; first F1 victory.
21 Ghinzani: Retired on lap 9 after running for eight laps and then spending a long time in pits with electrical trouble.
22 Berg: Ran non-stop at end of field keeping well out of the way of the front runners; finished seven laps behind winner.
23 de Cesaris: Ran surprisingly reliably at back of field; moved up with retirements; finished 8th; two laps behind winner.
24 Nannini: Ran at back of field; not as fast as team-mate; finished four laps behind winner.
25 Arnoux: Hit Tambay's Lola on lap 1; ran strongly in mid-field; was 10th when turbocharger failed; **Retired** on lap 64.
26 Alliot: 6th on lap 1 after qualifying well; best of the rest for a very long time; fluctuated between 6th and 12th; finished worthy 6th one lap behind winner.
27 Alboreto: 5th on lap 1; **Retired** on lap 11 while still 5th; turbocharger failure.
28 Johansson: 11th on lap 1; climbed strongly up to 4th place by lap 30; 3rd on lap 33; tyre stop 36; lost strong 4th place on lap 65 with turbocharger failure; **Retired**.
29 Rothengatter: Crashed in practice; non-starter.

QUALIFYING TIMES

No.	Driver	Car	Friday	Saturday	Grid pos
1	Prost	McLaren	1.19.294	1.18.421	6
2	Rosberg	McLaren	no time	1.19.342	11
3	Brundle	Tyrrell	1.21.587	1.20.198	16
4	Streiff	Tyrrell	1.20.946	1.21.174	19
5	Mansell	Williams	1.18.269	1.17.514	3
6	Piquet	Williams	1.18.037	1.17.279	2
7	Patrese	Brabham	1.21.241	1.18.285	5
8	Warwick	Brabham	1.19.713	1.18.527	7
11	Dumfries	Lotus	1.20.479	1.21.491	17
12	Senna	Lotus	1.18.367	**1.16.990**	Pole
14	Palmer	Zakspeed	1.21.154	1.20.668	18
15	Jones	Lola	1.20.525	1.20.090	15
16	Tambay	Lola	1.20.492	1.18.839	8
17	Danner	Arrows	1.21.069	1.21.461	20
18	Boutsen	Arrows	1.21.171	1.21.361	21
19	Fabi	Benetton	1.18.971	1.18.893	9
20	Berger	Benetton	**1.17.780**	1.17.609	4
21	Ghinzani	Osella	1.25.767	1.24.176	25
22	Berg	Osella	1.26.573	1.27.209	26
23	de Cesaris	Minardi	1.22.470	1.22.521	22
24	Nannini	Minardi	1.25.179	1.23.457	24
25	Arnoux	Ligier	1.19.624	1.20.458	13
26	Alliot	Ligier	1.20.372	1.19.257	10
27	Alboreto	Ferrari	1.19.628	1.20.388	12
28	Johansson	Ferrari	1.20.303	1.19.769	14
29	Rothengatter	Zakspeed	1.23.812	1.22.524	23

Mexican GP — F1

Mexico City

68 laps of 4.421 km circuit

300.628 kilometres

(186.801 miles)

Very hot — good crowd

25 starters — 13 finishers

Winner's av. speed 193.306 kph (120.114 mph)

Fastest Lap
N. Piquet
1 min 19.360 secs on lap 64
av. 200.549 kph (124.615 mph)
(new record)

All cars 1500cc turbocharged

STARTING GRID



N.B. 15 A. Jones (Lola-Ford V6) 1 min 20.090 secs started from back of starting grid after trouble on parade lap.
29 H. Rothengatter (Zakspeed 4cyl) 1 min 22.524 secs non-starter after practice accident.

RESULTS

Pos	Driver	Car/Engine	Time	Best Lap	On Lap
1st	Gerhard Berger	Benetton B186-BMW 4cyl	1 hr 33 min 18.700 sec	1.20.543	42
2nd	Alain Prost	McLaren MP4/2C-Porsche V6	1 hr 33 min 44.138 sec	1.20.357	37
3rd	Ayrton Senna	Lotus 98T-Renault V6	1 hr 34 min 11.213 sec	1.20.237	64
4th	Nelson Piquet	Williams FW11-Honda V6	1 lap behind	1.19.360	64
5th	Nigel Mansell	Williams FW11-Honda V6	1 lap behind	1.19.441	63
6th	Philippe Alliot	Ligier JS27-Renault V6	1 lap behind	1.21.630	62
7th	Thierry Boutsen	Arrows A8-BMW 4cyl	2 laps behind	1.22.315	54
8th	Andrea de Cesaris	Minardi M186-Moderni V6	2 laps behind	1.22.430	48
9th	Christian Danner	Arrows A8-BMW 4cyl	2 laps behind	1.23.551	30
10th	Jonathan Palmer	Zakspeed ZAK861-Zakspeed 4cyl	retired on lap 66	1.21.732	62
11th	Martin Brundle	Tyrrell 015-Renault V6	3 laps behind	1.23.337	7
12th	Stefan Johansson	Ferrari F1/86-Ferrari V6	retired on lap 65	1.20.182	52
13th	Riccardo Patrese	Brabham BT55-BMW 4cyl	retired on lap 65	1.21.060	60
14th	Alessandro Nannini	Minardi M186-Moderni V6	4 laps behind	1.24.978	46
15th	René Arnoux	Ligier JS27-Renault V6	retired on lap 64	1.22.020	57
16th	Allen Berg	Osella FA1H-Alfa Romeo V8	7 laps behind	1.28.736	53
17th	Johnny Dumfries	Lotus 98T-Renault V6	retired on lap 54	1.22.036	22
18th	Derek Warwick	Brabham BT55-BMW 4cyl	retired on lap 38	1.21.890	32
19th	Alan Jones	Lola THL2/86-Ford V6	retired on lap 36	1.22.024	26
20th	Keke Rosberg	McLaren MP4/2C-Porsche V6	retired on lap 33	1.21.298	19
21st	Michele Alboreto	Ferrari F1/86-Ferrari V6	retired on lap 11	1.22.546	9
22nd	Philippe Streiff	Tyrrell 015-Renault V6	retired on lap 9	1.24.525	6
23rd	Piercarlo Ghinzani	Osella FA1H-Alfa Romeo V8	retired on lap 9	1.30.412	5
24th	Teo Fabi	Benetton B186-BMW 4cyl	retired on lap 5	1.25.615	3
25th	Patrick Tambay	Lola THL 2/86-Ford V6	retired on lap 1	—	—
26th	Huub Rothengatter	Zakspeed ZAK861-Zakspeed 4cyl	Non-starter	—	—

looked as though Piquet would be dominant, having ruthlessly taken the lead from Senna going through the first corner. But the Benetton team's master card was that it hoped for a non-stop run through the 68 lap race without a tyre change, while other teams anticipated a routine change of tyres around half distance.

In the event Berger kept an open mind over whether or not to stop for fresh tyres, but as the half-way point in the race came and went he found his Pirellis were still wearing reasonably well, so he chose to press on. It was the right decision. Although many people thought that the newly-shod McLaren, Williams or Lotus would soon regain the lost ground, it was not to be be. The Benetton continued to stay out in front and was never troubled. The BMW engine ran faultlessly, everything held together, and although Berger drives in the style of Rosberg, or the late Jochen Rindt, where an accident looks inevitable but never actually happens, he never looked troubled. He romped home to a deserved victory, bringing well-deserved joy to the colourful Benetton team and the successful Benetton knitwear-manufacturing family.

As far as the British fans were concerned, all eyes were on Nigel Mansell and his Williams-Honda V6, quite justifiably after his recent excellent performances, but this time he "cocked it up" on the start line. He was on the second row behind pole man Senna, but as the red light came on he could not get his car into first gear, and a few seconds later when the green light blinked, all his rivals took off and Williams number five failed to move.

There was some pretty miraculous dodging about to avoid the stationary car and it finally got going just before the tail-enders went by. The Williams team was far from happy over the tyre wear situation and expected both cars to make two stops for new tyres, so the handicap of Mansell's "muffed" start put paid to his hopes for a win, unless somethng remarkable happened.

In spite of this he did not give up, in his own words "driving flat out" for the whole race, swapping lap records with his team-mate Piquet in the other Williams-Honda V6. After dominating the opening phase of the race, Piquet dropped back, having to make three stops for tyres to Mansell's two, and the Williams duo suffered the ignomy of being lapped by the leader, though their pit stops were perfection.

In contrast, Prost got through with one pit stop, although it was a bit slow due to the pneumatic nut-spinner jamming on one wheel nut after it had been locked up, but even so there was nothing he could have done about the non-stop Pirelli-shod Benetton.

Senna finished third, his tyres badly blistered, while Stefan Johansson's Ferrari suffered a major turbo failure as it challenged the Lotus in the closing stages. Alboreto already having succumbed to a similar problem much earlier in the race. Neither Ferrari driver had been happy or impressd with the way in which the cars handled over the bumps, but now that John Barnard has left McLaren and joined Ferrari, enthusiasts of the Prancing Horse are hoping for a better showing from the red cars in 1987.

Well satisfied with its maiden victory, the Benetton team moved on to Adelaide in confident mood. However, if one had to pinpoint the really crucial result — from the point of view of the Championship — it was Prost's second place in Mexico. Soon after his first tyre stop, the Frenchman felt his TAG V6 lapse onto five cylinders, so he decided to eke out his second set of tyres to the finish, worried that a sick engine just might not feel like re-starting if it was accidentally stalled during another pit stop. It was, unquestionably, the correct thing for him to do.

If one sat back and analysed the drivers in contention for the 1986 World Championship prior to Adelaide, one could but conclude that, whoever emerged on top, he would make a worthy World Champion. Mansell, Piquet and Prost had all driven superbly throughout the year. All had been on the receiving end of good luck and bad. And all had won races brilliantly from the front. Whenever *any* of them won a race, it was no surprise. It has been a long time since there were *three* such talented and well-matched men fighting for the title right down to the wire.

Just as luck had helped them all into a position of being poised on the edge of the World Championship, so luck would play its part in sorting out the final winner in Adelaide. Following his start-line fumbling in Mexico many of Mansell's critics expected him to fall apart under pressure in Adelaide, but that proved not to be the case. "Our Nige" has certainly learned how to handle pressure like water off a duck's back this season and he planted his Williams-Honda convincingly on pole position ahead of Piquet, Senna's Lotus and Prost's McLaren. It was his avowed intention to run as hard as he could, minding his own business and letting his Championship rivals get on with their own job. On the face of it, he was in the strongest position. He had to finish third to win the title — but the other two had to win the race without him finishing if they were to wrest the crown.

The Adelaide race took place in cool, showery weather which was a far cry from the balmy conditions we enjoyed in 1985. But the air of tension was drawn every bit as taut when the grid lined up for the final race of the season.



RENAULT finally bowed out of F1 at Adelaide. Martin Brundle (above) brought his Tyrrell-Renault home fourth ahead of his team-mate Philippe Streiff and Johnny Dumfries' Lotus-Renault.

Behind the scenes, the crucial aspect was set to be tyres. Goodyear had recommended that its leading runners stop at least once during the course of the race, so Prost, Mansell and Piquet went out to the start armed with that knowledge.

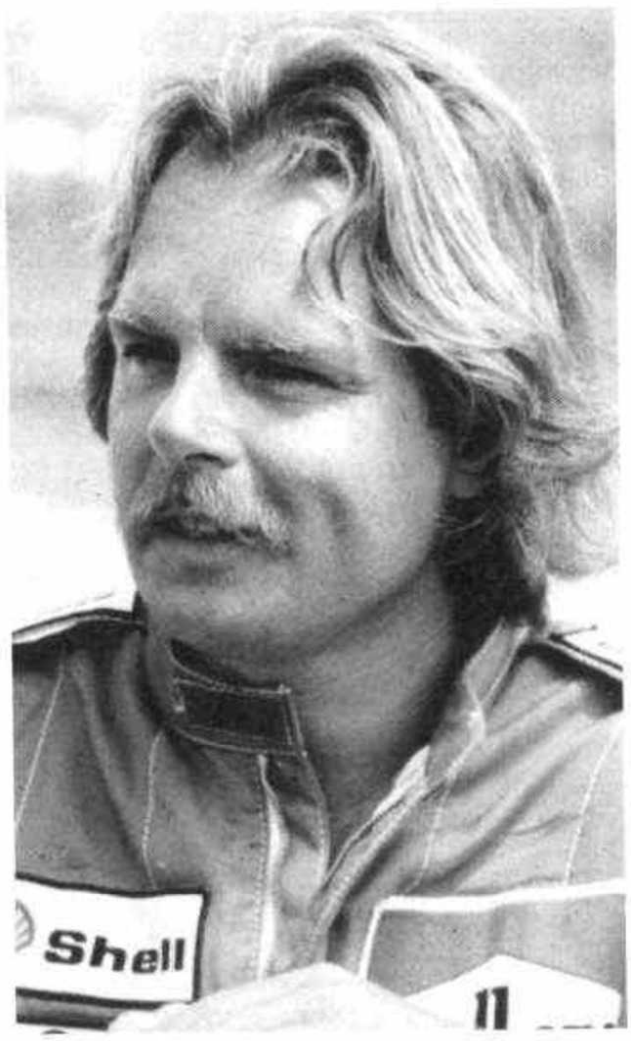
Mansell was first off the line, leading throught the first chicane, but Senna pushed by at the top of the hill and then Piquet barrelled past his fellow Brazilian to take the lead at the end of the long back straight. Meanwhile television viewers all over the world were marvelling at just what a superb start Prost had made, but closer examination of their television screens revealed that the McLaren in third place at the end of lap one was number two — Rosberg!

The Finn, driving the last race of his F1 career, was right on the pace and tore past Piquet to take the lead going into lap seven. From that point onwards it looked as though the race would be for second place as Rosberg disappeared into the distance. In reality, however, it looked equally good for Prost, for if the Frenchman could get up to second place, Keke had agreed to relinquish his lead if it would help the Frenchman to keep his World Championship.

Meanwhile, Piquet, Mansell and Prost followed on behind. Piquet had a spin early on, Mansell was trying to pace himself as gently as he dared, while Prost clipped Berger's Benetton as he was lapping the Mexican winner, puncturing a front tyre on his McLaren. He came in as early as lap 32 for fresh rubber as a result, eight laps before he was scheduled to stop — and Goodyear technicians, after examining the tyres which came off the McLaren, decided that a non-stop run on the rubber would have been possible and advised their other users accordingly.

Going into lap 63 the order was Rosberg, Piquet, Prost and Mansell. Down the long back straight, Rosberg's race came to an end as the McLaren's right rear Goodyear began to de-laminate, strands of flaying rubber stripping away from the tyre's carcass. As these strands of rubber began rattling against the car's rear bodywork, Keke assumed the engine had failed and switched off immediately, coasting into the side of the cirucit. That was the end of that, although his tyre still contained air and the car was later hauled back to the pits with all four Goodyears inflated!

Before Williams and Goodyear could be alerted to the potential seriousness of the situation, Mansell had accelerated past the pits and started out on his 64th lap. As we all know, he never completed that lap. The Williams' left rear Goodyear exploded on the back straight just as he was lapping Alliot's Ligier, nearing top speed in sixth gear, the car sat down on its chassis in a furnace of sparks and slewed drunkenly up the escape road at the end of the straight, Mansell fighting gallantly to retain some small semblance of control right up until it bumped gently into a



KEKE ROSBERG has driven his last GP but went out on a high note with a memorable performance in Australia.

concrete retaining wall at little more than walking pace. Dazed, disappointed, but happy to be in one piece, Mansell sat, as if in a disbelieving trance, for a few moments before hauling himself out of the cockpit and returning to the pits.

With Mansell out, Piquet seemed to have the title in the bag, but wisely, he was called in for fresh tyres soon afterwards. It was a precautionary, but as it turned out, unnecessary, stop. His tyres were still in good shape. Mansell's problem had clearly been an isolated failure, but that was little consolation to Piquet as he resumed almost 20 sec behind Prost. Gallantly setting a succession of fastest race laps, the Brazilian could make no worthwhile progress on the leading McLaren and had to settle for second place at the chequered flag.

By such twists and turns of fortune did Alain Prost become 1986 World Champion and, more significantly for the history books, score the 25th Grand Prix victory of his impressive career. But spare a thought for Mansell. He won five races this year — more than any of his rivals — and lost the chance of the title through no fault of his own. In some ways, he finishes the 1986 season as a bigger hero than he would have been if he had taken the Championship crown.

By any standards, 1986 has been a great season. Rounding off the cliff-hanging nature of the final race, Prost explained that his fuel computer had been telling him he was about five litres out for the last 20 laps or so. "There was no way I could ease off in these circumstances, so I just had to hope it was wrong," quipped the Frenchman. In the event, it was wrong, making up for Hockenheim where his McLaren ran out on the last lap, despite the read-out telling him he had fuel aplenty!

Elsewhere, Stefan Johansson rounded off his Ferrari career with third place in Australia after surviving a huge accident in practice. His place for 1987 is being taken by Gerhard Berger while Benetton has recruited Thierry Boutsen to replace him, the Belgian driver facing the prospect of using Ford's unproven 120-degree V6 in the Witney team's 1987 car. Keke Rosberg has retired for good and A.H. looks forward to sharing a bottle of champagne with him at Monaco next May! Renault also says goodbye to the F1 scene, as does Johnny Dumfries to Lotus. Renault competitions manager Jean Sage is looking for a new position and some say he might replace Marco Piccinini as team manager at Ferrari if the Italian moves to FISA . . .

And so the rumours go on. It has been a splendid season with some truly splendid races and the serious F1 business starts again on March 29, 1987 at Rio de Janeiro. Meanwhile, the howl of Grand Prix engines at work will bark out at Silverstone, Paul Ricard, Estoril, Donington Park and many other tracks over the next few months as preparations are made for the new season. Preparations which had begun, in many cases, before the last engine was shut down at the end of the Adelaide weekend. For some people, Grand Prix racing is a seven days a week, four weeks a month, 12 months a year commitment!

— A.H./D.S.J.



MUSICAL CHAIRS. Thierry Boutsen will drive for Benetton next year and is seen here testing a car at Silverstone recently.

Formula One — Australian GP October 26th

RACE

1 Prost: 5th on lap 1; passed Senna lap 7; passed Mansell lap 11; took 2nd place lap 23 when Piquet spun; tyre stop lap 32; dropped to 4th; 2nd due retirements; took lead lap 65; **First.**
2 Rosberg: Last race before retiring from F1; 3rd on lap 1; 2nd lap 2; took lead lap 7; led until lap 63; right rear tyre lost tread; **Retired** mistakenly thinking engine had blown up.
3 Brundle: 13th lap; moved up to 9th by lap 24; moved up to 4th by lap 65; 3rd on lap 80; ran out of fuel lap 81; passed by Johansson; finished 3rd.
4 Streiff: 7th lap 1; passed by Johansson lap 5; passed by Jones lap 12; moved back to 7th lap 19; fluctuated in mid-race; 3rd on lap 65; ran out of fuel lap 80; stopped on lap 81.
5 Mansell: Lost lead on opening lap; 4th at and end of lap 1; passed Senna lap 4; passed by Prost lap 11; ran comfortably 3rd after Piquet's spin; then 2nd when Prost stopped; passed by Piquet lap 44; **Retired** lap 64, tyre failure.
6 Piquet: Led first six laps; 2nd until spin on lap 23; dropped to 4th; 3rd lap 32; 2nd lap 44; led laps 63 and 64; tyre stop lap 65; finished 2nd; lap record on last lap.
7 Patrese: 18th on lap 1; moved steadily up to 8th by lap 21; on up to 5th by lap 49; **Retired** lap 64 with engine failure.
8 Warwick: 20th on lap 1; moved up to 11th by lap 17; **Retired** on lap 58 with brake trouble when lying 9th.
11 Dumfries: Last race with Team Lotus; carried TV camera on car; spun lap 17; tyre stop lap 64; finished 6th two laps behind winner.
12 Senna: 2nd on lap 1; passed by Rosberg lap 2; passed by Mansell lap 4; passed by Prost lap 7; lapped by leader lap 41; passed by Johansson lap 43; **Retired** lap 44, engine failure.
14 Palmer: 17th on lap 1; lapped by leader lap 16; moved up to 14th; back to 16th; finished 9th.
15 Jones: 10th lap 1; passed Fabi lap 6; passed Streiff lap 12; **Retired** lap 17; engine failure.
16 Tambay: Carried TV camera; 14th on lap 1; long pit stop lap 15; gear selection problems; trailed along to finish 12 laps behind winner.
17 Danner: 21st on lap 1; ran near back of field; **Retired** lap 53 with engine trouble.
18 Boutsen: Last race with Arrows team; 19th on lap 1; climbed steadily to 13th by lap 17; **Retired** on lap 51 with failure of throttle return spring.
19 Fabi: Raced spare car; 11th on lap 1; pit stop lap 15; tyres; ran through to finish at back of field; 5 laps behind winner.
20 Berger: Last race with Benetton team; 6th on lap 1; dropped back steadily to 11th by lap 32; **Retired** on lap 41; clutch failure.
21 Ghinzani: 23rd on lap 1; **Retired** on lap 3 with broken final drive.
22 Berg: Turbo failure on parade-lap; pits for new one; joined race after ten laps; ran slowly round trying unsuccessfully to keep out of the way; finished unclassified 21 laps behind winner.
23 de Cesaris: 15th on lap 1; dropped back to end of field; **Retired** on lap 41; set off fire extinguisher by accident when arriving in pits for tyre stop.
24 Nannini: 16th on lap 1; dropped back to 20th; **Retired** on lap 11; accident.
25 Arnoux: Collision on starting grid; pits end of lap 1 for repairs; moved steadily up through the field to 6th on lap 64; finished 7th three laps behind winner.
26 Alliot: 8th on lap 1; dropped back down to mid-field; finished 8th three laps behind winner.
27 *Alboreto: Collided with Arnoux on grid;* **Retired** *end of opening lap with rear suspension damage.*
28 Johansson: Last race for Ferrari team; 9th on lap 1; climbed up to 6th by lap 14; lapped by leader on lap 32; tyre stop lap 65; inherited 3rd place on last lap.
29 Rothengatter: 22nd on lap 1; passed Danner on lap 15; **Retired** on lap 30; suspension trouble.

QUALIFYING TIMES

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11	Dumfries	Lotus	1.23.786	1.22.664	14
12	Senna	Lotus	1.21.302	1.18.906	3
14	Palmer	Zakspeed	1.24.509	1.23.476	21
15	Jones	Lola	no time	1.22.796	15
16	Tambay	Lola	1.24.584	1.23.008	17
17	Danner	Arrows	1.25.296	1.25.233	24
18	Boutsen	Arrows	1.24.768	1.24.295	22
19	Fabi	Benetton	1.22.584	1.22.129	13
20	Berger	Benetton	1.22.260	1.20.554	6
21	Ghinzani	Osella	no time	1.25.257	25
22	Berg	Osella	1.28.912	1.27.208	26
23	de Cesaris	Minardi	1.23.476	1.22.012	11
24	Nannini	Minardi	1.25.953	1.23.052	18
25	Arnoux	Ligier	1.20.491	1.19.976	5
26	Alliot	Ligier	1.22.765	1.20.981	8
27	Alboreto	Ferrari	1.21.709	1.21.747	9
28	Johansson	Ferrari	1.22.050	1.22.309	12
29	Rothengatter	Zakspeed	1.25.746	1.25.181	23

Australian GP — F1

Adelaide

82 laps of 3.799 km circuit

309.878 kilometres

(192.549 miles)

Overcast — large crowd

Winner's av. speed 162.609 kph
(101.040 mph)

Fastest Lap
N. Piquet
1 min 20.787 secs on lap 82
av. 168.398 kph

Old Record
K. Rosberg 1 min 23.758 secs

All cars 1500cc turbocharged

RESULTS

Pos	Driver	Car/Engine	Time	Best Lap	On Lap
1st	Alain Prost	McLaren MP4/2C-Porsche V6	1 hr 54 min 20.388 sec	1.20.979	69
2nd	Nelson Piquet	Williams FW11-Honda V6	1 hr 54 min 24.593 sec	1.20.787	82
3rd	Stefan Johansson	Ferrari F1/86-Ferrari V6	1 lap behind	1.22.136	74
4th	Martin Brundle	Tyrrell 015-Renault V6	1 lap behind	1.22.950	63
5th	Philippe Streiff	Tyrrell 015-Renault V6	2 laps behind — not running	1.22.681	63
6th	Johnny Dumfries	Lotus 98T-Renault V6	2 laps behind	1.22.464	69
7th	René Arnoux	Ligier JS27-Renault V6	3 laps behind	1.22.955	68
8th	Philippe Alliot	Ligier JS27-Renault V6	3 laps behind	1.25.798	78
9th	Jonathan Palmer	Zakspeed ZAK861-Zakspeed 4 cyl	5 laps behind	1.23.866	68
10th	Teo Fabi	Benetton B186-BMW 4 cyl	5 laps behind	1.25.895	47
11th	Patrick Tambay	Lola THL 2/86-Ford V6	12 laps behind	1.24.182	42
12th	Nigel Mansell	Williams FW11-Hond V6	retired on lap 64	1.21.194	58
13th	Riccardo Patrese	Brabham BT55-BMW 4 cyl	retired on lap 64	1.23.095	55
14th	Keijo Rosberg	McLaren MP4/2C-Porsche V6	retired on lap 63	1.21.900	62
15th	Allen Berg	Osella FA1H-Alfa Romeo V8	21 laps behind	1.33.172	26
16th	Derek Warwick	Brabham BT55-BMW 4 cyl	retired on lap 58	1.23.695	40
17th	Christian Danner	Arrows A8-BMW 4 cyl	retired on lap 53	1.25.635	50
18th	Thierry Boutsen	Arrows A8-BMW 4 cyl	retired on lap 51	1.25.351	48
19th	Ayrton Senna	Lotus 98T-Renault V6	retired on lap 44	1.24.149	6
20th	Gerhard Berger	Benetton B186-BMW 4 cyl	retired on lap 41	1.24.807	29
21st	Andrea de Cesaris	Minardi M186-Moderni V6	retired on lap 41	1.26.591	27
22nd	Huub Rothengatter	Zakspeed ZAK 861-Zakspeed 4 cyl	retired on lap 30	1.26.479	29
23rd	Alan Jones	Lola THL 2/86-Ford V6	retired on lap 17	1.24.585	15
24th	Alessandro Nannini	Minardi M185B-Moderni V6	retired on lap 11	1.27.821	9
25th	Piercarlo Ghinzani	Osella FA1H-Alfa Romeo V8	retired on lap 3	1.34.172	2
26th	Michele Alboreto	Ferrari F1/86-Ferrari V6	retired on lap 1	—	—

↑

STARTING GRID

5
N. Mansell
(Williams-Honda V6)
1 min 18.403 sec

6
N. Piquet
(Williams-Honda V6)
1 min 18.714 sec

12
A Senna
(Lotus-Renault V6)
1 min 18.906 sec

1
A. Prost
(McLaren-Porsche V6)
1 min 19.654 sec

25
R. Arnoux
(Ligier-Renault V6)
1 min 19.976 sec

20
G. Berger
(Benetton-BMW 4 cyl)
1 min 20.554 sec

2
K. Rosberg
(McLaren-Porsche V6)
1 min 20.778 sec

26
P. Alliot
(Ligier-Renault V6)
1 min 20.981 sec

27
M. Alboreto
(Ferrari V6)
1 min 21.709 sec

4
P. Streiff
(Tyrrell-Renault V6)
1 min 21.720 sec

23
A. de Cesaris
(Minardi-Moderni V6)
1 min 22.012 sec

28
S. Johansson
(Ferrari V6)
1 min 22.050 sec

19
T. Fabi
(Benetton-BMW 4 cyl)
1 min 22.129 sec

11
J. Dumfries
(Lotus-Renault V6)
1 min 22.664 sec

15
A. Jones
(Lola-Ford V6)
1 min 22.796 sec

3
M. Brundle
(Tyrrell-Renault V6)
1 min 23.004 sec

16
P. Tambay
(Lola-Ford V6)
1 min 23.008 sec

24
A. Nannini
(Minardi-Moderni V6)
1 min 23.052 sec

7
R. Patrese
(Brabham-BMW 4 cyl)
1 min 23.230 sec

8
D. Warwick
(Brabham-BMW 4 cyl)
1 min 23.313 sec

14
J. Palmer
(Zakspeed 4 cyl)
1 min 23.476 sec

18
T. Boutsen
(Arrows-BMW 4 cyl)
1 min 24.295 sec

29
H. Rothengatter
(Zakspeed 4 cyl)
1 min 25.181 sec

17
C. Danner
(Arrows-BMW 4 cyl)
1 min 25.233 sec

21
P. Ghinzani
(Osella-Alfa Romeo V8)
1 min 25.257 sec

22
Started from pit lane

N.B. Started from pit lane: 22 A. Berg *(Osella-Alfa Romeo V8)* 1 min 27.208 sec.

BMW 325i Estate

Return of the Touring?



LUCHJENBROERS' conversion of the 3 series BMW is certainly enhanced by the BBS body kit and wheels but customers can order the cars without the kit or with a kit made by another firm.

There has long existed a tradition of converting saloons into estate cars. One thinks of such as the Martin Walker Vauxhall conversions, the estate versions of the Aston Martin DB5 and, more recently, the stunning Lynx Eventer based on the Jaguar XJS. Now a Dutch company, Luchjenbroers of Emmen, has turned its attention to the BMW 3 series and we recently were able to drive the first rhd version made.

It's not a cheap conversion, you'd be looking at over £10,000 plus the BMW of your choice for the level of trim of the test car. You would, however, be receiving a BBS body kit, BBS 15" alloy wheels, low profile tyres, an electric sunroof, tinted glass, rear wiper and rear spoiler. You'd also be buying a fairly distinctive motor car which creates a lot of interest wherever it goes.

The British agent is Raymond Amos who saw one, loved it and placed an order for himself. Raymond doesn't expect to handle many orders, perhaps a dozen a year, but he reckons that there will be a small number of people who, like himself, are BMW enthusiasts who can use the extra luggage capacity. He happens to be the head of a successful electronics company and his involvement with the project is based on his enthusiasm for cars rather than as a hard-nosed business venture.

With its BBS additions the car is certainly an eye-catcher and you find yourself having to answer questions on it from the chap alongside you in a traffic jam. It's also a well-finished car, both cosmetically and structurally, but it does fall below Munich standards in one or two details.

There is only a single pneumatic strut to hold up the tailgate and it tires of the job after about half a minute. Later cars, we're told, will have two struts. The tailgate spoiler looks good, but is far too flexible to be much else than a cosmetic addition. The rear wiper is a necessity because the altered aerodynamics means that the tailgate window attracts rain and dirt but on the car tested, it operated at far too fast a speed, it was not possible to activate the washer at the same time as the wiper and the car cries out for an intermittent rear wipe.

It has not been possible to achieve a rear opening without a bottom lip and it is at the same height as the average hatchback. There is a panel in the middle of the rear seat which is specially to accommodate skis. The floor pan of the luggage compartment is flat though the rear seat when folded forward presents a shallow angle to the horizontal.

On the road, the car naturally possesses all the virtues and the shortcomings of whichever 3-series BMW is used as a basis. Compensatory stiffening has clearly been competently done for the car seems to have lost none of its stiffness. Noise levels are low too, wind noise may even be slightly lower than the standard saloon but there is some boom from the rear suspension when encountering uneven road surfaces.

The test car was fitted with BMW's sports seats, (and very good they are too) and the optional limited slip differential and sports suspension kit. It did not have power assisted steering and didn't need it with the larger wheels and low profile tyres. My guess is that assisted steering would detract from what was a very pleasant combination of lightness and feel.

The optional sports suspension kit made the car feel more taut than the standard model, though at some sacrifice in ride. Even on a trunk road like the three lane section of the A3, the steering could be nervous. In wet conditions, the whole car felt light and it was easy to break away the rear wheels, but that's down to BMW.



A VIEW of the luggage area with the rear seat in situ. Note the panel which allows skis to be carried inside the car.

Luchjenbroers' sales literature calls its 'Sports Combi' the 'Return of the Touring', BMW's small sporting estate of a few years ago. To my mind, this conversion is a far more handsome creation than that car. Its niche in the market must be a very small one but the fact that Luchjenbroers is expanding into larger premises to meet demand indicates that it does have its place. Part of the car's attraction anyway is its rarity, the test car was only the fourth completed.

Further details: Raymond Amos, Weircliffe International Ltd., Weircliffe, Exwick, Exeter, Devon EX4 2AG. Telephone: 0392 72132. — M.L.

Rover 825i

British BMW chaser — how close?



The launch of the Rover 800 series was one of the most eagerly awaited events of 1986. Even the most casual follower of the motoring scene must have been aware of its impending arrival for there had been a campaign of 'leaks' and, besides, Honda had introduced its version of the collaboration, the Legend, at last year's Tokyo show.

It has to be said that the press launch in Switzerland in July came something as an anti-climax after all the build-up. The main reason was that we were given pre-production cars to drive and this made it very difficult to assess the cars. Any faults which appeared, and there were several, could be excused by the fact that the cars were not in final form. On the other hand, positive comments about such things as build quality also had to be moderated, for pre-production cars are virtually hand-built and one expects them to be good.

One came away being able to describe the cars but unable to make any proper judgement on them. This was particularly true of the most important aspects of them, quality and refinement for, with this model range, Rover has said it is taking on the likes of BMW 5-series, Audi 100, Mercedes-Benz 200 and Ford Granada.

You'll not be surprised to learn, then, that when the test car appeared at Standard House it was gone over with a fine tooth comb, and it passed with flying colours. Build quality and finish were first class.

The 825i costs £15,871 and one has the choice of a five-speed manual gearbox or four-speed automatic at the same price. Although at first it appears to be expensive, when you begin to add up all the equipment it begins to look, if not exactly a bargain, at least reasonable.

The 825i has all the frills which one has come to expect of this class of car: central locking, with remote activation; electric windows on all four doors, with one-touch operation for the driver; electric mirrors; and variable-speed intermittent wiper control. In addition there are other refinements, like a delay on the interior lights, the facility to have a 50 second delay after switching off the headlights, variable height and lumbar support on the front seats and fore and aft adjustment for the rear seat cushions. All in all there has been a lot of thought gone into the details of the design and, though I've said it before, it may be worth repeating, the Rover Group is now second to none when it comes to packaging a car.

As soon as one sits in the car, there is a reassuring air with the seats upholstered in good quality cloth, a discreet use of wood facings and a pleasing finish to the plastic trim.

The engine and chassis were described in the August issue of Motor Sport but, briefly, the 825i is fitted with a Honda 2.5 litre injected V6 short stroke engine with single overhead camshafts and four valves per cylinder which, in manual transmission form, gives 170 bhp at 6,000 rpm and 160 lb ft torque at 5,000 rpm.

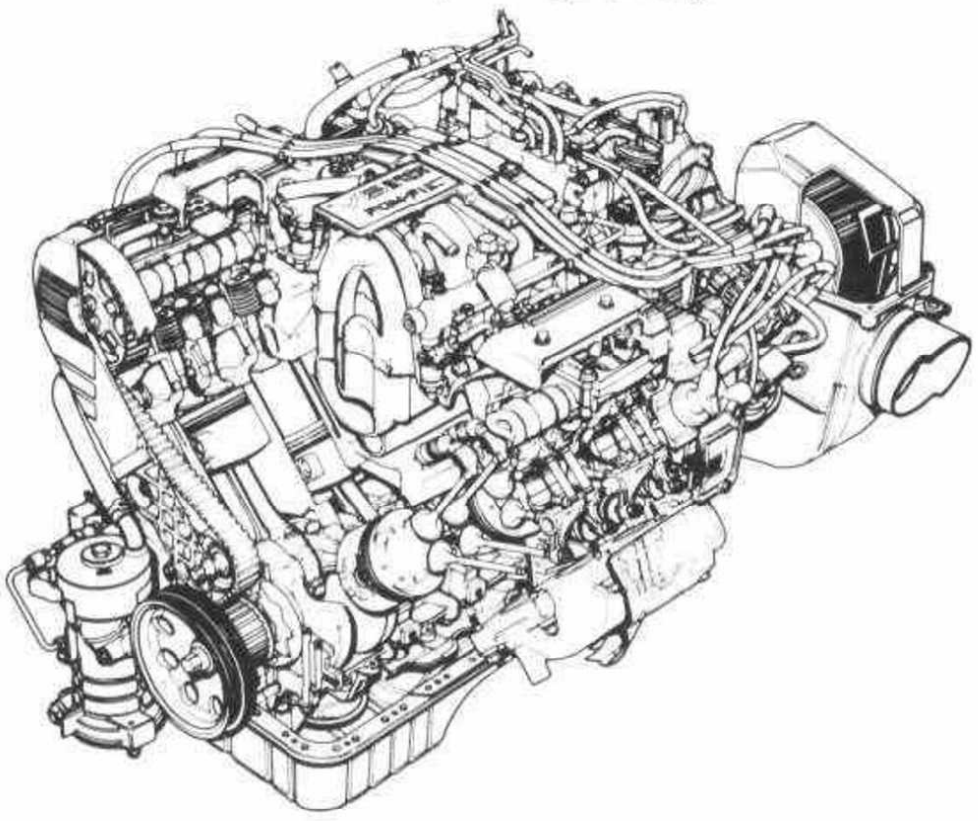
That the maximum torque appears so far up the rev range has been a frequently-heard criticism and Honda acknowledge it to some extent by mating the optional automatic transmission with a version of the engine in which a fractionally higher maximum torque figure is reached a full 1,000 rpm lower in the range for the loss of a mere 5 bhp.

The odd thing is that while the car feels to be lacking in low-range muscle, and its incremental times are not rapid, a look at the engine's torque curve shows it to be remarkably flat, with just over 114 lb ft torque at 1,000 rpm. Still, with a claimed 0-60 mph time of 7.8 sec, and a top speed of 133 mph, this car is not slow.

These guideline performance figures are better than any of the Rover's stated rivals and it is superior, too, covering the important 50-70 mph increment in just 5.2 seconds. In fuel economy, the Rover is one of the best in its class. Driven hard in a wide variety of conditions, the test car averaged just over 25 mph. With its 15 gallon fuel tank, this gives a range of 375 miles.

On the road the engine is smooth and quiet, as indeed is the whole car. Wind and road noise are both exceptionally low and the ride is comfortable. The chassis is extremely competent and the greatest compliment one can pay it is that it does not feel like a front driven car. There was never a hint of torque steer or front wheel tramp even when accelerating hard in the wet.

Handling and road holding are both of a high order and while the steering is on the light side it has a great deal more feel than the same Honda speed proportional pas as fitted to the Honda Legend. Braking is by 11.22 in ventilated front discs, with 10.24 in solid rear discs and again is everything it should be. ABS is available as an option at just over £1,200, but is fitted as standard to the top-of-range 'Sterling'.



THE HONDA V6 engine which is used both in the Rover 825i and the Honda Legend.

All in all, the Rover is a very pleasant car to drive though lacking a distinct personality. When one compares it to its stated opposition one feels that Rover has done a good job. True, it is not as roomy as, say, the Granada and its pricing has been perhaps ambitious, though 820 models, fitted with Rover's own 16-valve four-cylinder engine appears to offer good value for money. Most damaging to the 825i's chances in the market place, though, has been Jaguar's coup in bringing in the base model 2.9 XJ6 at only £700 more.

Much of the range's fortunes will depend on Rover being able to fulfill its promise of improved quality. In this respect the test car was impeccable. — M.L.

Champion Constructor

The Williams-Honda Team 1986

A measure of the success of a Formula One team over a season can be gauged by a number of things, notably how many cars are built during the season, how many are destroyed and the number of major alterations made to the basic design. A team that has to build more than six cars to field two drivers for a complete season, and brings out two or three versions of the original car during the season seldom ends up with much in the way of success. That is not to say that a one-car team that keeps the same car throughout the season is going to be successful; the ratio of success to material is the important factor and the Williams-Honda team has proved this theory during 1986. A team that never changes anything on the cars is unlikely to be successful, while a team that brings out an A, B, C and D version of the basic car is hardly likely to succeed.

The Williams-Honda team started 1986 with the FW11 design, powered by Honda's V6 turbocharged 1½ litre engine. The basic design of the FW11 remained unchanged all season long, but it is doubtful whether the cars were identical in detail for two consecutive races. Adaptability of chassis and aerodynamics to each circuit were essential, and this involved suspension, brakes, cooling, ducting and aerodynamic aids fore and aft, while unseen internals of the engine and gearbox were always changing under the headings of continuous development or circuit adaptability.

Before the first race FW11/01 had been thoroughly tested and by the time of the first Grand Prix, which was in Brazil in March, FW11/02 and FW11/03 had been completed so the team arrived in S America in first class order and ready to go. Nelson Piquet had replaced Keijo Rosberg as number one driver, ably supported by Nigel Mansell who was in fine form following two victories at the end of the 1985 season. 1985 had seen the Williams-Honda team with mixed fortunes, but both sides of the partnership got their act together mid-way through the season and they won the last three races of on the trot. While the FW11 was a brand new design, it benefitted from the lessons learnt with the FW10, and in the same way Honda produced new engines for 1986 that were logical developments of the 1985 engines used at the end of the year. With fuel tank capacity being reduced to 195 litres Honda engine development concentrated on fuel consumption and electronic engine management.

While engineering under Patrick Head was all set for 1986 and the whole team was ready to go to Brazil, the team "boss", Frank Williams, suffered an apalling road accident in France, due to a moment's inattention on his part, which left him totally paralysed, but fortunately unaffected mentally. This disaster left the team no option but to go ahead with their plans without the "boss". It meant that key-personal in Williams Grand Prix Engineering had to shoulder extra responsibility, but such was the construction of the firm and its 100 employees that everyone knew what he had to do. Frank's partner in the firm from the outset has been Patrick Head, normally in charge of engineering, while Frank looked after management, so the temporary loss of Frank meant that Patrick had to tackle double the work and his 12-hour days soon became 24-hour days, but both he and Frank knew that they had the whole work-force 100% behind them. Furthermore, much of the commercial pressure had been taken off Patrick and Frank's shoulders by the appointment of a third director, Frank's longtime friend and associate Sheridan Thynne, in January, 1986.

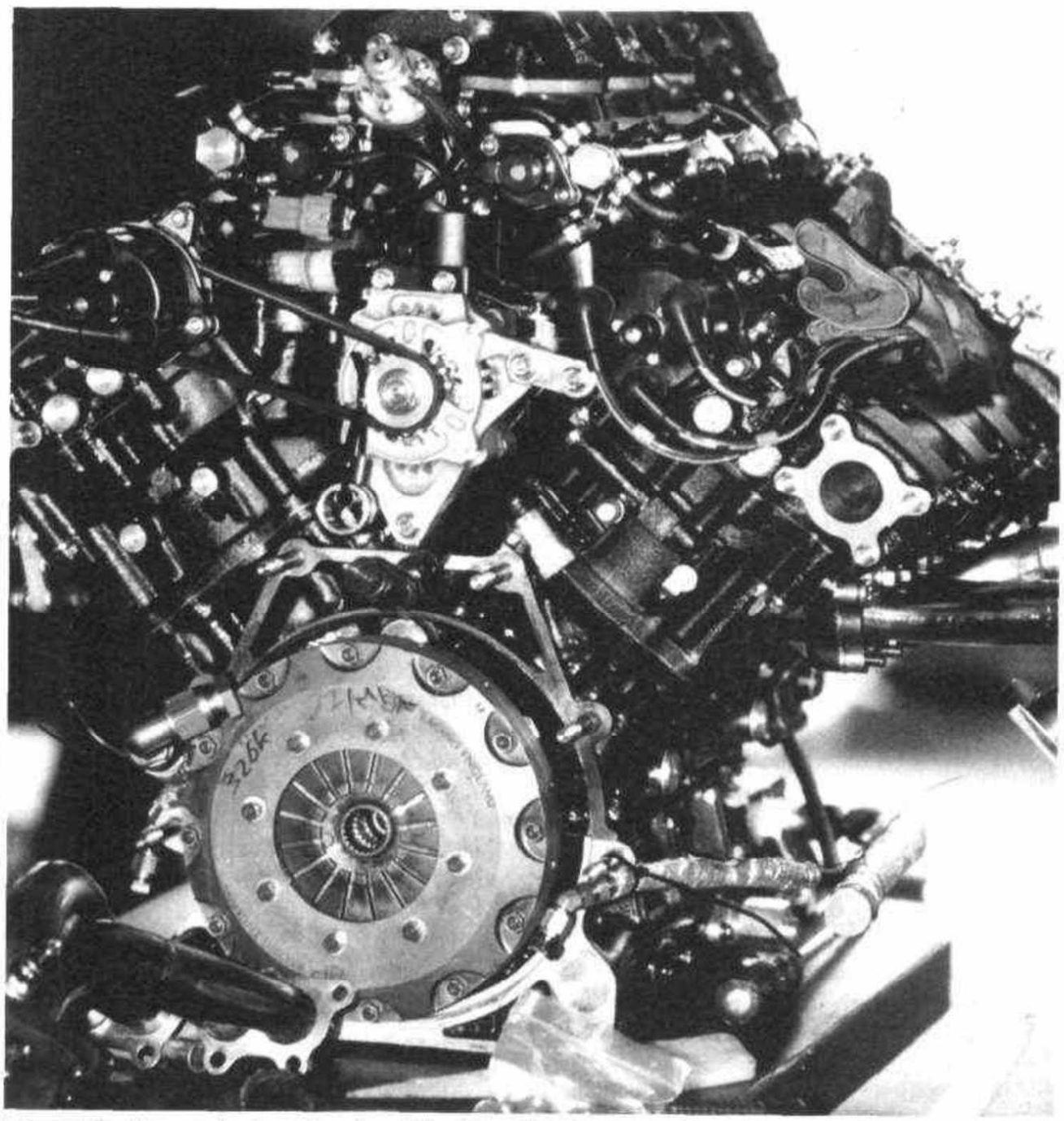
There were those, including a well-known Fleet Street journalist who pretends to know all about Formula One, who thought that Williams-Honda would collapse without Frank at the helm. Anyone who thought that, hadn't been paying attention to the way the team operated, and under-estimated the strong spirit within the team. A quick look at the statistics at the end of this article will indicate just how wrong those "dismal jimmies" were. It hasn't been an easy season for the team, even though it has been immensely sucessful; in fact, it has been really hard work for everyone, but at the end of the year every one of the 100 strong at the Didcot factory could justifiably feel proud of a job well done. By normal standards it would have been a job well done, but in face of the advertisity and the opposition out on the circuits, it is truly a job *fantastically* well done.

The team won nine out of the sixteen races, scored four pole positions, eleven fastest laps in the races and dominated the Manufacturers Championship. They finished first and second on two occasions, finished twenty-four times out of thirty-two starts, and all but one of those finishes scored points for the Championship. But for a "rogue" Goodyear tyre in the last race of the series, Nigel Mansell would have won the Drivers World Championship for the team, which would have been the icing on the cake, and made the season near-perfect. For a team that some predicted would fall apart, they didn't do badly, did they?

All along Frank was confident that all would



WINNING PARTNERSHIP: From left to right, Nelson Piquet, Patrick Head, Frank Dernie and Nigel Mansell.



THE HEART of the Williams team's success; the Honda RA163F, 80-degree twin turbocharged 1.5-litre V6.

be well, for the way he has structured the firm since 1981 was on the "middle management" business system which obviates against just such a catastrophe as befell him last spring. The success of the 1986 season not only proved how well he had prepared Williams Grand Prix Engineering, but totally justified the system on which he had built it.

At the races Patrick Head has looked after Nigel Mansell, while Frank Dernie has looked after Nelson Piquet, and Allan Challis has looked after the mechanics and the mechanical work. Back at base Dave Neale has looked after production in the factory and James McDougall has looked after the all-important finance and accounts. These are just a few of the people who have contributed to the success of the team, there are many more and all of them have done a first-class job, otherwise the drivers would not have been able to achieve the results they did. Winning a Grand Prix is not an individual effort, it is a team effort, and the winning of nine races against strong opposition means that there are no weak links in the chain.

Nelson Piquet won the first race of the season in his home country of Brazil, which was also his first race with the team, and that started things off on the right foot. The season was not perfect, no season ever is, but mistakes were few and far between. Of the eight retirements that the team suffered the two drivers had four apiece, and each had an accident of his own making, the other six were due to mechanical defects. The Monaco GP was a technical disaster, as there were no suitable rear axle ratios available, and when it was realised, it was too late to do anything about it. In Detroit the pressure of Honda politics distracted Patrick Head's attention from the job in hand and a wrong decision was made over braking propensities, but even in the midst of these two low-points Mansell managed a fourth and a fifth place. In Austria neither car finished, one retiring with engine trouble, the other with drive-shaft trouble, and this was the first time in fourteen consecutive races that a Williams hadn't finished. In Mexico the team got into tyre difficulties, as did all the other Goodyear users, and in Australia, tyres again proved to be the Achilles heel.

Throughout the season the power of the Honda engine and the speed of the car has caused problems with tyres, and pit-stops to change wheels and tyres became the normal thing. All the Formula One teams tackled the tyre-change routine with enormous enthusiasm and skill, the mechanics relishing the opportunity to become a vital part of the race-winning equation. The Williams mechanics under Allan Challis did a superb job, an under nine second stop to change all four wheels being a regular ocurrence.

A total of six cars were built during the season, the normal arrangment being to take a single spare car, ostensibly for the use of the number one driver, but always available for the number two if needed. At the British GP Mansell's car broke a drive-shaft joint at the start, and then a mid-grid accident caused the race to be stopped and restarted, which allowed him time to switch to Piquet's spare car. For the last three races of the season, in Portugal, Mexico and Australia, two spare cars were on hand, one for each driver, the reason being that both were in the running for the Drivers World Championship and it was felt that they should be given an equal chance with

WELL POLISHED: Pit stop perfection saw the Williams lads frequently changing all four Goodyears in less than eight seconds. This is Piquet during the French Grand Prix at Paul Ricard.





WILLIAMS: content to delegate.

identical equipment.

While all the fore-going has concentrated on the Williams part of the equation, the Honda part is just as important, if not more so, for the best car in the world won't get for without an engine. Once the Honda company had committed itself to supply engines to the Williams team no limit was put on the effort, and a special engine department was built onto the Williams factory at Didcot, where engines were overhauled and prepared for use in practice and testing. Actual race engines were built in Japan and flown to the UK, which was not a simple matter as freight paperwork and customs paperwork was complicated. Honda made a tentative estimate that something like forty-five engines would be necessary to maintain the team for a whole season, though they managed to keep the number nearer twenty in actual circulation throughout the season. With four cars at a race, with at least two engines to a car, and others in transit either back to Japan or on their way from Japan, the engine department did well to maintain the total so low. The Didcot engine shop is totally self-contained, with its own dynamometer, and is "off limits" to everyone except Honda personnel, and a strong force of Japanese mechanics and engineers look after the engines at races.

The team has had total support from numerous sponsors, both large and small, and a look at one of the cars will soon who who they are, as the colour scheme and decorations proudly announce who is backing the Williams team, most of them being involved in supplying materials and technology for the cars. Mobil is very strong on fuel and oil, Goodyear on tyres, ICI on materials, NGK on sparking plugs, while Canon is a major financial backer.

At the time of writing Frank Williams is recovering well, leaving the factory to Patrick Head and his faithful band of workers, while he concentrates on the therapy to get him mobile again, but even so he visits the factory once or twice a week. As he says, "I needn't really be there, they are all doing a fantastic job". An under-statement by any yardstick, and certainly after studying the analysis which follows.

— D.S.J.

Williams Chassis and Results — 1986

32 starts; 24 finishes; 23 in first six scoring points:
8 Retirements; Piquet 4; Mansell 4.
9 Wins; Piquet 4; Mansell 5.
5 Second places; Piquet 3; Mansell 2.
5 Third places; Piquet 3; Mansell 2.
2 Fourth places; Piquet 1; Mansell 1.
2 Fifth places; Mansell 2.
1 Seventh place; Piquet 1.
4 Pole positions; Piquet 2; Mansell 2.
11 Fastest laps; Piquet 7; Mansell 4.
Winners of 1986 Manufacturers Championship.

FW11/01
New for beginning of season.
Won Brazilian GP (Piquet) and fastest lap.
Retired Spanish GP (Piquet) engine failure.
Stand-by car Monaco GP (Mansell) not used.
Test and development car for rest of season.

FW11/02
New for beginning of season.
Retired Brazilian GP (Mansell) slight accident.
2nd Spanish GP (Mansell) and fastest lap.
Retired San Marino GP (Mansell) engine failure.
4th Monaco GP (Mansell).
Won Belgian GP (Mansell).
Won Canadian GP (Mansell) and pole position on grid.
5th USA (Detroit) GP (Mansell).
Won French GP (Mansell) and fastest lap.
Broke transmission at first start of British GP (Mansell).
3rd German GP (Mansell).
T-car Portuguese GP (Mansell).
T-car Mexican GP (Mansell).
T-car Australian GP (Mansell).
To Honda-Japan for test work.

FW11/03
New for beginning of season.
T-car in Brazil, Spain, San Marino, Monaco, Belgium, Canada, Detroit, France.
Won British GP (Mansell) and fastest lap.
T-car Germany, Hungary, Austria, Italy.
T-car (Piquet) Portugal, Mexico, Australia.

FW11/04
New for San Marino GP in April.
2nd San Marino GP (Piquet) and fastest lap.
7th Monaco GP (Piquet).
Retired Belgiam GP (Piquet) engine failure.
Pole on grid.
3rd Canadian GP (Piquet) and fastest lap.
Repaired and used for testing and development work.

FW11/05
New for French GP in July.
3rd French GP (Piquet).
2nd British GP (Piquet) and pole position on grid.
Won German GP (Piquet).
Won Hungarian GP (Piquet) and fastest lap.
Retired Austrian GP (Piquet) engine failure.
Won Italian GP (Piquet).
3rd Portuguese GP (Piquet).
4th Mexican GP (Piquet) and fastest lap.
2nd Australian GP (Piquet) and fastest lap.

FW11/06
New for Hungarian GP in August.
3rd Hungarian GP (Mansell).
Retired Austrian GP (Mansell).
2nd Italian GP (Mansell).
Won Portuguese GP (Mansell) and fastest lap.
5th Mexican GP (Mansell).
Retired Australian GP (Mansell) tyre failure.
Pole on grid.



THE clean lines of the Williams FW11 monocoque are shown off to advantage in this shot of the Honda-engined machine standing on jacks without its wheels. The wide based double wishbone front suspension, with inboard coil spring/dampers activated by pushrods, is very much de rigeur *in contemporary F1 design.*

Musings....

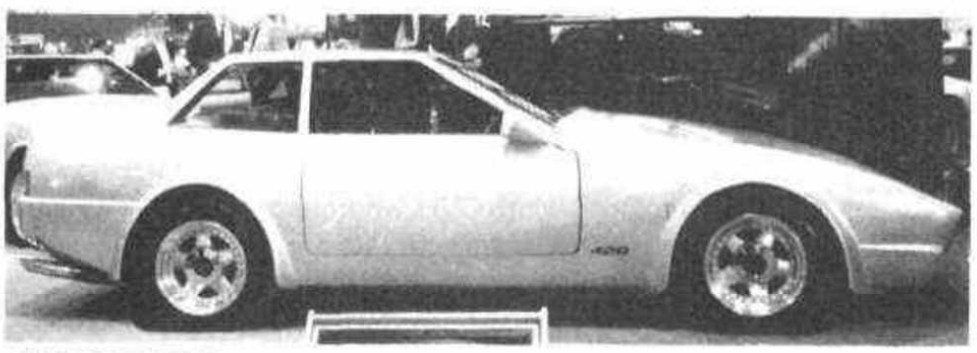
That was the year, that was . . .

In a year of numerous new car introductions, one that included important Jaguar and Rover replacements, we asked our industry correspondent to seek significant technical progress. J.W. also identifies how the newcomers shape up to the establishment in the sales categories likely to be favoured by our readership.

Recalling 1986 is to remember the strides increasingly complex electro-mechanical equipment has made in the production car. We started the year with three Scandinavian sorties devoted to the revised Escort with Lucas-Girling anti-lock brakes amongst its options; Volkswagen's Viscous Coupling four-wheel-drive Syncro Golf (£9,500 next Spring, if no further currency disasters occur," predicts VW at Milton Keynes) and Daimler Benz with a selection of traction aids, including part time (4Matic) all-wheel-drive instructed by microprocessor.

Later in the year Porsche permitted some circuit laps to preview the 959, certainly the fastest 4WD car in production with 400 twin turbo horsepower delivered from the flat six. The 959 was a 1986 Le Mans top ten finisher and has been ordered by 12 British owners, who will receive their cars only at the tail end of the 250 strong model run in 1987 at "whatever the prevalent Deutschmark price," in the words of Porsche GB's John Aldington.

Now, with 4WD sales apparently drooping in many markets, the most significant technical memories of those Scandinavian visits materialise as the spreading role of anti-lock brakes. Such systems really look set to make the kind of production impact that the disc brake provided.

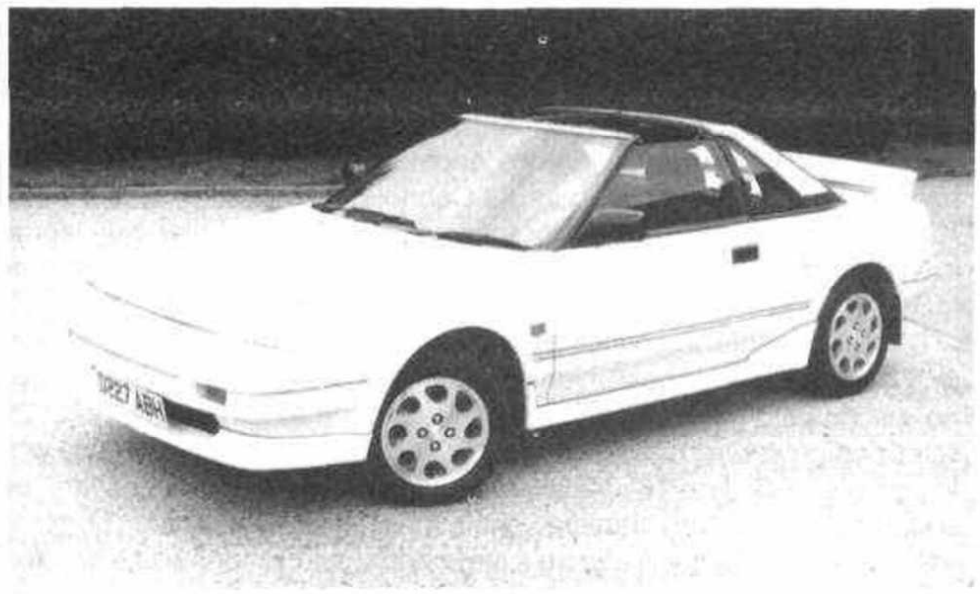


ONE OF THREE news cars on the TVR stand at the N.E.C., was this 420 2+2 sports saloon. The company reports 'overwhelming interest' and production is scheduled to begin in mid-1987.

Mercedes reported "over 60%" of their S-class saloons were equipped with the Robert Bosch system even before it became a standard part of the production recipe and avowed their intention to spread the system more widely: nearly a year ago the percentage of those picking ABS on the smallest 190 line was 15% "and growing fast."

Ford reports brisk business on its £320 anti-lock option for the Escort, "about 20% are buying this feature on the 1.4 and 1.6 models," reported its spokesman who added with refreshing candour, "now we have to spread the feature a little more widely. On OHV and diesel engines there are some packaging problems, but engineering is working on that aspect and the anti-lock system will be available on a lot more of our cars next year." I must confess I was not impressed enough to order the system on my wife's 1.6 Estate, but I do admire the Alfred Teves £902 44 ABS offered optionally on 4x4 Sierras and as standard equipment on all Granada/ Scorpio cars.

From a production performance viewpoint 1986 could be recorded as the year the turbo entered a decline, one that could be accelerated by its outlaw role in future Grand Prix and subsequent loss of status. Renault, 1977 pioneers of the system in Formula 1 and fervent supporters in turbo applications to cheer up every major strand in their model range, chose Paris Show 1986 to publicly reveal what they had been privately briefing the journalists on since the monsoon that passed as summer this year: 16 valve, DOHC, cylinder heads from *La Regie*.



TOYOTA has clearly listened to public comment and has introduced a 'Targa top' version of its splendid MR-2.

First candidate in its own range looks like being the Renault 5 *Supercinq* which is currently the fastest accelerating Hot Hatchback around, courtesy of an old pushrod OHV 1.4 litre boosted by a Garrett T2 turbo and intercooled for 115 bhp in a four wheel disc-braked chassis.

For others four valves per cylinder are already commonplace. The suprise is just how far down the price scales the Japanese are spreading such sophistication. At this year's Motor Show we witnessed the debut of the £6,750 Suzuki Swift GTi.A 1.3 litre of claimed 101 bhp/112 mph capabilities that opens one of those beloved marketing niches below even the current 1.6/2.0 litre Honda/Toyota Japanese 16 valve establishment of the CRX, Integra, and Prelude models from Honda and the Corolla GT, mid-engined MR2 and front drive 2.0 Toyota Celicas from Toyota. In Fankfurt last year and in Britain this, Honda's motorcycle rivals over at Suzuki showed that they might pursue Honda along the sporting coupe path too. Suzuki displaying the ingenious mid-engined RS/1, which apparently is also propelled by the 1.3 litre 16 valve, which shares the Honda weight obsession of utilising hollow overhead camshafts.



16-VALVE TECHNOLOGY is spreading and Suzuki's Swift GTI is the world's first 1300cc production car to benefit.

Both Toyota and Honda progress into six cylinders and 24 valves too: Honda with the controversial 2.5 litre V6 found in Rover 800 and Legend. "Controversial" because it has a lack of mid-range punch that is puzzling in a car obviously aimed at customers more used to mid-range response and automatic transmissions. Even with the slight augmentation of torque in favour of peak horsepower that is found on automatic Legends and Rovers, in itself an admission of mid-range inadequacy, this Honda V6 would seem better suited to delighting enthusiasts in a suitably sporting machine.

Also amongst the six cylinder/24 valve crowd is Toyota with the second most expensive Japanese car we could find listed in Britain, the £15,299 Supra, which has a straight six beneath its overhead camshafts and four valves in each combustion chamber — a cylinder and head layout found since the seventies in various competition (CSL) and exotic (M1) BMWs that is now more widely accepted in the £30,000 plus M635 and M5.

An inline six cylinder, but with an aluminium block beneath 24 valves, can also be found on 3.6 litre Jaguars of course. It is a genuine pleasure to be able to report that Coventry's engineers really improved their six beyond recognition between its XJ Cabriolet installation and the latest XJ6. I still prefer the BMW motor for smoothness and power, but Jaguar has really only just begun on what could be an equally enduring engine line in the XK mould.

BMW is capable of producing rougher quad valve layouts however. You only have to experience Munich's 200 bhp M3, to realise that God granted no dispensation from vibration and resonance to Bavarians intent on releasing power from a 2.3 litre four cylinder. Which is presumably why Porsche's 2.5 litre/16 valve four within 944S continues to be counterbalanced on rotating shaft principles that trace back to Lanchester. Certainly, Porsche's large bore four cylinder was enjoyably smooth throughout the enhanced rpm-range offered over the usual 150 and 163 bhp 924/944 powerplants.

Although the use of turbocharging may wane in the face of manufacturing delight at the emissions/performance/economy balance of four valve per cylinder layouts, we should also recall some notable 1986 debutants that employ turbocharging *and* 16 valve four cylinders, following the 1985 route of SAAB's 9000 and the rare (220 made) 1984 Audi Sport. Ford and Mazda have many commercial links all over the World, the result of Ford's 25% shareholding in the Japanese company's stock, but their 16 valve turbos could not have been more different.

The 149 mph Ford Sierra RS Cosworth is a rear drive, trailing arm, 2-litre that was born out of a need to achieve racing success in Group A (5000 production cars a year), that looks likely to achieve both racing and rally success, the latter so long as no last minute ban is deployed by FISA and its Group A "Black list" of cars over 300 bhp.

The 1.6 litre Mazda is a conversion of the front drive 323 equivalent to Escort. Complete with four driven wheels, the Mazda 323 Turbo 4x4 is aimed squarely at achieving success in Group A, but this time in rallying. In fact a Belgium-based team has been trying to achieve the reliability and consequent Group A success that the Mazda specification implied during 1986, but when they easily achieve outputs beyond 220 bhp the car seems to wilt (production 323s offer 148 bhp).

The Mazda's natural competition and commercial opposition comes from another 1986 debutant: Lancia's Delta HF 4WD. Since we drove the Lancia last Spring the Lancia-Fiat Abarth factory in Turin has been progressing its competition Group A specification in readiness for the 1987 World Championship. On October's Sanremo rally they announced a competition derivative with 230 bhp at 6250 rpm instead of the production 165 horsepower at 1000 rpm less. Peak torque goes from 203 lb ft at 2750 rpm to 231 lb ft at 4000 rpm whilst the competition car's weight is an anticipated 1120 kg compared to a production 1190kg.

In both cases the power is derived from Lancia's 2-litres and eight valves engine, its lack of four valves per cylinder compensated for by the sophistications of counter balancer shafts and (in production with possible competition ramifications) limited period turbocharger over-boost to increase torque

Lancia and Mazda both see a commercial future for such expensive and highly specified 4WD hatchbacks at the top of an almighty mass manufacturer war based on producing ever faster front driven small cars. Of the pair I have fond driving memories in sunny climes, Mazda being particularly generous in allowing extensive loose surface "playtime."



RELIANT HAS MET critiscism that its Scimitar SSI sports car is underpowered with the 1800 Ti which uses Nissan's smooth 1.8 litre turbo engine. With a top speed of 124 mph, and acceleration to match, its £10,300 price tag looks reasonable.

However, if I were buying at this level I must say I would want less resonance and a more responsive gearchange before passing over the thoroughly developed Lancia recipe, which encompasses both Torsen Gleason and Ferguson principle limited slip differential devices. For what it is worth, Lancia also look like scoring a sixth World Championship rally title with its 1987 Group A Delta, possibly enhancing the prestige of this hatchback, beyond the pack.

So far as the British market was concerned both VW's 16v and Ford's Escort RS were newcomers in 1986. Both actually have some history, VW with a troubled and lengthy development/LHD pedigree behind them since the aluminium DOHC 16 valve was prematurely announced at Frankfurt, September 1983. Ford had a previous generation turbo to draw on, but wanted a car suitable for larger scale production and higher profit, for there was no need to include some of the Motorsport-Group A-inspired tweaks of the original RST.

Having driven both cars it is only fair to report that Ford has achieved better fuel consumption results with its Turbo than VW did with its 16 valves, in independent tests, which goes against the normal grain of thirstier turbos. It is also worth noting that Ford's turbo installation is one free of obvious and traditional handicaps such as lag, but there is little pleasure in high rpm motoring with a CVH, whereas the VW loves to live at 7000 rpm. So does my 16-valve cramped coupé, Honda's CRX, and that cost £7,950 . . .

Other alternatives to arrive in this crowded performance arena during 1986 were Renault's 5GT Turbo, which I raced as well as tested against the strongest opposition, coming away with respect for a concept Renault



BACK TO BASICS. TVR's new "S" Convertible revives, and refines, the "M" shape. Production begins early next year and you can join the waiting list for £12,999.

obviously already regard as outmoded. The 115 bhp version of Peugeot's 1.6 litre 205 GTI and the 1.9 litre top model, which was priced at a provisional £8,800 at press time also came to Britain in 1986. Given that the Peugeot has now achieved some riding ability to go along with its breathtaking cornering poise and grip, I'd think very carefully before buying from anywhere else other than France in this market sector. That I chose the Honda was simply that I did not have time to wait for the justly acclaimed Targa Top Toyota MR2, plus the fact that I like to wear my Nigel Mansell outfit on the M4 . . .

To more serious matters. What of other genuine sports cars in 1986: did they match the progress of more spacious saloons? Porsche has occupied enough of our columns, but it is fair to say that many of the features found in the 959 will percolate to more affordable strata, both inside Porsche's range and out. I feel that adjustable dampers, not the hard or soft Japanese gimmicks but a graduated and discernible action controlled by micro-chip will fill in the gap before somebody finds a way of making the Lotus Active Ride suspension lighter, cheaper and just as effective. Then Lotus could be set for royalties on a scale not seen since Porsche synchromesh.

The NEC halls at Birmingham recorded the arrival of a bumper crop of specialist British sports cars, but experience since attendance at the sixties racing car shows tells me that many will not make production, and those that do will be made in the kind of numbers Porsche knew in the forties. Caterham continues to progress the Seven with its De Dion rear end and 16 valve power unit now available in a more comfortable cockpit and Reliant have sharply improved the now Scimitar badged car that was introduced as SS1. But should we cheer? The power unit is a Nissan 1.8



FAMOUS NAMES, lovely car. Autokraft, together with Ford, will begin production of this new "AC Ace" late next year. Initially the cars are expected to go to American Ford dealers.

turbo, and there are already dire warnings from UK based manufacturers of unfair competition. Sour grapes?

TVR at Blackpool had a busy 1986, showing a Rover V8 engined 420 saloon, reviving the 3000S as the 2.8 S with a softer face and making eight powerful sports devices in the 420 SEAC (Special Equipment Aramid Composite, referring to the use of Kevlar and composites in the body) that has become its most expensive example of the traditional TVR formula: front engine, independent suspension for rear drive, four wheel disc brakes and a massive tubular backbone chassis, clothed in corrosion-free materials. TVR had been doing well in the USA and proved capable of edging toward 500 cars a year, many of them sold to America with Federal emission-certificated 2.8 litre Ford V6 motivation. All that was finished at press time, Ford busy working on the European 2.4 and 2.9 litre V6s in place of the previously freely available (and widely employed) 2.8 V6. Incidentally 2.9 litres is not a new V6 capacity to Ford, it has been supplying such engines to the USA arm of the company for several years, but now it is engineered to power European cars rather than American 4x4 pick-ups.

Thus TVR's future will depend how well the market accepts the revived S at £12,500 or the existing 350/390 Rover V8 engined two seaters at prices from £17,865 to £21,995. I drove a 350 for the first time recently and could not believe the brutal performance and lack of detail development in car priced in the Lotus/junior Porsche league. However, it turned heads wherever it went and I can honestly say I have never driven anything like it, save a 1969 3-litre TVR that similarly scared, exhilarated and sped me to the Nurburgring of that era with a plethora of minor engineering mayhem.

For Lotus, 1986 was the year it obtained more financial backing and less independence than anyone could have predicted when Lotus Engineering Company was registered on January 1 1952. General Motors ownership of the car group and separate engineering consultancy division (not the Grand Prix equipe at Ketteringham Hall) altered all the forward planning concerning new models, particularly the predicted 1986 appearance of the "cheap" X100 Elan successor, and now Lotus chairman Alan Curtis is talking of moving overseas!

All we are certain of at Lotus is that the X100 is at least a couple of years away and that 1986 simply saw customers offered a higher compression Esprit Turbo (215 bhp instead of 210) and an automatic Excel. Plus general availability of the 180 (instead of 160 bhp) Excel SE, a fine but aging product of 1974 Elite and subsequent Eclat parentage.

Lotus quality on the Excel could be complemented by a programme of Porsche 911-style improvements over the years, but there has been little sign of the pace Porsche maintained. For example carburettors were replaced by Bosch injection on some 911s by 1968, yet we have still to be offered fuel injection in a production Lotus. Porsche graduated equally swiftly from initial four of six cylinder power to six cylinder only, a multi-cylinder move that could make the Excel engineer's job a lot easier in the constant search for civilisation in a car that has now succeded in attracting the discerning 2+2 coupe customer. Add a fuel injected aluminium V6 to Lotus handling in this forgiving front engine format, and perhaps there are some development years to be stretched from Excel, until the V8s can be deployed.

Finally some thoughts on cars that take themselves seriously and their 1986 progress. I refer to the phalanx of West German executive models with their emphasis on quality construction, prestige badgework and high initial costs balanced by that accountant's friend, "high residual values." In other words they cost a lot, new or secondhand!

BMW continued to sell cars to Britain at a feverish rate — over 30,200 in nine months — and Mercedes shifted over 16,000 in the same period. For my money the 325i BMW is a most alluring combination of suave speed and modest (cramped, a family might say) accommodation, but Mercedes have been making the 190 range more freely available as a matter of UK policy, customers in this aspirant class do not wait.

Mercedes has now installed a six cylinder along with RHD in its smallest line, revealing the 190E 2.6 for Britons at the Motor Show to preview Spring 1987 sales at prices "around £17,600."

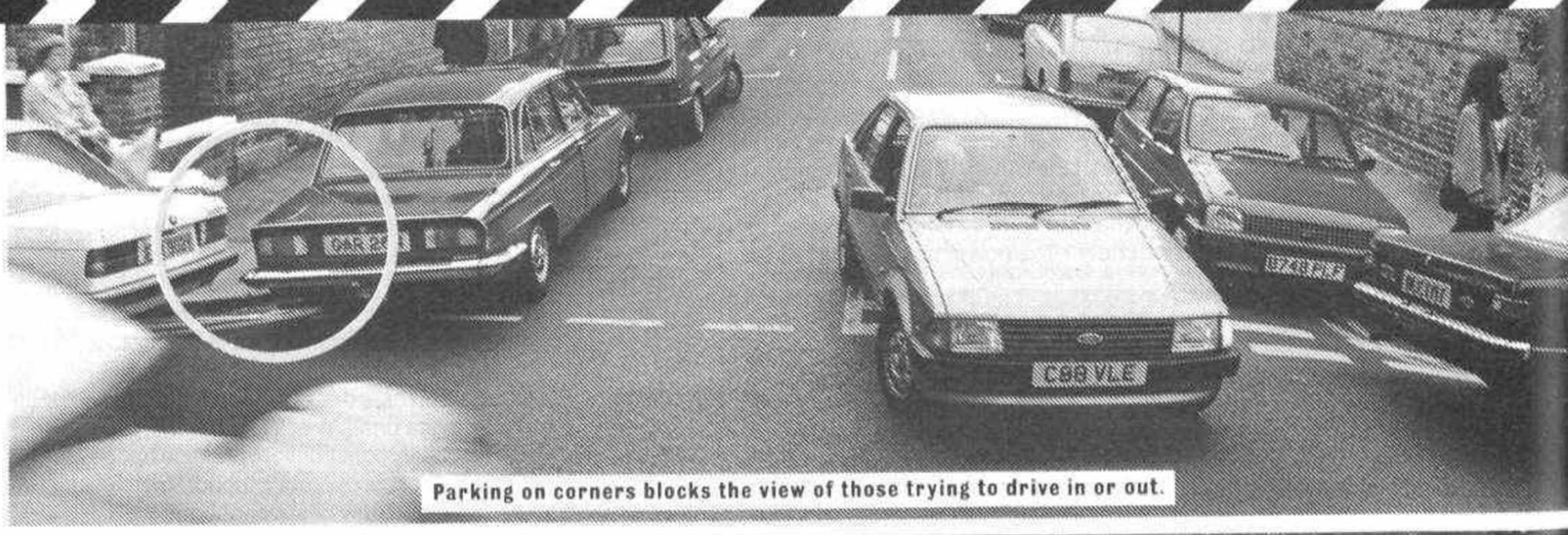
Since there is 166 bhp from that DB inline six and a maximum in the same 130 mph bracket as a 325i, we can see that the days of Mercedes staying aloof to British requests for more cars, and more manual performance derivatives, are long departed.

Both BMW and Jaguar launches are fresh in mind as this is written, and I'm sure you will have to read enough exhaustive comparisons to be sick of the subject by now. All I can add from experience is that Jaguar and Mercedes were in a class above BMW with the old models. Now BMW has genuinely improved its product to the point where there is a valid comparison in terms of handling pleasure; the big BMW is a bit lighter than the Jaguar and is the kind of eager cohort in cross country mileage that an enthusiast with a penchant for spacious luxury might appreciate most, yet there is nothing floppy about the big Mercs. The new Jaguar astounded me with its precise poise over Scottish roads more normally encountered in rally coverage. As a balance between quiet comfort, and exploitable cornering grip, the Jaguar is unmatched anywhere.

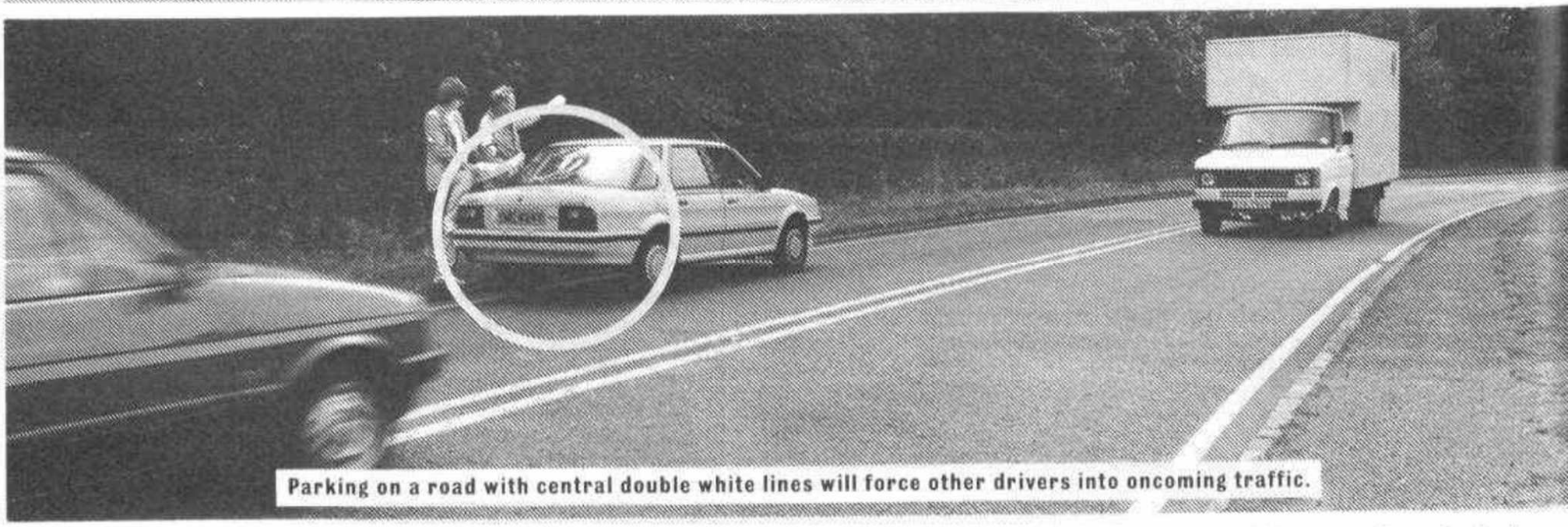
In outright performance and refinement terms it is ironic that Jaguar's admired V12 will not be a feature significantly before BMW is similarly equipped. Neither BMW or Jaguar can yet expect to see their new models up on the astonishing S-class plinth of more than 108,000 annual production whilst Mercedes have an alloy V8 in full production against the Jaguar and BMW V12s of tomorrow.

Summarised, 1986 was the most exciting year for new car introductions and engineering content that I have encountered since attending my first new model debut in 1969. — J.W.

HOW MANY HAVE YOU PLAN



Parking on corners blocks the view of those trying to drive in or out.



Parking on a road with central double white lines will force other drivers into oncoming traffic.

If you park your car badly it's like leaving a time bomb in the street.

Just how much damage it will cause depends on its precise location.

For instance, if you leave it on the zig-zag lines of a zebra crossing it could kill or seriously injure someone trying to cross. Why?

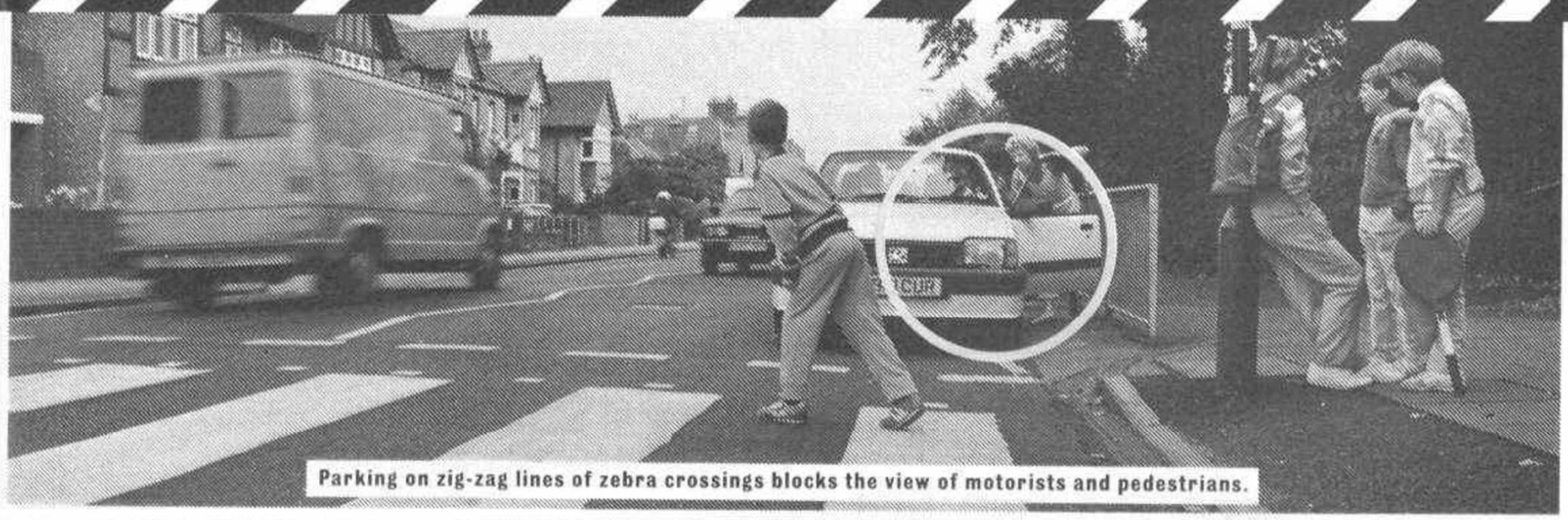
Because it blocks the view of both pedestrians and motorists. It's the same if you park right on the corner at a junction.

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Parking on zig-zag lines of zebra crossings blocks the view of motorists and pedestrians.



Parking on the pavement means people have to walk into the road.

And if you park on the pavement you will force people into the road.

Just as bad is parking on a road with central double white lines, because this will drive others straight into oncoming traffic.

In short, if you park carelessly and so put other people's lives in danger, you're no better than someone who plants a bomb.

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S PARKED IT CAN KILL.

Rally Review

Committee room victory for Lancia in Sanremo



MARKKU ALEN and Ilkka Kivimaki head towards victory on the Sanremo Rally. The win, achieved partly through the disqualification of the works Peugeots and partly due to their team mates obeying orders, kept Alén's title hopes alive.

WHATEVER opinions one may have concerning rules and their enforcement, when the results of a major international competition are influenced by the findings of committees following their interpretation of those rules, there is only one possible conclusion; that the rules themselves are bad and in need of urgent reform.

A regulation which is necessary, and supported by all who are affected by it, is nevertheless bad if it not absolutely precise and free from even the slightest ambiguity. A rule containing points which are vague and subject to more than one intepretation defeats its own purpose. Everyone affected by the rules on international rallying should know their meaning exactly, and the only way to achieve this is to have them written by people who have a thorough knowledge of the subject and are capable of precise writing to convey the exact intention, leaving no possible loophole to provide a subject for later discussion.

The rule makers should also desist from the confusing habit of using words or phrases whose meanings they think they know, but really do not. No doubt they seek to demonstrate their familiarity with such parlance, but all they are actually doing is displaying their lack of knowledge.

All too often, rules are written by administrators who have little practical experience and who are attempting to create legislature concerning subjects with which they are unfamiliar. The outcome can be disastrous, and many a sporting contest has been reduced to nothing more than a battle of words, the result hanging as much on stewards' opinions as on competitors' skills.

This is what happened in Sanremo where, during a rest stop at three-quarter distance, a series of discussions and inspections concerning the possible aerodynamic advantage of an underbody flange attached to three cars of the Peugeot team (one had already retired) led to the disqualification of the entire team, including a crew in a good position to win the event. There was an immediate appeal by Peugeot, but the stewards held that there were not grounds to allow the three Peugeots to continue pending the result of that appeal, and the rally restarted without them.

The World Rally Championship for manufacturers has already been won by Peugeot, but the drivers' title remains to be settled between Peugeot's Juha Kankkunen and Lancia's Markku Alén, and there were dark hints in Sanremo that the Peugeot disqualification had been contrived in order that Alén could reduce Kankkunen's lead and gain a better chance of snatching the title in the remaining two rounds, Britain's Lombard RAC Rally and the Olympus Rally in the USA.

The possibility of Lancia-Peugeot rivalry being the instigating cause of the disqualifications was not the only whispered story being bandied about in the hotels, bars and restaurants of the city on the Riviera of the Flowers. It was also being said that Peugeot's legal action against FISA, after the ban on Group B cars in World Championship events from 1987 left them with a huge investment in a car which would not longer be usable, created such a hostile atmosphere that FISA might have engineered the situation in retaliation. A third story was that the organisers,or another Italian rally , anxious to replace Sanremo as Italy's contribution to the World Championship, dropped a subtle hint in order to start the ball rolling, hoping that the scandal thus caused would bring the rally into disrepute.

None of these rumoured possibilities has any foundation, but no matter how the rumpus began, the fact remains that it happened, and it is a sad reflection on the state of rallying, and on FISA's supposed administration of it, and that it was at all possible for a sporting competition to degenerate into a needless haggle.

The exact sequence of events, from the moment it first occurred to (or was suggested to) an official that he should look under the Peugeots, will perhaps never be accurately documented, but it is known that the flanges, skirts or sill expensions — call them what you will — were noticed by Lancia team director Cesare Fiorio who pointed them out to officials and asked for confirmation that they were legal. His motive was perfectly understandable; if they were permissible, he planned to have similar devices fitted to his own cars.

The controversial flanges were some four inches wide, running along in a vertical plane beneath the sills from a point behind the front wheels to another in front of the rear wheels. They were angled slightly in relation to each other, so that the distance between them at the front was a few inches greater than that between them at the rear; that is, they were tapering slightly inwards at the rear.

The scrutineer who inspected the cars as part of a routine check for dangerous damage and statutory illegalities formed the opinion that the flanges constituted a "skirt" designed to provide an aerodynamic advantage which motor sporting people have called "ground effect". In this context the term is a misnomer, for in aviation circles, where it originated, it refers to a phenomenon which provides an aircraft flying close to the ground with additional lift, not a downforce.

Such additions have been banned for some time, and it was on this basis that the cars were thrown out of the rally. Peugeot's Jean Todt countered that the flanges were solely to provide the fuel tanks with added protection against flying stones, and indeed had been in position on the cars earlier in the year throughout rounds of the Italian Rally Championship, when no objections were raised. However, this explanation was not accepted and the disqualification remained.

One wonders how the scrutineer or anyone else could determine, without the aid of a wind tunnel and accurate measuring devices, that the flanges provided aerodynamic benefit and therefore contravened the regulations. The conclusion is that non-expert opinion is all too often accepted as fact by other non-experts even in the absence of concrete evidence, or even in the face of firm evidence to the contrary.

We recall a similar occurrence in Sanremo twenty years ago when Vic Elford was disqualified from the rally, after winning fairly and squarely, when his Cortina Lotus was claimed by the scrutineers to have one tooth too many on one of its gearbox pinions. Elford used his engineering talent to prove conclusively that the number of teeth quoted on the homologation form was impossible, given the gear ratios quoted on the same form. However, the stewards were either not interested in such evidence or unable to understand it. They were concerned only with the figure on the form, even though it was there as a result of a simple typing error, and Elford lost an outright victory (to Lancia's Leo Cella) which was rightfully his.

Officials in Sanremo this year ignored the established principle that guilt should be neither assumed nor punished until after the accused party has been given the opportunity of a hearing before the highest authority. Peugeot's appeal had no effect in this request, and they were not allowed to continue. The appeal subsequently succeeded, but how on earth will be the punishment of disqualification be removed? There can be no fair way of assessing the likely results of the Peugeot team and reinstating them in the finishers' list, so the only solution would appear to be the cancellation of the results of the rally and all World Championship points scored therefrom. This would undoubtedly upset those who did finish, so no matter what happens, dissatisfaction at the organisers' and stewards' handling of the affair, not to mention the imprecise FISA rule, will never be entirely eliminated.

In a nutshell, the situation is a complete mess, brought about primarily by imprecise regulations, secondly by haphazard enforcement and thirdly by varying interpretations. A reform is vital, and FISA may do something about this particular regulation, but who do they always wait until the horse has bolted before locking the stable door? Can they not initiate something and get it right first time?

So much for the regrettable incidents which totally destroyed the sporting aspect of the Sanremo Rally, and converted what would undoubtedly have been a display of the closest possible competition in the final leg into an insignificant parade. Taking advantage of the fact that there were no longer any Peugeots to challenge the Lancias, Fiorio, quite naturally, issued orders and produced a contrived result. Whatever they thought about it personally, Markku Alén's team-mates Massimo Biasion and Dario Cerrato followed instructions and allowed him to get ahead of them to win the rally and thereby score maximum points in the World Championship. The same instructions ensured that second place went to Cerrato in order to settle his bid for the Italian Rally Championship.

Since the relentless advance of tarmac "destroyed" the dirt roads in the mountains overlooking the Riviera of the Flowers, just along the coast from the French border at Menton, the rally organisers have been obliged to go further afield in search of unsurfaced roads. After a brief and unsuccessful amalgamation with the Sestriere Rally, the event was held largely on tarmac for a while, until the decision was made to take the route across the entire width of Northern Italy, through Tuscany and even to the Republic



GOOD TIMES on gravel helped the factory Metro 6R4 of Malcolm Wilson/Nigel Harris to fourth place.

of San Marino, not far from the eastern resort of Rimini. The special stages which thus became available were (and still are) superb, but the disadvantage was a series of long, boring journeys along motorways, and there are still complaints that this feature of the event takes way much of its popularity and is too high a price to pay.

The rally no longer goes to San Marino, but it spends much of its time in Tuscany and still has those tiring, hypnotising motorway runs. Forty-one special stages were planned for this year's event, split into four legs and grouped in such a way that there was no mixing of surfaces within the same group of stages. This, plus the ample time allowed for the long motorway sections, facilitated the suspension changes which cars underwent between groups of stages to transform them from tarmac racing cars to the more robust vehicles required for dirt roads. Indeed, there was so much time available during these service stops that cars could even be given precautionary refits of components.

The first leg began with four tarmac stages close to Sanremo, and ended after an intervening motorway trek with four on dirt roads far away to the East of Livorno. After a night stop near Pisa, 17 more dirt stages took the event to Siena, where the closed park was in the huge square where the furious and highly dangerous mediaeval horse race around the cafe-lined pavements is still held today.

The third leg was mixed, beginning with four dirt stages in Tuscany and ending, after another motorway run, in three tarmac stages close to Sanremo. A long rest of some 25 hours followed, during which the atmosphere was shattered by the disqualification and all the announcements, press conferences and rumour-mongering which followed. What remained for the final night was merely a procession, as least as far as the leaders were concerned, through seven tarmac stages, looping and re-looping in the mountain region where the old Rally of the Flowers was held in its entirety.

Main combatants at Sanremo were the teams of Lancia and Peugeot, the former with two Martini-backed Delta S4s for Alén/Kivimäki and Biasion/Siviero and a third backed by the Jolly Club for Cerrato/Cerri. Peugeot had four 205 T16s for Salonen/Harjanne, Kankkunen/Piironen, Saby/Fauchille and Zanussi/Amati, the latter crew having all year contested the Italian Championship for Peugeot Italy, and a fifth to be used as a course car by Ari Vatanen and Terry Harryman, the Finn making his first appearance behind the wheel during a rally since his dreadful accident in the 1985 Argentina Rally. Harryman, however, has been busy partnering Michéle Mouton in the German Championship.

Lancia and Peugeot shared the same main object, of course, to secure the World Champion's laurels, for Alen in Lancia's case and for Kankkunen in Peugeot's.

Austin Rover came along with three MG Metro 6R4s for Pond/Arthur, Wilson/Harris and Duez/Lux, whilst Volkswagen had just one Golf GTI to enable Erikkson/Diekmann to further their chances of the Group A Drivers Championship. Skoda had three 130LRs for Kalnay, Krecek and Kvaizer, and Renault a single R11 Turbo for Ragnotti/Thimonier. Fiat Uno Turbos were entered by Totip and the Jolly Club for Fiorio (Alessandro, son of Cesare), Del Zoppo and Rayneri, whilst Stohl brought his well-used Audi Coupé from Austria. Recalde brought a similar car from Argentina, along with a contingent of supporters, and Italian lady driver Anna Cambiaghi made something of a comeback in a Peugeot 205 GTI.

The Peugeots took a marginal lead on the initial tarmac stages after leaving a seafront so enveloped in haze that forhorns could be beard sounding. Zanussi led from Saby, Biasion, Salonen, Cerrato, Kankkunen, Alén, Tabaton (in a private Lancia Delta S4) and Wilson, whilst both Alén and Pond had collected punctures.

Cars were transformed during the long journey eastwards in readiness for the dirt roads, on which Alén immediately began recording best times and making up for his loss due to the puncture. The lead changed hands a few times, Zanussi broke a suspension, and Salonen went off the road into an early retirement, at one of the few places where there were no spectators to provide a helping push. Wilson lost a road minute and had his steering rack changed, whilst Eriksson's Volkswagen led the Group A category despite a broken driveshaft and a ditching episode which needed the help of the crowd. Ragnotti went out when his Renault's engine blew up.

Alén got up to second place, closely challenging leader Kankkunen, only to drop down again when another puncture cost him a great deal of time. He put this one down to hitting a rock after being forced off his corner-cutting line by the unexpected presence of a photographer. He was also slowed somewhat by a troublesome centre differential, but when this was changed all was well again.

There was trouble on one stage after Biasion was given an incorrect time, Cerrato and Kankkunen, who followed, no times at all, and Zanussi first one, then another, incorrect time.



ALESSANDRO FIORIO was heading for sixth place (with Luigi Pirollo) but such a finish would have made him ineligible for Group 'N' next year. He therefore deliberately incurred penalties which dropped his Fiat Uno Turbo to seventh, so preserving his 1987 plans.

FIFTH PLACE on the Sanremo Rally more or less assured Kenneth Erikkson and Volkswagen of the Group A title.



Initially, results for that stage were somehow retained, but protestations by Peugeot over Zanussi's incorrect time led to their being cancelled, though not without a fight by Lancia to have them kept, and not until long after cars had returned to Sanremo. Saby also benefited, for he had punctured in that stage and the wheel change had been prolonged by the car falling off the jack.

Tony Pond lost much time having his Metro fettled after what was described as a "collision with a house", reminding us of Paganelli's sudden visit to a farmhouse many years ago, surprising the farmer when he all but brought his car in through the front door! Pond got back to Sanremo, but beyond his maximum lateness.

At the end of the third leg, with just nine more tarmac stages left, Biasion was the leader, but only 11 seconds ahead of Kankkunen. Cerrato, Alén, Zanussi and Wilson were next, and the fact that less than a minute and a half separated first from fourth promised some lively action during the final night, especially as both Lancia and Peugeot would be sparing no efforts on behalf of Alén and Kankkunen respectively.

Alas, that tussle never even began. The disqualifications were announced, a great hullabaloo went up, protests and appeals were lodged, heated discussions took place and press conferences held. But the stewards remained adamant that the Peugeots would not restart on the last leg.

Lancia then found itself with three cars in the first three places and no serious challengers. The strategy was obvious; Biasion and Cerrato would be told to slow down so that Alén could win, and this is precisely what happened. The two had to lose even more time towards morning, for Alén had unwittingly booked in early at a time control, and they achieved this by doing likewise.

Krecek and Kvaizer found themselves unexpectedly but highly deservedly in the first ten, whilst Malcolm Wilson was a delighted fourth, ahead of Kenneth Eriksson's Volkswagen. Young Fiorio looked all set to be sixth until his watchful father realised that this would produce a B-Seeding, therby precluding him from driving Group N cars. Since he is set to drive Group N cars next year, Fiorio Senior proposed a quick road penalty and his son then deliberately dropped a place so that his 1987 plans would not be affected.

Alén was grim-faced at the finish, obviously not overjoyed by the manner of his victory, and liking even less the fact that it was open public knowledge. But at the end of the year memories of Sanremo will be overshadowed when the title of World Champion is won.

No matter what may have been the principles followed by officials and stewards when they disqualified the Peugeots and refused to allow them to continue, the whole sordid affair was highly unsatisfactory, and reflects the confused mess which rallying has become under the present dictorial control of FISA. As a final point, we would mention again that the inspection of cars by scrutineers in the closed park at Sanremo was primarily to weed out those in a dangerous condition or in breach of traffic law. That evening, we noticed two cars leaving the restart with no rear lights whatsoever, a condition which was certainly dangerous in those traffic ridden hills that night. Perhaps the scrutineers were not too concerned with their stated task after all! — G.P.

RESULTS

1st: M. Alén (SF)/ I. Kivimäki (SF)	Lancia Delta S4, Gp B	5hr 31min 35sec
2nd: D. Cerrato (I)/ G. Cerri (I)	Lancia Delta S4, Gp B	5hr 32min 53sec
3rd: M. Biasion (I)/ T. Siviero (I)	Lancia Delta S4, Gp B	5hr 33min 17sec
4th: M. Wilson (GB)/ N. Harris (GB)	MG Metro 6R4, Gp B	5hr 38min 37sec
5th: K. Eriksson (S)/ P. Diekmann (D)	Volkswagen Golf GTI, Gp A	6hr 07min 28sec
6th: L. Krecek (CS)/ B. Moti (CS)	Skoda 130 LR/B, Gp B	6hr 28min 12sec
7th: A. Fiorio (I)/ L. Pirollo (I)	Fiat Uno Turbo, Gp A	6hr 28min 44sec
8th: A. Turuani (MC)/ G. Thimonier (F)	Opel Manta 400, Gp B	6hr 29min 29sec
9th: S. Kvaizer (CS)/ J. Janecek (CS)	Skoda 130 LR/B, Gp B	6hr 33min 13sec
10th: L. Lupidi (I)/ D. Davanzo (I)	Renault 5 GT Turbo, Gp N	6hr 36min 16sec

118 starters, 38 finishers

WORLD RALLY CHAMPIONSHIP POINTS

DRIVERS (After 11 rounds)

Juha Kankkenun (SF)	91	Björn Waldegård (S)	40	Mikael Ericsson (S)	28
Markku Alén (SF)	89	Bruno Saby (F)	38	Stig Blomqvist (S)	22
Massimo Baision (I)	59	Kenneth Eriksson (S)	33	Erwin Weber (D)	22
Timo Salonen (SF)	43	Lars-Erik Torph (S)	30		

A total of 73 drivers have scored points

MANUFACTURERS (After 10 rounds)

Peugeot	131*	Toyota	20	Subaru	13
Lancia	125*	Austin Rover	16	Citroën	10
Volkswagen	79	Ford	14	Skoda	9
Audi	29	Renault	14		

* denotes total of 7 highest scores.

MANUFACTURERS (After 10 rounds) Disregarding NominAted Drivers Rule

Peugeot	131*	Toyota	20	Porsche	12
Lancia	125*	Austin Rover	18	Opel	11
Volkswagen	79	Fiat	17	Citroën	10
Audi	64	Nissan	15	Skoda	9
Reanult	29	Ford	14	Mazda	8
Subaru	21				

* denotes total of seven highest scores

Poor entry in Morocco

WHEN the Morocco Rally was revived in 1985 after an absence of nine years, all its former enthusiasts — and there are many — hoped that it would return to its former stature. It was not particularly good last year, but this was put down to new faces and new problems, and it was confidently expected that in 1986 there would be a vast improvement, with much of the old adventure ingredient renewed.

Alas, it didn't turn out that way. The organisers followed the new FISA rules and, as everyone knows, these are calculated to destroy initiative and individual characters rather than encourage them. There were none of the very long stages of old, though longer than those of most European events, and there was a distinct reluctance on the part of the organisers to have the rally running late, as if they didn't expect it. Stages were cancelled merely to bring the rally back to its original schedule, and this could have been avoided by a more realistic set of section target times. Furthermore, a better plan could have been drawn up to increase maximum permitted lateness when necessary.

Morocco is an ideal country for rallying, blessed with both civilisation and wilderness, with twisty mountain roads and rough, rocky tracks across desert scrub. It has a unique rugged beauty and its people are among the most friendly and hospitable that you will find anywhere.

Sadly, the organisers made very little effort indeed to publicise the event in advance in order to attract entries, and at the start ramp in the square of Jemaa El F'Na in Marrakesh only nineteen cars were lined up. Had more people been aware of the tough, enjoyable nature of this North-West African event, and told of the generous help given to visiting competitors, the start list would have been doubled, even trebled.

Favourites among the handful of runners were Alain Ambrosino and Daniel Le Saux from the Ivory Coast in a Nissan 240RS backed by Marlboro and JVC. Their presence was due to their commanding lead in the African Rally Championship, and when they won this event with hours to spare, Ambrosino also clinched the African title.

Non-homologated cars were allowed in this non-championship rally, and there were such vehicles as four wheel drive BMW 325s and Alfa Romeo 33s, two such cars finishing second and third. The 19 starters were whittled down to six finishers, partly due to the tough going and partly to competitors' inexperience.

With a little more effort in pre-event publicity next year, the rally could attract far greater support, and we do not hesitate in recommending it to those who still prefer their rallying spiced with a generous helping of adventure. — G.P.

RESULTS

1st: A. Ambrosino (F)/ D. Le Saux (F)	Nissan 240 RS, Gp B	4hr 59min 00sec
2nd: C. Geeraerts (B)/ M. Geeraerts (B)	BMW 325i 4x4, Gp S	8hr 06min 00sec
3rd: J. Ponnelle (F)/ B. Lafosse (F)	Alfa Romeo 33 4x4, Gp S	8hr 09min 00sec
4th: P-M. Meylan (CH)/ M. Duvaut (F)	Subaru RX 1800 4x4, Gp A	9hr 03min 00sec
5th: N. Radisson (MA)/ F. Perrier (MA)	Peugeot 504, Gp S	11hr 37min 30sec
6th: Y. Vogelin (F)/ J. Poli (F)	Talbot Samba, Gp A	13hr 56min 30sec

19 starters, 6 finishers

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Veteran to Classic

VSCC Welsh Trial

The popularity of this annual two-day event was assured before it started, with 90 competitors wanting to have a go, cut down to just over 80 for organisational practicality, although there were not enough to run the one-time Saturday driving-tests. So it started, after an obligatory 100-mile run, from the Rhydspence Inn, where free coffee had been laid on, a later promise being two barrels of beer contributed by John Scott's.

There was anxiety that the Welsh "Indian summer" would render the trials sections too easy but it turned out not to be the case, some competitors finding fresh difficulties and others of them enjoying getting higher up some of the hills than ever they had previously. A7s dominated the entry, there being 20 in all, including three GE Cup Models and Jane Tomlinson's fleet box-saloon. Of the vintage heavier metal, say over 4-litres, 30/98s were entered by Spollon, Jeddere-Fisher (E-type) which was to win deservedly the Presteigne Trophy, Thomson driving Bendall's car, Bullett, Ghosh (is its number-plate worth more than this rather special car?), Marsh, Liddell, Garland, Rankin, Lemon, Monro and Jim Whyman in Tony Jones's car. Against this there were the 4½-litre Bentleys of Tim Llewellyn (the famous Bluebell, now a four-seater with a padlocked box on the back, presumably for spare engines) and Reynolds's 1928 4½, while Rides had his high-chassis 4½-litre Invicta tourer.

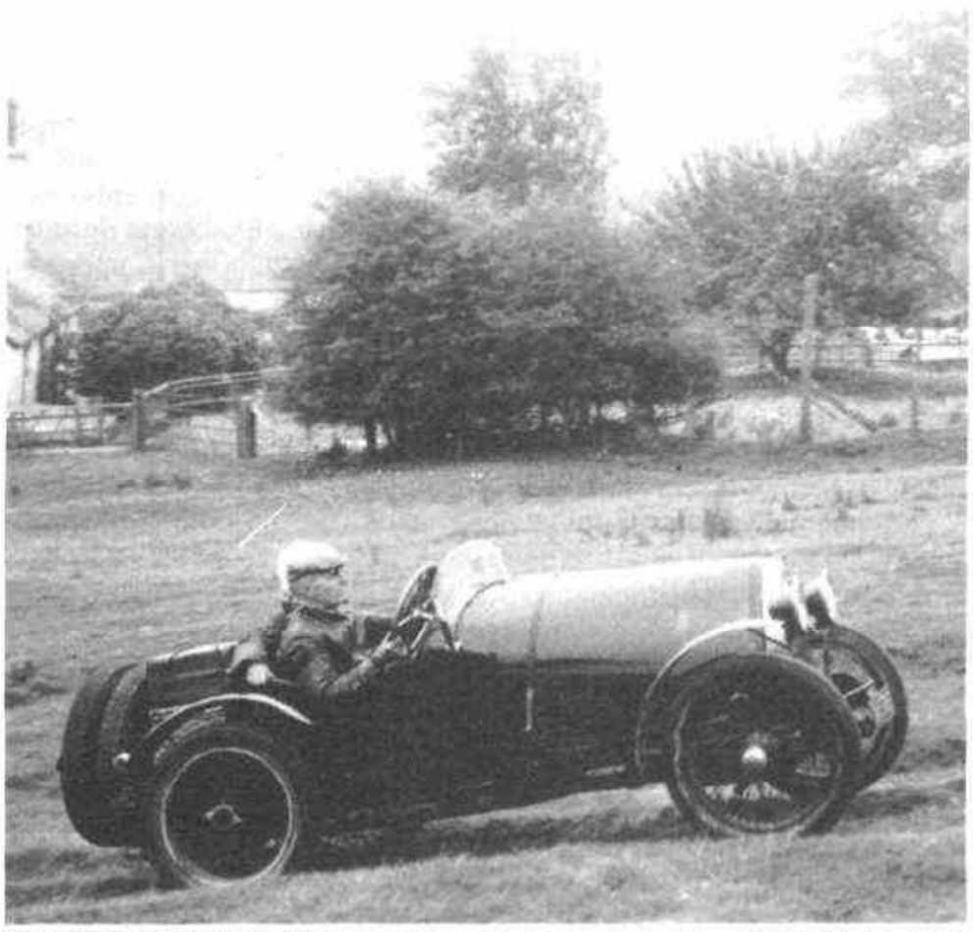
The Edwardian and older section was suprisingly well supported, with the Presidential Mercedes Sixty, looking well-balanced with its FIVA Rally long-range fuel tank and on 6.00 x 20 rear tyres, Hickling's 1917 Dodge Four, while Danaher was courageously introducing the 1904 10-litre GB Star to the sixteen trials hills, Pritchett had brought out the 1919 25/50 Talbot all-weather, Teeder was in his 1911 Riley and Harris had produced a big 1914 Type EU 4½-litre Renault chassis with polished brass or copper dashboard petrol and water tanks and a lofty rear seat for his "bouncers" mounted ahead of the spare tyres.

The Saturday sections did not produce much mud but there were incidents of other kinds. Mitchell's A7 Chummy had oil on its clutch, failing on several sections, Painter had most of the transmission come adrift on his Salmson but rectified this overnight, and even Tim Llewellyn was changing a few plugs on the Bentley.

On Sunday the sun changed to mist and it was evident that Lloyds might be the deciding section. Low's smart Mulliner-bodied A7 two-seater was doing very well and was "clean" here, so it was very hard that, along with three other A7s, he was disqualified, for having 14mm plugs, implying a non-vintage cylinder head. (Had this not happened, he would have been second overall.) The only cars to "clean" Lloyds thereafter were Hickling's 1917 Dodge, Rodney Felton in his Brescia Bugatti, who was to prove the overall winner, Jeddere-Fisher in the E-type 30/98 Vauxhall, winner of the long-wheelbase class, who beat all the ohv 30/98s, Harry Spence who looked unperturbed as he took the Lea-Francis Special up confidently, and Tony Carlisle in his Trojan.

You had to get to marker 25 to "clean" Lloyds, a short, slimy, undulating track, Winder's Humber made it to 22, Evans' A7 to 20, Jones' A7 to 19, Potter in the Pat Stocken Trojan to 17, a benefit for the smaller cars. But the big Talbot, Holbrook's 12/50 Alvis, Tedder's Edwardian Riley, Contreras' Riley 9, Collins' Alvis Silver Eagle, Hulford's TG Alvis, Weston's A7 and Parker's A7 would not leave the start-line, while there were others who did not get much further. So the fine weather had not made it all that easy! The 1914 Renault soon came to rest and burst its n/s rear tyre into the bargain and young Harcourt-Smith's recently put-together A7 Reproduction Ulster broke its o/s half-shaft and also had tyre problems before even getting to the Lloyds' start-line. One of the three GE Cup Model A7s had lost both its mudguards on one side after an incident, Barry Clarke, who had been admonished for presenting his A7 with two gearboxes in tandem and made to remove one of the gear levers, was repairing a leaking core plug on the approach to Lloyds and later retired with a sheared half-shaft key, Hamish Moffatt ran a big-end in the Type 13 Bugatti's engine, and the front axle of the Marsh's 1922 Morris Sports was damaged.

Howard's Model-A had a leaking scuttle petrol tank, Hallam rolled his Anzani Frazer Nash, and the old Renault had an alarming backwards excursion reversing down from Cwmheyope, but fortunately a substantial tree stopped it. It was an eventful "Welsh"! Lots of spectators gathered to watch, those at Lloyds far above a valley through which a two-coach train ran on the single track towards Llangunllo. For the last three sections at Pilleth the farmer had again generously provided free parking for the many spectators' cars, which included a majestic 35/120 Daimler and John Carter's magnificent 1911 40/50 Rolls-Royce two-seater, up from



RODNEY FELTON tackles one of the Pilleth sections of the VSCC Welsh Trial, which he won outright in this very original Type 13 Bugatti.

Saundersfoot. After which many of the competitors, scorning trailers, set off to drive home, some for long distances, the GB Star, for example, having been driven to and from Suffolk. Felton, the outright winner of the Trial, was setting off nonchalantly for Cheshire in his Brescia Bugatti, which is original apart from a less vulnerable body, Adrian Liddell for Andover in his fast 30/98. How it had all worked out is shown below, and the closeness of the overall points is worth noting! — W.B.

Results:—

Presteigne Trophy: A. Jeddere-Fisher (30/98 Vauxhall).

Class One:— 1st Class Awards: A. F. Carlise (Trojan), H. Spence (Lea-Francis Special), W. Hall (Amilcar-Riley), J. Evans (A7). **2nd Class Awards:** M. Harper (MG Midget), W. May (Anzani Frazer Nash), W. Weeks (A7), A. Bonnet (A7). **3rd Class Awards:** L. Easter (A7), S. Mann (A7), K. Roach (A7).

Class Two:— 1st Class Awards: A. Jeddere-Fisher (Vauxhall 30/98), W. Liddell (Vauxhall 30/98), C. Rides (Invicta), R. Hickling (1917 Dodge). **2nd Class Awards:** R. Collings (1903 Mercedes), T. Llewellyn (Bentley), D. Marsh (Vauxhall 30/98), P. Garland (Vauxhall 30/98). **3rd Class Awards:**— G. Rankin (Vauxhall 30/98), M. Lemon (Vauxhall 30/98), J. Whyman (Vauxhall 30/98).

Overall placings: Class 1
1st: Felton (Bugatti), 398 points. (Low (Austin 7), 396 points — Disqualified.)
2nd: Spence (Lea-Francis Special), 387 points.
3rd: Carlisle (Trojan), 386 points.
Class 2
1st: Jeddere-Fisher (30/98 Vauxhall), 352 points. Liddell (30/98 Vauxhall).
2nd: Rides (Invicta), 341 points, Hickling (Dodge).
3rd: Collings (1903 Mercedes).



THE BROOKLANDS CLUBHOUSE, restored by Gallahers, with cars beginning to assemble in front of it.

Brooklands' Big Day

MOTOR SPORT and the Brooklands Society originated the post-war return of Brooklands personalities to the old Track which had unfortunately failed to survive the war as a race course, and in recent years the annual reunion there has been run by the Society, which was formed back in 1967. The last reunion was held this year, on June 29th. What may not be generally realised is that, since the development of their 30-acre site by Gallaher Ltd., in conjunction with the Elmbridge Borough Council's forthcoming Brooklands' Heritage Museum there, under an independent Charitable Trust, other organisations have been returning to what remains of this historic place. For example, this year the MG CC, Swift Register, Lagonda CC, Alvis OC, Aston Martin OC, Riley Register, 12/50 Alvis Register, 750 MC, and Bean CC have had meetings there, and not long ago we saw a photograph of many pre-war Singers lined up on the bit of the Members' banking restored by Gallaher.

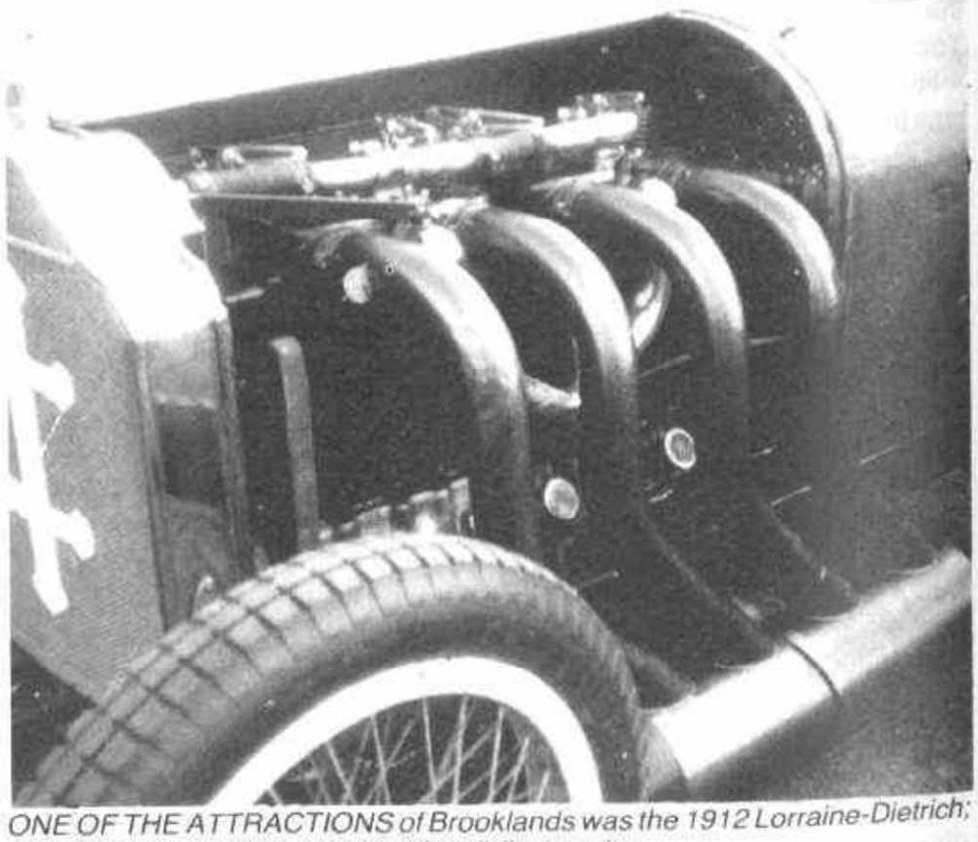
Representatives of many other one-make clubs and motoring interests have been to inspect what has been done, and on October 26th a big rally was organised by the Brooklands Society so that visitors could look round the rebuilt Paddock Clubhouse, see other old buildings that are being re-established, like the BP petrol-pagoda, and drive pre-war vehicles up the Test Hill, which itself dates from 1909, and along that resuscitated part of the banking, returning to the Paddock in the direction taken by the old Finishing straight. Thus driving along the banking the "right" way, anti-clockwise, which has not been possible at the Reunion since Gallaher tore up part of it and the Campbell circuit to form their modern car-park. Incidentally, in all this I was glad to note that the old Press office, where I used to go to get the results of many pre-war races for MOTOR SPORT, has survived intact . . .



THE OLD PRESS ROOM in the Brooklands Paddock has survived intact.

The day turned out magnificently sunny, as the Paddock filled up. Early arrivals lined up by the Clubhouse railings were the ex-Samuel Blackburne Frazer Nash, looking like new, an open 1934 Alvis SA Firebird, an Amilcar tourer, the ex-G. C. Harris Morgan 3-wheeler with KMB Blackburne engine, that ran at the Track in 1929, a twin-cam 3-litre Sunbeam, a Matchless-powered Morgan 3-wheeler, an open Aston Martin, a big Lagonda tourer, a tiny tiller-steered Parisienne veteran, and a vintage Bentley, Alvis Special, MG Magna and a gate-crashing Triking — all very much as it was before the war. After which so many appropriate cars arrived that one lost count. The racing motorcycles were out in force, too, and the 1912 Lorraine-Dietrich "Vieux Charles III", push-started by a Range-Rover, (and on a new set of 34 × 4½ Dunlops, which I hope means that we shall see it racing at VSCC events next year) was a centre of interest, as was the Tarring Napier Sixty, Tom Lightfoot's 1902 Mercedes, and an Edwardian Lanchester, etc.

The Museum was open to inspection, and lunch was served to VIPs. The former will not be opened officially for some 18 months and at present has a distinct aeronautical bias, especially with the exhumed "Loch Ness"



ONE OF THE ATTRACTIONS of Brooklands was the 1912 Lorraine-Dietrich; seen here is the exhaust side of its 15-litre engine.

Wellington an impressive exhibit. Cars like a pedestrian 1928 Vauxhall and a 1932 A7 saloon are hardly what one expects at Brooklands, although an MG and a 1935 Le Mans Singer were better. Time will tell . . . (But I covet the fine model of the trans-Atlantic Vickers Vimy hanging from the ceiling).

By 1.30 Dudley Gahagan's Type 57 Bugatti was busy giving celebrities rides round the "circuit", of whom Alan Hess had very definite pre-war associations with the Track. It was all good fun, and I was lucky to be lent Robbie Hewitt's 1934 Lagonda team-car, in which I at first stalled through not having found the lowest gear in its Alvis box, no doubt to the delight of the onlookers, before making two ascents of the Test Hill. I was allowed also to drive C. J. Mann's 1937 Triumph Southern Cross, which competes in VSCC races and which showed splendid poke up the Test Hill, after a quick change into 2nd gear and which, as a special made from largely standard parts, is in the best tradition of such cars as they once ran at Brooklands, Triumph teams doing well in the LCC Relay races, for instance.

It was an enjoyable day, that augurs well for future Club meetings at this venue, which may enable Gallaher Ltd to recover some of the large expenditure they have contributed to the 30-acre site, which should remain an oasis of the old time at this place, into the foreseeable future, sad as it is to see what has, and is, happening to the remainder of the pioneer Brooklands Motor Course and Aerodrome. — W.B.

A Matter of Identity

In the last but one issue of the now-defunct magazine *The Automobile* two questions of veteran-car identity were posed, which the demise of the journal prevented us from replying to. But as it may be of general interest to tie up these loose ends, may I say that in the case of the Hurtu recently acquired by motor-trader Peter Harper, from someone who had owned it since about 1956, a 3½ hp *dos-a-dos* said to have "totally original paint and upholstery", that this was the car owned by the late Capt. J. H. Wylie before the war, when he was Secretary of the VCC of GB.

I know this because I was lucky enough to ride on it as his passenger in the 1937 London-Brighton Veteran Car Run. We started first, experienced some problems *en route*, including loss of the cotter-pin from the automatic inlet valve, which by an impossible to ever repeat fluke, I managed to replace, while the valve rested on the piston, the Run being completed with the candle lamps alight. I see that *The Automobile* is uncertain of the Hurtu's dating, which it thinks never came under the VCC's careful dating-scheme; it puts it as "about 1899", but says that Michael Sedgwick thought it was earlier. All I can add is that in 1937 it was declared as an 1898 veteran . . . It was probably the one owned by Capt. Bliss in 1928, when, if so, it was declared as 1896.

The other veteran over which the magazine raised some queries is an American Duryea, discovered by another trader, David Baldock, after it had been in the ownership of the same family in Solihull since the 1920s or earlier. Although disentombed and dismantled with a view to restoration 39 years ago, this never happened and the body has since been vandalised by children and the car exposed to the elements after the shed in which it was kept disintegrated. It is certainly not in anything like as good order as the Hurtu, but is an interesting find nevertheless. This Duryea with its three-cylinder, horizontal engine is thought to have taken part in a Veteran Car Brighton Run, although no record seems to confirm this, at all events before 1930. — W.B.

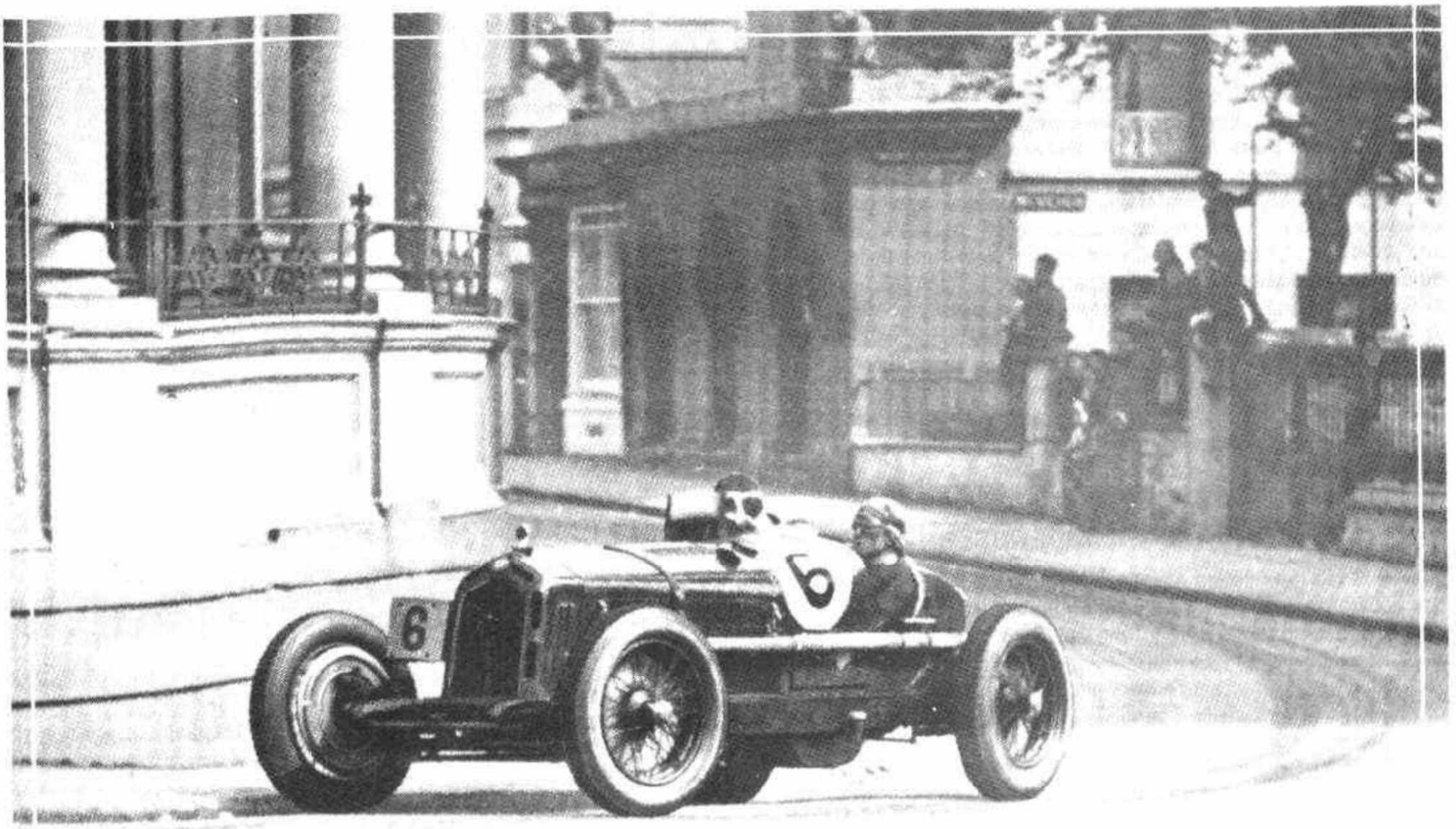
Veteran to Classic Miscellany

A 1906 Nordenfelt with a 30 hp Barriquand et Marne engine and a Darracq front axle has been found in a shed in Ulster and the intention is to restore it, it is hoped in time for the 1987 VSCC Prescott hill-climb; the chassis, which has been brought to England, is complete except for the bodywork. The Alvis Silver Eagle-owning discoverer would appreciate information on this rare Belgian make. Last October the Price brothers were reunited with an A7 which Gordon Price, an Austin Company apprentice, had made up in 1933 using a left-over Super Sports engine and chassis and the discarded body from one of the 1929 Ulster TT A7s. They used the car until war broke out and then sold it; in recent times it has been run in competitions by the present owner, John Hinhcliffe. Chris Gould has brought out another edition of his book about how to build a sports A7 based on the original Ulster model, and has altered the title from "A Guide To Building Replica Austin Ulsters" to "A Guide To Building Reproduction Austin Ulsters" in deference to the point made in MOTOR SPORT by Denis Jenkinson that "replica" means a copy made by the original artist or maker — so in future, chaps, call your imitation A7s of this sort Reproduction Ulsters, on pain of death or worse . . . Joking apart, this book has gone into its third edition, with revised notes on the original cars, a road-test report on an unblown Ulster taken from a 1931 issue of *The Light Car & Cyclecar*, and plans and illustrations for building up a reproduction based on the Gould bodyshell. This edition appeared in 1983 and is available from the author at 8, Georgia Avenue, Worthing, Sussex BN14 8AZ, for £6.00 post free.

We hear that the workshop used by the Hon. C. S. Rolls in London, which had been converted into a small one-bedroom cottage, but which at the time was part of the South Lodge Estate which was used by the Rolls family as their London home, sold recently for £185,000. The mansion itself, built in 1826, on a prominent site on the corner of Knightsbridge and Trevor Place, with some 50 rooms, was sold by the same agents in 1967 and was demolished a year later to make way for a block of flats.

Paul Dutoit, whom we have mentioned more than once in recent articles, was incorrectly descibed as a Belgian, whereas he was, in fact, a Swiss, on his father's side, with a grandmother, Marie de Bourgoyne, who apparently originated from a Huguenot family chased from France in the 17th century. Incidentally, Dutoit's daughter celebrated her 70th birthday not long ago and lives in Switzerland. Hugh Torrins, of the Alvis Register, is attempting to compile a biography of Joseph Day, pioneer of the two-stroke engine, who patented a valveless two-stroke gas-engine in 1891/2 and after failing for many years to obtain proper finance for their manufacture, started production in London in 1906, these stationary and marine engines being made later by the Day Motor Co. in Putney from 1908. This firm went over to munitions manufacture during the war but apparently resumed engine production in 1923, having been reformed as the Day Foundry and Engine Co. in Richmond, but manufacture ceased by 1927. Day died, aged 91, on Christmas Day, 1946, near Twickenham, quite forgotton, but examples of his pioneer two-strokes can be seen in the Kensington Science Museum and in the Deutsche Museum in Munich; the former organisation has appealed unsuccessfully for information about Joseph Day and Torrens appeals to MOTOR SPORT readers who may have information or know of the existance of Day engines, perhaps in small boats. Letters can be forwarded.

Among the new exhibits at the National Motor Museum at Beaulieu is a 1914 Model-T Ford van in the livery of a bakery company, and it was expected that the 1904 100hp Gordon Bennett Napier and the 1905 20hp Rolls-Royce might be on show there for a brief period, on their way from the Harrah auction, where the Napier sold for £175,000, to the Dutch National Motor Museum which bought them. Incidentally, the NMM is putting on another rally for Austin 7s next year, and as this will be the 25th birthday of the National A7 Rally which had 186 entries at Beaulieu in 1963, it is hoped that there will be some 750 A7s there next time. The date is July 5th, 1987. In his book "Croissants at Croydon", the story of Air France at the London Air Terminal (see "Book Reviews"), the author, the late Jack Bamford, refers to his first car, which was a *circa*-1920 Wolseley two-seater bought, when it was about eight years old, for £40, which he drove home without having driving lessons, and which used to be started on the handle and carry four people, two in the dickey-seat. "Handmade, with solid metal fittings", it would never completely wear out, its owner said. When it proved impossible to find reverse gear on that initial run passers-by helped to push the Wolseley backwards and, later, even gently bowling the local traffic policeman over because of weak brakes brought nothing more than advice as to where they might be fixed. Happy days — the couple's first house cost them £650. With promotion, late in 1930, the old Wolseley was changed for a Vauxhall, and later for a Rover, a more presentable house acquired, for £1,200, and a maid employed, for 10/- (50p) a week all found. Still happy days, in spite of the prevailing depression! Incidentally, the author's father's cousin was the Norton of motorcycle fame, whose name was inscribed in large letters on a factory chimney near Le Bourget aerodrome in 1921, as Bamford saw when arriving there in a Breguet biplane. The book has a painting of a 1926 Dodge van which, with Model-T Fords, brought Air Union freight from London out to Croydon, its driver, Charles Taylor, remembering this to have included a baby bear, a coffin and gold bullion. The book costs £5.95, and is available from the London Borough of Sutton Libraries and Arts Services, Central Library St. Nicholas Way, Sutton, Surrey, SM1 1EA, postage extra. An unusual book, for aviation followers, but the author was wrong in thinking that driving licences were not needed in 1928, and where he refers to the nauseating odour of Castrol fumes, a vegetable oil, from the engines of Air Union's early Breguet and Spad passenger-carrying aeroplanes, surely means Castrol *castor-based* oil? Thomas Robinson, who worked on Parry Thomas's racing cars, has died peacefully at the age of 85, thereby removing one more link with those days. We published some of his reminiscences of those Brooklands days in MOTOR SPORT some time back; after Thomas' death at Pendine in "Babs" Mr. Robinson, was given a first-class reference by Ken Thomson himself, of the Thomas Inventions Development Company Ltd., of Whitehall, when that company was wound up in March 1927. — W.B.



More About the Mechanics

Last August I attempted to pay tribute to those courageous people, the riding mechanics in motor races, who disappeared from the Grand Prix scene after 1924. It is excellent that mechanics still play a vital role in F1 racing, both in the racing-car factories, and in the pits where they are able to change all four wheels of a car in less than eight seconds. However, they no longer ride beside the drivers and thus have no full and intimate experience of a race, as their forerunners did. The exploits of those men in earlier times is far from exhausted and I beg leave to return to some of them.

One of the more satisfying rides a mechanic could have had was surely that of Alec Hounslow, when he was appointed by his employers, the MG Car Co. Ltd., to go with Tazio Nuvolari in the MG K3 Magnette in which they won the 1933 Ulster TT by a narrow margin. Alec could speak no Italian, Tazio no English. Nevertheless, they co-operated splendidly, Nuvolari being permitted to drive his own race, merely being given his position from the pits. It is remarkable that they had not practised the single pit-stop. Yet when the MG came in, exactly positioned, after Hounslow had indicated to Nuvolari that it was time to change the wheels, they made no blunders. When Nuvolari saw "Hammy" open the snap action fuel filler as he was on his way to grab the jack he took on the task of replenishment, putting 18 gallons of fuel from churns and two gallons of oil into the MG, never spilling a drop of lubricant as the car rolled forward on being pushed off the jack. After which driver and mechanic changed one front wheel each, for which two jacks were used, handing the hammer for the knock off hub nuts from one to the other methodically. A bite to eat and drink, Tazio ran round checking all the hub nuts, and they were away in 3 min 9 sec.

That TT was a close run thing, for although Hugh Hamilton's mechanic (unnamed) in the MG J4 Midget, with its easier handicap, has been denigrated for muffing their pit-stop, spilling the fuel and setting himself alight, when "shorting" the recalcitrant starter motor into action, they were just ahead as the furious final lap came up, but had to stop again to fling in some more petrol. Nuvolari, driving to the limit, won by a mere 40 seconds, his reserve fuel tank almost dry at the finish . . .

THE HON. BRIAN LEWIS and his mechanic on the way to winning the 1933 IOM Mannin Moar race in Noel Rees' Monza Alfa Romeo.

It must have been quite a ride for Alec Hounslow, what with Nuvolari breaking the class lap record for the Ards course seven times, taking splinters out of a telegraph pole with a rear hub cap, getting perilously close to a kerb on another occasion, which caused him to wag his head in self admonition, and signalling to "Hammy" to tuck himself down under the scuttle, as Nuvolari lowered his aero screen flat for the last hectic lap to win at a speed not bettered until 1951, apart from the gyrations and an excursion up an escape road in practice, before the great little Italian discovered how to operate a pre selector gear pedal!

CAPT. G.E.T. EYSTON's mechanic changing a wheel on the 2½-litre Maserati during the 1931 JCC "Double Twelve" race at Brooklands.



A different way in which a mechanic helped his driver occurred during the 1931 Ulster TT. It happened after Earl Howe had run out of road at Bradshaw's Brae, when chasing Campari. His 2.3-litre Alfa Romeo went through a hedge and fell some six feet into a potato field. After a brief pause Howe restarted the engine and drove across the furrows, having seen a gate through which he could regain the course. He is said to have leapt out to open it but I suggest that it is far more likely that the Earl's faithful mechanic, Thomas, performed this chore, although probably not having time for a deferential touch of his helmet while calling, "This way, if you please, My Lord" . . . I doubt, too, whether they observed the countryside code of closing the gate behind them, although legend has it that, as he accelerated away, Howe apologised to the farmer whose field he had ploughed up . . . Alas, back at the pits, the car was retired with a broken brake rod bracket.

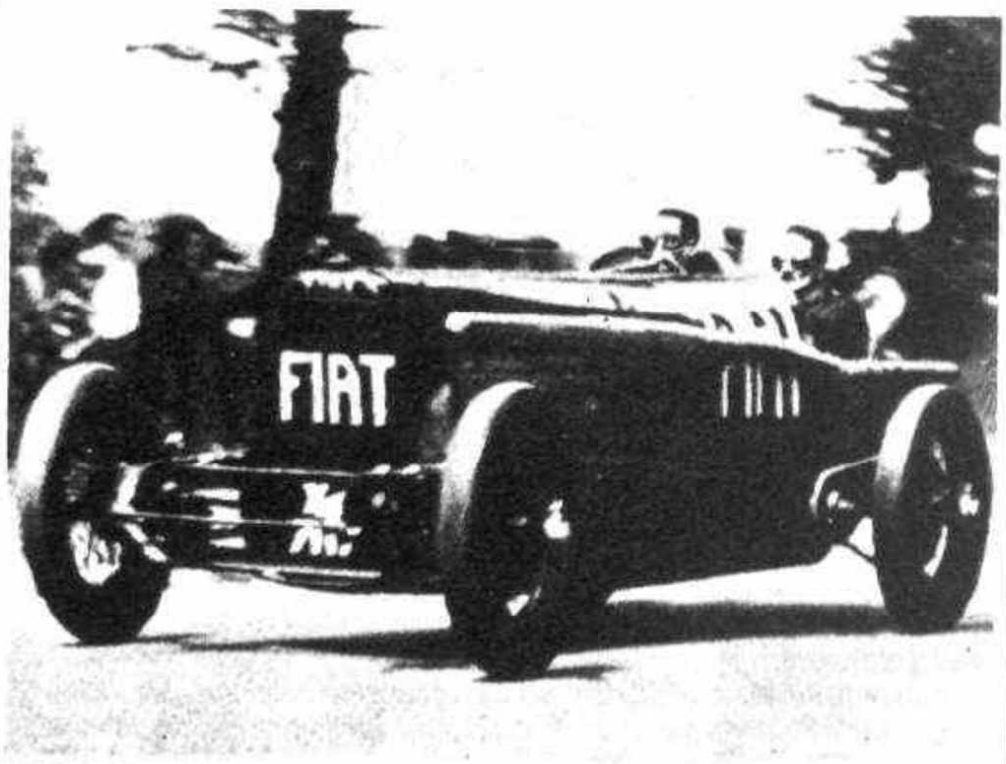
Thomas was more than a riding mechanic. He worked on Howe's racing cars and when His Lordship drove in the successful MG Magnette team in the 1933 Mille Miglia, he was entered with Penn-Hughes, as a competitor in Howe's 38/250 Mercedes-Benz, that car acting as the MG team's back-up vehicle, laden with luggage and spares. Someone once told me a rather nice anecdote about a time when Thomas was going to a Continental race with Howe and His Lordship stopped the Mercedes-Benz at an hotel. As he went in Thomas busied himself checking the car over, intending later to grab a sandwich at the bar; but it was not long before a waiter appeared, saying "The gentleman with you says will you be long, as the soup is getting cold?" So Howe and Thomas ate together, and probably spent most of the time talking about motor cars.

Yet another way in which riding mechanics have assisted their drivers has been extracting them after accidents. As for instance, when the prompt action of the mechanic, G.B. Long, saved Kaye Don after his 1½-litre Alfa Romeo had overturned in the rain after Ballystockhart, during the 1930 Ulster TT; and caught fire. As a result, Don got away with a fractured rib and a dislocated shoulder, instead of being burnt to death. No doubt he thanked Long but, in reverse, one wonders what Dixon's riding mechanic said to Freddie while their Riley was flying through the air after going over a hedge at Quarry Corner in the 1932 TT, ending up in a cabbage patch? Or Richez's mechanic, when he had to help lift the Renault back onto its wheels after the driver had tipped it up at the sharp left hand bend at Londinieres on the Dieppe circuit, in the course of the 1907 French Grand Prix?

If any were needed, another reminder that acting as a riding mechanic in the early days was no sinecure is providing by the three hours it took Le Blon and his luckless mechanic to repair a wire wheel buckled when the driver ran off the Vibraye by-pass of the 1906 Le Mans circuit during that year's French GP, the repair involving refitting 20 spokes taken from the Hotchkisses of his two team mates, working in the sub-tropical heat of the Sarthe valley on that long ago June day, heat which was to try other mechanics sorely, as they grappled with innumerable tyre failures.

Paul Dutoit, met recently in the article on Dunlop's tyre testing, suggested that a riding mechanic could help a driver by conversing with him at some points in a race and I expect S.C.H. Davis and Head, his office colleague at *The Autocar*, (*Casque* and *Caput*), used to have happy, if shouted, conversations while they were engaged in the long distance sports car races of the vintage years. Those were the days of the illustrious "Bentley Boys", when it was thought socially advantageous to ride beside them, as the *debutants* and fashionable flappers did with Woolf Barnato, up the drive of his Sussex mansion "Ardenrun", near Lingfield. Major Humphrey Butler, Equerry to HRH the Prince of Wales, who had finished third in his 4½-litre Bentley in the one make race for these cars at Brooklands the year before, went as riding mechanic to Sir Henry Birkin in the Alfa Romeo in the 1931 TT. According to Tim Birkin "he discharged his duties with the assurance of an expert". But he had an uncomfortable time after a pit stop, when he spilled a lot of benzol onto his overalls, suffering the sting like iodine that such fuel inflicts on the human skin for nearly three hours of the race that remained. They finished 5th, and 2nd in class, behind Earl Howe's similar Alfa Romeo.

W.O. Bentley himself had ridden as mechanic to Birkin in the 1929 TT, oddly enough in a blower-4½ Bentley, as he greatly disliked these supercharged versions of his own design. Apparently Birkin had suggested the ride as a joke, his regular mechanic, Chevrollier, being unavailable following the severe burns he suffered when Birkin's Bentley caught fire while being refuelled during that year's JCC "Double Twelve" at Brooklands, an accident accentuated because the mechanic, dazed as we have described, after the long spell in the car at racing speeds, walked towards the pit counter on which open churns of fuel were stacked, with his overalls well alight . . . To Tim's surprise, W.O. said he thought it a good idea, demurred when it was pointed out to him that his life insurance policy did not cover motor racing, but agreed after that had been sorted out. Birkin says that although W.O. was not well, he practised fastidiously for the task ahead of him. W.O. said he thought the Bentley riding mechanics were beginning to regard themselves as heroes, which is why he took on the job. But after the race, in which Birkin hit the roadside banks hard on at least four occasions, W.O. realised that it was dangerous and that the regular mechanics were right! He wore Bentley overalls with his name on the pocket but a back to front cap, instead of a crash helmet like his driver. The exhaust manifold began to blow and the oranges they had taken to suck became too hot to eat. However, they came home winner of the class, 11th overall, at 69.01 mph, (only Caracciola's winning Mercedes-Benz went faster) their race lasting for nearly six hours. It must, inspite of the hardships, have been a great experience for Walter Bentley, going in one of his own sportscars, through a classic race, beside a top class driver.

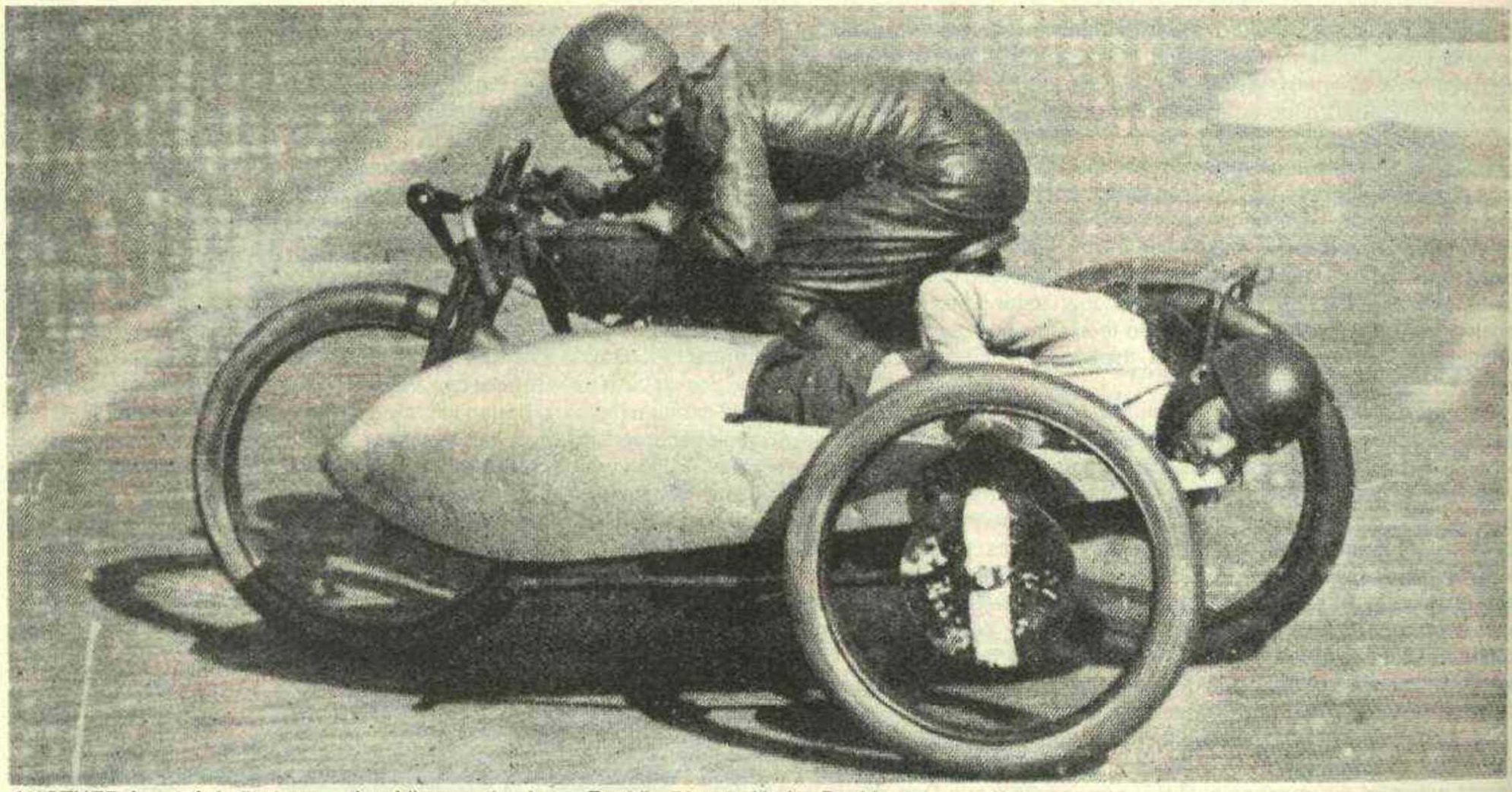


ERNEST ELDRIDGE at Arpajon approaching 150 mph with an intrepid passenger.

But W.O. never went as a mechanic again . . . A wise decision, as Birkin had his only crash in the next TT, although he and his mechanic Whitlock were uninjured, after the Bentley had gone into a stone wall.

In shorter races and runs passengers often went in the racing cars for the fun of it, as for example with Eldridge in the giant aero engined Fiat at some 147 mph at Arpajon in 1924 and at Brooklands in 1925, when I am told, Dudley Froy occupied the "hot-seat" in the Match Race against Parry Thomas. But it wasn't always fun, as poor "Pop" Cory, the actor, discovered. He had been persuaded into the cockpit of the Wolseley-Viper for a race at Brooklands, by Sir Alastair Miller, when Kaye Don was to drive the ungainly 11-litre monster. I suspect that they were trying to get Cory to buy the car, or take a share in it. Anyway, in he got, and all went well until Don found he was going far too quickly at the end of the Finishing straight. In applying the outside hand brake he inadvertently knocked the adjacent gear lever into neutral, and was unable, in the confusion, to get it back into gear, so that he lost the retarding effect of the big engine. Don then took drastic action, rubbing the Viper along the earth bank below and just beyond the Test Hill, which served to stop the old car, at the expense of tearing away its oil pump; Cory was flung forward onto one of the prominent scuttle cowls and came in with blood streaming from his nose . . . This exciting happening does remind us of how fast the bigger cars were going at the end of a race up the straight, even as long ago as 1922, and of how inadequate their brakes could be!

Reverting to ways in which mechanics have assisted their drivers, in the last piece on this subject I referred to the story that Ralph de Palma wanted his mechanic, who was his nephew, Peter de Paolo, to do the gear



ANOTHER form of dedication — the riding-mechanic on Freddie Dixon's Harley Davidson.

changing for him during the 1921 French Grand Prix but that Ernest Ballot would have no such nonsense and insisted that the gear lever be returned to the right hand side of the cockpit. True or false, I would not like to say. But this actually happened after Pietro Bordino broke his left arm and wrist while practising for the 1923 Italian Grand Prix. He started the race with that arm in plaster, so his mechanic changed gear for him. Their Fiat led, until the effort of driving the car with one hand, especially after a tyre burst, caused fatigue and eventual retirement. Bordino had averaged 94.3 mph, to half distance, a matter of nearly 248 miles, and did not retire for some way after that. It is interesting that as his mechanic had to undertake all the pit-work, while his driver received medical attention, the stop took just over two minutes longer than the average time of those by Narraro and Salamano, who were able to help their mechanics; Salamano went on to win at 91.08 mph but the one armed Bordino set fastest lap, at 99.8 mph. Incidentally, Fiat seems to have been using poor steel that year, because Bordino's practice crash, in which his mechanic Giaccone was killed, was caused by a stub-axle snapping off and the three Fiats that ran in the French Grand Prix the previous year had weak back-axle shafts, the breaking of which killed Biagio Narraro, Felice's nephew, and eliminated Bordino, and this weakness was found on Felice Nazzaro's winning Fiat after he had won the race.

Yet, important as these mechanics were to motor racing from the earliest days to the mid-vintage period, they received scarcely any of the acclaim accorded to the drivers. We know that Szisz had Marteau as his riding companion when he won the 1906 two day Grand Prix for Renault, that Meckle was mechanic to Lautenschlager when Mercedes won the 1908 French GP, Prévost for the great Georges Boillot when he scored the second victory for Peugeot in this race, in 1913, and Sieger for Lautenschlager when he repeated the Mercedes success in 1914, and that Bertram Marshall had H.W. Papworth, the Bugatti expert, with him when they won the 1925 GP de Boulogne.

Ernst Zim used to be Chiron's regular riding mechanic. He was apprenticed to the Bugatti factory at Molsheim at the age of 14 and two years later had his first taste of racing, when he went with Baccoli in the 1921 Brescia race. He was Mones-Maury's mechanic in the 1922 French GP, rode with Marco in the 1923 GP, and with Garnier in the 1924 GP at Lyons, and then was mechanic for Pierre de Vizcaya in the Targa Florio. With this intensive experience of Bugattis he was the ideal man to link up with Chiron after he had completed his military service, but first he went with Dubonnet in the 1927 Targa Florio. He joined Chiron in 1928, going with him first through that year's Targa Florio and then in most of his races, even as far afield as Czechoslovakia. The Algerian driver Marcel Lehoux had Emile Bidon as his mechanic, having, it is said, been impressed with the efficient way in which that man had worked on a car in the Morocco Rally, so that he took him in the Bugatti in the Morocco GP, Bidon's first experience of racing. Although Lehoux was not sparing in his criticism if the car he was driving gave trouble, and not very complimentary when they won, nevertheless, Bidon remained his usual mechanic.

However, little notice was taken of these brave men, and even historians seldom come across references to them. Yet they gave their lives for racing, along with the drivers, Schaube being killed with Cissac in the 1908 GP when the Panhard-Levassor crashed, Bessagrana when Colinet's Gregoire went off the road in the 1912 race, while Marinioni had a close call when Sivocci was killed in a P1 Alfa Romeo at Monza in practice.

Of drivers who rode first as mechanics, we can add to those I referred to previously. De Paolo went with Count Masetti on the Ballot in the 1922 French GP and Delalandre, who had acted as riding mechanic to Albert Guyot in the Rolland-Pilian that won a race at San Sebastian in 1923, drove one of these cars himself in that year's GP de Europe. We know that Ernest Olson accompanied Jimmy Murphy in the 1921 GP-winning Duesenberg, and that Paul Dutoit rode with Segrave won that race for Sunbeam in 1923. Of Dutoit, Segrave wrote that "I will not hesitate to say that he is one of the best mechanics I have ever seen. His repair work, filling up and so forth, was perfectly wonderful. Together we used to practise wheel changes for hours on end, carefully taking our times and devising ways and means whereby we could save a second here and a second there." Otherwise the heroic riding mechanics, who were banned after 1924, got little recognition. Yet they were as brave and as dedicated as anyone in motor racing and most certainly should not be forgotten. — W.B.

VSCC Eastern Rally

The Premier Award was won by McEwen's 1938 Riley Lynx, navigated by D. M. Allen, who took the top navigator's prize. The best Novices' crew were the Harts, in the 1930 16/50 Humber. First-Class Awards went to Cartell (Riley Lynx), Binns (HRG), Toms (Fiat 505B), and Harcourt-Smith (30/98 Vauxhall). Second-Class Awards were won by Mazzotti (16/50 Benz), Eberhardt (Morris-Cowley), Jenner (Chenard-Walcker), Weston (A7), Mrs. John (Lagonda M45), Smith (12/50 Alvis), and Collis (Alvis).



Black in a tick.

JPS9EMS

MIDDLE TAR As defined by H.M. Government
Warning: SMOKING CAN CAUSE LUNG CANCER, BRONCHITIS AND OTHER CHEST DISEASES
Health Departments' Chief Medical Officers

They've been growing tobacco in the Connecticut Valley for around 120 years now.

But frankly, they'd rather forget about the early years.

Good as the crop was, it wasn't the best.

Even the most jingoistic New Englander had to admit there was one part of the world that produced a better leaf.



You've guessed it, Sumatra.

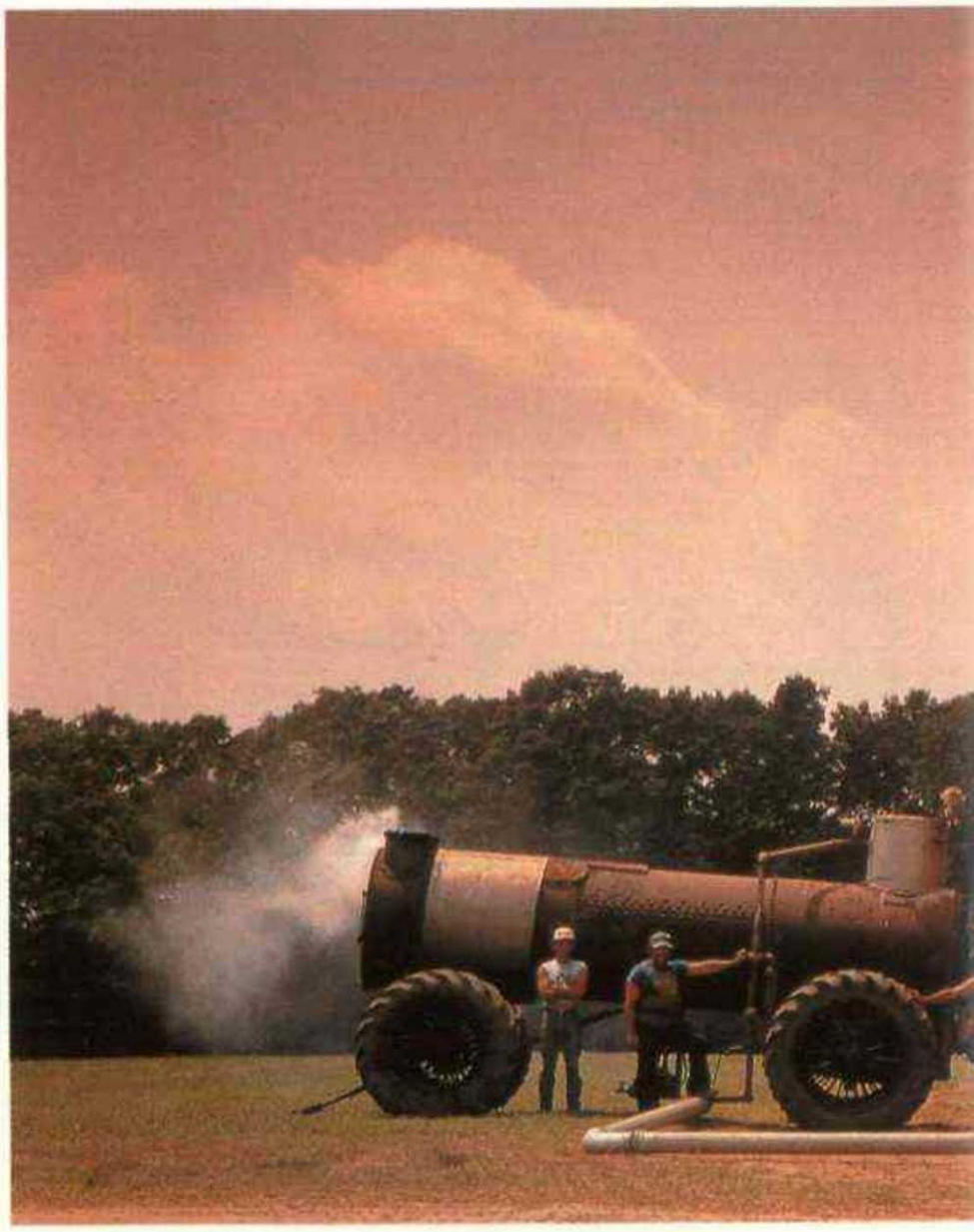
The answer, in this case, did not lie in the soil but in the weather.

While Connecticut's farms wilted under a fierce summer sun, their Indonesian rivals flourished in a steamy cover of cloud.

There was only one way the Yankees could put such a tobacco in the shade.

By doing the same to their own plants.

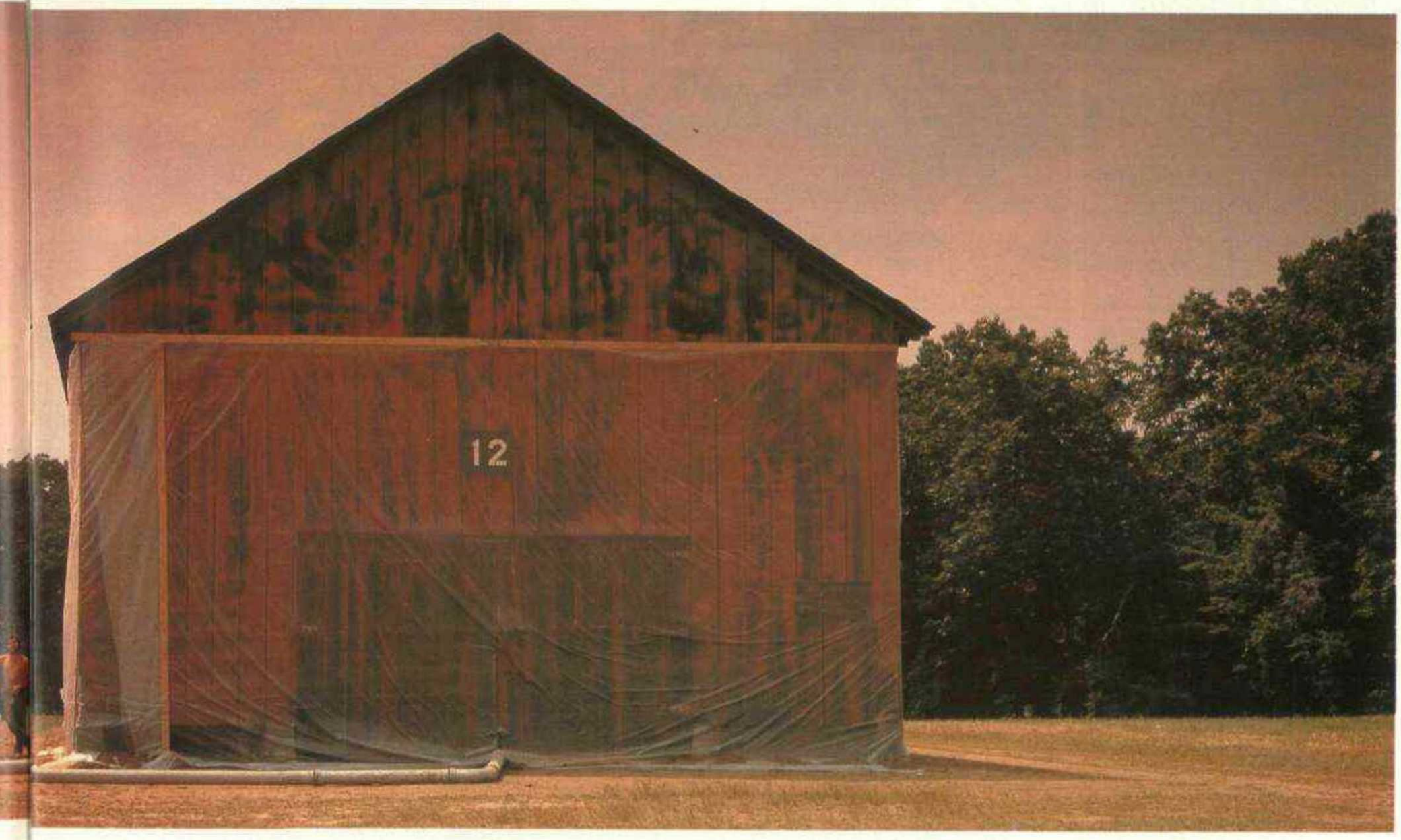
So, over 1,000 acres of Connecticut disappeared under vast shrouds of muslin net.



WE LIKE TO
FALSTAFF'S

The result is known, rather predictably perhaps, as Connecticut Shade and there's no





O KEEP THE SECRET OF FLAVOUR UNDER WRAPS.

other leaf to match it. It's the only type we'll even consider for our Falstaff cigars.

Each Falstaff is wrapped in a perfect, hand-selected portion of leaf.

Even the tiniest hole would mean the last four years have been wasted.

Leaves tear all too easily after curing, when they've dried out to a rich golden-brown.

So again it's time for a cover-up.

The barns are clad in polythene to make them airtight.

Sometimes, steam is pumped into the already sweltering atmosphere to make the precious leaves less brittle.

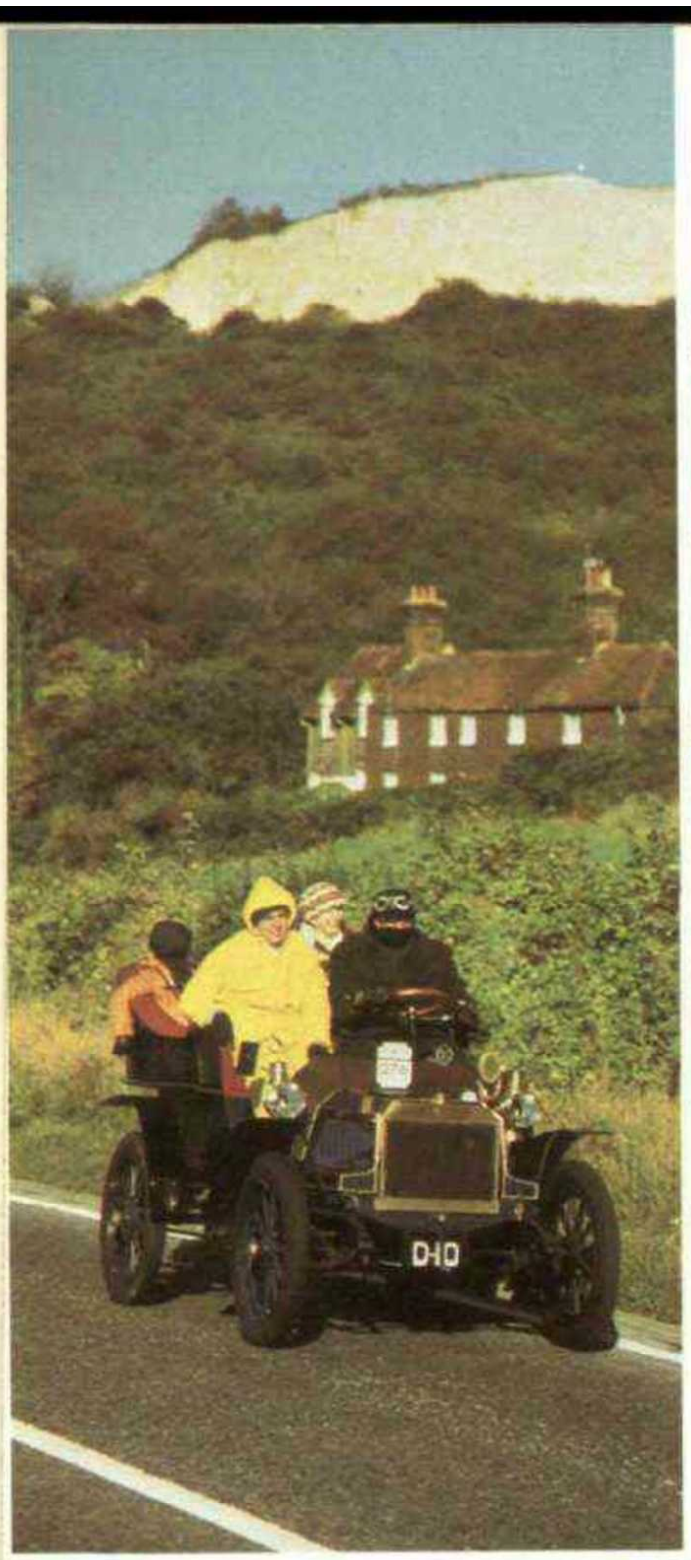
(One enterprising farmer wheeled out the ancient contraption you see above to do the job.

He can vouch for its efficiency, all right. As for its safety, well, let's just say he's nowhere to be seen in the picture.)

A lot of trouble, you might well think, to take over a lot of leaves.

What's more you'd be right.









Veterans on the Brighton Run

Top left, R V Taylor's rare 1904 Autocar. Centre, from Germany, J Drach's 1897 Malicet & Blin vis-a-vis, and alongside is the Smith's 1903 Panhard-Levassor. Below, on Madeira Drive, G L Black's 1901 De Dion Bouton leads P D Harper's Panhard-Levassor and R P Phillips' very unusual 1900 Daniel Auge.



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With twelve second self-timer



The new Polaroid Image System

Get your hands on the New Polaroid Image System and you're 12 seconds away from the perfect self-portrait. Among other things this amazing camera has a self-timer device.

So you can press a button on the control panel and walk into a picture of your own making.

This sleek, compact camera has a new revolutionary lens which automatically focuses to give you pin-sharp pictures with a new film chemistry for rich, true colours. The computer technology to guarantee bright, evenly-exposed pictures.

All with no peeling and no hassles.

And the same computer technology gives you feedback by an audible tone when you're too close or you've run out of film.

Get down to your local specialist dealer now and make closer contact with Polaroid's Image System, now with self-timer.

We don't think you'll want to be left out of things.

The New Polaroid Image System. Perfection in an instant.

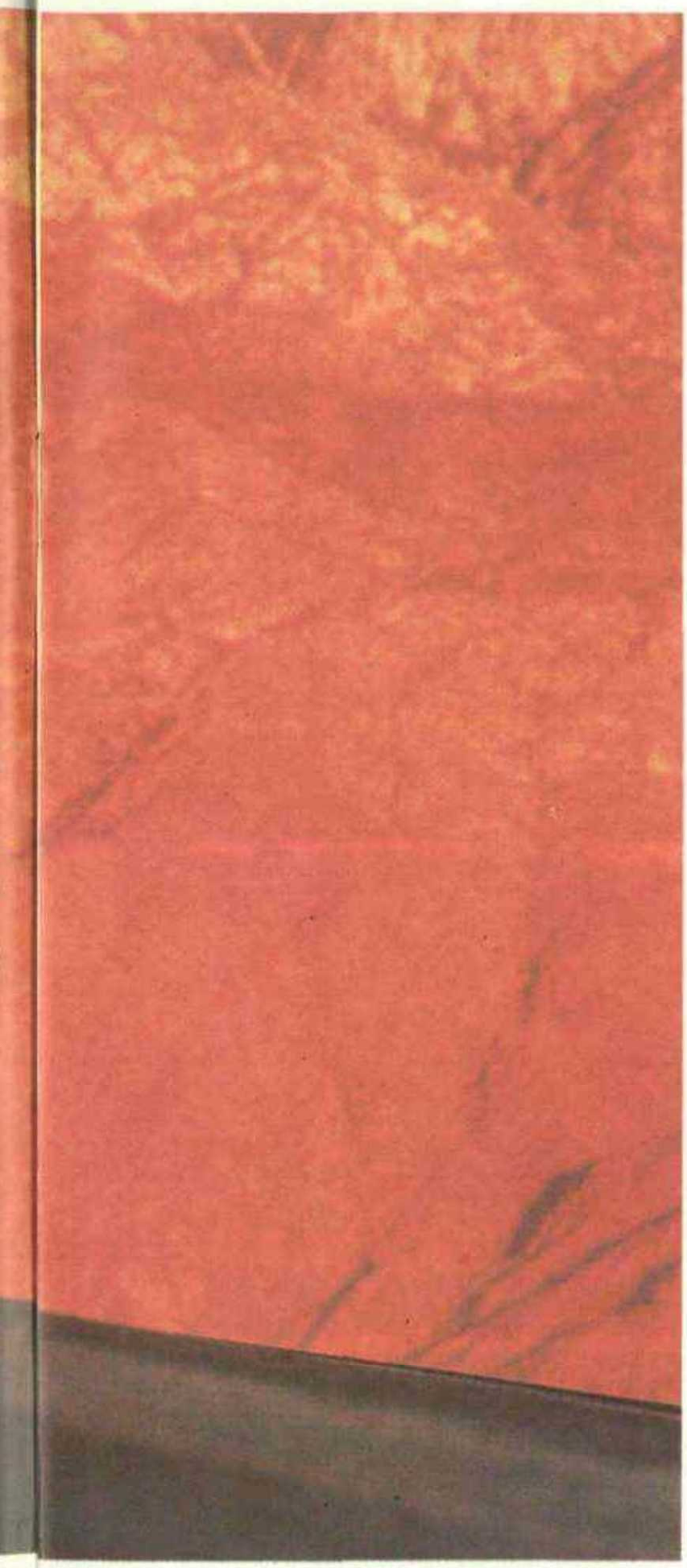
Polaroid image system



THE MERCEDES-BENZ 190 SERIES: 190, 190D, 190D 2.5, 190E, 190E 2.3/16. PRICES FROM £11,720.

The Mercedes-Benz 190.
The reason you buy it may not be the reason you enjoy driving it.

RJA 124 MS



The 190 series may be the most compact of the range, but it is nevertheless every inch a Mercedes-Benz. It evolved through a meticulous 10-year development process of the type required for every new Mercedes-Benz model.

It inherited the family traits of strength, safety, durability, comfort and much-envied build-quality, at the same time setting new standards in the field of aerodynamics.

It has packed into its deceptively compact profile every attribute that has made Mercedes-Benz owners the most loyal in the world. And that's why most people are buying it.

But the 190 broke new ground. It introduced a remarkable new multi-link rear suspension system. A patented system that lets a driver take the ample power generated by the 190's engine range and use it to move people and things extremely quickly and comfortably.

It was also the first recipient of an ingenious new single-blade wiper system that reaches out to clean a panoramic 86% of the windscreen.

The 190 is not a sports car, but it can be driven like one. It will satisfy even the most enthusiastic driver, being engineered to the point where it will do practically anything you ask of it.

You'll buy the 190 because of its traditional Mercedes-Benz values. You'll enjoy driving it for rather less pragmatic reasons.

Mercedes-Benz

Engineered like no other car in the world.



AUSTRALIAN GRAND PRIX

TO GIVE Johnny Dumfries a send-off in his final race for Lotus (above) his mechanics donned the tartan. Dumfries finished sixth. Keke Rosberg in his last race (top right) went out on a high note, dominating the first 63 laps until stopped by a puncture. Alan Jones (bottom right) had a good run at home until his engine let go. Alain Prost expresses his delight (below) on the first 'back to back' Championship since 1960 and his 25th GP win. A worthy and gracious champion, Prost acknowledges the cheers, below left. Nigel Mansell (left) looks pensive before the start; he drove a copy book race to lose the Championship through an exploding tyre. A tv cameraman relaxes (right) and nobody could begrudge him his rest for the television coverage of the race was outstanding.



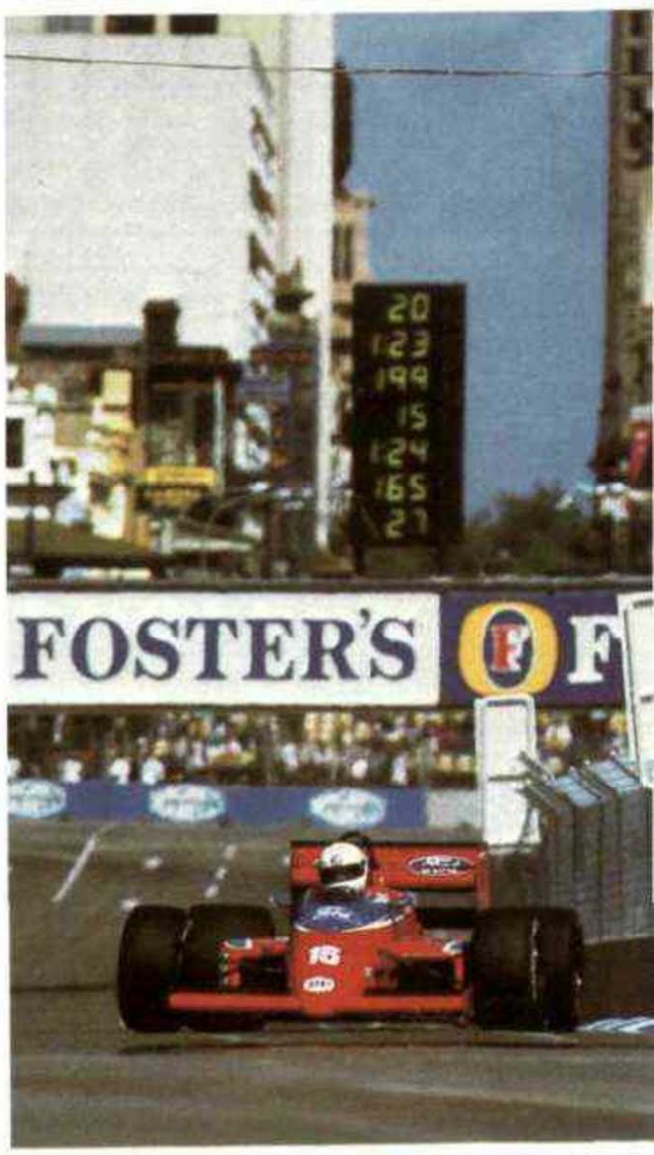







Marlboro
2
Shell
Shell
SAIMA
SAIMA
GOODYEAR


SAIMA
SAIMA


FOSTER'S
16

F3000 Final

HEAVY RAIN at the Jarama circuit in Spain interrupted the International F3000 final; after the restart, aggregate times put Emanuele Pirro first ahead of Michel Ferte, but Ivan Capelli's third place (March 86B) secured him the title, above. Inset, Capelli celebrating with father and sister.

Formula Ford Festival

TWO DAYS of activity at Brands Hatch culminated in a race-long battle between Phillipe Favre (54) and eventual winner Roland Ratzenberger (154). Below, they stream through Paddock ahead of Robertson and Jarvilehto, both of whom crashed, and an oversteering Pete Rogers who finished third.



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Moroccan Rally

ONLY SIX cars finished out of nineteen starters on this year's arduous event. Alain Ambrosino (above) become African champion by winning the event in his Nissan 240RS, while the Geeraerts, husband and wife, took their 4×4 325i BMW to second, inset. Group A went to Paul-Marc Meylan's Subaru XT, bottom.

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Road Test

Honda CRX 1.6i-16



Two Seats and a Dickey — the Suburban Sportscar

NOT MANY manufacturers can boast that they have introduced a new type of vehicle, but Honda have perhaps come closest to this end in the last few years with the little CRX. It would be difficult to describe this little fun-car without using the uninspiring phrase "small sports coupe", but that fails to convey the cheeky appeal of this short two-seater hatchback.

So what is it? Town car, economy car, sports car? It is fairly small and easily pushed through thick traffic, so it is ideal in town; it is propelled by one of Honda's respected small engines, fuel injected for efficiency; yet that engine is a twin-cam four-valve unit of 125 bhp, more than most of the high-performance hatchbacks can boast. On the debit side, it is virtually a two seater (two small behinds can just about fit on the foldaway perch in the rear) which is perhaps what gives it a sporting slant: after all, sportscars are meant to be impractical, aren't they?

In fact, the CRX follows, the styling lead of the first Suzuki to reach these shores in the mid-seventies, the tiny SC100GX — or as it was known in the USA, the Whizz-Kid. This tiny suburban go-cart had an air-cooled 1-litre derivative of one of the company's motorcycle engines in its tail, with two seats and a luggage shelf comprising the rest of that accommodation. Its racy fastback styling was a brave attempt at proving that an economy car need not be a boring car, but although it certainly drew attention to the company, it equally certainly failed to become the standard second family runabout.

But while the Suzuki looked sporty it had absolutely no pretensions to performance; while Honda's baby may not be the instigator of the concept, it has made itself a much more acceptable alternative by incorporating a "grown up" engine, and a third door to the surprisingly roomy luggage compartment. Whether the lack of two rear seats turns it into a sportscar is arguable, but it is tempting to compare it with the MG Midget — both diminutive and stylish in their time, and both using components from much more sensible family cars. Of course, the Midget had no roof, whereas the CRX makes do with an electric sunroof, but then the MG was the product of an era when a convertible was a normal option even for family cars, and an essential for a sportscar. Now that rag-tops are reappearing we might hope for a convertible CRX — it would not carry as many suitcases, but it might just convince the public that it really was a sportscar after all.

Since its introduction in 1983, there have been calls for more power for the CRX; usually an indication that the basic recipe is correct. Honda has responded by installing the twin-cam 16-valve engine from the Prelude



HIGH RUMP of the CRX covers a very useful loadspace, but reduces rear vision to a mere slot.

2.0i, but reduced to 1600cc. The quest for reduced weight extends to an alloy block, specially light valves, and hollow camshafts, while the unit's inner needs are catered to by Honda's PGM-FI, a sequential injection system. Other changes to identify the new model, (which struggles under the title "CRX 1.6i-16" making it sound more like a chemical formula than a car) are essentially trim and appearance: a more pronounced front spoiler, lower panels in body colour instead of grey, the subtlest of bonnet blisters, dual exhaust pipes, and new alloy wheels with 185/60 HR 14 tyres.

A rear wash/wipe is now standard, and the sporty seats have a new velour covering with a CRX logo fashionably emblazoned on the uprights, while a map-pocket has been added to the doors. There are no changes to the dash, a relatively simple affair which groups almost all the controls within the main binnacle; only the switch for the heated rear window has escaped and is hiding down by the radio, where it can be a little difficult to find. A perfect view of the simple instruments is possible by altering the height of the wheel, a large and comfortable one with, thank goodness, a central horn-push, there are only four dials, two large for revs and speed,



SIMPLE SENSIBLE dash is easy to read, and high-set grilles give good ventilation.

and two small for water temperatures and fuel. Lights and indicators are controlled by a rotatable stalk on the right, with wipers on the left, and all heating/ventilation controls are in one neat panel by the driver's left hand. The now common press buttons for airflow are easy to operate but hard to distinguish by touch at night. On the corresponding right-hand panel are the fog-lamp and sunroof rocker switches. The roof mechanism is a lovely piece of lateral thinking: the roof is too short to hide the sliding panel when open, so Honda's engineers have simply allowed it to hang over the rear window by a few inches. It is simple, it looks neat, rather like an extra spoiler, and is altogether more satisfactory than Porsche's answer to the same problem on the 924/944, which is to provide an electric tilt unit which can be removed manually.

Apart from the smarter seats; there is little in the way of luxury inside the CRX: plain black plastic fascia (but thank heaven it *is* black and not one of those sickly shades the Japanese often employ), a digital clock which as usual is unreadable in sunlight, and a very respectable radio/cassette is

SMOOTH-REVVING engine, biased towards power rather torque, is canted forward to clear low bonnet.



about the extent of it, but everything is in the right place and the driving position is good. Well-spaced pedals including a left foot rest help, and the skinny gear lever is light and positive, although the syncromesh is not strong and can easily be beaten when snatching second.

Surprisingly, there is no fight from the steering under hard acceleration, which probably relates to the engine's mediocre torque: like most four-valve designs it needs to rev to produce the goods, which means that the power builds smoothly in each gear rather than grabbing at the tarmac when the clutch is released. But it does like to be revved, producing the sort of exhaust raspberry once reserved for Italian machinery, and the tach needle always seems to be darting up to the 7000 rpm red line in the middle gears. Fifth gear is a high overdrive, making for quietness and economy, but with that light and quick shift it is no effort to take fourth to pass a car, or third to dispose of a truck. Steering response is not fast, a function of gearing rather than of suspension geometry, but it is predictable, even crisp, and while the little Honda is essentially an understeerer, it needs only an extra twitch on the wheel and a firm right foot to whisk it through roundabouts and S-bends at impressive speeds.

With so little weight over the rear wheels, the ride quality could have presented a problem, but the CRX's rigid beam with trailing links and coil springs not only keeps the wheels parallel, but also seems to cope well with rough roads, and does not interfere with the loadspace too much. The front wheels are located by a strut, but the bulky coilspring is replaced by a torsion bar connected to the lower link, thus saving space in the small engine-bay, and overall the ride is quite creditable, — a little crashy over poorly plugged road works, but no worse than most small sportscars, and certainly not irritating.

It is good fun to drive, though perhaps lacking the accuracy of the Toyota MR2 (£2,000 dearer) or the poise of the Peugeot 205GTi (£900 cheaper), with plenty of braking available through the ventilated front discs which do most of the work; drums suffice at the back. It also carries a good deal of freight with the seat down: the large rear window lifts up complete with half the tail panel, making a big hole in such a small car, and the wheel-arches are remarkably unobtrusive. The rear accommodation, though, is a modern dickey-seat, a thinly padded hollow with a pivoting back-rest folding down to cover it. Intending rear passengers would be much better off with it folded, sitting on the carpet; but nevertheless it is a useful extra which will either take a child or two, or stop the groceries from sliding around.

It is good to know that even such a large manufacturer as Honda feels there is a place for a car like this which is never going to be a major seller, and their execution of the product deserves much praise — a smooth and willing engine, good handling, and that sleek and stylish profile, even if the sharp shovel spoiler seems at variance with the smooth flanks of the vehicle. The neat tail spoiler, on the other hand, is the perfect finishing touch even if it does obliterate most of the rear view.

What does it compare with? The Toyota and Peugeot mentioned above, of course, plus, on power output at least, supermini turbos like Renault 5 and Fiat Uno, though the Honda is not a sprinter like these. Perhaps Reliant's SS1 might steal some of Honda's custom by virtue of its rag-top, but it is more expensive and nothing like as pretty. Undoubtedly the CRX is the better car for its new engine, and it is still good value — as long as you can get by with a dickey-seat. — G.C.

Manufacturer: Honda Motor Co. UK offices: Power Road, Chiswick, London
Model: CRX 1.6i-16
Type: 2-seater sports coupé
Engine: Dohc, four cylinder, 16 valves, 1590cc (75 × 90 mm). Electronic fuel injection. 125 bhp, 103 lb ft torque.
Transmission: Front wheel drive, five gears, single plate clutch.
Suspension: Front: Torsion bar strut, antiroll bar.
Rear: Rigid axle, trailing links, coil springs.
Brakes: Front: Ventilated discs. Rear: Drum. Servo assistance.
Wheels and tyres: Light alloy rims, SJ × 14. 185/60 HR 14 tyres.
Performance: 0-60 mph 7.8 sec: 122 mph maximum.
Price: £8,630
Summary: Cheeky, attractive looks and good performance appeal; a fun alternative to mainstream motoring, and good value if two's company and three's a crowd.

WEDGE PROFILE is nicely handled, looking very elegant for such a short car. Note recessed door handles: petrol flap and hatch are released by interior levers.



Road Impressions



Two Citroen GTis

About a year ago, I had a Citroen BX19 GT on test, and I recorded my disappointment with the car. As a pepped-up family saloon, allowing for Citroen's idiosyncracies, it was alright, but as a car which boasted a 'GT' badge, it was diabolical. Then I said, I could not understand how any were sold on the basis of a quick trip around the block, for the car is so unlike mainstream vehicles as to come from a different planet.

Now Citroen has made the BX19 GTi and it's a wonderful piece of kit. It takes just a couple of miles to tell you that it's different to any other BX you've driven. The first thing you notice on settling in is that the dash layout is different. Gone is the 'USS Enterprise' panel, instead you have the Peugeot influence, with a smoother dash and more conventional stalk controls. The old 'let's be different for the sake of being different' mentality still crops up. The windscreen is wiped by a single wiper with the washer unit feeding the suds onto the blade and this is fine, except that the wiper leaves important areas of the screen untouched. Forward visibility is further impaired, at times dangerously, by the position of the interior mirror, and when you use it, a lot of what you see is the line of the rear spoiler.

Enough of niggling, let's concentrate on the car's many positive aspects. Citroen's hydro-pneumatic suspension has been refined on this car to fresh levels. You've barely started the engine before you're aware of a *tautness* which you don't normally associate with Citroens. It may be memory playing tricks, but both the power assisted steering and the brakes seem to have been slightly more heavily weighted to impart more feel to the driver. The stopping power of the servo-assisted discs (10½in front, 9in rear) is extraordinary.

While the test car did not have the electric sunroof which is now standard on the GTi model, it still had a lot of equipment for its price tag of £9,184. There was five-door central locking with remote activator, electric windows front and rear, with 'one touch' activation on the driver's window, and an electrically adjusted near side door mirror.

Beneath the bonnet is a new fuel injected version of Citroen's all-alloy 1905cc engine which gives 125 bhp at 5,500 rpm and 125 lb ft torque at 4,500 rpm and drives via the pleasant Peugeot/Citroen five speed 'box. While the claimed 0-62 mph time of 8.9 seconds is not quick by 'hot hatch' standards, in real acceleration terms, this car is extremely rapid.

Real acceleration is not the Traffic Lights Grand Prix, but safely passing another vehicle which is going, say, at 50 mph. The power characteristics of the engine are perfectly matched to a fairly long third gear which will rapidly take you from around 45 to 85 mph. If there is another car in the BX19's class with better acceleration characteristics, I've not driven it.

Top speed is a claimed 123 mph and you don't need ten miles of deserted autobahn to achieve this. Moreover, at maximum speed the car does not feel at all stretched, it feels that it will take a great deal more power.

At no time was I able to induce torque steer; in fact, you have to try very hard before you can get either of the front wheels to break traction. This car's ride is superb, wind noise is low, and if the engine is a trifle noisy in the upper rev range, it's the sound of honest labour and is to be commended.

Handling is most un-Citroen for the car sits tight and squat through bends, and is largely neutral. When pressed very hard in sharp bends, however, there is suddenly an unexpected amount of body roll and here the otherwise comfortable seats display a want of lateral support.

While on the subject of seats, and leaving aside the fact that the design of the cloth reminded one of the wallpaper in a down-market curry house, I was astonished that the seat back could not be adjusted to the vertical. As one with a dodgy back, I favour a perpendicular driving position.

Overall, though, this is a terrific car. It's spacious and comfortable and the large boot can be further increased by folding down one or both of the rear seats which have a 60/40 split. Economy is not its strong suit, however, and an overall consumption of 24 mpg left me underwhelmed. For the record, the official consumption figures are 46.3 mpg (56 mpg), 34.4 mpg (75 mpg) and 27.2 mpg (urban cycle) but it cries out to be driven hard, and is so rewarding when so driven, that you would have to have a soul of flint not to press on at every opportunity.

When, with some regret, I returned the BX to Citroën's Slough headquarters, it was to exchange it for a Visa GTi. The familiar small Citroën has been recently given the 1.6 litre (115 bhp) version of the same engine mated to the same five speed gearbox. By comparison, though, it was a disappointment.

Whereas the BX19 GTi seems to be a natural development of model, the Visa is an uneasy compromise. True, it is relatively inexpensive at £6,496 and for that the buyer has a car with a 110 mph top speed which will cover 0-60 mph in 9.5 sec but it's pitched in the market right with the Ford XR2 which has a similar top speed and better acceleration.

This was not a car I enjoyed driving. The front wheels broke traction very easily, even when encountering slight unevenness on a trunk-class A road, I simply could not find a comfortable seating position and had to choose either to have a sore back or a sore right leg after a two hour drive and the radio installation was so bad it was better to drive without it on.

One felt that in uprating the Visa, Citroën has lost the integrity of its more humble siblings. To my mind the body kit looks cheap and decidedly 'add-on' (which it is), and the interior was similarly lacking harmony.

The Visa's boot is anyway something of a joke, being dominated by the spare wheel to such an extent that I was unable to place my brief case flat on the floor. Its ride is comfortable, its brakes are good but there's a lot of roll when cornering reasonably fast and, of course, one's never sure when the front wheels are going to break traction and scramble for grip. It's an example of a frisky new wine in an old bottle. — M.L.



Chatting with Cholmondeley Tapper

The Editor meets a well-known pre-war racing driver

I was delighted when I met Mr. T.P. Cholmondeley Tapper, whom I had so often seen driving in pre-war motor races, at last summer's Brooklands Reunion. The other day I drove from Wales to his home in Oxfordshire to have a further talk with him.

Before the war the British racing motorist was a pretty insular person, racing mainly at Brooklands and later at the Donington Park road circuit. Very few drivers went from this country to race abroad. Whitney Straight became a professional in this respect, followed by his friend Dick Seaman, but Cholmondeley Tapper did this, as an amateur driver, before others had discovered the pleasures of motor racing on the Continent, against the great aces of those times. Cholmondeley Tapper lived as a boy in Christchurch, New Zealand, and his first motor vehicle, bought for £3, was an aged flat-twin Douglas motorcycle, with the big exposed flywheel. It must have been a very early model, as it had automatic inlet valves; but Cholmondeley Tapper enjoyed riding it, sharing it with his dog "Digger", before he was old enough to have a driving licence.

He was sent to England to continue his education at Jesus College, Cambridge, but as there was a two-year waiting period, he went before that to Grenoble University, and while in France became avidly keen on skiing, a sport in which he became very proficient, becoming a member of the University Ski Team and eventually, a member of the British Ski Team, representing Great Britain in the Olympic Games. Back in England, some Cambridge friends took him to Brooklands, in 1931, and Cholmondeley Tapper became convinced that this was another sport he would enjoy. He therefore set about finding a suitable racing car for a beginner to the game. After a visit to Isleworth to inspect the Frazer Nash, Cholmondeley Tapper decided his finances would not stretch further than a second-hand Bugatti, and following a hair-raising demonstration run by Jack Bartlett of Pembridge Villas in London, he purchased a 1926 Type 37 for £150. In this he managed, with some discomfort, to carry three people, having equipped it for touring, and it was used, in fact, for a run to Scotland in pursuit of some more skiing.

However, competition motoring was the real aim, and the Bugatti was duly entered for the Cambridge University Automobile Club speed trials at Kimbolton. The bottom gear was too high for a smart getaway, but nevertheless Cholmondeley Tapper scored a 2nd place. He liked the Bugatti, which was a good car on which to start a self-imposed apprenticeship to speed events and the following one in which he entered was the Shelsley Walsh hill-climb. As before, the bottom gear was too high and a time of 60.4 s. just failed to qualify the driver for a second ascent of the famous gradient.

Thus encouraged, Cholmondeley Tapper took the Bugatti in hand, having the engine converted to full pressure lubrication, lighter and stronger con-rods, compression ratio raised to 7 to 1, with lighter pistons and reinforced gudgeon-pins fitted. Using a 60/40 petrol/benzole mixture acceleration was improved. The Bugatti was repainted in glossy white cellulose and entered for the Guy's Gala charity meeting at Brooklands. That was in July, 1932, before the then Duke and Duchess of York, who became King George VI and Queen Elizabeth. On the mountain circuit the car did quite well, but on the outer circuit the steering was odd until the wheels had been balanced. But the car was notably reliable, undoubtedly because Cholmondeley Tapper set a limit of 4,500 rpm.

He was taken with motor racing and entered for the BARC August Meeting, in which the Bugatti was 3rd, in a Mountain Handicap, behind Delaney's supercharged Lea-Francis (which had started with Cholmondeley Tapper's Bugatti and took some time to overtake) and Raymond Mays's fast 4½ litre low-chassis Invicta. Then at Shelsley Walsh that year the Bugatti managed an ascent in 55.6 s., in spite of the too-high gear ratios and a bout of misfiring. It had been driven to the hill and stripped in the orchard paddock.

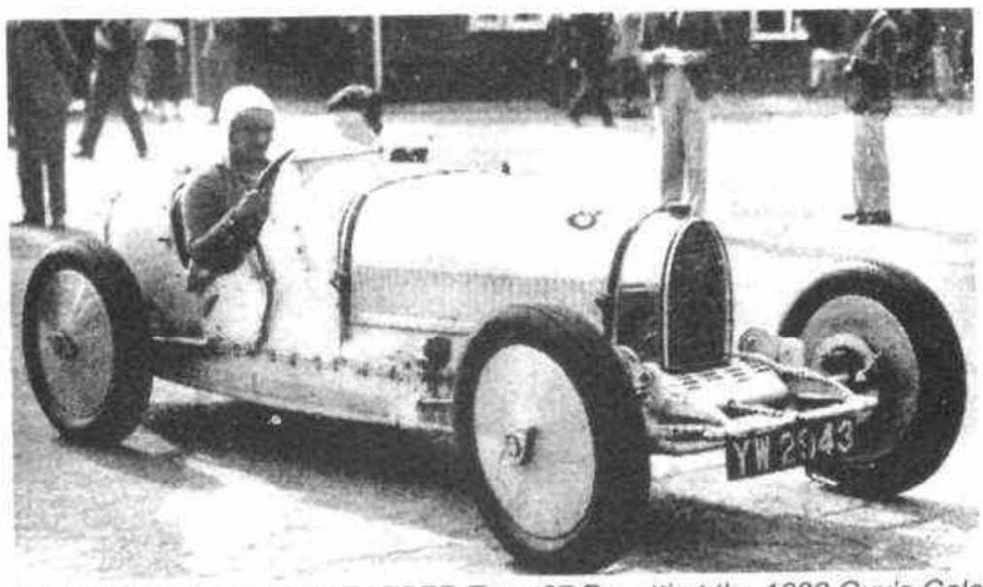
Cholmondeley Tapper was still at Cambridge when Donington Park was opened as a new race-circuit in 1933. He still had the Bugatti and entered it for the first meeting, taking as his passenger (they were



T. P. CHOLMONDELEY TAPPER and Miss Ellison pushing the white Type 37 Bugatti out to the start of a race at Brooklands in 1933. On this occasion Miss Ellison drove and finished second to Esson-Scott's 2-litre Bugatti. The car was converted to ifs by L.M. Ballamy and is now being restored in Australia, after having been given a Holden engine.

compulsory) his close friend and fellow undergraduate, Peter Churchill who, as Captain Churchill in the war that was soon to follow, organised resistance work in France and was to marry Odette, the celebrated fellow-agent, after she had endured a long spell of imprisonment and torture. However, to revert to that exciting day at the newly-opened Donington Park circuit, the Bugatti, having no starter, had to be hand-cranked by Peter on the fall of the flag, yet it finished second to H. J. Aldington's Frazer Nash, and ahead of Powys-Lybbe's Alvis, although the Bugatti was again misfiring. In the short practice allowed before Cholmondeley Tapper's second race that day oil-pressure dropped and although he came in and removed the oil-pump in the hope of finding a cure, the drive had sheared and he had to tow the car back to Cambridge. A piece of rag was found to have been left in the engine and this had cut off the oil feed to the pump gears. That decided Cholmondeley Tapper in future to prepare the car himself, instead of sending it to an expensive expert. To overcome the misfiring he fitted a Scintilla Vertex magneto, driven from the back of the camshaft. In this form the car ran at the next Brooklands' Meeting, making up most of its handicap on Thompson's single-seater A7, to gain 2nd place in a June Mountain race, and at the Bugatti OC's Chalfont hill-climb over a very loose-surfaced course Cholmondeley Tapper made ftd in 38s.

The Type 37 was now in very good form and at the 1933 BARC August Meeting Cholmondeley Tapper won the Byfleet Senior Mountain Handicap by 200 yards from Eccles's Frazer Nash, having taken the lead on the fourth lap, averaging 63.44 mph and doing his best lap at 66.02 mph. At Donington, the last race engagement for 1933, the Bugatti was towed on a bar to the course and its owner put in plenty of practice and also walked round the course, a plan he was to adopt ever afterwards. The race was run over a wet surface, and Cholmondeley Tapper had one almighty skid which all but ended up against a tree, and the engine was again



THE CHOLMONDELEY TAPPER Type 37 Bugatti at the 1932 Guy's Gala Charity Meeting at Brooklands, when his racing partner, Miss Eileen Ellison, won the Duchess of York's Ladies' Handicap at 82.26 mph.





THE EX-EARL HOWE Maserati, (now owned by David Heimann) being driven by T. P. Cholmondeley Tapper in a Campbell circuit race at Brooklands. The picture is unique in showing the Maserati apparently leading Tuson's Balilla Fiat, whereas it was actually a lap behind, Tuson having been given such a big start that he had passed Tapper before the Maserati had been flagged away. It finished in second place failing to catch the Fiat by 27.8 seconds.

misfiring, but he came home third, behind Appleton's much more highly-tuned Bugatti and Eccles in an also very "hot" Frazer Nash.

Before another season started there was a skiing holiday with a fellow racing driver, Charlie Martin, to Davos, and a complete rebuilding of the Bugatti, together with a fresh coat of its white paint. Cholmondeley Tapper enjoyed cornering more than driving in outer-circuit races, so he entered for a Mountain Handicap at the Easter Brooklands Meeting of 1934. Although the Bugatti was not running as properly as it should have been following its winter strip-down, he managed to out-distance the field by a large margin but was disqualified for jumping the start owing to confused signalling from Mr. Ebblewhite, the starter. It was about at this time that the larger than life character, Alvin "Spike" Rhiando, as I well remember, was promoting car dirt-track racing at Greenford and the Bugatti was entered, although as a new set of pistons was being run in and Cholmondeley Tapper had to content himself with a maximum of 3,000 rpm. Nevertheless, he managed second place in a heat and won the Final by a lap over Hodge's Singer. But Cholmondeley Tapper found this sort of racing dull and although much prize money had been mentioned, not much of it materalized!

So it was back to Donington Park, where the Bugatti won its first race at 56.3 mph over the improved course and then took second place in the exciting handicapped Final, setting the lap-record at 63.76 mph, 6.2 s. quicker than the previous figure to the credit of Lindsay Eccles's full G.P. 2.3 supercharged Bugatti. Then it was to Brooklands again for the Whit Monday races and the Fourth Merrow Mountain Handicap, but after his last two laps both at 65.41 mph he was called before the Stewards, fined a "fiver", and disqualified for the remainder of the season. To this day Cholmondeley Tapper refuses to criticise the decision or make any comment on the imputed dangerous driving, except to say that Dr. Beaver, whose 30/98 Vauxhall he was supposed to have inconvenienced at the Members' banking turn, reported that there had been plenty of room and Kaye Don thought there was little need for the penalty. Had this not happened, Cholmondeley Tapper would have been second to Everett's new Q-type MG, which had started four seconds after him, lapping at 69.97 mph, a new Class H lap record. Incidentally, the Bugatti had been entered by blonde Eileen Ellison, whose brother was at Cambridge with Cholmondeley Tapper. Her boy-friend had been killed flying in the R.A.F. and seeking an outlet she had teamed up to share the Bugatti. The previous year, in the Brooklands' Cobham Junior Short Handicap she had lapped the outer circuit in it at 94.86 mph, to finish second to Esson-Scott's 2-litre Bugatti. This bears out the top speed of 103 mph that the Bugatti had done when Cholmondeley Tapper had been testing it, after posting friends to police the area, on the then-deserted stretch of road near Cambridge behind the Gogs golf course. The Bugatti was then run again at the BOC Chalfont hill-climb, where it made fastest time by a non-supercharged 1½-litre car in 25.7 s.

On the aforesaid skiing holiday Cholmondeley Tapper and Martin had met Christian Kautz, who had been at Cambridge and was, like them, committed to motor racing, and who had told of the Kesselberg hill climb in Germany. To this the Bugatti was now taken, Cholmondeley Tapper and Eileen Ellison towing it across Europe behind their £15 Lancia Lambda tourer, vintage even then, an adventurous journey in those days, even without towing a racing car. The old Lancia was used for practice, but only just made the climb and once at the top Cholmondeley Tapper was so intrigued by the entry and meeting famous Continental drivers, about which his conversation is so interesting, that he scratched from the event in favour of using his Leica on this scene, unique to visitors from Britain. The entry included two two-stroke Zollers and the Auto Union with which Stuck made ftd, Balestrero (Alfa Romeo) winning the sports car category.

Before Cholmondeley Tapper left England, Col. Sorel had given him a letter of introduction to Ettore Bugatti in Molsheim, so the journey was resumed to that shrine of every true enthusiast. The letter was not required. Mon. Paul took them round the factory, Jean Bugatti gave Cholmondeley Tapper a hair-raising run in a 4.9, they were able to see the latest 2.8-litre racing Bugatti (developed into the famous 3.3) and the camera was aimed at many things which would now fascinate greatly the BOC, such as Ettore's old father walking his dog, bound for his morning drink at the Hotel de la Gare. Back in England Cholmondeley Tapper ran in two more Donington races, finishing 3rd in both of them, but his heart was now in Continental participation and not really in these short events, which someone I know once likened to racing round a field, in comparison with real motor racing.

Cholmondeley Tapper therefore entered for the 7½-mile German Mountain Grand Prix at Freiburg im Breisgau. Arrived there, his competitors were seen to comprise such drivers as Delius, Wimmer and Tüssling (Zollers), Schellenberg, Borgmann, Simons and Sojka (Bugattis), Kessler, Malaguti, Umboldi and Count Castelbarco (Maseratis), the last-named being son-in-law of Toscanni — a strange world, but one with which Cholmondeley Tapper was to become very familiar. On the day, the Bugatti skidded off at one of the corners, but was 6th in its class, which was won by Castlebarco. Stuck made ftd for Auto-Union, in spite of the presence of Caracciola for Mercedes-Benz.

After this it was on to Berne for the Prix de Berne. Again the Lancia was used for practice and Cholmondeley Tapper also walked the course. Earl Howe's Delage and 3 litre Maserati were in charge of Thomas, and Cholmondeley Tapper was to meet Veyron and Dreyfus with their Bugattis, looked after by Usines Bugatti's cheerful Robert Aûmaitre, with whom Cholmondeley Tapper was to become very friendly and who now helped him with his own Bugatti. The race was won by Seaman in the MG, Cholmondeley Tapper coming in 8th after fuel-feed problems had delayed his start and he had mistakenly eased up on the last lap. But he enjoyed the race enormously. The Swiss Grand Prix proper followed, won by Stuck's Auto Union. At the prize-giving Cholmondeley Tapper sat opposite Nuvolari and his very beautiful wife.

Perhaps after this baptism in European racing Donington was something of an anti-climax, but at least Cholmondeley Tapper's engagement there was a long race, the 1934 Nuffield Trophy. But being the only unsupercharged car, the Type 37 was out-classed, coming in 5th, the race won by Mays's ERA. Incidentally, the Bugatti had been rigged up

with a cool drink for its driver in a thermos flask with rubber tube, but while imbibing Cholmondeley Tapper hit a straw bale at Starkey's Corner . . . . . It was obvious that the time had come to convert the Type 37 into a blown Type 37A. Cholmondeley Tapper wrote to Molsheim about the necessary parts and was quoted the equivalent of £400. But down at Brooklands he found what he needed at Kirton's premises and by handing over the old, now unwanted parts, did the conversion for £30, with no labour charges, as he did the work himself over two months. They even exchanged bonnets, because the 37A has a vent opposite the blow-off valve on the induction manifold. The body was resprayed blue, and as the Lancia was getting long in the tooth, a Type 40 Bugatti was substituted as the tow-car, with the racer and a heavy load of spares on its trailer.

During the winter there had been the Syston speed trials, in which Cholmondeley Tapper drove one of the new 4½ litre Lagonda Rapides, as there were plans for the makers to enter him for the Mille Miglia in one, a plan that never went any further, regarded as just as well as the big Lagonda was heavy and lacking in real performance and manoeuvreability. Cholmondeley Tapper also entered for a 1935 Brooklands Mountain race driving Sidney Smith's 37A (best lap 64.8 mph). His own Bugatti, now a 37A, started up at first attempt and sounded excellent, but at high revs blew out oil, and the Type 40 was too heavily handicapped to do much good. In May 1935 the 37A was taken to Donington and although the loss of oil was serious, out of three races Cholmondeley Tapper got a 2nd and a 3rd. The problem was apparently that the blown engine was building up more pressure in the crankcase than had the engine in unblown form, so that the single breather combined with the oil-filler could not cope, a 37A needing four small breathers as fitted by the factory (I believe the straight-eight Type 35B has but two, one on either side of the crankcase. Perhaps Hugh Conway would like to comment?)

This oil-loss persisted throughout Cholmondeley Tapper's Continental racing of 1935 in spite of fitting an oil trap in the breather; a pity as the blower had put up top speed to around 113 mph and acceleration was much better. However, the Type 40 was loaded with camping equipment and the two friends who were accompanying Cholmondeley Tapper on the trip, which was to embrace the Frontières G.P., the Eifelrennen and races in Lorraine and Albi, ending with the Grossglockner and Freiburg hill-climbs. Unfortunately the Type 37A failed to finish any of its races and the Type 40 failed to drag the trailer up some of the mountains encountered, but this does not give a proper idea of the fun the crew had, nor of the many famous drivers whom Cholmondeley Tapper got to know very well indeed; alas, lack of space prevents me from covering the many splendid memories he has of that long motor racing tour. In the Lorraine G.P. he drove his friend Smith's Bugatti and in spite of failing brakes that put him into some straw bales, the engine then taking a long time to restart, Cholmondeley Tapper was second and 11th overall. Veyron, who finished first in the 1,500 cc class saw Cholmondeley Tapper off the road and wagged an admonitory finger as he passed, unaware of Cholmondeley Tapper's brake problem, but at the finish they were separated by only eleven kilometres. Then dined together after the race, the amusing Molsheim racing mechanic Robert Aûmaitre among them.

The very long haul to Albi was done in two exhausting days. In the two heats the Bugatti's frequent stops for more oil made any sort of good showing impossible. Nevertheless, they pressed on afterwards to the Grossglockner Pass, back across France, and through Switzerland, Lichtenstein and Austria, an Austro-Daimler taxi having to haul the Type 40 and trailer up the Arlberg, with the Bugatti helping the taxi on the steeper parts, the Type 37A following under its own power. Watched by some 100,000 spectators, Tadini's Scuderia Ferrari Alfa Romeo made best time up the 12½ mile course with its 50 hairpin bends, and again Cholmondeley Tapper met many interesting drivers with their cars, including Zanelli and the 3 litre straight-eight Nacional Pescara, of which he has some fine photographs. The Type 40 had been entered in the appropriate sports-car class but disgraced itself when the Autovac repeatedly ran dry . . . . .

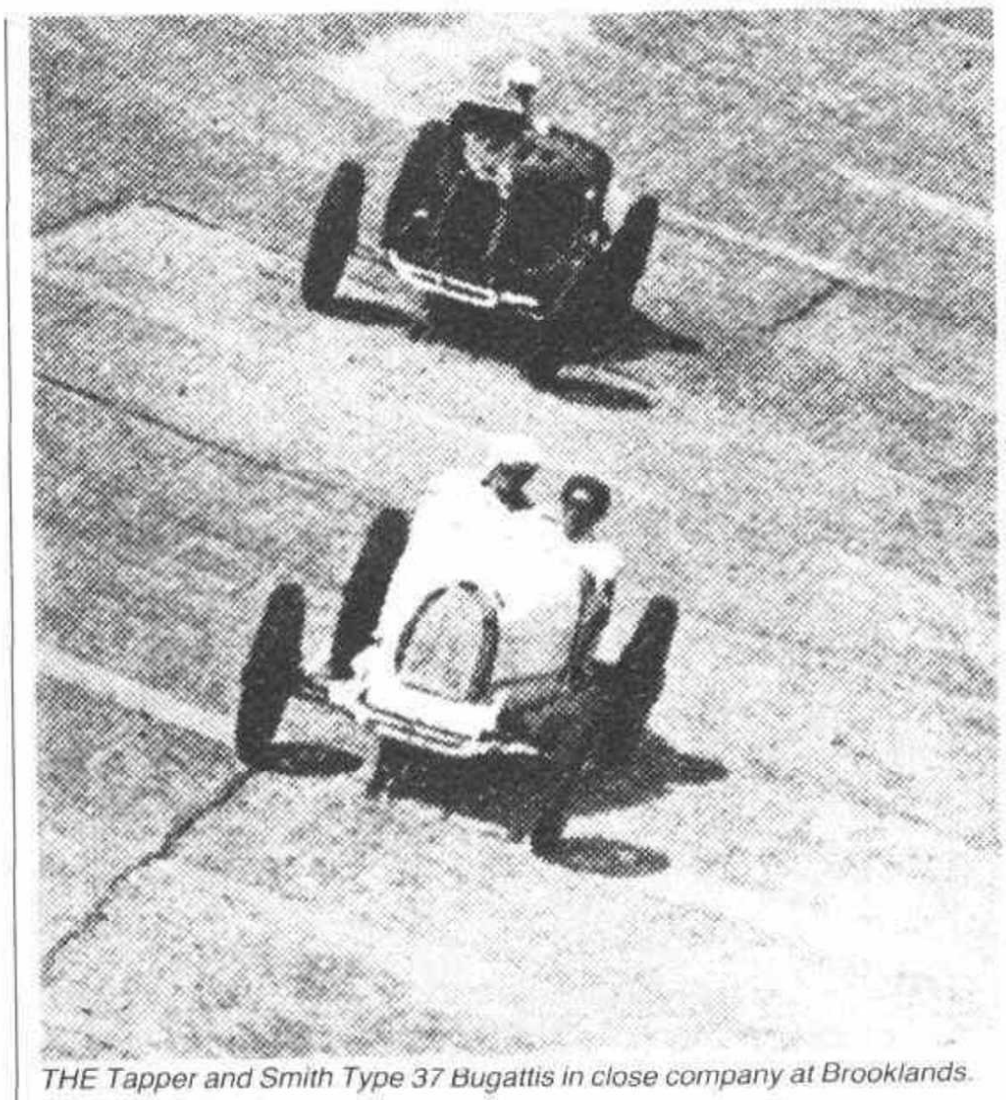
Cholmondeley Tapper's next race was the Prix de Berne but by now the big ends in the Bugatti were showing signs of wear, so *en route* a call was made to Usines Bugatti at Molsheim, with the intention of buying spares. Here Cholmondeley Tapper was surprised to learn that Ettore, who arrived on a bicycle, wearing a bowler hat, knew all about his racing and offered to rebuild the 37A into a virtually new car. Day and night work



CHOLMONDELEY TAPPER driving the ex-Earl Howe 3-litre Maserati in the 1936 Brooklands Mountain Champion with, May's ERA No: 6 in the lead, Scribbans's ERA boxing-in Tapper's Maserati No: 9, with Bira's Maserati on Scribbans's left, and Austin Dobson's Alfa Romeo behind Tapper.

ensured that the rebuilt car was ready two days before the race, and an elated owner drove it, unlicensed, to Berne, using the trailer only to get past customs' posts, in order to run in the new engine. Unfortunately there was insufficient time to adjust the carburation to the racing fuel and Cholmondeley Tapper was 10th, with only Kenneth Evans' MG and Prince Leiningen's ERA behind him. Seaman had won from Bira, both in ERAs, with Howe's Delage 3rd. It was then on to Freiburg, where Seaman won the 1½-litre class from Mays and the Bugatti was 4th. The racing motorcyclist Fergus Anderson, who was reporting the climb, wrote that the "not very fast car had been driven, in the words of a great expert, by a top-flight driver" . . . . .

No more racing was envisaged in 1935, but good starting money and expenses offered to drivers in the S. African G.P. at East London, won in 1934 by Seaman's 3 litre Maserati, proved too tempting, and Miss Ellison was nominated to drive the 37A, Cholmondeley Tapper having been offered the ex-Scuderia Ferrari Monza Alfa Romeo belonging to Austin Dobson, as he and his brother, Arthur, were going to take out their two Maseratis and a new racing Riley. Another attraction of the trip was the long sea voyage aboard the *Warwick Castle*, in company with Pat Fairfield who was to drive his ERA and Earl Howe who was taking his 3.3 litre Type 59 Bugatti, Cholmondeley Tapper sharing a cabin with Aûmaitre, who was going to look after Wimille's Usines Bugatti Type 59. American cars were provided in which the drivers could see the sights; Wimille arrived in a very old Farman aeroplane and Shuttleworth flew out by Imperial Airways. The race was marred by the death of a Zulu woman who had tried to cross the course and by the horrific accident to Shuttleworth with his *monoposto* Alfa Romeo. The New Year's Day event was won by the local driver, Dr.



THE Tapper and Smith Type 37 Bugattis in close company at Brooklands.

Massacuratti's 2.3 Bugatti, from Wimille and Fairfield.

Cholmondeley Tapper had cut his hand in a fall before the start and drove the Dobson Alfa in some pain, hampered too by mis-firing and losing much time when the ignition switch wire fell off, while Eileen had the Bugatti's engine seize up due to using the wrong fuel.

Before the 1936 season the Bugatti was sold to Lt. Lakin and Earl Howe's 1934 3-litre Maserati was purchased, Shuttleworth's lorry being borrowed to collect it from the London Docks, as it had been back to the works in Italy. Once again there were test-runs on the public road behind the golf-course, when the Maserati did some 140 mph and Cholmondeley Tapper realised he had a real racing car and would now fulfill his ambition to compete competitively abroad. He entered for the Deauville G.P., towing the car on a trailer behind a Marmon, accompanied by Maurice from Saffron Walden as his mechanic — the lad had never been to sea before and suffered on the rough crossing. In France the trailer tarpaulin somehow caught fire and although the racing car was saved in the nick-of-time, its fine new paintwork was a sorry sight.

On arrival at the circuit repairs were put in hand but in practice Cholmondeley Tapper went off the road due to a cracked front brake drum. It was changed for one of the back drums but the Maserati pulled to one side under heavy braking. Cholmondeley Tapper felt he could manage but Farina made a fuss, asking what about the other drivers? He lodged a protest and Cholmondeley Tapper had to withdraw. It was highly ironic, therefore, that in the race Farina's Alfa Romeo hit Lehoux's ERA and the latter driver was killed. The next engagement was the German G.P., at the Nurburgring. I find it rather amazing that the Type 40 Bugatti was still in use for towing the Maserati on its new trailer. In the race the Maserati's brakes deteriorated but Cholmondeley Tapper, who finished 10th, greatly enjoyed competing in this great motor race. That this was the "real thing" is evidenced when one remembers that Rosemeyer's Auto-Union was victorious and that Mercedes-Benz was out in force.

The next adventure was the Limerick G.P., in which Miss Ellison wished to drive the Maserati. The crossing to Ireland was another meeting of many drivers but they were saddened when, during the race, the Duke of Grafton was killed after his 3.3 Bugatti had hit a post, bursting into flames. Eileen was compelled to drive past the burning car. Cholmondeley Tapper took over at about half-distance, increasing his lap-speed over that of his girl co-driver by an average of 32s. He found the Maserati very fast, and it was difficult to overtake on the narrow roads, especially after a stone had broken the aero-screen. In the end they were placed 6th in this handicap race, won by a Belfast man in his MG, the Maserati the fastest in the unlimited class, at 64.64 mph.

The ex-Howe Maserati (now owned by David Heimann, who races the ex-Witney Straight sister-car, the cockpit of which Cholmondeley Tapper was able to sample at this year's Brooklands' Reunion, 50 years after he had himself raced such a car against the great Continental aces) was brought back home and entered for the 1936 JCC 200 Mile Race at Donington Park. It was a very tiring race, driving the big car for 100 laps of this road circuit, but Cholmondeley Tapper was easily ahead of his class at the finish and 4th overall behind Seaman's wonderful 1½-litre Delage, Howe's ERA and the Evans/Briault ERA. The race lasted nearly three hours for Cholmondeley Tapper , who averaged 66.09 mph.

It was found after this that the fuel tank, forming the car's tail, had split but this was soon repaired and, in fact, the Maserati had proved marvellously reliable, needing only a new set of tyres, the brakes bled, and a clean up between races, not even the valve clearances being checked. Some carburation tests on a public road, the racing car unlicensed and unsilenced, and it was ready for Shelsley Walsh. Here rain ruined the times, so Cholmondeley Tapper was pleased when he won his class with a time of 46.4 s., compared to Hans Ruesch's 47.05 s. in the 3.8-litre Alfa Romeo. Much the same weather prevailed at the Brighton Speed Trials, but using 5,500 rpm in the gears, Cholmondeley Tapper made fifth fastest time, in 24.08 s. (74.75 mph) for the s.s. half mile. These were but preliminaries to the 1936 Donington G.P., in which the Maserati led Ruesch for the opening four laps but, later in the race, oil deposited on the course by the split crankcase of an Alta was responsible for the car helplessly skidding off the course into a tree and buckling the axle and damaging a front wheel, so Cholmondeley Tapper was forced to retire. The bent front axle was straightened by a local garage, the buckled wheel replaced by one from the stock of spares that had come with the car, and it was ready for the Brooklands Mountain Championship race, entered by Eileen Ellison but driven by Cholmondeley Tapper, who was baulked on one lap but finished 4th, with a best lap at 78.0 mph.

The autumn was occupied with a visit to the Maserati factory with John Wakefield and some ski racing, but in a blinding snowstorm Cholmondeley Tapper hit a guy-wire of a telephone post and broke his nose. As a final goodbye to motor racing he ran the Maserati in two Campbell circuit races at Brooklands early in 1937. In the first race, after an inspired drive, he was 2nd to Masters in Tuson's Babilla Fiat, having started from scratch and lapped at 70.97 mph, easily the fastest. In the National Handicap, again from scratch, Cholmondeley Tapper slid to the top of the Members' turn, lapping again at 70.97 mph, and coming in 3rd behind Hadley's A7 and Dobson's ERA. And that was it — the Maserati was put on its special trailer and towed to Cambridge, still behind the Type 40 Bugatti, for the last time. It was advertised for sale and bought by A.B. Hyde, who crashed in his first race. Perhaps Nuvolari had known a thing or two when he advised Earl Howe against buying it, as it was "a killer of a car".

With the approach of war Cholmondeley Tapper joined forces with a friend to purchase some land at Haddenham in Buckinghamshire which they turned into an aerodrome for training pilots under the Government's Civil Air Guard scheme. A squadron of Spitfires operated from it early in the war, and later it was used for training pilots in Air Transport Auxiliary, and a factory was established for the production of propellors from high density laminated wood. Having been turned down for flying by the R.A.F., Cholmondeley Tapper joined A.T.A., and it was at Haddenham, where they both did flying training, that he met his wife. He now regards motoring as simply a means of transport, he and his wife Margaret sharing a Peugeot 104.

However, his motor racing is clearly remembered, and just after the war resulted in his delightful book, "Amateur Racing Driver". Apart from being a pioneer among those from this country who competed in the exciting Continental races, Cholmondeley Tapper was able, having driven in a *Voiturette* race, to watch the full-scale Grands Prix that followed, meeting all the great drivers and recording history with his camera. It was that which made his book, long since out of print, so interesting, with detailed accounts of the travel, his fellow competitors, getting prize money out of Nazi Germany, and so on, and I have hopes that the author will expand it for a new edition, enhanced by some of his unique photographs. — W.B.

On a Berliet to Brighton

November marked the 90th anniversary of the Emancipation Run that celebrated the freeing of the horseless carriage from many petty restrictions. Since 1927 this has been commemorated by the veteran car London-Brighton Run, organised from 1930 by the RAC, with the full co-operation of the VCC. This year sponsorship came from RAC Motor Services, with a little low-key help from Mercedes-Benz to remind us that Germany regards 1986 as the centenary of the practical motor-car. A record entry of 416 pre-1905 cars was received, but only 367 started, there being 49 non-starters. This was an enormous number of such cars to handle, but thanks to the police, the marshals, and the marvellous weather, it all went off well, in spite of an accident involving modern vehicles causing a considerable hold-up some miles out of Brighton.

It was excellent, too, that at last food (and loos) were available near the start. HRH Prince Michael of Kent was again at the wheel of the NMM's 1903 22hp Daimler which I drove in the 1981 Run, but Lord Montagu was less fortunate with his 1899 12hp Daimler, which had petrol-feed problems.

This time, for my 35th participation, Roger Collings had suggested to Louis Holland that he take me on his 1903 20hp Berliet, surely one of the best turned out cars in the event? Indeed, it could have won any *Concours d'Elegance*, in my view, yet it proved to have all the performance required to make light of the congested, and in places hilly, A23 road on "Brighton Sunday". Mr Holland has owned it for some seven years, but its earlier history is obscure. It had been registered in Wolverhampton (JW 206) and the Swing-Seat Tonneau body by Carrosserie Burgeon & Cie of Bordeaux had been replaced for the Run with a sporting but comfortable two-seater body, and third little seat up behind, although the original body has been retained. This was appropriate, because this Berliet could at one time have been a racing car.

Three things suggest this. Firstly, the wheelbase is quite short, around 7'6". Then the little pump which pressurises the exhaust gas feed of petrol and oil to the Berliet's engine should this falter is mounted at right-angles to the chassis frame on the near-side along with the cut-out control, neither of which can be reached by the driver, but which are placed conveniently for a mechanic carried on the car's step. And the big front mudguards are each attached by just one nut, implying that their quick removal at speed venues was once in mind. In fact, Berliet *did* build racing cars, a 6.3-litre coming in third in the 1906 Targa Florio and a 3.8-litre Berliet finishing 2nd in that year's TT, in both cases driven by the Marseilles agent, Paul Bablot.

Be that as it may, Louis Holland's car is a very fine veteran, as docile as it is powerful, so just the job for coping with the traffic, the hills and the hold-ups of the Brighton Run. It follows the advanced specification pioneered at the time by Mercedes, of honeycomb radiator, pressed steel chassis frame, gate gear-change, etc, Marius Berliet of Lyon, who had started making automobiles in 1895, following this lead, like other manufacturers of high-grade cars, from 1903. The Berliet's four-cylinder engine has mechanically-operated overhead inlet valves, its low-tension magneto converted to h.t., and is fed by a large Zenith carburetter on the off-side, which has its own drip-tray.

The drive goes *via* a plate clutch, not the Mercedes-type scroll clutch, with final drive by side chains. There are small shock absorbers for each axle, so that in spite of its short wheelbase the Berliet rides road irregularities well, and the big wheels are shod with 795 × 105 Dunlop Cord tyres. There is an undershield on the chassis and it is interesting that the timing gears at the front of the engine are enclosed in aluminium cases, whereas even Mercedes were not adverse to leaving the "mangle-cogs" exposed. The car's accoutrements include London-made Salisbury Flario headlamps, candle sidelamps by Lanternes Willocq-Bottin of Buxelles, a "curly" bulb-horn, and matching rear lamps.

I must commend Mr. Holland in the way the car was turned out. The engine was spotless, all the brass, of lamps, long unsupported steering-column and control levers, etc., absolutely gleaming, the paintwork spotless. Around 8.30 am on this beautiful morning the engine was cranked-up, the three of us climbed aboard, and we were off, on what is claimed to be the most prolifically supported motoring event of them all.

All this was soon forgotten as Louis coped skilfully with the congestion and the trailers and the modern cars that impeded our passage. Very soon



A RARE 1904 Landaulette made under the name of 'Societé Manufacuriere d'Armes'.

one realised how free from the usual vibration the Berliet is, its front mudguards just flapping slightly as bumps were encountered, not shaking violently as is so often the case with a veteran, and no tremors being felt up the steering column. When we took Brixton Hill as if there was no gradient to climb I realised what a splendid car this 1903 Berliet is, never mind its age . . . It fairly galloped on the clear stretches, engine beat merging with the hum of the chains, although I admit that somewhere around Coulsdon Roger Collings' Mercedes thundered past, still on its trial-size back tyres.

Later I was allowed to drive. I found the clutch smooth, the gear change easy, once I had remembered that the brake lever is inboard of the gear lever and one must not attempt to shift with the former! You come out of second and "round the corner" into third, and then forward into top gear, a wonderfully smooth and pleasing movement, the lever having a long sweep.

The hand-brake is used to slow the car but I preferred the more powerful foot-brake — in fact, there are *two* brake pedals, but you tread on the big one. The piano-pedal accelerator is well over on the right. An advance and retard lever shares the big brass quadrant above the steering-wheel with the hand-throttle and needs no attention. The steering is accurate, but heavy on corners, due to tight king-pins.

The Berliet makes little demand otherwise on its driver. The only things on the footboard to glance at occasionally are the six lubrication drip-feeds and the Berliet manometer, the latter reading up to five metres and indicating whether exhaust-fed pressure is being maintained, or needs supplementing with the aforesaid pump. This dial is matched by a little brass clock (keeping correct time, naturally!) and there is a tumbler-type ignition switch, and on the left a device for reducing exhaust pressure if this becomes too high. That is all, so the driver is able to concentrate on the enjoyment of the Berliet's considerable performance. Incidentally, although we stopped for sustenance for a short time, we were on the Maderia Drive well before midday, the accident tailback included, and although Louis was soon going to drive back to his home in London (he has no use for trailers or tenders), no petrol, oil or water had been added during our pause. What is more, Mr. Holland has such faith in Dunlop that no spare tyre was carried . . .

He certainly has a very fine car in this Berliet; it is easily possible to imagine it taking its occupants down to Brighton in contemporary times, with all the nonchalance of a modern car today, and much more enjoyable. — W.B.

Book Reviews

"Theme Lotus — 1956-1986 From Chapman to Ducarouge" by Doug Nye. 288 pp. 10" x 7" *(Motor Racing Publications Ltd., Unit 6, The Pilton Estate, 46 Pitlake, Croydon, CR0 3RY (£16.95)*

In 1978, the year in which Mario Andretti won the World Drivers' Championship when driving for Team Lotus, Doug Nye's first "Theme Lotus" book was published. He has now reconstructed this to bring the Lotus racing story up to date, in the field of not only F1 but of the Indianapolis 500 Mile Race and the contests in the Tasman series. Doug has arranged his comprehensive Lotus coverage in chapters on the many different types of Lotus racing cars which have brought the career of this British John Player sponsored team up to the present-day. So the book opens with the Lotus 12 of 1957 and runs through all the types, up to the prevailing 96T. To put these many different types of Lotuses in perspective, chapter headings are embellished with quotes of what those who drove them or were responsible for them in other ways, remember of them. Colin Chapman's Foreword to the original "Theme Lotus" is included, as the lead-in to this important new book.

Apart from this, there are separate chapters on Colin Chapman, Gerard Ducarouge Peter Warr, and other Lotus leading personalities, and as the book is packed with pictures and has tabulated race-results, as they apply to Lotus, with car numbers and the specifications of all the racing variants from 1956 to this year, the book is essential reading and reference material for all Lotus followers who can afford it. If just occasionally you read a bit you have seen elsewhere, this is a tribute to Doug's industriousness as a writer; it has been quite a feat to cover in this one book the design, development, successes and failures of every Lotus that has taken part in the F1 World Championship Grands Prix. — W.B.

"The Land Speed Record — To the Sound Barrier and Beyond" by Peter J. R. Holthusen. 233pp. 10¾" × 8". *(G. T. Foulis & Co. Ltd., Sparkford, Near Yeovil, Somerset BA22 7JJ. £14.95.)*

I would not have thought another book about the Land Speed Record was justified, as I have always regarded the excellent work by Cyril Posthumus and David Tremayne as the ultimate on this subject; it was first published in 1971 and republished with David's additions in 1985. Indeed, I prefer that book to the latest title and as both take the story from the Jeantaud's record of 39.24 mph in 1898 to Richard Noble's 633.468 mph in Thrust 2 in 1983 one hopes there is not to be a publisher's war, with the aim of one having the same titles in their lists as the other.

The table of all the LSRs in the Haynes/Foulis book is difficult to read compared to that in the Osprey book and is confusing because it makes no difference between records recognised in Europe and those unofficial records established in the USA, so that the figures jump, for instance, from 180 mph in 1922 to 129 mph in the same year, without explanation. The Bibliography is equally odd, including only the first edition of "Posthumus", my first of the three small volume Brooklands books but not the combined, revised edition, no mention of G. E. T. Eyston's pre-war record book, and no credit is given to me for having written the first of the books on the LSR for MRP just after the war, while "Zborowsky" in the Index raises the eyebrows . . .

So, if you have £15 to spare, buy this one mainly for its fine pictures, although the early ones have inevitably been seen previously; the later colour shots of American contenders may please you more. I would question the author's authority for saying Parry Thomas was decapitated by a broken chain on "Babs", or that after the tragic accident the engine was "ablaze", and the wording implies that this car had but *one* driving-chain! Nor was Thomas found sitting "upright", but dead, in the cockpit, and this is the first time I have heard that the "timing wire" was found tangled in the car's wreckage.

The book is badly out-of-date, showing colour pictures of the 4-litre V12 Sunbeam that Segrave used to take the LSR in 1926 in the form in which it now exists and saying that it is owned by Neil Corner and the other of these Sunbeam chassis now races with a Napier "Lion" aero-engine installed, whereas Peter Morley rebuilt this car with a Bentley chassis some considerable time ago, and the Sunbeam "Tiger" is owned by Bob Roberts, of the Midland Motor Museum. Incidentally, it is good to note that in the list of where LSR cars can be seen, most of the significant ones are in the National Motor Museum at Beaulieu.—W.B.

Rallying — The 4 Wheel Drive Revolution" by Graham Robson. 192pp. 11¼" × 8". *(G. T. Foulis & Co. Ltd., Sparkford, Near Yeovil, Somerset BA22 7JJ. £19.95).*

Good old Robson is still churning 'em out, but he is a knowledgeable writer, and has good tales to tell. Four-wheel-drive is the "in thing", as MOTOR SPORT readers cannot fail to be aware! It is nice to know that rallying played a great part in the development of all-wheel-drive and in this large format, art paper book Robson, who began his rallying experience at the age of 17 and who ran the Standard-Triumph Competition Department in the 1960s, covers this well, in a book packed with fine action and technical pictures, some in full colour as is usual nowadays.

Here you can savour the 4WD

Brighton Backfires. De Dion Bouton was the most popular entry, with 65, and it was fitting that, in this year of the Mercedes-Benz centenary, there were 15 Benz and nine Mercedes. Daimler-Benz AG had the oldest entry, No 1 being their 1886 Daimler, although this was last seen being pushed, very late, up to the front of the cavalcade. This being the case, it seemed rather unnecessary to impede the start with a non-orginal "1886" Benz tricycle. The oldest VCC-dated car was Mrs. Moore's 1892 Panhard-Levassor.

★ ★ ★

An impressive car was the 1904 60hp Napier from America, with Gordon Bennett connotations, reminding us that it is hoped to stage a GB re-enactment next year, at which the 1904 GB Star should be a prominent competitor — the VCC would not accept it for the Brighton Run.

★ ★ ★

The Run is not a race, and a 20 mph average has to be observed, whereas before the war certificates of speed were issued to all finishers. Nevertheless, the RAC bullletins still quote the questionable distinction of who got there first. This year the "honour" went to Johnny Thomas on the 1898 Rochet tricycle, which he rode on the sidewalk past some of the hold-ups. Second in was J. Welch's 1901 Decauville, third to arrive R. Eastmead's 1900 Stephens, which was one of the first cars to have i.f.s. Jeffrey Rose, Chairman of the RAC, was among other early arrivals on the RAC's 1901 Mors.—W.B.

Cars in Books

It is rather interesting how often cars are mentioned by make in non-motoring books these days. A case in point occurs in "The Enchanted Places" by Christopher Milne (Eyre Methuen, 1974), in which the son of the celebrated author and creator of the "Winnie-the-Pooh" children's books tells what it is like to be the real "Christopher Robin" of those stories and what actual places in the Ashdown Forest and the adjacent country were the origins of the places where the fictional inhabitants of these books books lived. Even if you do not like the book you must surely concede that it is well written; I enjoyed it and was pleased to discover from it that the great writer A. A. Milne had, in 1925 or perhaps rather earlier, a Fiat, driven by a chauffeur called Burnside, who eventually taught Milne to drive. The Fiat was kept in London and driven down to the country house, Cotchford, in Ashdown Forest, and back to town after the family had been deposited there. Presumably it was the car in which Christopher Milne was driven to Guildford when he left home to go to Boxgrove School (before Stowe and Trinity College, Cambridge), because we are told that it was not until the family lived permanently at Cotchford that other cars were kept there (one of which had a dickey-seat). These are not named, but the Fiat was probably a Tipo 505, or perhaps even a six-cylinder Tipo 510, for a Tipo 501 seems somewhat small for a chauffeur-driver car. — W.B.



competition cars of Audi, Citroen, Ford, Lancia, Opel, Peugeot, Porsche and others and read of what brought this revolution about, the theory of 4WD traction, how Audi Quattros dominated the rally world from 1981 to 1983, and how things have worked out since. This is a very important book, because 4WD is going to make a great contribution to road safety and I hope you are not tiring of reading about it! Personally, I feel sorry for manufacturers who have brought out brave new cars that are propelled only through one pair of wheels and say congratulations to Ford for coming up so early in the game with permanently-engaged four-wheel-drive and inexpensive anti-lock braking on production models. If you do not believe that motor racing and rallying improve the breed, read this book!-W.B.

Ferrari 312 & 512 Sports Racing Cars by Ian Bamsey. 160pp. *(G.T. Foulis & Co Ltd., Sparkford, Yeovil, Somerset. £19.95)*

For many people, the late sixties were the *the* great years of international sportscar racing, and Ian Bamsey has chosen to concentrate here on the only real challenge to Porsche supremacy, the vee- and flat-twelve Ferraris. There is much more interesting variation here than in many one-type books, thanks to the enormous differences both technically and outwardly amongst the red cars between the 3-litre V12 of 1969 and the flat-12 (or 180°V as the author insists on calling them) cars which narrowly lost out to Matra in 1973, and a wealth of photographs and line drawings is included, many in colour.

The text is split year by year, with short mini-chapters devoted to each new project, its racing exploits, and a "Maranello Briefing", — which makes it possible to find one's way around the complex history, while still being easy to read as a complete work. Bamsey has gone back to Ferrari, and in particular Mauro Forghieri, for many of the technical and race facts; these include an appendix listing every chassis number in every race, for those who get excited over minutiae, and although the book comes to the same abrupt stop as Ferrari's sports-racing programme, it offers a good summary of the story. However, it seems rather expensive at £20. — G.C.

THERE have been so many books published about Porsche cars, that one might have been forgiven for thinking that the only one remaining for someone to do would be a book of recipes from the works canteen. One would be wrong, for one fascinating area which has not previously been covered is Porsche-based specials.

"Porsche Specials" (by Lothar Boschen and Jurgen Barth, translated by Peter Wareham, edited by Paul Frere and Michael Cotton, published by Patrick Stephens Ltd., Denington Estate, Wellingborough, Northants, 224pp, illustrated, 9½in x 7in, £14.95) actually has a much wider brief than just Porsche-based specials, for it covers Dr Ferdinand Porsche's tank designs, his aero-engines and the Auto Union and Cisitalia GP cars and some of the special projects undertaken by Porsche Research.

The result is a book of astonishing diversity, with something to delight on every page, especially since there are around 300 photographs to back up the text. There is Pete Lovely's F2 "Pooper", the twin-engined Indycar, the "Long-life" design exercise, special bodied cars — it's impossible to convey the breadth of contents without actually listing the 100+ entries. My personal favourite is the road-going 917 which was prepared for Count Rossi, such stuff as dreams are made on. . . .

Unlike many Porsche books which appeal primarily to enthusiasts of the marque, "Porsche Specials" is for everyone and my copy is already showing signs of becoming very well-thumbed indeed. — M.L.

The newest book in Octopus Books' "Great Marques" series is **"Cadillac"** by Andrew Whyte, these one-make books which have already dealt with Alfa Romeo, BMW, Bugatti, Ferrari, Jaguar (oddly enough, *not* by Andrew), Mercedes-Benz, MG, Porsche and Rolls-Royce being edited by John Blunsden. It is fitting that America's top car should follow the compilation on Rolls-Royce and as these are large-format books (12½ in x 9 in) justice is done to the pictures, all of them in colour, as the story unfolds in the 79 pages.

The last Cadillac covered is the Seville, the book not being quite up-to-date enough to include the new Allante, but Andrew Whyte has certainly not overlooked the sporting connotations of Cadillac. The price of the book is a modest £5.95, and it is published from 59 Grosvenor Street, London, W1, the print-run being of benefit to Hong Kong. — W.B.

ANTHONY Pritchard's **"Directory Formula One Cars"** (published by Aston Publications Ltd., Bourne End House, Harvest Hill, Bourne End, Bucks, 224pp, 8½in x 6in, illustrated, paperback, £9.95) lists all the cars which have appeared in F1 since 1966. This amounts to a total of 52 marques, some of which like Connew, Bellasi, Kausen and Maki had very short careers while the Pearce-Martins had no career at all since the cars were destroyed in a fire before participating in a race.

Each car is described in Pritchard's readable style with its major successes included in the text. With well over 200 types to deal with, the descriptions are not exhaustive but are detailed enough to satisfy most people. The text is backed by black and white photographs.

One trouble with all such books is that they are quickly out of date, but Aston Publications has managed to include 1986 results up to this year's Canadian GP.

This is a handy quick-reference work without being definitive, for we now have Doug Nye's recent "Autocourse History of the Grand Prix Car 1966-85", but Pritchard's book is half the size and half the price. You pay your money and you take your choice. — M.L.

NOBODY is better qualified to write about Ford's series of "RS" models than Jeremy Walton, for J.W. has driven them all, competed in most, worked for Ford, and is anyway a leading motoring writer. Consequently his latest offering, "The RS Fords" (published by AGB Specialist Publications Ltd, Audit House, Field End Road, Eastcote, Ruislip, Middx, 68 pp, A4 magazine format, perfect bound, colour and b&w illustrations, £2.25) is not only very readable, but is also has a rare authority.

The magazine format of this publication suits the subject admirably for it allows us to enjoy the story of some interesting cars at a reasonable price. Of the 68 pages, 22 are advertisements but since the majority directly relate to RS Fords, their overall effect is to enhance the text.

This volume is well illustrated, with 11 pages in colour, and is rounded off with full specifications of all the models. M.L.

C. T. Foulis & Co. have reissued a 187 page book, previously entitled "American Follies" but now called **"Amazing American Automobiles"**, the authors being Alberto Martinez and Jean-Loup Nory, which for those who like what the hand-out describes as "ostentatious beasts" and who love coffee table tomes, will set them back the sum of £17.95, to read and look at a selected two-dozen of these American automobiles of the nineteen-forties to the early nineteen-sixties periods. — W.B.

The history of Croydon Airport, now defunct, has been well looked after by the London Borough of Sutton Libraries & Arts Services, and one wishes that other such organisations would do the same for the transport history of their areas. To date the Sutton Library Service has published six excellent and enjoyable books about flying activities at Croydon, taking the story from 1915 to 1940 and another is pending, about war-time and post-war years. In the meantime, apart from the three already-published pictorial booklets and three books on the subject, Sutton's Central Library has just come up with **"Croissants at Croydon — The Memoirs of Jack Bamford"**, the late Jack Bamford having been in the aerial transport business since the age of 20, with Handley Page at Cricklewood in 1920, to his work at Croydon, (where he became General Manager of Air Union, part of which became Air France), being awarded the Legion d'Honneur before he retired in 1965.

I have seldom enjoyed an aviation book more, especially the opening chapters about the pioneer days, with Breguet 14s and Farman Goliaths, on the new London-Paris service, although the author had experience of all the many aeroplanes right up to the Caravelles.

Anyone who used to go as a schoolboy onlooker to Croydon in the 1920s, as I did, in the days when the expected arrivals were displayed on a blackboard and you hung about hoping to see at least one aeroplane land or take-off, notably the big Farmans with their square wing-tips and distinctive (fixed) undercarriages, will enjoy these memoirs. They are detailed and include memories of flying in the open cockpits of Breguets and of a forced landing in France in a Farman, just for starters. Of cars, there is the chartered Rolls-Royce, thought to have been the ex-Lloyd George car, and the small coach, that brought passengers from Haymarket to the aerodrome (the route and time taken is quoted), there are the Ford vans, obviously Model Ts, used by an outside operator to bring freight to and from the Air Union offices, and the big FN cabriolet of the Belgian Paul Grosfils, the London Manager, which he used for his frequent visits to Croydon and to rush off to the scene of any accidents or incidents involving his aeroplanes, although I doubt if this was a six cylinder, unless a pre-war FN.

Among the pictures is one of the aeroplane level-crossing at Plough Lane, Waddon, which I remember, and anyone who finds those days nostalgic or is interested in pre-war aircraft freight carrying, etc. *must* get this soft-cover 195-page book. It costs £5.95, from Central Library, St Nicholas Way, Sutton, Surrey SM1 1EA. — W.B.

Letters

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

Preserving the status quo

Sir,

Jenks' outrage at cars which are masquerading as something that they are not is very understandable. What has always been lacking, except in the enlightened circles of the VSCC, is an accommodation for the cars which do not meet the rather extreme standards of continuous history required by the F.I.A. in Appendix "K". The article by David Styles reproduced within Jenks' piece in the November issue of MOTOR SPORT was of considerable interest, but what David does not discuss is any means of formal control over the situation. At no time does he mention the documentation that now accompanies competition cars, particularly those used in any International theatre of competition or for some club championships.

The F.I.A. Historic Vehicle Identity Form requires a car to have a continuous history, comparatively easy for well known Grand Prix cars, but pity the owner of a less well known marque which raced in a lesser formulae and was probably driven by a totally unknown driver. It is unlikely that the car featured in any race report or that many people will even remember the car's existence. Cars of this type were often worth little until a historic category was devised to accommodate them and so it was not unusual for them to be, genuinely, "found in a barn". Certainly one Formula Junior car known to the writer was rescued from a rubbish tip. What chance would the owner have of discovering that car's history? And what if a car of this type were imported? The sum total history of such a car was likely to stop at the date it reached the dockside in the UK.

Thus the Registrar who will be approving the car is likely to be faced with "history" which is more Grimm than Macaulay.

The point of this preamble is that there is a formal control system but it is not working properly. What is needed is a greater use of this control system, an extension of it to acknowledge that there are cars for which there is no known history and cars which have been constructed only recently from some genuine parts to a specification of an earlier period, and an adoption of it by all clubs involved in historic competition.

There are, currently, two categories into which cars must fit for registration on to a F.I.A. Historic Vehicle Form. The first is "original" in which the car must be to its original specification barring wheels and tyres, which may be different, and sparking plugs and light bulbs which even the F.I.A. expects to have been changed. The second is termed "period improved" in which wider departures from the original specification may be made but any alterations must have been possible at the time and include parts available not more than one year after the close of the historic period for which the car qualifies.

It is sugggested that a further category is introduced, that of Out of Period Construction. This category would be for cars which cannot meet the continuous history requirement and also for those incorporating some original parts and some recently manufactured, all put together for the first time after the period in which it purported to belong, but conforming closely to the specification of the period. In the latter case, the constructor would have the car inspected at regular intervals throughout its construction by someone knowledgable of the marque being reproduced from the club authorising the car before final authentication was given.

Coupled with this it would be necessary to retrospectively re-register all existing cars into the new categories as necessary. Associated with the new form would be a "chassis plate" which would refer to the document and to the ASN or club which endorsed/authorised it. Any future potential owner would have some point of reference to begin the checking to satisfy himself of the status of the car.

The beauty of such a control system would be that the original cars would be protected and the historic grids would once more see D Type Jaguars and 250F Maseratis which, whilst not being genuine, would be documented and their whereabouts charted. Cars like the beautifully constructed Vanwall put together a couple of years ago would be able to be seen Internationally which the present regulations prohibit. Future Registrars would be spared hours of research in attempting to authenticate cars for which the same dubious "history" was again re-presented in an attempt to prove the car genuine.

No one would wish to create a "Ministry of Historic Motor Sport" but a framework of controls are necessary in order to allow the cars without a history — whether because it is missing or because the car is recently constructed — to compete openly in historic events and for their whereabouts to be known.

ALAN PUTT

Dartford, Kent

(Alan Putt is the HSSC Registrar for Pre '65 and Pre '71 single seater championships. Ed)

Marendaz in Perspective

Sir,

The continuing correspondence on Marendaz Special cars causes me to comment. The car that Captain Marendaz raced in 1925 appears not to fall easily into the category of Marseal or Marendaz Special. It had a flat-fronted radiator (all Marendaz Specials had the "Bentley" type), it had a four-seat touring body with double doors on the near-side, whilst the Marseals had a single door). I suspect it was an interim design or a prototype, and if Captain Marendaz names it a Marendaz Special, who are we to argue?

The specifications quoted by Captain Marendaz as applying to Marseals and Marendaz Specials are not completely correct. *Autocar* for February 1st, 1924, page 201, states that the Marseal had semi-elliptic front springs and dumbirons — I presume this information was correct and supplied by Captain Marendaz, and applied to a later production. Equally, not all Marendaz Specials had hydraulic brakes. The photograph of the record-breaking car clearly shows the screw adjusters of a rod brake system (*Autocar*, 24 Feb. 1928, page 340). It does not seem unreasonable that interim development cars would be produced, blurring otherwise clear-cut distinctions.

I am at a loss to identify the three 24hr records held by Marendaz Special cars. Class 'G' 14/15 February 1928, Class 'F' 5/6 November 1928 are certain, of course. Captain Marendaz himself established a third record for Class 'B' 23/24 December 1929, but this was in a Graham-Paige car, so perhaps his words in *V-E-V* for July 1964 are more correct —" the only car manufacturer in the world ever to hold three International 24-Hour records".

Finally one record for the *marque* that appears to be rarely quoted — I believe that the first woman to win a race at Brooklands when competing on equal terms with men was Miss Dorothy O. Summers using a Marendaz Special in the Second March Short Handicap, 1936. I refer to the late Michael Sedgwick and "Lost Causes of Motoring" for this piece of information. Can anyone tell me if Miss Summers is still alive, and where she might be living, as her racing history from at least 1929 has gone largely unrecorded?

Tonbridge GRAHAM SKILLEN

[No, the first lady to win a mixed BARC race was Mrs. S. Tolhurst in a Riley 9, in the 1932 Racing Short Handicap. There were ten more mixed races won by lady drivers at BARC meetings before the Marendaz Special win in 1936. Ladies had their own events at BARC Brooklands meetings, apart from the pioneer ones dating back to 1908, from 1928, the first of these won by Miss M. Maconochie's Salmson, and their first over the Mountain-circuit was in 1933, won by Miss Rita Don in a Dixon Riley 9. — Ed.]

Victory Postponed

Sir,

As Nigel slid his crippled Williams into the armco my wife burst into tears; the rest of us just sat in stunned silence. We had spent three quarters of the race telling Murray Walker to shut up every time he started to say "Mansell in a comfortable fourth place will be . . . etc" and with the demise of Rosberg we had just started to stop holding our breath. The past laps had been a torment as Prost had climbed all over Mansell, each person in the room reaching for the boost control in Nigel's cockpit; go, go, go. Then so briefly it seemed that the vigil would end in celebration, and then, and then. We

did not need the BBC to repeatedly replay that sickening sight of the Williams shredding tyre, we could all still see it so clearly, still can and still cannot quite believe it. In a peculiar way it almost seemed to be our fault. For a few seconds thousands of supporters had relaxed their concentration, there was a comfortable cushion to the fourth placed driver, it was in the bag and at that moment Nigel's luck deserted him. Even more ironic is that Nigel was not allowed the time to have prospered from Rosberg's misfortune. He is too wily to have come in for new tyres the next time he passed the pits, as his team mate Piquet did. If only.

We have watched every race this season, as we have in previous years; we have seen the hopes of one man dashed by another in the final race before, but as bystanders. On Sunday morning we were there, it mattered and for bringing such drama back into the lives of English enthusiasts we have much to thank Nigel for this season. The champagne remains unopened in the fridge and I cannot pretend that it will be the same bottle there next year but be certain there will be another one. Thank you Nigel, we will be there next year. It took Prost three years, we believe you can do it and we know that you do too and that is what matters. On this Sunday morning though there have perhaps never been more sick parrots in England.

NEIL HARRIS
Newcastle upon Tyne

Tobacco Road

Sir,

I was delighted to read about the enthusiasm with which MOTOR SPORT greeted the first Birmingham Super Prix. I think, however, that you could have made reference to one particularly desirable feature of this new event, namely that the organisers refused to accept sponsorship from the tobacco industry.

As a doctor (of nearly 30 years standing) and a motor sport enthusiast (of nearly 40 years standing), I remain distressed by the massive amount of indirect advertising which the tobacco industry enjoys through the television presentation of major motor sport events. Your readers must be aware by now that cigarettes are responsible for some 100,000 premature deaths each year in Britain, that smoking is not declining amongst the young, that vast numbers of young people watch televised motor sport, and that there is evidence that children are influenced by tobacco advertising on television.

Every good wish to the organisers of the Birmingham Super Prix: may the example that they have set spread to other major motor sporting events.

PROFESSOR M. P. VESSEY
Radcliffe Infirmary,
Oxford

Paris-Madrid

Sir,

With reference to the letter from Mr Scheel concerning Smith-Cumming's exploits in the 1903 Paris-Madrid Race. The story is open to refutation on two counts.

Firstly, can anyone seriously believe that it would be possible to amputate one's own foot however good a penknife one possessed?

Secondly, Smith-Cummming did not drive in the Paris-Madrid race, though there is the hint of a possibility that he may have been a passenger. That he possessed a 50hp racing Wolseley is true and the car is illustrated and described in the "Car Illustrated"of April 15th and 22nd 1903. He had intended to use the car in the Eliminating Trials for the Gordon-Bennett Race but following an objection from the Star Company the car did not compete. However it was entered for the Paris-Madrid race of May 24th, but although Smith-Cumming went to Paris with the intention of driving it, it eventually took part driven by Sydney Girling. The "hint of a possibility" exists that the owner may have travelled as passenger/mechanic, but I can find no confirmation of this. It was the first British car to leave Paris in 12th place, but retired along with Austin's and Foster's Wolseleys with "hot bearings". The only other Wolseley in the Race, that of Porter, went out of control at a level crossing when running very late, and crashed and caught fire killing Nixon the mechanic.

Much rubbish of a sensational nature has been written about the Race from that in the popular Press of the day, onwards. Although many cars crashed, the fatalities seem to have been only Marcel Renault; the aforementioned Nixon; Lorraine Barrow's mechanic, Rodez; (although Barrow did eventually succumb to his injuries weeks later), Tourand's mechanic and two spectators. It is generally felt that it was Tourand's accident involving spectator fatalities that caused the race to be stopped. A number of other drivers and mechanics were injured but eventually recovered.

Smith-Cumming's reminiscence is just another example of the sensationalism that the Race attracted.

If proof of his tall story is needed, the "Car Illustrated" for July 15th 1903 carries a fine picture of Smith-Cumming on his 50hp Wolseley competing against Rolls on his 80hp Mors in the Speed Trials at Cork, a week or so after the Gordon-Bennett Race. The car looks undamaged and Smith-Cummings fully fit!

In spite of all this, I still enjoy reading Minchin's book, for however inaccurate or improbable parts of it may be it has a wonderful atmosphere and evokes the period most vividly.

MALCOM JEAL
Devises

These views of Minchin's entertaining book are exactly my own. — Ed.

Plugs

Sir,

In your September number W.B. in his article "I Worked at T and Ts" asks if anyone knows of any sparking plug not mentioned in his list. Bougie Nerka, made in Marseilles in the late '20s and early '30s is my contribution. The make was owned by Freddie Hoffmann, a wealthy and very charming Swiss enthusiast in motor racing who sponsored Chiron in his early days, and whose wife "Bebé" left him later to go and live with Chiron and at a later date with Caracciola.

In '27, '28 and '29 I raced with Neka and Chiron on a 1500 cc and a 2 litre supercharged Bugatti and made best time of the day in quite a few hill climbs, as well as participating in a few races, Circuit de Gattières 1st, Grand Prix de la Garoupe 1st, Circuit d'Estérel Plage, Grand Prix du Comminges, Grand Prix de Guipuscoa (San Sébastien) 5th after a lot of trouble with too fresh Michelin tyres.

I was glad to see that T A S O Mathieson was to be the Guest of Honour at the VSCC meeting; we correspond once or twice a year and have a mutual friend Bill Craig who, I believe, was one of the first men round Brooklands in a Bugatti, and now lives in Spain.

EDWARD A. BRET
Mougins, France.

[In fact, Lambert raced a Bugatti at Brooklands in 1914, and Craig not until 1929 — Ed.]

ABS Drawback

Sir,

Recently, like most of the population who have any interest in cars, I have become aware of the heavy promotion of the new generation ABS braking systems on cars such as the Granada, Rover Sterling and now as a cost option on Escorts. Obviously this is a tremendous advance on ordinary braking but slowly a thought has been growing in my mind. Is ABS really going to have a significant effect on safety in the short term? I have come to the conclusion that it will not!

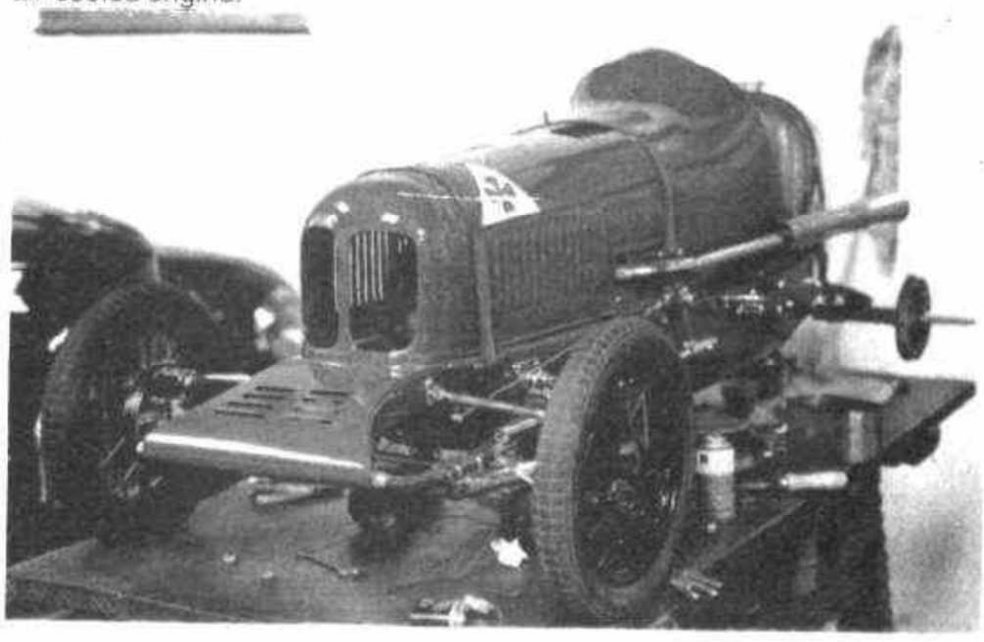
My main reason for this conclusion is that, although the Granada may stop extremely quickly, I am convinced that there will be a lot more cars hitting the rear ends of Granadas as they are unable to stop at the same rate. I believe that ABS drivers will become accustomed to braking harder and later and that other drivers will not alter their techniques to compensate for an ABS car ahead.

I wonder whether insurance companies have started to notice a greater number of rear end shunts in the Granadas, etc? I presume that, in the case of an ABS driver braking at maximum, the driver hitting his rear is still automatically at fault.

Should ABS cars not be fitted with warning signs on the rear, similar to the early lorries with air brakes? I presume that these earlier warning signs were to warn following drivers that this type of lorry braked more quickly than the norm.

B. J. WALSH
Loughborough

TAILPIECE: Not a new restoration for the VSCC to deliberate over, but a five foot long child's model of a *monoposto* Alfa Romeo spotted by GC in a private car museum in Spain. The beautifully-made toy has working suspension, steering and brakes, and is powered by a single-cylinder air-cooled engine.



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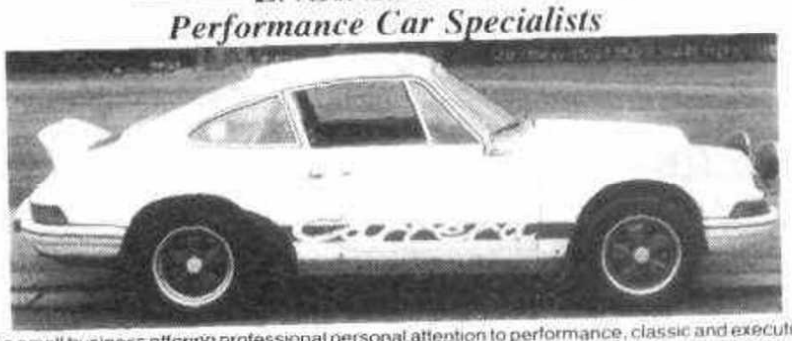
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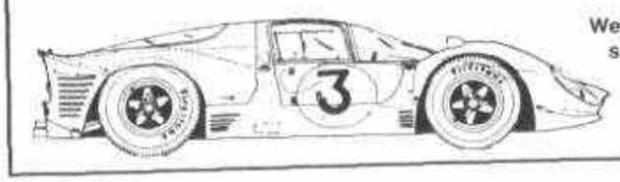
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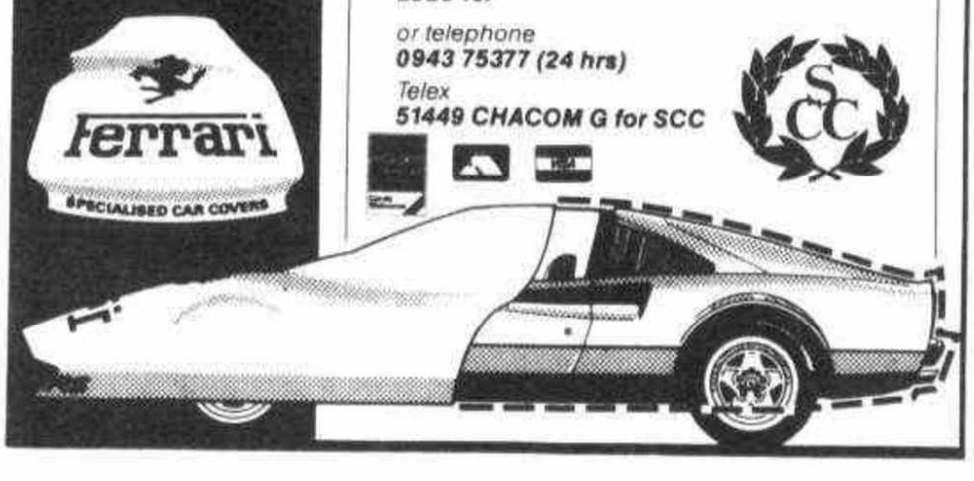
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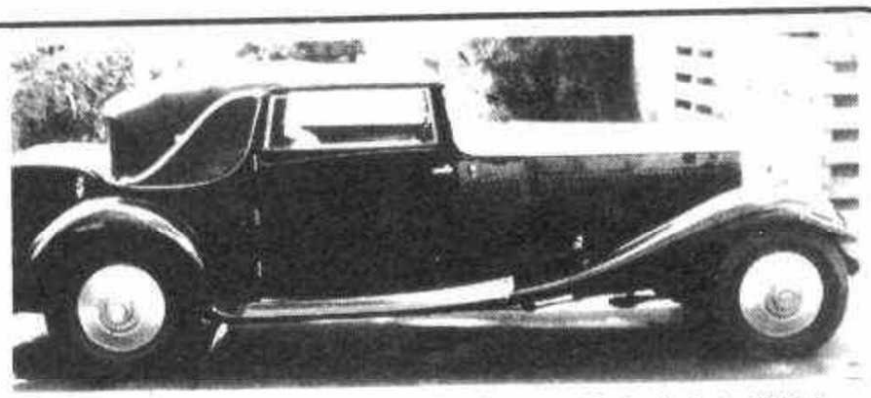
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1961 Bentley S11 Continental Drophead Coupe by Park Ward. White with beige leather and hood (electric). An attractive and very desirable car in excellent condition attractively priced at £27,750



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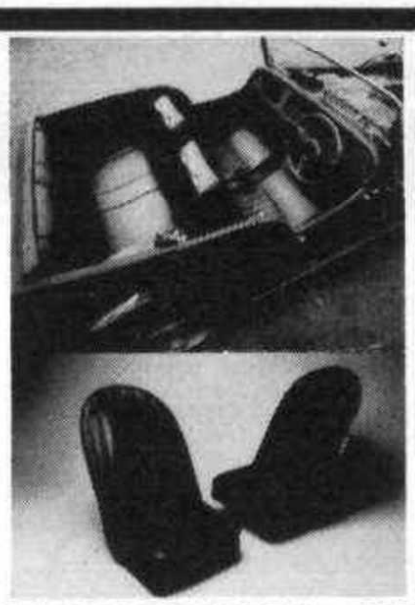
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1963 300 S.E. CONVERTIBLE, *black, tan hide, auto, p/s, 82,000 miles full service history.*
1969 280 SL, sand metallic, black hide, auto, p/s, 82,000 miles only. Full ground up restoration in 1981 at 64,000 miles. Excellent.

ALSO IN STOCK

1965 MASERATI MISTRAL SPYDER, 3.7LTR., R.H.D. *37,500 miles only. White with red hide.*
1982 MASERATI MERAK, Celeste blue, blue velour R.H.D. 20,000 miles mint.
1954 ROLLS ROYCE SILVER DAWN, black over tudor grey, one ownership since 1962. Very good original example, priced accordingly.

I LOOK FORWARD TO HEARING FROM YOU CONCERNING ANY MERCEDES BENZ OR OTHER CLASSIC CAR YOU MIGHT BE INTERESTED IN BUYING OR SELLING.

The TVR Centre

DECEMBER – CHRISTMAS — a time of 'peas' on earth and good will to all! A time to choose that "extra special" gift — especially for yourself, and what could be more special than one of our vast stock of new, and used, TVRs. You'll be spoilt for choice with the exciting new range of TVR's introduced at this year's Motorshow, but if you really want to pamper yourself (or someone else!) then your choice has to be the new **420 SEAC**. The ultimate pleasure in Power, Handling and Driveability. Santa couldn't even guess at the amount of reindeer under it's bonnet! Or there's the new "S", for which we are currently taking deposits — an irresistible sportscar that combines excitement with charm. If you want to be certain of having your new TVR for Christmas then any one of the following new TVRs in stock are ready for gift wrapping: **350i S/2 Con**, red, biscuit hide seats, 390 mirrors. **350i S/2 Con**, Metallic Blue, 390 Mirrors. **350i S/2 Con**, Metallic Silver, blue hide seats, 390 mirrors. **350i S/2 Con**, Metallic Black, grey hide seats, 390 mirrors. **350i S/2 Con**, White, grey hide seats, 390 mirrors. **350i S/2 Con**, Champagne, biscuit hide seats, 390 mirrors. **350i S/2 Con**, Yellow, black hide seats, 390 mirrors. **350i S/2 Coupe**, Champagne, biscuit hide seats, 390 mirrors. It does, of course, go without saying that we offer the best delivery time should your wish to have your TVR built to your own specification, and if you would like to make an appointment for a test drive, and peruse our book of TVR interior and exterior colour schemes, then just phone Giles at THE TVR CENTRE to arrange a mutually convenient time. **STOP PRESS**: As promised we now have our **420 SEAC Convertible** demonstration car on the premises — a **1986 420 SEAC Con**, Metallic Silver, full leather trim, but be warned — once driven you'll be spoilt for anything else! Also in stock we have two **390 SE Convertibles** — **85B**, British Racing Green, biscuit leather seats, 2 owners, 27000 miles and **85B** Metallic Blue, blue leather seats, 8000 mls. As you know all our second hand stock is carefully Cooperised! i.e. professionally and thoroughly prepared by THE TVR CENTRE team, supervised by the eagle eye of GC himself, so you can feel quite secure in the purchase of any one of the following: **86D 350i S/2 Con**, Metallic Silver, blue hide seats, L.S.diff, 1000 mls, £16,500. **86D 350i S/2 Con**, Champagne, biscuit hide seats, brown hood, L.S.diff, 1000 mls, £16,500. **85C 350i S/2 Con**, Magnolia, matching full leather int, 1 owner, 8000 mls, coded boot spoiler, £14,995. **85C 350i S/2 Con**, red, black trim, 1 owner, 10000 mls, £14450. **85C 350i S/2 Con**, White, red trim 1 owner, 22000 mls, £13995. **85B 350i S/2 Con**, Starlight blue, full grey leather int, 2 owners, 10000 mls, £13995. **85B 350i Con**, Crystal Green, leaf green int, black hood, 1 owner, 12000 mls, £13250. **84 model 350i S/2 2 + 2 Coupe**, Sapphire Blue, personal plates, magnolia leather int, air con, 1 owner, 20000 mls, £12450. **84B 350i Con**, red, black hood, black leather int, 1 owner, 45000 mls, £11750. **84B S/I 350i Con**, Black, red trim, 1 owner, 51000 mls, £10750. **84A 350i S/I Con**, Metallic Gold, peat trim, 2 owners, 44000 mls, free flow exhaust, £10750. **STOP PRESS**: In stock now — **SPECIAL 350i S/2 Con**, unregistered, Italian Red, grey hide seats, handling and performance modifications, improved engine, gas filled dampers, Bridgstone tyres, L.S.diff — guaranteed to leave you speechless. **84A 280i S/2 Con**, Italian red, peat trim, 5 speed box, 26000 mls, £10250. **82Y 280i Con**, Metallic Gold, brown hood, caviar trim, 2 owners, 29000 mls, £8750. **82Y 280i Con**, 45000 mls, spoked wheels, new black hood, £7995. Last, but not least, **1979V 3000S, Con**, black, oatmeal trim, 1 owner, 40000 mls, big valve engine, Wolfrace wheels, roll bar, £8995. Obviously, our stock is constantly changing so it's always best to phone first and obtain an update on our stock. We've got one part exchange for sale this month — an 83A Marcos 3.0i VS, red, oatmeal int. 17000 mls, 1 owner, sunroof, radio/stereo, all taxes paid, £4995.





PARAPHANALIA (for the man or woman who already has everything): TVR logo'd tee shirts and Fred Perry type teeshirts in various colours and sizes, TVR extra large umbrellas, badges, tie pins. The TVR BOOK, key fobs and an ideal stocking filler — a gold TVR key fob. We can arrange postage on all of these items, but would obviously prefer you to collect the gold key fob! TVR Maniacs Department offers the usual professional services such as spares, Koni dampers, 350i performance modifications, new hoods to factory standard, freeflow exhaust systems, rear boot spoilers for 350i and 280i convertibles, dust shields for pristine wheels, and Cooperised 350i/280i interior overmats, luxurious mats incorporating the TVR CENTRE insignia. Gary, our trimming expert, can offer an excellent trimming service on anything you care to have trimmed, just phone us with your ideas! We can be reached by road on the A411, off the A1, by underground on the Northern Line at High Barnet or by sledge on the roof! We wish all our customers, past, present and future, a very Happy Christmas. The TVR Centre will be officially closed from 24th December and will re-open on 2nd January 1987, but phone if you're desperate — you never know there may be someone dedicated here!

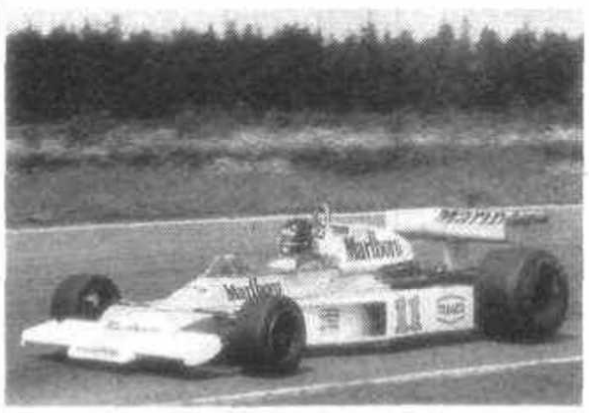


Giles Cooper.

THE TVR CENTRE, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-440 6666

DUNCAN HAMILTON

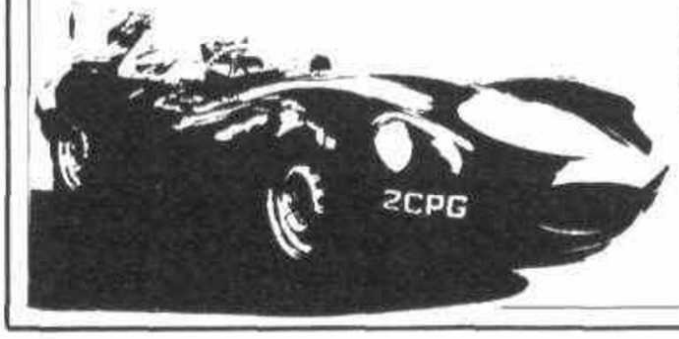
The Square, Bagshot,
Surrey, GU19 5AX.
Tel: (0276) 71010
Telex: 858334.

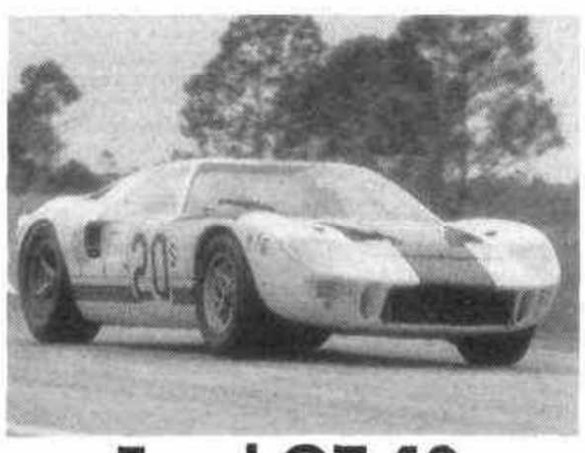


The Ultimate

James Hunt actual world championship winning McLaren M23. Chassis number M23-8-2. Six Grand Prix victories. Undoubtedly one of the most sought after Grand Prix Cars in full running order.

For further details please contact Adrian Hamilton.





Ford GT 40

Chassis number 1010. Ex Essex Wire Team driven by Maston Gregory, Peter Revson and Jacky Ickx. Meticulously restored to full race specification. An important historic *GT 40*.



March 711/721

This beautiful historic Ronnie Peterson March is available immediately in full running order.

FOR SALE — continued

MINI 'WOODY' TRAVELLER, 1962, 1 owner, MOT, taxed April 1987. £770 ono. Tel: 0483 38308. (933378

1934 3½ LITRE BENTLEY Park Ward saloon. Re-sleeved, plus rolling chassis. £13,000 the pair. Tel: 097422 633. (933379

VOLVO P1800E COUPÉ, 1972, overdrive, alloys, white/red leather, 1 owner last 10 years, 79,000 miles. £2,450. Part exchanges considered. Tel: (053186) 576 (Bosbury) Herefordshire. (933380

ROVER 3500 PS SALOON, 1968, virtually one owner from new, 72,000 miles, very clean & original. £1,250. Part exchanges considered. Tel: (053186) 576 (Bosbury) Herefordshire. (933380

ROVER 3500 PS COUPÉ, 1968, in need of some bodywork. Mechanics/interior good. £650. Part exchanges considered. Tel: (053186) 576 (Bosbury) Herefordshire. (933380

MERCEDES 220SE 4 DOOR SALOON, 1965, all complete. Restoration/spares. £250. Part exchanges considered. Tel: (053186) 576 (Bosbury) Herefordshire. (933380

FOR SALE — continued

MORGAN 4/4, June '84. Impeccable condition. 19,000 miles. £9,750. Tel: Lillis 04203-2710 (home), 01-636-1500 (office). (933572

1932 ALVIS SPEED 20 Tourer. Looks like five bobs worth but I want five grand! Special builders and heroes form a queue, having phoned 0908 617374 — bringing your own shovel! (933576

RARE BREED — A genuine fast hatchback, Vauxhall Nova Sport. Rally bred. Full Irmscher conversion kit. (Makers claim 0-60 in 8.5 secs). Extras include rear belts, carpet mats, Clarion hi-fi. Registered January 1986. 9,000 miles. Reluctant to sell. £5,700 ono. Will deliver if required. Contact Jim Wallace, Aberdeen (0224) 580331. (933581

1929 MG 'M' TYPE, complete, new body, best offer over £4,000, exchange for Morgan trike. Tel: 0454 772261 (Bristol). (933578

TOJEIRO. Rolling chassis, less engine & body. Stored 20 years. Chassis no. PHC101. History unknown. Completely dismantled for cleaning and reassembly. In view of priority project would consider selling As Is. Sensible offers. Tel: 0608 810722 (Oxon). (933188

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1928 AUSTIN 12 by Mulliner £6,500
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1923 ALBATROS 10hp Tourer £5,950
1934 VAUXHALL 20 Tourer £6,500
1937 TRIUMPH VITESSE Tourer £5,500



1913 GWK 10hp Tourer* £7,960
1913 HUMBERETTE 1000cc V-Twin* £6,660
1902 BAILLEAU 3½ De Dion* £12,500
1966 E-TYPE 2+2. Superb in silver, new chrome wires + whitewalls after 3 year rebuild £8,000
1935 BEDFORD 30cwt Van. Now in excellent running order + very pretty ..... £4,500 + VAT
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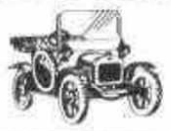
STEWART SKILBECK
Historic Vehicle Specialist

1898 Georges Richard. 3½hp 3 seater. 19th Century cars rarely come on the open market and this Benz type car is delightfully original, featuring Vis-a-Vis coachwork. Solid rear tyres, belt cum chain drive and candle lamps £18,500

1904 Peugeot 6hp 2-Seater. With rear spider seats and cape cart hood. Restored and successful Brighton runner £13,750

1926 Delage DISS. Skiff bodied 3-seater sports car ideal for V.S.C.C. events £14,950

WANTED: Any veteran, vintage and pre-war cars in excellent condition.



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1926/27 Rolls Royce 40/50hp. Long chassis ordered in 1926, built in 1927 by Thrupp & Maberley Limited (then owned by Rootes). Body style Two-seater Drophead similar to the Brewster Playboy Roadster on page 81 of 'Evess 80 Years of Motoring Excellence'. It has matching back and front, double flat bar bumpers; Grabel lights and has a heater! It is also taxed and tested. It is not concours but is extremely driveable and causes great excitement when seen.

Other Rolls Royce models for sale include:

1960 Cloud II. 56,000 miles. Earls Court Show Car.
1961 Cloud II.

Also:

MG TF.

URGENTLY REQUIRED
Rolls Royce (any model) Lagonda V12 drophead and a WO Bentley. Condition totally unimportant.



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Should you wish to view the above vehicles please telephone for instructions of how to find me.



ANTIBES — JUAN LES PINS

International Club de Juan-les-Pins
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06160 Juan-les-Pins, FRANCE
(Phone 010 33 93 61 09 95 or 12 28 or 62 02)

15th RALLYE D'ANTIBES, JUAN-LES-PINS

Touring run for older cars - FFAE - FIVA - from Schwäbisch Gmünd (nr Stuttgart, Germany) via Switzerland, Liechtenstein & Italy to Juan-les-Pins.

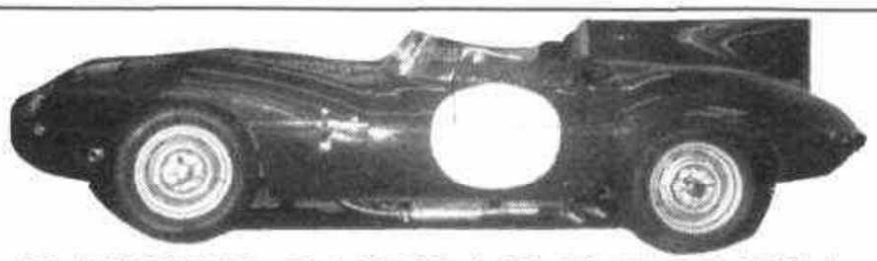
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Entry fee - 9000FFr per car on basis of 2 persons per car.

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XK120 Roadster. LHD. 1953. White, wires, superb £12,500
XK120 Roadster. LHD. Red, superb £12,500
XK150 Drophead Coupé. LHD. 1960, blue, manual, wires, runs but needs restoring £7,800
XK150 Drophead Coupé. LHD. White, wires, not running £6,200
XK150 "S" Roadster. LHD. 1961. Automatic engine removed, needs some work, but not rusty £8,000
XK140 Drophead Coupé. LHD. 1956. Automatic, rust free, wires, not running, needs restoring £6,500
XK120 Fixed Head Coupé. LHD. Almost rust free, untidy paint, good leather £5,500
Jaguar E-Type Roadster. LHD. 1965. Green, manual, runs, needs work £6,500
Austin Healey 3000 MkIII. 1967. LHD. 1967. Superb, rust free, blue, wires, o/d £9,000
Cadillac Convertible. 1960. LHD. Californian car in primer, runs superb £4,950
Eldorado Biarritz. LHD. 1955. Needs work £4,950
Eldorado Biarritz. LHD. 1953. White, excellent original car £12,500

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Several left-hand drive Austin Healey 3000 and E-Type Jaguar and XK Jaguar cars available to order, for restoration. Sensibly priced, not superb restored cars. These cars are manufactured left hand drive, not conversions.

Tailor-made cars similar to above. I can always obtain any sports car you require at a sensible price, delivery to anywhere you require. Dover, Calais, Ostend, Hamburg, Oslo, Gothenburg, Leipzig, Rotterdam. Shipping to Japan, USA, Australia, Far East & Middle East my speciality.

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1985 LOTUS EXCEL. Blue, 12,000 miles.
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1985 (SERIES) LOTUS ESPRIT S3. Red, 21,000 miles.
1984 LOTUS ESPRIT S3. White, 22,000 miles.
1983 (SERIES) LOTUS ESPRIT S3. Red, 27,000 miles.
1983 (SERIES) LOTUS ESPRIT Turbo. Red, ½ leather, 18,000 miles.
1982 LOTUS ESPRIT Turbo. Met silver, ½ leather, air cond, 18,000 miles.
1979 LOTUS ESPRIT S2. Black, leather int.
1973 LOTUS ELAN Sprint FHC. Red/white Goldleaf colours. 31,000 miles, one lady owner.
NEW MORGAN Plus 4. 2 seater, red, leather, ali body, w/w.
1986 MORGAN PLUS 8. Met grey, 2,000 miles.
1984 PLUS 8. Met. wine red, leather int, ali body, 14,000 miles.
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1982 (SERIES) FERRARI MONDIAL. Red, 29,000 miles.
1983 (SERIES) FERRARI BOXER 512 BBi. Rosso red, 27,000 miles.
1983 FERRARI 308 GTB QV. Chiarro blue, 20,000 miles.
1982 FERRARI 308 GTBi. Met. blue, 20,000 miles.
1981 FERRARI 308GTB. Red, 19,000 miles.
1980 (SERIES) FERRARI 308GT4. Blue, 40,000 miles.
1979 FERRARI 308GTB. Red, 45,000 miles.
1978 FERRARI 308GTS. Red, history, 49,000 miles.
1978 FERRARI 308GTS. Blue, history, 48,000 miles.
1978 FERRARI 308GTB. Red, 32,000 miles.
1978 FERRARI 308GTB. Blue, 41,000 miles.
1974 FERRARI DINO 246GT. Silver, 55,000 miles.
1973 FERRARI DINO 246GT. Met. pewter, 1 owner, 22,000 miles.
1973 JAGUAR E-TYPE Roadster. White, manual, 2 owners.
1973 JAGUAR E-TYPE Roadster. Red, 34,000 miles, h/t, w/w.
1972 JAGUAR E-TYPE 2 + 2 Auto. Navy, 34,000 miles, personalised No.
1965 JAGUAR E-TYPE 4.2 FHC 2 Seater. Red
1987 (SERIES) PORSCHE 911 TURBO. Prussian blue, del. mlge.
1986 PORSCHE 911 CARRERA CABRIOLET Sport. Red, 6,000 miles.
1985 PORSCHE 911 CARRERA TARGA Sport. White, 12,000 miles.
1985 (MODEL) PORSCHE 911 Carrera Sport Targa. Kiln red, 14,000 miles, full leather trim.
1984 PORSCHE 911 Carrera Sport Coupé. Pewter, 29,000 miles
1984 (SERIES) PORSCHE 911 SC Targa. White, 20,000 miles.
1983 (MODEL) PORSCHE 911SC Sport Targa. Red, 52,000 miles.
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1981 (SERIES) PORSCHE 911 SC SPORT Coupé. White, 42,000 miles.
1985 PORSCHE 928 S2. Manual, met. silver, 6,000 miles, leather.
1985 (MODEL) PORSCHE 928 S2. manual, slate blue, 23,000 miles, leather, sunroof, LSD, hi-fi pack.
1983 PORSCHE 928 S. Auto, white, 25,000 miles.
1982 PORSCHE 928. LHD, manual, met. silver.
1986 PORSCHE 944 Turbo. Guards red, delivery mileage.
1986 PORSCHE 944 Turbo. Guards red, 1,000 miles.
1986 PORSCHE 944. Guards red, 10,000 miles.
1985 PORSCHE 944. White, 11,000 miles.
1985 PORSCHE 944. Gold, 12,000 miles.
1985 (SERIES) PORSCHE 944. White, 23,000 miles.
1983 PORSCHE 944. Met. wine red, 32,000 miles.
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1984 AUDI COUPE GT. Fuel injection, black, 17,000 miles.
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1986 MAZDA RX7. Blue, 7,000 miles.
1985 FORD ESCORT CABRIOLET Fi. White, 27,000 miles.

393-395 Hendon Way London NW4 LP3. Telephone 01-202 8011/2

FOR SALE — continued

MG TF & TD1 for restoration. TF mechanically sound but requires tidying. TD1 80% complete to concours. Requires finishing. TF £7,000. TD1 £6000 or very near offers. Tel: Weyhill 2105. (933579
MERCEDES 190E 2.3-16 Cosworth, Sept. 1985, L.H.D., full leather interior, A/C Clarion stereo, less than 6000 dry miles. Just like new on Belgium plates, idea for Group N conversion. £16,500. Tel: Sheffield (0742) 683910. (933580
WRAGG AUSTIN 7 Single Seater. VSCC accepted, road registered, MoT and tax. Supercharged full race engine producing 40 bhp. Two sets of wheels, road and race tyres, own trailer, many spares, potent and exciting road/race car. £11,000 ono or PX. Tel: 025126 3252. (933187
1904 HUMBER. Brighton runner, VCC dated. New block, balanced crank, tax and MoT. Pedigree Motors (Trade). Tel: 0635 35460. (F
1953 BENTLEY CONTINENTAL 'R' Type 4.9. Chassis No BC5B. Maintained in excellent condition. Finished in Shell grey with tan hide. Fitted with steel sliding sunshine roof. £31,000. Sytner (Trade) 0602 582831. (F

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MGB GT 1980 W Reg. White, 16,000 miles, 2 owners, overdrive, radio/cassette, rustproofed, burglar alarm, unused spare, excellent condition. £4,600. Tel: day 01-486 9190, eve. 0279 55509. (CC
SCIMITAR AUTO 1972, red, radio/cassette, Wolfrace seats, towing equipment, excellent condition, MoT May. £850. Tel: Abingdon 0235 20049. (933303
MORRIS TRAVELLER. 1968. One owner, new wings, wood, £1,250. Tel: Plymtree 377. (933595
1968 MINOR 100 Convertible. One owner to November 1983 (signed original sales invoice). Total restoration second present owner 1984/86. New carpets, seats, hood, s/s exhaust, etc. Brightwork replated. Completely repainted. Tax, MOT 1987, £2,195. Tel: Ashtead (Surrey) 72063. (933591
1966 TF21 ALVIS. Unused for years, needs work. Space needed, £995. Tel: 0222 761774. (933669

FOR SALE — continued

FRAZER NASH BMW Type 315 Four Seat Open Tourer. 1937. Original six cylinder 1500cc engine. Retrimmed and reupholstered with new hood and screens. Beige with dark green wings. Excellent condition, tested November 1987. Only known example in UK. Offers invited around Coy's Guide Price. Tel: Tyneside 091 2853261. (933590
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CONCOURS-WINNING 1926 CHUMMY. D-type body, open centre wheels, 6" brakes, original log book, tools, hood bag, Kingfisher/black, mint condition. Tel: (0624) 897737 after 6pm. (933664
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FOR SALE — continued

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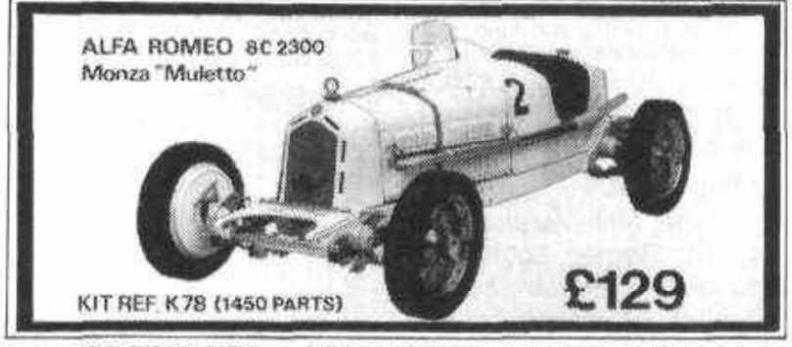
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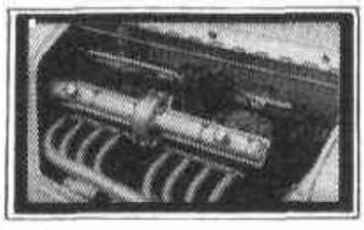
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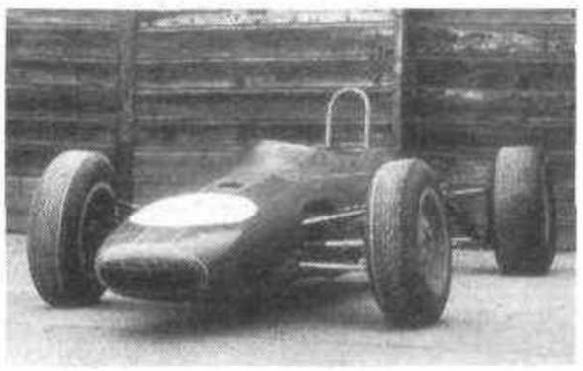
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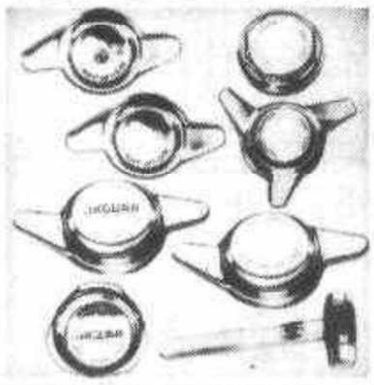
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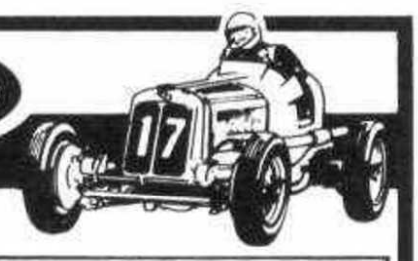
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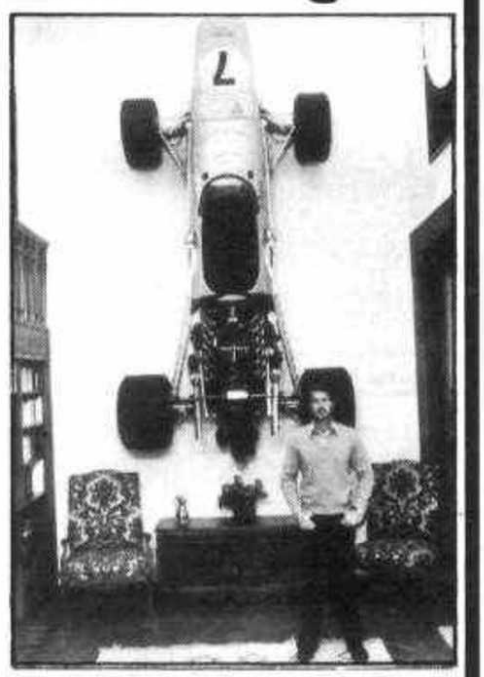
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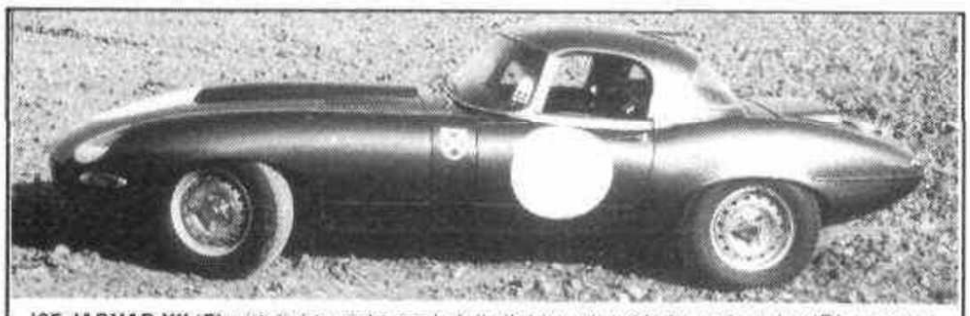
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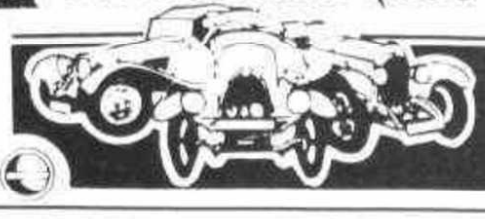


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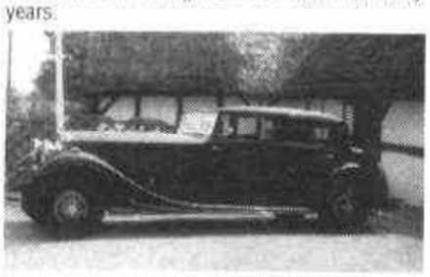
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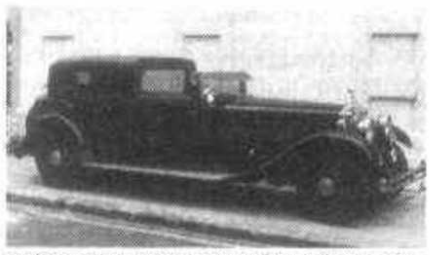
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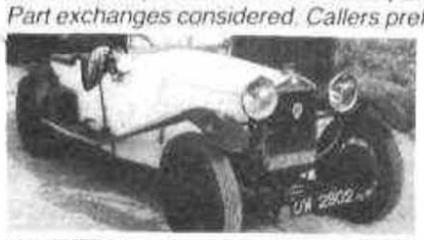
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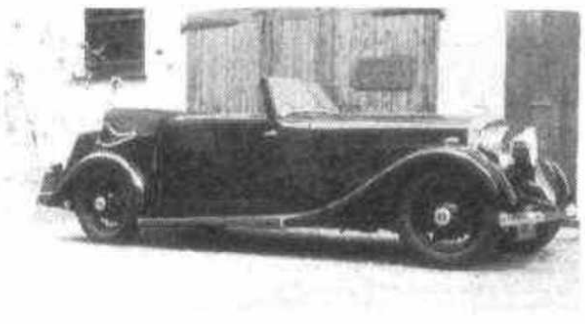
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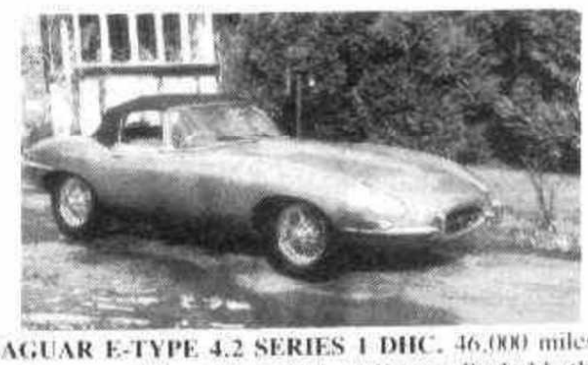
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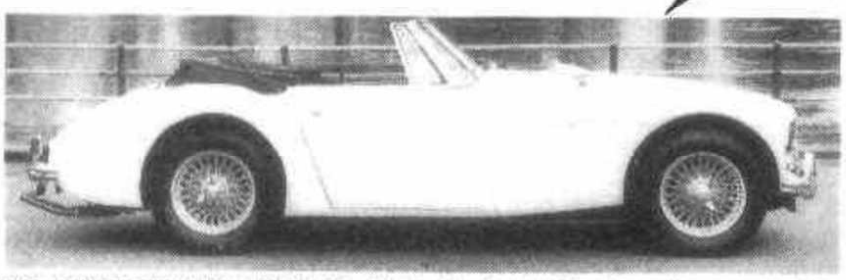
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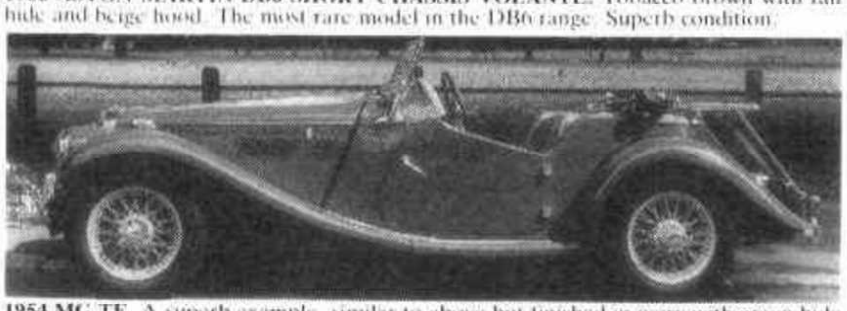
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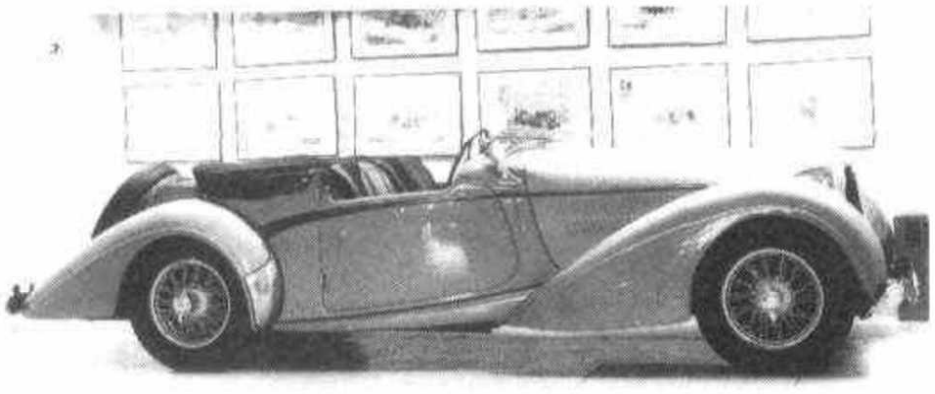
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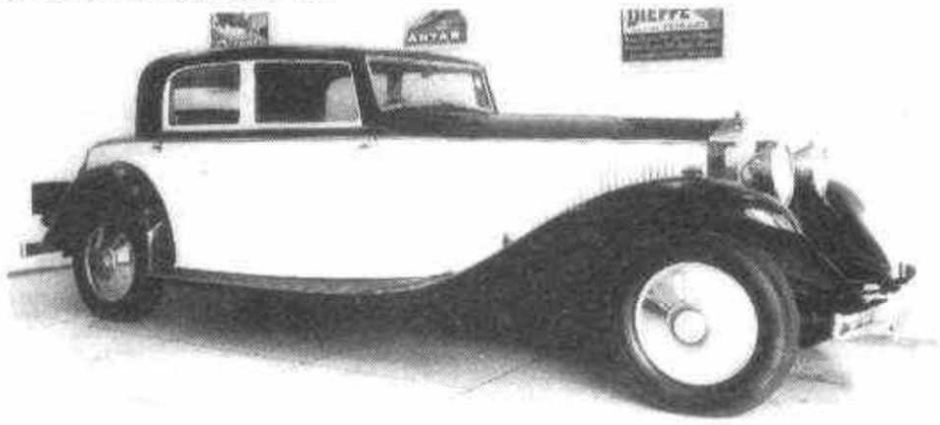
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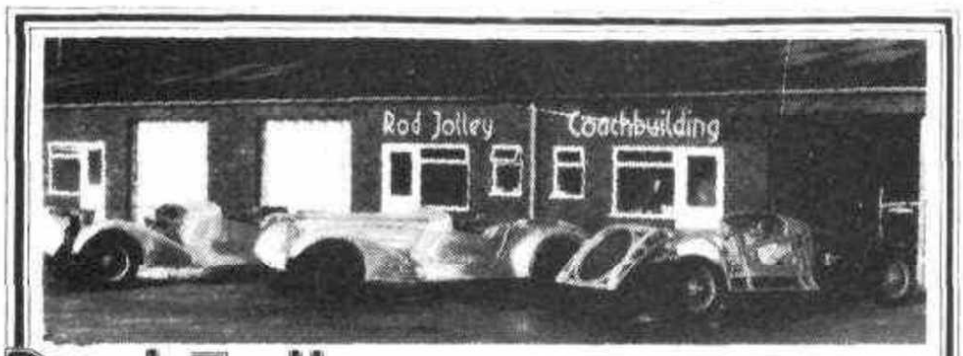
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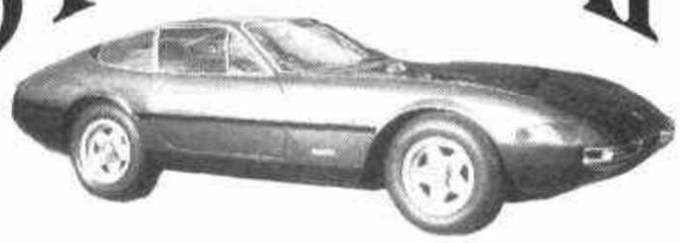
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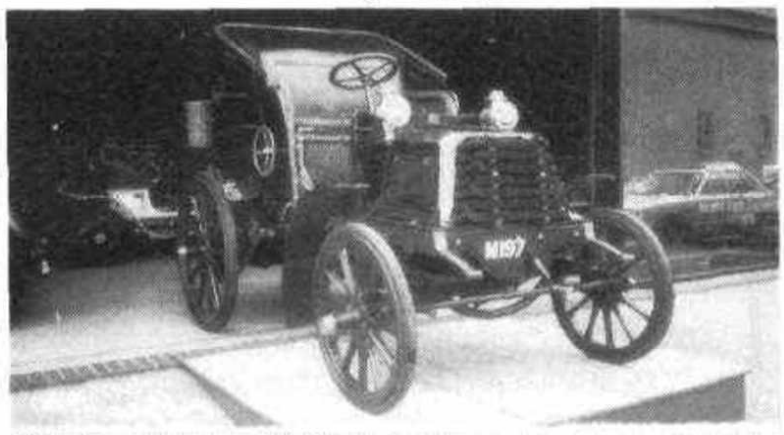
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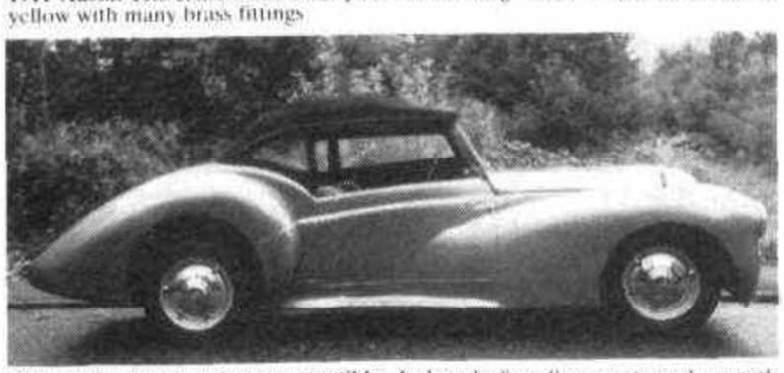


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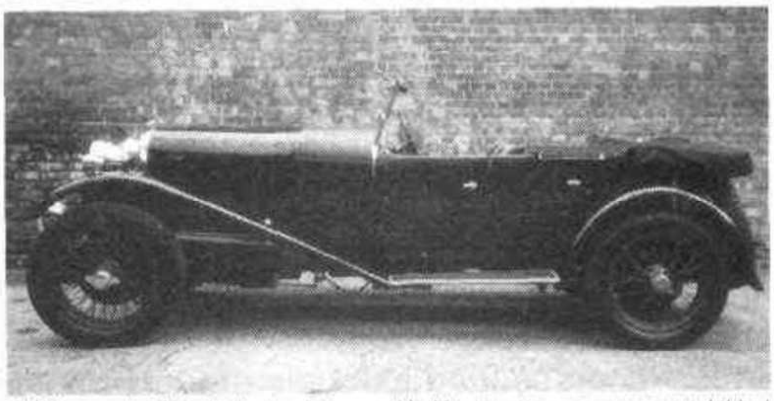
1911 Austin convertible with dickey seat. Charming little Edwardian in canary yellow with many brass fittings



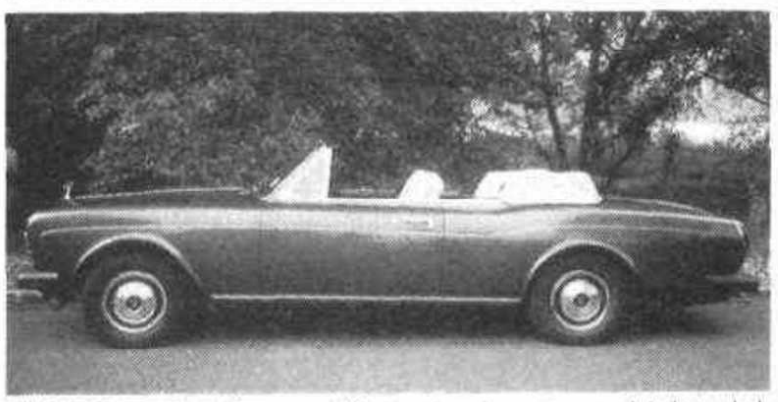
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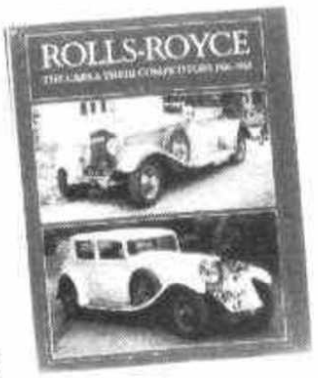
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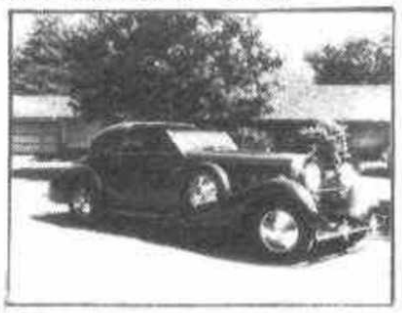
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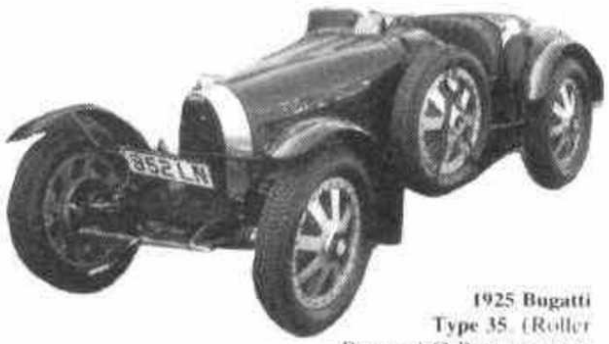
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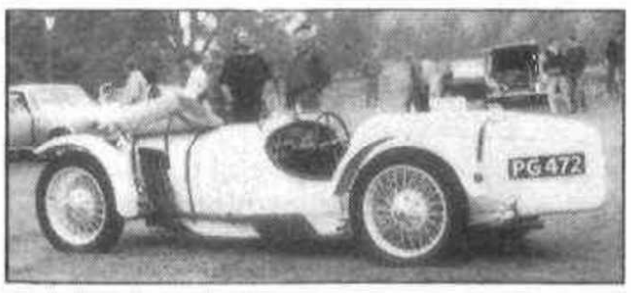
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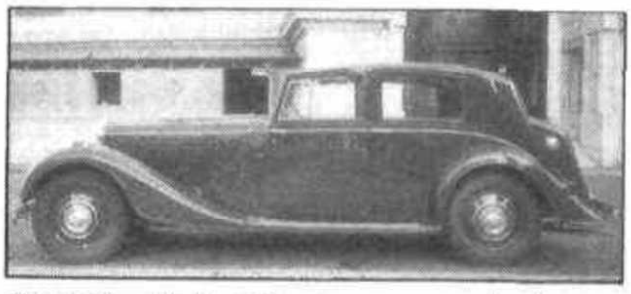
1931 Alfa Romeo. 1750 Twin cam Gran Turismo DHC by James Young. Extensive restoration



1925 Bugatti Type 35. (Roller Bearing) G.P. two seater



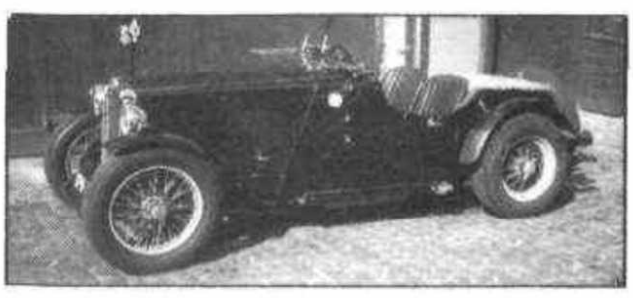
1929 Riley Brooklands. Recent complete rebuild. Full history



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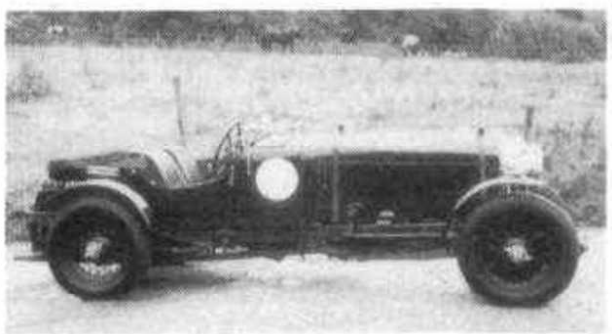
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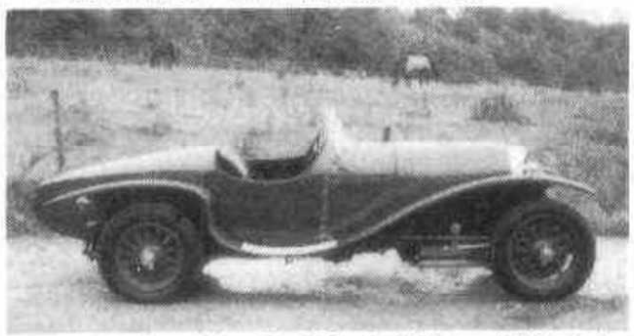
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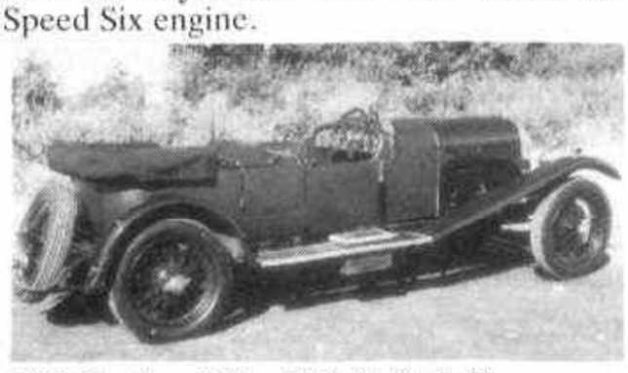
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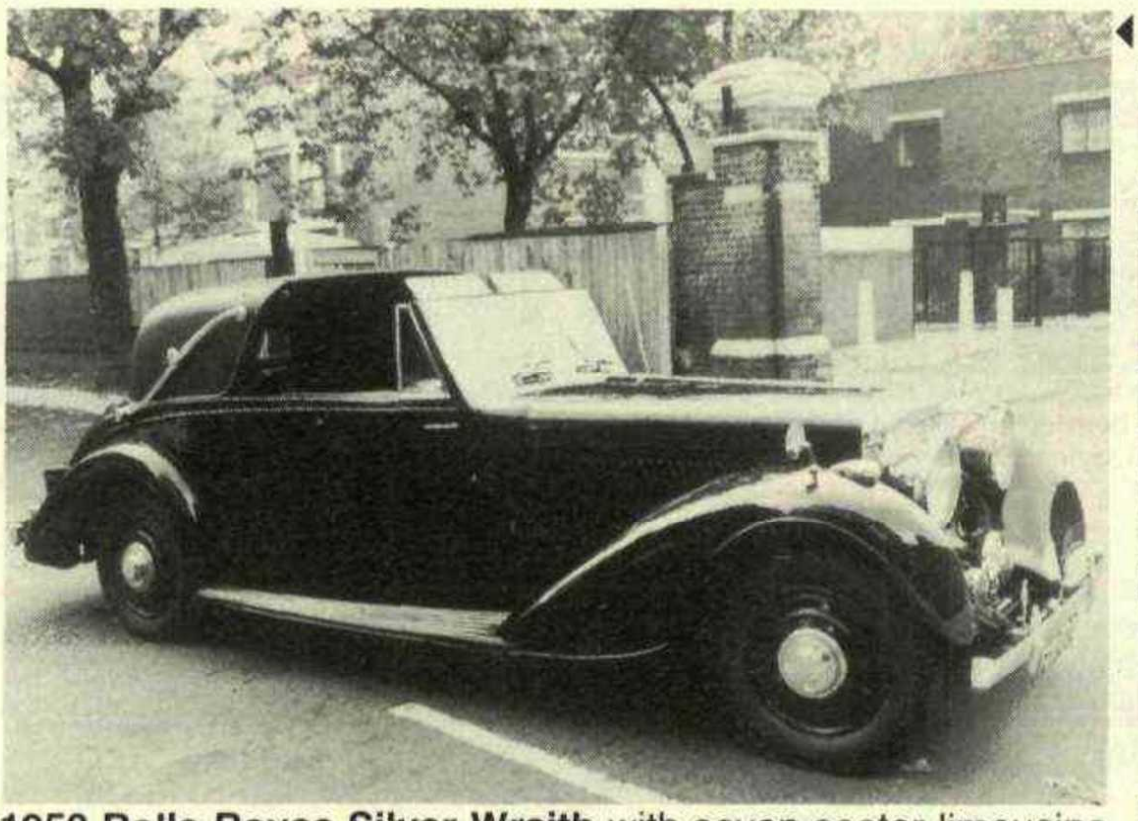
The above event will take place at Dartmouth Park, West Bromwich on 10th May 1987.

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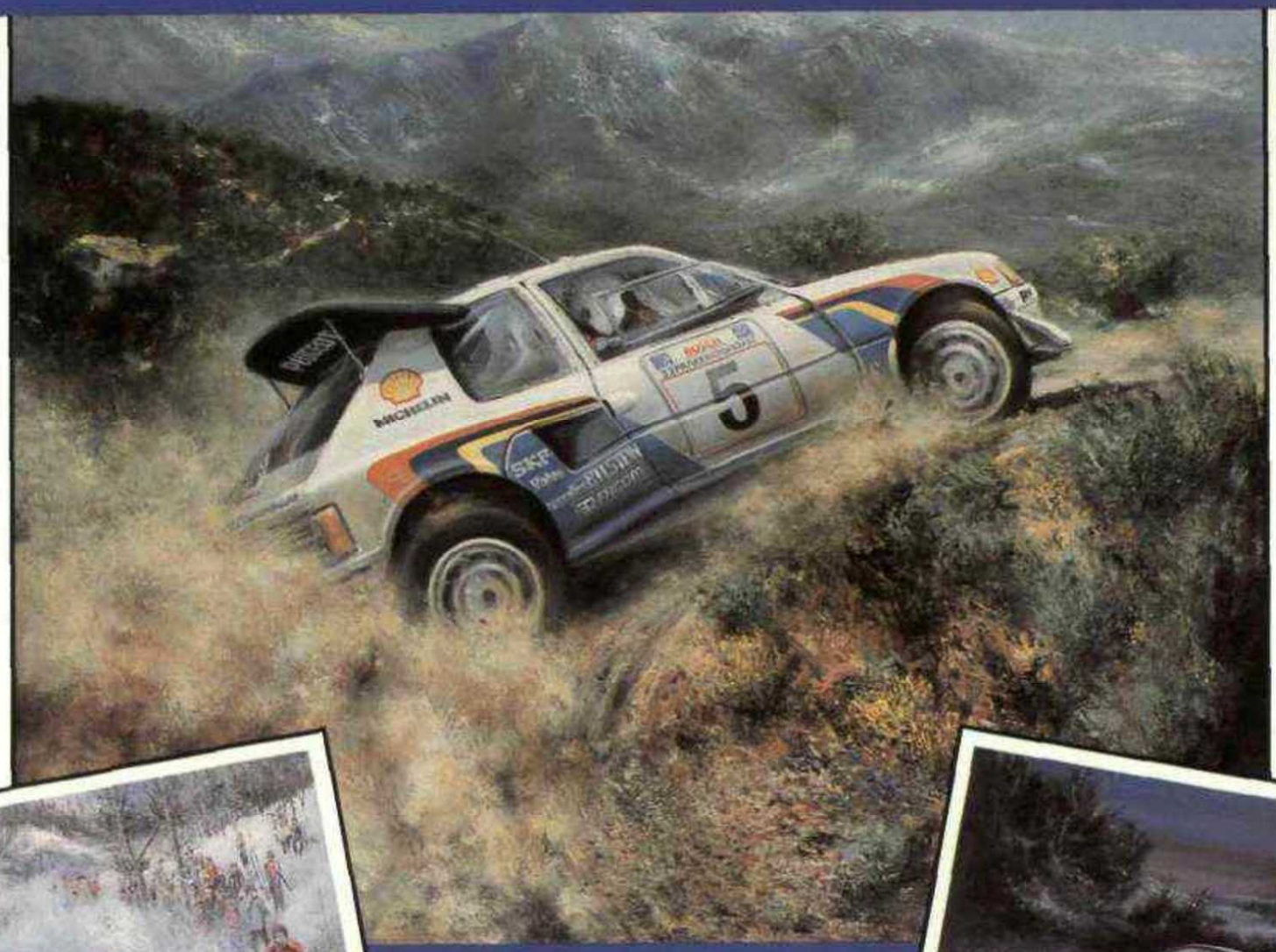
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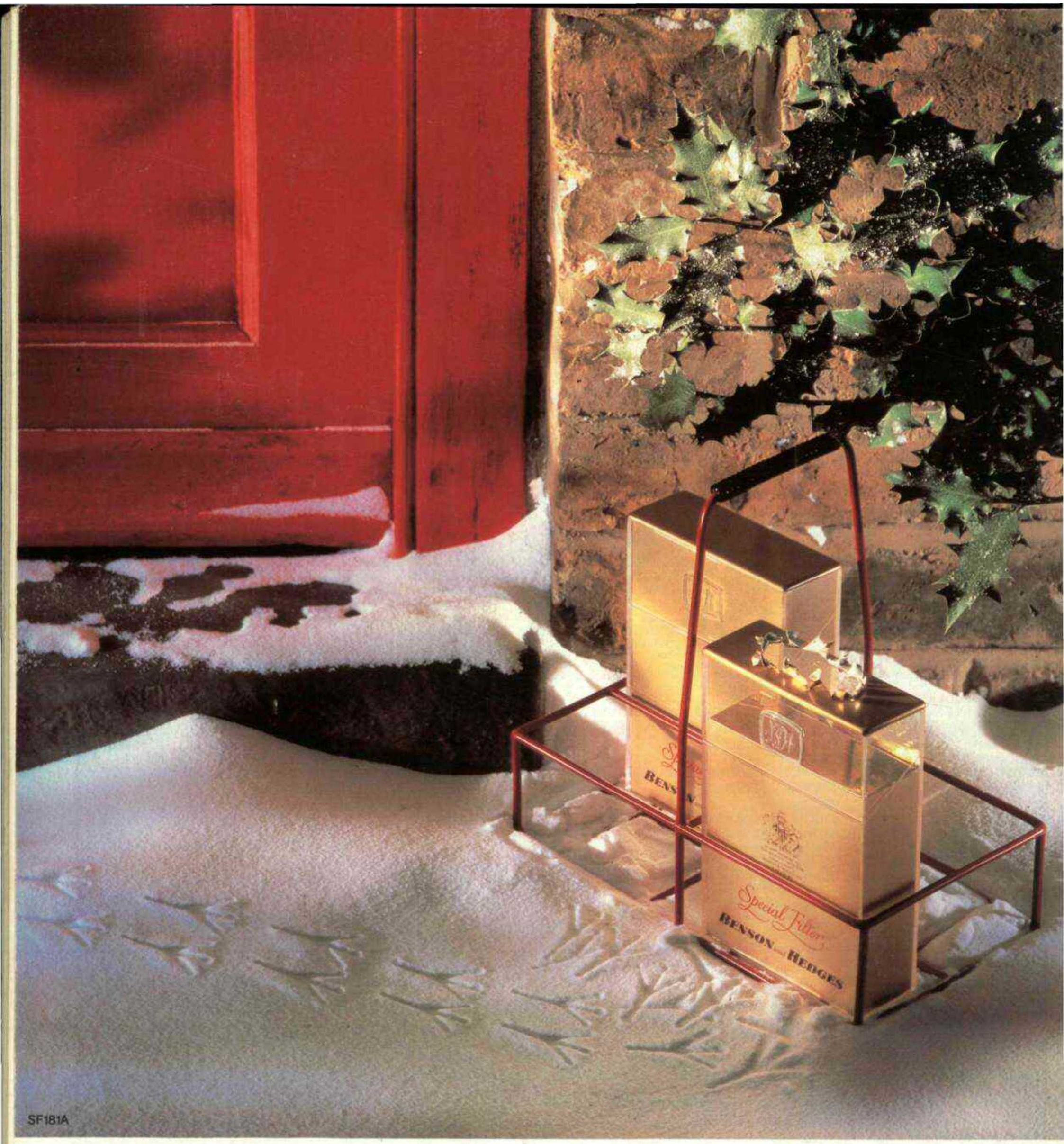
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