FEBRUARY 1987 FOUNDED IN 1924 ONE POUND

MOTOR SPORT

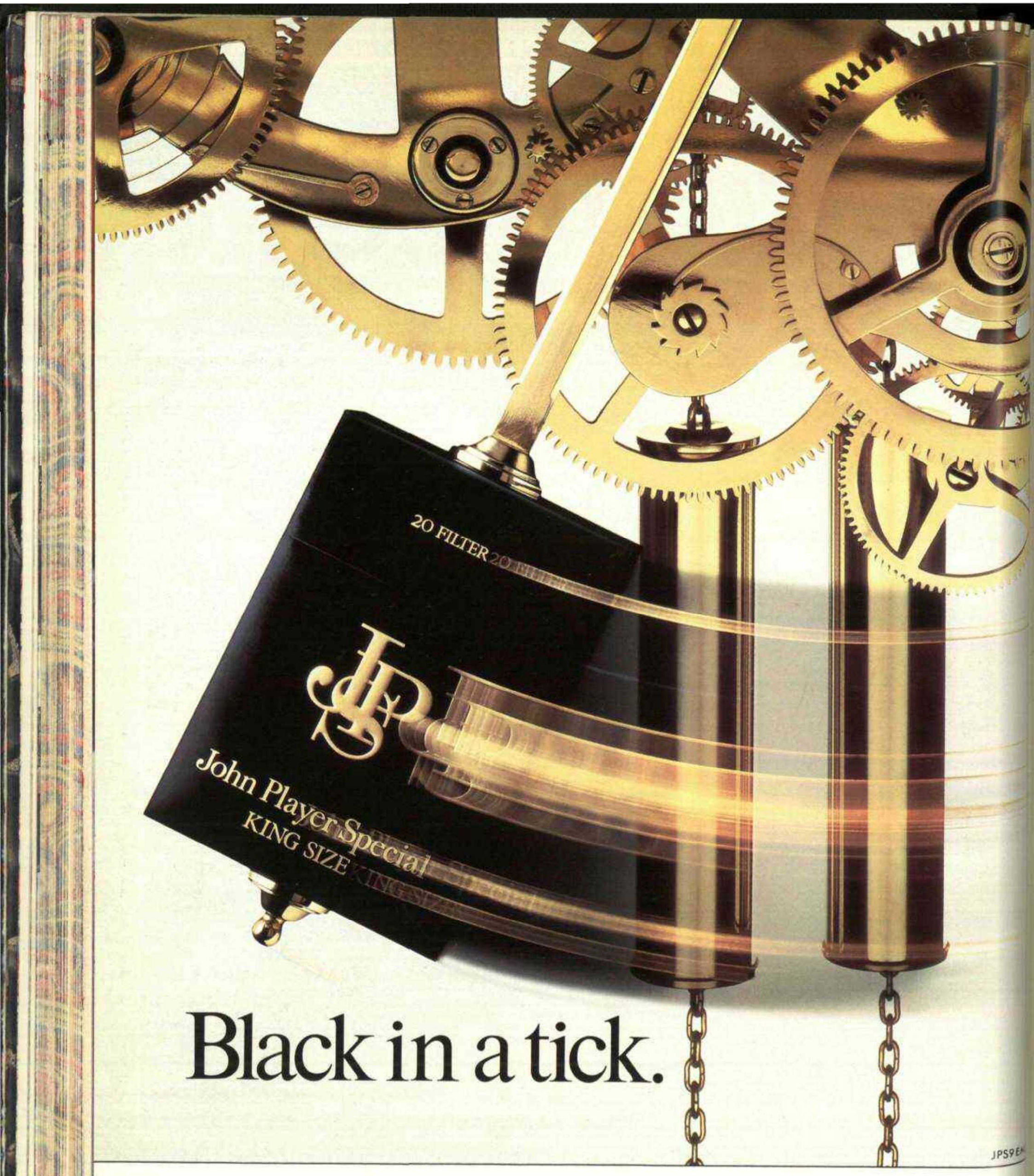
The Authoritative Voice of The Sport



RALLY SUPERCAR SWANSONG

BMW 507 meets M635CSi

Renault GTA Turbo Jaguar XJR6 Cutaway



Black in a tick.

MIDDLE TAR As defined by H.M. Government
Warning: SMOKING WHEN PREGNANT CAN INJUR
YOUR BABY AND CAUSE PREMATURE BIRTH
Health Departments' Chief Medical Officers

MOTOR SPORT

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Juha Kankkunen's Peugeot 205 T16 on its way to second place in the Olympus Rally on the United States' Pacific Coast. The result was sufficient to make the Finn World Champion, although he did not know it at the time, for the title was resolved by a FISA committee. Rally Review, page 106.

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MATTERS OF MOMENT



Jaguar XJ6 — really satisfying motoring.

The Year Ahead

Another brave new year has started to unfold and in many ways it can be said that, in the reported words of the late Lord Stockton, we have never had it so good.

Today's production cars represent a very wide choice for buyers, and there are no truly bad cars about these days. The overall level of performance is high, in respect of speed, acceleration, and fuel economy, set against the machines in the catalogues a decade ago. Even small-engined cars go indecently quickly, for those of us who remember the dismal family cars of pre-war days. The high-performance modern offerings are very quick indeed — never mind that nowhere except in enlightened Germany can they be legally extended to more than half their potential!

Design trends have progressed impressively. Items of specification such as fuel-injection, electronic ignition, turbocharging, and five-speed gearboxes, once the preserve of expensive sports-cars, are now commonplace. Within the car "mod cons" such as fully-adjustable seats, central locking, remote mirror-adjustment, rear fog lamps and many things once found only in luxury cars are rapidly becoming the norm.

Moreover, anti-lock braking and four-wheel-drive are beginning to follow this trend, which must help road safety. It is surprising how even a little mud can bring a rear-wheel-drive car to a standstill.

Colleagues on other motor papers seem to have an extraordinary amount of trouble with their cars, but our experience points to the reliability of today's machines. Two Ford Sierra XR4x4s have not so much as lost a bulb in an aggregate of 30,500 miles.

In 1987 we can look forward to continuing enjoyment from fast, economical, and essentially safe cars such as the Peugeot 250 GTi and Volkswagen Golf GTi 16V, and real satisfaction (for the more wealthy) from Jaguar XJ6, Porsche, BMW, Rolls-Royce, Maserati or Mercedes-Benz. It is good, too, that open cars have survived, with the Nissan Turbo-powered Reliant Scimitar high on merit. We wish Austin-Rover well in the days ahead, with their Rovondas, MGs, Metros, Maestros and Montegos in the face of ever-pressurising Japanese opposition.

The roads on which we use our cars are generally improving all the time. The opening of the M25 London orbital was the motorway achievement of 1986, and more British motorways are planned, but will they be completed in 1987?

Road Safety Year may have been a disappointment, yet the record does not seem too bad, remembering that antiquated routes are used by everything from bicycles to multi-tonne trucks, at a legal "closing rate", on two-vehicle-width winding paths, of 120 mph. But if real progress in road-accident prevention is to be made, we cannot see how smoking, using a telephone or peering past dangling dollies can be condoned while driving.

In the sphere of motor sport, a splendid year is envisaged, with another intense season of Formula One and equal interest being maintained in endurance racing, rallying, veteran to classic events and trials.

As we have been reminded recently, the practical motorcar is now more than 100 years old. For those who use it for fun, as well as for transport, there is just about as much pleasure still to be had as in the true pioneering years of unreliability and short distances, the magnificent Edwardian years of great cars such as the big Mercedes, Napier, Daimler and 40/50 hp Rolls-Royce, or the vintage and subsequent period when so many sports cars emerged.

Let us hope 1987 sees great industrial leaps forward, so that 1987 is as good as, or no worse than, 1986 — depending on whether you rate yourself an optimist or a pessimist.

Obituary

We are deeply saddened to hear that Guilio Ramponi died in South Africa in December, at the age of 84. Ramponi began his motor racing career when he became riding-mechanic to the great Antonio Ascari in the Alfa Romeo team. In fact, Ascari taught him to drive. Ramponi remained a racing-department mechanic with Alfa Romeo from 1924 to 1933, by which time Enzo Ferrari had taken over.

In 1928 he shared the wheel of the winning Alfa Romeo with Campari in the Mille Miglia, and at Brooklands won the Essex MC Six-Hour sports-car race in a 1½-litre Alfa Romeo he had prepared himself. In 1929 he again won the Mille Miglia with Campari in an Alfa Romeo, and won the JCC Double-Twelve-hour race at Brooklands in a 1½-litre Alfa. Whitney Straight recognised Ramponi's skill in working on racing cars and appointed him head mechanic on his own cars. He then went to Dick Seaman, preparing the MG Magnette, ERA and Maserati cars in the Seaman stable, but being best remembered for his remarkable rebuild of the old ex-Earl Howe GP Delage, which enabled Dick to virtually dominate the 1½-litre races of 1936. He also worked on the Alfa Romeos Seaman shared with Harry Rose and Hans Ruesch.

Ramponi went in later years to Lodge Plugs, working in a technical capacity, but never lost interest in the sport he had come to love and retained a warm friendship with its many exponents in this country. **WB**

Racing for Britain

The enterprising outfit which supports British racing talent has increased yet again the range of benefits to members: free paddock transfer at certain meetings, a free quarterly prize draw, and even more discounts from a wide range of companies. All members vote on who should receive support, and Johnny Herbert tops the latest poll, but as always the more members there are, the more help RfB can be to assist home talent into F1. Minimum contribution is £10, or a monthly standing order of £1; that small sum is easily recouped through the discounts, and meanwhile British racing benefits.

FEBRUARY FIXTURES

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

Date	*Organiser*	*Venue*	*Event*	*Type*
Jan 31st-Feb 1st	**IMSA**	**Daytona Speedway, Florida, USA**	**Daytona 24 Hours**	INT
February 5th-8th	**Union Mécanisée Spa**	**Belgium**	**Boucles de Spa Rally (ERC)**	INT
February 7th	Forest of Dean MC	Newport Ladbroke Hotel, Newport, Gwent	Wyedean Stages	N
February 8th	Harrow CC	Brands Hatch Circuit, Nr Dartford, Kent	Car Sprint Meeting	R
February 13th-15th	**The International Swedish Rally**	**Karlstadt, Sweden**	**Swedish Rally (WRC)**	INT
February 15th	BHRC	Brands Hatch Circuit, Nr Dartford, Kent	Car Sprint Meeting	R
February 19th-22nd	**Pena Motorista Diez Por Hora**	**Lloret de Mar, Spain**	**35 Rally Costa Brava (ERC)**	INT
February 20th-22nd	**De Lacy MC**	**Bradford, Yorkshire**	**National Breakdown Rally**	INT
Feb 27th-Mar 1st	**ADAC Niedersachsen e V Sportabteilung**	**Germany**	**Sachs Winter Rally (ERC)**	INT
Feb 27th-Mar 1st	**Kelsingin Urheiluautoilijat**	**Finland**	**Hankiralli (ERC)**	INT
March 1st	BHRC	Brands Hatch Circuit, Nr Dartford, Kent	Championship Car Races	R

Ralt-Honda goes all-Brazilian

The factory-entered Ralt-Honda Formula 3000 cars will have an all-Brazilian driver line-up for the 1987 season. This second division category for Grand Prix aspirants (whose racing calendar can be found elsewhere in this issue) promises to attract more cars than previously, although whether it flowers into a strong, enduring international category remains to be seen.

The Ralts will be driven by Mauricio Gugelmin and Roberto Moreno, both of whom have been tentatively linked with the Lotus F1 team in the past.

Gugelmin, who won the British Formula 3 Championship in a Ralt two years ago, had a disappointing 1986 season in F3000, driving a John Player Special-liveried March. A great friend of Ayrton Senna (he and his wife share a house with the Lotus team leader), his name was mentioned as a possible Lotus number two at the start of last season. However, the rumours came to nothing and his F3000 season was a disappointing anti-climax. He will be looking to 1987 to re-establish his reputation as a promising new driver.

Moreno unsuccessfully attempted to qualify a Lotus 92 for the 1982 Dutch Grand Prix at Zandvoort, standing in for Nigel Mansell after the Englishman had injured his wrist in the Canadian Grand Prix. He seemed unable to adapt to the stiffly-sprung ground effect cars. Moreno was a member of the Ralt-Honda F3000 team in 1984.

Club News

With the continuing expansion of the Video archive run on behalf of the **London CC** by Paul Meals, it has been decided to reorganise it as the **Motorsport Enthusiasts Club**. The £10 subscription entitles members to attend the monthly video shows at the Packhorse and Talbot, Chiswick High Road, London W4 (this month's is on Thursday 5th, £2 for non-members) plus lectures and visits. Membership Secretary: Nic Page, 3 Denvale Walk, St Johns, Woking, Surrey GU21 3PF.

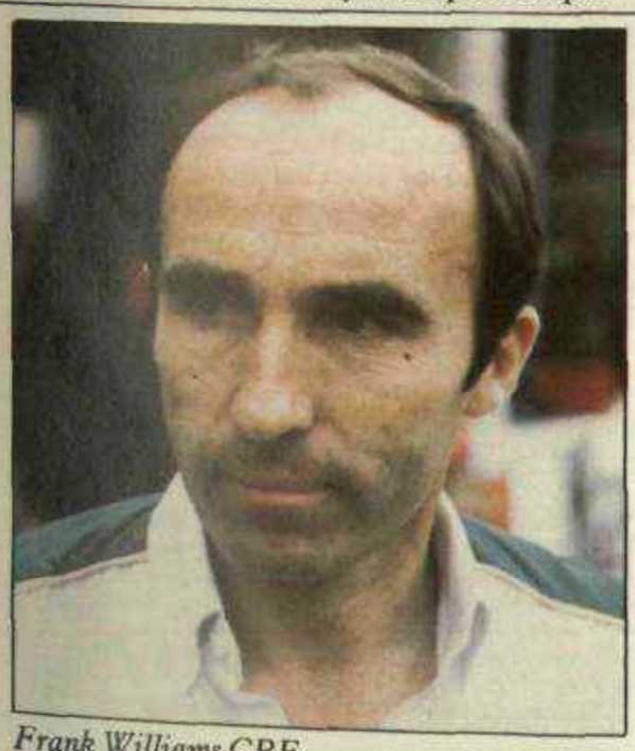


If the helmet looks familiar, that is because this is the son of a twice-World Champion . . .

Big chance for Hill Jnr!

Damon Hill, the 26-year-old son of former twice World Champion Graham Hill who was killed in a plane crash just over 11 years ago, has taken another step towards realising his ambition of emulating his father's exploits. For his second season contesting the British Formula 3 championship, Hill Jnr will benefit from major sponsorship from the Cellnet cellular communications company in a two car team with Italian rising star Massimo Monti.

Hill demonstrated a promising turn of speed and plenty of versatility driving for Murray Taylor Racing in 1986 and hopes to sustain this momentum throughout 1987. He will be driving a Toyota-engined Ralt RT31 prepared by the Norfolk-based Intersport team operated by Glenn Waters, who was once Mario Andretti's chief mechanic at Team Lotus.



Frank Williams CBE.

Honours for Williams and Bell

The Queen's New Year Honours list includes awards to two leading motor racing personalities. Frank Williams, chief of the team which won the 1986 F1 Constructors' Championship, was awarded the CBE while Derek Bell received the MBE in recognition of his victory in the World Sportscar Championship.

Group C rules stabilised

Following a period of uncertainty after precipitate rule changes threatened to jeopardise the continued involvement of the British TWR Jaguar team in the World Sportscar Championship, the sport's governing body has had second thoughts and produced more generally acceptable technical rules which will last through until 1991.

In particular, FISA has reversed the sudden decision taken last September to introduce a flat-bottom chassis rule for 1988. This was the rule which particularly concerned the Jaguar team, which is also now particularly pleased that the use of pump fuel is mandatory from the start of 1987, outlawing the toluene additives which team manager Tom Walkinshaw claims gives Porsche a significant advantage.

Confusion reigns over WTCC

Despite much anticipatory publicity, prospects for the much-vaunted World Touring Car Championship remained blurred as this issue went to press. Despite promises of a major international series sponsor, FISA has continually deferred making any firm announcements on the subject, and no calendar is yet available.

INTERNATIONAL RACING CALENDAR 1987

FORMULA ONE WORLD CHAMPIONSHIP

Apr 12	Brazilian GP	Rio de Janeiro
May 3	San Marino GP	Imola
May 17	Belgian GP	Spa-Francorchamps
May 31	Monaco GP	Monte Carlo
Jun 14	Canadian GP	Montreal
Jun 21	United States GP	Detroit
Jul 6	French GP	Paul Ricard
Jul 12	British GP	Silverstone
Jul 26	German GP	Hockenheimring
Aug 9	Hungarian GP	Budapest
Aug 16	Austrian GP	Osterreichring
Sep 6	Italian GP	Monza
Sep 20	Portuguese GP	Estoril
Sep 27	Spanish GP	Jerez
Oct 18	Mexican GP	Mexico City
Nov 1	Japanese GP	Suzuka
Nov 15	Australian GP	Adelaide

The number of Formula One races has been increased to seventeen with the addition of a race in Japan, a revival of interest in Formula One in the Far East since the last Championship race in 1977. The scene on the Iberian Peninsular has been rationalised with the races in Portugal and Spain being on consecutive weekends, the Autodrome at Estoril and the new Autodrome at Jerez being only a few hours apart by road.

With such a full calendar of events there has been no provision made for the European Grand Prix, a short-lived "joker" in the pack used to appease offended parties after typical FISA/FOCA "negotiations". This means that Brands Hatch, the New Nürburging, the rebuilt circuit of Zolder and the sad little Dijon-Prenois circuit remain un-appeased, but they should not despair as in Formula One anything can happen.

Formula One races are open to selected drivers and teams, using either turbocharged or supercharged 1500cc cars or atmospheric 3500cc cars, though the un-turbocharged cars will compete for their own awards.

WORLD SPORTSCAR CHAMPIONSHIP

Mar 22	Spanish 360km	Jarama
Mar 29	Spanish 1000km	Jerez
Apr 12	Italian 1000km	Monza
Apr 20	Italian 360km	Vallelunga
May 10	British 1000km	Silverstone
Jun 13/14	24 Hours	Le Mans
Jun 28	German 360km	Norisring
Jul 19	British 1000km	Brands Hatch
Aug 30	German 1000km	New Nürburgring
Sep 13	Belgian 1000km	Spa-Francorchamps
Sep 27	Japanese 1000km	Mount Fuji
Oct 4	Japanese 360km	Sendai
Oct 25	Australian 360km	Calder Raceway

To make the sports-prototype scene adequately complicated, to ensure a lack of general interest, there are now two types of events, the standardized 1000km races which involve two drivers to a car and regular refuelling stops, and "sprint" events over 360 km, while Le Mans remains aloof with its traditional 24 hr race. All races will score points for the Drivers Championship and Teams Championship. Note that it is again "Teams" and not "Makes". Not all the events in the above list are guaranteed, as some have still to get their circuits passed by FISA inspectors.



Formula 3000 returns to Birmingham in August.

INTERCONTINENTAL FORMULA 3000 CHAMPIONSHIP

Apr 12	Silverstone BRDC	Britain
May 10	Vallelunga	Italy
May 24	Mugello	Italy
Jun 8	Pau	France
Jun 28	Donington Park	Britain
Jul 19	Enna-Pergusa	Italy
Jul 26	Misano	Italy
Aug 23	Brands Hatch	Britain
Aug 31	Birmingham	Britain
Sep 27	Le Mans (Bugatti)	France
Oct 25	Buenos Aires	Argentina
Nov 8	Goiania	Brazil
Nov 22	Sao Paulo	Brazil

When Formula 3000 was launched a number of events were scheduled to be run in conjunction with World Championship Formula One races, in order to give contestants encouragement and sponsorship exposure. During 1986 this did happen, but few people noticed it as the F3000 paddock was usually hidden away in a remote corner, and if you happened to be in the bar you could easily miss the actual race as the timing often coincided with some important off-track Formula One happening. Encouragement and exposure by FISA/FOCA was virtually non-existent, and this year F3000 is totally on its own, only using one Formula One circuit. The South American races are on the list again, but only provisionally and subject to ratification by June.

EUROPEAN TOURING CAR CHAMPIONSHIP

Mar 22	Monza	Italy
Apr 5	Donington Park	Britain
Apr 19	Jarama	Spain
Apr 26	Estoril	Portugal
May 10	Dijon-Prenois	France
May 24	Scandinavian Raceway	Sweden
Jun 7	Zolder	Belgium
Jun 14	Osterreichring	Austria
Jun 28	Imola	Italy
Jul 12	Nürburgring	Germany
Jul 25/26	Spa-Francorchamps	Belgium
Aug 9	Brno	Czechoslovakia
Sep 6	Silverstone	Britain
Sep 13	Nogaro	France

Last year the ETCC series, which should have been a simple matter of international saloon car racing, degenerated into a sea of protests, counter-protests, investigations, amended results and general mistrust through the top runners. The end result was a virtual loss of interest by the world outside. Lets hope the 1987 series run more smoothly, for it is a pity that such an interesting series should be spoiled. The variety of countries and circuits visited by the saloon car "circus" is first class and full of interest.

WORLD TOURING CAR CHAMPIONSHIP

Dates for this proposed new series have yet to be finalised.

FIA HISTORIC CHAMPIONSHIP

Apr 19	Paul Ricard	France
May 3	Brands Hatch	Britain
May 17	Monza	Italy
May 31	Zandvoort	Netherlands
Jun 7	Brands Hatch	Britain
Jun 28	Montlhéry	France
Aug 9	Zolder	Belgium
Aug 16	New Nürburgring	Germany
Aug 30	Salzburgring	Austria
Sep 13	Most	Czechoslovakia
Sep 27	Vallelunga	Italy

When the FIA dream up a championship you can guarantee it will be complicated to the point of becoming incomprehensible, or confusing at best. In international "old car" racing there are three activities, the FIA championship, the FISA Trophy and the GT Cup. Some of the above events are for one category, some for two, and others for all three. It looks like we end up with a row of "old car" European Champions.

EUROPEAN MOUNTAIN HILL-CLIMB CHAMPIONSHIP

May 10	Falperra	Portugal
May 17	Montseny	Spain
May 31	Rechberg	Austria
Jun 21	Mecsek-Pannon	Hungary
Jun 28	Sternberk	Czechoslovakia
Jul 12	Cesana-Sestriere	Italy
Jul 19	Ascoli	Italy
Aug 9	Mont Dore	France
Aug 23	St Ursanne-les-Rangiers	Switzerland
Sep 6	Turkheim-Trois Epis	France
Sep 20	Cefalu	Italy
Oct 11	Oberjoch	Germany

Anyone who visits all the rounds of the Mountain Hill-Climb Championship will certainly see Europe, including the Iberian Peninsula and the other side of the Iron Curtain.

EUROPEAN RALLYCROSS CHAMPIONSHIP

May 3	Thermoton Ring	Austria
May 10	Svampabanan	Sweden
May 24	Hameenlinna	Finland
Jun 7	Sils	Spain
Jun 21	Creusot	France
Jun 28	Kildare	Ireland
Aug 16	Arendonk	Belgium
Aug 23	Valkenswaard	Netherlands
Sep 6	Lyngaas	Norway
Sep 19	Lydden Hill	Britain
Oct 4	Estering	Germany

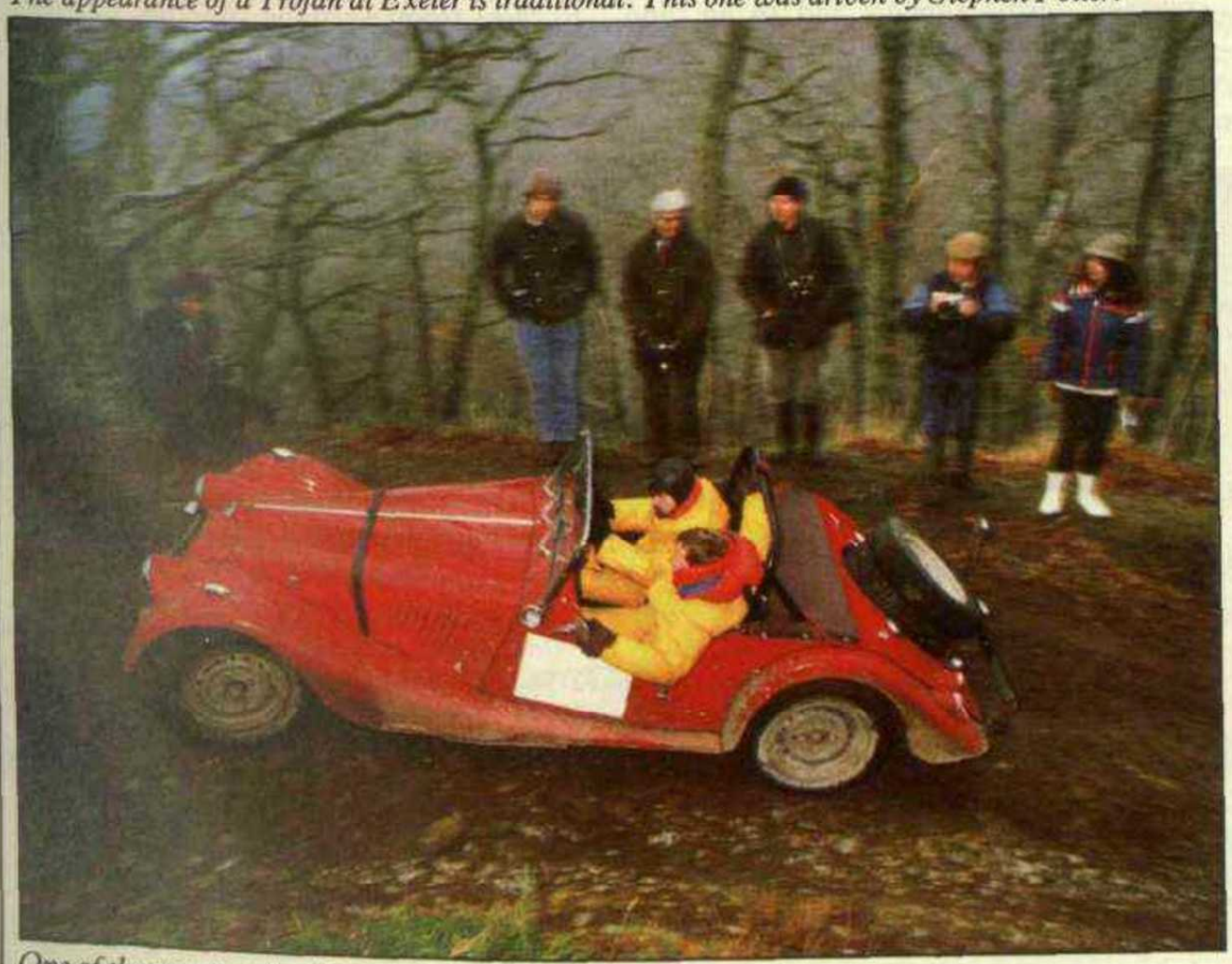
EUROPEAN AUTOCROSS CHAMPIONSHIP

Mar 15	Sils	Spain
Apr 19	Schluechterm	Germany
May 10	Vaccarino	Italy
May 24	Faleyras	France
Jun 7	Thermoton	Austria
Jun 14	Moelln	Germany
Jul 5	Nova Paka	Czechoslovakia
Jul 19	Pecel	Hungary
Aug 1	Garijp	Netherlands
Aug 23	Molca	Czechoslovakia
Sep 13	Nordring	Austria
Sep 20	Maggiora	Italy

MCC EXETER TRIAL



The appearance of a Trojan at Exeter is traditional. This one was driven by Stephen Potter.



One of the ever-popular Morgans was brought along by Dave Sapp.



Jeffrey Calver's BSA competed against the Morgan three-wheelers.



Charles Briginshaw's Aston Martin DB2/4 was an unusual Exeter car.



A Morgan Plus-4 tries the Exeter in the hands of Chris Adeney.

THE FORMULA ONE SCENE



Goodyear's investment in Formula One has been enormous — until now!

Emergency Answers

The winter months have been fairly quiet on the Formula One scene, which does not mean that nothing has been happening; far from it in fact, but much that has happened has been on the organising and management side of things. A major happening has been on the tyre front, much of it behind closed doors.

Last year Goodyear supplied tyres for sixteen cars and Pirelli supplied eleven, and the fact that Goodyear won all but one of the races was no surprise, because among their sixteen cars they had two Williams, two McLarens, two Lotuses and two Ferraris, while Pirelli's only winning hopes were two Benettons and two Ligiers.

Before the end of the season Pirelli announced their withdrawal, to take effect from the end of 1986. With Michelin not prepared to return to Formula One and smaller firms like Avon, Bridgestone, Yokohama and M&H only interested in a small way, the teams which had been running on Pirelli tyres all turned to Goodyear. But the Akron giant blanched at the thought of providing tyres for all the cars.

Then the world of finance and share-control intervened and Goodyear had to fight off an enormous financial take-over bid, which saw them trimming their expenditure in all directions. Formula One was the first to get the chop, so all hope of the whole Formula One field being supported by Goodyear faded rapidly.

The big problem was that Goodyear had binding contracts with Ferrari, Lotus, McLaren and Williams, which involved continuous research and development on racing tyre design, the supply of tyres for all the Formula One races, and a considerable financial contribution to the funds of those four teams. If Goodyear had honoured those contracts for 1987, it would have meant that the rest of the Formula One field would be without tyres.

Teams, other than the four mentioned, who used Goodyear tyres in 1986 were not on a binding contract, so when it all came down to hard business facts, the most that Goodyear was bound to do was to support eight cars. With no other tyre company prepared to join Formula One, the situation was desperate, for eight cars could hardly constitute a field for a Grand Prix, by today's accepted standards.



Satoru Nakajima is the new Lotus recruit.

You *could* run a Grand Prix for eight cars, and with the right drivers in them it could be a good race, but it would not attact all the fringe activity of sponsorship, television coverage, media support and so on, and probably only 20,000 hard-core spectators would turn up at Silverstone, for example. The FISA/FOCA luminaries who connive to keep Formula One afloat on its artificial bubble were aghast at the thought of Formula One with only the four Goodyear-supported teams.

The cold, unemotional alternative was to drop Formula One from the World Championship and substitute Formula 3000 or even Formula 3. It was the situation that pertained in 1952 when, for various reasons, Formula One could only field three Ferraris, two BRMs and one or two private owners with old cars. For 1952 and 1953 the World Championships were run for Formula Two in view of the paucity of Formula One entries. If a similar situation was to hold for 1987, Goodyear could opt out of their binding contracts with Ferrari, Lotus, McLaren and Williams, for the contracts were for F1.

Not wishing to be the direct cause of the killing of Formula One, however justified, Goodyear offered FISA/FOCA a package deal, to which there was only one reply and that was acceptance. The key factor behind whatever Goodyear decided to do was the simple fact that they had to reduce their overall expenditure in Formula One, and though Goodyear's top man is honest and straightforward, saying "We do not discuss financial matters with those it doesn't concern", you can rest assured that their 1986 financial outlay was *enormous*. You cannot support sixteen races all over the world for peanuts. Everything operated from Akron, Ohio, and everything had to be air-freighted to races from Australia, through Brazil to Austria and Hungary, while in addition there was a continuous programme of testing at all the circuits.

The Goodyear offer to FISA/FOCA was straightforward and demanded compromise from everyone concerned. The offer was to supply tyres to every car entered in the World Championship, but there would only be one type of tyre and everyone would have to use it, whether it suited their chassis or not. There would be no qualifying tyres and no free tyres or free transport; it would all have to be paid for by the teams. Goodyear offered their knowledge and expertise of racing tyre design, to guarantee that the "control" tyres would be the best suited to each circuit in the light of their 1986 knowledge. It would be a simple case of tyres being round and black and each one would cost £x, with a fair and reasonable limit to the number that teams could buy. There would be no expensive test-sessions and racing-tyre design was being virtually frozen as of 1986.

This offer was made to FISA/FOCA as an emergency stop-gap answer to a critical situation for 1987. It was made quite clear that this offer had to be accepted by *everyone*

in Formula One, or Goodyear would return to their binding contracts with Ferrari, Lotus, McLaren and Williams, and that would mean the end of Formula One.

For once, possibly the only time, there was complete agreement amongst the Formula One teams. They had no choice. It was a matter of accepting the Goodyear offer or signing their own death warrant. They all signed the Goodyear agreement to accept this compromise for 1987.

All this was signed and settled before mid-January, but even so it put Goodyear one month behind on their normal racing tyre production programme. Don't overlook the fact that their CART/Indycar, IMSA, NASCAR, drag racing and other American racing activities are going ahead as normal.

The basis of the Goodyear Tyre and Rubber Company 1987 contract is that:

1. Every team will get the same specification tyre for each Grand Prix.
2. The specification for each event will be made by Goodyear, using their 1986 parameters.
3. Every team will be able to buy ten sets of "dry" tyres for each car entered for the event. How the team allocates their twenty sets to their two cars, or their T-cars, is their responsibility. If Peter Warr decides that Senna can have eighteen sets of tyres, and Nakajima the remaining two sets, it is no concern of Goodyear.
4. Every team will be able to buy four sets of "rain" tyres per entered car. Unused tyres, "wet" or "dry", may be returned for credit.
5. There will be no special qualifying tyres. All morning testing, afternoon qualifying, pre-race warm-up and the race itself will be on the specification tyre and from the specified allocation.
6. Goodyear race engineers and technicians will attend all events, but will not be assigned to individual teams as in the past.
7. All tyres will have clear identification and all tyres will be returned to the Goodyear paddock depot after each event.

Throughout the operation, Goodyear technicians will monitor the situation with particular regard for general safety and may change the specified tyre design without advanced warning if conditions demand it, in which case everyone will get a total change of tyres at no extra cost.

The whole affair constitutes an emergency answer to a critical situation and Goodyear's racing director Leo Mehl is relying on the support and confidence of everyone in Formula One to develop a workable code of practice to keep the situation stable.

McLaren International

The team underwent a major change at the end of last year when designer John Barnard left to join Ferrari. His very efficient and successful MP4 design, with Porsche power, remained behind and provided Alain Prost with his second Drivers World Championship. Barnard's engineering programme was continued by Steve Nichols and Tim Wright, and during the winter Neil Oatley joined the staff from the defunct Haas/Mayer Formula One team. To complete the scene, Gordon Murray joined McLaren International from Brabham, so that the Woking-based team now have a very strong design team. Porsche's Weissach Research & Development establishment will continue to develop the 80-degree V6 TAG-financed engine.

A well-satisfied Alain Prost remains as number one driver, though he must be wondering if there is something wrong with his personality as his 1985 team-mate, Niki Lauda, retired at the end of the season and then his 1986 team-mate, Keke Rosberg, retired at the end of his season! The new number two at McLaren looks like being Stefan Johansson, the friendly Swede.

Tyrrell Racing

After blowing off a lot of hot air about turbocharged engines, Ken Tyrrell had to face facts and climb down to join the power game, but too late in the day. Although his team used Renault turbocharged power last year they produced little in the way of results. Now that Renault engines are finished, Tyrrell has made a bold step and gone back to Cosworth V8 engines.

As FISA has legislated that turbocharged engines will be phased out over the next three years, Tyrrell intends to gain experience with a 3½-litre version of the ubiquitous Cosworth DFV, now known as the DFZ, in readiness for the future. Let us hope for "Uncle" Ken's sake that FISA does not change its mind at the end of 1987.

Brabham — Ecclestone

Some while after Jackie Stewart left Tyrrell it became obvious that he had been the life-force of the team. Without Stewart, it became a shadow of its former self. It now looks as if Nelson Piquet was holding the Brabham team together, for since his departure the Chessington-based Ecclestone team have been in a wilderness, and now designer Gordon Murray has departed.

The immediate plans are to continue with the "laid-down" BMW 4-cylinder engine, with Sergio Rhineland in charge of design, having had experience with Dallara in Italy and with Williams. At the time of writing, only Riccardo Patrese has been signed on.

Williams

If stability is the secret of success, the Williams team looks set for another excellent season. As Frank Williams, now with a CBE after his name, continues to recover from his disability, he takes a more active part at the Didcot factory with his stolid engineering director Patrick Head and his efficient commercial director Sheridan Thynne. Nelson Piquet and Nigel Mansell need no encouragement to win races, and the Williams chassis and Honda V6 engine proved their ability last year.

The only question mark on the Williams horizon emanates from Norfolk in the shape of Ayrton Senna with equal Honda power in a new Lotus. The Honda Motor Company is supplying virtually unlimited numbers of engines to both Williams and Lotus this year, all engines being "equal" (they say), though I cannot recall ever seeing two equal engines from one manufacturer once they have been removed from the test-beds!

Since joining forces with Williams Engineering the English-based Honda racing engine department has been in an adjoining factory at Didcot, but now it has been moved to the new Honda factory and



Keke Rosberg's retirement means McLaren need a new number two (literally!) for 1987.

THE FORMULA ONE SCENE

test-track at Swindon.

Team Lotus

In my book a Lotus has always been a Lotus, regardless of the sponsorship tag hung on the front or back, such as John Player Special, Martini, Essex, or Olympus. Somehow a Lotus painted black with gold lining looked absolutely right, but 1987 sees a major change, in that John Player cigarettes has withdrawn, a sure sign that the Government is tightening up on tobacco advertising, as has been done in Germany for some time now. We shall miss those giant posters featuring a Lotus-Renault and I hope someone somewhere has the space to keep a set of them.

Also gone from Team Lotus is Renault. The engine supply for the new 99T is coming from Tokyo and it will be interesting to watch Ayrton Senna with all that "grunt" available. Let us hope Gerard Ducarouge's new chassis design can contain it all for a minimum of two hours, because if the pressure is really on, Senna is one driver who can keep at maximum effort for two hours without straining himself.

Part of the Honda deal with Lotus is that they should take the Japanese driver Satoru Nakajima as their number two, which they readily did and dumped Johnny Dumfries. The Japanese lad is not likely to upset the established stars, but what a pity FISA World Championship rules do not allow a driver to change cars. Just think back to Monza last year when Senna's clutch failed at the start. Radio communication, which all the top teams use these days, could have brought Dumfries in at the end of the opening lap, and Senna could have gone off with a lap-and-a-half handicap. We would have seen some "tiger" then, and some breathtaking Grand Prix driving. I don't say Senna would have won the Italian Grand Prix, but I bet he would have been third. Nakajima sounds just the chap to keep the second car nicely on the boil.

Benetton

When the Toleman team changed its colours to those of the Benetton family last winter, it also acquired the 4-cylinder BMW turbocharged engine and Gerhard Berger, the forceful Austrian driver. At the end of 1984 they had come as close to victory as the Hart engine could provide, with Senna as the driver, and 1985 was a case of trying to maintain the standard. 1986, with the new owners, new engine and new driver, saw Rory Byrne's team forge ahead into the elite group at the top, with the inevitable victory before the end of the season.

With Ferrari luring Gerhard Berger away, Benetton attracted the Belgian driver Thierry Boutsen, and his progress in 1987 is going to be interesting to watch. He will be a strong second to resident driver Teo Fabi.

However, the most interesting change in the Benetton team is the engine. BMW have ended their development work on the upright 4-cylinder, and Brabham have a monopoly on the "lying-down" version, so Benetton was only too pleased to accept Ford's offer of their Cosworth-inspired neat little wide-angle V6 engine. The Ford V6 had a troublesome debut season in 1986 with the rather uncompetitive Haas/Mayer Lola car, but there were flashes of hope and for a brand new design it showed good promise. In Rory Byrne's Benetton car it could spring a few surprises in the forthcoming season.

While the Benetton family continue to open their up-to-the-minute knit-wear shops in every High Street, the Oxfordshire-based team will carry their colours at the forefront of the Formula One scene. With any luck they will not be plagued by PR over-kill as the short-lived Haas team was.

Ferrari

No matter what happens, Ferrari can only get better. 1986 saw the Scuderia at rock bottom, with no Grand Prix win and only a few uninspired placings. If everthing is going well, Michele Alboreto can match most people on driving, but last year he had little opportunity. Stefan Johansson did his best, in spite of lots of things being beyond his control, but it wasn't good enough for "Zio" Enzo, and he was shown the door and Gerhard Berger invited in.

It is interesting that Niki Lauda persuaded Berger to accept the offer, in spite of all the upsets he had with Ferrari when he drove for the team. Berger didn't need much persuasion, but it must be satisfying to have Lauda's wise counsel supporting you.

Already a new V6 engine has been out on test, this being a 90-degree vee in place of the 120-degree used previously, and undoubtedly if Ferrari thinks the naturally-aspirated 1988 rules are the way to go, he will have a 3½-litre V12 or V8 on test fairly soon. Meanwhile, everyone is watching Maranello with great interest to see how soon the John Barnard influence can be detected in the red cars. It would seem that Dr Harvey Postlethwaite has retreated into the newly-built Ferrari wind-tunnel at Maranello to study air-flow, and let us hope not too much of it is hot.



Martin Brundle and Christian Danner replace Jonathan Palmer (above) and Huub Rothengatter at Zakspeed this year.

Ligier-Alfa Romeo

During its last season with the Renault turbocharged engine the Ligier team won some good placings, their satisfactory seasonal improvement only being marred by the bad accident to Jacques Laffite at Brands Hatch. Happily he is recovering well, and meanwhile work has progressed on the JS29 which is powered by a new engine from Alfa Romeo. This is a turbocharged 4-cylinder, following the design trends of Hart, BMW and Zakspeed, and much of Ligier's fortunes will depend on this new engine. One of the pleasant surprises of 1986 was the way René Arnoux got straight back onto the pace after his season-long lay-off in 1985. If the new Alfa Romeo engine proves worthwhile "little René" will make the most of it.

The Rest

Of the remainder of the regular Formula One teams, the Carl Haas team has been disbanded; the Arrows team has been regrouped with a sponsor who is planning to continue development of the "upright" BMW engine; the Zakspeed team will continue to try to run two cars; the Osella and Minardi teams will scratch along as before and one or two new teams are hoping to join the un-turbocharged part of the "circus".

New FISA rules specify that turbocharged engines will continue to be limited to 195 litres of fuel for each race, but will be fitted with a mandatory standardized boost-control valve pre-set by FISA to limit boost pressure to 4 bar (58.8 psi). Engines without turbocharging can be used in Formula One, and are limited to 3500cc.

It is all a bit of a joke really, as two years ago everyone agreed that there was no way of applying an "equivalency formula" to mix turbo and non-turbo engines. Now it is law, except that the 3500cc-engined cars will be competing for their own championship this year and next. In 1988 boost will be restricted to 2.5 bar (36¾ psi) and banned altogether in 1989. At the moment it looks as if Formula One could die a death in 1989, but no doubt things will change during 1987. F1 never remains stable for long.

It all starts up again on April 12 in Brazil, with the normal two days of testing and qualifying on April 10 and 11. **DSJ**



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The Williams team were triumphant in the Constructors Championship.

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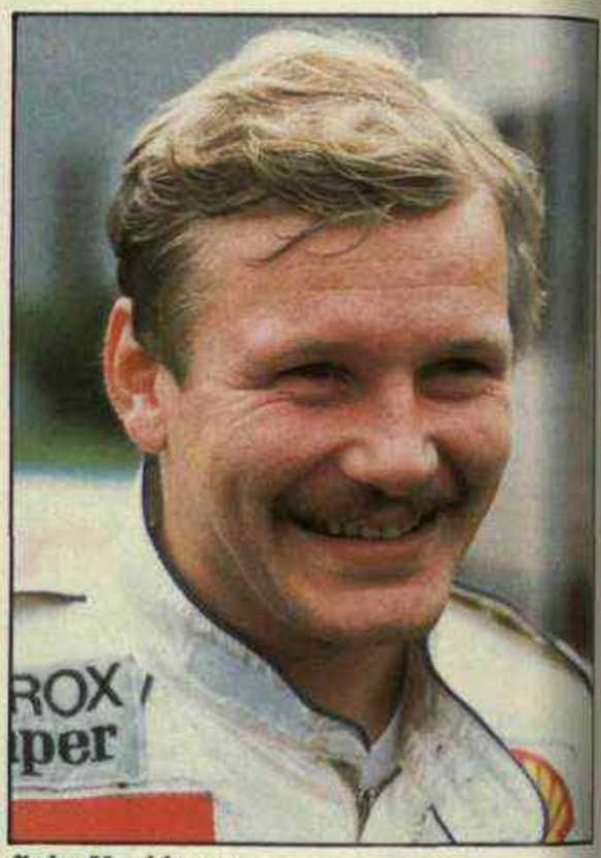
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Kankkunen's Peugeot on its way to second place on the Olympus Rally.



Juha Kankkunen.

Worthy Victor

When a championship series comes to a close, the customary sequel is a victory celebration, with slaps on the back for the champion, congratulatory hand shaking, autograph seeking and the popping of champagne corks. Alas, when the 1986 World Rally Championship ended with December's Olympus Rally in the USA, the champagne was decidedly flat, for even though all thirteen events had been run, no-one really knew who was the new World Rally Champion.

The Olympus Rally itself was won by Markku Alén in a Lancia Delta S4, and won very convincingly too, and in the provisional tally of championship points he came marginally ahead of his great rival of the season, Juha Kankkunen.

Lancia was cock-a-hoop and dived immediately into a celebration, even sending out a press release announcing that Alén had won the world drivers' crown for Lancia. That, of course, was a bit premature, even if the announcement did state that the results were subject to confirmation, for the Sanremo affair had not been resolved, and when Alén won the Olympus Rally it was not known whether points scored in the Italian qualifying event would be allowed to stand, be cancelled, or be modified in some way.

You will recall that during the Sanremo Rally a great rumpus blew up when scrutineers declared that longitudinal flanges fitted to the undersides of the factory Peugeot 205 Turbo 16s were effectively "skirts" producing an advantageous aerodynamic effect. The stewards upheld this, declared that the cars were therefore contravening regulations, and promptly excluded them.

Peugeot protested, but to no avail, and although the French team gave notice of appeal, its cars were not allowed to continue in the rally. That, in itself, was a total disregard for the established and accepted legal principle that an alleged offender be allowed to take his case from a lower hearing to one much higher, before guilt (or otherwise) is finally declared and punishment pronounced. The action was aggravated by the fact that although neither Alén nor Kankkunen was leading at the time, each was in a position to win and score valuable championship points.

Peugeot went ahead with the appeal, confident that the allegedly offending flanges, there merely to deflect flying stones and prevent them causing damage, had no beneficial aerodynamic effect whatsoever. If they lost that appeal, the Sanremo results would remain as declared at the end of the event. But what would happen if they won? Their cars had been prevented from completing the rally, and could certainly not be given hypothetical times in order to be reinstated.

Much more important was the World Championship situation. Prior to Sanremo, Kankkunen had a good lead, but his exclusion, coupled with Lancia's team orders to allow Alén to move up from third place to take a contrived win on a plate, brought Alén to within just two points of his rival.

The decision on the Sanremo affair was therefore almost certain to affect the outcome of the World Championship. With two rounds of the series left — the RAC Rally and the Olympus — one would have expected FISA to act quickly, by calling an extraordinary meeting of its executive and announcing its decision before those two events.

To their shame, and to the profound detriment of what is supposed to be the world's leading series, they did not do that. Worse, they declared that a decision would not be taken until December 18, after all the



Markku Alén



Alén won in style in the USA for Lancia, but celebrations were premature . . .

qualifying events were over. It was grossly unfair of FISA (to put it very mildly), not only to the two main protagonists and their teams, but to the entire sport, that they allowed the series to continue when no-one really knew where they stood.

On the RAC Rally, Alén scored three more points than Kankkunen, and therefore moved into a one point lead in the series. The situation was now very tense indeed. Alén's position had been made possible only by the Sanremo disqualifications, but on paper, even if only provisionally, he was leading the series.

In the United States he drove brilliantly to take a very close win from Kankkunen, extending his provisional championship lead to six points. He spoke and behaved as though he were World Champion, but his celebrations were quite premature, for the final round was still to come, in the committee rooms of Place de la Concorde.

The FISA executive committee declared on December 18, eleven days after the Olympus Rally had finished and almost nine weeks after the Sanremo Rally, that there was no proof that Peugeot had contravened regulations, that the stewards had been wrong to exclude their cars, and that they had thereby distorted both the rally and the World Championship. They went further to declare that timekeeping errors during the rally had destroyed the credibility of the classification.

Their decision was to exclude the Sanremo Rally and its results from the 1986 World Championship. All points scored in Sanremo were therefore cancelled, reducing Alén's total by 20 and establishing Kankkunen as World Champion.

Many will say, and they could be forgiven for so doing, that Alén had his title taken from him by a committee decision. Indeed, Alén himself said that he became champion in the USA and was later removed from that position by a political decision. Casual followers of the sport will no doubt agree with him, assuming that his laurels were taken from him by FISA and given to Kankkunen. On the other hand, those with more insight will appreciate that it was Kankkunen, in the first place, who had suffered an injustice by being denied the right to continué in the Sanremo Rally, scoring no points and allowing his rival to score the maximum of 20.

It was also pronounced by the FISA executive that the rally organisers, the Automobile Club of Sanremo, should be fined $20,000 US, and its clerk of the course and stewards suspended from officiating for six months.

That might seem harsh, but it was during the event, after all, that the whole thing started. Our opinion is that the disqualifications should never have been imposed, for we have not heard of any proof that those Peugeot flanges broke the rules. Furthermore, Peugeot's notice of appeal should have been enough to allow the cars to continue in the rally pending that appeal, whether the flanges were illegal or not.

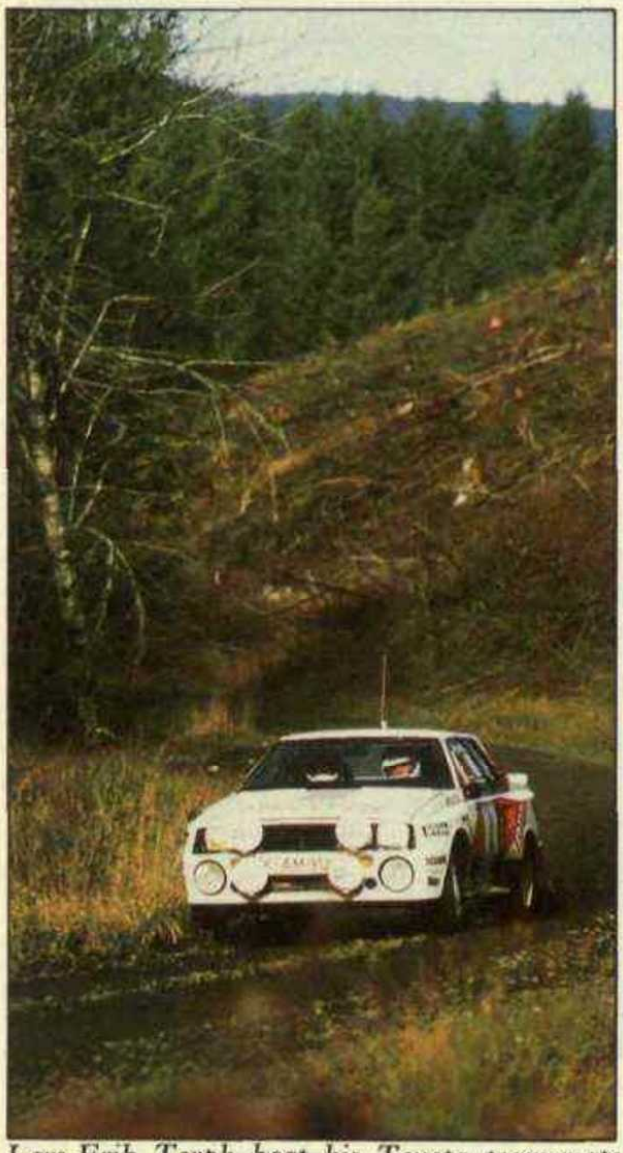
The outcome is a sad reflection on how a hotly contested series followed by millions of enthusiasts worldwide, into which teams have invested fortunes, and which should stand as the pinnacle of competitive and organisational perfection, can be ripped apart by administrators. The general feeling, and our opinion too, is that the Italian scrutineers were out of their depth in determining the aerodynamic effect of a flange just by looking at it, and that the stewards were equally wrong to accept their opinions and to deny Peugeot its right to continue in the rally.

That was the first injustice, and FISA was quite right to condemn it. The second was the unforgivable procrastination of those responsible for hearing the various appeals. Without doubt they compounded the felony by not taking swift action to salvage the integrity of the World Championship, and by keeping everyone in the dark until the series had finished.

Now the dust has settled, how do Kankkunen and Alén feel about it all? The two

are of opposite dispositions, and a situation which will aggravate one will be taken by the other in his stride.

Alén, though not exactly circumspect, tends to take his rallying very seriously and is prone to make weighty statements rather hastily. He certainly feels that he is the injured party and there must be many who, perhaps without knowing all the circumstances, are in sympathy with him.



Lars-Erik Torph beat his Toyota team-mate Waldegård to fourth place.

Kankkunen is a much more relaxed character, as determined to succeed as Alén, but able to shrug off unpleasantries and accept situations far more readily than his compatriot. He too feels aggrieved, for he has been made to look like a paper champion handed a title on a platter by a committee sitting behind closed doors. But he is less outspoken than Alén and is probably now quite unruffled.

Peugeot has no rallying programme this year, for the days of purpose-built Group B cars ended with 1986. As soon as it became clear earlier in the year that the French team would withdraw after the Olympus Rally, Kankkunen was quickly signed up by Lancia. This could have created a somewhat delicate situation, for Alén has been top man in the Turin team for some years, but Cesare Fiorio is skilled at handling even the most bowstrung drivers and will have eased whatever tension there might have been.

First event of the year is the Monte Carlo Rally, which will be over by the time this issue of MOTOR SPORT appears. Alén has been spared the tedium of the long practice sessions which are necessary for this event, and his first outing of the year will be on the Swedish Rally in February.

What of the Olympus Rally itself? This was the first time an event in the USA had appeared in the World Championship since a three-year run of Press-on-Regardless Rallies in Michigan's Upper Peninsula ended in 1974, when organisational problems soured FISA observers and they took the rally out of the series.

It should be said, of course, that the organisers were inexperienced at dealing with hard-bitten professionals, some of whom took



A puncture ruined Kankkunen's chances.

advantage of that situation, much in the same way as some of the works people attempted to fool the organisers of the New Zealand Rally in 1977, when that rally was also taken out of the world series for the following year.

But the Olympus Rally seemed to have been received very well by FISA, for at that December 18 meeting they declared that in 1987 it would be a qualifier not just in the Drivers' Championship, as in 1986, but in the Manufacturers' Championship too. This has been done at the expense of the New Zealand Rally, which will only be a Drivers' qualifier this year.

Unlike the sandy roads of the Michigan forests, those of the State of Washington are much firmer, although in early December they were wet, slippery, sometimes gravelly and sometimes muddy. The visiting drivers seemed to enjoy them, declaring them to be something of a mixture of England, New Zealand and Wales. What a cosmopolitan concoction!

Entry lists have always been difficult to fill in the USA, especially when regulations demand homologated cars. American car manufactuters have never seemed keen on homologating their cars, and we recall the CSI (as FISA was then called) making an exception for cars made in the USA taking part the Press-on-Regardless Rally, when it was first admitted to the World Championship.

The Olympus Rally had the same difficulty, although the magic minimum of 50 starters was eventually exceeded by one! Among them, the drivers attracting greatest attention were Juha Kankkunen and Markku Alen, for the prospect of a furious tussle between them was the most exciting aspect of the rally.

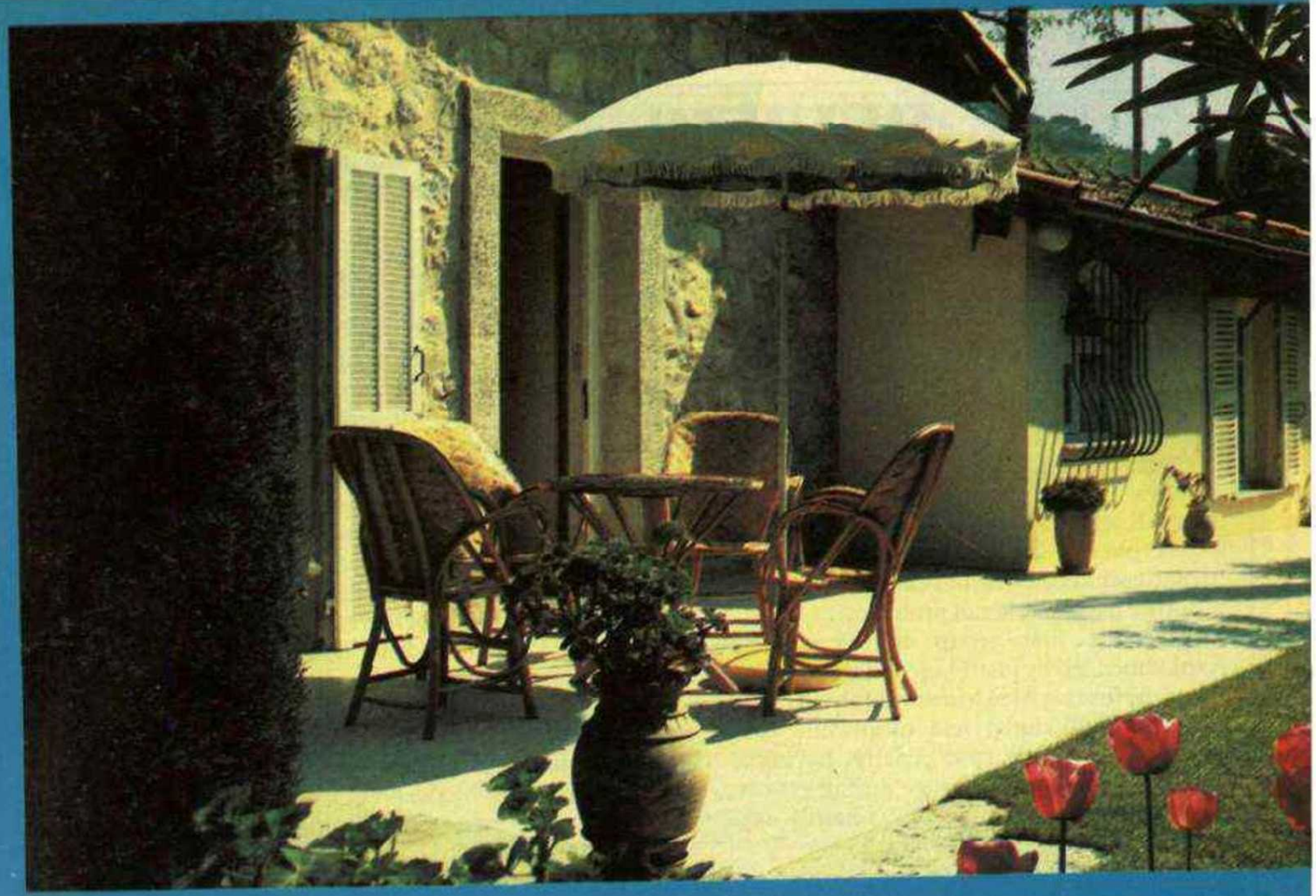
Peugeot and Lancia had each brought one car for the duellists, Lancia backing theirs up with a privately-entered ex-works car for Paolo Alessandrini. As the rally was sponsored by the Toyota importers, it was natural that Toyota Team Europe should be there; they had three Celicas for Waldegard, Torph and New Zealander Steve Millen, whose first outing for the team had been in a chase car during last year's Ivory Coast Rally.

Entries from the USA by importers and privateers included an ex-works Audi Quattro



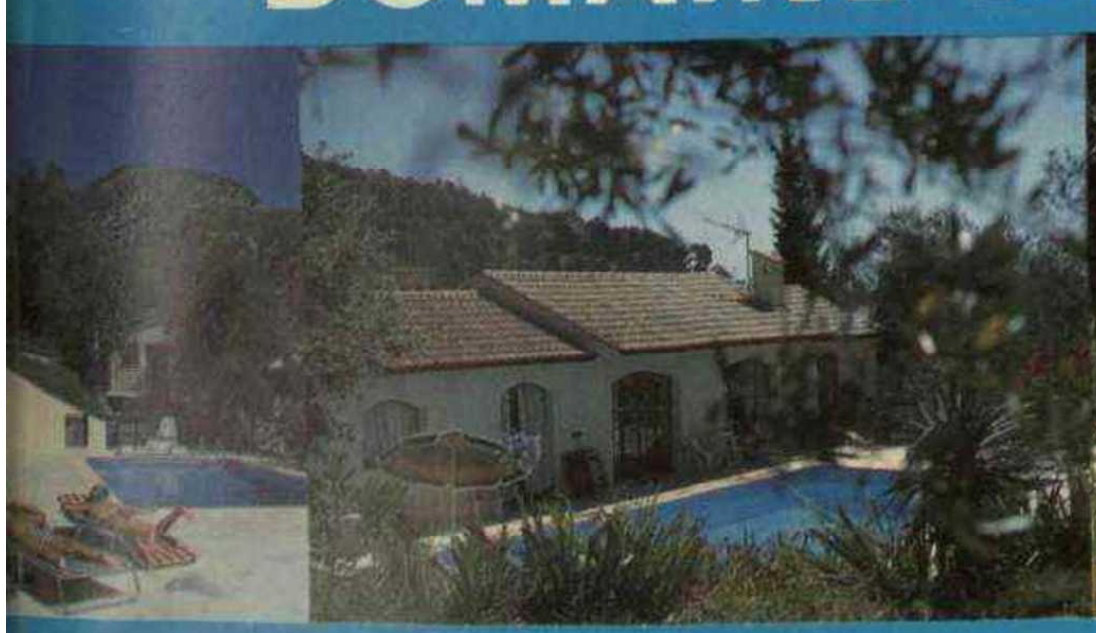
John Buffum trying hard en route to third place in Washington State in the Audi Sport Quattro.

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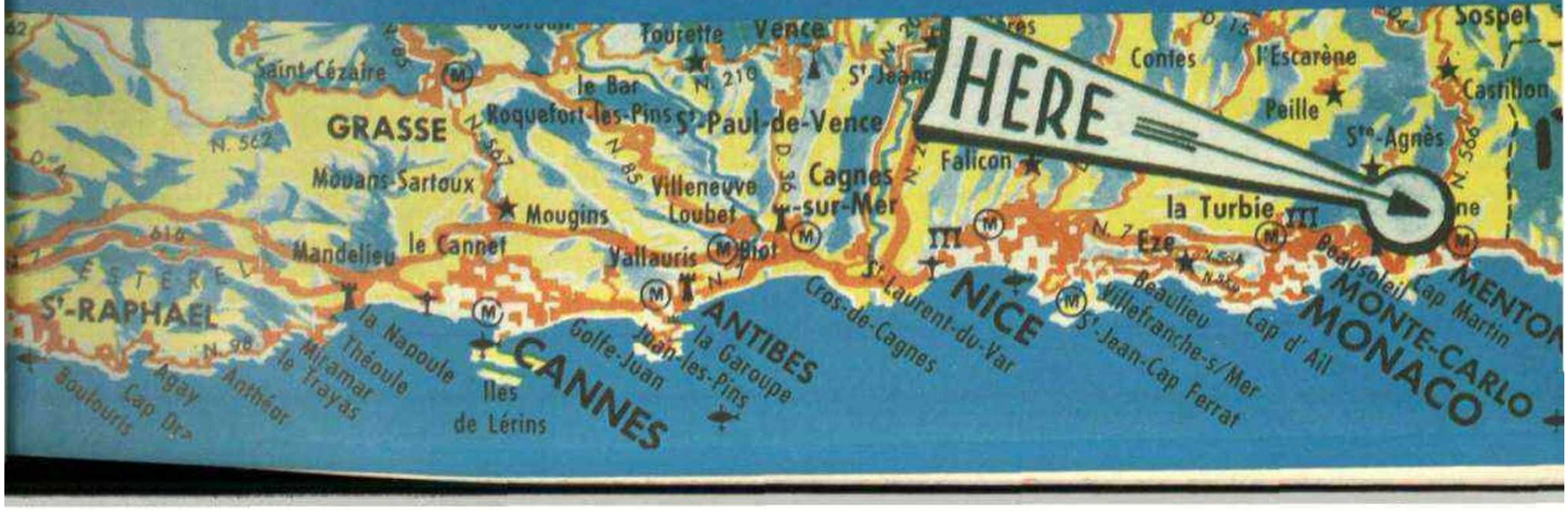


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driven by John Buffum and two 4WD Mazda 323s by New Zealanders Rod Millen and Neil Allport. The USA seems to have been a popular haven for New Zealanders since Rod Millen went to live in California some years ago, and there was even a fourth entry from that country, a Subaru RX driven by "Possum" Bourne.

It was hardly surprising that, between them, Kankkunen and Alen took all the fastest times. They were very closely matched, and each seemed to move ahead only when the other had some small problem.

After the first group of five stages, Kankkunen led by just 11 seconds, but at the end of the first leg Alen had moved ahead by 38 seconds. Kankkunen had meanwhile collected a one minute road penalty, having a very necessary battery change during a short road section in which there was hardly any opportunity for a service stop.

Alen seemed to have the edge on Kankkunen during the second leg, but he collected a puncture, so things were again evened out. Both cars needed attention quite often, for they were being driven very hard indeed, but Kankkunen lost some 40 seconds after a puncture and the margin between them after the second leg increased to a minute and a half.

The opening stage of the third leg narrowed that gap to less than a minute, but thereafter Alen took the bit between his teeth and resolutely stayed ahead of his rival. He eventually took a richly deserved victory, on the event which provided the now obsolete Group B cars with their swansong.

The Championship itself was quite another matter. As we have explained, the world's leading series was brought to a highly unsatisfactory close by the procrastination of the very administrators who should be doing all they can to support it. **GP**

RESULTS
Olympus Rally, December 5-8

1st:	M. Alén (SF) / I. Kivimäki (SF)	Lancia Delta S4, Gp B	5hr 28m 10s
2nd:	J. Kankkunen (SF) / J. Piironen (SF)	Peugeot 205 T16, Gp B	5hr 29m 36s
3rd:	J. Buffum (USA) / N. Wilson (GB)	Audi Sport Quattro, Gp B	5hr 50m 24s
4th:	L-E. Torph (S) / B. Thorszelius (S)	Toyota Celica Turbo, Gp B	5hr 56m 29s
5th:	B. Waldegård (S) / F. Gallagher (GB)	Toyota Celica Turbo, Gp B	5hr 58m 32s
6th:	P. Alessandrini / A. Alessandrini (I)	Lancia Delta S4, Gp B	6hr 01m 55s
7th:	R. Millen (NZ) / J. Bellefleur (CDN)	Mazda Familia 4wd, Gp A	6hr 12m 56s
8th:	P. Bourne (NZ) / J. Scott (NZ)	Subaru RX Turbo, GP A	6hr 20m 27s
9th:	C. Smith (USA) / H. Ward III (USA)	Toyota Corolla, Gp A	6hr 32m 13s
10th:	P. Choiniere (USA) / T. Grimshaw (USA)	Audi Quattro 4000S, Gp N	6hr 45m 28s

51 starters, 25 finishers

1986 WORLD CHAMPIONSHIP
Drivers (12 rounds)

Juha Kankkunen (SF)	118
Markku Alén (SF)	104
Timo Salonen (SF)	63
Björn Waldegård (S)	48
Massimo Biasion (I)	47
Lars-Erik Torph (S)	40
Bruno Saby (F)	38
Mikael Eriksson (S)	28
Kalle Grundel (S)	26
Kenneth Eriksson (S)	25
Stig Blomqvist (S)	22
Erwin Weber (D)	22
Henri Toivonen (SF)	20
Joaquim Moutinho (P)	20
Rudolf Stohl (A)	16
Carlos Bica (P)	15
François Chatriot (F)	15
Hannu Mikkola (SF)	12
Giovanni Del Zoppo (I)	12
Yves Loubet (F)	12
John Buffum (USA)	12

A total of 77 drivers have scored points
Sanremo Rally points were cancelled
Maximum possible points: 160

Manufacturers (10 rounds)

Peugeot	*137
Lancia	*122
Volkswagen	65
Audi	29
Ford	24
Toyota	20
Renault	14
Subaru	13
Austin-Rover	12
Citroën	10
Mazda	9

*denotes total of 7 highest scores
Sanremo Rally points were cancelled
Maximum possible points: 140



A Pacific sunset for Group B. Is the Group A Mazda Familia (323) about to step into the shoes of the World Championship-winning Peugeot 205T16?



Sisters under the skin?

Life is never fair. Despite the fact that, for many years, they aimed at distinctly different markets, there has always been a tendency (conscious or not) to measure BMW's products against the corresponding model in the Mercedes-Benz range. Of course, BMW should take that as the ultimate compliment, even though it often means judging a relatively inexpensive car unfairly against a more costly rival. What is more, this is not merely a recent trend. Thirty years ago people were already doing it!

Take the BMW 507, a rare bird indeed. We recently spent an enjoyable day prowling round the fringes of Salisbury Plain in one of these elegant two-seaters, in company with today's top-rung high performance coupé from Munich, the M635CSi. Thirty years ago the BMW company was barely alive. It had lost absolutely everything in the war and its very existence was threatened. At one point it seemed possible that the Eisenach factory would be crated up lock, stock and barrel to be transported to the USA.

Mercifully, BMW survived, but even by the mid-1950s it was touch-and-go whether it would ever re-establish a solid commercial bedrock on which to prosper anew. Yet the company was nothing if not audacious. All this gloom and depression did not deter it from producing the costly, exclusive 507, a quite beautifully balanced luxury machine whose lines look fresh and uncluttered even after the passing of a generation. It is hard to believe this was the same company that manufactured the Isetta bubble car!

The tubular chassis was, in effect, a shorter wheelbase version of the 502, using the saloon's running gear mated to an all-alloy, wet liner 3.2-litre V8. Developing 150 bhp at 5,000 rpm, it was a long-legged autobahn cruiser rather than an out-and-out sports car.

Styling was the work of Count Albrecht Goetz, who later went out to produce the distinctive profile of the Datsun 240Z coupé which sold like hot cakes in Europe during the early 1970s. When one looks at its specification and appearance in restrospect, one would have expected the 507 to sell like bratwürst at the Nürburgring. But remember, we are talking about the austere mid-1950s. And if those of you who remember life in Britain think things were hard, they had been a whole lot harder in Germany.

The 507's production run lasted three years, until 1959, but never averaged as much as two per week over that time. A mere 253 cars trickled out of the Munich factory, and only three found their way to England. Two were imported by AFN, who then had the BMW concession for this country during their pre-Porsche period, but since there were practical engineering problems in building them in RHD form (it would have meant re-designing the sump and the steering box) no more were brought in.

Fleeting interest in the 507 was expressed by Tommy Sopwith and Ken McAlpine, both of whom had wallets capable of sustaining the bruising inflicted by the sky-high tax-paid £4,201 price tag. They would have put their money on the table, but did not want LHD! As a useful comparison, at the time a Jaguar XK140 was less than £2,000, while even the Mercedes-Benz 300SL was priced at £4,651. Of course, with its cachet of recent racing success, the Mercedes coupé, with its distinctive "gull wing" doors, rather eclipsed the 507. And that was sad.

Although AFN only imported two of these LHD BMWs, one of which we tested, former

ROAD TEST



Engine bays compared: the 507 V8 (top) and the M635CSi six.

World Champion motorcyclist and F1 ace John Surtees purchased one new from Munich when he was riding for the MV Augusta team. At the time Surtees was criss-crossing Europe every week, hurrying to motorcycle races in just about every country on the map, and he needed a high speed cruiser which would be comfortable and relaxing. The BMW 507 fitted the bill perfectly, and John drove it regularly right through until 1963, when he signed for Ferrari. To this day, he retains his 507 as one of his most cherished personal possessions.

Carrying the distinctive registration number 5 BMW, the 507 we sampled is owned by BMW GB. We drove the M635 down to Westbury to meet its forebear, for the 507 is cared for by the specialist BMW restorers TT Workshops, run by John Giles and Tony Hutchings on the fringes of this pleasant Wiltshire town. TT has looked after the car for over ten years now, keeping it clean and in fine fettle for the handful of occasions when the precious beast is allowed out for promotional trips. It only completes a few hundred miles each year, so we were conscious of the privilege!

As you slide into the cockpit, first impressions are of far more room than the 507's external appearance suggests. The seats are quite comfortable and supportive, the painted fascia rather stark. The large steering wheel is close to one's chest and what looks like a Ford Zephyr-style horn half-ring is actually the control for dipping the headlights!

The footwells are comfortably wide, allowing plenty of room for the well-positioned pedals, but the four-speed gearbox takes a bit of getting used to. Although engagement of the gears is quite precise, the lateral movement across the gate is enormous. But the overall feel of the controls is one of lightness and precision.

At low speed, the torsion bar suspension gives a very choppy ride indeed, but this smooths out as you speed up, and the V8 really begins to come into its own at over 60 mph in top gear. Up to that point you get the impression that it is making a fair amount of noise for very little effect, although it was originally quoted as sprinting from rest to 60 mph in just under nine seconds.

That certainly was not shabby 30 years ago, although John Giles has suggested (and BMW GB agreed!) a self-imposed 4,000 rpm limit for this period piece, simply in the interests of mechanical longevity. "The danger of piston



Fifties cockpit: leather and painted metal.



Eighties cockpit: leather and plastic.

breakage is the ultimate rev limitation on these engines," explains John Giles, "so we keep it down to 4,000 just to be on the safe side!"

Interestingly, BMW's 3.2-litre V8 was subsequently sold to Buick, and derivatives of this engine eventually found their way back to the UK where they became the power unit for the Rover 3.5-litre V8!

Standing almost awkwardly high on its 16 in rims shod with thin Avon Turbospeeds, the 507 emits a shrill whine when the V8 is working hard. But it exudes a stability and security at high speed which has been handed down to its younger stablemates over the past three decades.

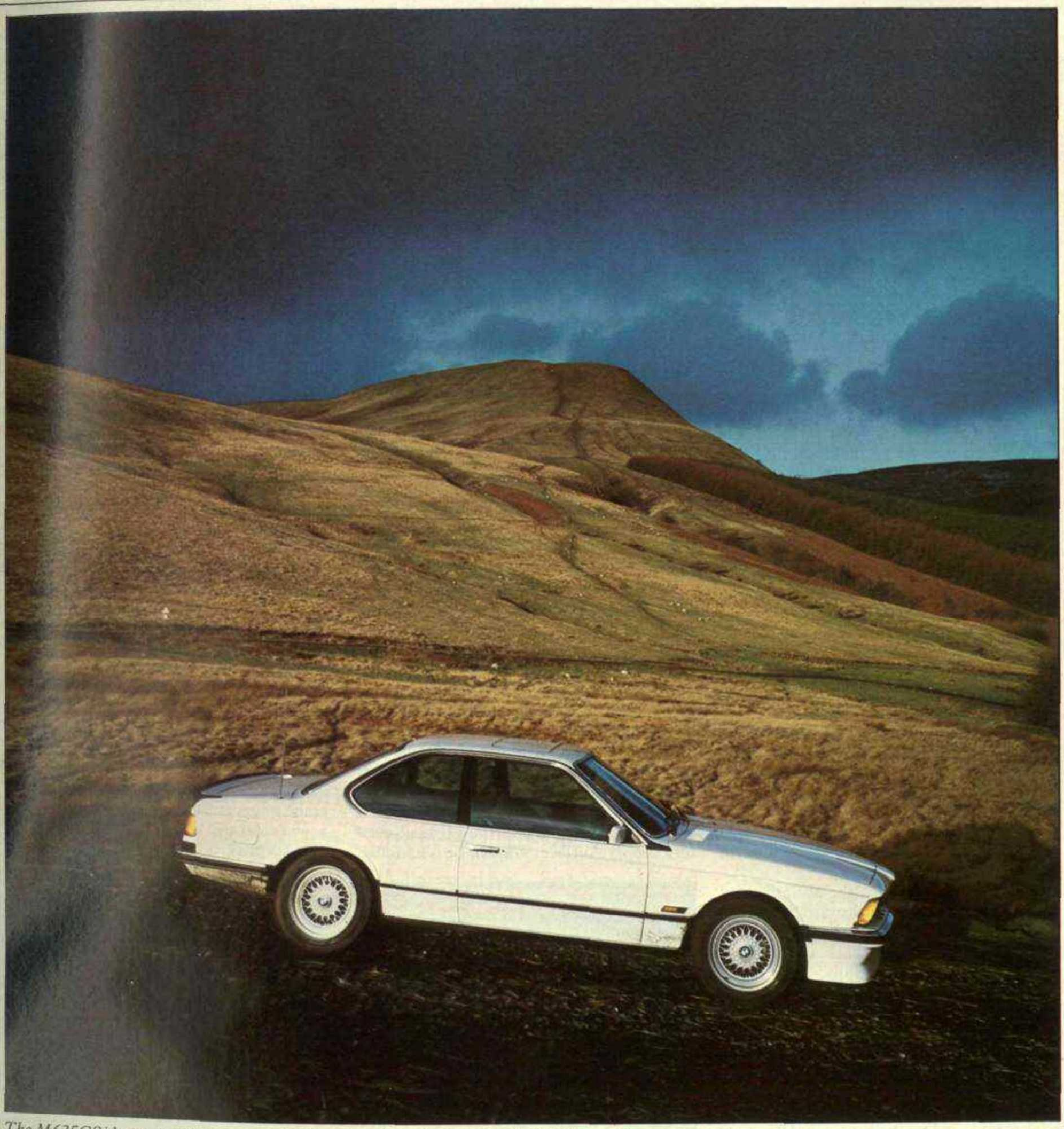
On a winding road across Salisbury Plain, its top-gear performance hardly extended our escorting M635, but it was sufficient to provoke a degree of surprise from our photographer, Steven Tee, who was behind the wheel of the latest coupé at the time. He was keeping his foot pretty close to the floor in fourth gear keeping pace with us. So put in that light, the 507 seemed a pretty impressive piece of machinery, although it is perhaps more honest to describe it as a high-speed touring car rather than as an out-and-out sports coupé.

Propelling ourselves forward 30 years, the £40,950 M635CSi hardly attracts the same reservations when compared to its rivals. The current range of big BMW coupés first appeared on the scene early in 1977, in the form of the 633, so has now been around for ten years as these words are written. The first 635 came our way towards the end of 1978,



The stylish lines of the 507 have lasted well.

BMW M635CSi and 507



The M635CSi has a classic elegance which has proved timeless over the big BMW coupé's ten year production run.

combining terrific performance with what I can only describe as worryingly inadequate braking performance, a trait which now, thankfully, has been buried in the far distant past. All the 6-series cars also have ABS anti-lock systems as standard.

I recall having a particularly nasty moment motoring in Sussex one November afternoon when, having braked very hard from a speed which I'd rather not record in print, I then had to call on the 635's brakes a second time soon afterwards. The pedal felt distinctly half-hearted, and the retardation a pale reflection of what it had been a few minutes earlier. Suffice to say, I was unimpressed.

As an interesting and not totally disconnected aside, I happened to mention this in conversation with DSJ and he rather surprised me by remarking: "well, things haven't changed that much, have they?" For a moment I thought he must have had recent experience of a BMW with marginal braking performance, but in fact he was referring back to the 507.

It turns out that, on a visit to Munich at about the time of its launch in 1956, Jenks was taken aback by the way in which its brakes seemed to fade in exactly the same way. What is more, he managed to get himself into a fairly trenchant debate on the matter with BMW



This BMW is docile and tractable, even in the snow!

technical chief Alex von Falkenhausen, who felt that such criticism was unjustified!

BMW's current coupé range on the UK market includes the 628CSi, 635CSi and the M635CSi, the last-mentioned being a really exclusive version of an already impressive machine. The heart of the 3.5-litre cars is a wonderfully smooth 286 bhp, 24-valve in-line six cylinder engine producing a hefty 246 ft lb of torque at 4,500 rpm. It combines silky smooth docility with what can only be described as mighty performance, this large two-door machine rocketing to 60 mph in fractionally over 6 sec.

Features distinguishing the M-designated machine from the straightforward "cooking" 635CSi include a sports suspension set-up incorporating gas filled shock absorbers all round, bigger ventilated disc brakes and forged light-alloy wheels with Michelin TRX 240/45 VR 415 rubber.

Air conditioning is fitted as a standard feature, along with heat insulating, green tinted glass, a deeper front spoiler and heated external door mirrors which are finished to match the bodywork. The M635CSi interior is also enhanced by the superb BMW sports seats trimmed in leather (although Highland cloth is offered as an alternative); these feature electric height adjustment, fore/aft movement, backrest inclination and headrest height adjustment. There is also an on-board computer, rear head restraints and a rear window blind, plus a larger battery installed in the boot.

For a car this size, its agility and sure-footedness is quite remarkable. Apart from instilling a sense of confidence and well-being into its driver, it seems taut and compact from behind the wheel. Directional stability is almost beyond criticism, even at very high speed, and the always-excellent BMW power-steering system provides an ideal combination of lightness and feel.

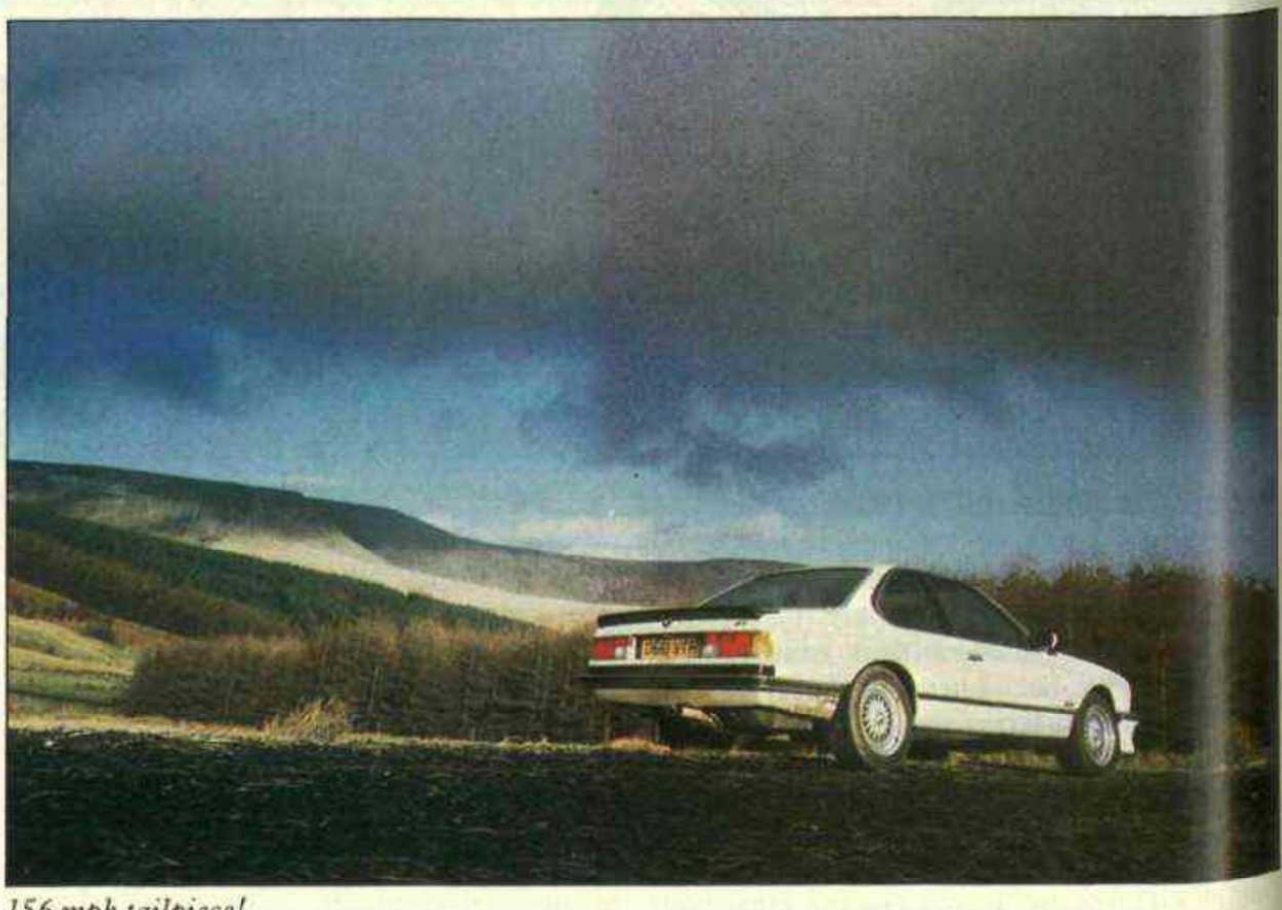
Sudden directional changes often prove to be the Achilles heel of big high performance machines, but the M635CSi comes out near the top of the class in this respect as well. It rolls perceptibly, but the firm suspension keeps it nicely in check and there is never even a hint of it getting into a worrying fishtail, even on a slippery surface. Wind noise is minimal, visibility and headroom more than adequate.

Its torque characteristics also make it a delightfully flexible car, equally at home inching along in the commuter jam as on the open road. The only area in which some obvious criticism comes to light is the need to depress the clutch pedal slightly further than one might expect on initial acquaintance, in order to avoid lightly crunching one's gearchanges. But the gearbox itself is fine, albeit with quite a long throw to the lever, particularly between first and second.

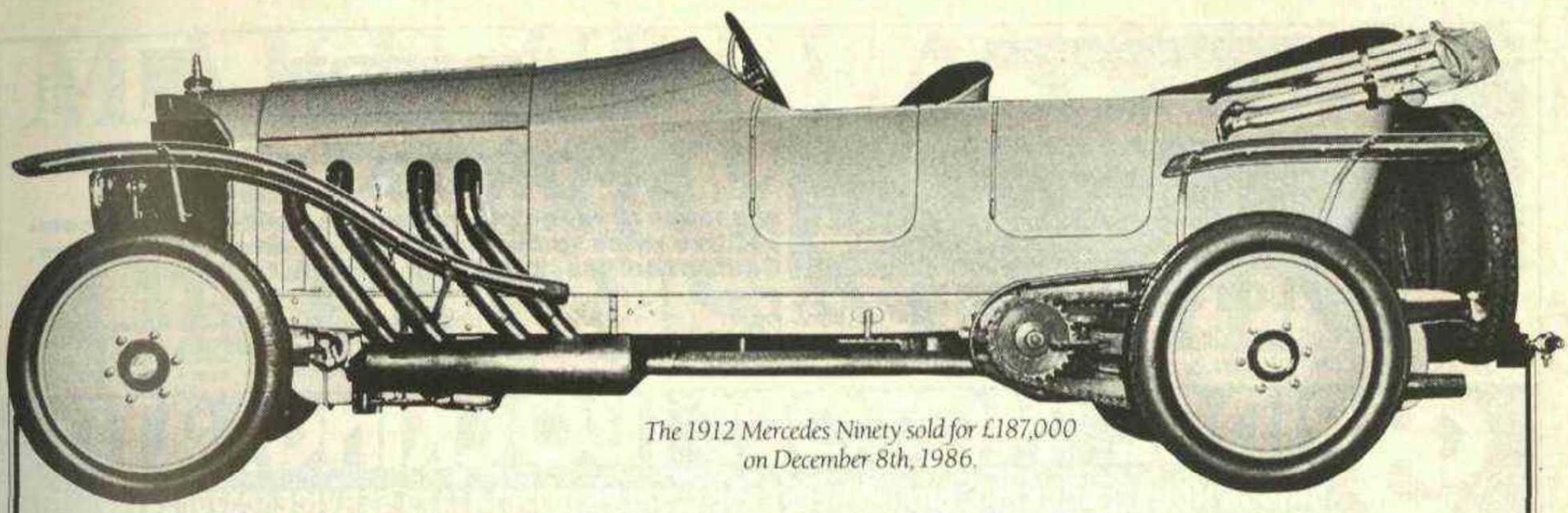
Like Mercedes, BMW instrumentation and interior layout makes little concession to passing trends and remains solidly unchanging over the years. You can slip behind the wheel of an M635CSi and notice precious little difference from the original 633s and 635s. But a great deal of work has gone on under the skin, and the current cars are infinitely more rounded in their character than they were ten years ago.

So are these two BMWs sisters under the skin? Certainly not! The 507 was not a sports coupé in the way we accept the role of the M635CSi. It was more of a boulevard cruiser, short on agility but long on gearing. The current high performance coupé is not only more of a sports car relative to its 1987 rivals, it is a shatteringly fast road machine which reminds us just how much we have come to expect from top-drawer machinery over the intervening three decades.

In the 1950s a sports car was a sports car, and a tourer just that. The twain seldom met in one bodyshell. Now the M635CSi underlines that a high performance car of the eighties can be a vehicle of many parts, blending the interior refinement of a limousine, the gait of a grand tourer and the acceleration and speed of a road racer. All things to all men, you might say. At a price, of course! **AH**



156 mph tailpiece!



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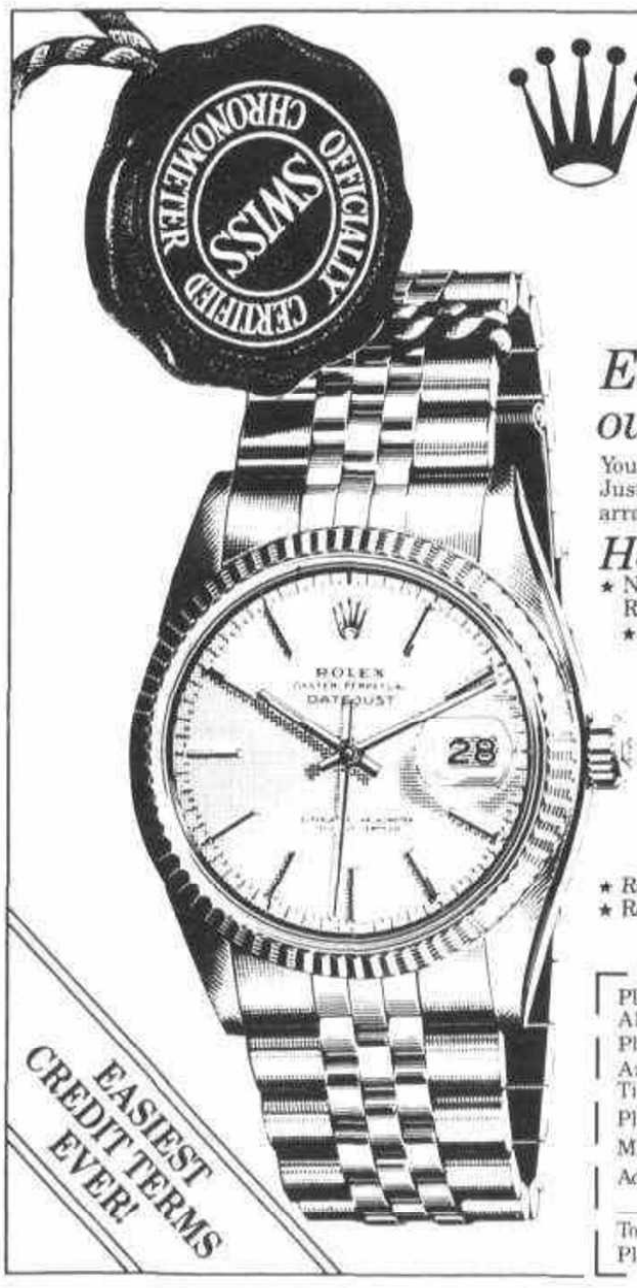
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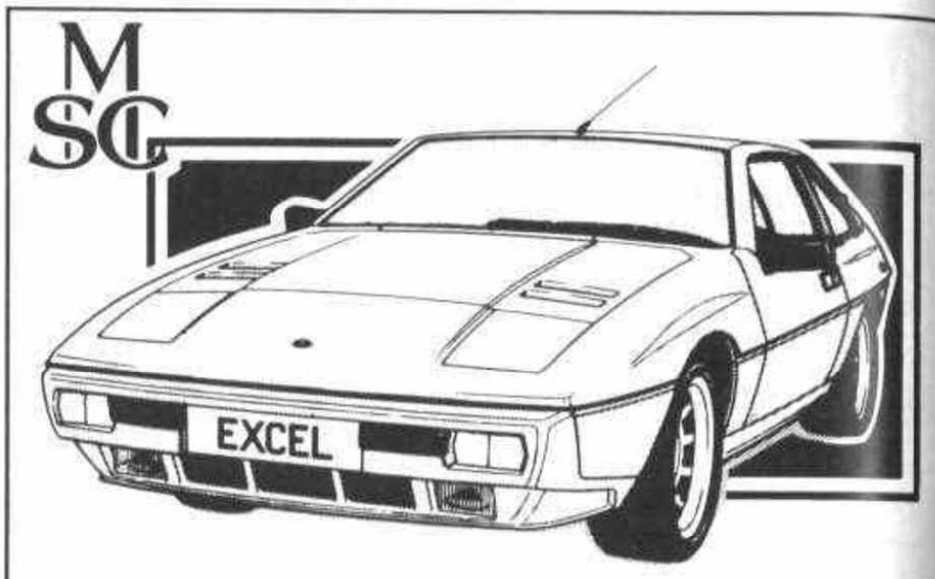


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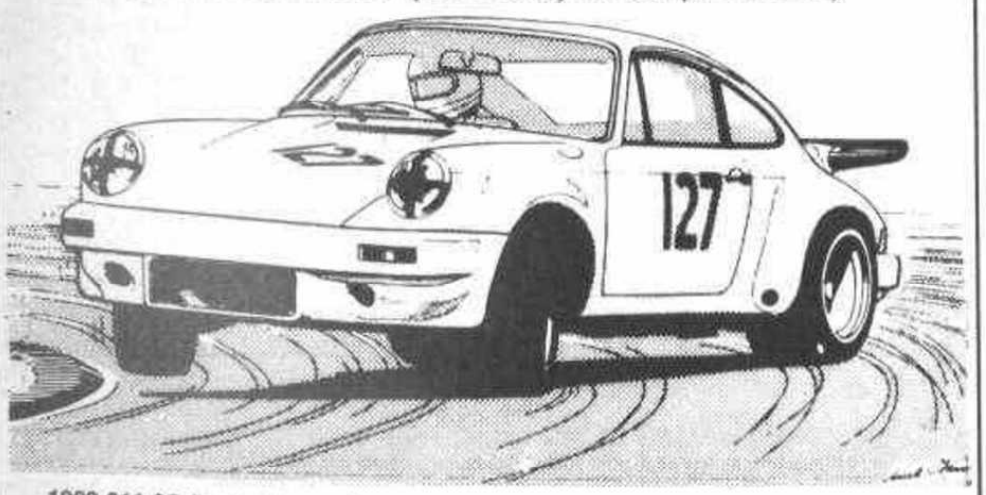
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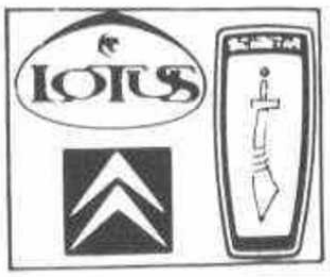
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The Prancing Lancia!

Large family saloons which accelerate extremely well, and cruise at over 100 mph with power to spare, are not unusual. One thing, above all, separates the new Lancia Thema 8.32 from the herd — the superb, pedigree Ferrari V8 engine shoe-horned in across the engine bay. It takes just one blip of the throttle for aural senses to pick up the characteristic "whee" of Maranello designed valvegear. Heads turn. And on the open road, the blissful owner will chop down a gear or two, needlessly, just to hear once again the vibrant bark of the 215 bhp engine.

This is the era of ever more sophisticated passenger cars; quicker, quieter and cleaner in emissions. Some great makes have become almost antiseptic in their cossetting of the owner and his environment: Alfa Romeo, now climbing into the Fiat Group's nest, is a prime example of a marque that conformed too readily. But there is a public out there which retains a passion for the staccato noises of Porsche's flat six, and the unique sounds of Ferrari and Chevy V8s hard at work. The Lancia Thema 8.32 will tap that chord.



Lancia by Ferrari.

Nowadays cogged belts, rather than chains, drive the twin overhead camshafts on each bank of the Ferrari engine. Bosch KE3 Jetronic mechanical injection, rather than quadruple Webers, controls the fuel flow, and a new crank with 90-degree throws replaces the flat-plane crank in the interests of finer balance. None of these concessions to modernity, to economy and to cleanliness even begin to dissipate the character of Ferrari's 2,927 cc (308) engine. It only runs into the orange cautionary band on the tachometer at 7,000 rpm, and will whirl happily to the start of the red sector at 7,500. Name another production engine that will do that, if you please!

The first formal marriage between Lancia and Ferrari took place in 1956, when Fangio successfully drove the Lancia-Ferrari D50 in the World Championship. Since then we have driven the Fiat Dino and the Lancia Stratos, other examples of good co-operation. Even more recently the Lancia LC2 Group C car was powered by a twin-turbocharged version of the Ferrari engine.

The Lancia Thema 8.32 is an emotive car, without question, but it is not a "homologation special" in the Sierra Cosworth mould. It is, rather, what the Porsche Turbo set out to be in 1975, a very high performing model laden with luxury features. Air conditioning, full leather interior by the Italian Frau company (makes a change from Connolly!), a walnut burr fascia surround, and an electrically retracting "wing" which rises wraith-like from the boot-lid all add to the cost, which is likely to be around £30,000 for the British market. Arturo Merzario used to drive a Fiat twin-cam 125 with a Formula 1 air box on the bonnet, and would probably have a clear plastic bonnet lid on a Thema 8.32, so that passers-by could ogle the "Lancia by Ferrari" script on the scarlet cam cover. But no such thing appears in the o ıs list!

The Thema is now the only model in

Lancia Thema 8.32



The Thema is equally at home as a family saloon or a powerboat!

Lancia's range not to have four-wheel drive, though this will be offered later next year. The burning question, of course, was whether the front-drive Thema could possibly cope with more than 200 horsepower, without torque-steering into the hedgerows and ploughing on into fields. We found the answer in three hours of power-boating on the Berkshire Downs when storm warnings were flown on the nearby Thames. It was fantastic!

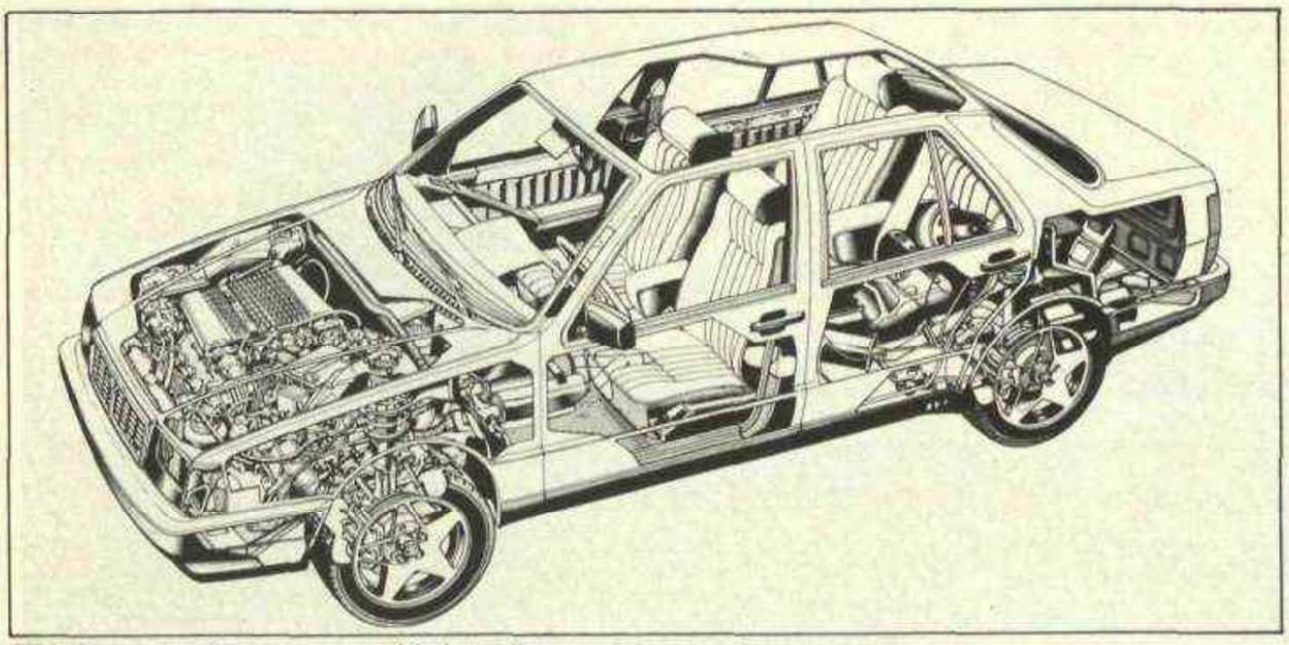
You may, if you wish, head for the deepest puddles and gun the engine in a low gear. As you would expect, the front wheels will go 'walkies', but so would a Ford Fiesta's. With only a modicum of restraint and good sense, the Lancia behaved itself beautifully, and it was virtually impossible to spin the Goodyear Eagles in second gear, no matter how bad the flooding. Stability and directional control were well-nigh impeccable in the circumstances, though there was no chance to drive very quickly or check dry-road adhesion.

A trace of torque-steer is evident, as it happens — a shading to the right on full throttle — but it was less than anticipated, and easily corrected by a heavier hand on the left side of the leather-trimmed steering wheel. The Saab 9000 Turbo is another version of the 'European Type 4' saloon on a similar platform, and, even with another 30 bhp on hand, the Lancia seems to behave just as well as its Swedish cousin.

Lancia considered adopting a limited-slip differential as standard, but decided it wasn't necessary, and our brief trial in extreme conditions supported this decision. There is no doubt at all that, with the forthcoming four-wheel drive system, the Lancia 8.32 will become one of the world's great motor cars — with the prestige of an Audi Quattro or a BMW M-series, for instance.

The crisp response of the Ferrari engine is

Lancia Thema 8.32



This is an era of ever more sophisticated passenger cars . . .



Now you see it . . .



. . . now you don't.

unmuted and unmarred by a turbocharger. The five-speed gearbox, delightful to use, comes from the Fiat range, though with a greater use of nickel alloys, a roller bearing replacing the ball bearing at the front, and with uprated synchronisers with molybdenum inserts.

Such a high-revving engine allows a relatively low final drive of 3.41:1, enabling the car to run at a rather modest 21.81 mph per 1,000 rpm in fifth gear. Any ordinary engine would be running out of puff at little more than 120 mph, but the Thema 8.32 develops its peak power of 215 bhp at 6,750 rpm, which represents 147.21 mph. The claimed top speed (which of course we couldn't confirm) of 150 mph represents 6,880 rpm on the tachometer, still short of the orange sector.

According to the glossy brochure, which does not sound fanciful, the 8.32 will accelerate from test to 100 kph (62 mph) in 6.8 seconds, and reach the kilometre post in 26.8 seconds. At the end of the strip the driver can rely on a Bosch ABS brake system (the 8.32 is the first Italian car to have this equipment as standard) acting on 11.2-inch diameter ventilated front discs, and solid rear discs.

The Thema's steering is a new system offered by ZF, the power assistance being electrically controlled to decrease with road speed, rather than with engine speed. Road feel was good, even in such inclement conditions, and the steering was pleasantly light for manoeuvring.

The exterior is deliberately understated, but there are a few clues as to its potential: the 8.32 badges on the radiator grille, and on the restrained 'skirts' below the doors; the extended, aerodynamic mirrors closely resembling those on the Testarossa; the 15-inch diameter 'star' alloy wheels, all six inches in width; and the retractable bootlid spoiler which some people would regard as gimmicky, others as a sensible compromise after an automatically extending one, dependent on the speed of the car, proved difficult to develop.



Four-wheel drive could make this one of the world's most prestigious cars.

In Italy, the Ferrari-powered Lancia will quickly become an ultimate status symbol, but among businessmen as much as the Monza paddock crowd. This is not a whizz-bang racer, despite its capabilities, but a serious inter-city express with an impressive spread of torque to make gear-changing an optional activity. Noise levels are low and refined, the ride quality is excellent, and the wealthy customer is asked to make no sacrifices beyond signing the purchase cheque.

While the maximum power output is rather less than in the Ferrari 308, which develops 240 bhp, the torque value is actually increased by 12% to 210 lb/ft at 4,500 rpm, and that says a lot about the design objective. Even in its present form, the 8.32 could handle more power, though it doesn't actually need it, and later on with four-wheel drive it can reasonably be expected to become one of the world's fastest saloons.

Production will build up to 10 cars per day this spring, on a special line at the San Paolo factory in Turin, and customers are invited to watch the final stages of assembly. In Britain, Lancia's worrying decline in sales has at last been arrested by the Heron Group, and the Lancia Thema 8.32 will be welcomed as a prestige-creating flagship. Fifty or so sales in a year will make little difference to the marque's annual registration figures, which now hover around 3,000, but may enhance Thema sales generally. We wish them luck. **MLC**

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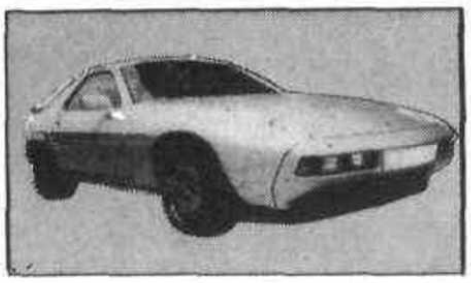
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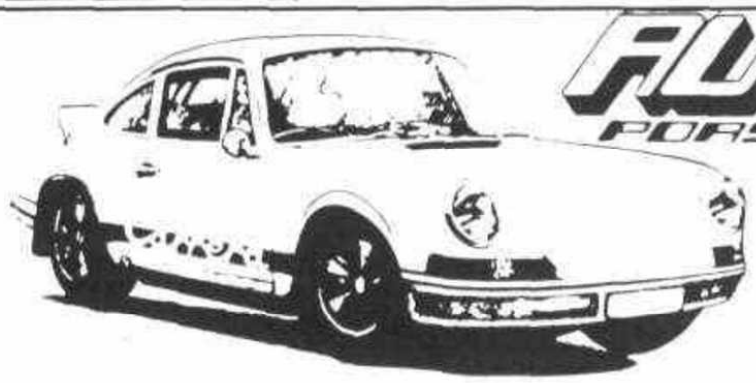
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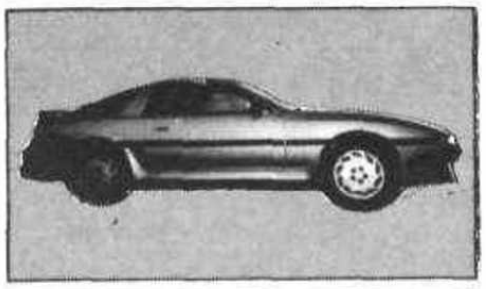
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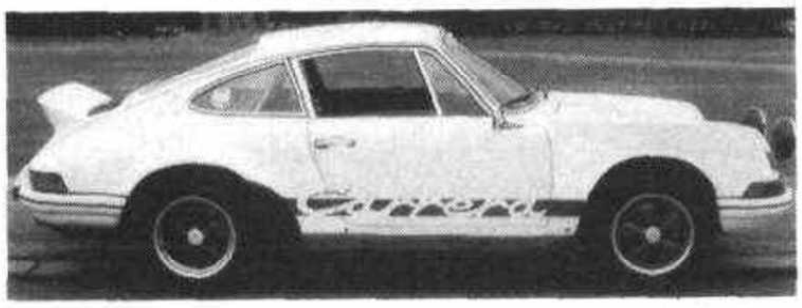
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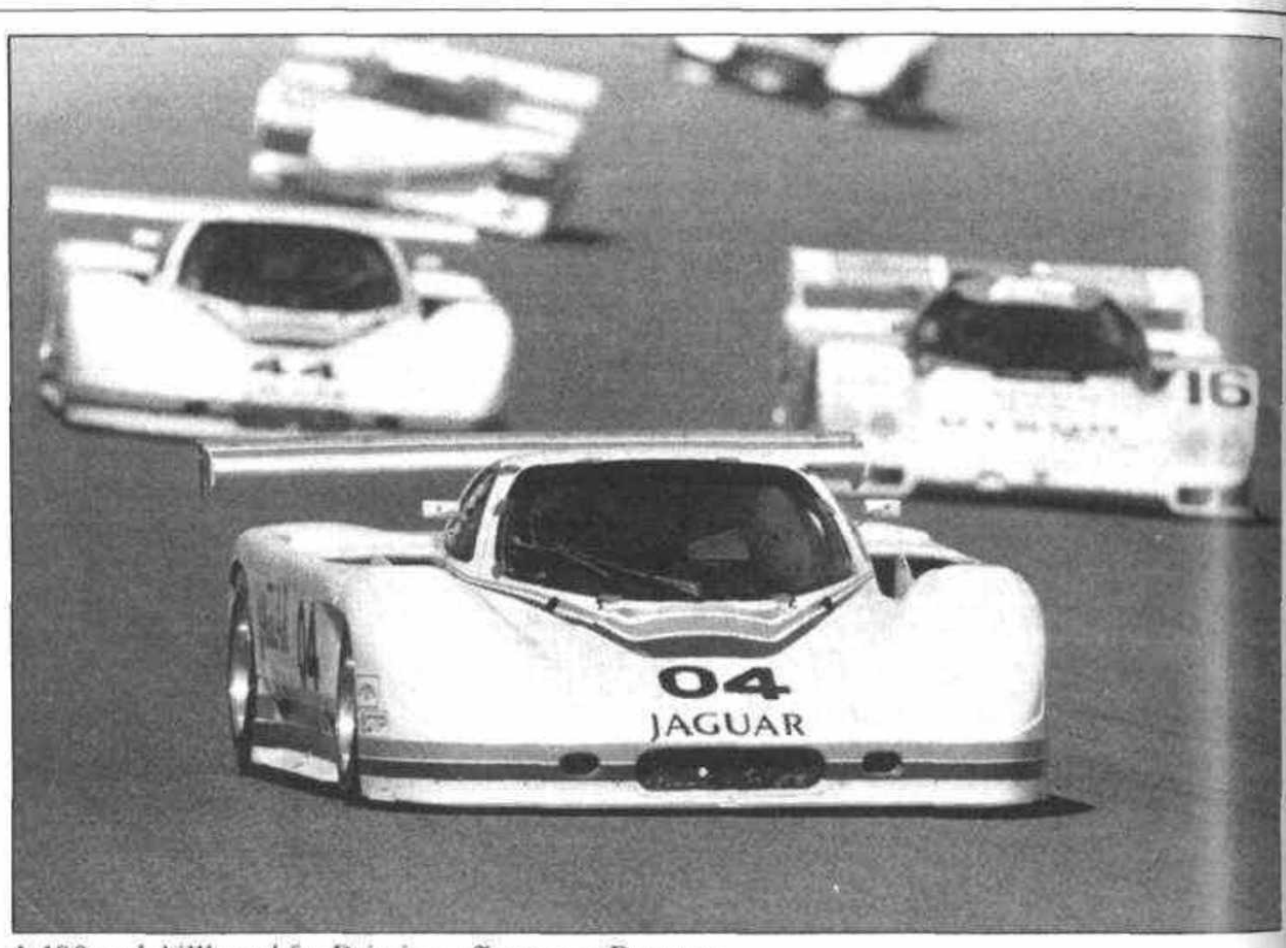
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Forward to America this month, circuit spectating and driving to see how manufacturers promote their wares to the World's biggest car market. Ironically we watched Jaguar win the final IMSA GT Championship round at Daytona and discovered that the best in sports prototype racing is threatened with diminished Jaguar support.



A 190 mph billboard for Britain — Jaguar at Daytona.

The British are coming

"There's more competition in the United States because there are so many factories producing cars. It's much better than Formula 1 because there are ten manufacturers in IMSA racing and in Europe there are only two or three, so the interest is down. The racing is very close here because a lot of top European drivers come here to race. So, in IMSA, you get the best drivers from both continents and it makes for a high class field."

Yes, the grammar is odd. Yet the sentiments expressed by West Germany's Klaus Ludwig, who has been racing for Ford in the USA since April 1981, aptly summarised our awe. Observing single car qualifying and three hours of top-class sports racing beneath October's sun was certainly a contrast to European events in the current fuel economy era.

The sheer speed on the bankings, plus the quality entry found rushing around Daytona's 3.56 miles in the 1986 Championship finale of the International Motor Sport Association's (IMSA) prestigious series, were worth the dubious pleasures of transatlantic flight to the enormous airport complex of Atlanta, Georgia.

Sitting up on the "bleachers" above Daytona's banked turn from fifth gear heroics to infield scrabble, we registered that IMSA quality initially in terms of speed. A State Trooper had given his radar gun a holiday from the nearby 55 mph public roads and was exercising it on a point 75 yards after the start and finish.

The two twin turbo, 3.5 litre, V6 "Corvettes" topped the trooper's lists on Friday morning with 206 and 201 mph. These mid-engine machines with Lola chassis (you lose count of the British connections and drivers in this category) squeezed ahead of the similarly powerful Buick Hawk. This time March running gear assists the minimum of 950 qualifying horsepower to produce 199 mph.

An all Porsche 962 — tied by the regulations to a single KKK turbo for its fabled flat six in 3.2 litres — pounds along in pursuit at speeds up to 196 mph. Still the dominant presence in the winners circle, despite repeated regulation moves to slow it to the racing pace of its now numerous rivals, there are eight 962 Porsches present.

Said 962s occupied second to sixth finishing positions after three hours and one minute's racing. Porsche AG must also have been relieved to bring home the tyre-troubled 4WD 961 in a lowly 24th place as they are apparently planning to promote this complex model's racing career in the United States next season.

Also in the 190 mph club that morning were the fast but fragile four cylinder Fords (a batch of small capacity Cosworth DFXs built by Terry Hoyle is now being assessed in the Zakspeed Probe), and *the* the most fabulous racing Jaguars I have seen.

Fabulous is a gushing description, much over-worked, but it is the word I want. It portrays sparkling cars proudly wearing a simple white and green Jaguar message — a 190 mph billboard for Britain that surges through Daytona's long bankings to the accompaniment of the most thrilling exhaust backwash.

Shrill in an almost effeminate way beside the whistling turbo sixes, these 6.5 litre enlargements of Jaguar's alloy V12 are credited with 700 bhp in racing trim.

Qualifying sixth (Group 44 proprietor Bob Tullius/Chip Robinson) and 13th (Brian Redman/Hurley Haywood), the XJR-7 Jaguars were first and second at the two hour racing mark. For just a few minutes they were split by their equally victory-hungry opponents at BMW, who offer more from the British club! John Watson/David Hobbs were driving a March chassis with 2.1 litres of four cylinder Bavarian turbo propulsion rated up to 800 bhp at 9,000 rpm. Then Brian Redman's XJR limped toward the dead car park with an unspecified but oily engine failure.

Both BMWs, fortunately for British hopes, had further dramas in what has been a traumatic year for McLaren North America running these GTP hybrids, leaving Bob Tullius to cement 12 Jaguar racing years with a 1m 6.29s advantage over the closing customer Porsche.

However much this reporter admired the racing he witnessed, it seems neither BMW nor Jaguar in North America shared my enthusiasm! BMW of North America, Inc confirmed that this was the last race for the McLaren-run GTPs (rumoured to have cost over $25 *million* owing to disastrous early season fires and subsequent engine mayhem) whilst Tullius repeatedly told reporters and post-race media that he would be cutting down to one car in shorter, televised, races in Group 44's 1987 IMSA programme.

The inference from Tullius was that Jaguar funding was not sufficient.

Enquiring further into Jaguar's position on my return I discovered that Group 44 receives no cash from the British connection. Funding

The IMSA Jaguars

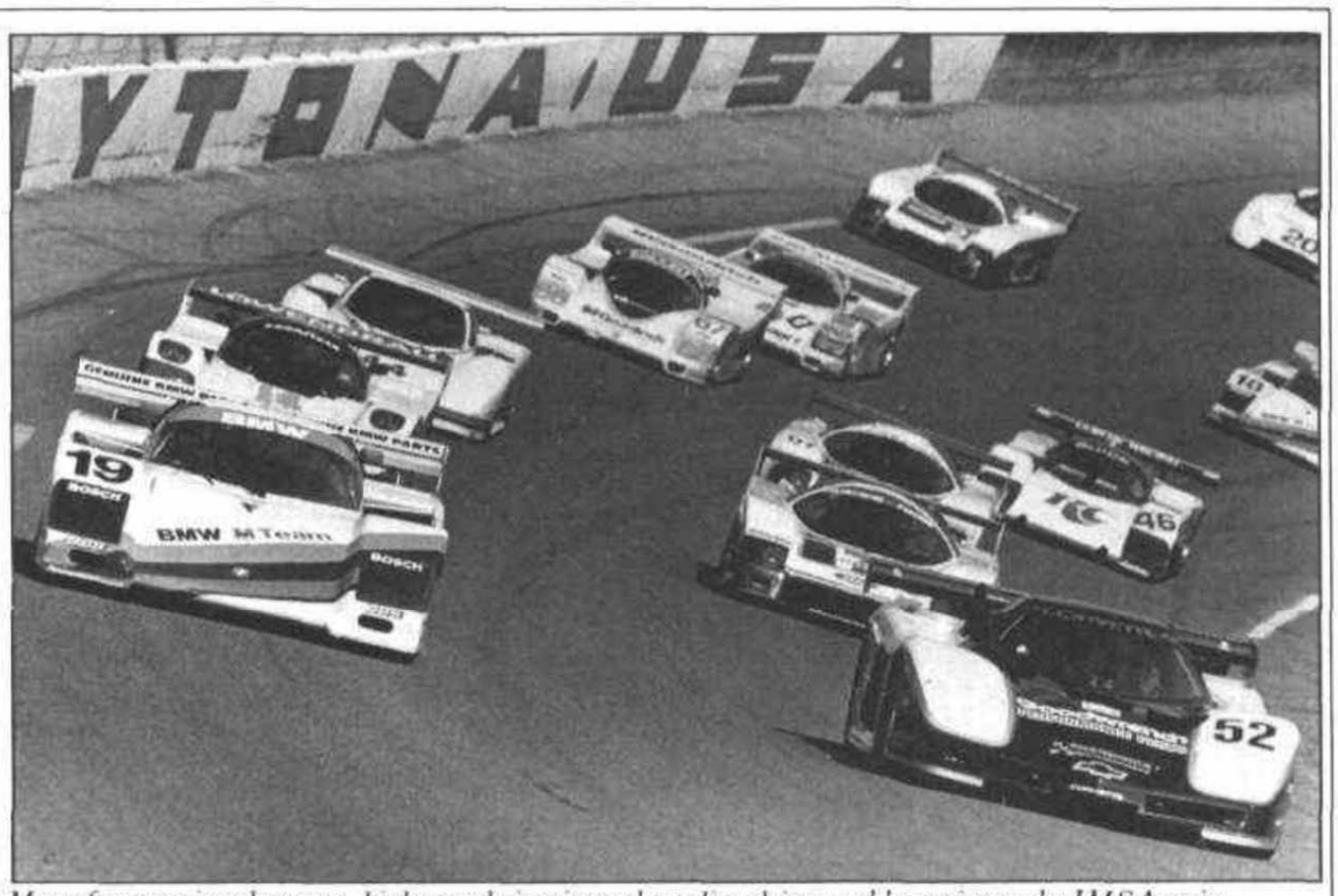
is the responsibility of the North American affiliate which sells "over 50% of all our production, beyond 20,000 cars a year," commented Jaguar sports specialist Ian Norris. However, Jaguar does supply some technical assistance in the form of rig endurance testing for engine and chassis components; complete engines and chassis are the responsibility of Group 44 in the USA or TWR in Europe.

English Vice President Michael Dale at Jaguar North America Inc must negotiate with Tullius in West Virginia to establish the racing fate of the only non-turbocharged front runners in the IMSA series. What of Coventry's 1987, and beyond, competition plans?

Jaguar raced to victory in the 1984 European Touring Car Championship for drivers (Tom Walkinshaw) using the Group A (5,000 cars per annum) XJ-S coupe, and took an eventual third in the 1986 Sports Prototype World Championship for drivers (Derek Warwick).

Since 1982 Jaguar's European racing representation, support cash and technical support, has been behind Tom Walkinshaw Racing (TWR) who have currently completed the first of three years in contract to Gallahers Silk Cut brand. Ian Norris confirmed that we are likely to see developments of the present XJR-6 TWR/Silk Cut prototypes back in the 1986 World series, "although the series is so far flung, with rounds in Argentina and Australia, that detail confirmation of series attendance is not practical at present."

The kind of direct support Jaguar lends this for any racing useage and presently feel that programme can be judged from TWR's extensive evaluation of four valve per cylinder heads for the now 6.5 litre (they started the season at 6.3) twelves. The basic design of these heads came from Jaguar's own development department and dates back to its 1972 development work on a 48 valve V12 that produced 630 bhp. These four valve per cylinder heads owed much to the "great experience Walter Hassan and Harry Mundy had gained while developing Coventry Climax engines," said Jaguar in 1984.



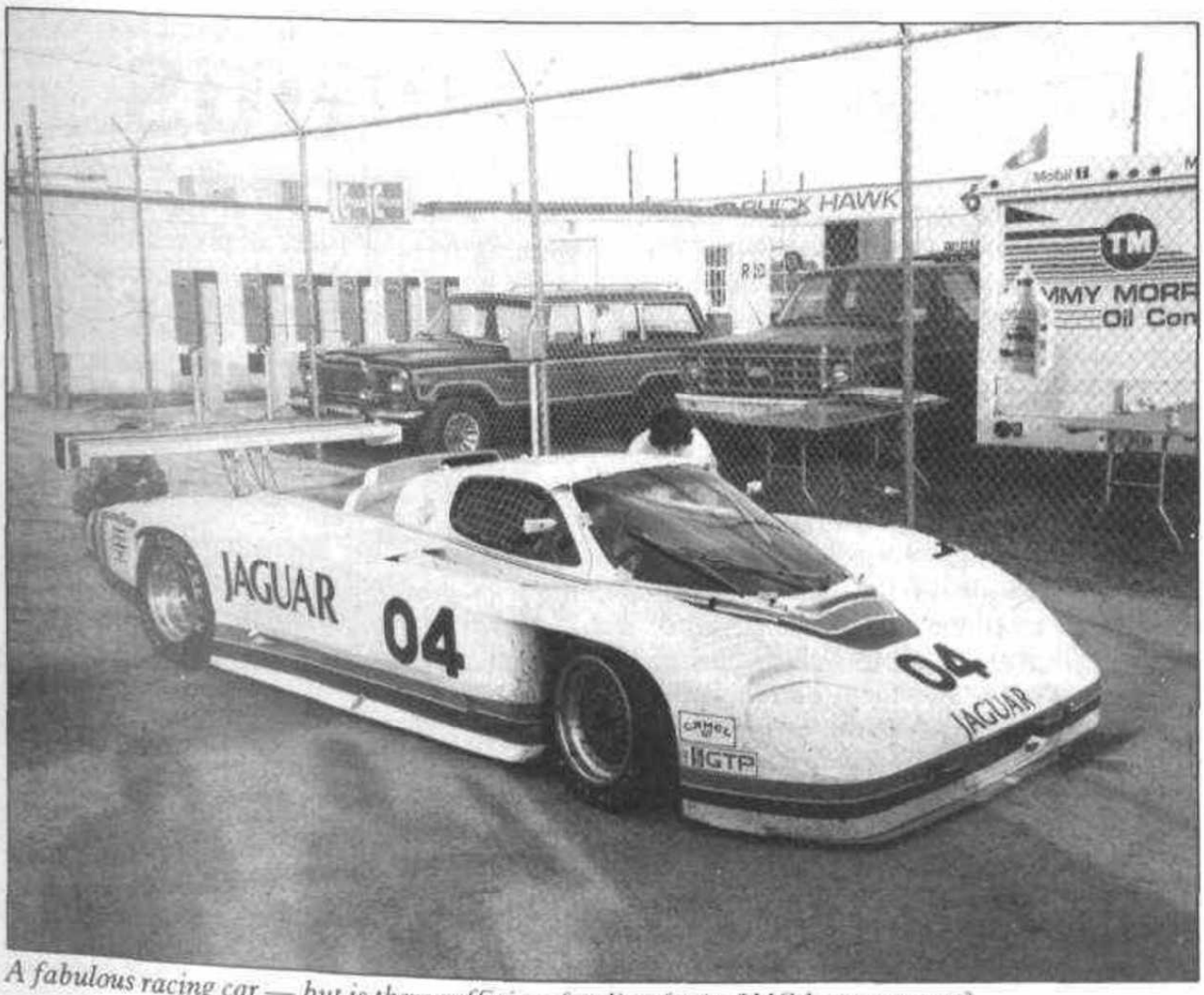
Manufacturer-involvement, high-speed circuits and top-line drivers add prestige to the IMSA series.

TWR are charged with the responsibility for any racing useage and presently feel that the power bonus obtained from four valves per cylinder ("satisfactory" says Jaguar) is not worth the weight and possible reliability penalties incurred thus far.

There is another aspect to Jaguar's racing involvement outside the simple, "same again in 1987, Tom" approach. Mr Walkinshaw no longer has the job of racing Rover V8s, with which his driver Win Percy had apparently won the 1986 European Touring Car series. ("Apparently" because FISA was still debating the fate of the title and sampling fuels used in the final round a month after the series ended!) The Group A racing Jaguar XJS is still competitive, a fact which Mr Walkinshaw proved with an outing for two of the V12 saloons at Japan's Fuji international in November. Jaguar executives are quite keen to have the XJS raced again because "there are firm production plans for this model well into the nineties."

It is also known that Sir John Egan and his team have not been slow to press ahead with development of sportier XJS road cars in line with their aspirations to lower the average busying age from strictly Company Chairman to a wider and younger audience. Longer term there is the scheduled F-type sports car, which our German contacts tell us is front engined, rather than trading on the mid-engine racing heritage.

Thus industry and sport needs could come together at Jaguar with Walkinshaw exploring the 1987 Group A World once more, whilst also pursuing a full blooded Group C racing programme. If the World Championship for Touring Cars to be promoted in 1987 is marginally less chaotic than its 1986 European counterpart, then it is possible Jaguar may ask TWR to contest a full year of that title hunt for saloons in 1988, provided they have a correctly homologated car. **JW**



A fabulous racing car — but is there sufficient funding for its IMSA programme?



Despite a 20-year gap, both the A110 (left) and its grandson, the GTA, have the family nose. But note the absence of protrusions on today's car.

Gallic Genius

At last the Alpine-Renault comes to Britain — minus its patronym. The young successful half-brother has been adopted by the family. Alpine-Renault, the tiny specialist car builder which grew into the torch-bearer for the *Regie* in competition through the '60s and '70s and became an independent part of the giant corporation's line up in 1965, has produced its most sophisticated and impressive car ever. But the first purely Alpine project to be officially listed in Britain has left its Alpine prefix behind in Dieppe and arrives here as a plain Renault — the GTA.

Aimed directly at prestige rivals like Lotus Excel and Porsche 944, this high-performance four-seater pitches Renault into a new market sector. Rapid turbocars have become synonymous with the French *marque* over the last few years, but even at the top end these have been variants of comfortable saloons, such as the very rapid 25 V6 Turbo. Sporting flair was supplied by first the 5 Gordini and latterly the 5 GT Turbo, in line with the general shift towards small, fast three-door four-seaters but, perhaps aided by this new emphasis on performance, the market for rapid coupés in all European markets has blossomed, reaching record UK levels of nearly 6,000 cars in 1985.

Over half of those were Porsches, 944 in the main, while the Excel found 550 customers in the same year. This group of customers is too valuable to be ignored, but large-scale manufacturers cannot normally expect to recoup their huge investment in a new model with sales of such relatively small quantities. Both Porsche and Lotus sell nothing else other than these specialist cars; but just as VW uses the Karmann plant for its small specialist projects, Renault had already made use of the Alpine works at Dieppe to assemble the turbocharged 5 in both its incarnations, as well as the mid-engined Turbo 5 which dominated the European rally scene in the early '80s. But the Dieppe plant was more than an assembly shop: since 1965 the Alpine operation had sold its products through the *Regie*'s dealers under the name Alpine-Renault, and such was the little team's racing and rally success that from 1968 the whole Renault competition programme was handed over to Alpine to administer.

Though Formulae 2 and 3, and later sports prototypes such as the Le Mans-winning A442 of 1978, all proved the worth of the team, it was the rallying success of the little A110 Berlinette which brought respect to the Alpine name.

Introduced in 1961, five years after the Alpine name first appeared on a little car built by Jean Redèle, rally driver and Mille Miglia class winner, the A110 derived its unusual layout from the mechanicals borrowed from the Renault 4CV. A rear-mounted four-in-line engine drove the rear wheels through a transaxle mounted in unit with it; a steel backbone chassis took the stresses, and the whole was clothed in a pretty fibreglass body. Kept in the limelight by its seemingly unstoppable rallying successes, peaking in 1971 with the first three places on the Monte Carlo rally and the title of World Rally Champion, the Berlinette continued to be produced, visually unaltered, until 1977, totalling over 7,000 examples.

This long run was unexpected, indeed

something of a fluke, for the A110 replacement was being designed as early as 1969, and was unveiled in 1971. Called the A310, the new car was a much roomier 2+2 with a striking hard-edged beetle-back shape again made of GRP (fibreglass), and enclosing a similar steel backbone. The power unit, still hung over the rear axle, was the same long-serving block which had propelled the Berlinette, this time only available in the larger 1600cc form.

It was an attractive car, not as nimble as its ultralight predecessor, but reasonably well-behaved, and it was well received in France without making a great impact elsewhere. In competition its unsophisticated and diminutive engine was inadequate, and completely outclassed by the time the all-conquering Lancia Stratos arrived to snatch the laurels.

But another development was on hand; to make room for assembling the new Renault 5 Alpine (Gordini in the UK), the competitions department moved elsewhere under the name Renault Sport, leaving the Dieppe outfit to concentrate on road cars, and in 1976 the A310 stepped up into a bigger league. Out came the thrashy four-banger, and in went the PRV 2.7-litre V6 from the Renault 30. This was a straightforward transfer, as the big saloon followed the company's general practice (until lately) of sticking to a longitudinal layout, while the reversed gearbox was already there. The engine had only to be shifted to the rear, and being an alloy unit the weight distribution was acceptable.

Sales of the car, flagging in the wake of the fuel scare, jumped again, and the 1600 version was dropped, although ironically the venerable A110 soldiered on until the following year, 1977.

Complicated variants of production cars, such as the Sporting 5 and its Turbo developments, are expensive to build, so the Alpine plant has proved very valuable to Renault, enabling the development and construction in small quantities of such specials as the 5 Turbo, the outrageous mid-engined flying brick which put France back on the map of rally success in the early '80s. Conversely, the entire range of Renault



This "dinner plate" is a fuel filler under the lid; luggage sits alongside.



A110 and GTA are separated by A310, an attractive 2+2 whose lines influence the new car.

skills and facilities has been available in developing the newest Alpine into a refined and impressive sportscar which for the first time is a genuine Porsche rival.

To avoid any confusion with the Chrysler Alpine, UK-spec versions of the new car lose the reference to their admirable background, though that name is not so well known in Britain in any case. And putative Porsche purchasers are not necessarily as interested in history as prestige, something the French giant has gradually built with some luxurious cars as the R25 V6.

And it is this model which supplies the basic power unit for the GTA, as well as suspension components: R25 wishbones support the front of the GTA, with Fuego steering. Both turbo and unblown versions are available, and both are higher performers than in the saloon: the 2.85-litre normally-aspirated engine claims 160 bhp, with 166 lb ft of torque at 3,500 rpm, but is eclipsed by its boosted brother which thumps out tractor torque of 214 lb ft at a loafing 2,500 rpm, with the power soaring to 200 bhp at a smooth 5,750 rpm.

Compact head design places the single chain-driven cam on each bank low down between the valve stems, and while a large circular air-filter tops the twin downdraught carbs of the 2.85, the blown unit sports a pair of cast manifolds in the vee fed, via an intercooler, by the turbine above the clutch. Diet is the responsibility of Renault's own knock-sensitive electronic injection management system.

This muscular-looking package comes to light by pulling the internal release for the rear window which lifts on gas struts; a black-carpeted moulding then lifts to reveal the engine. But even the engine-cover does an ingenious job: it incorporates air ducts which connect with rubber seals to an outlet grille in the rear spoiler, extracting hot air from the compartment.

Controlling airflow has been one of Renault's biggest achievements with this super-slippery vehicle: although the GTA is 4 in wider than its predecessor the A310, drag is down by 13%, helped by integrated bumpers, flush headlamps, glazing and door catches, a smooth undertray, and clever inlets and outlets to the engine bay.

GRP is again used for the body, differing plastics and moulding methods being chosen for various components, and these are assembled onto the sheet steel backbone (built by Heuliez, one of Renault's truck divisions) to form first a floor-pan, to which are attached the steel-reinforced body sides, pre-assembled complete nearby, followed by the roof and screen rails. This bonded structure is then ready to accept the bulk of the mechanical components, before the rigid panels (doors, dash, and bonnet) and the flexible ones (bumpers, nose, and wings) are affixed.

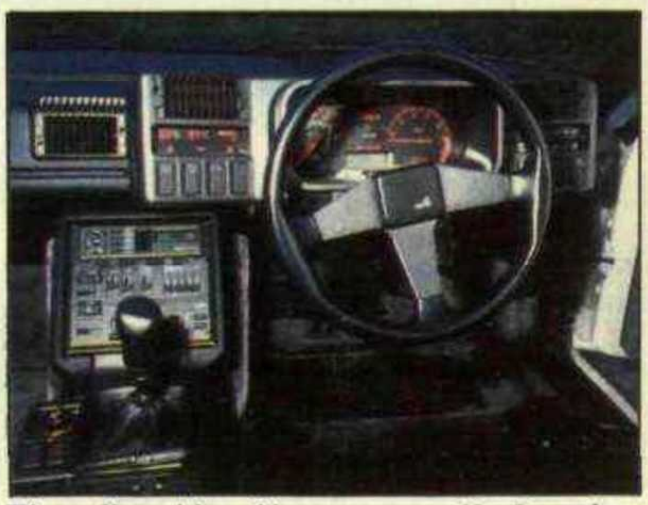
And the word "flexible" is no exaggeration — during a visit to the Dieppe factory, journalists were shown a wing being bent double and springing back to shape

More ingenuity is apparent in the general layout of this generous 2+2: nearly 3in has been added to the wheel-base, and the rear wheels have been moved an inch further back, relative to the differential, to improve weight distribution. The entire power train, complete with double wishbone suspension (derived from the 310 via the R5 Turbo), attaches to a removeable subframe for easy repair. A spacesaver spare tyre lives alongside.

Rear passengers sit on either side of the five-speed gearbox, and the backbone runs through to meet the front wishbones at the lower level of a double-deck layout. Below, ahead of the axle, is a well full of fuel, and up front is the radiator, fed from a low grille and exhausting under the car. Above all this, there is a small luggage compartment on the off-side, and alongside this the top half of the large fuel tank whose filler is thus under the front lid, surrounded by a plate-sized rubber seal to prevent spills.

Push-button doors are a streamlining feature — press, and the door springs open an inch. A separate level releases rear occupants.

Some cars feel right the moment the driver settles in his seat, and this is one of those. From the semi-reclined position all the chunky controls are to hand, and the immediate feeling is of solidity — firm



The well-positioned instruments suffer from glare but other controls are good.

throttle pressure, heavy but positive gear-change, and, once rolling, a solid ride too.

Perhaps the fascia seems flimsier than the Stuttgart rival, but it looks more stylish: a deep panel with angled wings rests on a plain dash. In the wings are the vent grilles and the large rectangular push-buttons which control foglamps and the trip computer, and a central cowl shrouds the instruments, large round dials for speed and revs, plus three small gauges for water temperature, oil pressure, and oil level. The last, reading only with the ignition off, is a Renault feature which is long overdue on every other car; we have injection systems which balance dozens of parameters instantaneously, but we still have to skin our knuckles on grubby metal prongs under the bonnet. Absurd.

The dials, however, are obscured by reflections in the glass in daylight, and are too dim to see at night. Similarly, the shiny plastic reflects sunshine badly in the huge flat screen, though in all other directions the view is very good, since the rear sail panels are also glass.

Between the main dials is a small LCD panel giving a digital fuel readout, not always easy to see, and the trip computer's figures. There are only four readings: distance run, average speed, average fuel thirst, and distance to empty, these selected by successive prods of the large button. It is simple and useful, without being distracting.

Not so the extensive and powerful Philips radio/cassette which is standard on both versions: this all-black extravaganza takes up as much space as a small home unit but relies on rows of identical square black buttons which cannot be distinguished by sight or touch once the sun goes down — an ergonomic disaster of the first water.

Behind the hi-fi, the wide tunnel carries the short-action gearlever, window switches, and the heating controls, which are clear and logical, although I always had one hot foot and one cold. Behind this again are two useful little lockers. Black velour covers the squared-off seats which include squab rake adjustment and plenty of sideways bolstering, and which did a fine job over 1,000 miles of fast driving. Amazingly, headroom in the tightly-sculpted rear seats is only 40 mm less than up front, though the broad gearbox in the centre favours those of lesser girth.

My conception of a Grand Tourer is clearly answered in the Renault GTA, so I chose to give it a weekend sprint to Scotland and back — which turned out more testing than I had planned.

By the time I arrived at Staples Corner, the source of the M1, I had already learned about the firm crisp gear-shift, the bottom-hinged pedals (inadequate space between clutch and brake), the taut steering but disappointingly large turning circle, and the stiff ride, and was keen to see the results of invoking all 200 horsepower.

With its huge torque this is of course a flexible car, giving lots of urge from as low as 1800 rpm, but a small dip in the torque around 3500 rpm tends to give the impression that the blower does its job *after* this point — the graph says this is not true, but nevertheless one tends to make the engine work in the relatively restricted band from here to the 6000 rpm cut-off.

It takes some acclimatisation to let the turbo do the work. Stay in fourth, ease the wheel over, and extend the right foot and the low vehicle surges past most things; a caravan on a tight road might require third, but be prepared to grab fourth almost immediately, the second you hit 87 mph.



The GTA's integral spoiler and flush-glazed sail-panels contrast with the air-scoops and borrowed lights of the beetle-backed Berlinetta.

Firm springing and effective noise insulation disguise just how fast the GTA V6 Turbo is — there is very little acceleration squat, and the sound effects, composed of an equal blend of fat tyres and cubic inches, vary from a muted rumble in town to a muted roar in full flight. But it is a real express — 0-60 mph in 7.0 sec — and thanks to its ultra-smooth skin (Renault's boast is that it has the lowest air resistance of any production car in the world) it will sweep on to 155 mph.

So what happens at 100, when 61% of the car's weight is over the rear wheels? Nothing much, except that the car runs straight and true with none of the alarming lightness of steering that affects some bluffer shapes. The wedge nose and smooth underpan reduce frontal lift to a mere 5% at 125 mph. But it does have one noticeable characteristic: from about 60 mph upwards, a small but steady weaving motion is felt through the wheel. The car only moves by an inch or two each way, and its overall aim remains arrow-straight even if you take your hands off the wheel at 110. This is presumably the self-correction effect (dialled in with castor angle or trail) necessary to counter the reverse weathercock response of the tail-heavy car, and it takes a short while to become accustomed to it.

But this characteristic was no match for the storm I encountered on my November trip. Gaining the A1 north of Newcastle, I could feel the Renault being pushed sideways by strong gusts, and naturally the higher the speed the further the car swerves. But this was a foul night; in general the effect of, say, passing a bus is limited and predictable.

To keep the back end on the rails the usual methods of limiting oversteer have been employed in a well-engineered blend: rear tyres are much wider than the fronts (255/45×15 on 8½ in rims as against 195/50×15 on 6 in), the centre of gravity is low, and under power the chassis tends to run wide. Since the rear is unlikely to step out due to its impressive grip, the GTA tends to turn into corners with a rather neutral balance, changing to mild understeer on acceleration out of the bend. It is all predictable and easy to control — no opposite lock bravery here, just let the tyres (Pirelli P7 on the Turbo, Michelin TRX on V6) do all the work.

And the V6 Turbo shares with the Porsche 944 Turbo a part-throttle controllability which enables the driver to trim his path smoothly with both throttle and the nicely-sculpted Alpine steering-wheel.

My rain-blasted journey to Scotland had tested out the twin halogen lamps (very powerful even on dip) and the elliptical pattern wipers which meet in the middle slightly out of phase, like a drunk trying to clap hands. (More than one passenger complained about the gap these left, though as it is in front of the left-hand seat the driver

Renault GTA V6 Turbo

Maker: Alpine-Renault, Dieppe, France.
Model: GTA V6 Turbo.
Type: Rear-engined 2+2 coupé.
Engine: Light alloy 90° V6, 2458 cc (91 × 63 mm), cr 8.6:1. Single chain-driven ohc per bank, 2 valves per cyl. Garrett T3 turbo with intercooler, Renix electronic ignition/injection. 200 bhp @ 5750 rpm, 214 lb ft torque @ 2500 rpm.
Transmission: RWD. 5-speed manual transaxle ahead of engine. Single dry-plate hydraulic clutch.
Suspension: Unequal length wishbones, coil springs and telescopic dampers all round, f and r antiroll bars.
Brakes: Dual hydraulic circuit, servo-assisted. 10.2 in ventilated discs all round.
Steering: Rack and pinion, 2.94 turns lock to lock.
Wheels and tyres: Alloy rims, 6 × 15 in (f), 8.5 × 15 in (r). Pirelli P7 tyres. 195/50 R15V (f), 255/45 R15V (r).
Spare: 125/70 R15.
Performance: 0-62 mph, 7.0 sec. Maximum speed, 155 mph.
Economy: 19.8 mpg overall, 22.1 mpg, maker's urban figure.
Price: £23,635 plus £350 for pearlescent white paint.
Summary: Clever layout and inspired styling give this ultra-high performer extra desireability. Supercar looks and handling for four, nicely blended with everyday mechanicals.

does not see it.) But the return trip turned, in part at least, into one of those blissful, blistering runs when everything is on your side. To offset the tedious miles of motorway ahead, I elected to leave Edinburgh on the A68 towards Jedburgh and eventually Newcastle.

Amongst the bare Lammermuir Hills, the long wide-open curves drew the squat coupé on, speed and G-forces building up together before the hefty ventilated discs came into play ready to dip down into a narrow defile. Light pressure on the wheel to flick left and right along the bank of a river, third gear punch being the only ratio needed to stitch these tight curves together, the nose darting in or out at will to skirt a pothole or grab an inch or two extra of tarmac while the Garrett turbine takes another breath and launches itself forwards.

Up out of the trees onto an undulating moor, the massive tyres actually seem to stick to the road as it falls away beneath the car — this must be an aerodynamic effect, letting the car follow the road instead of lifting its nose over a crest. With such long views, hazards are visible far ahead, and the driver of the occasional truck seems to have been watching the white machine enlarge frame by frame in his mirror as it crests successive brows, finally waving the Renault past with a thumbs up.

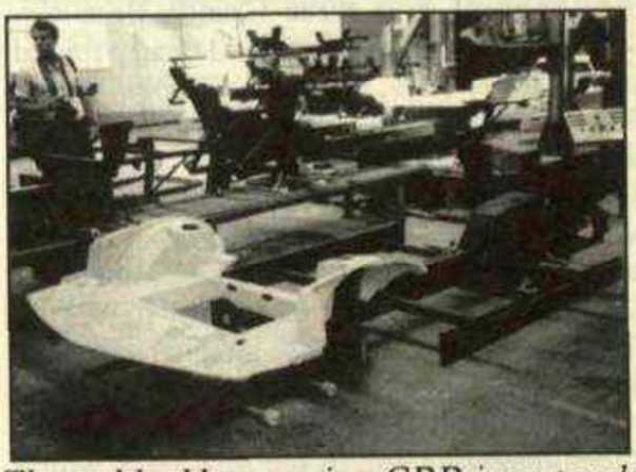
Inside everything is placid, if not silent; the bonnet drops out of sight, heightening the sensation of speed. The interior mirror is just at eye-level and cuts the view ahead on certain corners, but the electric door mirrors offer an excellent rear picture over the bulging rear arches. Ventilation is efficient, the stubby stalks (indicators left, wipers right) are a finger-stretch away; in fact only the distant handbrake, tucked down by the driver's right knee, is less than well-placed, and nothing like as bad as on a 944.

It is a good environment from which to control this unusual and capable car, which demonstrated its character so strongly on its Caledonian journey. Where a Lotus displays poise at speed, the Renault displays instead a subborn refusal to be deflected, except of course by cross-winds; its pilot, rather than exploring a line between over- and understeer, is merely varying the understeer with the light, fast steering, or cancelling it by feathering the throttle to make the nose tuck in.

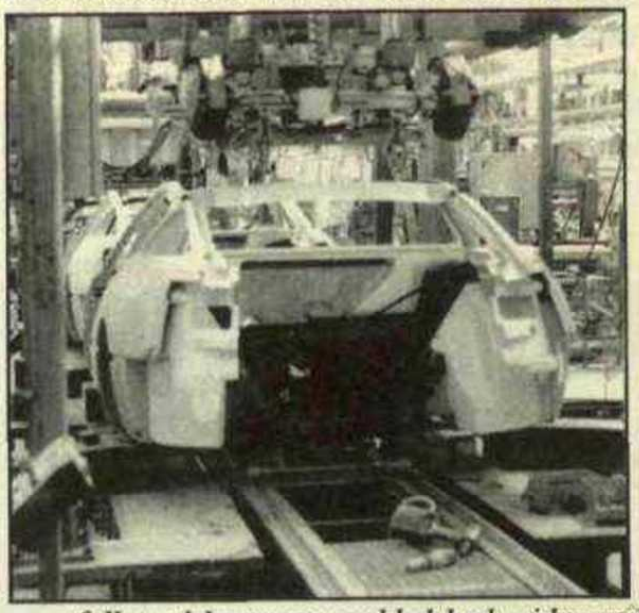
In the nose, the luggage bay will take a punctured tyre if necessary (the spare is a spacesaver), or a small suitcase, though of course the rear seats offer stowage space too. It is overall a thoroughly useable car which can consume long distances with speed and comfort, or rumble amongst traffic without complaint. It looks like a supercar, yet is easy to enter, and, being based on quantity production parts, needs major servicing only at 30,000 miles.

Almost every extra is standard except leather upholstery and the pearlescent paint the test car had, although air-conditioning for UK will not be available for a while.

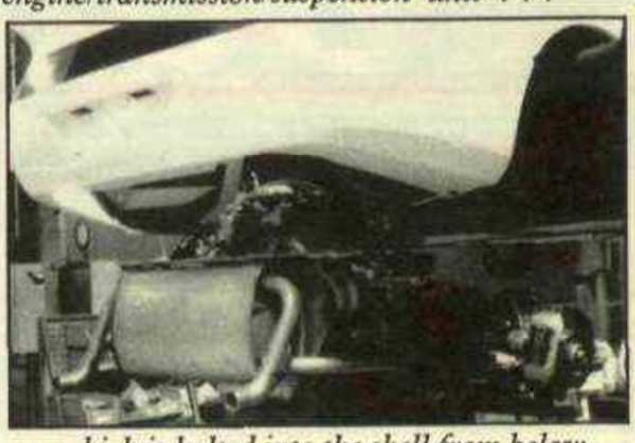
Compared with such coupés as the Toyota Supra or Mazda RX7, or Porsche 924S, the unblown GTA looks pricy at £19,040, but frankly its sophistication, performance, and exotic looks pitch it a class above these to a direct comparison with the Lotus Excel SE, and it fares well against its traditionalist British rival. Add the turbo, and Renault is gunning directly for the 944 Turbo — and the price of £23,635 undercuts Stuttgart significantly. In the end, the Porsche is the better-balanced, but if rarity, visual style and rear legroom count, this distinction may well be waived. **GC**



The steel backbone receives GRP inner panels



. . . followed by pre-assembled body sides and roof. Note the intended location of complete engine/transmission/suspension unit . . .



. . . which is bolted into the shell from below.



Roll is minimal even on the track, but noticeable power-understeer cancels tail-heavy characteristic.

THE CONNAUGHT STORY

It is ironic that the Connaught Type B was the company's most successful car, for it was conceived as a stop-gap, against the time when a suitable engine would allow an advanced, rear-engined, monocoque design to be completed. It is ironic, too, that the team's most stirring performances should have come in the final twelve months or so of its existence when its financial situation was at its most precarious, and that Connaught Engineering was wound up just weeks before Britain came of age in motor racing.

Rodney Clarke and Kenneth McAlpine announced that the team was to finish on May 31, 1957. Within a few weeks Aston Martin took the first of its three successive wins in the Nurburgring 1000kms; Jaguar won its fifth Le Mans and the five D-Types entered finished 1-2-3-4-6; Lotus took two class wins and the Index of Performance at Le Mans. Cooper dominated the new Formula Two and, between July and September, Vanwall won three Grands Prix.

Connaught Engineering had nearly folded at the end of 1955, but Tony Brooks' win at Syracuse had led to a possible life-line. Race organisers became prepared to offer Connaught serious starting money. Further, the win had fired the imagination of racing enthusiasts in Britain, and many joined the Connaught Grand Prix Car Club, started by John Webb, one of whose aims was to raise money to help the team.

The club published a professionally-produced magazine and in the final issue which came out just after the decision to close the team, Rodney Clarke laid out the financial facts of life: "Every winter since Connaught Engineering started in 1949, the question of whether we should continue for another year has been debated. We had finally decided to close in the autumn of 1955, when we unexpectedly found ourselves the winners of the Syracuse Grand Prix against the full Maserati works team; and this gave us sufficient reason to hope that trade backing might be forthcoming.



Archie Scott-Brown on his way to second place in the 1956 International Trophy at Silverstone.

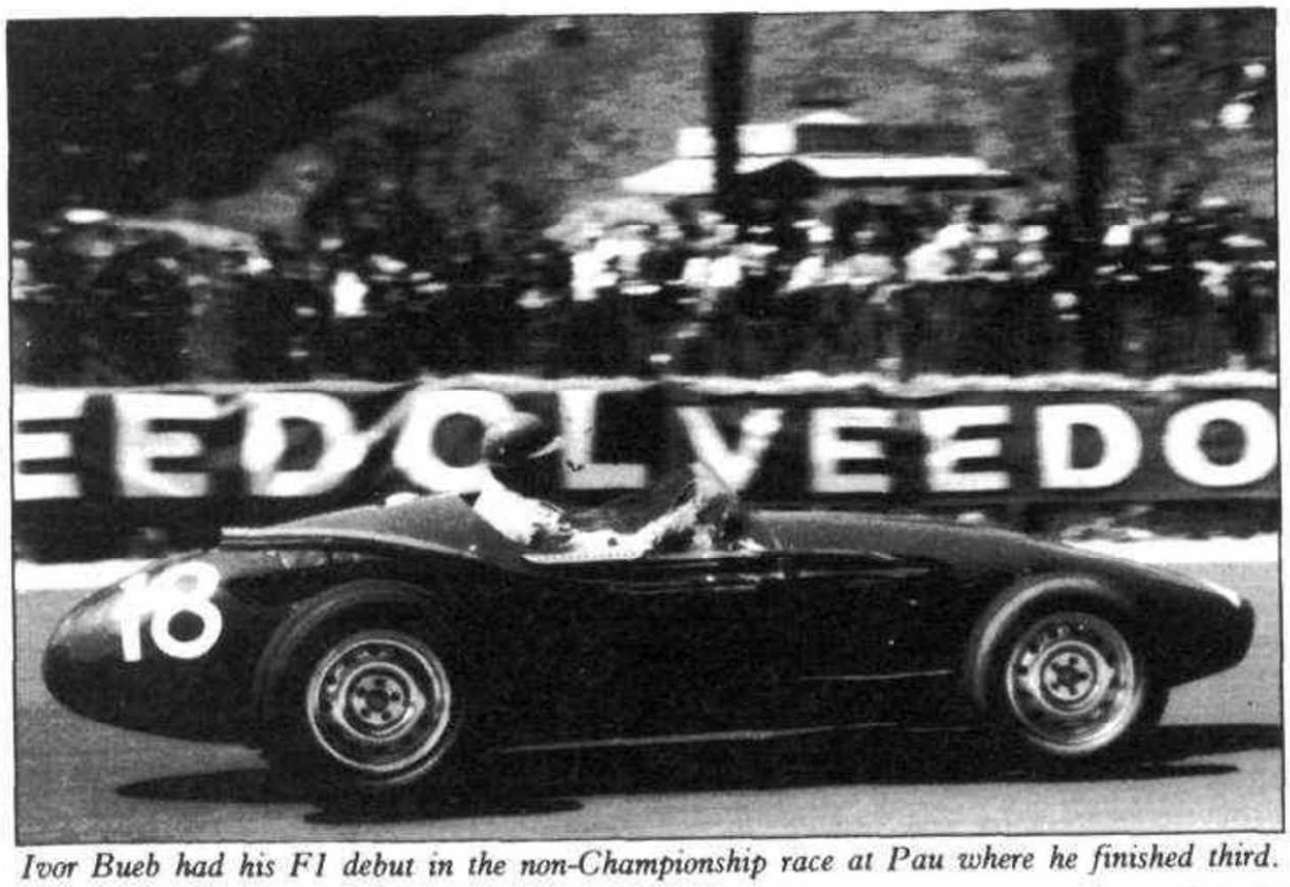
Swan Song

"For 1956 we had budgeted to halve the loss sustained in 1955; we decided that we must budget for half the loss again in 1957 and that with the indications of trends available to us at that time, we might if we were lucky, be able to achieve this goal."

It was a desperate calculation. Connaught's drawing office had cut back in 1955 and Connaught had no resources to prepare for the future. Had not the team folded in 1957, it would quickly have become uncompetitive.

Connaught Engineering had been subsidised by Kenneth McAlpine who had put in £43,000 of his own money in 1955. But McAlpine had retired from racing, and since the company existed to enable him to race and sell a few cars to like-minded amateur drivers, there was no longer any impetus for him to continue. Connaught's main hope would have been support from the government or the motor industry, but neither was forthcoming.

Although Connaught's long-term development plans were undernourished, an enormous amount of development work was done on the Type Bs right up to the end. Mike Oliver, assisted by Bill Warham, had the task of turning Geoffrey Taylor's Alta engine, essentially a pre-war design, into a



Ivor Bueb had his F1 debut in the non-Championship race at Pau where he finished third.

Part Four

competitive proposition. He faced many problems, not least being that two supposedly identical engines would have entirely different power characteristics.

As with the old Lea-Francis unit, Connaught's Alta engines eventually owed more to Oliver and his team than the original designer, and he was eventually able to coax 288 bhp from one engine running on a dynamometer on alcohol-based fuel. This output was better than anything seen by Ferrari, Mercedes-Benz, BRM or Maserati during the 2½ litre F1 era. Unfortunately, the Alta's valve gear was a limiting factor, and Connaught ended up with huge (2⅛in diameter) valves needing 450lb springs. The expertise was available for investigating alternatives, but the money was not.

Another weakness was that Connaught could not afford to hire star drivers or guarantee them a full season. The company tried to sign Tony Brooks for 1956 (he had yet to make his World Championship debut) but an offer from BRM looked his better long-term prospect. The one really quick driver available was Archie Scott-Brown, whose physical disabilities constantly led to continental organisers refusing his entry. Archie was to lead the team at home, backed by drivers generally not of the first rank.

The first race of 1956 was the 32-lap Richmond Trophy at Goodwood, where Archie qualified second to Moss' works Maserati and ahead of Hawthorn's BRM. Scott-Brown took the Connaught into the lead on the second lap and led Moss for the next fifteen, until his brakes started to fade, followed by oil loss and piston failure. The BRMs both retired and Moss stroked home ahead of Roy Salvadori's private Maserati, but Connaughts filled the next three places, driven by Les Leston, Bob Gerard, and Reg Parnell. It was a promising performance and the racing press raved about Archie's drive.

For the Syracuse Grand Prix the works entered cars for Desmond Titterington and Piero Scotti, an Italian soft drinks manufacturer who was buying his car by instalments. Despite a significant increase in engine power, neither could lap as fast as Brooks had done six months earlier. Titterington retired with timing problems when lying fourth behind the works Lancia Ferrari. Scotti, who was anyway out of his depth, had a halfshaft go.

Syracuse was followed by the Aintree 200, which was billed as an 'International' though the only overseas driver was Louis Rosier (Maserati). Scott-Brown again led the Connaught effort backed up by Titterington who, unusually, was at the wheel of a 'streamliner'. Connaught staff were worried about piston failure and Archie was set a rev limit of 6,500 rpm for the first half of the race. In fact he used a lot fewer revs, yet still had a piston go. Starting from pole, he led works BRMs twice before retiring on lap 13. Titterington lay third before a misfire set in,



In the 1959 US Grand Prix at Sebring, Bob Said lasted just a lap before crashing.

and later he crashed.

At the Silverstone International *Daily Express* Trophy, Connaught could be properly measured against the best opposition for the first time in 1956. Ferrari sent two of its Lancia-based cars for Fangio and Collins; the new Vanwalls made their debut, driven by Moss and Schell; there was a BRM for Hawthorn, the works Gordinis and Salvadori's Gilbey Engineering 250F. No fewer than nine Connaughts were entered, including Type Bs for Scotti and Mike Oliver. Scott-Brown was again the quickest but even he could manage only seventh on the grid.

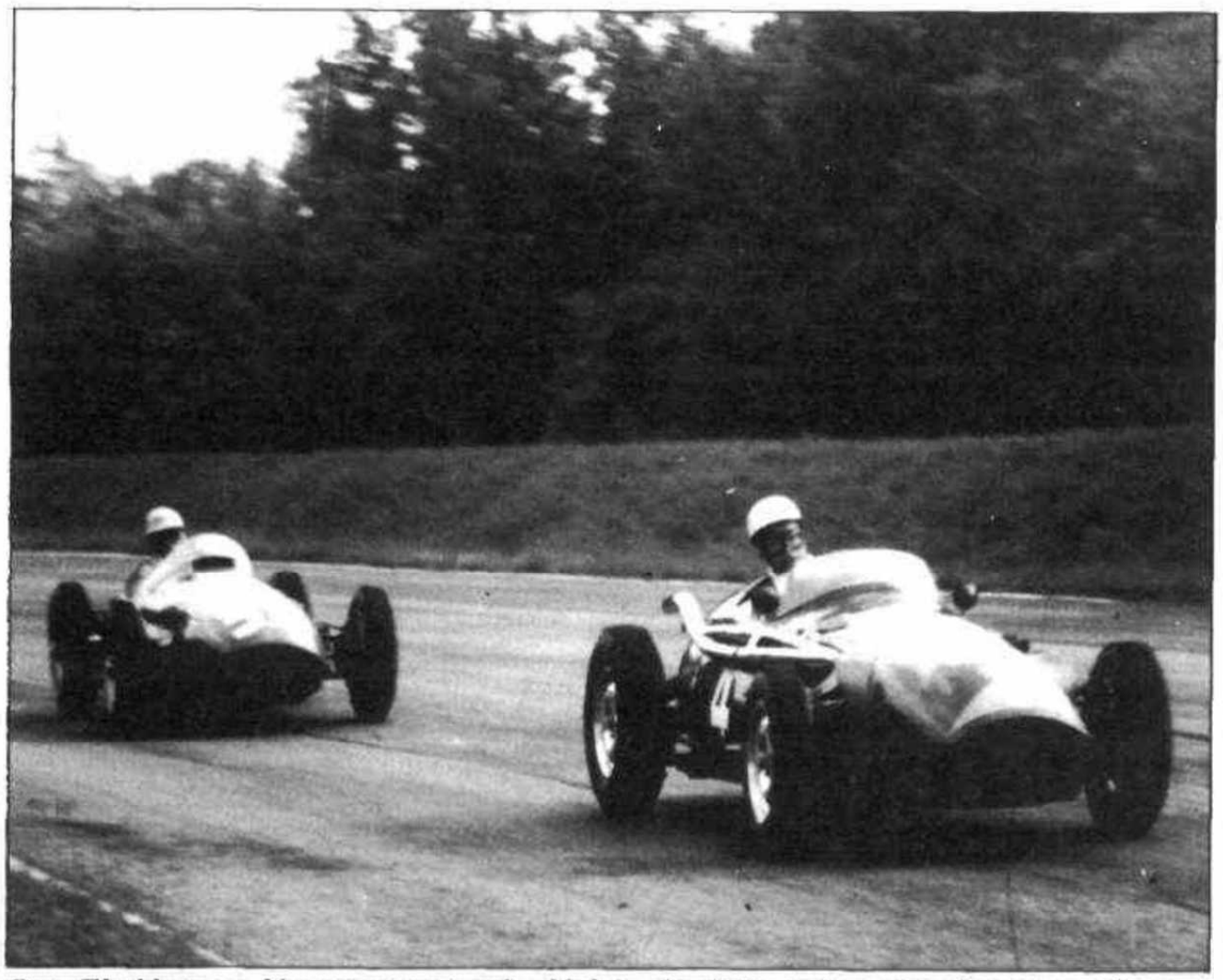
The early pace set by Hawthorn and Fangio told on the field and there were numerous retirements. One was Mike Oliver, who had a huge end-over-end shunt at Woodcote, from which he was lucky to escape with concussion and bruising. Moss won from Scott-Brown, and Titterington. British cars first, second and third, with a new lap record shared by Moss and Hawthorn in different types of British car; it was like having all your birthdays at once!

Scotti finished seventh, decided he was never going to be a Grand Prix driver, and terminated his deal with the works. His B6 was not sold at the auction, but now resides in the Science Museum in South Kensington.

In June, Scott-Brown led the Aintree 100, but oil from the engine breathers got everywhere. Thinking the car was about to burst into flames, Archie abandoned it.

The British Grand Prix saw one of the works cars fitted with Girling brakes, the team not being happy with Dunlop discs. Scott-Brown, starting his only World Championship race, was easily the quickest of the three Connaughts, he and Titterington outqualifying Behra's Maserati, Trintignant's Vanwall and de Portago's Lancia-Ferrari. Archie ran strongly in the early stages until a halfshaft went and he lost a wheel. Titterington went out with piston failure, but Jack Fairman brought the other car home fourth.

The team's only other major race that year was the Italian Grand Prix. There was no question of the organisers allowing Scott-Brown to start, but cars were entered for Ron Flockhart, Les Leston and Jack Fair-



Ron Flockhart on his way to a steady third in the 1956 Italian Grand Prix at Monza.

THE CONNAUGHT STORY Part 4

man. The team deliberately restricted lap times, aiming to finish a race of attrition, and Flockhart came home third with Fairman fifth. Some have argued that Flockhart's performance was the highlight of Connaught's racing history, for it was a sound tactical drive against top competition.

In October Scott-Brown won a fifteen-lap "Formula One" race at Brands Hatch from a new team mate, Stuart Lewis-Evans, having his first drive in an F1 car. Although it was little more than a club race, the performance of Lewis-Evans, graduating from F3, made a favourable impression.

During the winter of 1956-7, Rodney Clarke continued to try to interest the British motor industry in the team, without success, while the Connaught Grand Prix Car Club set itself the task of raising £10,000 (the cost of two Type Bs).

More than anything else, the Alta engine was the problem. In 1956 the team had to choose between running with a 7,000 rpm limit but not finishing, or running with higher gears to limit the engine to about 6,750 rpm. During the winter Mike Oliver and Bill Warham came up with numerous modifications. There were even experiments to see whether the weight advantage of using petrol would offset the power advantage of alcohol-based fuel. Every possible lesson which could have been learned during 1956 was explored. The future may have been uncertain, but while there was still a future, work went on.

But the Type B remained a car which had been designed quickly as a stop-gap in 1953. Its Alta-engined successor, the spaceframe Type C, was put on ice, though it was under construction. Clarke continued his close co-operation with Coventry-Climax over the projected Godiva 2.5 litre V8 engine (for which he had the rear-engined monocque Type J already designed and partially constructed) and investigated the possible use of the "Speed" V8 (Brooke-Weston) engine.

Syracuse opened the 1957 season for Connaught. Four cars were entered, but only one finished — Ivor Bueb coming home fifth in his first F1 race. In practice Les Leston had a narrow escape when the halfshaft broke and ruptured the fuel tank. Leston managed to throw himself clear of the inferno, sustaining cuts and slight burns, but the car was destroyed. Sadly it was B1, the car with which Brooks had won at Syracuse.

Leslie Marr, who owned B3 (a streamliner), had fitted it with a Jaguar engine and raced it in New Zealand in early 1956, before selling it back to the works. At Goodwood on Easter Monday, it appeared with a new dart-shaped body, still unpainted, which was immediately dubbed "the toothpaste tube". Behind the wheel was Stuart Lewis-Evans, the latest in what seemed an endless line of British driving talent. Lewis-Evans drove sensibly and won, after the retirements of the Moss and Brooks Vanwalls, Salvadori's BRM and Scott-Brown, with Jack Fairman second in Rob Walker's Connaught. But Connaught's last victory was not a substantial one.

At the time, World Championship Grand Prix organisers ran a "tariff" system to allocate starting money, and Connaught found it could not cover its costs on the money which the organisers decreed it should receive. On the other hand, organisers of the many non-championship Grands Prix were prepared to haggle, so Connaught was able to negotiate sensible money and began chasing around Europe with Oliver as team manager.

While Lewis-Evans was winning at Goodwood, Bueb and Leston were taking third and fifth places at Pau. From Pau, one of the cars was taken to Naples, where Lewis-Evans was running second between the Lancia-Ferraris of Collins and Hawthorn when a front hub fractured due to a faulty casting. Then it was down to Monaco for the Grand Prix. Rodney Clarke had doubts about running there because of the tariff rate, but the Connaught Grand Prix Car Club came up with £500 towards the cost so cars were entered for Lewis-Evans and Bueb.

Both managed to qualify, though way off the pace. Bueb retired, with a split fuel tank, but Lewis-Evans brought the "toothpaste tube" home fourth, three laps behind Fangio's winning Maserati. The results looked promising for British racing, for Brooks brought his Vanwall home second and in sixth, pushing his car across the line, was Brabham's Cooper.

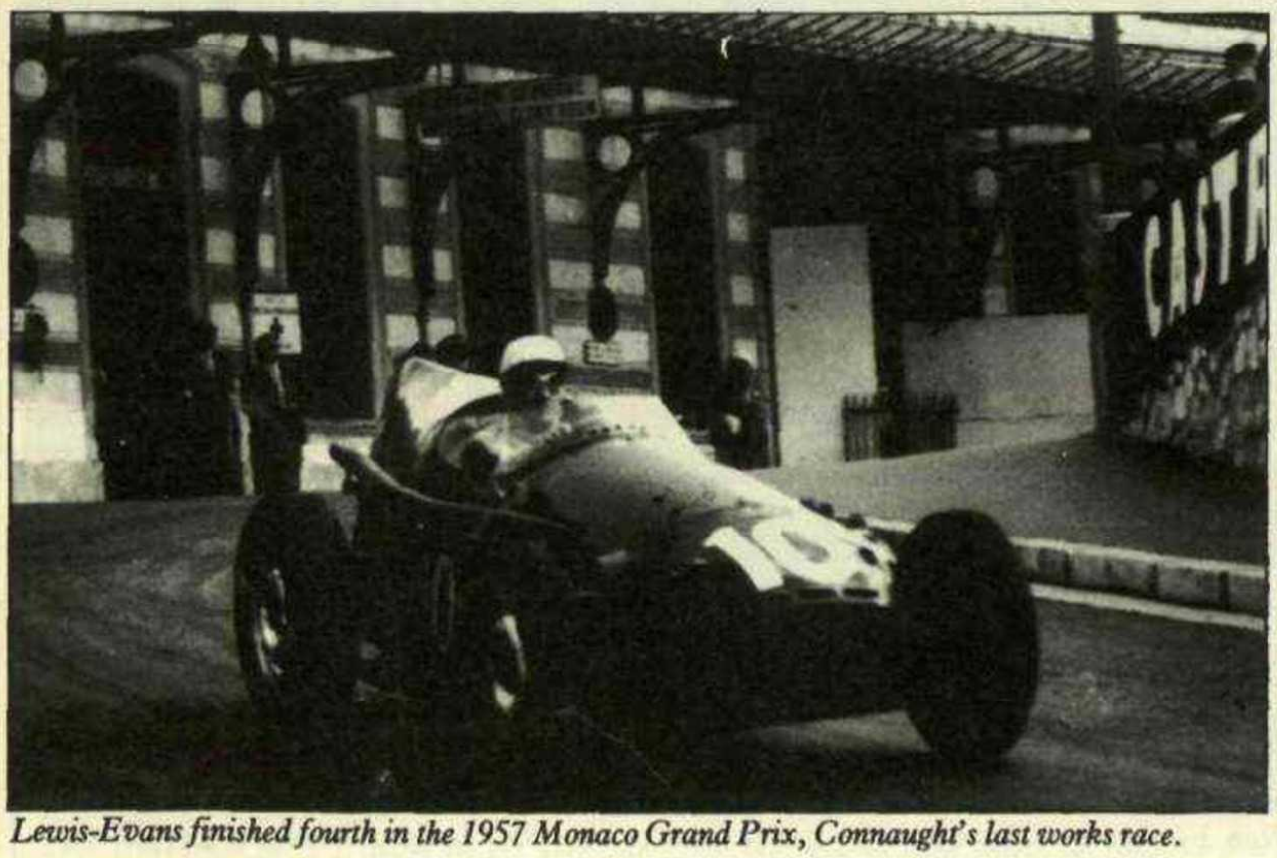
But a fortnight later, Clarke and McAlpine decided to close the Connaught operation. There wasn't the cash to plan a long-term future, and they could see no point in chasing around Europe for starting money in minor events. Seven weeks later, Moss and Brooks shared the Vanwall which won the British Grand Prix, a win which heralded a new era of British domination in F1.

Later that year the auction was held at Send at which all the team's assets were disposed. One of the bidders was Bernie Ecclestone, who bought B3 and B7 and entered them in the following winter's Tasman series for Lewis-Evans and Salvadori. Ecclestone himself was one of the drivers who tried to qualify a Connaught the following year at Monaco. On the whole, though, the Type Bs were relegated to Formula Libre club races.

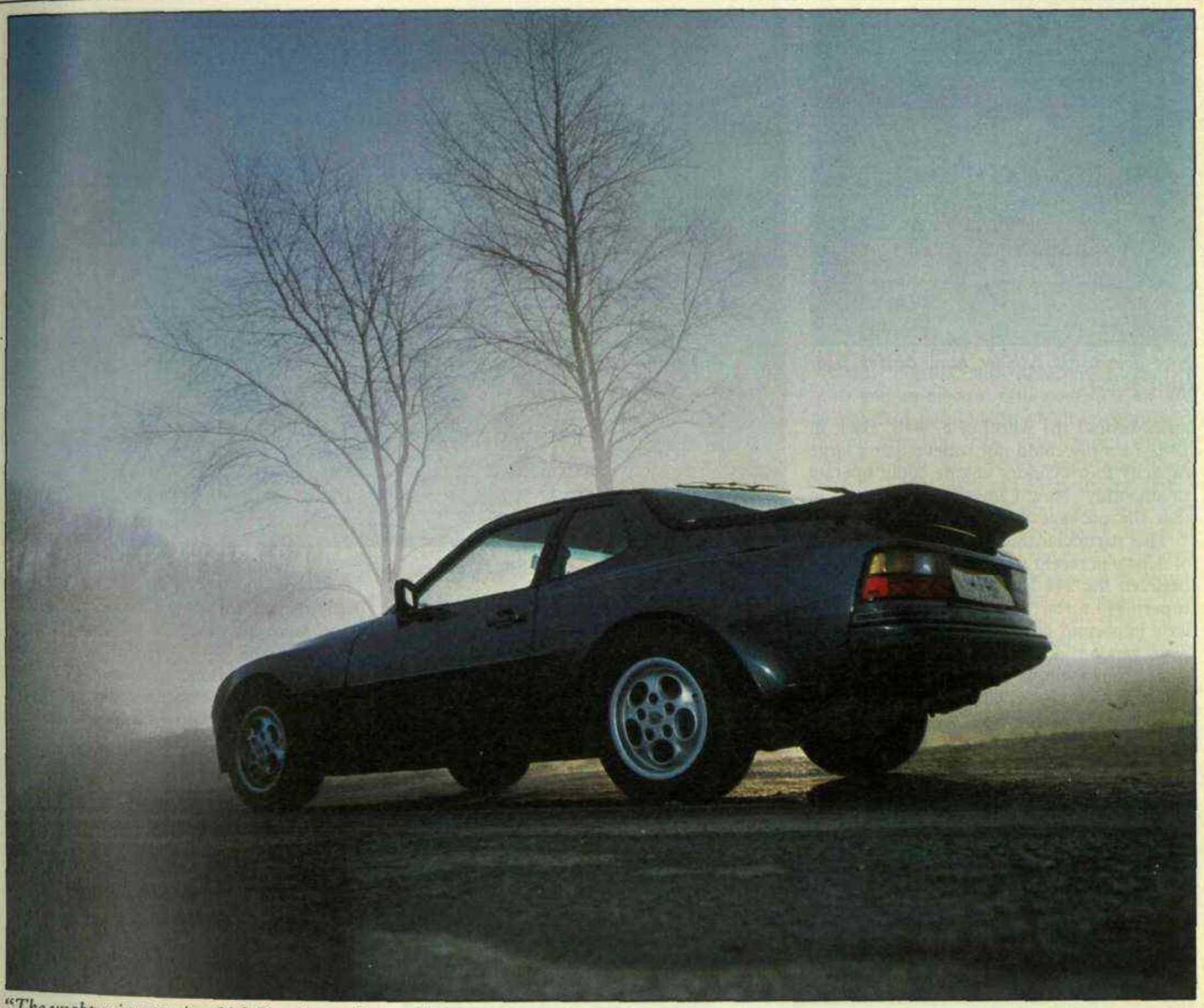
The sole Type C spaceframe car was still incomplete at the time of the sale, but was later sold to Paul Emery and appeared in the 1959 American Grand Prix at Sebring in the hands of Bob Said. Later it was bought by some members of the 750 MC, who supercharged it and tried to qualify for the 1962 Indianapolis 500. It is still to be seen in Historic racing as, indeed, are most Connaught single-seaters.

Rodney Clarke went back to running a motor business dealing in exotic cars. Mike Oliver returned to flying and, among other things, was the test pilot who chiefly developed the Folland Gnat fighter. Clarke and Oliver remained close friends right up to Rodney's death in May, 1979.

It had been a brave try. That it didn't quite come off was not because of lack of expertise, as Connaught was way ahead of any British or Italian F1 team of the fifties, but because there was insufficient money — and Clarke and Oliver were not the sort of men to cut corners. The tragedy is that when the team folded, all that expertise dissipated and Clarke, a designer of genius (not a word we use lightly) was lost to the British car and motor racing industries. **ML**



Lewis-Evans finished fourth in the 1957 Monaco Grand Prix, Connaught's last works race.



"The unobtrusive way in which Porsches evolve . . ."

Fine-Tuning the Range

Ferry Porsche has said on several occasions that the front-engined Porshes are intended for the "man in the street" while the rear-engined 911 derivations are specifically for the enthusiast. Now that may, in truth, be a rather loose interpretation of what Herr Porsche *precisely* said, but that is the essence of his message. However, the dividing line between the "man in the street" and the "enthusiast" is so blurred when it comes to considering the current Porsche range that, to all intents and purposes, it does not exist.

Make no mistake, I love the 911s. That distinctive profile will live forever in the annals of motoring history as one of the greatest classics (if I may borrow that over-worked epithet once more) of all time. But to dismiss the front-engined cars in the German marque's range as somehow displaying a softer personality is unfair. What is more, it is also inaccurate, as anybody who has experience of the 928S will testify. And quite the best car in the entire range — if you compute performance and refinement against cost — must be the four-cylinder 944 model.

To some readers, that may seem a rather extreme statement. But I stand by it and, in fact, have believed it to be the case ever since I sampled one of the first 944s back in 1982. At the time the car cost just over £14,000. Five years later we have been assessing the 944S, which has a tax-paid price tag of £25,302.88.

I was discussing the unobtrusive way in which Porsches evolve with DSJ recently. He does quite a bit of his motoring in 924s, and was remarking about the way in which you suddenly become conscious that a certain detail has been improved when you switch to a slightly newer model. There has been no official change in the specification, but subtle revisions are being incorporated in the designs all the time. I must say I was particularly aware of that aspect after a few

ROAD TEST



New four-valve cylinder head derives from latest 928S4.

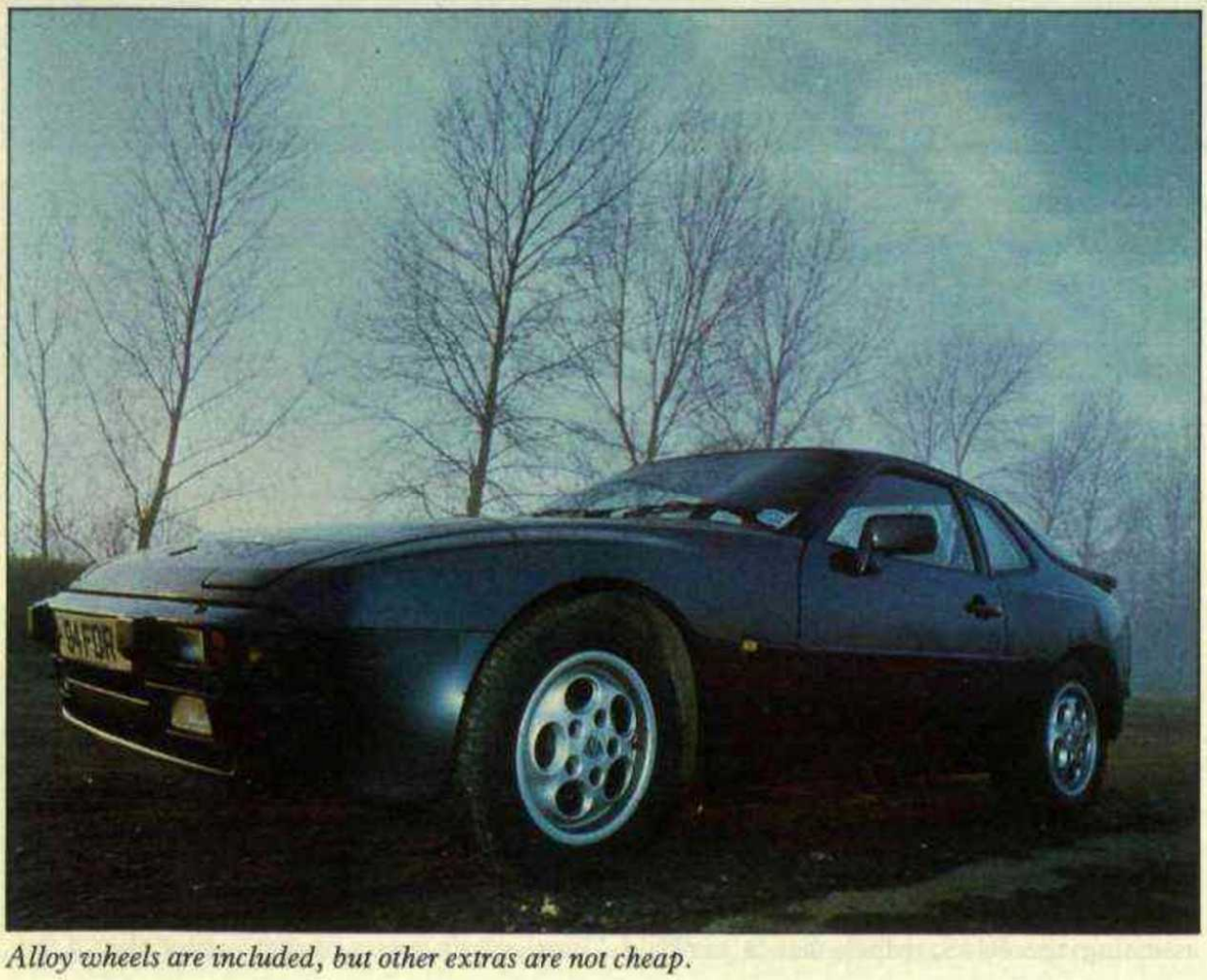


An air of quality is obvious in the 944S cockpit.

miles behind the wheel of a 944S. Back in 1982 I simply could not believe that a large capacity four-cylinder engine could operate so smoothly. Now I found myself thinking that the package was even better.

This particular model has prompted a lot of debate in recent months, slotting in neatly between the 944 Lux (£22,863.53) and the superb 944 turbo (£34,168.22). It is particularly important in that it is equipped with a new version of the 2.5-litre counter-balanced four-cylinder engine, now producing 190 bhp with a four-valve head which owes its parentage to the new V8 engine in the Series 4 928. A twin layout is employed with the exhaust camshaft driven by a toothed belt from the front of the crankshaft, while the intake camshaft is driven from a hydraulically-tensioned central chain.

Subtle chassis improvements include a rear brake pressure-limiting valve as standard equipment, and the option of ABS anti-lock braking. The front suspension now has negative scrub radius geometry, but the overall chassis specification remains unchanged, with MacPherson struts and coil springs at the front, semi-trailing arms and transverse-mounted torsion bar set-up at the rear. Power is still transmitted via a sturdy five-speed gearbox in unit with the differential, one of the major factors which has always contributed to the superb inherent chassis balance of the front-engined Porsche range.



Alloy wheels are included, but other extras are not cheap.

Although the latest engine produces 27 bhp more than the two-valves-per-cylinder version, the 944S is fractionally slower all the way up the range to around 100 mph. From that point onwards it out-performs the 944 Lux appreciably, up to a point just above 130 mph, although the Porsche "estimated" top speed of 137 mph seems likely to be achieved only in the most favourable of conditions.

Objective assessments are a crucially important facet of any road test appraisal, so if you bang down bland performance statistics on paper you may end up viewing the 944S in a somewhat cautious light. Recent price hikes make it look *extremely* expensive when lined up alongside some of its well-publicised rivals.

It is comparable with the four-door Mercedes-Benz 190 2.3/16 for performance and price, but when you take into account the turbo brigade — Renault's GTA turbo (see elsewhere in this issue) or the bargain basement-priced Sierra Cosworth (which, let it be said, may not look quite so bargain basement when the next production batch appears!), you might begin to question whether the 944S is worth the money.

However, the 944S exists in an area of the market where *subjective* purchasing decisions play a crucial role. Truth be told — and here I'm harping back to ground covered in the Mercedes 560SEC test in last month's issue — many people who are considering one of the 944 range would probably drop dead rather than be seen in a Sierra Cosworth, excellent machine though the Ford undoubtedly is. So we can detach ourselves from objective comparisons and concentrate on reminding ourselves of the inherent appeal of the 944 range.

In terms of refinement, the new 16-valve

Porsche 944S

Porsche engine is in a class of its own, surpassing even its immediate counterpart in the 944 Lux. From just under 4000 rpm right round to the point where the acceleration begins to fade as the electronic cut-out does its work at 6800 rpm, the Porsche four delivers an unimpaired surge of power. In fourth gear it sprints from 80 to 100 mph in 8.5 sec, and feels as though it could go on for ever.

True, there is a certain softness of response lower down the performance range, but when combined with the magnificent gearchange, the reliable and progressive clutch action, and sensitive and responsive steering, it is a sheer delight when out Motoring with a capital 'M'.

Our time with the car involved a considerable amount of journeying on rural roads, the surface of which could benefit from a lot of resurfacing. The 944S hardly glides over the bumps and ripples, having a typically Germanic firm well-damped ride, but the combination of its excellent chassis and a set of low-profile Continental radials on smart cast aluminium rims produces quite superb traction and directional stability.

Inside the cockpit, one is always overwhelmingly aware of its unobtrusive high quality. The relationship between the seating position and steering wheel is fine, much improved from the irritatingly low wheel position on the pre-1984 944s. The firm seats are well designed, although slightly more lumbar support might be preferred, and they can be occupied for 300 miles without inducing any discomfort at all. Above all else, there is that splendid feeling that the whole package has been put together by people who understand cars and want to do their job properly. In short, the sort of people who once came up with the 911 design.

Wind noise is well supressed, the sealing round the doors precluding any irritating roars, whistles or draughts. All the ancillary controls exude a similarly high-quality feel, and fall to hand with ergonomic ease. In terms of fuel economy, the latest Bosch Motronic injection/engine management system features a trio of knock sensors, which allows the unit to perform to its optimum close to the knock limit, while protecting the engine should it be necessary to use ostensibly unsuitable low-octane fuel. The 944S averaged 23.8 mpg during its time in our hands, very little of which involved sustained high speed cruising on trunk roads.

You can hold your breath as you run through the expensive list of factory-fitted options to boost your 944S price tag beyond the £30,000 mark. These include the ABS system, limited slip differential, leather seats and an electric tilting sunroof, to add to standard equipment which encompasses power steering, rear wash-wipe, central locking, two electrically adjustable door mirrors, tinted glass and a top quality stereo.

It is easy to say that the 944 Lux represents better value for money, but that it is hardly a criticism of the new S. Perhaps in 'fine tuning' the specification of its range, the German company should consider fine tuning its price structure as well. The critics are right. Objectively, the 944S is a fine car, but its biggest competitor comes from within Porsche's own ranks. I wonder why this has been allowed to happen? **AH**

Model: Porsche 944S.
Maker: Dr Ing hcF Porsche AG, Stuttgart, West Germany.
Type: Two door, two seat coupé.
Engine: Light alloy four-cylinder, 2479 cc (100 78.9 mm). Twin overhead camshafts, cr 10.9:1. 190 bhp at 6000 rpm. Bosch L-Jetronic fuel injection/management system.
Transmission: Rear-wheel drive. Five-speed manual gearbox mounted in unit with the differential. Limited slip differential optional at extra cost.
Suspension: (front) Wishbones and MacPherson struts working with coil springs and anti-roll bar. (rear) Semi-trailing arms, transverse torsion bars, coil springs and anti-roll bar.
Brakes: Ventilated discs on all four wheels, 28.2 cm diameter (front), 28.9 cm diameter (rear). Rear brake pressure limiting valve, servo assistance and dual circuit split. ABS anti-lock system optional at extra cost.
Steering: Power-assisted rack and pinion.
Wheels and tyres: Light alloy 7J 15 in rims shod with Continental 195/60 VR15 radials.
Performance: 0-60 mph, 7.3 sec; 50-70 mph, 8.9 sec; Maximum speed, 136 mph.
Economy: Overall, 23.8 mpg. Estimated 26 mpg (touring).
Price: £25,302.88 basic. Options fitted to test car included metallic paint (£599.38), cassette and coin holder (£77.25), integral fog lamps (£180.64), matching cloth door panels (£122.10), tinted windscreen with dark green top edge (£36.13), sunroof (£961.78).
Summary: Despite its apparent pricing disadvantage when its marginal extra performance is related to the significantly lower price of the 944 Lux, the 944S is one of the nicest and most useable cars in the entire Porsche range. Outstanding handling characteristics and a free-revving engine are its two most attractive qualities.



Bluff nose becomes much more aggressive when headlamps are raised.

It was amusing to have a Volkswagen as my "Christmas car" once more, the much-loved Beetle having served in that capacity 30 years ago. The latest twin-cam sixteen-valve Golf was used properly in this capacity, with a run from Wales to Hampshire, on to Surrey, then back to Wales the next day. If there was any regret it was exchanging it temporarily for the Sierra 4x4, just as the ice and snow arrived. VW have their own 4WD system on its way, however.

When I first drove a Golf some ten years ago, it was clearly apparent that this was the cheeky small hatchback most of us wanted. It set a fashion for others to crib. The Golfing theme has kept pace with the times, and now the latest advance keeps it there most effectively.

Instead of simply resorting to turbo-charging, which is not everyone's way of burning petrol, work commenced late in 1981 on the new multi-valve head for the existing 1,781 cc engine with a larger oil-pump, sodium-filled exhaust valves and oil jets playing on the underside of the piston crowns.

As a variation on the twin-cam theme, the belt-driven exhaust camshaft is connected to the inlet camshaft by a short chain at the back of the engine, as on a Porsche, and there are hydraulic tappets for the vertical exhaust valves and 25 degree-inclined inlet valves. The same Bosch KA-Jetronic fuel injection is used as for the eight-valve GTi engine, feeding into a big plenum chamber above the new cylinder head. Compression ratio remains at 10:1, but power output has increased by 27 bhp. It is now quoted as 139 bhp at 6,100 rpm.

This has greatly improved performance, especially at the top end. VW claim 11 mph more pace and 0-60 mph acceleration quicker by 0.4 sec. This may not sound impressive on paper but it has put the new Golf GTi up with its rivals and made it a very quick little car, especially if the notably good five-speed gearbox is stirred enthusiastically. How nice, incidentally, that the humour of a golf ball as the gear-lever knob has been retained! Top speed is within the maker's compass, or a few mph below, depending on circumstances. You can get 0-60 mph in 7.6 sec, and there is useful pick-up (such as 50-70 mph in 4.9 sec) all at around 30 mpg.

The engine is not quiet, but is never objectionably obtrusive. The suspension has been well planned to give comfort allied to secure fast cornering; only truly bad ridges cause bump-thump, and strong understeer never intrudes. And only the little 16V badges give a hint of the exciting performance of the car.

The rest of this Golf is very much the mixture as before — a car which is enjoyable to drive from the start, has effective controls and instrumentation, very comfortable, fully-adjustable seats, and brakes which have lost the sponginess of those on the interim model. The 16V comes with alloy wheels shod with 185/60 VR14 tyres (Continental Super Contact tubeless), but I disliked the space-saver spare under the floor of the box-like boot. Suspension is 20mm lower than on other Golfs, and 10mm lower than on a normal GTi, but the weight increase is quoted as a mere 88lb.

I can refrain from listing all the convenient items of equipment which manufacturers put in their glossy catalogues, but which are now common to most top-market cars. Suffice it to say that the Golf's blended heating system was appreciated, even if we did not have occasion to open the sun-roof, that there are servo disc brakes all round, and that the special roof-aerial is said to enhance reception from the Blaupunkt Vancouver 45 radio.

I never fail to marvel at the flexibility of modern high-output power units — this 130 bhp Golf sixteen-valve pulled away from around 2,000 rpm in fifth gear if asked to do so, with the smoothness of a turbine. Geared at nearly four turns lock-to-lock, the steering doesn't merit power assistance at £499, unless one is unduly weak-wristed.

Perhaps foot-room in the back of the two-door body is only just adequate, I could have done with automatic adjustment of the nearside mirror, and the rear wiper/wash could only be operated permanently by holding down the stalk-control. Otherwise, this Golf is as entrancing as its forebears — compact, quick, sure-handling and above all, fun. The one-window computer, operated by a pip on the end of the offside stalk control, made me almost keen on such equipment, and this latest 16V Golf GTi proved a most acceptable car over a period of two and a half weeks and 1,460 miles.

The price of £10,894 is on the high side, but quality has to be paid for, and the VW comes with a year's unlimited-mileage warranty, six years anti-body-rust guarantee, three years' insurance against paint defects, and a year's free recovery service. Major servicing intervals occur every 20,000 miles. Overall fuel consumption came out at 31.9 mpg, and the tank holds 12 gallons.

The conclusion must be that the Volkswagen Golf has retained its once unique position among the many cars which have imitated it.

WB



The small, cheeky hatchback most of us wanted a decade ago has more than kept pace with the times, and with the cars which have imitated it.

As Entrancing as its Forebears

LETTER FROM NOWHERE IN PARTICULAR

Dear AH,

We have always agreed that *speed is relative*, though deciding exactly what it is relative to is another matter. I think we can accept that it is relative to the time and place. 100 mph down Hanger Straight at Silverstone is one thing, but 100 mph down the High Street is something else.

Recently I have been doing some research for the Brooklands Museum, in preparation for their opening in 1988. Living in the past, in the days of the Brooklands Track, 100 mph seems very exciting. In those days my Uncle's Morris Cowley would do about 47 mph, and I once went in a Rugby tourer that reached 60 mph. Relative to this, the things I read about cars doing 100 mph at Brooklands were terribly exciting. I remember going to Bournemouth on holiday with my family one year when we passed the Brooklands Track, running parallel to the Railway Straight, and there was a racing car out practising. It was going faster than we were, and we were on the *Bournemouth Belle*, a crack express train of the time. I was very impressed.

Almost anyone could drive a car that lapped that old banked track at 100 mph, quite a few achieved laps at 120 mph, the elite did laps at 130 mph and only three drivers passed the 140 mph average for a lap. Relative to my uncle's Morris Cowley they really were Speed Kings.

Today every company rep in his Cavalier cruises up the M3 at 100 mph. Lucky chaps like you and me get the chance to drive a modern Formula One car and reach 160 mph, but the Speed Kings of today in the top echelon are well over 200 mph. No surprise really, for after all, it is 1987. 100 mph in a vintage car is exciting; in a family hatch-back it is the normal thing and not very exciting; while in a Formula One car it is absolutely nothing at all.

Some keen *technocratic* journalists keep timing things from 0 to 60 mph or 0 to 100 mph, and even do this for Formula One cars. What they should be doing with the latter is timing it from 100 to 200 mph, except that we have nothing for comparison, for the top Formula One cars are in a world of their own for sheer performance, just as the drivers are a race apart.

Two decades back, Aston Martin timed a DB4GT from 0-100-0 mph in 20.8 seconds, an impressive feat 25 years ago. What would be interesting now would be to time 0-200-0 mph by a Brabham-BMW or a Williams-Honda. Actually, Patrick Head could probably work out the time for us, if we asked him nicely, as the Williams team have so much information filed away from their testing sessions, that I am sure it would not take him long to compute the figure from known G-forces on acceleration and braking.

Now, if we could get them to programme a Williams-Honda to do it on its own, with an on-board computer controlling the acceleration and retardation to stay at 100% and for the



Keke Rosberg shows "tiger" at Spa in 1983.

Speed!

car to follow a sunken guide wire . . . That would be enthralling and most interesting to watch. After all, if a Boeing 757 can land "hands off" it should be a simple matter to programme a Formula One car.

You will no doubt remember when I went into the test-house with Brian Hart, to stand alongside one of his engines pushing out 700 bhp; if I recall, you watched through the glass observation panel. Brian said he had tried to get his drivers to stand by the engine while it was on full song on the test-bed, but they didn't want to know. I wonder if it would be the same with Williams? Would Mansell and Piquet enjoy standing by the finish line at Monza, while a Williams-Honda did its run up to 200 mph and back to a standstill in the length of the main straight? Of course, this is all leading up to my proposed Marlboro Speed Week at the end of the season.

I am pleased to see that the CART/Indy world in America is still very record-conscious, with the accent on the fastest lap for a closed circuit, by which they mean a Speedway as distinct from the Bonneville Salt Flats. For a long time this record stood to a Penske-team Porsche 917/30 turbo Can-Am car at around 224 mph. Now it is held by Rick Mears in a suitably prepared Indy-car at 233.934 mph and plans are afoot for AJ Foyt to have a go at beating it with a car built by Oldsmobile called the Aerotech Research Car, which is a mixture of an Indy-car and a Group C all-enveloping sports car.

There is no official category for this sort of thing; it is merely a bit of technical fun and a case of "there is the challenge, let's have a go." The Americans are only really interested in lap speeds on their Super Speedways, otherwise they would be looking at the highest lap speed ever recorded, which is the 251.02 mph achieved by the Daimler-Benz AG Mercedes-Benz Wankel-powered record car at the Fiat test track at Nardo in Italy.

But enough of this day-dreaming about speed. Our friend and colleague in Switzerland, Adriano Cimarosti, who reports Formula One racing for the Swiss Automobile Revue as we do for *Motoring News* and MOTOR SPORT, has just produced a monument of a book called *Autorennen* published by Halwag, which costs 89 Swiss Francs. It covers the scene of the absolute peak of motor racing from the beginning in 1894 (1895 if you are pedantic like me) to 1986.

"Cima" is one of those enthusiasts like us, who knows that Grand Prix racing started in 1906, unlike some of our Powder Puff Press colleagues who think it all started in 1950 when the World Championship was invented. Naturally this large book is in German, coming as it does from Bern, but you can sense that it is a serious work for it is not full of lurid crash pictures, deeds of apparent heroism or dolly-birds, like some coffee-table books.

The text is fully supported by photographs, circuit maps, section-engine drawings, car plans and tabulated statistics, while an interesting touch is the addition of the signatures (as distinct from autographs) of drivers, designers, team managers, engineers and organisers, from Marcel Renault and Ferencz Szisz right through to Gerhard Berger and Gérard Ducarouge, the early ones having been culled from archive letters and documents.

Cimarosti is one of the new boys to Grand Prix racing, like me, having seen his first Grand Prix in 1947! One of our Italian colleagues saw the Tripoli Grand Prix in 1937, beating me by one year. I saw the 1938 Donington Grand Prix, though Eoin Young often looks at me seriously and asks: "What was the Paris-Madrid race really like?" Cheeky . . .

Talking of books, I enjoyed the 1986 *Autocourse* and your piece on Keke Rosberg, while the portrait of him was an incredible piece of photography and colour reproduction; I feel that if you looked at it long enough he would turn to you and make a typical Rosberg wise-crack. I was interested that you will remember him by three of his Grand Prix victories. I shall always remember him for the way he drove the Williams-Cosworth V8 in its last season, as he strove to hang on to the much more powerful turbocharged cars. It was real hero stuff, when a lot of other drivers had simply given up.

The opening laps of the 1983 Belgian Grand Prix at Spa-Francorchamps were how I shall always remember Rosberg, and the sight of that Williams-Cosworth V8 coming down the hill and through the Eau Rouge bends, keeping the tail end of the leaders in sight and leaving the rest of the entry far behind, is something that will live with me forever.

It was like Jean Behra keeping his little Gordini in the draught of the Mercedes-Benz team at the *Avusrennen* in 1954. The perfect example of "tiger", an attribute not many drivers are blessed with. **Yours, DSJ**

Anchors!

It is true, as Mr B J Walsh of Loughborough pointed out in his letter (MOTOR SPORT, December 1986), that the increasing use of anti-lock brakes may increase the number of rear-end shunts. However, this does not detract from the value of such braking systems if one has to pull up quickly on slippery surfaces when no other vehicle is following, and one can think of many circumstances when this can happen. Our correspondent's suggestion that ABS-braked cars should carry warning signs at the rear recalls those 4WB red triangles which were fitted to vintage cars, when four-wheel-braking was still rather novel; one remembers them on Sunbeam, Morris and other cars of those days.

Obviously, if one car could pull up from, say, 30 mph in 40 ft, and it was being followed *too closely* by a vehicle which needed, say, 120 ft in which to stop from the same speed, something nasty might well happen. The solution, then as now, was not to drive too close to the vehicle ahead. It is interesting that this problem, seen as quite alarming as four-wheel-braking grew in popularity, had been just about resolved before the end of what are now referred to as the vintage years.

Brakes on the front wheels had been about before the First World War, notably on Argyll, Arrol-Johnson, Crossley and Isotta-Fraschini, but it wasn't until after the Armistice, when cars were becoming faster and roads more crowded, that the general run of car manufacturers began to see that they would have to come to grips with the problem of stopping wheels that were pivoted for steering purposes. Competition is a great stimulus, and what one maker provided was bound to be copied. I suppose that when Sir Herbert Austin gave his baby Austin, novel in 1923, brakes on all its wheels, albeit with very tiny friction surfaces, it become obvious that rear-wheel anchorage alone would not be good enough for much longer.

Now that effective braking is virtually universal on all cars, it is amusing to look back on what a furore 4WB caused in their pioneering days, from the viewpoint of car-owners and for the technical complexities they presented to design offices. For example, I can recall, as a boy, hearing a relative stating in no uncertain terms over dinner that he never wanted to own a four-wheel-braked car, because of the danger of a front wheel locking up and depositing him in a ditch. Ditches, like 2WB, were still frequently encountered then, and for some years he held out — but his last two or three cars had 4WB and he thought nothing of it . . . At the time, though, this view was not uncommon. In the vintage A7, which has never stopped very well anyway, caution dictated that at first only the hand brake worked on the *front* wheels — for emergencies!

In spite of the eventual appearance of 4WB on the A7, those makers who had offered 4WB before the war were reluctant to pursue this road for some time afterwards. Early in 1921, though, the idea was beginning to be revived. The advent of the fine 37.2hp Hispano Suiza at the Paris Salon, with powerful brakes on all wheels applied via a gearbox-servo (to which Rolls-Royce's eyes turned some years later), aroused much interest. Delage, Excelsior, Darracq and others soon came up with their own systems. In Paris, the STD concern carried out some convincing experiments, and with 4WB on a V8 Darracq they proved that, with rear-brakes only, it took far longer to stop than with braking on all wheels:

STOPPING DISTANCES
V8 Darracq, 1921

	2WB	4WB
20mph	58.0ft	28.4ft
30mph	122.9ft	40.0ft
40mph	242.7ft	98.4ft
50mph	319.8ft	147.6ft
60mph	429.7ft	246.0ft

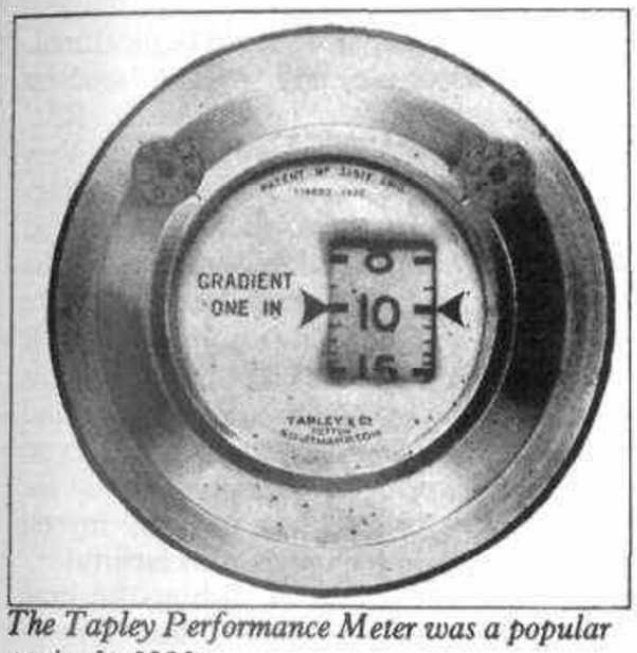


In 1925, when we tested the brakes of a 20/70 hp Crossley, we simply used steep downhill roads, without measuring stopping distances.

Such figures could not be ignored. In addition, it was seen that locked wheels at one end of a car had a pendulum effect, swinging the sliding wheels out of line into the dreaded *sideslip* on a 2WB car. If all wheels were braked this did not happen, so the race to fit 4WB was on.

Motor racing might be said to have paved the way, since Peugeot, Delage, Fiat and Piccard-Pictet had used 4WB in the 1914 French GP — although this did not prevent defeat by the team of 2WB Mercedes. Before the end of 1921, a racing Boulogne-type Chenard-Walcker was submitted at Brooklands to an RAC-observed test of the efficiency of the Perrot-Hallot system, in which front-wheel-only brakes were applied through a Hallot servo. (It has always seemed odd that only the front wheels carried brake drums, but the back wheels were braked via

The Development of Four-Wheel Brakes



The Tapley Performance Meter was a popular toy in the 1920s.

the transmission). Again, the results were convincing. The car stopped from 30 mph in 30 ft, from 40 mph in 60 ft, and from 50 mph in 100 ft. Some years later I remember being most impressed when a chauffeur demonstrated a *circa*-1925 Buick landaulette, although it had but external-contracting 4WB.

Yet, as I have said, not everyone was convinced. Tom Norton, of the Automobile Palace, Llandrindod Wells, was favourably impressed with 4WB on a 70-mph French car he sampled in Wales, where he had encountered a 1910 Crossley with such brakes still in good fettle; but someone else, when looking for a high-grade British car with such brakes, was informed by a "leading motor firm" that they could not be used with safety except on straight roads without dangerous interference with the steering, and even then side-slips would be caused if the front wheels were on different surfaces. Restricted front-wheel lock was also a criticism.

Another antagonist was the well-known fast-car exponent, H R Pope of Cannes. In the summer of 1923 he was using two cars, a 1914-type 100 hp and a modern 3-litre; both, I assume, Italas, neither of which had 4WB. His argument against 4WB was that they made people drive faster into corners, which could stress tyres to the point at which they burst; more serious accidents, he suggested, were the result of tyre bursts than any other cause. He said he had lost an order because the car concerned didn't have the new braking, but when the customer got a car that did, he "had good reason to regret it". No reason for this was given, but Pope quoted the absence of such braking on first-class chassis and noted that although to his knowledge, the 1913 100 hp Isotta-Fraschini had the most marvellous 4WB, Lancia, Fiat and Itala did not then adopt them, nor did French and British car makers. When, Pope said, manufacturers such as Rolls-Royce, who had reason to be proud of their reputation, adopted 4WB, he would be a convert to them for the use of the "man in the street"; meanwhile, those who abandoned buying a car because it did not have 4WB were in need of motor-education!

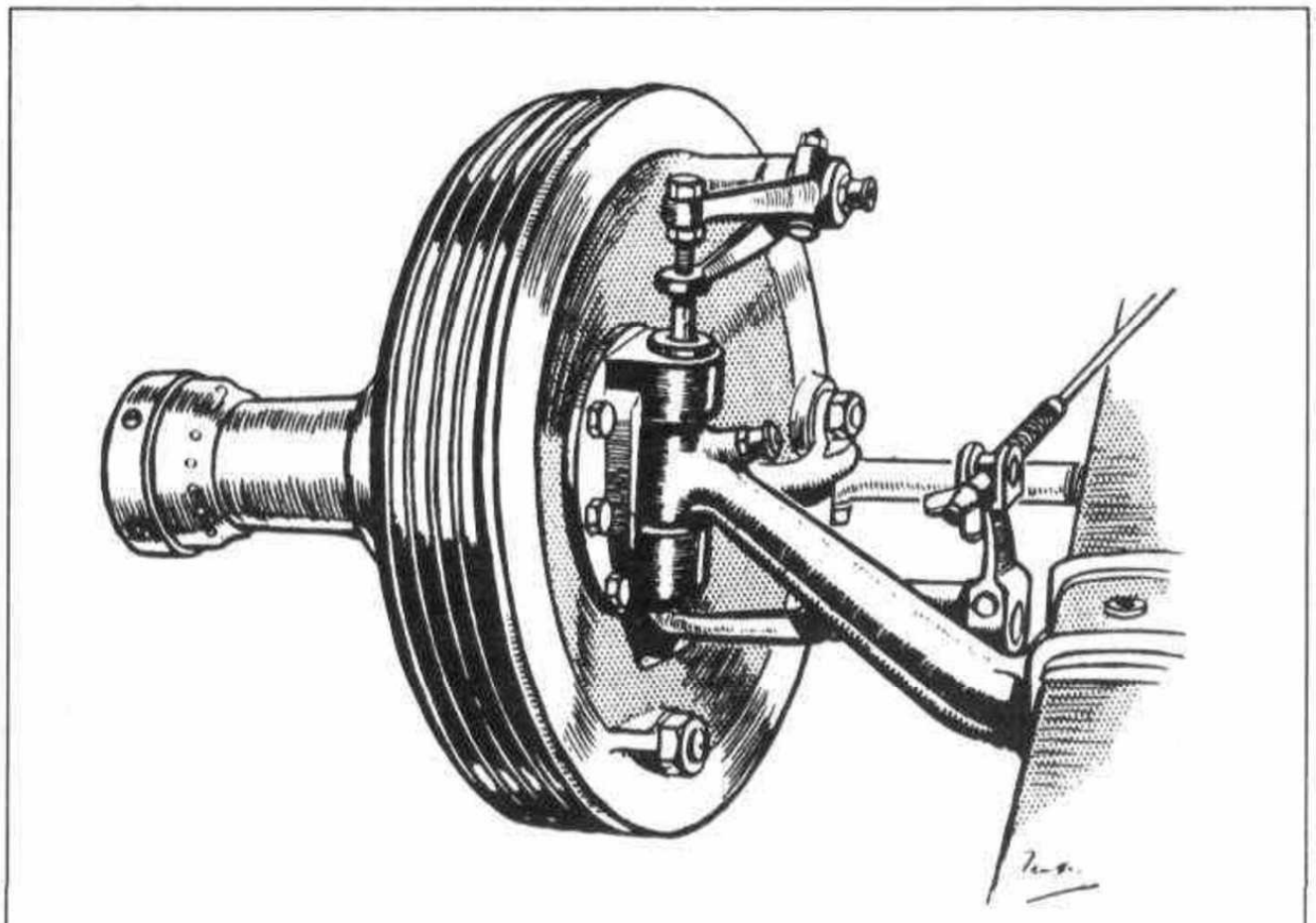
I think the cars Pope was using were probably an old GP Itala and a new Tipo B1S of the same make, and that he was piqued that this company had not yet fitted 4WB. He was all in favour of such brakes on racing cars although he thought they encouraged ordinary drivers to go too fast; a specious argument adopted in more recent times in respect of seat-belts and now against anti-lock brakes.

Pope was soon under fire in the motoring Press. The owner of an Hispano Suiza whose servo brakes had given no trouble in 5,000 miles, J Ross MacMahon, designer of the Palladium car, had been testing 4WB ruthlessly. He said he had found no problems, although rumours had reached him beforehand of cars overturning, developing steering problems and wearing their tyres out. To this, Pope replied that he had driven a 28/95 Targa Florio Mercedes from Stuttgart to Nice via Switzerland, but did not use its 4WB because he did not like them, but this was countered by an Hispano Suiza owner of 35,000-miles' standing, who said he would not buy another car unless it had the Birkigt brakes (the Sunbeam which won the 1923 French GP had Hispano brakes, he said), and by someone who thought the Lancia Lambda had the best brakes of all. Pope was reminded that Itala had, in fact, used 4WB back in 1921, but he replied that the company had tried Isotta-Fraschini-type brakes but would not standardise these until they were foolproof . . .

Sir Harold Bowden, who had both 37.2 hp Hispano Suiza and 40/50 hp Rolls-Royce cars, was another who praised the brakes on the former, and obviously thought R-R should soon adopt them, and he was supported by the Marquis of Cholmondeley, who was fully in favour of the Hispano servo-brakes after the performance of these cars in the Boulogne races of 1922 and 1923 and by three Hispanos, getting from Paris to Nice in about 12 hours. And so it went on, with 4WBs obviously in favour, although the danger of getting rammed in the rear was forecast in 1923, and the new Paris taxis had *Attention: Freins Avants* signs on their back number plates.

Meanwhile, enlightened designers set about the problem in various ways. The Perrot system was widely employed, with different linkages for working the universally-jointed, chassis-mounted shafts turning the brake-cams; and many adopted the Isotta-Fraschini method, in which an operating shaft was carried in the front-axle bed, terminating inside the brake drum, with a specially-formed cam unaffected by the turning of the wheels. Hotchkiss also carried the operating shaft on the front axle, but ball-jointed levers and links coupled this to a cam at the top of the drum. The sports SPA of 1922 had a clever solution, with left- and right-handed threaded sleeves on the axle, drawn together or forced apart by a central lever; a tie-rod connected each sleeve to a bell-crank at the axle ends, which entered the drum, forcing apart the brake shoes with a special wedge — a foretaste of something Girling brought out years later.

Rolland-Pilain was even more ingenious, using pistons to push the brake shoes apart; each piston was within the drum, and moved by hydraulic means from little pumps on each axle, which the brake cables actuated. Rolls-Royce were wondering about compressed-air actuation, and Panhard about expanding the shoes by rack-and-pinion.



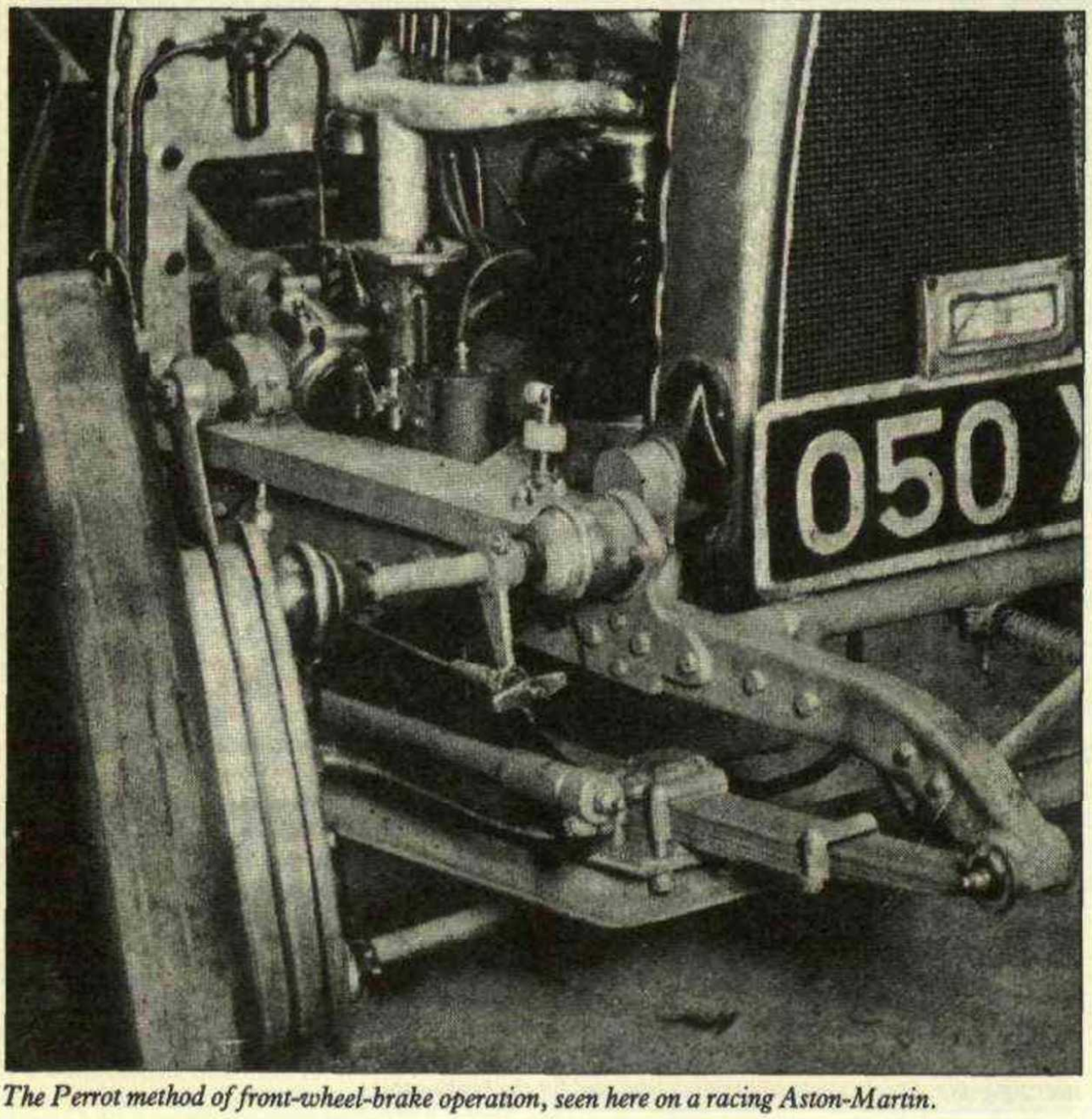
The complicated system of a 1925 Amilcar Grand Sport, in which the actuating rod passed through the steering-pivot. Steel tapes were later substituted for the brake cables.

Whitehead later offered a proprietary cable-set, for fitting to Essex, Ford, Morris and similar cars and used on Raymond Mays' Brescia Bugatti; Mercedes and others operated the brake-cam with a rod passing through the steering-pivot; Lemoine had a flexible shaft beneath the axle; Farman had already introduced a worm-and-sector device to compensate for wear on the brake linings; and Itala (at last!) preferred the cable system of operation, with front and rear compensation by multiple pulleys. Those who found the additional anchors called for more effort at the pedal used various kinds of extra leverage, HE with skew gears over the king-pins. Some engineers took much trouble in easing off the brakes of the wheel on the inside of a corner, by bevel-gear balance-mechanisms and other means. For a time Bugatti had hydraulic brakes with the piston forming the pedal and one old 2WB diehard was heard to comment that 4WB meant more points to lubricate.

However, there was no stemming the desire for 4WB anchors. Of the cars available here in 1924, only 28% had such brakes; but by 1925 47% were so equipped, and 4WB were optional on a further 6%. By 1926 the number of 4WB cars had risen to 75%. By 1927 the figure was up to 88%, and thereafter only a handful of not very notable cars relied on two-wheel-only anchors. The mechanical servo-motor of the heavier cars, as pioneered by Hispano Suiza, Delage, Sunbeam, Renault and others, and later adopted by Rolls-Royce, was giving place to the vacuum-servo actuated by inlet-manifold suction, which I believe Parry Thomas first used on the 2WB 1920 Leyland Eight before selling the idea to Dewandré. The 1921 French GP had been won by a Duesenberg with "water brakes", and by 1924 Triumph were using the Lockheed hydraulic system, which provided automatic compensation of all brakes with no need for mechanical compensators. Up to the war such obvious simplification, pioneered in America by Chrysler (and used here tentatively by Horstman), was a rarity, but the 1926 Triumph took 90-100ft to stop dead from 40 mph.

Some fine pre-1914 cars which were still running well were now taken off the road because their owners found them dangerous among the many new cars with better means of stopping quickly.

In a period of almost universal 4WB, the motor papers had to include braking figures in their road-test reports. The need to quote stopping distances in the magazines led to the question of how to measure them. In the aforementioned Darracq tests, sand bags had been thrown from the car at the point where the anchors were applied, to mark the place from which the distance should be measured. This was too crude, and when a 14/60 hp Lagonda saloon was tested under RAC observation at Brooklands in 1927, a Very pistol was attached to the offside running-board so that coloured powder could be fired onto the track as the brakes were applied, the trigger having been coupled to the brake mechanism. (The Lagonda stopped in 160 ft from 50 mph—55 ft from 30 mph). Most of us just braked from a convenient mark, and when *The Motor* put up distance-markers on the Brooklands finishing-straight in 1931 for the benefit of its testers, others, myself included, gratefully poached this facility!



The Perrot method of front-wheel-brake operation, seen here on a racing Aston-Martin.

The Autocar began publishing braking figures from about 1924 and was later to standardise the figures to the distance needed to stop from 30 mph, which was realistic, as this became the legal town speed-limit in 1936. *The Motor* published pull-up distances from a number of different speeds, with braking graphs.

For a time, the possibility of rear-end shunts remained, even between cars with 4WB, as stopping power varied considerably. Without searching for extremes, a Windsor would come to rest in 80 ft from 40 mph and a vacuum servo-braked 2½-ton Minerva in only 56 ft, at a time when the Fiat 509 needed 133 ft, and a Swift Ten 110 ft. But by 1930 it had rather nicely stabilised, and at least those with 4WB had little to fear from one another at town speeds.

For example, the average stopping distance of all the cars tested by *The Autocar* that year was 36.15 ft from 30 mph, the Continental cars averaging 33 ft. By 1931 the figure had fallen to 35.6 ft, with American cars better than most; for 1932 the figure was 33.2 ft, with little to choose between British, Continental and USA cars. By 1933 it was down to 31.7 ft, the worst performance being 44 ft by a 7 hp Jowett Kestrel saloon, the best 25 ft by a Rover Ten Special saloon and a 1½-litre Singer four-seater. 1934 showed 30.8 ft, 1935 30.5 ft —with little to choose now between cars from different countries. By this time the boffins were trying to work out whether any better distances were possible, and theory was stretched when a 3½-litre Hotchkiss was recorded as stopping from 30 mph in 21 ft.

Motor has since abandoned brake-tests, and *Autocar* is more concerned with pedal pressures than with the distance in which a car can retard itself — it still publishes pull-up figures, but with the gear lever in neutral, whereas the old testers used what engine braking was available to them, while standing heavily on the pedal . . .

The disc brake arrived and Rolls-Royce eventually abandoned their beautiful but complex mechanical servo, following Citroën with power-hydraulics, for their Silver Shadow. With the advent of anti-lock braking, even on quite low-priced Fords, we have now made much progress, so far as this aspect of car safety is concerned. **WB**

V to C Miscellany

A 1922 Type AK 32hp Minerva chassis that had been lying on a farm near Salisbury has been rescued by a reader who requires a suitable engine, gearbox and radiator to help with its restoration. He would also like to hear from other Minerva owners.

We were mistaken in saying in December that Gallahers may reap some return for the money they have spent restoring the Paddock Clubhouse and part of the banking from the rallies now possible at Brooklands. They entered into this arrangement in return for additional building land, and the site on which rallies are run is administered by Elmbridge Borough Council.

A reader, who has been following the diaries of Owen John which we have been recounting, has very kindly sent us a copy of a booklet written by OJ to announce the opening of their new House of Vincent showrooms and works in Reading in 1929. He had known William and Harry Vincent from about 1903, and reminded his readers that Vincent's made the coach given to the Duke of Wellington by a grateful nation after he had won the Battle of Waterloo, supplied the first carriage to the Great Western Railway (it took 200 horses three days to drag it from the Bath Road works to the station), pioneered motor horse-boxes in 1912, and were agents for Rolls-Royce, Sunbeam, Austin and Humber cars. I have often passed the premises, and one day I may call in to see if much has changed.

Briggs Cunningham has sold his Museum exhibits to the son of Miles Collier, who drove the Cadillac saloon to 10th place at Le Mans in 1950, and they are expected to appear in a brand new museum in Florida in about a year's time.

A reader who is restoring a 1922 Crossley-built 18.3 hp Overland in Surrey would like to contact others who own such a car. We have also been asked to try to trace the history of a 1913 Manchester-built Model T Ford tourer (Reg U 1729), thought to have been owned originally by a Mr Gledhill of Wakefield, who is thought to have sold it to a Mr Baxter of Harrogate in about 1948. The car, wrongly dated 1912 by the VCC at that time, was used for rallies until it was taken off the road in 1978. The 1913 date is corroborated by its flat body-panels, curved mud-guards and single-piece windscreen.

The present owner craves information on its history since 1948, and promises to reply to all letters and return photographs. Yet another request comes from the owner of a 1933 Austin Berkeley saloon (Reg AME 84) who would like to know more of its past, as he can only trace it back to a Sheffield headmaster in 1938. We will forward letters for any of these readers.

Primitive Longevity

Many of the spectators who turn out every November to watch the veterans go by on the Brighton Run probably consider these pre-1905 vehicles to have been crude playthings of the idle rich, and the 56-mile journey from Hyde Park about enough for them.

On the contrary, some of these early cars gave much longer service than is sometimes realised. One remembers the story of the 1891 Panhard-Levassor belonging to the Abbé Gavois of Rainneville, near Amiens. This conscientious priest had felt the need of an automobile to help him reach his flock in his scattered parish, but he was unable at first to afford the old twin-cylinder Panhard he had heard of for sale in Troyes at £120. However, it is said that after nine days of intense prayer at the shrine of St Anthony of Padua, patron Saint of the Anxious, his request was granted, for the Panhard's owner had acquired a larger car and was prepared to let the three-year-old one go for a sum the Abbé could afford.

For the next 18 years the priest used the 1891 Panhard over great distances across the Picardy plains, and in the cobbled streets of Amiens. When it was 21 years old, still running as well as ever on solid tyres, hot-tube ignition, its gearbox pinions exposed, held on too-steep hills by its sprag, steered by tiller, it suddenly became news.

Newspaper men descended on the Abbé, a representative of a museum came from London to try to acquire "The Ancestor", to which the priest consented, but only for the duration of the 1912 summer season, to raise funds for his parishioners.

Every effort was made to persuade the old man to accept a brand-new small car in exchange. To every offer, every bribe, he demurred. So the primitive Panhard remained in France, and it was given a special permit by the General commanding the area to continue to carry the Abbé on his errands of mercy throughout the war, this odd-looking and slow automobile having to take its chance among the Army trucks and the long lines of marching khaki figures.

The war over, the Abbé had the inevitable poverty of a stricken area to meet. It was that which persuaded him to sell at last the car which had never failed him from 1894 to 1921. The Panhard-Levassor works accepted the prize and offered to send a lorry for it. That the Abbé would not have. He insisted on driving "The Ancestor" the 90 miles himself.

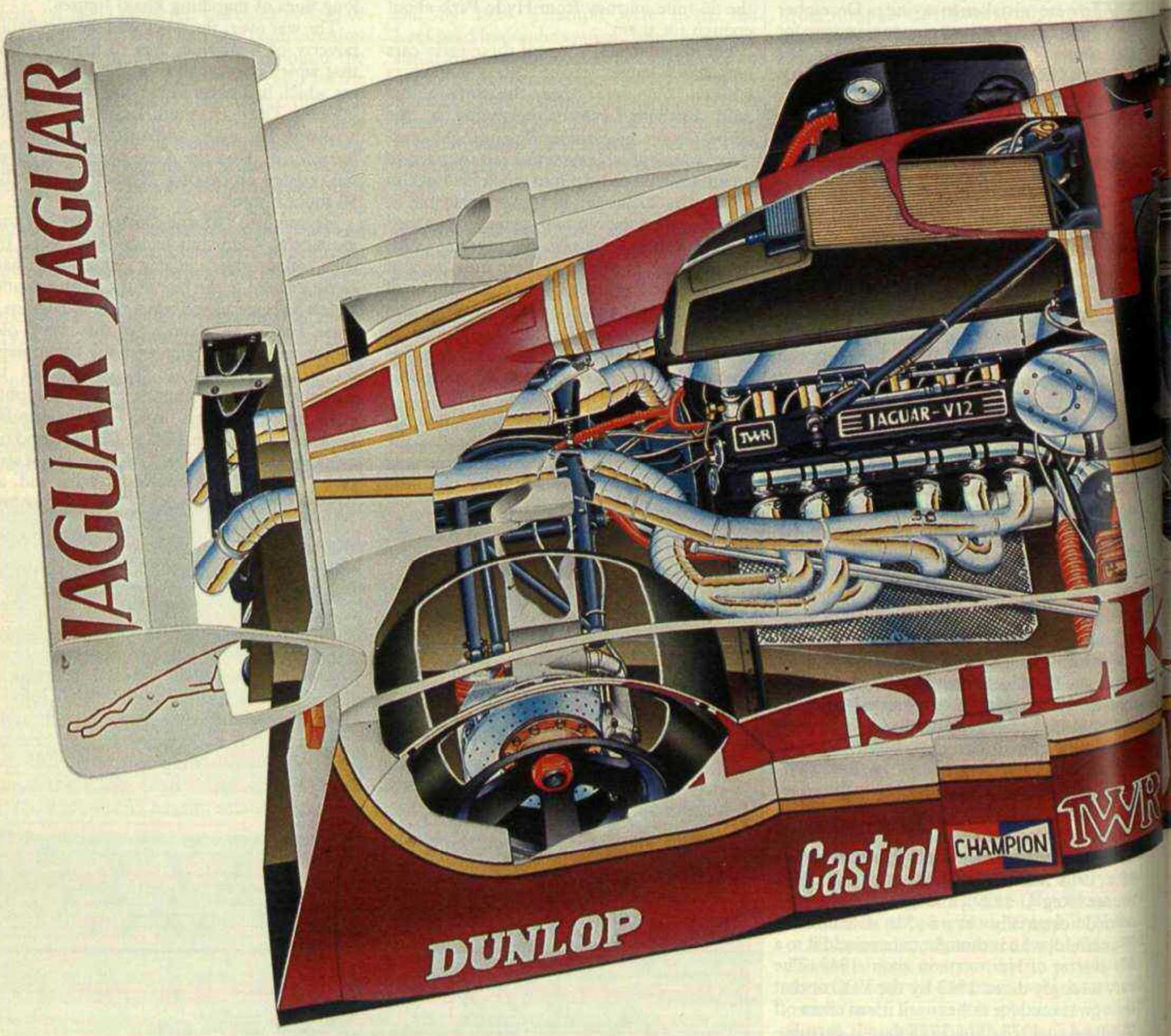
He was aged 65 and started that last sad journey at 4 am, but he made it, aided by the coiled-tube radiator which he had himself fitted to the rear of the Panhard, and which he replenished when necessary from a wine bottle of water. So this very old motor-car went slowly past the monument to Emile Levassor in Paris, erected to commemorate his victory in the 732-mile Paris-Bordeaux-Paris race on a similar horseless carriage in 1895 at 15 mph, and on to its new resting place. "Ah, you see, it still runs," the Abbé is reported to have said, as he climbed down from his lofty seat for the last time.

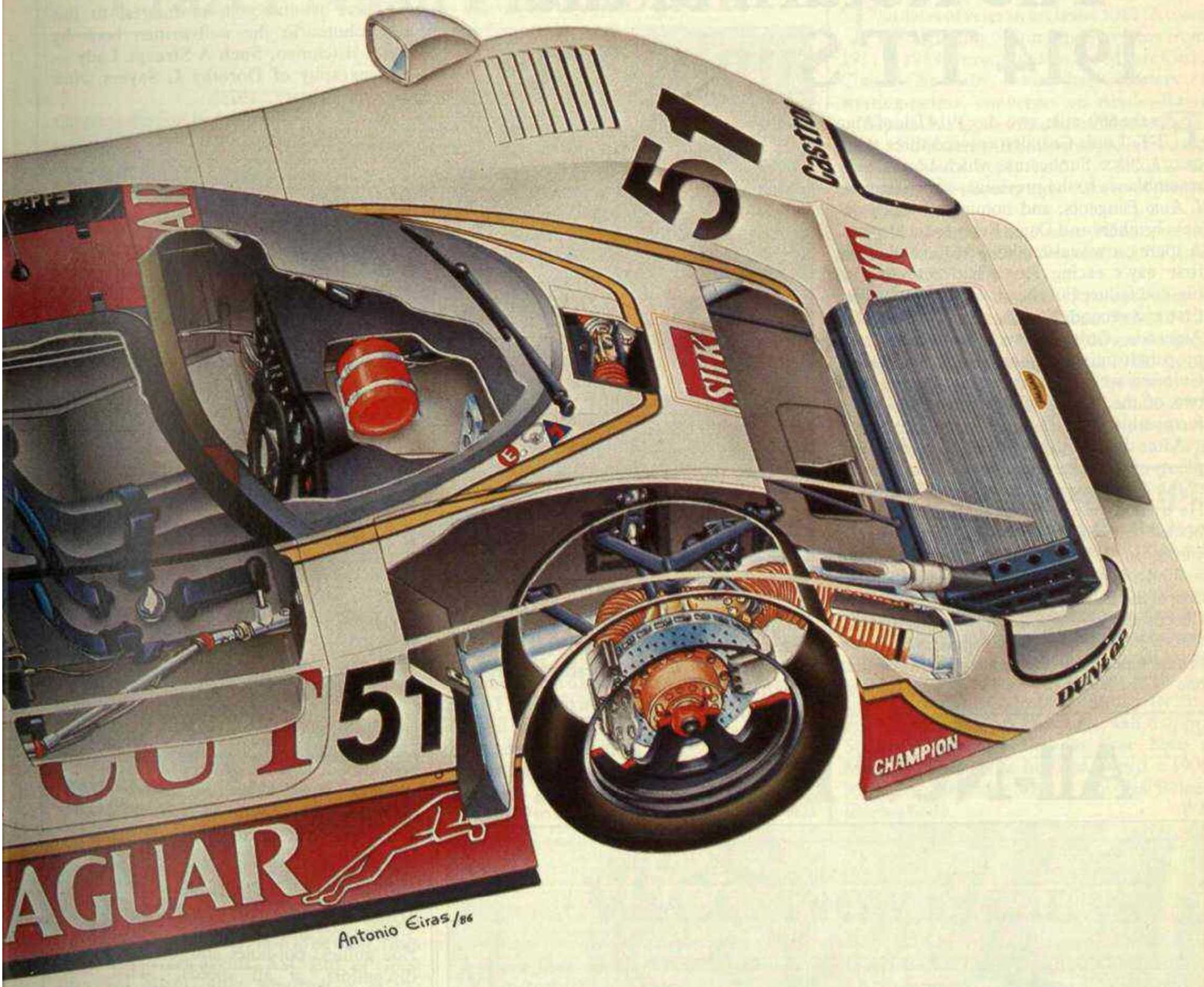
And there is an account of a 1901 solid-tyred 4½ hp Benz still in regular use in Cornwall in 1910, giving 38½ mpg at a cruising pace of around 16 mph over hilly roads, using oil side lamps and a single bicycle-size gas headlamp after dark. The only trouble was an occasional loose spoke in the 36-inch back wheels, which were refixed by the owner on wet days, as a form of relaxation. When it was necessary, nearly new back wheels were bought for 50/- the pair, from a similar Benz which was scrapped when no-one offered £7:10/- for it. **WB**



Austin Berkeley: a reader seeks information on this 1933 saloon.

Group C
Jaguar XJR-6





In its first full season of racing the Jaguar XJR-6 achieved one world Sports Car Championship victory, at Silverstone in May and accrued enough points during the season to come within one place (at Fuji) of winning both the Team Championship and the Drivers' Championship for Derek Warwick. Unlike all leading rivals it is powered by a normally-aspirated Jaguar V12 engine enlarged to 6262cc and developing up to 715 bhp, though normally 680 bhp at 6500 rpm in race conditions.

XJR-6 was designed by Tony Southgate, acting as a consultant to Tom Walkinshaw Racing, in 1984/5 and, in turn, TWR operates the Gallahers Silk Cut-sponsored team exclusively on behalf of Jaguar Cars plc. The Group C car features a carbon fibre and Kevlar chassis, and the body work was refined in the Imperial College wind tunnel in London. The tall venturi towards the rear, on either side of the narrow 60 degree angle V12, produces more ground effect than rival designs and gives the Jaguar an appreciable advantage on faster circuits.

When the XJR-6 first appeared at Mosport, Canada, in August 1985 it weighed 920 kg, despite which Martin Brundle was able to lead the opening laps of the 1000 kilometres race and eventually finished third. Prior to the 1986 season three new chassis were constructed with numerous detail improvements aimed at reducing the weight, the most notable being the installation of a single 100 litre fuel tank; when the XJR-6s appeared at Monza last April they were right down to the 850 kilogram minimum weight and were immediately competitive in the hands of Warwick, Eddie Cheever, Jean-Louis Schlesser and Gianfranco Brancatelli. Lack of turbo-charging handicapped the Jaguars during qualifying and they have never been on pole position but in economy controlled races they are competitive.

The V12 engine, developed by TWR in close collaboration with Jaguar Cars, features TWR's own management system and drives through a Borg and Beck clutch and a March 5-speed gear-box. 4-valve cylinder heads have been tested, but shelved on the grounds of weight and reliability, and AP's twin-disc brake system was also tested last winter, though it has never been raced. The front suspension features dual wishbones and pushrod operated inboard horizontal spring/damper units, while at the rear the dual wishbones are suspended by outboard spring/dampers. Speedline wheels are 17-inch diameter at the front, and the 19-inch diameter rear wheels are faired in by quick-release panels.

Special cars with lower venturi and rear body work were prepared for Le Mans, and will be raced again in the 24 hours this June.

The Return of the 1914 TT Sunbeams

For the 600-mile, two-day 1914 Isle of Man TT, Louis Coatalen entered three twin-cam 3,295cc Sunbeams, which bore a close resemblance to the previous year's Coupe de *L'Auto* Peugeots, and nominated the Guinness brothers and Dario Resta as the drivers. A spare car was also taken. At the end of the first day's racing Resta had retired with big-end failure but the other Sunbeams were first and second. During the second day Sir Algernon Guinness went out when the propshaft universal-joint seized, but K Lee Guinness went on to win at 56.44 mph, from two of the Minervas. His race-time was a formidable 10 hr 37 min 49 sec.

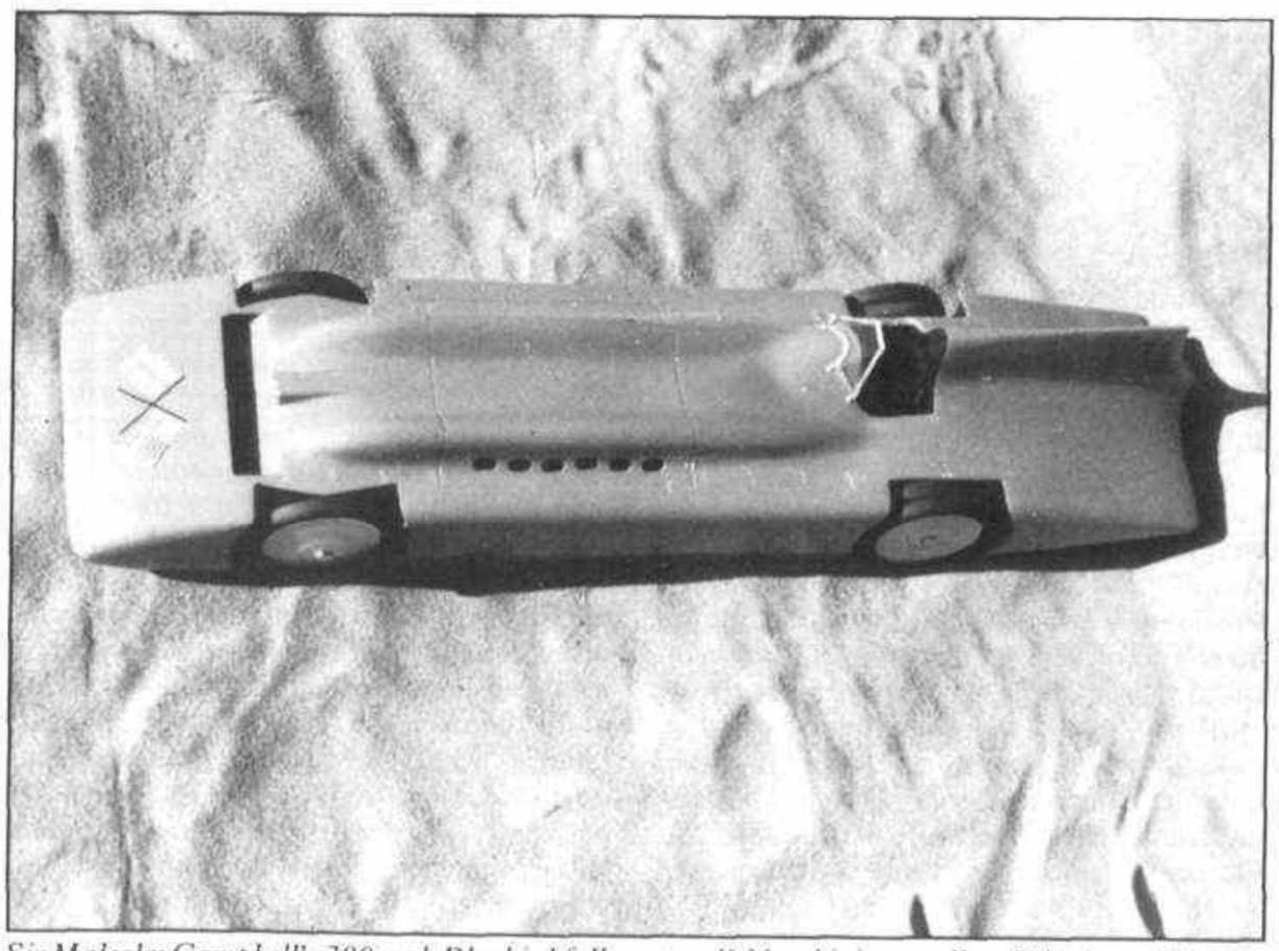
After the war the Sunbeam Motor Co had plenty of racing cars to deploy, and in 1923 one of the TT cars was sold to C W F Hamilton. He used it for a honeymoon tour of Europe before shipping it home to New Zealand, where in 1925/26 he had some notable successes with it, in races at Muriwai Beach. One of the 1914 TT cars had been used by L V Cozens at the 1920 Liverpool speed-trials, where it won two classes, making second fastest time. In 1921 Segrave won his class in one of these Sunbeams at the 1921 Holme Moss speed hill-climb, also setting second fastest time.

In the TT, Sunbeam I (No 4) had been driven to victory by Lee Guinness; Resta had Sunbeam II (No 15) and "Algy", car III (No 21). One of the cars which went into the trade and was given a four-seater body, formed the subject of an article in MOTOR SPORT in November 1930. Its radiator was inscribed IOM-1, but whether this now fully road-equipped Sunbeam was really the winning TT car could not be confirmed.

In later years one of these team-cars was beautifully rebuilt by C R Abbott, and owned later by Stanley Sears, whose son Jack won the 1954 VSCC Pomeroy Trophy with it and repeated the performance in 1963. This Sunbeam is now owned, and occasionally raced, by Neil Corner. Another was run in competitions just after the war and for many years thereafter by Sir Francis Samuelson, whose son has passed it on to Bill Lake.

Now Nick Ridley has acquired the ex-Hamilton car, which has arrived back in good order, and is being restored. How splendid that all three 1914 TT Sunbeams are in Britain once more! **WB**

All-New Bluebird?



Sir Malcolm Campbell's 300 mph Bluebird fully restored? No, this is actually a 38½ in model of the famous car, which took its builder, Geoff Bott of Leicester, 312 hours to complete.

Cars in Books

There is one item of interest to this column in the well-written book by Janet Hitchman, **Such A Strange Lady — A Biography of Dorothy L Sayers** (New English Library, 1975).

In 1921, after she had joined Benson's advertising agency, Miss Sayers bought a Ner-a-Car motorcycle, "which she rode with dignity, sitting bolt upright as if driving a chariot".

She drove the machine from London to her parent's house in Christchurch when six months pregnant, which is regarded by the



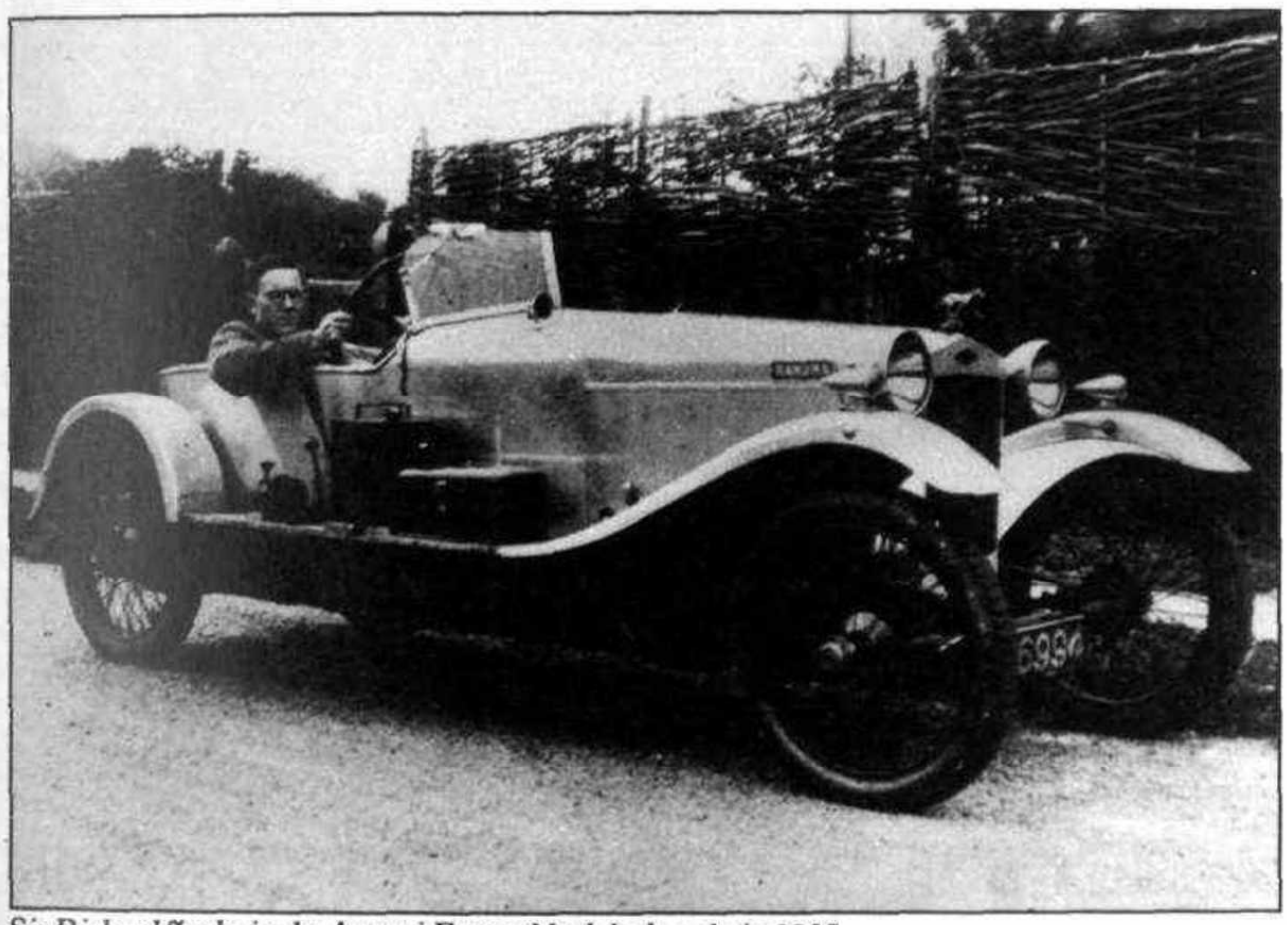
Balanced reading? The Ner-a-Car seems to have been so easy to ride that The Brooklands Gazette could be perused simultaneously!

book's author as a dangerous procedure.

In its road-test report on a Ner-a-Car in 1925, MOTOR SPORT observed: "With its 3-inch tyres and excellent springing one can ride gullies, pot-holes and bumps without discomfort, at all speeds." That from Arnold Radclyffe when following part of the ACU Six-Days Trial, smoking his pipe as he rode.

From that easily read book on a popular subject, **A Life Among Antiques** by the late Arthur Negus (Hamlyn, 1982), we discover that as a substitute for his bicycle and later his motorcycle, Negus' mother bought him a bull-nose Morris Cowley when he was 21. It cost £199.10s, so was presumably new at the time. Unfortunately it overturned in an accident in Reading and Negus' mother died from her injuries. Negus tells of travelling in the yellow Rolls-Royce (Reg No CXY 19) round England following the old coaching routes for the BBC "On The Road" programme, and of being told off by Lord Montagu of Beaulieu for referring to the cars in his museum as "Old Crocks." **WB**

Frazer Nash Flashback



Sir Richard Jenks in the Anzani Frazer Nash he bought in 1925.

A mystery of sixty years' standing was solved last month when the owner of an early Frazer Nash was taken by AFN Ltd's MD, John Aldington, to the AFN Archives and Showrooms, as a result of something he had seen in an advertisement for these archives, which are looked after for AFN Ltd by DSJ. The gentleman was Sir Richard Jenks, who had been puzzled by the use of the name "Jenks" in AFN's advertisements.

It transpired that he had owned the Frazer Nash Fast Tourer from new, but his name had never been recorded in the AFN chassis register. Sir Richard told Mr Aldington that he had bought the car in 1925, the second Anzani-engined Frazer Nash to be built, from the Frazer Nash agents, ASC Ltd, of Great Portland Street, after admiring it in the showrooms for many weeks. It was registered XX 6994, the chassis No. being 1029, built in the Kingston upon Thames works. As Capt. Archie Frazer-Nash called his racing cars after animals in Kipling's *Jungle Book*, Sir Richard obtained his consent to name his car Raksha, after the Mother Wolf, and a wolf mascot was mounted on the radiator cap. Although this Frazer Nash was never raced, Archie gave the young owner a ride round Brooklands to christen it, 80 mph being reached along the railway straight it is said. The car was then used regularly until 1930, when a projected year's sojourn in Paris caused the owner to sell it.

Richard Jenks' father was Maurice Jenks, Lord Mayor of London in 1931-32, and 1st Baron of Cheape. When Sir Richard arrived at Falcon Works, Isleworth, with John Aldington, he drew from his pocket the Mother Wolf mascot which had adorned his Frazer Nash all those years ago, and he produced a photograph of it, saying "I don't have the *car* anymore". So 61 years after the car was sold, the AFN archivist solved the mystery of who bought it, and DSJ was able to show 80-year-old Sir Richard the 1924 Powerplus-engined Frazer Nash which is kept in AFN's Isleworth showrooms, home of these cars from 1929 to 1958. **WB**

Fixtures News

The dates of veteran to classic 1987 fixtures are beginning to come in. Sixty cars from 1911 to 1958 are required for the Monte Carlo Classic Car Rally, which has a variety of starting-points, converges on Aix-les-Bains on September 15, and finishes at Monte Carlo. Only 15 UK cars will be invited, so interested owners should apply now, to the AC de Monaco, 23 Boulevard Albert 1,98000 Monaco.

The Daimler & Lanchester OC announces that this year's National Weekend will be June 13-14.

The FIVA World Rally of Ancient Vehicles takes place in Scandinavia from June 10-20, and 100 cars from 1905 to 1960 are invited, especially those made prior to 1919. Long drives and steep gradients will be involved. Entry forms are available from Scandinavian Viking Rally, Dansk Veteranbil Klub, Postboks 33, DK-2990 Niva, Denmark. **WB**

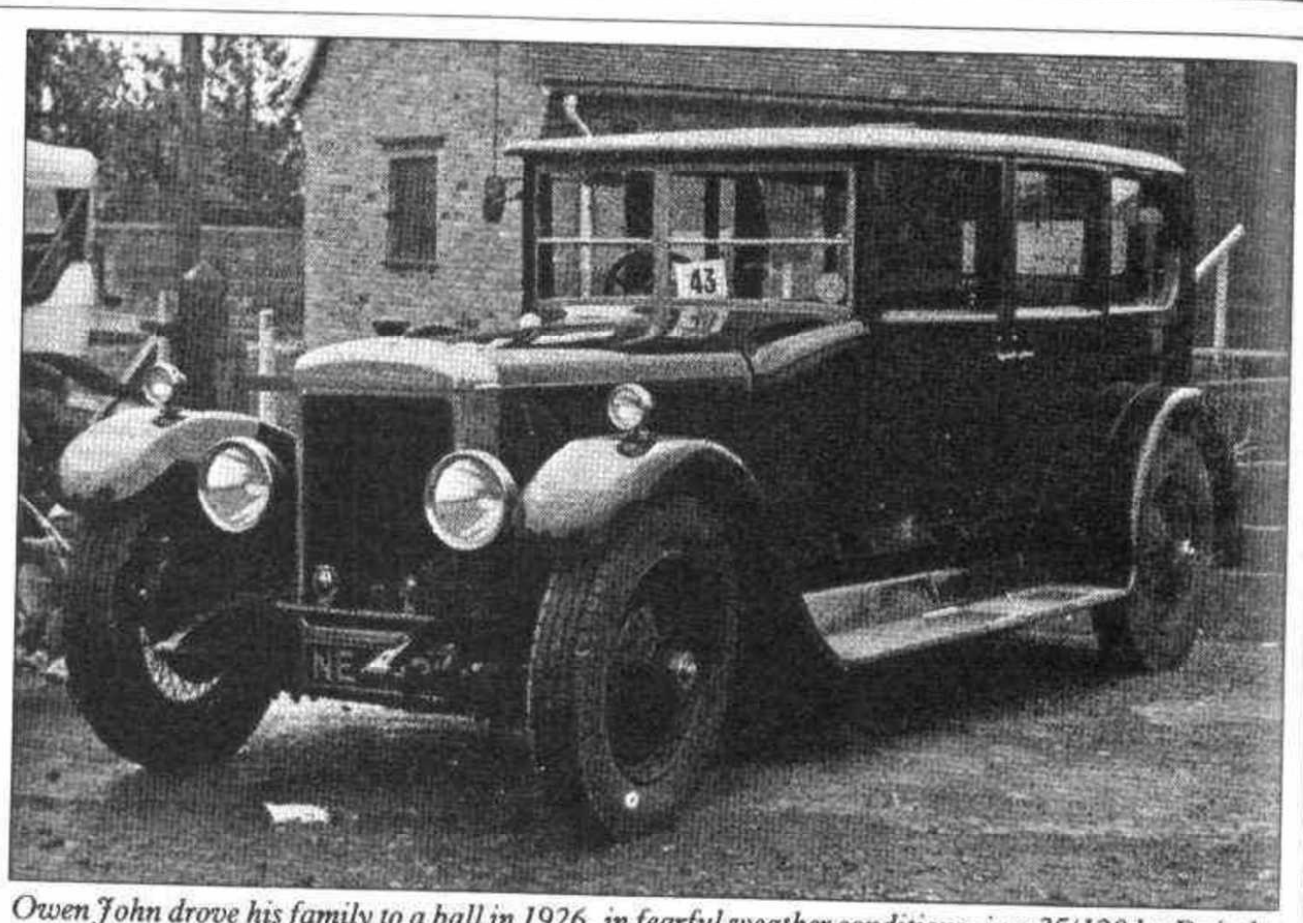
Mercedes Postscript

Last month we suggested that the Mercedes Sixty which won the 1903 Gordon Bennett race in Ireland, driven by Camile Jenatzy, was afterwards owned in the vintage years by Sir Stanley Cochrane, the Dublin-mineral-water magnate. We have since discovered that one S H Cochrane, presumably the same person, won his class at both the Glenmacnass and Callow hillclimbs in Ireland in 1905 with a 60 hp Mercedes, and that Sir Stanley Cochrane seems to have been a Mercedes fancier, as he later owned a 1906 35/40 hp Mercedes with a Roi des Belges touring body. **WB**

VSCC New Year

More than 60 pre-war cars and a few motorcycles supported Mark Garfitt's New Year's Day VSCC meeting at The Verzon's just outside Ledbury. About 15 A7s turned up, (including Seymour Price's Chummy, an Open Road two-seater, and my mock Ulster) as well as a couple of Austin 12/4s. Five Alvises, a smart Frazer Nash, an Amilcar, two Lea-Francis, a 14/40 MG and a J2 helped to fill the hotel car-park, in which a GN rubbed running-boards with a sports Sénéchal that had the indomitable Robert's signature on its radiator. There were two Edwardian Buicks, a Rolls-Royce, Lee's Salmson, and Garfitt's own Frazer Nash-BMW 319/55. The Morgan boys were out in numbers, including a pre-war 4/4, President Collins came in the Sixty Mercedes, Lagondas were represented by a 14/60, two LG45s and a 3-litre, the very clean open car bearing a notice that suggested it was about to wed one of the others!

Ron Barker had driven from Cirencester in his Renault 45, at 8 mpg, a locally-owned Speed Six Bentley put in a brief appearance, Benyon brought his Salmon-bodied 4½-litre Bentley dh coupé, joined by another 4½, and there were two 3½-litre Derby-Bentleys, one a magnificent open tourer. Also noted were a sporting Singer, a FWD BSA three wheeler, Sir John Venable-Llewellyn's Type 35 Bugatti, Moffatt's Type 35B, and three Rileys, one a flat-topped aluminium Special. The landlord of The Verzon's had given a bottle of bubbly for the car coming the greatest distance, but as Gwyn Stephens from Neath and his 4½-litre Lagonda have won this twice before he sportingly stood down, suggesting that it go to the oldest car present. This, the 1903 Mercedes having departed, was John Nicholson's rare 1912 Lancia Eta, with period saloon body. This was an interesting car, but should surely have a 50 hp ohc engine to justify its type-name? **WB**



Owen John drove his family to a ball in 1926, in fearful weather conditions, in a 35/120 hp Daimler similar to this one, and described it as "the most imposing vehicle, automobilism in full dress uniform."

The Roads of the 1920s

Having returned from his Continental tour in a 14/45hp Poppe-designed Rover tourer, as we described in the November 1986 MOTOR SPORT, Owen John, whose vintage exploits we are looking back on, decided he could forego the 1925 Olympia Motor Show, important as that was, and take his usual autumnal voyage to Scotland for the shooting season, staying 20 miles from the nearest railway station. Apparently the summer that year had been a beautiful one and before setting out for the North, OJ reflected that winter is for the young, although this thought, motoring-wise, was somewhat tempered by the experience of going out in what he described as a "four-wheel-braked balloon-tyred small coupé, available for something less than a couple of hundred pounds", a *de luxe* car for cold weather, "complete in every detail". The best value for money ever, in OJ's opinion, and he was consumed with envy of it. The make of this inexpensive coupé was not divulged but I at first assumed it to have been the Austin 7, unless OJ had come upon a 7/12 hp Peugeot. But as he expected that there would be a bigger crowd round it than round any other car at the 1925 Olympia Show, I decided he must have sampled the Birmingham baby — until I discovered that there was no miniature coupé on the Austin stand that year, nor was there such complete enclosure on the tiny chassis from Sochaux; so I suppose what was in OJ's mind was the £195 "three-quarter" Morris Cowley coupé . . .

For his visit to the Highlands OJ took the same Rover that had carried him so reliably on the Continent, which it now did again in Britain, behaving as well amid the Grampians as it had done in the Jura. In fact, the only trouble was a cracked exhaust pipe on the last day of the holiday, this making for quite "a Brooklands air", which was repaired at Brackley with 1/6d-worth of asbestos — no worries then about contamination from the stuff! Going up to Scotland OJ had the second, and last, puncture of the run, in the dark about ten miles from Kendal, so in the gloom and rain they sought shelter at the County Hotel. It was clean and comfortable but so close to the railway bridge that the trains seemed to come almost inside the bedrooms.

The road over Shap had improved by 1925. Carlisle was gloomy as it usually was (OJ's view, not mine), but on crossing the Border and driving over the long, straight, excellent road to the colliery districts near Hamilton the rain stopped and something like the 1925 summertime weather returned, as the Highlands were entered about Callander. The Rover's destination was Killin, at the head of Loch Tay, where OJ said the water of this warm lake never freezes, and where a car could, in those days, apparently be left at the "White Castle" in a happy glen where no traffic passed and no-one and nothing would interfere with it — but what of today?

There for a fortnight of happiness the Rover, in the company of other good cars, was a carrier of rods and guns and rifles, until it was time to return, down the long glen to Aberfeldy under lowering clouds that wept with the returning holidaymakers, and to ever-increasing civilisation at Perth and the crowded hills down to the Queensferry steamer (yes, a *steam*-ferry here, in 1925), where the crossing was regarded as costly, at 10/- (50p). At the end of the journey the 14/45hp Rover was called "a very wonderful car", and OJ hoped his experience of it, totalling 3,000 miles, would help to assuage the doubts "of those motorists who feared novel designs." Indeed, so uneventful had the two tours been that he fell to wondering what his children would find to write about cars, when they grew up. (Whether they followed in their father's pen-strokes in this respect, I know not — but cars are still being written about just as avidly, over sixty years on . . .)

Other motoring writers aired their opinions at this time about their favourite routes. In this context S C H Davis wondered whether he had a "favourite" road, saying it depended so much on the mood, on one's restless desire for something different, on a hundred other incalculable things. But, if he were pressed, he would go for the London to Whitstable road, which Sammy knew well and often loved the best, with the Elephant and Castle, New and Old Kent roads and Lewisham increasing by contrast the beauty to come. Beyond Wrotham, he said, the road was the realisation of a dream in the early days, when horse-folk mocked, a road built for cars, its switch-backed, track-like surface calling for speed. From the shoulder of Wrotham Hill, far below, for mile on mile, lay the Weald, and from fir-crowned Wrotham Heath a shining, smooth, tar surface, just winding enough to be interesting, ran to Maidstone, the ruins of Leyborne Castle on one side, of a Benedictine Abbey on the other, a neolithic dolmen not far off. Every village, said Davis, was history; the run up Detling Hill, wonderful panorama on one side, wire and gun-pits on the other, followed by the long, sinuous stretch to Sittingbourne, was delightful. Of another character was the road to Ospringe, where the earthly remains of Roman legionairies were dug up for all to see. Sammy called Faversham sleepily picturesque, save for occasional explosions (bombs were presumably still being disposed of), and the beautiful country lanes round Graveney led, he said, *in much dust,* (1925 remember!), beside oak and ash and thorn, over the marshes of duck and smugglers, to a village made famous because of man's liking for a bivalve. A typical bit of Sammy Davis writing.

Davis' colleague on *The Autocar,* A G Douglas Clease, opted for the Valley of the Wye, from Chepstow to Monmouth, a fine river-route, the road crossing the Wye at

Bigsweir and again at May Hill. On this route, observed Clease, were the delights of Tintern Abbey and, in Monmouth, the remains of the Castle where Henry V was born, the Monnow Bridge, "and other ancient glories", although it is odd, as a motoring journalist, that he did not refer to the monument to the Hon C S Rolls . . .

"Runabout", who looked after small-car interests for *The Autocar*, preferred his favourite road, that to the West. He suggested starting at sun-up, somewhere within 50 miles of London, and doing the first two hours towards Cornwall at "a racing average" — optimistic maybe in the kind of cars he was supposed to test, unless of Brescia Bugatti or B & M Aston-Martin persuasion! After eating a second breakfast in the region of Salisbury or Yeovil, would come the drowsy, sun-bathed region which he saw as the portal to the west, the sinuous slopes of Yarcombe its real vestibule. Past pink and yellow-washed cottages he would go, into Exeter, to thread the narrow-streeted traffic cautiously; and so to Dartmoor and its ever-changing moods — sullen and uncanny at twilight, open and brilliant in sunshine. Of Cornwall, the intended destination, "Runabout" wrote in lavish praise, to explain why, given a choice, he would always turn his bonnet west.

The editor of *The Autocar*, for I think it was he, preferred the Great North Road, "there is none to compare with it" — a route I would have thought singularly narrow and tedious in those "A1" times. And, curiously, this writer showed as much interest in seeing the monster green Great Northern locomotives hauling trains beside the road, and in the St Leger, "that most English of all sporting events", recalled by the open race-course beside the road at Doncaster, as in things motoring! Even "Runabout" saw the Great North Road his favourite if speed was the aim, the run from Loch Maree to Gairloch or that from Glen Urquhart and Drumnadrochit to Fort William if fine scenery was sought, or a route that must remain secret if the person at the end of it was the attraction . . !

"Vagrant", who specialised in touring articles, at that time in an Angus-Sanderson tourer, quoted his favourite road as a mere mile of beauty, right by his Surrey home, reached by leaving that once-famous cycling and motoring landmark, "The Hut", opposite the lake at Wisley on the Portsmouth road, and taking the second turning on the right — from which direction wasn't specified. "The Hut" is no more and one wonders what this lane is like now, assuming it is still there. "Vagrant" waxed lyrical about it, its lakelet, its rhododendron jungle, its miniature hilltop surmounted by great pines — all very much like the "Brooklands country" not far away . . . OJ himself voted his favourite a prehistoric fair-mile way, which he sometimes used when he was bound for the horse-racing at Newbury, a place equalled for solitude "only by the quiet upper reaches of the Thames."

Well, roads have changed, alas perhaps, but I still believe that motoring should be of as much interest as the motor-car. One of my favourite runs is that from Knighton near the Clun Forest, to Bridgnorth, leaving the brief stretch of the A49 after Bromfield and then crossing the Ludlow race-course for Culmington and Diddlebury, although the "back way" from Hereford, along the Roman Road, to Norton Canon and Holme Marsh to Kington, and home, takes some beating . . .

Having come back from Scotland, OJ was on about non-skid roads and non-skid cars — he was told the Rover he had used was incapable of skidding — and he was glad to find more rough-matt road surfaces than the once-usual shiny black ones. How he would have enthused over the present-day advance in four-wheel-drive and anti-lock brakes! He got back in time to go to the show after all, and he was impressed with supercharging, especially as applied to the Mercedes although these cars were not shown at Olympia; in fact, he quoted Shakespeare about how a giant's power should be used, saying that supercharging was the "bit in hand", the balance at the bank, obviously thinking in terms of how Mercedes applied it, the blower coming in only when the accelerator was about fully depressed. He thought supercharging "will arrive" — and now we are in the turbo charged age! OJ, at the show, noted that the new Crossley Six had a reserve petrol supply operated from the dash, in conjunction with Autovac feed, which he saw as a great advance, and that reminded him of the petrol tank on the faithful Rover he had just discarded, which was under the chassis, filled through a filler on the near-side running-board; refuelling must have been awkward in France!

After which, OJ went out in a 35/130hp (his figures) Daimler limousine, first on a night of gales that blew down the trees across the "wet, shiny roads" (what of those new matt surfaces, OJ?), on as black a night as ever was, to a dance 35 miles from home. The big, powerful, closed car rose to the occasion, taking all the family in comfort and security, before it was tested "over the hills and about" the next day, and OJ thought it in the van of all cars in performance as well as appearance. "A big Daimler", he said, "is the most imposing vehicle, and represents automobilism in full dress uniform".

This test reminded him that the first car he had driven was a Daimler, a car which originally had hot-tube ignition, and which had to wait a week to have the conversion to coil and sparking-plugs because the works were busy with the completion of King Edward VII's Daimler. Incidentally that very early Daimler was used for many years to carry bell-ringers from one town's church to another, and OJ thought it might still be currently in use for that purpose . . . In 1907 OJ had gone with Raven Hill of *Punch* across France and down the east coast of Spain in a very fast and reliable Daimler, only taking a train from Madrid to some 200 miles south of Barcelona because the supply of tyres ran out. OJ wrote a book about it, which Raven Hill illustrated, and I have a copy somewhere, to remind me of the excellence of Daimlers then, as the big limousine reminded OJ in 1925. **WB**

Rear-engined Racers

It is not every day that we receive letters from readers in Czechoslovakia, so we were glad to hear from Vladimir Sedlacek about rear-engined racing cars. He queries our assumption that this layout was pioneered by Rumpler and Benz, quoting the 1900 Tatra which finished second in the 1900 Salzburg-Linz-Vienna race and third in the Frankfurt circuit race that year, driven in both events by Theodore von Liebig. This Tatra, says our correspondent, had a horizontally-opposed four cylinder 120 × 120 mm (2,710 cc) engine at the back of the 1,880 mm-wheelbase chassis and the photograph, which unfortunately will not reproduce, shows that there was wheel steering. In running order the weight was 975 kg, and the engine had three valves per cylinder, two automatic inlets and one exhaust, the drive going through a hand and foot-controlled clutch to a four-speed gearbox and side chains. This early Tatra ran on wooden wheels shod at the front with 800 mm diameter tyres, and at the back with 880 mm tyres. We were thinking of later Grand Prix designs when naming the Benz Tropfenwagen of 1923 as the first successful rear or mid-engined racing car; before that a number of rear-engined cars were raced, including the Tatra, and we thank our Czechoslovakian reader for sending us details. **WB**

1987 VSCC Fixtures

This year the Vintage Sports Car Club will hold two race meetings at Silverstone, on April 25th and June 27th, a two-day race session at Oulton Park over the weekend of July 25th/26th, the Cadwell Park races on August 30th, concluding the racing season at Donington Park on September 19th. Apart from the usual trials, driving-tests and rallies which are not truly open to public inspection, there will be the speed hill-climbs at Shelsley Walsh on July 4th, Prescott on August 2nd and at Wiscombe in the West Country on May 10th, and speed trials at Curborough on May 3rd. These are events to delight all who like seeing the older cars in full cry and you are recommended to enter the dates in your diaries and on the MOTOR SPORT calendar, if you come into that happy category. **WB**

BOOK REVIEWS

Rolls-Royce — The Cars And Their Competitors 1906-1965
by A B Price. 192pp. 10″ × 7″. (B T Batsford Ltd, 4 Fitzhardinge Street, London W1. £17.50)

Last month we reviewed two very important new Rolls-Royce books, and now we have a trio. The idea of comparing R-R cars from the Ghost to the last of the Clouds with rival makes was a clever one, and the author's long experience of the motor trade and of Rolls-Royce and Bugatti cars in particular, makes him a fitting person to tackle it. Whether it has quite come off is another matter.

Price's masterful approach to Lea-Francis history set high standards, difficult to follow. His new book has to stand or fall by the comparisons of R-R with other cars, because a lot of the lead-in material will be old hat to many followers of motoring history. There are a few printing errors, the worst being "Rolly-Royce", and the layout of the book is rather haphazard. This is forgiveable, though, because it has enabled a most interesting correspondence between Dr Lanchester and Percy Martin, about an advanced but stillborn design for a post-WW1 car, to form the last of six appendices.

The comparisons are absolutely enthralling. These comprise Ghost v Napier 60, post-war Ghost v Lanchester 40, R-R 20 v 20.9 hp Sunbeam, Phantom 1 v sleeve-valve Daimler, P11 v 8-litre Bentley, R-R 20/25 v Hispano Suizas, Derby Bentley v Bugatti Type 57, and P111 v R-R's own 25/30 and Wraith cars. Barrie also provides equally fascinating asides, such as correspondence from R-R about a 1928 2-litre straight-eight Bugatti in which Royce observes sagely, of owning such a car: "certainly I am too old; it might seem rather crazy". The R-R surveys of competitors' products, namely Lanchester, Chrysler, SS-Jaguar, Humber Super Snipe, Essex Terraplane, Cadillac V8, Cadillac V16, Buick, Austin Eight, Citroen, Hotchkiss, and V12 Lagonda, may have been released elsewhere, but the author's comments are very interesting.

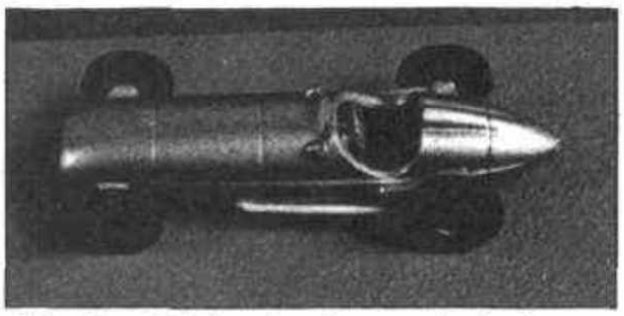
It would be unfair to reveal any of the author's findings in his comparisons, but I cannot resist quoting his very high opinion of the George Lanchester cars: "If Lanchester had been able to command the worldwide sales and service backup which the Derby company enjoyed, the title of Best Car in the World would probably have been lost to Birmingham." No-one can accuse Price of bias, as might have been expected, knowing his close trade associations with R-R. I was interested, too, to read his explanation for certain problems that assailed Rolls-Royce in spite of their great reputation and exhaustive testing methods, such as bearing failures on the Derby Bentleys and the oil-sludging in Phantom III engines. He states: "It is difficult to understand why some of the problems, such as handling and ride, should have proved so intractable, taking into account the weight of brain power, endless discussion and vast expenditure in the experimental department. Research among surviving papers reveals a surprising amount of personality problems, a facet which at the least would have an effect upon general efficiency, and at worst could act as a brake on the firm's progress."

The book, aside from its general purpose, contains many snippets of fresh data. There is a table showing the number of components in one front-brake assembly, with R-R and with a Girling mechanism (264 against 137!); and another showing the kind of service problems the Bugatti works had to contend with in 1934. There are also chapters on the post-war R-R cars, examples of R-R engineering style with many pictures, appendices about the relationship of R-R to the Sunbeam and SS companies and notes on famous engineering personalities. If one missed anything in the engineering comparisons, it was that matters of tappet-adjustment, for example on R-R v ohc Hispano Suiza, might have been mentioned; likewise R-R's adjustment of rear-damper stiffness. However, the author's detailed notes on his personal experience with the later R-R and Bentley cars is valuable indeed to prospective buyers of used cars.

The theme of the book is irresistible, and although Rolls-Royce enthusiasts may not like it, they and all motoring historians will have to read it. **WB**

Miniatures News

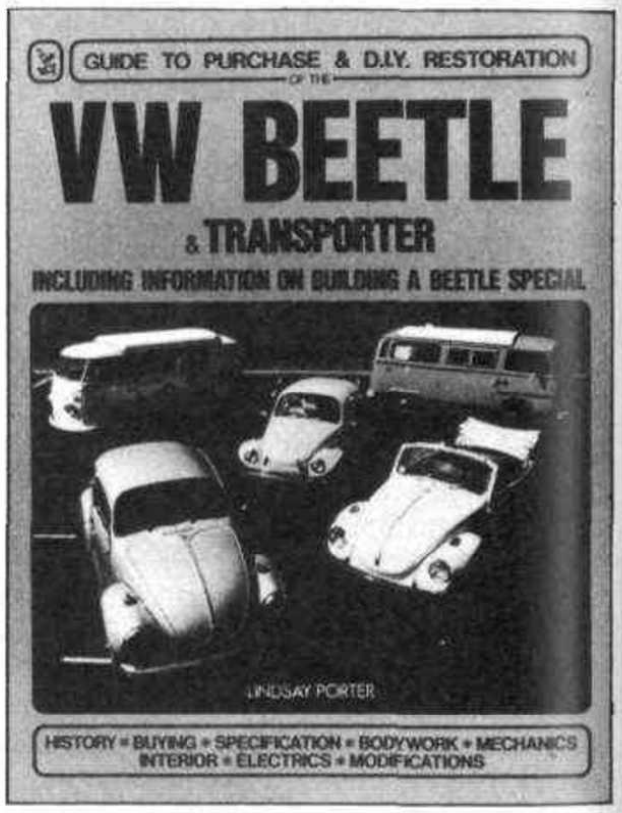
Bellini Models of Hampshire has expanded its Piccolino range of 1/76 scale miniatures with two single-seaters and two sports-cars. A Jaguar XJR-6 in 1985 all-green colour scheme makes a nice stable-mate to the company's earlier XJR-5, while Aston Martin is represented by the 1956 DB3S. The other two are the 8-cylinder Porsche F1 contender of 1962 and the 1949 BRM in its original smooth and unpunctured form. Sold as kits from £3.70, the models when assembled (and



Piccolino BRM — less than two inches long.

they are available in this form from £7.84) make very nicely detailed display pieces, accurately shaped for the most part, although the Aston is too heavy around the nose and the Porsche has lost the fine shaping of the nose slot. But the effect, with finely-detailed wheels and screens, is excellent, and each model has a display box to protect it. **GC**

The VW Beetle still roams the world's roads and Foulis have come up with a 325-page book (10¾″ × 8″) by Lindsay Porter about how to purchase and maintain the Beetle and Transporter Volkswagens, and



how to build a Beetle Special. **VW Beetle & Transporter** costs £12.95, and follows the pattern of the well-known Haynes workshop manuals. **WB**

Shire Publications continue to issue very attractive little books on transport subjects, packed with good pictures backed up by a readable supporting text. Two recent titles in their Shire Album series are **Children's Cars** by Paul Pennell, and **Three Wheelers** by Ken Hill. At a mere £1.25 each, the information provided is astonishing, and Pennell includes almost every child's car we can think of.

He has missed the working model of the GP Sunbeam "The Cub" made by Chrysler UK apprentices, and presented to the son of HRH Prince Michael of Kent when he opened the National Motor Museum at Beaulieu, and is incorrect in describing the D'Yrsan as a shaft-drive three-wheeler. Otherwise I can find no fault. **WB**

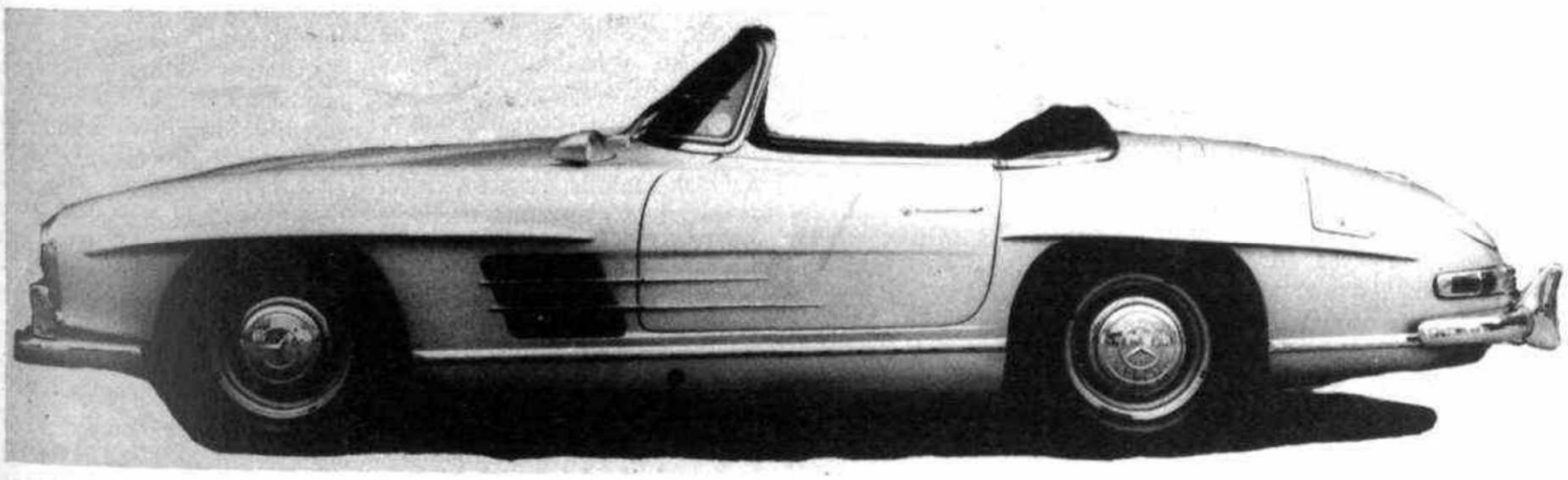
The indefatigable Alan Townsin has brought out yet another of his erudite and fully-illustrated books in his Best of British Buses series. No 11 is devoted to **Post War Daimlers 1942-1981**, and costs £8.95 from Transport Publishing Co Ltd of Glossop. **WB**

No more informative books are to be found than those in Motor Racing Publications' Collector's Guide and Enthusiast's Companion series. The latest titles in these series are **The Lotus & Caterham Sevens** by Jeremy Coulter, and **Ford Escort XR3 & XR3i** by Ray Hutton, priced respectively at £9.95 and £7.95. **WB**

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LETTERS

Privateer Pleasure

Sir,

It gave me great pleasure to read the articles about Connaught in the October and November issues, reviving happy memories of days gone by as a Connaught private owner.

My most vivid memory is of one day in 1953, sitting in the car in a ploughed field at Snetterton during a torrential downpour, having spun off at a corner. I was slowly making my way back to the track, wheels spinning in the mud, when I saw Kenneth McAlpine spin off at the same place. His front wheels dug into the soft earth and the car turned a forward somersault and rose into the air like a rocket, passing over me upside down. Kenneth fell out on his head and his car landed a few yards further on. I switched off and went over to him. "Are you alright?" I asked. "I think I've hurt my nose," he replied.

The first time I ever drove A5 in a race I managed to knock down a tree, and brought the car back to the works with a large dent in one of the saddle tanks. Rodney, of course, was the first to see it. I began to stutter apologies, but he cut me short and said: "Don't worry, we find they always go better when they have been knocked about a bit."

As you rightly said, Connaughts suffered from two things, not enough money, and never a good enough engine, altogether Mike Oliver worked miracles with the old Lea Francis. When he had finished with it he used to say that all that remained of the original Leaf were the timing gears. I think he did a great job in getting it to work with nitromethane and adding a lot of power to the works cars.

This was one reason of course why the works cars usually went faster than the privateers, and a reason apparently ignored by one writer on motor racing history of the 1950s, who was somewhat dismissive about some of us. But reputations are of little consequence today; what fun we had! And what a privilege to have been able to take part in Grand Prix racing, and go to New Zealand for the winter season. It was a very rich part of my life, and I am grateful to be reminded of it. Today it just could not happen.

LESLIE MARR
Isle of Arran

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ABS Misconception

Sir,

I was interested to read Mr Walsh's letter on ABS and having now driven my own so equipped car on snow and ice, I should like to point out something which I believe is becoming a popular misconception. ABS does not necessarily make a car stop sooner. Indeed, on certain surfaces a "chock" of loose material will build up in front of locked wheels, thus bringing the car to a rapid halt. The theory of ABS is to enable one to keep control, ie steering of the car under braking.

So then, perhaps, the main thing to watch for should be sudden evasive manoeuvres, fine for the ABS driver, but should a non-ABS car try to follow suit, what may happen?

I should like to take this opportunity to recommend to anyone travelling on the continent to visit any prominent motor racing circuit that they can. The reason for this is that almost all have fascinating racing car museums, in which many of the cars are very accessible. I mention this because I find that these circuit museums are missing from the book to which any interested reader may refer when visiting the continent. I am referring to *Motor Museums of Europe* by William Stobbs, which I can recommend as a guide to the many other car museums in Europe.

A. J. BANKS
BFPO 34

Times Change

Sir,

The rights and wrongs of it are another matter, but I think that it is high time that DSJ and his other pontificants should accept the fact that the word 'replica' just isn't what it used to be. Times change — but DSJ does not seem to change with them!

The kit car fraternity has coined the word 'replica' to apply to virtually anything that looks vaguely like something original. This has been developing for a number of years, and there is very little that can be done about this at this stage, so there is little point in DSJ pontificating about dictionary definitions. I agree that there might be more applicable words which describe a 'lookalike' better, but 'replica' is what appears to have become common usage. So I suggest that DSJ should face up to reality. 'Replica' is here to stay — the same as in America a bonnet is a hood, which over here is something completely different. Try changing America.

R. GRAHAM
Redhill, Surrey

CT at Deauville

Sir,

I read Cholmondeley Tapper's book *Amateur Racing Driver* in my boyhood, and accordingly found your article on him (December issue) pleasantly nostalgic. It is gratifying that such a veteran amateur is still with us!

My copy of his delightful book has long-since disappeared, and it is rash to rely wholly on memory. However I believe that you may not have given the whole story of CT's brush with Dr Farina at Deauville, in 1936, which culminated in the latter's objection to CT starting the race with his Maserati "pulling to one side under heavy braking." My recollection is that CT wanted to disconnect both front brakes and race on the rears only! If that is so, I wouldn't blame Farina for objecting — and I have always felt a bit uncomfortable at CT's emphasis on the "ironic" aspect of Farina's subsequent race accident, in which Lehoux was killed. Amateurism should be made of kinder stuff!

Nino Farina was of course very much the professional works driver, and as such likely to be antipathetic to an unashamed amateur like CT. However he deserves credit for pioneering the "laid back" driving style, be it in Alfa, Maserati or Ferrari, and thereby inspiring B Bira and, more recently, Stirling Moss and the whole generation of post-1960 Grand Prix drivers. He was a leading runner for a score of years and, if I remember rightly, the first *Campione del Mondo*.

JACK MAURICE
Northwood, Middlesex

In fact, what Cholmondeley-Tapper wrote was that his mechanic Maurice and he finally succeeded in getting the brakes of three wheels working effectively, with the damaged drum changed from the front to the back wheel to diminish any tendency to "pull to one side." VSCC racing men have no compunction against driving in events in which 4WB and rear-only-braked cars run together, although I concede this is not, perhaps, quite the same. Yes, Dr Farina took the first Driver's World Championship in 1950 with Alfa Romeo. **WB**

New Olds Research

Sir,

Any motoring historians who also happen to be pop-music aficionados will, no doubt, have been fascinated to note that the BBC has undertaken research into the early days of the US car industry. The Radio Times preamble to the REO Speedwagon, Late Night In Concert, programme on BBC 1 television, states that the American rock band

". . . named themselves after the inventor (sic) of the

Cadillac . . ."

So the already convoluted tale of the two Henrys, Ford & Leland, is now to be further complicated by the intrusion of Ransom E. Olds, who (we are thus led to believe) 'invented' Cadillac, presumably in between 'inventing' Oldsmobile and Reo. What a pity that the BBC didn't divulge their sources — but they must be very certain of their material, because it was repeated, on the box, by Annie Nightingale in her introduction to the show. She went on to tell us that "Speedwagon" derives from an American horse-drawn fire-appliance (quite a shock to those of us who had foolishly accepted the notion that it was the name of a petrol-driven Reo lorry).

New and original research of this calibre, which courageously overturns the generally held order of things, deserves unstinting praise. The BBC is to be congratulated on shedding light upon a previously grey area — the inventions of R.E. Olds. Or could it possibly be, on reflection, that most of the inventing was carried out by one of their copywriters?

DAVID M. LANDERS
Longframlington

Paris-Madrid Answers

Sir,

I was highly intrigued by the letter from my fellow Dane J D Scheel in your November issue, which raised the question whether Sir Mansfield Cumming (alias 'C', the first Chief of MI6) took part in the Paris-Madrid race in 1903.

Only a few days prior to reading Mr Scheel's letter I came across Sir Mansfield's name in some of the old Wolseley car records. In those days he was plain Lieutenant Mansfield Cumming, RN, but the records proved that in 1903, he took delivery of one of the special racing Wolseleys, more precisely described as a Gordon Bennett type.

Sir Mansfield Cumming is, perhaps for the obvious reason, not the easiest person to compile biographical notes on; neither *Who Was Who* nor *Burke's* is terribly helpful, he did not merit an obituary in *The Times*, and has not made it into the *Dictionary of National Biography*. However, he was born in 1859, the son of a Colonel Smith; he joined the Navy as a boy and was a career officer. We know he was still a Lieutenant in 1903, and he only made it to a Captaincy.

He married twice. His second wife's surname was Cumming which he then assumed; whether he hyphenated Smith and Cumming depends on which reference book you believe. I believe that his child (or children?) were of the second marriage, and I consider it unlikely that he had a son old enough to act as a racing mechanic in 1903! He retired at the end of the First World War and was created a Knight Commander of St Michael and St George in 1919. He died in 1923.

Cumming is probably best described as a gentleman amateur, and one suspects that his racing career never progressed after 1903 (by which time he was 44 years of age). Certainly by 1906 he must have retired from motor racing, otherwise surely his name would have cropped up in WB's exhaustive tome on Brooklands?

Summing up, I would agree with Mr Scheel that it is extremely unlikely that Sir Mansfield Cumming took part in the Paris-Madrid. One suspects that the master of deception successfully deceived G R N Minchin . . .

ANDERS CLAUSAGER
Wolseley Register Historian
Moseley, Birmingham

According to Gerald Rose, the four Wolseleys which started the 1903 Paris-Madrid race were the 45 hp cars of Herbert Austin and Foster, and the 50 hp cars of Girling and Porter. None finished, Porter's crashing into closed level-crossing gates and catching fire, killing Nixon the mechanic. **WB**

Bugatti Breathers

Sir,

The trouble experienced by Cholmondeley Tapper on his blown Type 37 Bugatti — the loss of oil through the breather — still happens! My son cured it by lengthening the breather pipe by about a foot. It is due obviously to gas leaking past piston rings, no doubt accentuated by the positive pressure, and the inadequate breather on the standard engine. The unblown engine has an additional breather through the oil filler, and the 8-cylinder cars have more passages. It has never been clear how the works cars managed!

I understand the modern theory is that gas-flow past piston rings is due, at least in part, to ring flutter. In the case of a Bugatti, it is probably due to large clearances and the bores not staying truly round.

H. G. CONWAY
London

Kit Car Bias?

Sir,

Since the last Motor Show at NEC not one word has been written or picture printed in MOTOR SPORT of what must by any standards be an outstanding all-new British sporting car. I refer of course to the new Ginetta G.32.

For "the authorative voice of the sport" to overlook this extremely well-designed and built car with a sporting pedigree such as Ginetta's is beyond me. I can only assume that you consider it a "kit car".

I note that past issues have tried the Caterham, Marcos and Midas, your criterion being that these are "component cars" as distinct from "kit cars" (i.e. are available fully built-up).

Ginetta's G.32 is a component car by this criterion with the added interest that it is all new.

The truth of the matter is that most "kit car" makers are also "component car" makers in that if a customer has the money they have the time to build up a car.

It is of course your privilege which cars you test, but you are very biased against the many good kit cars available.

PETER RULE
Alnwick, Northumbria

We hope to try the Ginetta in the near future. **GC**

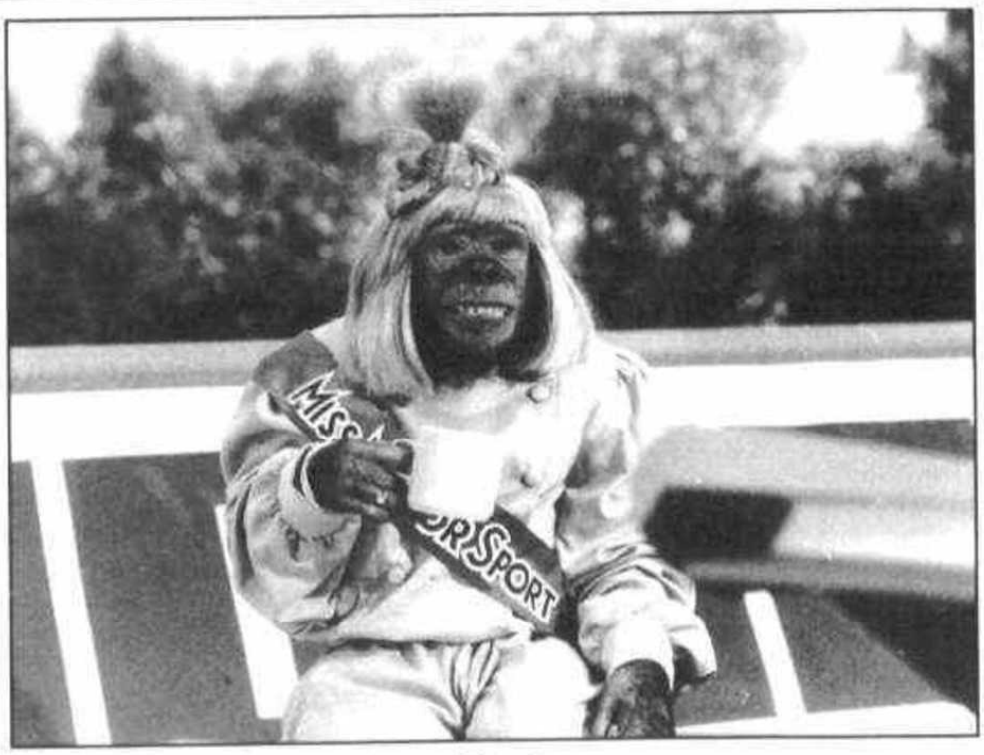
The Mechanics

Sir,

It is not what Freddie Dixon's mechanic may have said when the Riley flew over the hedge at Quarry Corner in the 1932 TT, but what he actually did, namely switch off the ignition while the car was still airborne!

IAN WYLIE
Belfast

Yes, yet another instance in which the mechanic helped the driver — and himself, too, in this case! **WB**



Tailpiece

Tips for readers: MOTOR SPORT has lent its name to the latest in the long-running series of television chimp advertisements for PG Tips tea. Well, we've all heard of F1 rock-apes . . .

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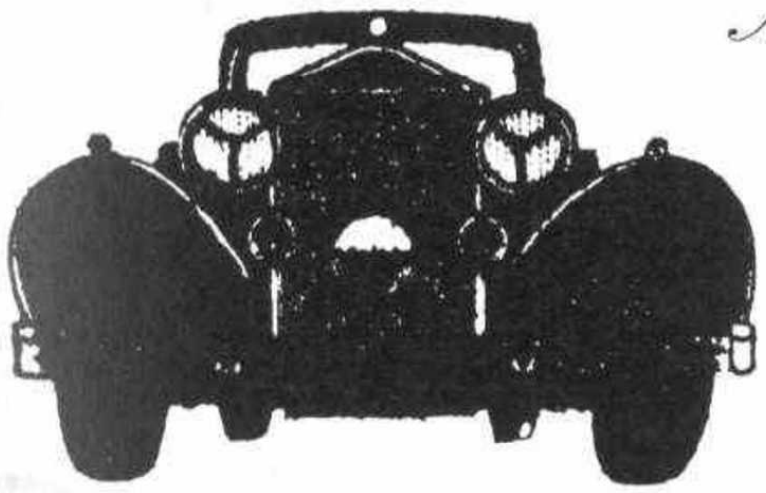
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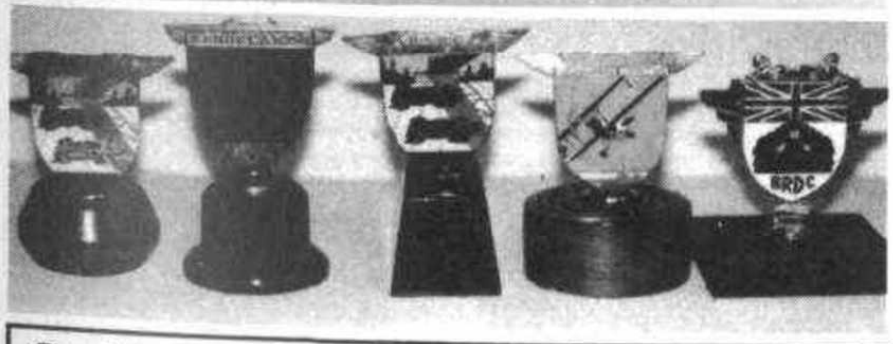
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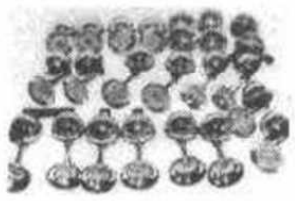
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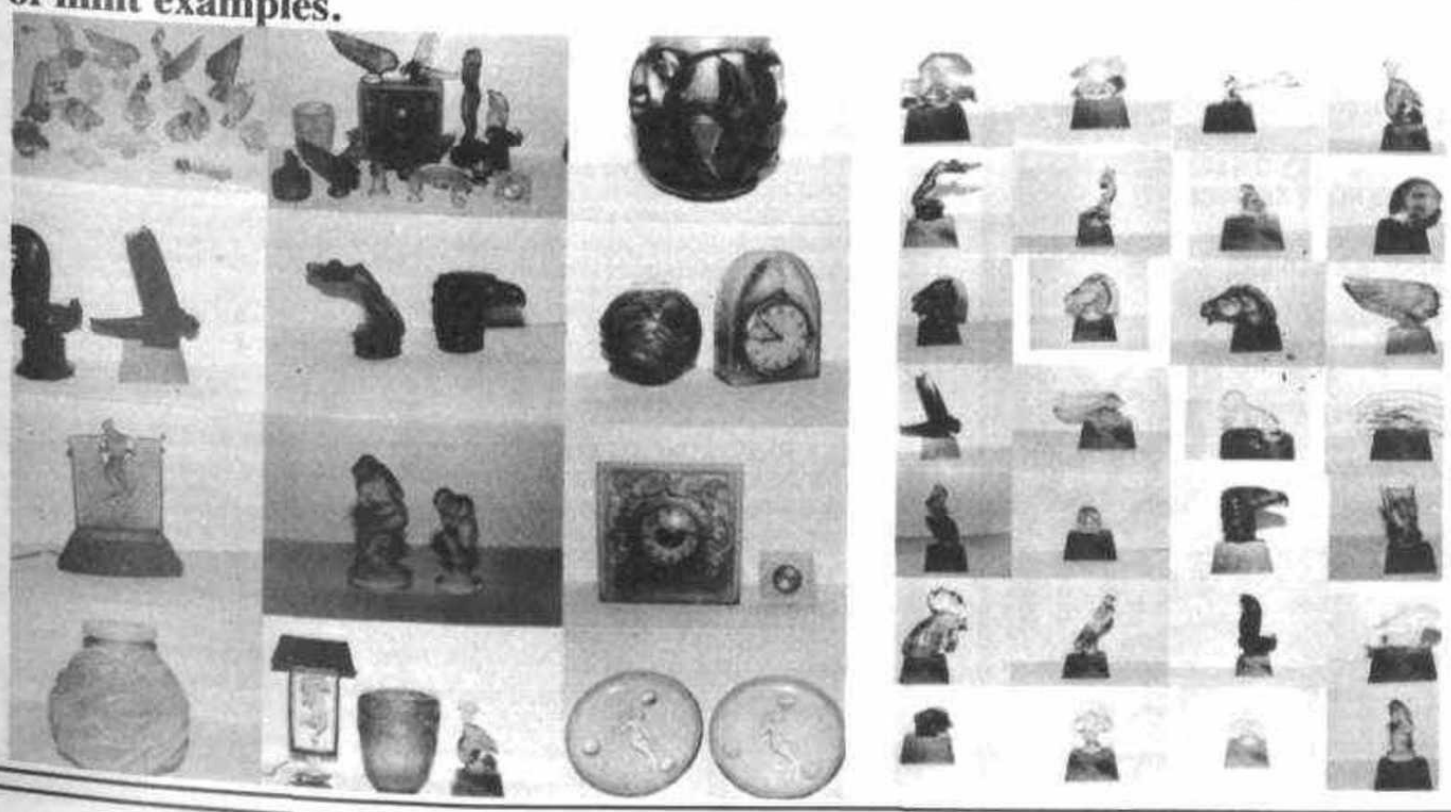


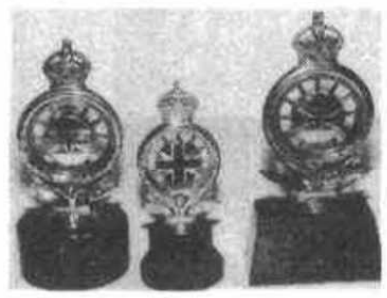


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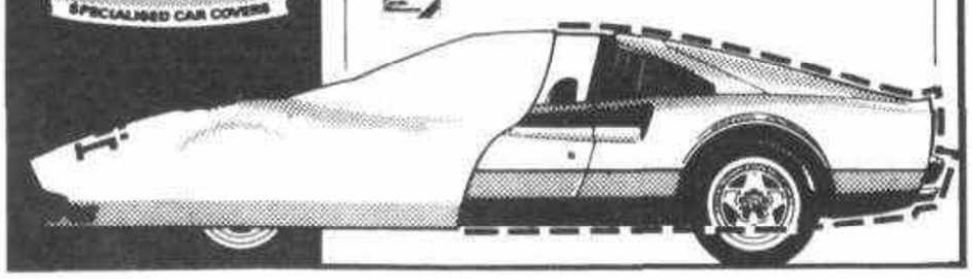
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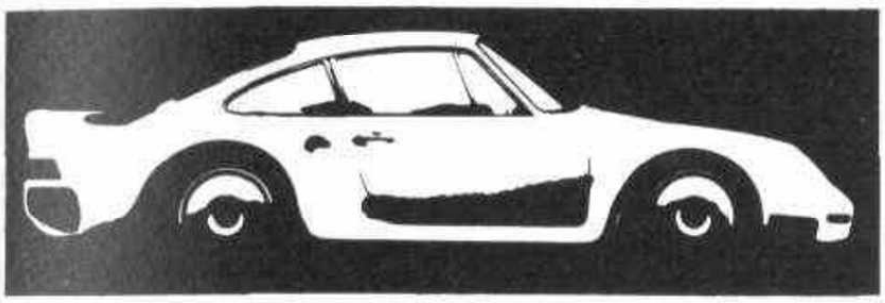
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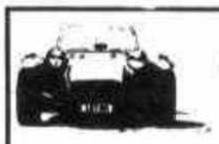
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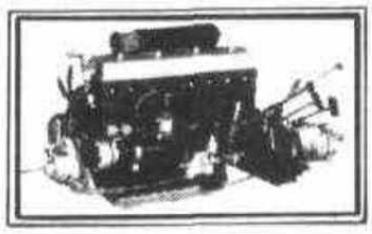
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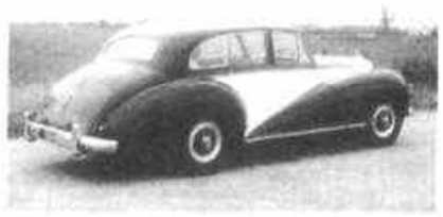
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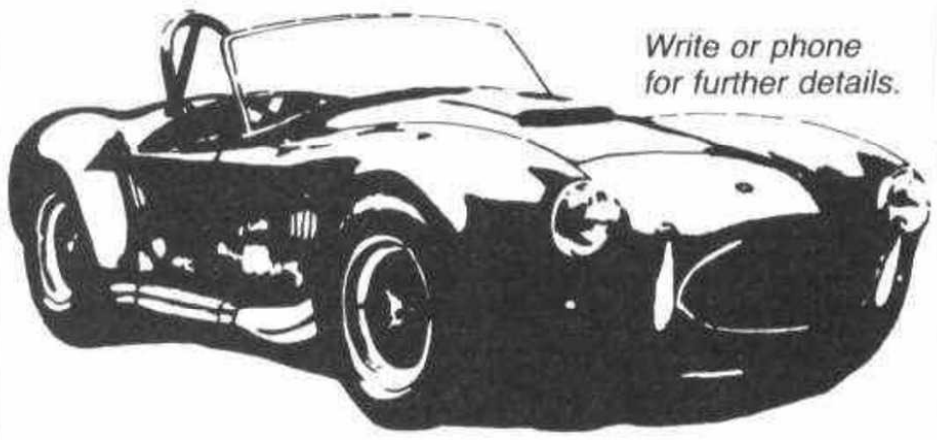
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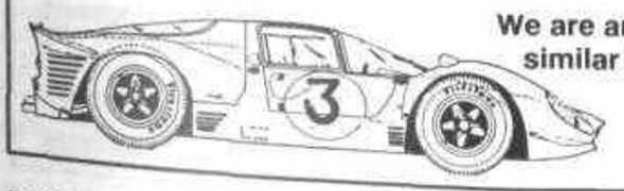
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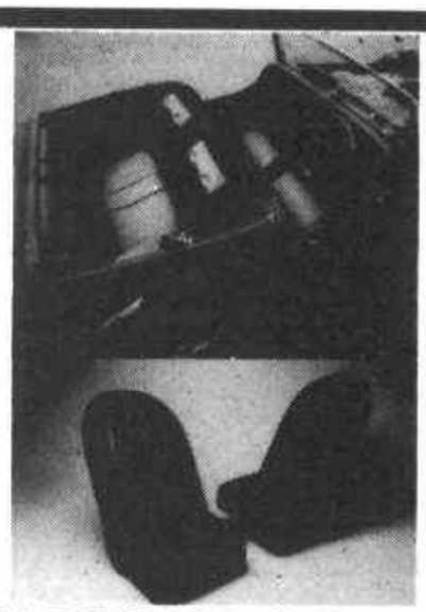
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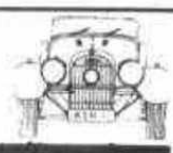
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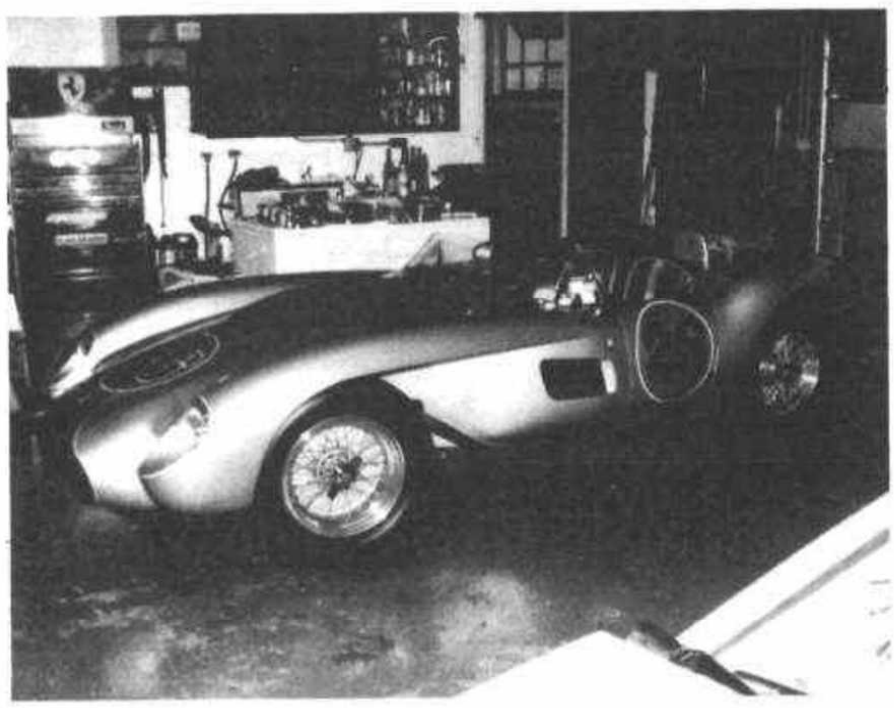
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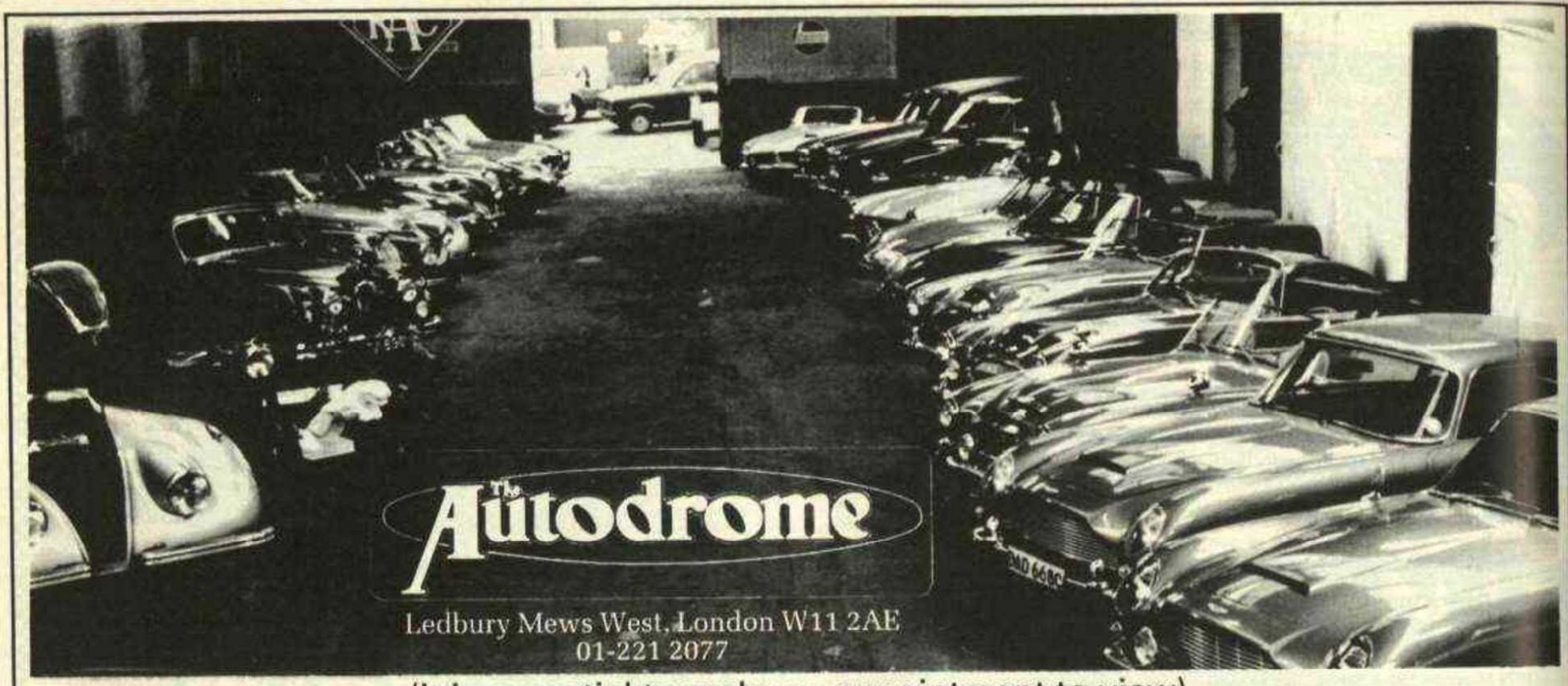


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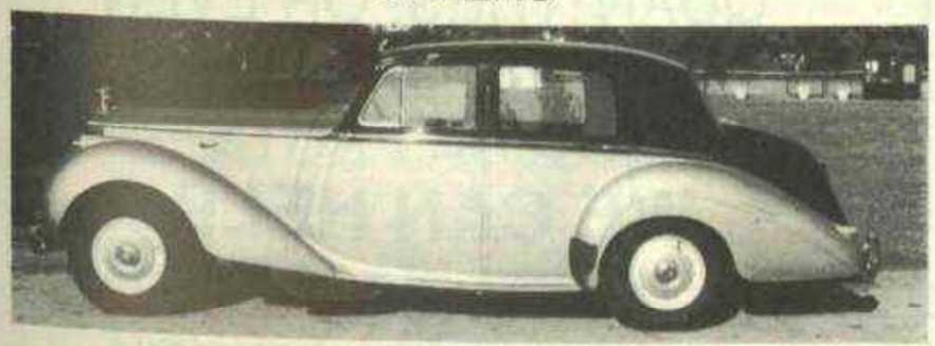
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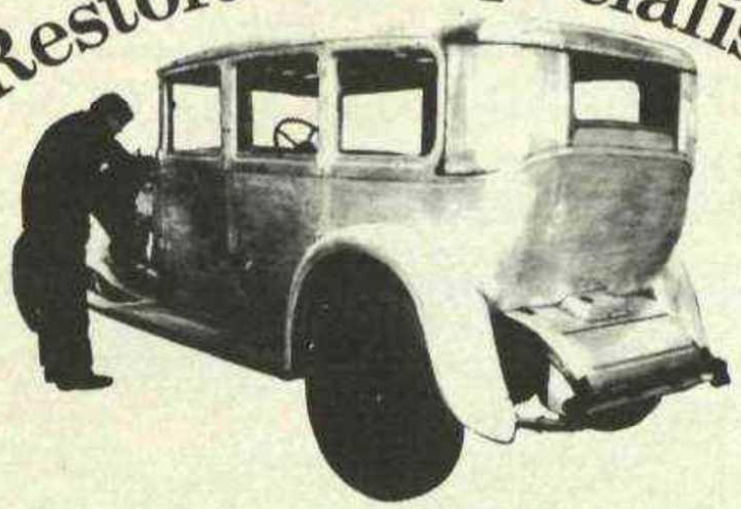


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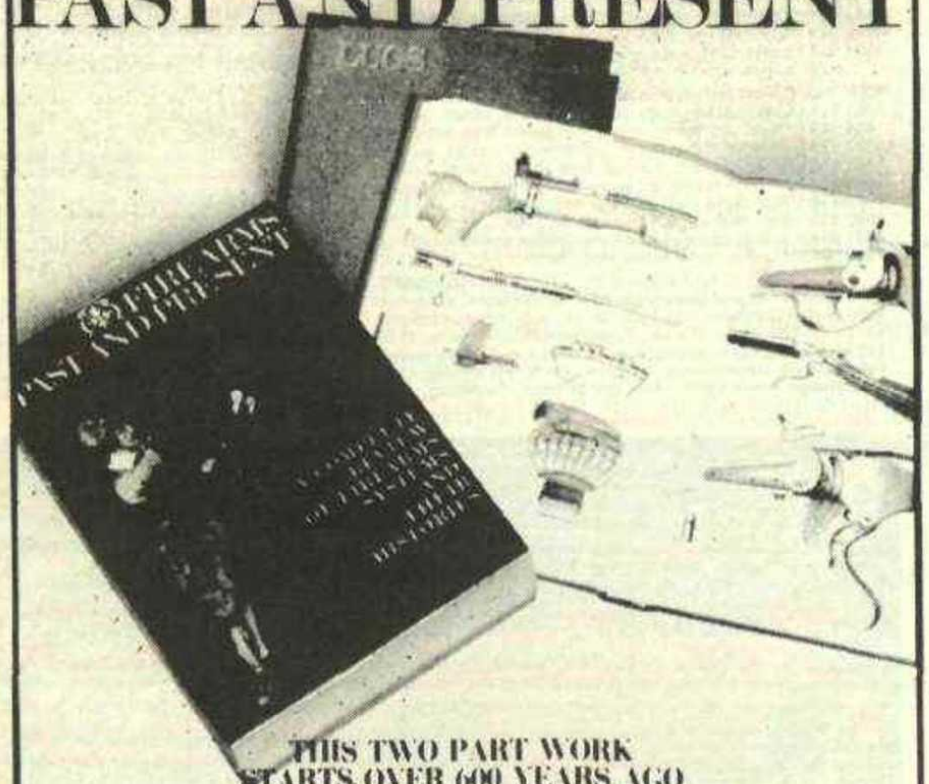
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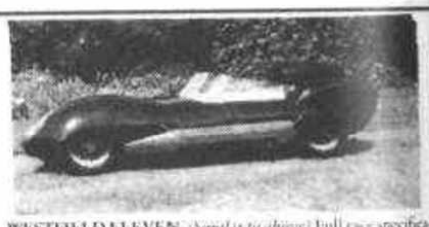
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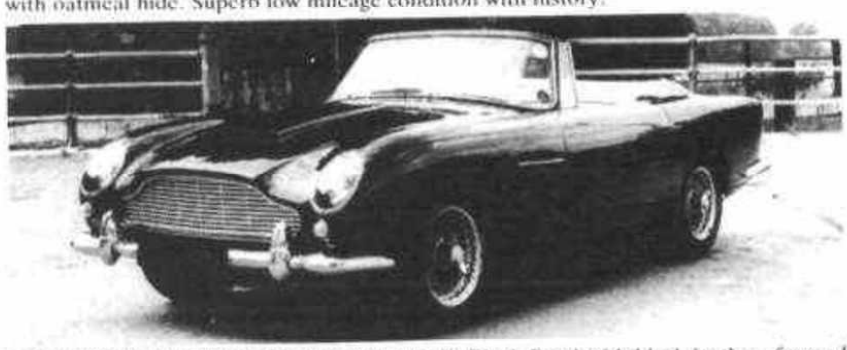
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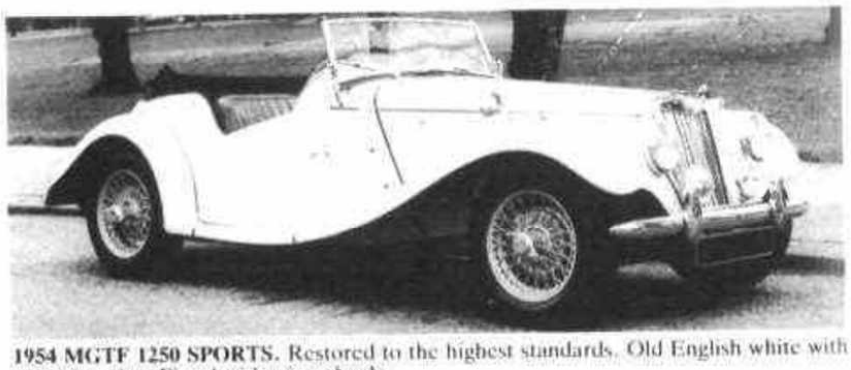
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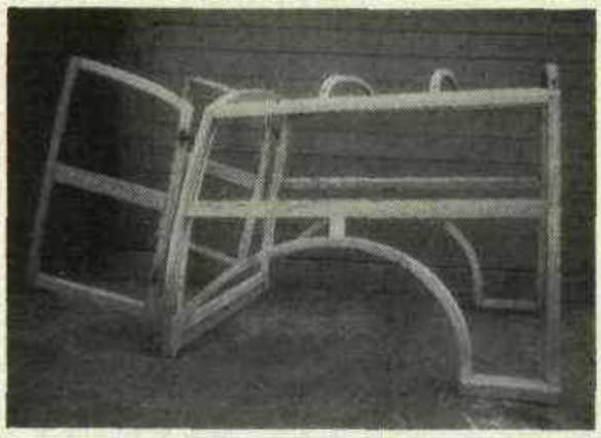
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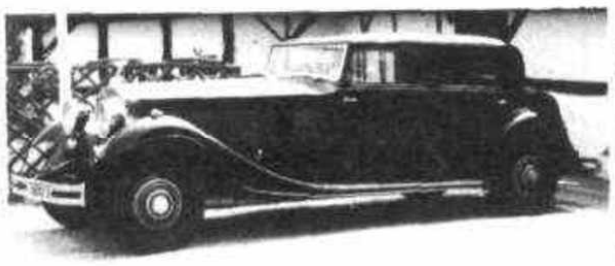
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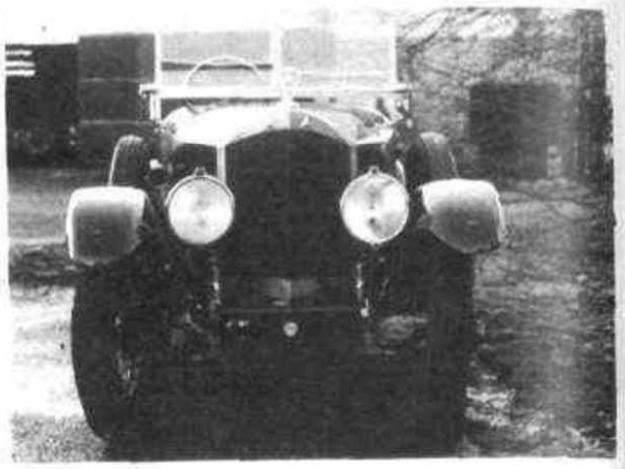
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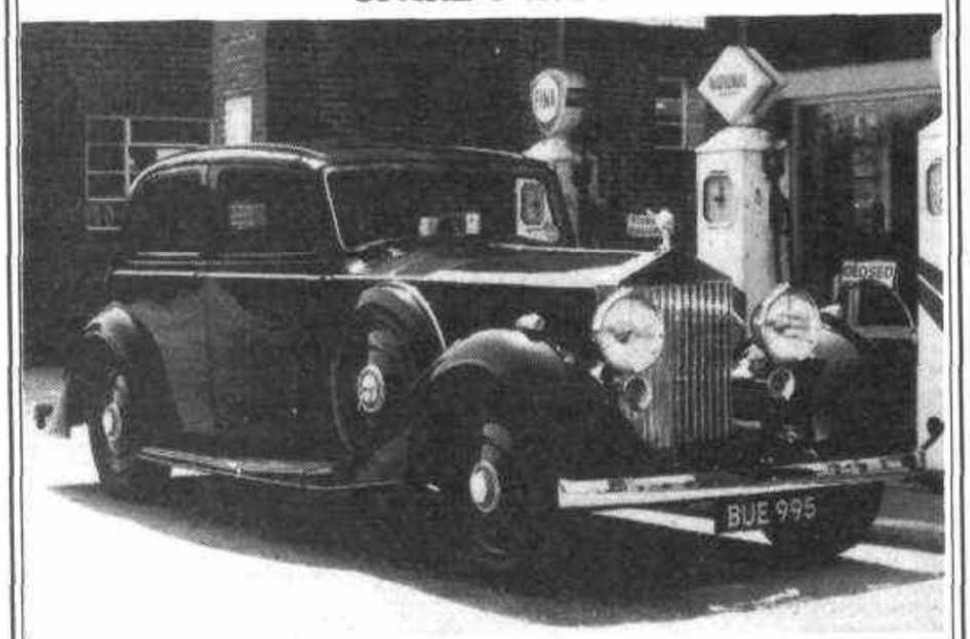
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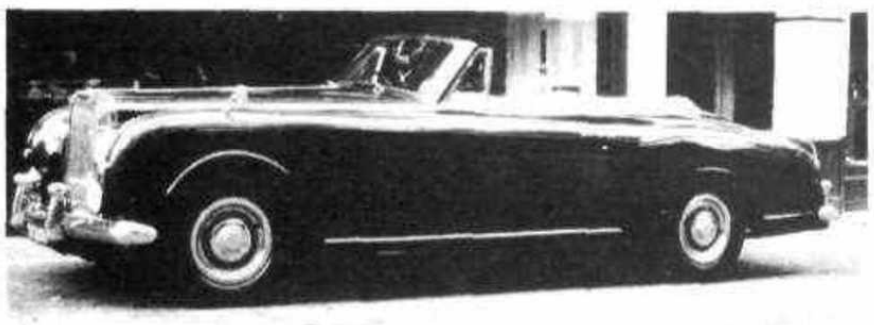
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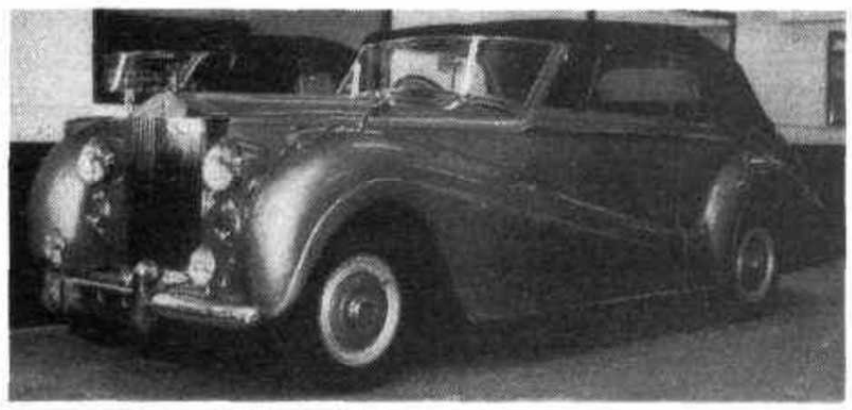
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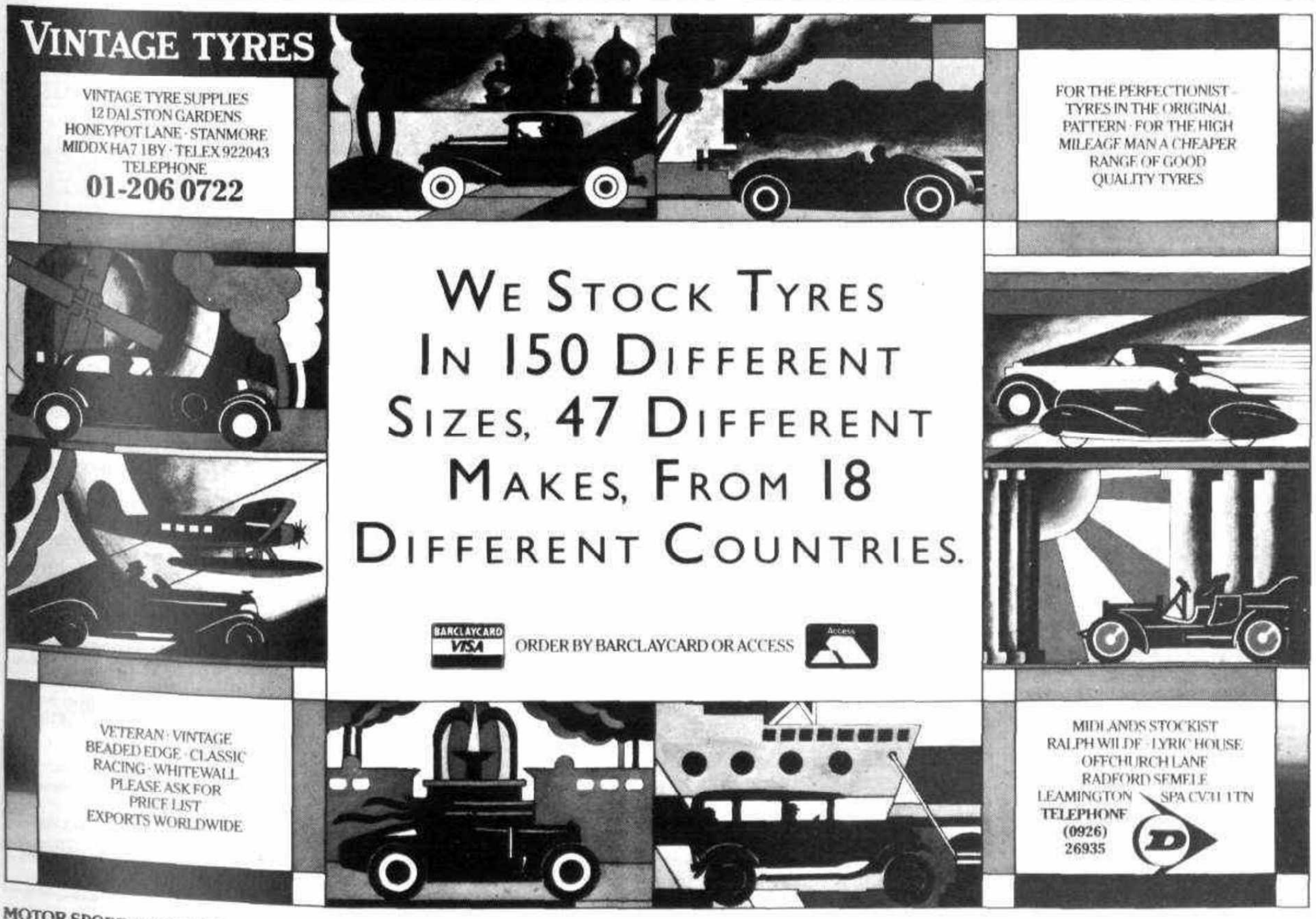


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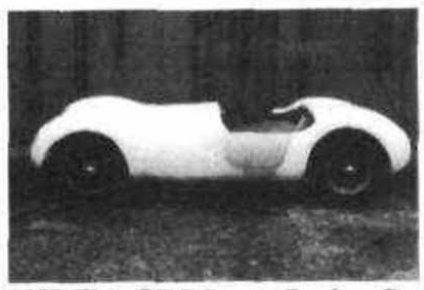
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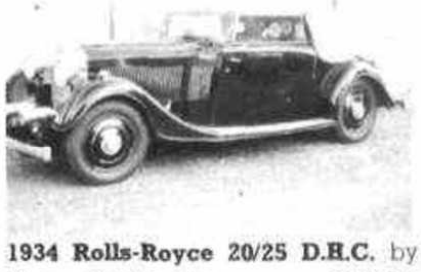
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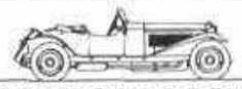
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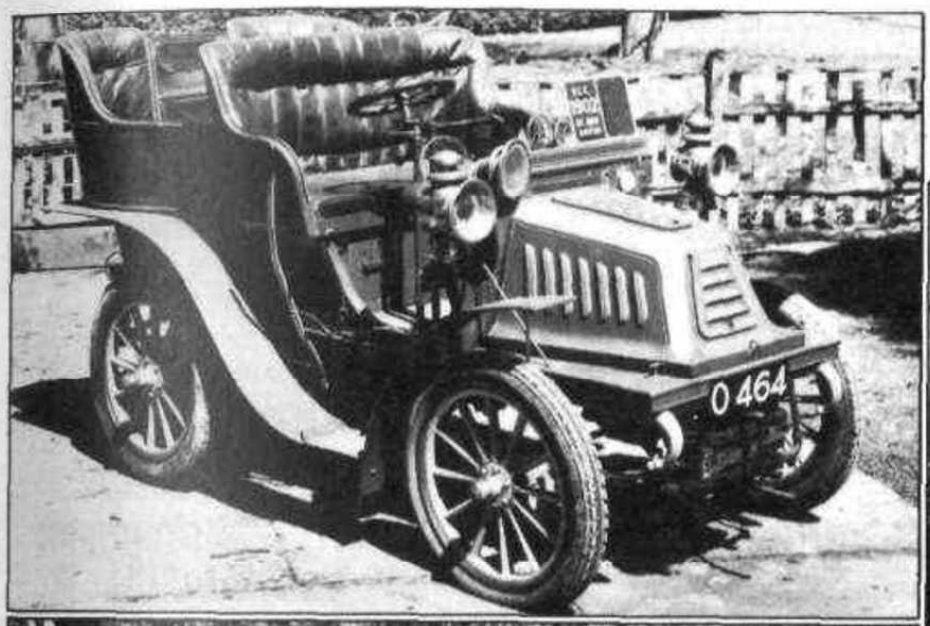
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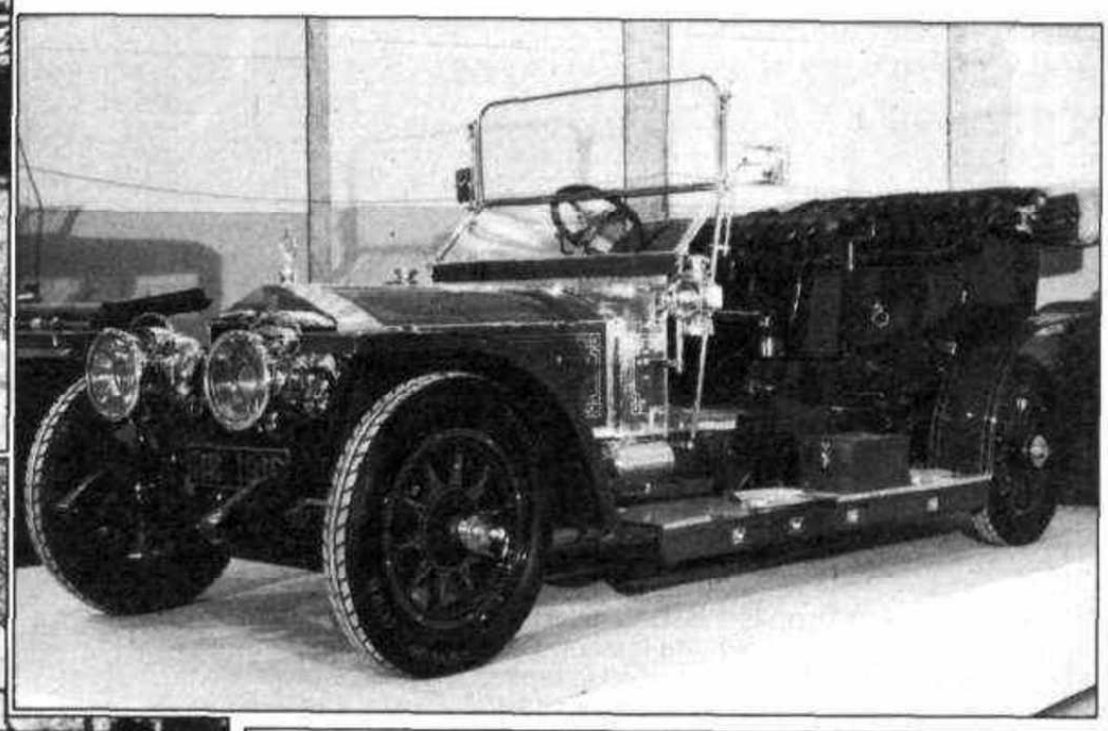
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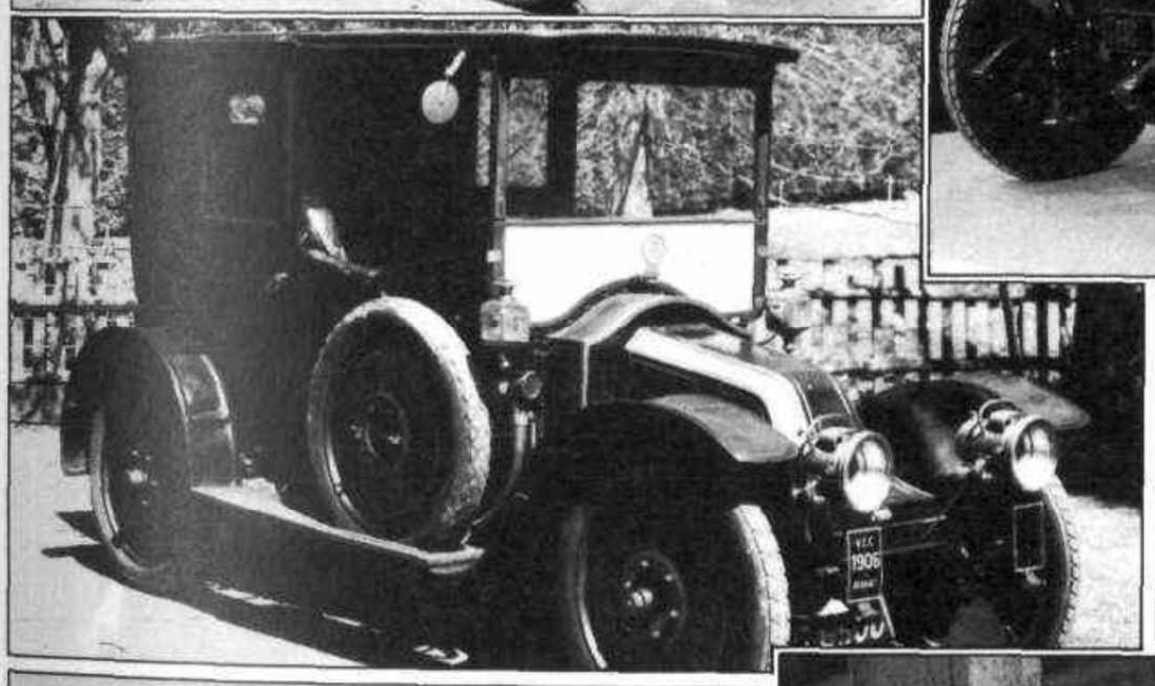
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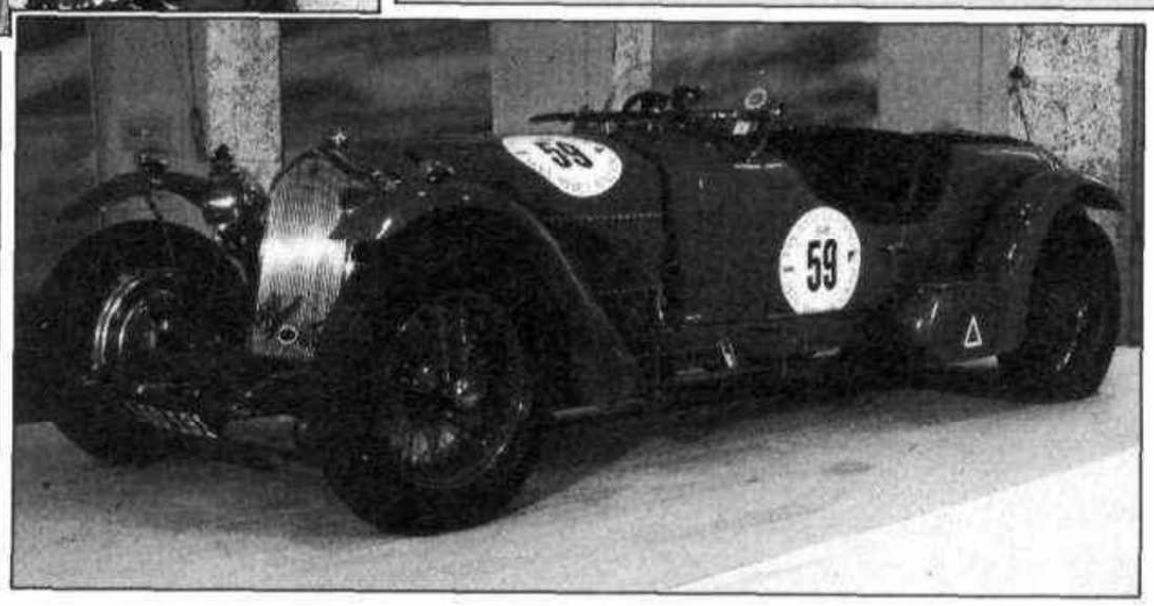
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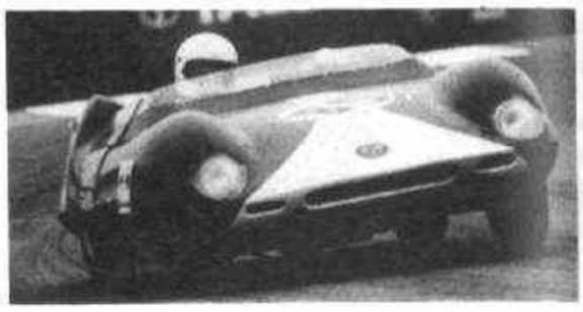
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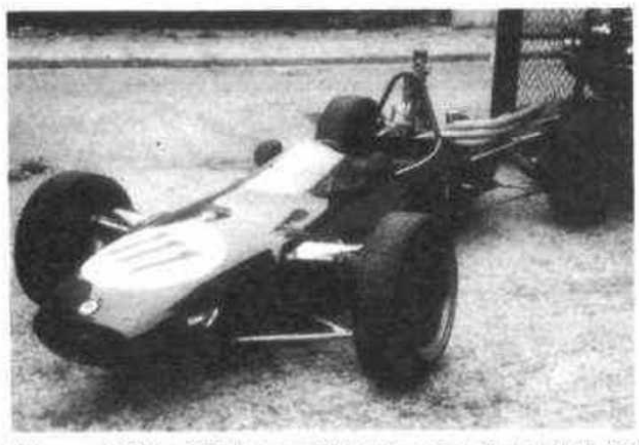
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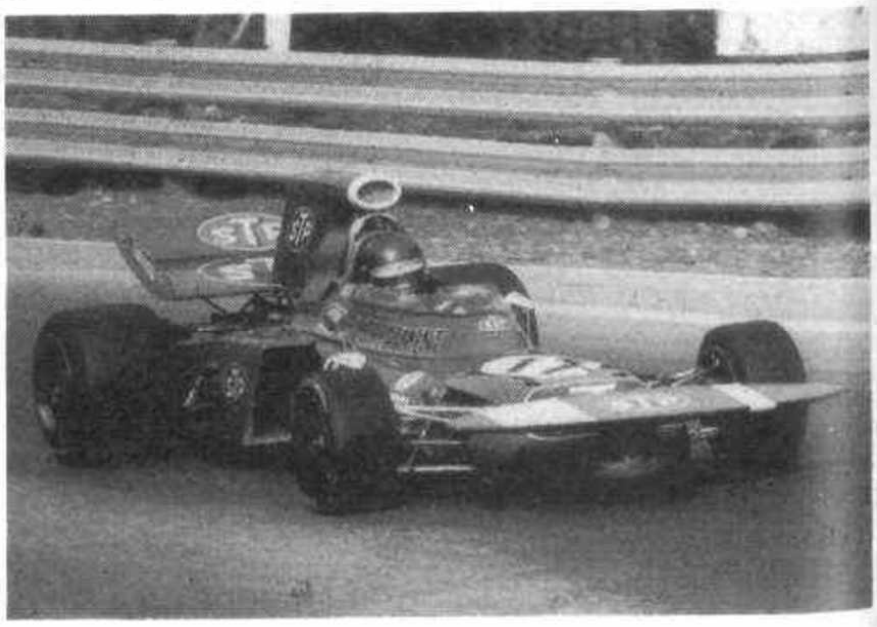
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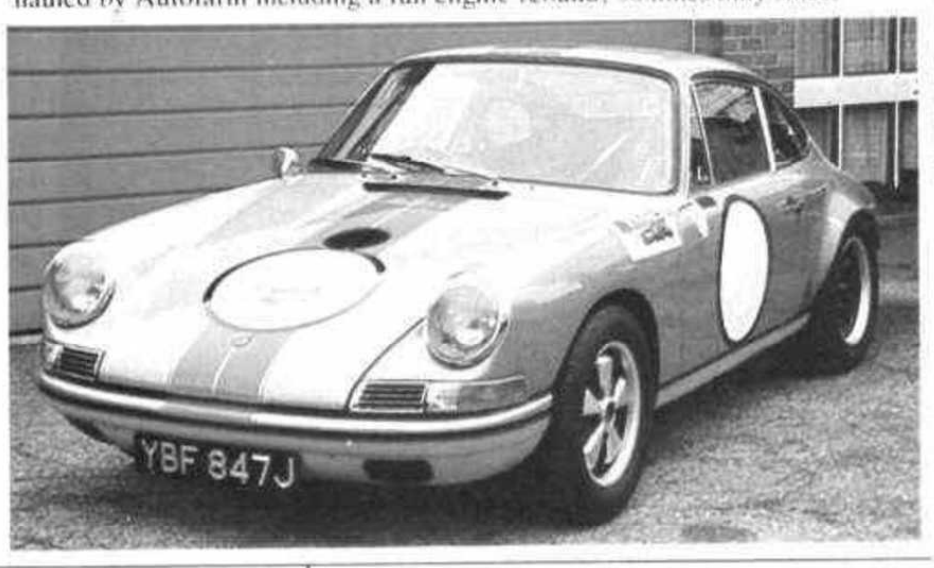


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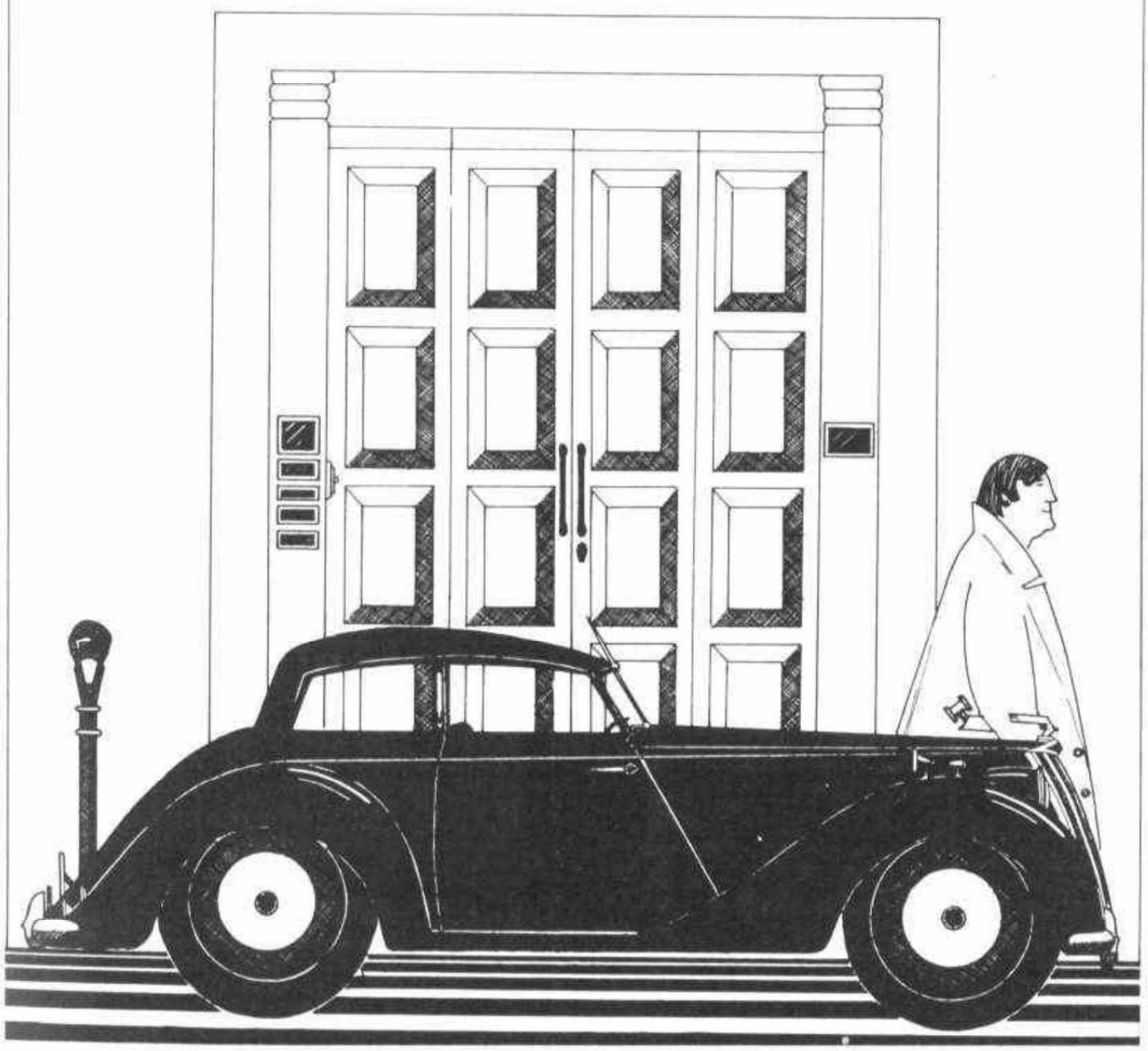
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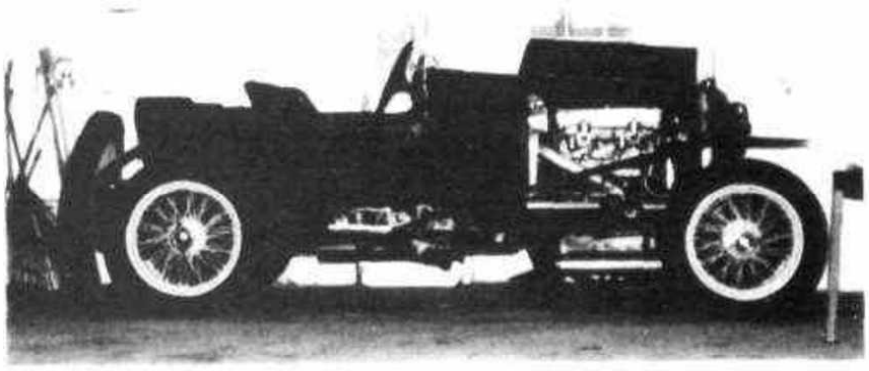
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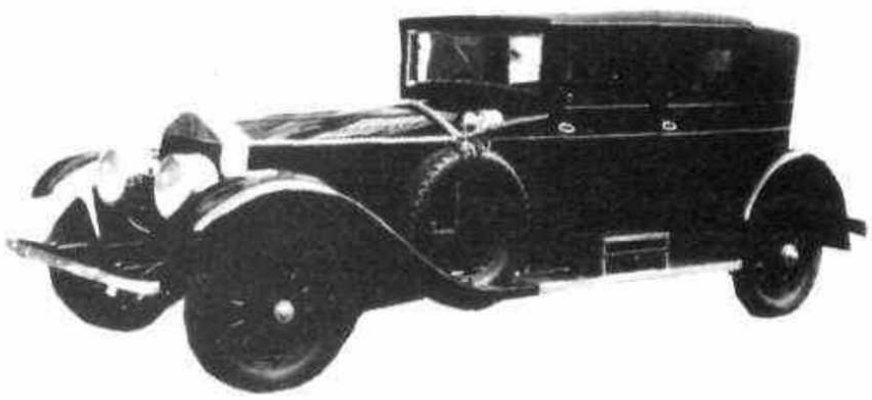
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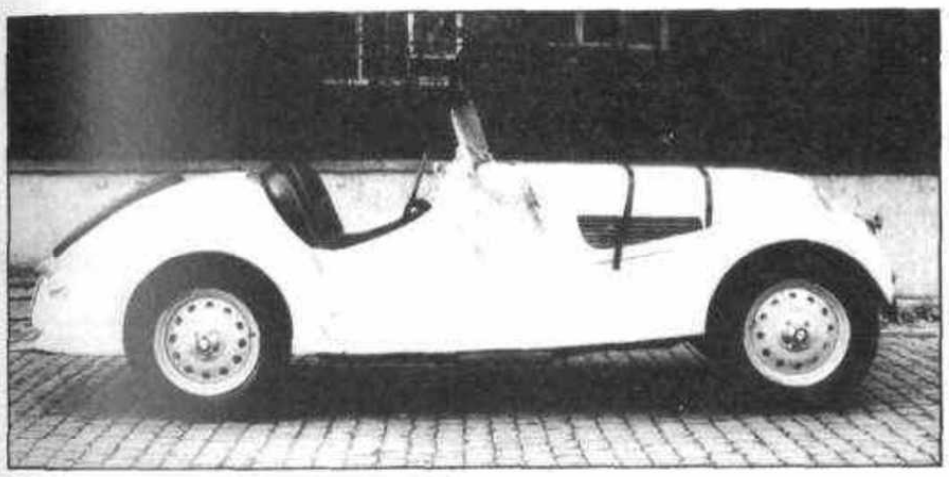
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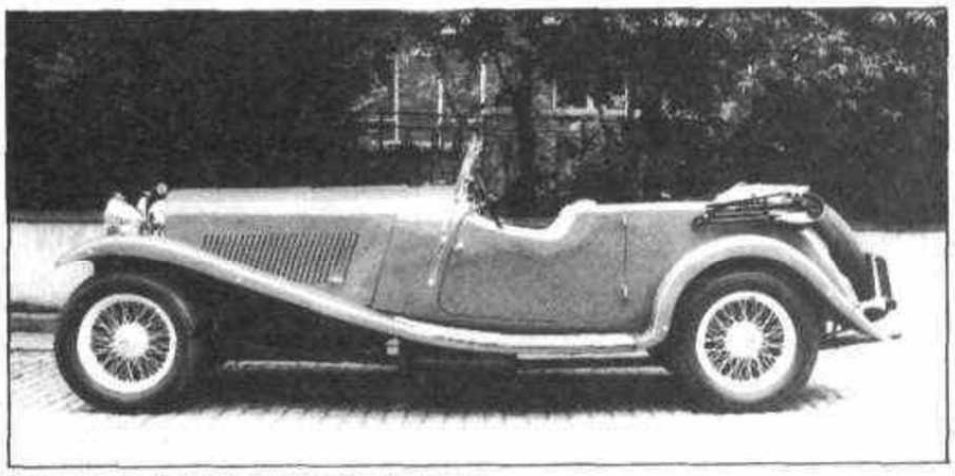
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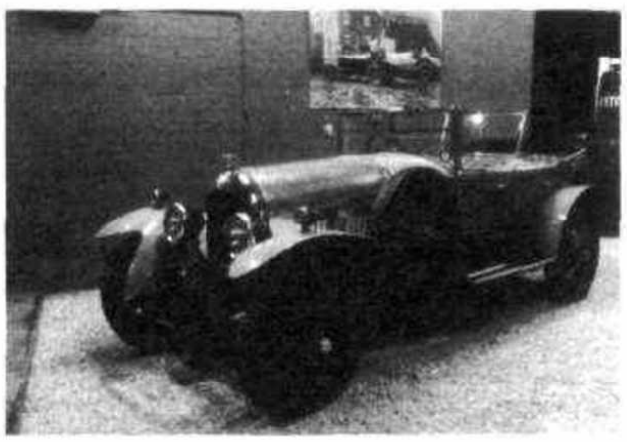
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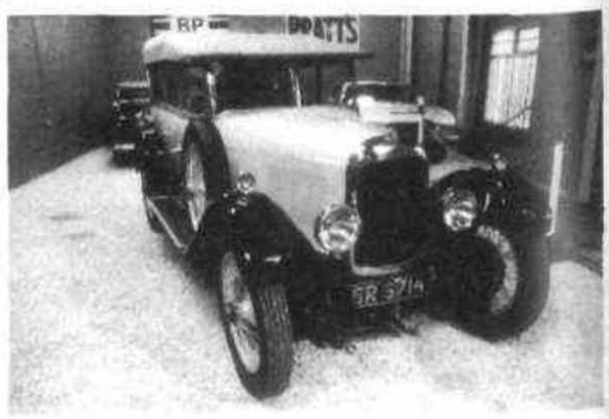
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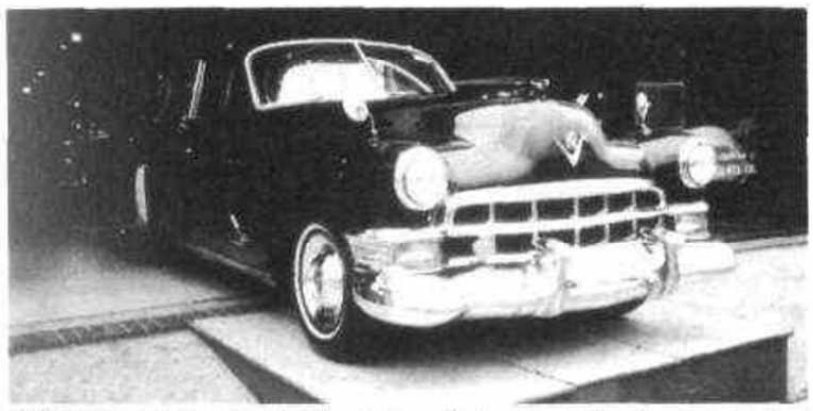


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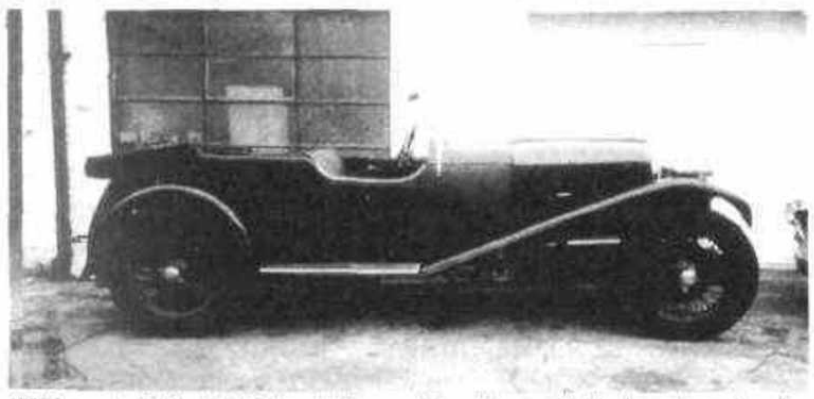
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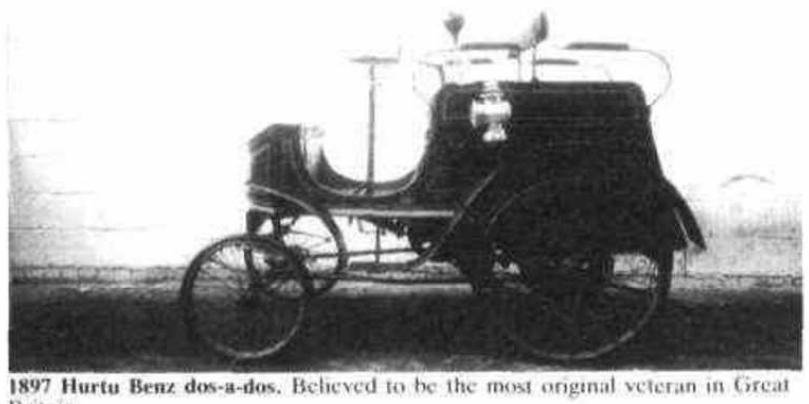
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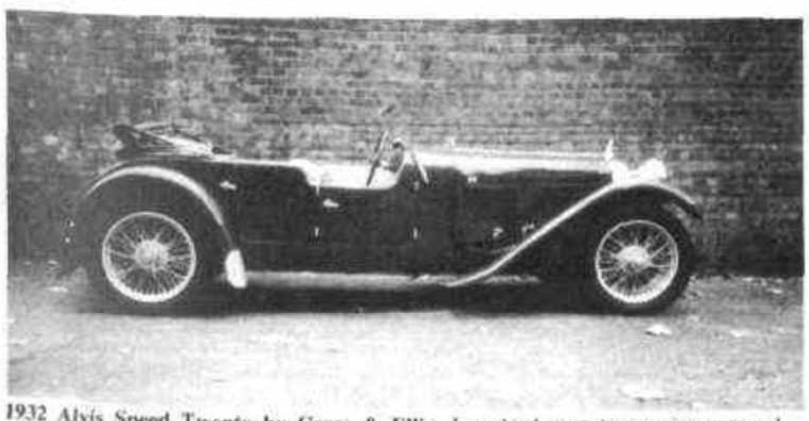
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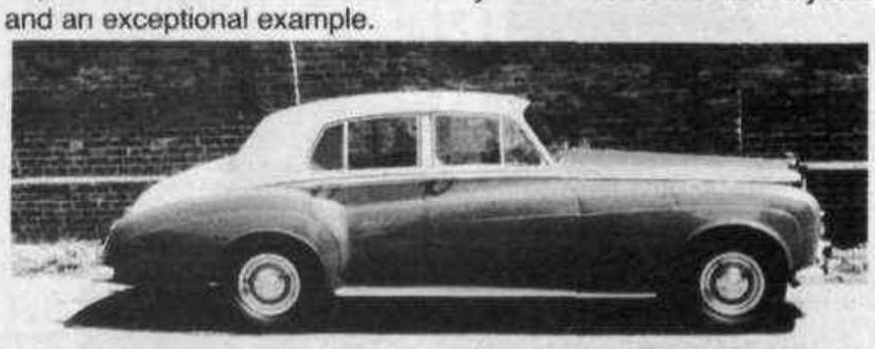
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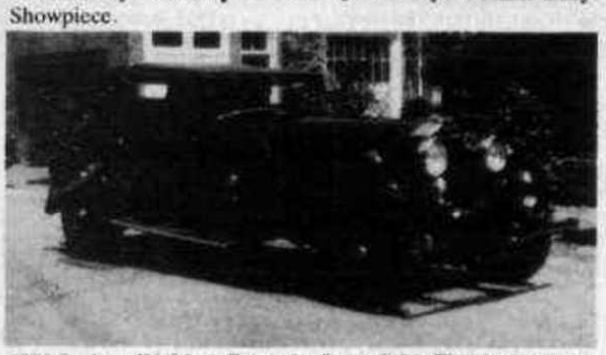


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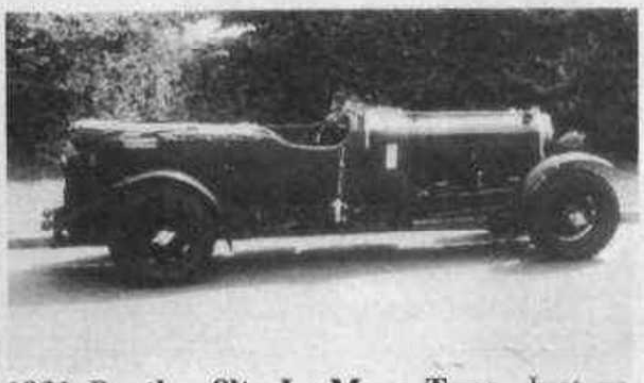
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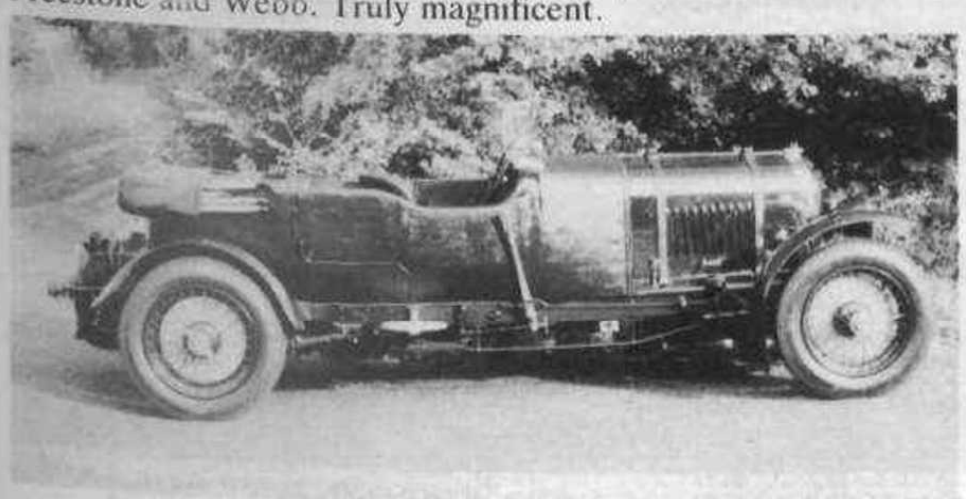
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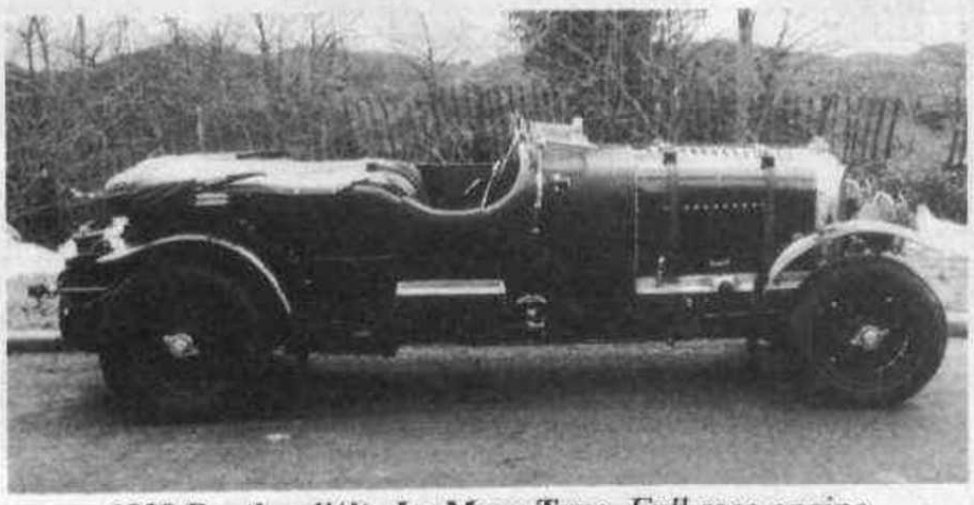
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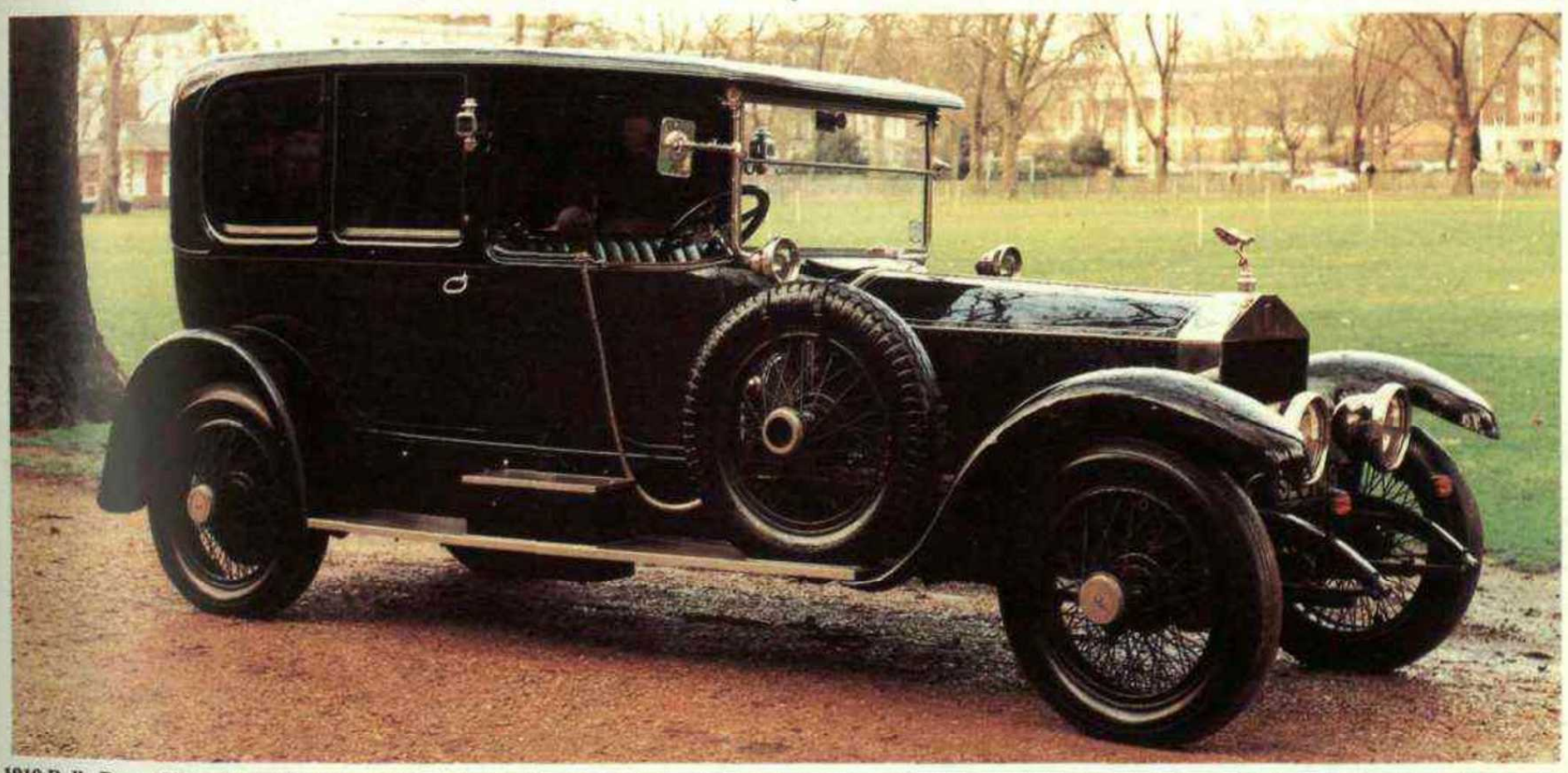
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