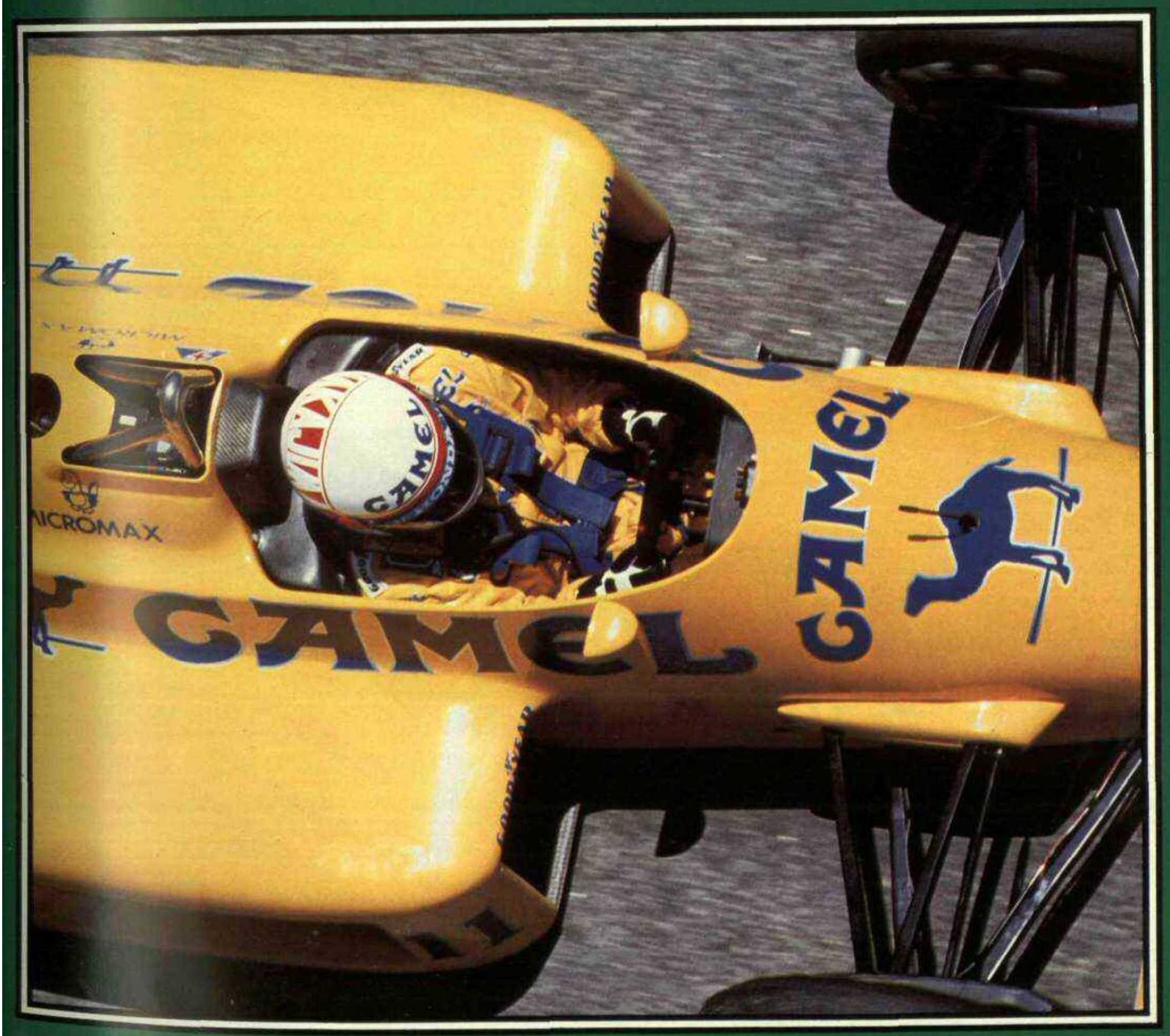
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MOTOR SPORT

The Authoritative Voice of The Sport



RIO REHEARSAL FOR F1 ACES

Silver Ghost Anniversary

Celica GT Test

John Watson Appraisal

Rothmans

KING SIZE

REAL KING SIZE FLAVOUR

THE BEST TOBACCO MONEY CAN BUY

MIDDLE TAR As defined by H.M. Government

Warning: SMOKING CAN CAUSE HEART DISEASE

Health Departments' Chief Medical Officers

MOTOR SPORT

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Vol. LXIII No. 4 **April 1987**

CONTENTS

298
MATTERS OF MOMENT
Formula One prospects under the new regulations; Brooklands milestones; and April fixtures.

299
AROUND AND ABOUT
The Royal Mail moves into WSC's second class; Formula One's shooting stars; and a former World Champion turning Japanese.

300
SWEDISH RALLY



Timo Salonen's Mazda surprises the rival European teams in another snowy skirmish, as the World Championship hots up.

308
FORMULA ONE SCENE
How do the top teams shape up as the new season approaches? New chassis, engines and drivers are shown off in Rio tests.

315
RALLY PREVIEW
GP looks forward to pursuing the big game on this month's Safari in Kenya.

319
TOYOTA CELICA 2.0GT
Front-wheel drive and sports cars are not necessarily mutually exclusive. The Japanese show GC why.

324
INDUSTRY INSIGHT
JW goes to market and looks at the future of sports car production.

327
SHOOTING BRAKES



Hauling freight need not be slow. Mercedes' 300TE and Audi's Avant quattro amply demonstrate the point.

331
PEUGEOT 309 GTi
Big brother receives the 205 treatment in the shape of a 1.9 power unit to top the range.

336
JOHN WATSON
As the veteran Ulsterman steps into Jaguar's WSC team, AH evaluates his varied career, and finds him happy and optimistic.

340
CRYSTAL PALACE
London's own motor racing circuit first opened its gates half a century ago. Our archive pictures tell the story.

344
ALFA ROMEO 75
Pretty or not, the latest offerings from the Fiat-acquired Italian stable pack a choice of powerful punches.

FRONT COVER
New helmet, new livery. The bright yellow colours of the new Camel Lotus partnership heralds the arrival of Japan's first full-time Grand Prix contestant. Here Satoru Nakajima tests his Lotus-Honda 99T at Rio, in preparation for the Brazilian Grand Prix on April 12. For Honda, the participation of a Japanese driver is of even more promotional importance than merely racing their engines in F1. Formula One Scene, page 308.

346
DIVA
The story of the British sportscars which are still collecting race wins twenty years on.

350
LETTER FROM DSJ
Thoughts of GT40s and Testarossas arouse our correspondent's enthusiasm.

354
GENEVA SHOW
If you have £275,000 to spend on a rather unusual Bentley, here is your chance. But is it art?

356
VETERAN TO CLASSIC
Which car had a class created for it in an important long distance race? And which cars made desmodromics into a winner?

360
ROLLS-ROYCE SILVER GHOST



A pictorial celebration to mark the eightieth birthday of one of the most revered of British motor-cars.

366
BOOK REVIEWS
Definitive works on the vintage Bentley, Ford GT40 and Porsche 959; and a video to bring saloon racing into your home!

370
LETTERS
Matters of Moment responses; an affordable gem; and just who was the first laid-back racing driver?

MATTERS OF MOMENT



Will the Gods side with Mansell in 1987?

Formula 1 Prospects

Following the excitement of 1986, prospects for this year's Formula One season are bright. Will Nigel Mansell net the Championship he was so cruelly robbed of last year, or will the skilful and wily Alain Prost achieve the hat-trick?

There are new restrictions for 1987. Normally-aspirated engines of up to 3½ litres are permitted and turbocharged cars are limited to a maximum boost of 58.8 psi, as well as the existing fuel consumption restrictions.

An ideal F1, in which there are no limits and everything (big engines, gas-turbines or whatever) is permitted, never has applied. Along the years, race officials have almost always imposed limits on weight (both minimum and maximum), on fuel consumption (which has tended to spoil recent F1 races), on piston-area or engine size, sometimes in combination.

They have done so on the pretence of advancing technical development, but actually in fear of ever-increasing speeds. When the Rover-BRM gas-turbine car appeared in 1963, it was not eligible for F1, and even at Le Mans it had at first to run on its own, before being accepted in 1965, and finishing 10th.

But there is no need to let this trouble you. Mechanical restrictions cannot spoil the pending season of Grand Prix racing, which should be as intense and interesting as it was in 1986. There is the added appeal of a separate championship for non-blown 3500cc cars, though there could be difficulties over FISA's control of turbo-boost, which will have to be seen to be absolutely equal for all such engines.

Traffic Speed-Up

A while back, MOTOR SPORT suggested that drivers frustrated by the abnormal traffic hold-ups on London's Westway and Western Avenue, leading to the M40, should drop the Prime Minister a letter saying "Never mind the Channel Tunnel, what about Western Avenue?"

So we are glad to learn that the DoT is to provide an underpass at Swakeleys Road junction in Hillingdon to ease traffic-flow along Western Avenue. Work is to start in 1988, for opening in 1990 at a cost of some £9,000,000. But will this be effective, if similar work is not undertaken at the crossroads beyond the Acton flyover.

On the matter of speed and safety, the celebrated economist, Dr Michael Walker, Director of the Fraser Institute in Victoria, British Columbia, says in a *Monday Magazine* article that he hopes speed-limits will be adjusted *upward*, since evidence suggests this will have no effect on road fatalities.

The US Senate, too, recently approved a bill to raise some limits from 55 to 65 mph, although this must still negotiate the House of Representatives.

APRIL FIXTURES

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

Date	*Organiser*	*Venue*	*Event*	*Type*
Mar 28	Jaguar Drivers Club	Silverstone, Towcester, Northants	Race Meeting	R
Mar 29	BRSCC	Mallory Park, Kirkby Mallory, Leics	Race Meeting	R
Mar 29	BARC	Lydden Hill, Dover, Kent	Race Meeting	R
Mar 29	BRSCC	Brands Hatch, Fawkham, Kent	Race Meeting	N
Mar 29	**Real Automovil Club de Cataluna**	**Jerez, Spain**	**Jerez 1000km (WSC)**	INT
Mar 29	BARC	Thruxton, Andover, Hants	Race Meeting	N
Mar 29	BRSCC	Snetterton, Norwich, Norfolk	Race Meeting	R
Apr 4	Aberdeen and District MC	Aberdeen	Granite City Rally	N
Apr 5	**BRDC**	**Donington Park, Derby**	**Donington 500 (ETC)**	INT
Apr 5	BARC	Brands Hatch, Fawkham, Kent	British Formula 3 Championship	N
Apr 5	BARC	Mallory Park, Leicester	Race Meeting	N
Apr 5	Aston Martin OC	Wiscombe Park, Honiton, Devon	Hill Climb Meeting	N
Apr 5	750 MC	Snetterton, Norwich, Norfolk	Race Meeting	R
Apr 11-12	**BRDC**	**Silverstone, Towcester, Northants**	**Intercontinental F3000 and British F3**	INT
Apr 11-12	Bugatti OC	Prescott Hill Climb, Cheltenham	Hill Climb Meeting	N
Apr 12	**CBA**	**Rio de Janeiro, Brazil**	**Brazilian Grand Prix**	INT
Apr 12	**Milano AC**	**Monza, Italy**	**Monza 1000km (WSC)**	INT
Apr 12	MGCC	Donington Park, Castle Donington, Derby	Race Meeting	R
Apr 12	Astra MC	Lydden Hill, Dover, Kent	Race Meeting	R
Apr 16-17	**BARC**	**Oulton Park, Tarporley, Cheshire**	**Race Meeting**	INT
Apr 16-20	**Safari Rally Limited**	**Nairobi, Kenya**	**Safari Rally (WRC)**	INT
Apr 17	SRC	Snetterton, Norwich	Race Meeting	R
Apr 17-18	MCC	Basingstoke, Bristol, Oxford	66th Lands End Trial	C
Apr 17-21	**Ulster Automobile Club**	**Belfast**	**Circuit of Ireland Rally (ERC)**	INT
Apr 19	BRSCC	Mallory Park, Leicester	Race Meeting	R
Apr 19	**Real Automovil Club de España**	**Jarama, Spain**	**European Touring Car Championship**	INT
Apr 19-20	**BRSCC**	**Brands Hatch, Fawkham, Kent**	**Thundersports**	INT
Apr 19-20	BARC	Thruxton, Andover, Hants	British Formula 3 Championship	N
Apr 20	**Vallelunga ACI Sport**	**Vallelunga, Italy**	**World Sports Car Championship**	INT
Apr 20	BRDC	Silverstone, Towcester, Northants	Race Meeting	N
Apr 20	BRSCC	Castle Combe, Chippenham, Wilts	Race Meeting	R
Apr 20	HDLCC	Loton Park, Alberbury, Shrewsbury	Midland Hill Climb Championship	N
Apr 25	JDC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Apr 25	BRSCC	Donington Park, Castle Donington, Derby	Race Meeting	L
Apr 25	**AIM Srl**	**Mugello, Italy**	**Intercontinental F3000 Championship**	INT
Apr 26	**ACD**	**Estoril, Portugal**	**WTCC and ETC**	INT
Apr 26	BARC	Snetterton, Norwich	Race Meeting	N
Apr 26	VSCC	Silverstone, Towcester, Northants	Vintage Car Races	C
Apr 26	SMRC	Ingliston, Edinburgh	Race Meeting	R
Apr 26	Midland AC	Curborough, Lichfield, Staffs	Sprint Championship	N
May 1-3	**South Wales AC**	**Cardiff, South Glamorgan**	**Welsh International Rally**	INT
May 3	**Aston Martin OC**	**Brands Hatch, Fawkham, Kent**	**Race Meeting**	INT
May 3	750 MC	Mallory Park, Kirkby Mallory, Leicester	Race Meeting	B
May 3	**FAMS**	**Imola, Italy**	**San Marino Grand Prix**	INT
May 3	VSCC	Curborough Sprint, Lichfield	Sprint Championship	C
May 3-4	**BARC**	**Thruxton, Andover, Hants**	**Race Meeting**	INT
May 4	BRDC	Silverstone, Towcester, Northants	Race Meeting	R

Swiftair sponsors Ecurie Ecosse



A red-letter day for a famous Scottish team. The Swiftair Ecurie Ecosse pictured at its launch.

Swiftair, the Royal Mail's express letter delivery service to all parts of the world, is to sponsor the Ecurie Ecosse team's challenge in the C2 division of the World Sportscar Championship this season.

Thirty years after the Scottish team's great 1-2 victory at Le Mans with its Jaguar D-types, Ecurie Ecosse will be fielding its own car powered by a Cosworth DFL V8 engine.

Driving will be shared by Britons Ray Mallock, Nick Adams and David Leslie, and Belgium's Marc Duez.

Club News

A British-based commemorative event for single-seaters is being organised by the **Jersey Motor Cycle & Light Car Club** for August 12, 13, and 14. Intended to evoke the days of Bira, Mays, and de Graffenried, the meeting, which includes a sprint and a demonstration run over part of the original course, is open to single-seaters of the 1947-52 period. Fuller details from Mrs Ellaine Le Cornu, Midway, Croix de Bois, Five Oaks, Jersey.

The **Bristol Owners Club** AGM is scheduled for Sunday April 12 at the Alverston Manor Hotel in Stratford.

A luxury steam train carriage on the Severn Valley Railway near Kidderminster is the unusual venue for the **BMW Car Club**'s annual dinner on Saturday, April 25.

A rebirth seems set for 500cc racing this year. The latest issue of the newsletter of the 500 Owners Association lists no less than 30 modern half-litre racers built or apart from the historic F3 cars which race regularly. 500s have tended to appear in sprints and hill-climbs, but the Association is keen to see half-litre classes on the circuits as a challenge to the recently-announced Formula First to encourage newcomers into racing. Information on the Club's activities from Barry Brant, 104 Lowbrook Lane, Tidbury Green, Solihull, West Midlands.

The **Nelson Piquet Fan Club** has been resurrected under new management and at a new address: 56 Levensgarth Avenue, Fulwood, Preston PR2 4YY.

Jones goes East with Toyota

After a disappointing season in F1 with the Team Haas Lola-Fords, 1980 World Champion Alan Jones has again retired from the Grand Prix arena. However, the Australian has concluded a deal to race Toyota saloons in selected races during 1987.

No details have yet been finalised, but the team's programme will cover the All Japan Endurance Championship, the All Japan Touring Car Championship and Le Mans.

Mechanics' Clay Pigeon Shoot Goes with a Bang!

The recently established Mechanics Grand Prix Trust benefited to the tune of around £115,000 as a result of the two-day clay pigeon shoot organised by Jackie Stewart at the Gleneagles Hotel in Perthshire in February.

Over 100 personalities from the world of motor racing participated in the shoot, including F1 drivers Martin Brundle, Thierry Boutsen and Jonathan Palmer, and team managers including Ken Tyrrell. The drivers' team captain was 1961 US Grand Prix winner Innes Ireland!



Jackie Stewart, a big gun at Gleneagles.

F1 Arrows and WSC Jaguar Sign Eddie Cheever

Although he has signed to partner Derek Warwick in the Arrows-BMW Formula One line-up, American Eddie Cheever will also drive as many races for the Silk Cut Jaguar sportscar team as his Grand Prix schedule permits.

Cheever had a full season with the Tom Walkinshaw Racing Jaguar last year, after failing to land a regular F1 drive.

At a recent Silverstone test session he raised the team's hopes for the season with a 1min 11.6sec fastest lap.



Timo Salonen scored Mazda's first World Championship Rally victory in the Swedish snow.

Mazda Conquers Snowy Sweden



The Lancia Delta's controversial big air holes were masked by tape in Sweden. This is Kankkunnen.

To anyone who has never experienced a Scandinavian winter, the idea of a Swedish Rally on dirt roads in February is unthinkable. Yet it has been just like that on many occasions, when a fairly shallow covering of snow and ice has been worn away by the passage of cars during practice, leaving ruts which have bitten through the ice, deep into the dirt beneath.

On the face of it, one might expect such conditions to be welcomed, as frozen gravel on a firm rock bed would tend to provide better grip than solid ice or polished snow, and certainly better than fresh snow.

But the philosophy of rallying isn't like that nowadays. On a stage which is covered by packed snow except for two ruts penetrating to the dirt beneath, the increased grip in those "tramlines" is an embarrassment rather than an advantage. Tyre technology has become so sophisticated, and the combinations of tread, compound, structure, size and stud pattern so numerous, that what everyone wants is consistency; uniformity of conditions right through the stage, so that there is no doubt which tyre to choose.

There is usually a comprehensive selection of tyres available, covering a variety of road conditions, but no-one likes mixed-surface stages which demand a compromise choice, and all the pondering and head-scratching which go with it.

Tyres chosen for their grip in those ruts may be disastrous when the car hops to one side and starts running on sheet ice. On the other hand, honest-to-goodness ice tyres may be less than effective in the ruts. Even more important is the effect those ruts can have on tyre studs.

There are limits nowadays on the dimension, weight and shape of tyre studs, and the number which can be inserted in a given length of tread circumference. Such rationing makes each one precious, and tyre studding is carried out very carefully indeed, so there is the least possible chance of studs becoming dislodged under the severe stress of fast driving and being forced to one side so that a retaining flange is presented to the road surface rather than the harder tip.

Studs are intended to provide additional grip on packed snow or ice. They are of little use on surfaces worn down to expose abrasive gravel, which can cause studs to lose their retention and be lost completely. Exposed dirt and gravel near the start of an otherwise snowy stage is the worst possible combination, for unless drivers take care not to put their studs at risk on the dirt, they will have seriously diminished grip on the snow ahead of them.

The Swedish Rally has sometimes had so little snow that, after its stages have been well worn by two weeks of practice, it has been almost like a dirt road rally from start to finish. This year, happily, it wasn't like that at all. In fact, there was almost too much snow at times.

To save on administration and minimise road closures, the organisers have, in recent years, used stages twice, which has not helped

Swedish Rally



The bright and sunny second day brought out many more spectators than the first. Per Ekiund's private Audi Coupé finished seventh.

to preserve road surfaces. This year the two legs were quite different, and there was a marked improvement, aided by the abundant snowfall which kept the danger of gravel exposure to a minimum.

Heavy snowfalls came early in the winter, and although there is no shortage of snow-ploughs, this early arrival did cause a problem which led to the cancellation of a special stage. It had been planned to run this on the frozen surface of a lake, a common practice in both Sweden and Finland, but, although the air temperature dropped sufficiently, the deep snow insulated the ice so well that it never reached the required thickness. No wonder igloos are such cosy dwellings!

The prospect of a real snow rally, with more or less similar conditions for all the leading runners, was a very pleasant one. There were none of the unpleasantries of Monte Carlo, and everyone expected a straight fight on equal terms.

Alas, Mother Nature can be as fickle in the Arctic as she is in the Tropics, and when Karlstad stirred its slumbers on that Friday morning it was to the result of all-night snowfall. Indeed, it was still snowing, and although it was not heavy enough to warrant taking ploughs through the stages, there was enough fresh snow on the surfaces to give the early runners a major disadvantage.

At high speed, tyres (whether studded or not) provide far less traction and steering effectiveness on fresh snow than they do on packed surfaces, and it wasn't until about half-a-dozen cars had gone through that enough of the new snow had been swept away to expose the harder stuff beneath.

This was a bitter disappointment for Juha Kankkunen, who was running at number one in his Lancia Delta. He had to act as the plough for the others, and it wasn't much better for Stig Blomqvist at number two in his four-wheel-drive Ford Sierra, nor for Timo Salonen in his Mazda 323 at number three.

Markku Alén had things a little better in his Delta at number four, as would Kalle Grundel at five had not his Sierra coasted to a stop in the middle of the very first stage, an elbow weld on its main gear selector shaft having snapped halfway through a gear change, leaving the unhappy driver with a permanent neutral. By the time mechanics got to him on foot and replaced the shaft, there was no point going on.

In the second leg of the rally the same thing happened to Blomqvist, but he was fortunate to have got into a gear before the shaft broke and was able to drive out of the stage to have it replaced.

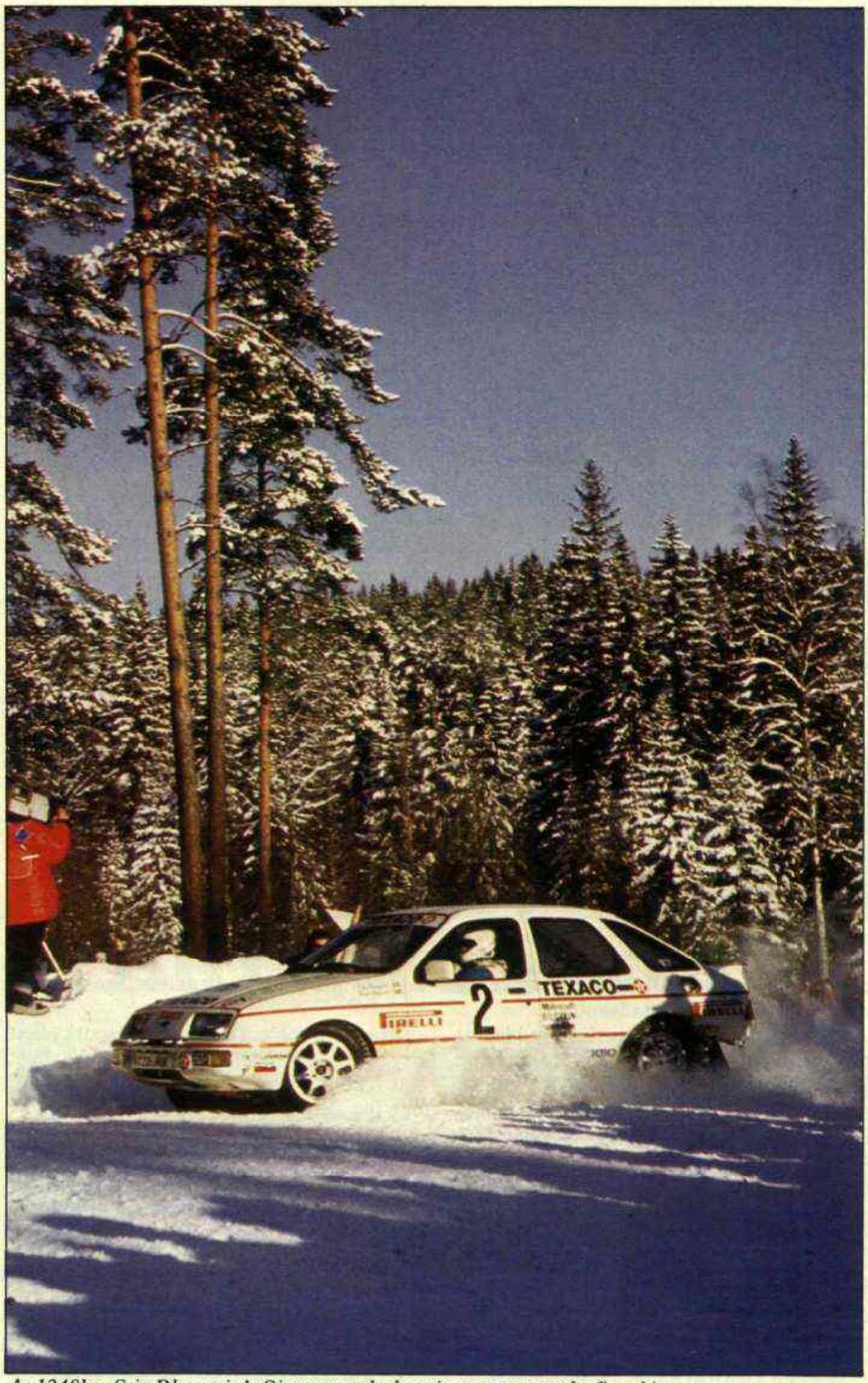
Another problem on that grey, murky first day, with light snow falling most of the time, was visibility. Not only were the roads white, but the fields, verges and ditches too, the whole landscape merging with the sky. Pace notes became as vital as they are in fog, for there was no definition to the road, save the approximate guide of the tree line.

Whilst those in front were floundering through fresh snow, behind them much better times were being set, one of the surprising performances being put up by Mikael Sundström in his Mazda. Running at number twelve, he actually led for some time, but came to a stop when he hit a snowbank sideways and rolled over it into the trees. The occupants were unhurt, but were unable to get the car going again in time.

Markku Alén was not at all happy with his misfiring car and had just about every removable component changed at some time or another. But team-mate Mikael Ericsson was perfectly happy, taking full advantage of his start number, and at the end of the first leg was leading Ingvar Carlsson's Mazda by 14 seconds.

The other Eriksson, Kenneth, came close

Swedish Rally



At 1248kg, Stig Blomqvist's Sierra was the heaviest car among the first thirty.

to stopping very early in the event when a broken fan belt gave rise to overheating and loss of water due to a damaged cylinder head gasket. However, equal measures of good luck and an effective sealant seemed to do the trick.

With confidence restored, Eriksson, the 1986 Group A World Champion, even put up no less than five fastest stage times — with only two driven wheels at that.

The leaders on the road were still at a tremendous disadvantage up front. The road timing system (a control at the start of every special stage) made it impossible for any reshuffling to take place, as was the case some years ago when the same situation (even on the RAC Rally) would have cars hiding up every side turning waiting until the last possible moment so that others would go in front.

The second day might have been a totally different rally. Gone were the clouds and the snow, and in bright, often sunny weather the roads offered the same conditions to all. Now a different picture was presented, for no longer did later runners have the advantage, and Timo Salonen wasted no time displaying his talent.

As the Lancias of Kankkunen and Ericsson needed water and gearbox oil respectively, that of Alén eventually suffered turbocharger failure and he just managed to scrape home in fifth place.

Salonen eventually moved up to take the lead, and it was quite a celebration in the Mazda camp when the make took its first World Championship victory. Those long months pursuing Group A development when other teams were still using Group B cars had obviously paid off.

However, when it was all over an ominous FISA announcement declared that the results could only be provisional until certain technical matters had been cleared up. It transpired that this referred to two turbocharger options available for the Mazda, a fact not made clear on the homologation forms, but when this was cleared up some days later, the results were confirmed.

Throughout the rally a small FISA technical delegation led by Gabriel Cadringher had made spot checks on cars, even to the extent of weighing them and checking the densities of fuel used. No irregularities were found.

Hopefully, the year will continue in this fashion, with no squabbles and no tricks. GP

RESULTS
Swedish Rally, February 13-15

1st:	Timo Salonen (SF) / Seppo Harjanne (SF)	Mazda 323 Turbo 4wd, Gp A	4h 11m 00s
2nd:	Mikael Ericsson (S) / Claes Billstam (S)	Lancia Delta HF 4wd, Gp A	4h 11m 23s
3rd:	Juha Kankkunen (SF) / Juha Piironen (SF)	Lancia Delta HF 4wd, Gp A	4h 12m 46s
4th:	Ingvar Carlsson (S) / Per Carlsson (S)	Mazda 323 Turbo 4wd, Gp A	4h 13m 01s
5th:	Markku Alén (SF) / Ilkka Kivimäki (SF)	Lancia Delta HF 4wd, Gp A	4h 14m 26s
6th:	Stig Blomqvist (S) / Bruno Berglund (S)	Ford Sierra XR4 4wd, Gp A	4h 14m 30s
7th:	Per Eklund (S) / David Whittock (GB)	Audi Coupé Quattro 4wd, Gp A	4h 14m 48s
8th:	Kenneth Eriksson (S) / Peter Diekmann (D)	Volkswagen Golf GTI, Gp A	4h 15m 25s
9th:	Bror Danielsson (S) / Anders Eklund (S)	Audi Coupé Quattro 4wd, Gp A	4h 17m 47s
10th:	Erik Johansson (S) / Jan Östensson (S)	Audi Coupé Quattro 4wd, Gp A	4h 18m 08s

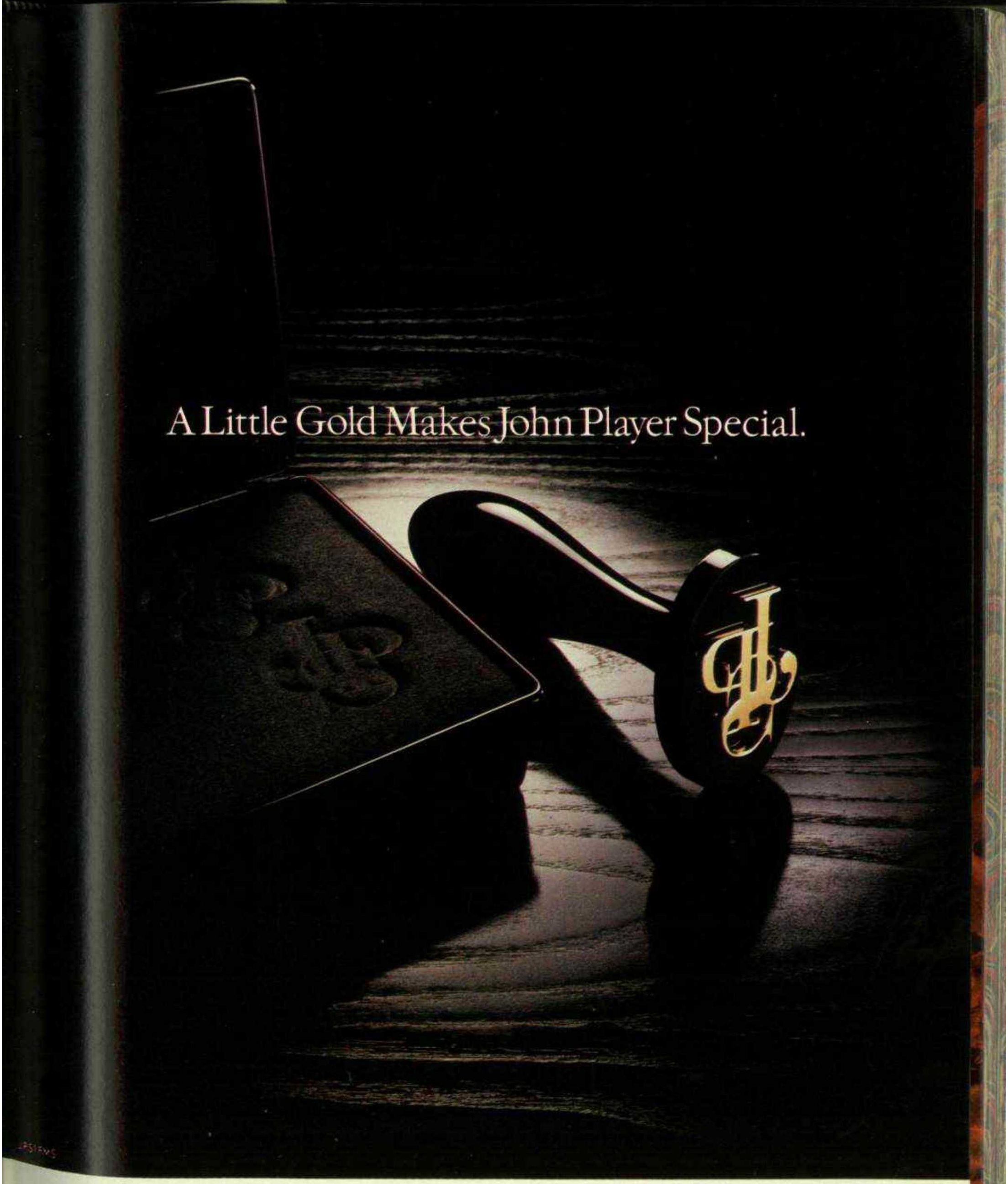
1987 WORLD CHAMPIONSHIP

Drivers (after 2 rounds)

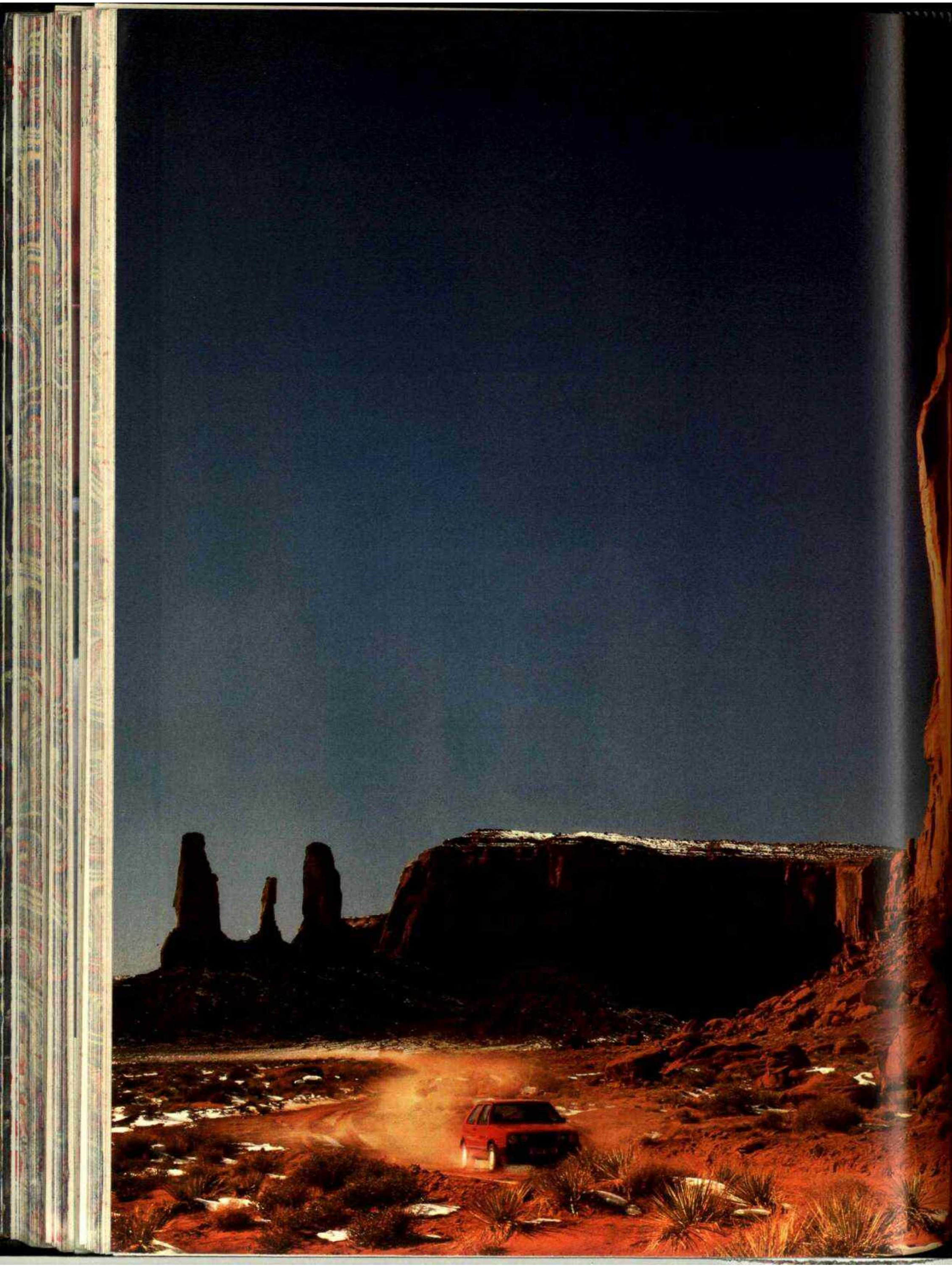
Juha Kankkunen (SF)	27
Massimo Biasion (I)	20
Timo Salonen (SF)	20
Ingvar Carlsson (S)	18
Stig Blomqvist (S)	16
Mikael Ericsson (S)	15
Walter Röhrl (D)	12

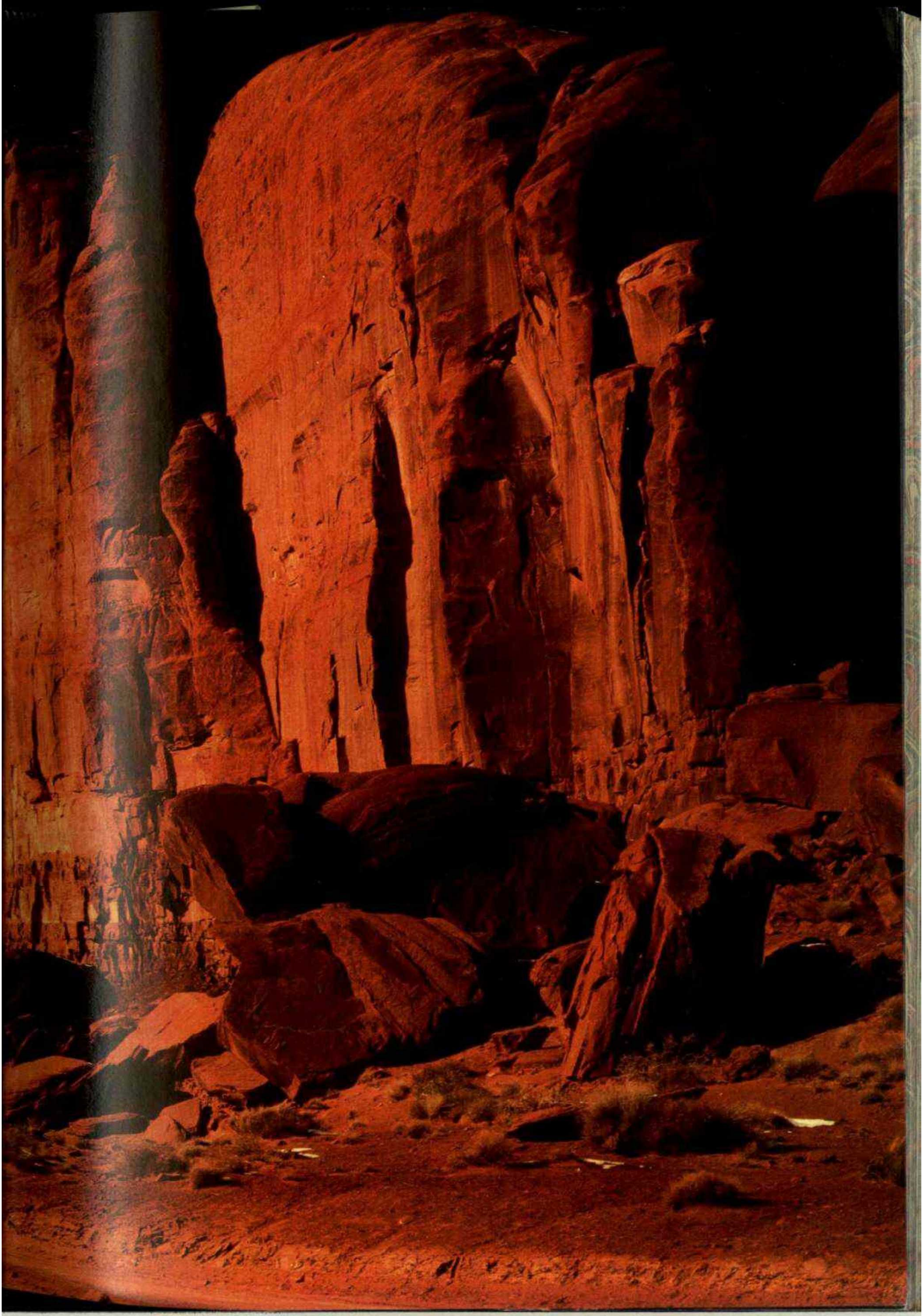
Manufacturers (after 2 rounds)

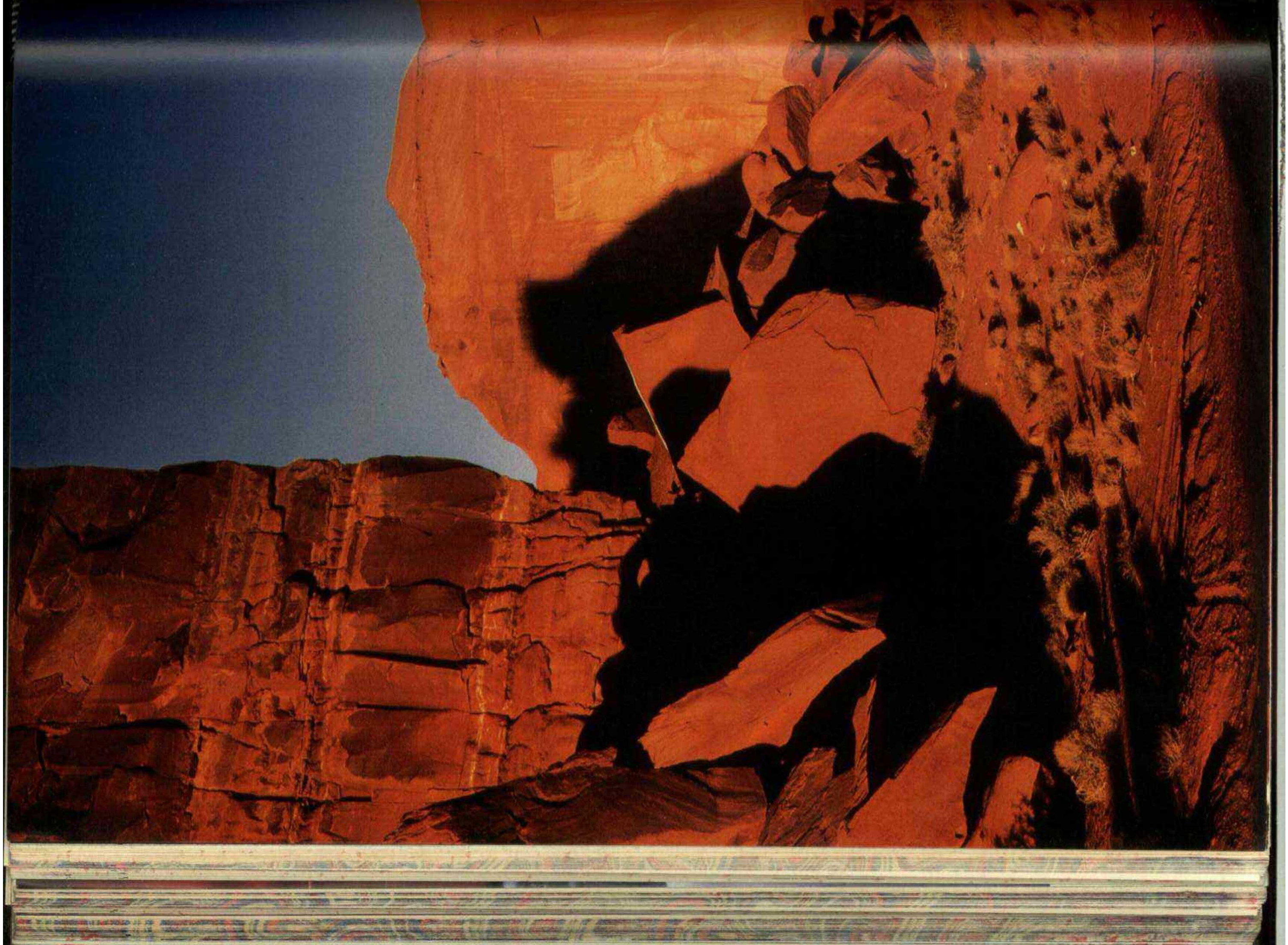
Lancia	37
Mazda	30
Audi	20
Ford	20
Volkswagen	12

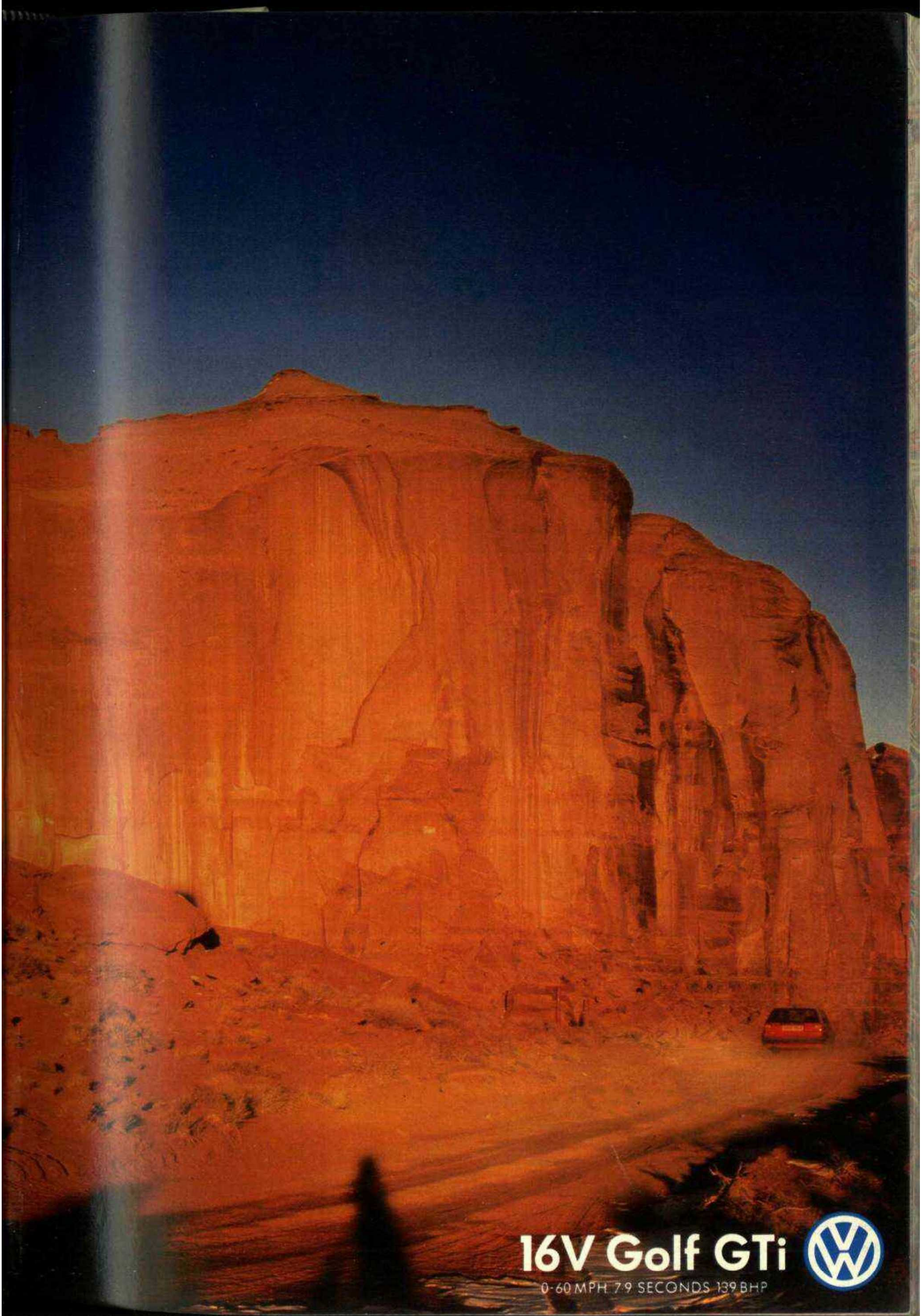


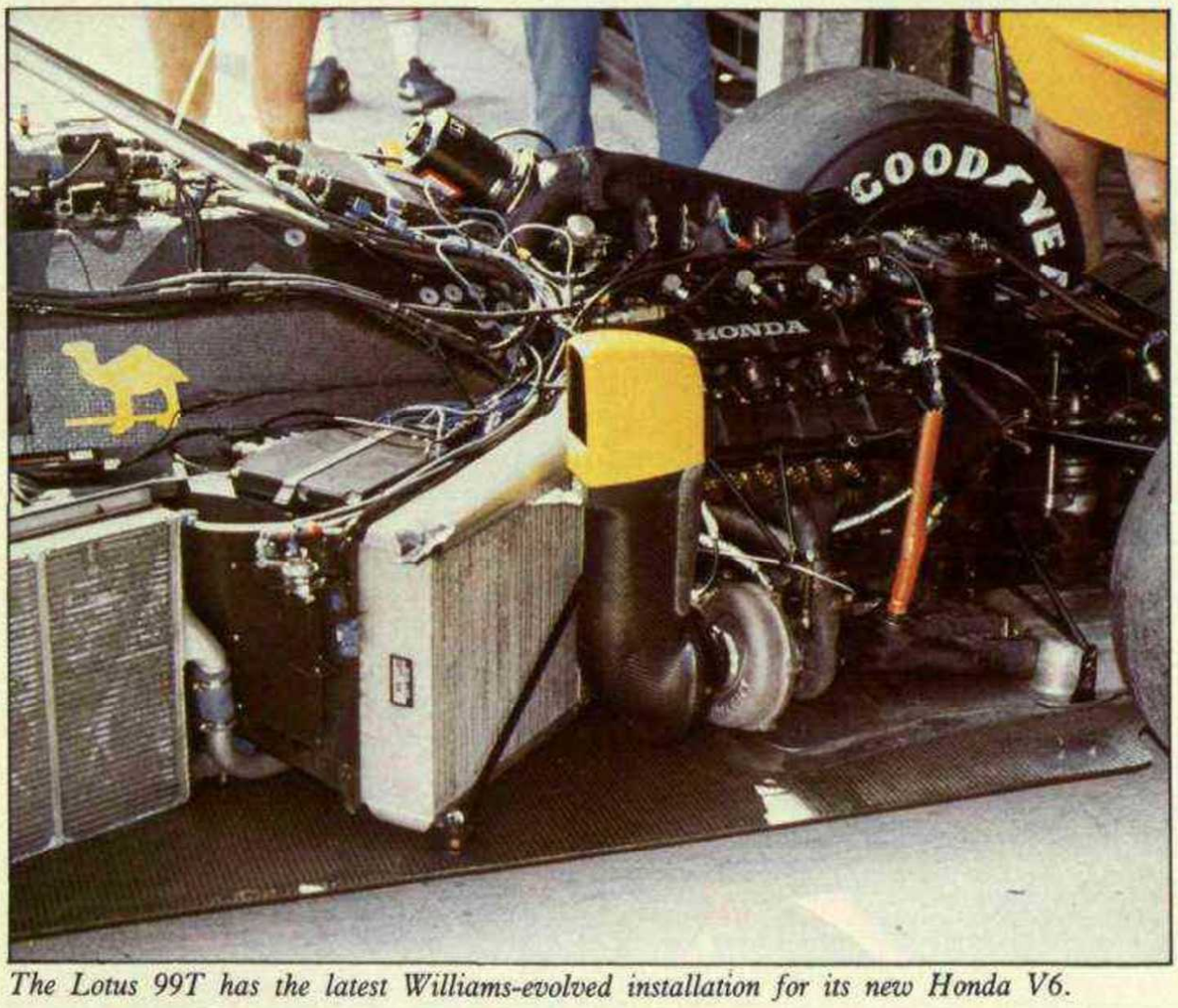
MIDDLE TAR As defined by H.M. Government
Warning: MORE THAN 30,000 PEOPLE DIE
EACH YEAR IN THE UK FROM LUNG CANCER
Health Departments' Chief Medical Officers








16V Golf GTi
0-60 MPH 7.9 SECONDS 139 BHP



The Lotus 99T has the latest Williams-evolved installation for its new Honda V6.

Stifled Progress



Part of the Lotus computer programming/ monotoring equipment used in conjunction with the 'active' suspension system being tried on the Lotus 99T.

With the first Grand Prix of 1987 only a few days off, the line-up has been announced officially by FISA. There are two cars each from McLaren, Williams, Lotus, Ferrari, Ligier, Benetton, Brabham, Arrows, Zakspeed and Minardi, and one Osella all with turbocharged 1½-litre engines, making a total of twenty-one drivers competing for the FIA Drivers and Constructors Championships.

The remaining five places will be filled by cars complying with the new category of 3½ litres without turbochargers or superchargers.

These will represent the beginnings of the new Formula due to come into effect in 1989, in which turbochargers will be banned and engines limited to 3½ litres. They will comprise two Tyrrells, one March, one Larrousse and one AGS, all using 3½-litre versions of the long-in-the-tooth Cosworth V8, known as the DFZ. They will compete among themselves for their own Championships (the Jim Clark Cup for drivers and the Colin Chapman Cup for constructors), and will race concurrently with the turbocharged cars.

Most front-running turbocharged 1½-litre engines have 800-900bhp in race trim, and with the best will in the world a DFZ will not have more than 580bhp, so we must just keep our fingers crossed that nobody gets run into.

The turbocharged engines will be fitted with a boost-control valve supplied by FISA and set at a maximum of 4 bar (58.8 psi), this limit being enforced in qualifying and in the race. It is all a bit academic as few teams have exceeded 4 bar, and certainly not in race trim.

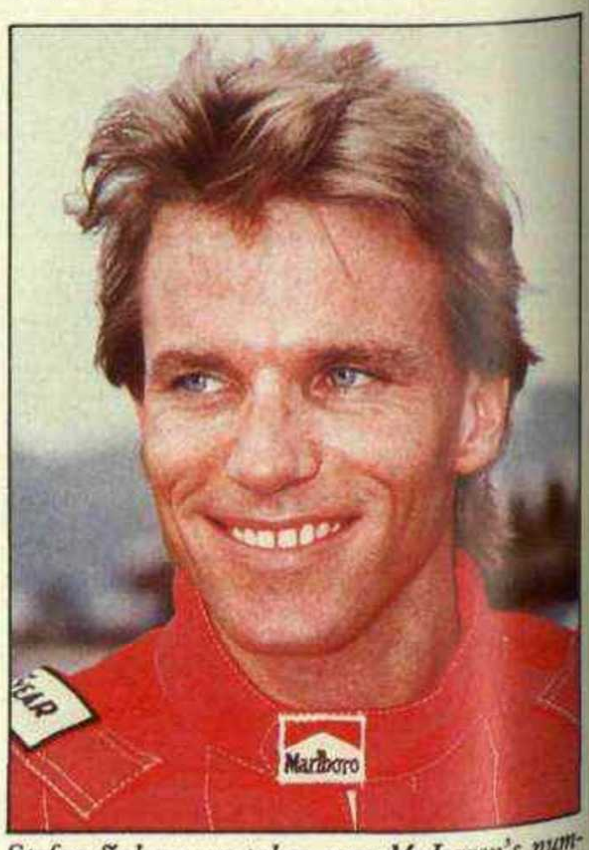
The media erroneously refer to these control units as "pop-off valves", which is precisely what they are not, as they do not suddenly "pop-off" at 4 bar and release all the pressure. They fade the pressure progressively, in the same way that a rev-limiter fades the ignition, rather than cutting it off. These units are manufactured in the USA and will be issued to the teams at random; they must not be tampered with, it says!

Having banned two-stage turbocharger layouts, and now having put a limit on boost pressure, FISA feels it has controlled the power outputs of Formula One engines. With Goodyear imposing a one-specification tyre on everyone, and fuel tanks being left at 195 litres, it looks as though Formula One is going to be slowly strangled during 1987. I hope the engineering concerns behind Formula One do not get bored and leave the sport.

Although it looks a bit gloomy on the face of it, I suspect the team engineers will find ways of improving things so that their drivers can lap the circuits faster than last year. If you cannot go faster than you did last year, it may seem a bit pointless to go at all.

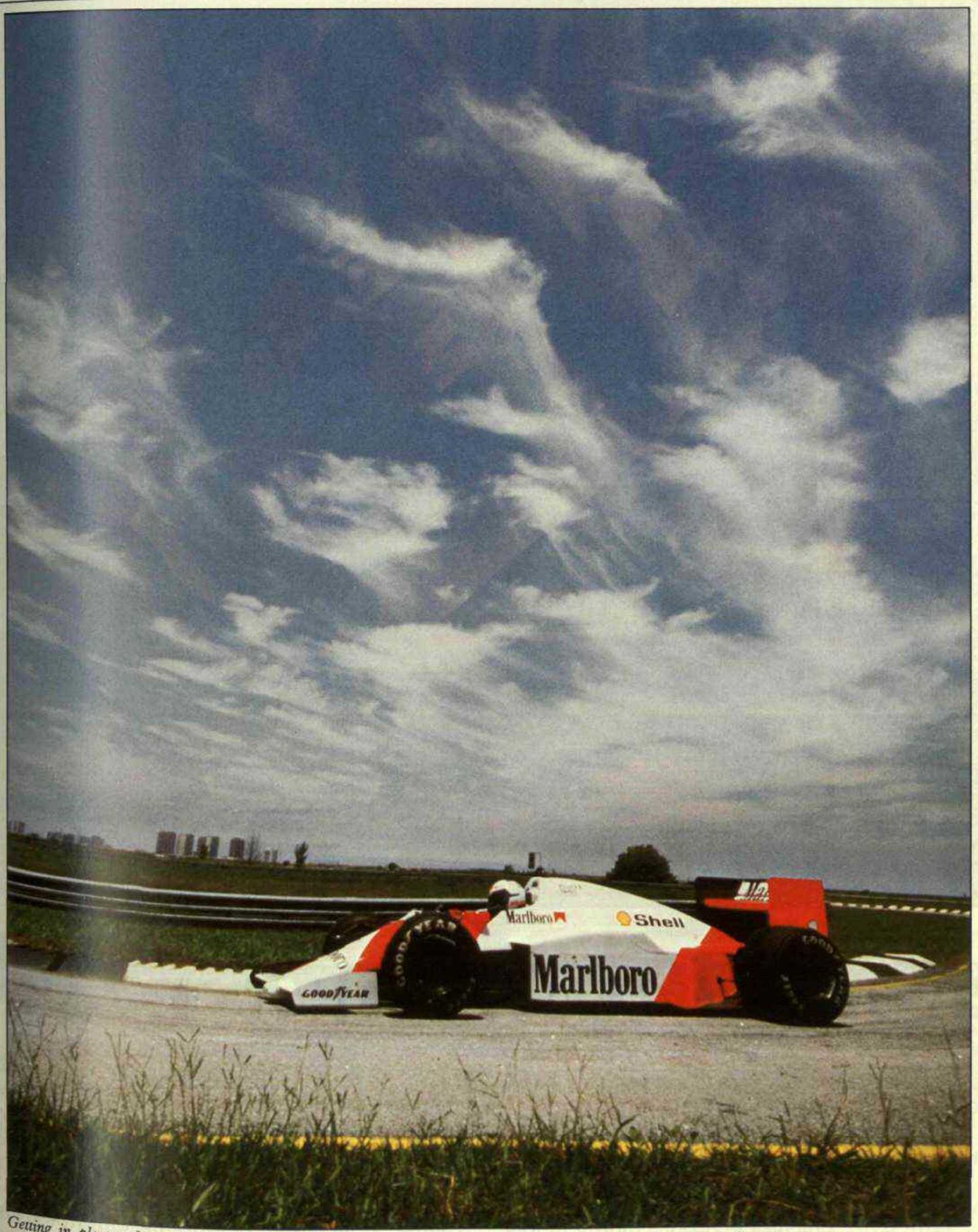
With Goodyear reducing its involvement in Formula One, the extravagant winter testing sessions have been drastically reduced, though teams like Lotus and Williams have been pretty active, spending their own money.

For what it is worth, for you never know exactly what teams are up to in private testing, the Williams team looks like carrying on where it left off in 1986, and has the big



Stefan Johansson takes over McLaren's number two car from Keke Rosberg, now retired.

Rio Testing



Getting in plenty of test miles in Rio was Alain Prost, preparing a second defence of his World Championship for McLaren.



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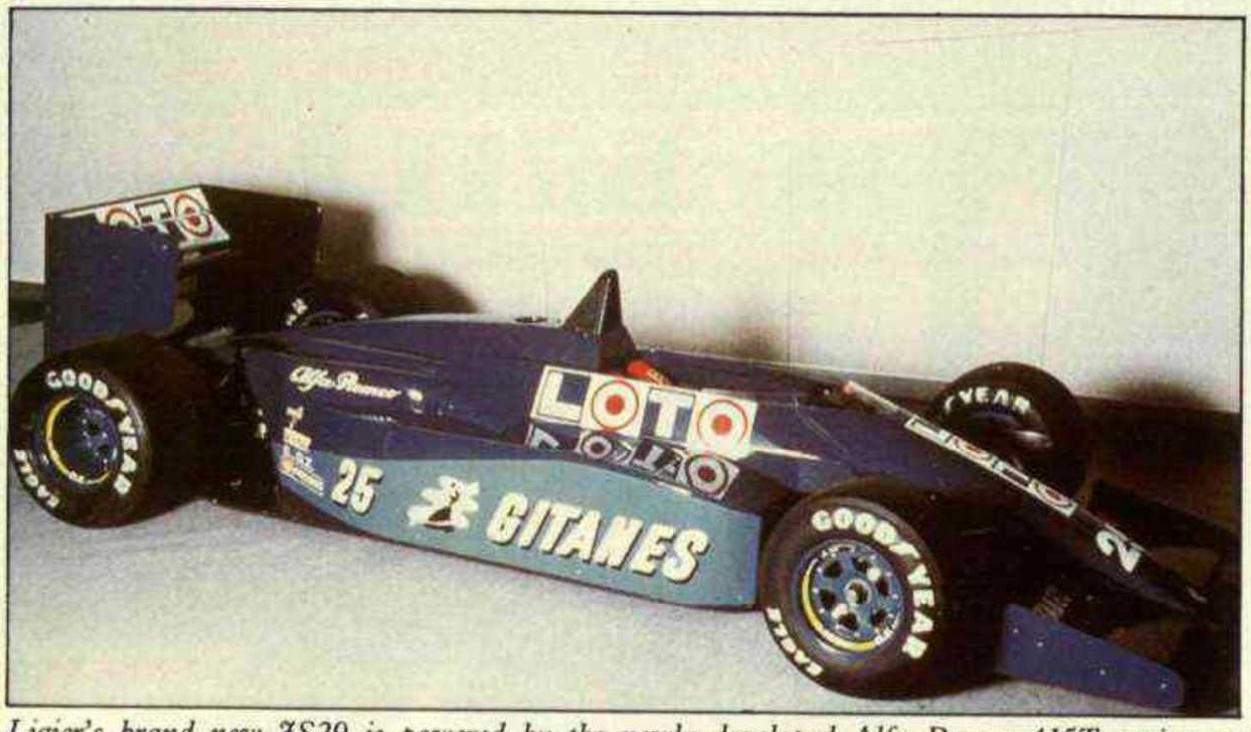
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FORMULA ONE SCENE





Ligier's brand new JS29 is powered by the newly developed Alfa Romeo 415T engine, using two Garrett turbochargers.

advantage of not having been forced to make any major changes throughout the team. The FWIIB is a logical development of last year's successful cars, in the same way that McLaren is continuing with a further development of John Barnard's brilliant MP4 design.

Barnard himself is now at Ferrari trying to sort out an interim car, with a new 90-degree V6 engine in place of the 120-degree unit used previously, and an in-line gearbox rather than the transverse gearbox used for so long by Ferrari.

Lotus' new 99T will have Honda power of equal potential to the Williams power plants, and Benetton is starting an exciting new phase as it starts racing with the Cosworth designed Ford V6 turbocharged engine which showed good promise in the Carl Haas Lolas last year.

While the tail of the Grand Prix fields may be a little dull this year, there will certainly be no shortage of excitement up at the front. Nelson Piquet and Nigel Mansell will continue the Williams-Honda attack, Ayrton Senna will spearhead the Lotus-Honda force, Alain Prost and Stefan Johansson will have Porsche power in their McLarens, Michele Alboreto and Gerhard Berger will have the best of Ferrari, and Teo Fabi and Thierry Boutson will have the Ford-powered Benettons, and any one of them could be on pole position for the Brazilian GP on April 12. We may be in for some stifling of technical progress in the immediate future, but there is no stifling of driver talent up at the front.

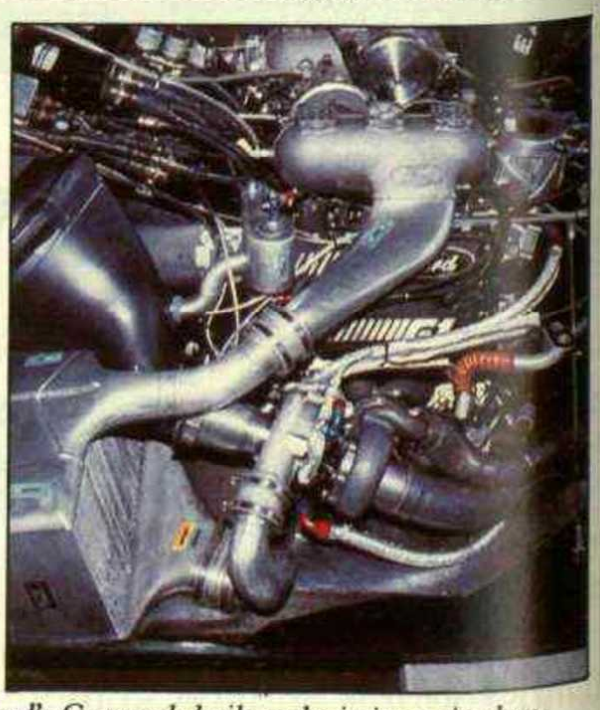
There is an old saying "If you can't beat them, join them", and it looks as if Bernie Ecclestone has applied it. A few years ago he thought that he and his Formula One Constructors Association could go it alone and break away from FISA and the FIA. Ecclestone and Mosley actually drew up and printed regulations for their own World Championship. It fell flat on its face and was a non-starter.

Ecclestone ran the FOCA part of the FIA World Championship entry, and FISA looked after the manufacturers' teams.

By a mutual trust/distrust situation, FISA and FOCA buried the hatchet (in each other's heads, some would say) and worked together to everyone's benefit, with the result that Formula One World Championship racing has maintained its position as the premier branch of motor racing, regardless of what some American enthusiasts like to believe.

Now the FIA has invited little Bernie to join it in an official capacity, that of Vice-President





Benetton's new B187 features an ultra-slim front to its neat carbon-fibre composite monocoque, and Ford's Cosworth-built turbo in its engine bay.



Nigel Mansell, staying with Williams for a third season, tried the inwardly revised FW11B-Honda at the first pre-season Rio tests.

of Promotional Affairs of the FIA, and he has accepted. His job is to promote, sell, publicise and push the various FIA Championships, among his list being Formula One, Formula 3000, World Championship rallying, World Championship sports car racing, and the newly inaugurated World Championship for Group A touring cars.

Some are in the game for business, not sport. I suppose we can view Ecclestone's new position as marketing managing for the FIA, and they certainly have plenty to market.

Bernie marketed Formula One to the world, in spite of the FIA; now he has joined it (or has it joined him?), the sky will be the limit. A Grand Prix on the moon next? After all, we now have a Grand Prix behind the Iron Curtain, and who thought that was possible? Our Mr Ecclestone, bless his little heart. **DSJ**



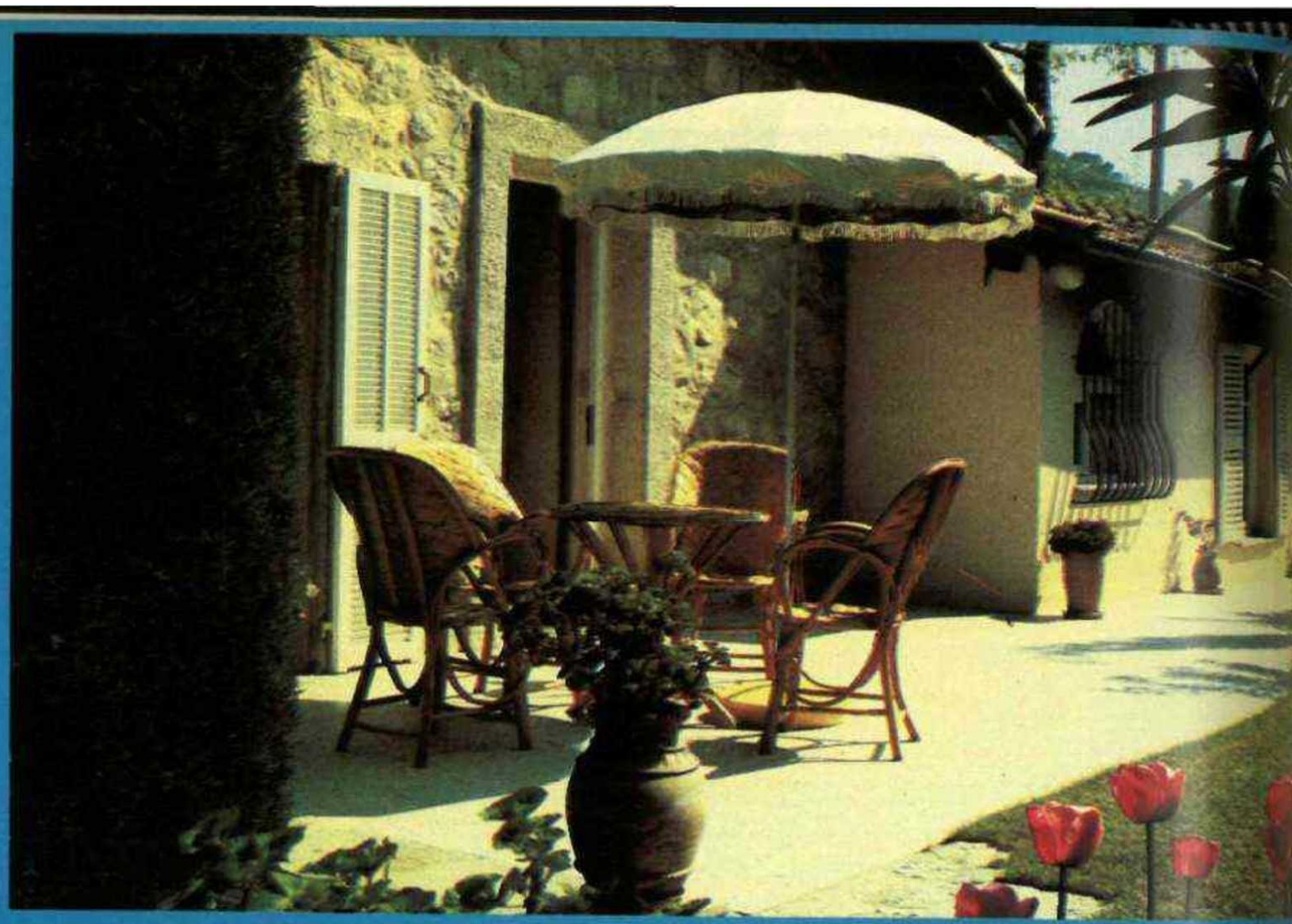
Bernie: boss man?

1987 FORMULA ONE ENTRY

Williams FWIIB-Honda V6	Nelson Piquet	Nigel Mansell
McLaren MP4/2D-Porsche V6	Alain Prost	Stefan Johansson
Lotus 99T-Honda V6	Ayrton Senna	Satoru Nakajima
Ferrari F1/87-V6	Michele Alboreto	Gerhard Berger
Ligier JS29-Alfa Romeo 4cyl	René Arnoux	Piercarlo Ghinzani
Benetton B187-Ford V6	Teo Fabi	Thierry Boutsen
Tyrrell 016-Cosworth DFZ	Philippe Streiff	TBA
Brabham-BMW 4cyl	Riccardo Patrese	TBA
Arrows A10-BMW 4cyl	Derek Warwick	Eddie Cheever
Zakspeed ZAK187 4cyl	Martin Brundle	Christian Danner
Minardi M187-Moderni V6	Alessandro Nannini	Adrian Campos
Osella-Alfa Romeo V8		Alex Caffi
Lola (Larrousse)-Cosworth DFZ		Philippe Alliot
March 871-Cosworth DFZ		Ivan Capelli
AGS-Cosworth DFZ		Pascal Fabre

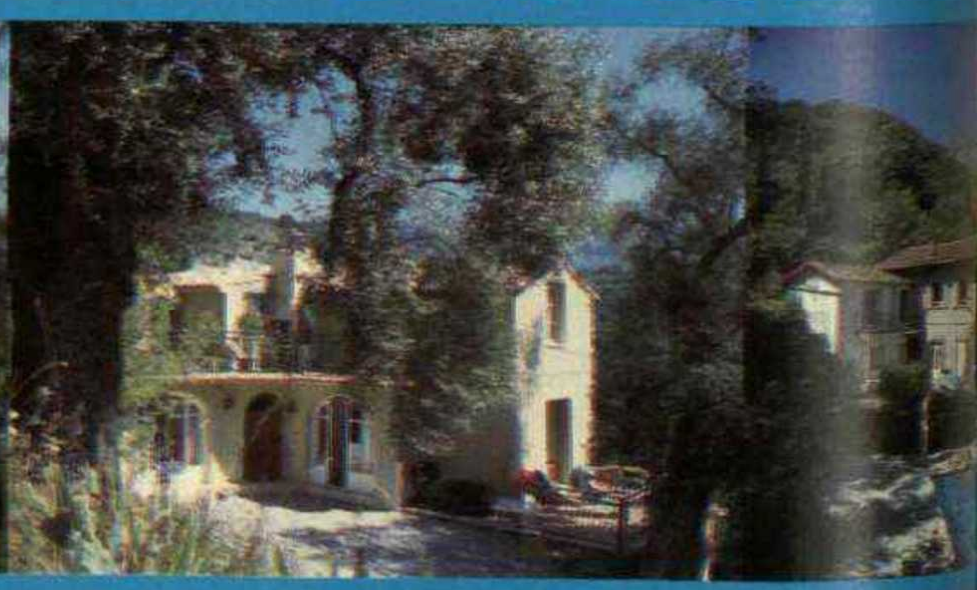
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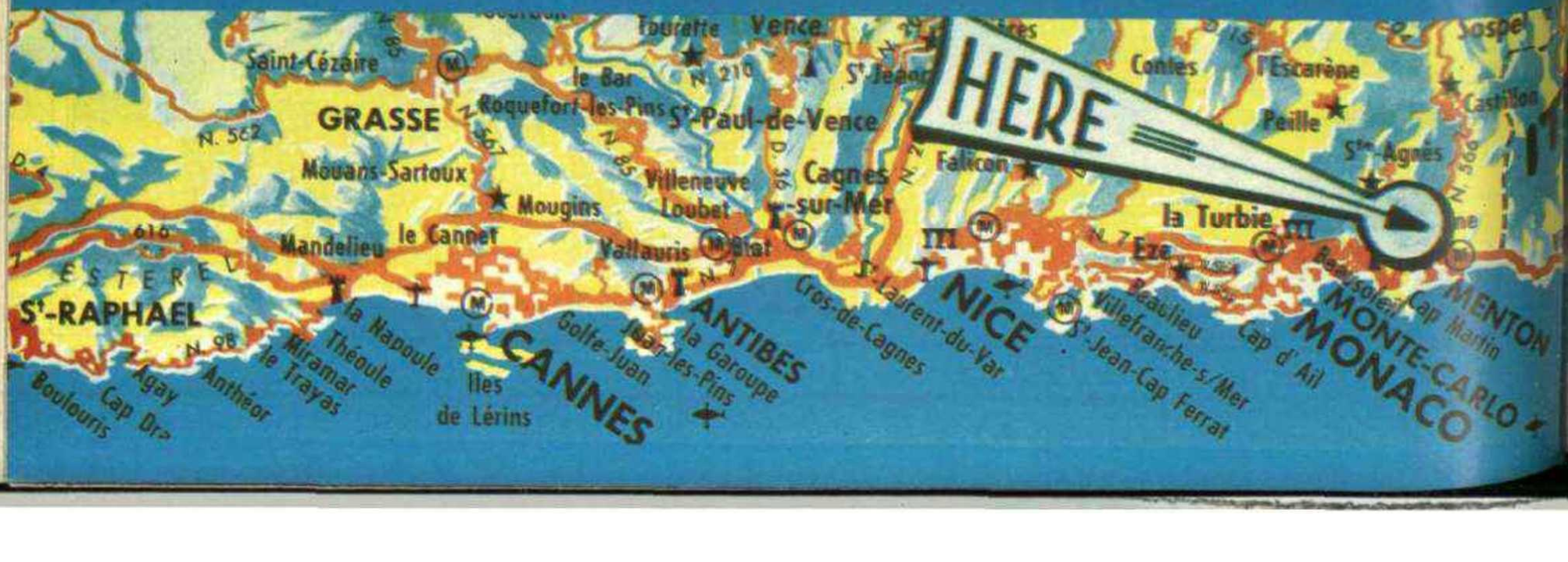


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On Safari: Toyotas scooped three of the top four places in Kenya last year.

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If you like your rallying spiced with adventure, there is no substitute for going to Africa. Such a remark may offend those who derive great enjoyment from rallying in Europe or other areas of high population and traffic density, but the fact remains that although Europe can still provide adequate special stage events, suitable roads have become so over-used that familiarity has replaced what used to be essential elements of the sport — surprise, and the excitement of tackling the unknown.

In Africa, and in certain other regions such as the high Himalayas and the more desolate parts of Australia, the immense variety of terrain, the often violent extremes of nature, the need to be always prepared for the unexpected and the ever-present feeling of being something of a trailblazer, all contribute to a magic which has put rallies in these areas into a class of their own.

In that peerless category, one event is outstanding; Kenya's Safari. Although it is still number one as far as we and many others are concerned, times have changed since the old East African Safari Rally.

The punishing, stamina-taxing formula which kept up its relentless pressure all the way from start to finish has gradually been diluted, due largely to demands from Europe firstly to cut out sections which could become impassable if it rains, and more recently to increase rest time and shorten distances.

Flooded drifts, washaways, broken bridges and bogs were all part of the rally's character. If your route was blocked by such an obstacle, you simply searched for a way around it. And if you had the foresight during your recce to note potential trouble spots and record your own deviations, so much the better.

Many local crews were expert at such tactics, to the chagrin of the visitors. Section times were invariably impossible, and it wasn't unknown for lateness to build up so much that instead of enjoying eight hours' rest at the end of a leg, you were lucky if you got two or three.

The difference between today's Marlboro Safari Rally and its forerunners is quite marked. Rest stops are longer and more frequent, producing some 50 hours of rest scattered among 40 hours of driving, and the total distance is down to some 2,500 miles. Bushmanship and the abilitiy to fettle damage with wire, nails, rope, a jack and a convenient tree trunk are no longer vital qualifications for the professionals, whose teams engage fleets of support vehicles and chase cars.

FISA has placed ridiculous limits on the lengths and total distance of special stages in World Championship rallies. The Safari has no special stages, and all timing is in minutes, but FISA nevertheless included the Kenyan event in the restriction, by insisting that the organisers declared which sections were competitive and which were not.

The harm of this totally pointless constraint seems to be beyond FISA's comprehension, unless it be by design, and serves as another illustration of the serious damage which can be caused when the internal affairs of a country are disrupted by meddlers from outside. A Safari with four-fifths of its route turned into no more than a tourist drive would be a joke. Could that be the intention, we wonder?

Fortunately, the Safari organisers are an astute, resilient bunch who know both the sport and their country very well indeed, unlike the organisers of some other events in Africa. What they have produced will be a tough test, even though the rest stops will take stamina off the list of prerequisites for success.

This year's Safari will be divided into two legs, not three, as it was in years past when one leg went into Uganda and another into Tanzania, with rest stops at Kampala and Dar es Salaam. The first leg will be to the North and the second to the South, but not as far as the coast.

One result of the reshuffle has been a dramatic increase in daytime running, which will undoubtedly please photographers and film makers, as they will be able to record scenes hitherto covered only at night.

The late Easter this year suggests a wet Safari, which will be a pleasant change after a run of dry or nearly dry ones. But nothing can be certain, and the works teams will prepare for both extremes of weather.

The rally will start at Nairobi at 2pm on Thursday, April 16, and finish there at 10am on Easter Monday. **GP**

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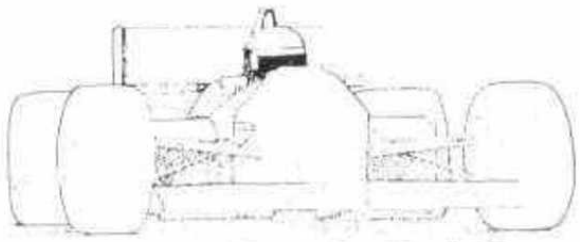
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A Slicker Celica

This is the fourth model to appear under the Celica name, and this front-wheel drive coupé is an entirely distinct car from its bigger brother, the Supra. Previously, the two shared a bodyshell and drive-line, with different engines and nose treatment, but the models have now followed separate lines of development, resulting, together with the two-seater MR2, in probably the widest choice of sportscars from any volume family car manufacturer.

Many components for the Celica are sourced from other Toyota models, but they have been thoroughly revised where necessary, and sensibly blended together into one of the most strikingly styled vehicles to appear recently. A long flat screen and large glass hatch help to disguise that this is nearly a four-seater, and despite the combination of front engine and tall Macpherson strut suspension, the nose appears low and penetrating.

The belt-driven twin-cam 16-valve head is very similar to that of the mid-engined MR2, with a pentroof combustion chamber with 50° between inlet and outlet valves, but the inclined block is derived from the 2-litre Camry. It whistles up to high revs eagerly, if not as sweetly as the 1600cc unit, and in fact the peak power of 147bhp is not produced until 6400rpm, with torque swelling to 133lbft at a similarly high 4800rpm, so the unit's character is based on the second half of the tach.



Simple interior styling makes for good visibility and ease of use.

Petrol and air are mixed and fed by an all-electronic system which incorporates a fallback programme, so that one fault will not bring the car to a complete halt, and as on the MR2 an extra device is fitted which attempts to improve the low-speed torque of the four-valve per cylinder layout.

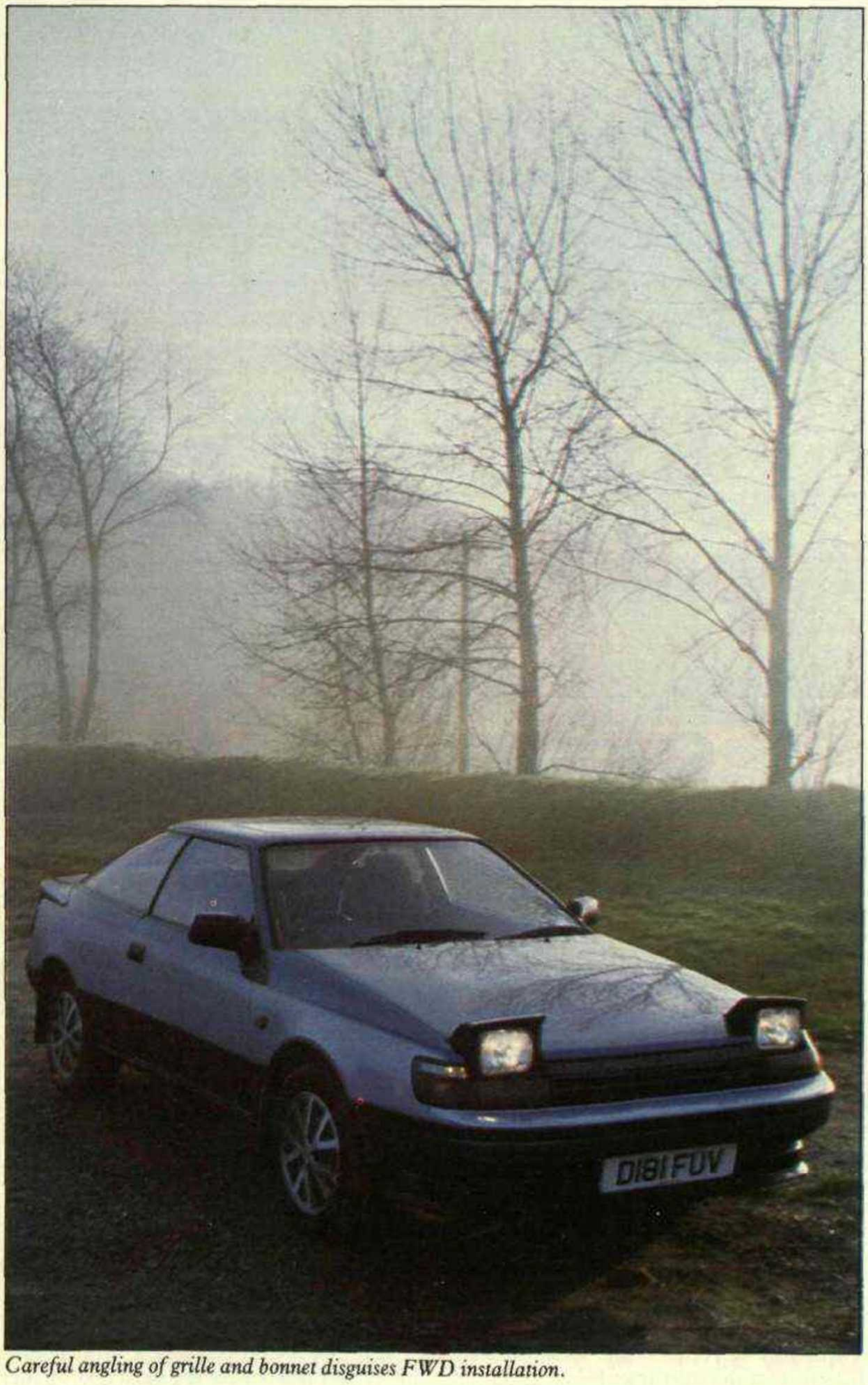
Toyota calls this its Variable Induction System or TVIS — the Japanese seem to be obsessed with acronyms, shades of '60s America when every feature had a name like Turbo-Fire or Torque-Flite. What this does is to restrict the inlet tract below 4300rpm, keeping the airflow speed up; above that figure, the small flap opens fully to allow unrestricted airflow. The valve acts on one of the two paired tracts which serve each pair of inlet valves, and is vacuum-operated.

Improvements have been made to the cold-start and idling systems, and the Celica never failed to fire after a few whirring turns of the starter, hot or cold. The five-speed transaxle is derived from the FWD Corolla, and both ends of the car use Macpherson struts with gas damper inserts. Location at the front is by L-shaped lower arms with bushes which are more compliant fore and aft than sideways, while transverse paired links control the rear track, anti-lift and anti-dive geometry is built in, and Toyota has adopted urethane foam bump stops in place of the more usual rubber to provide more progressive bump control at extremes of movement.

A brake-booster is part of the dual-circuit system, and the pedal effort is modest and progressive; heavy braking from 100mph did not upset the stability, but although there were no signs of fade, the brakes did begin to squeal after a session on the test track.

Inside the roomy cabin, the generally tasteful note is only let down by the fake stitching around the rim of the unnecessarily large steering wheel. Top marks for clarity, though, for the instruments: a large speedometer and tachometer are separated by fuel and water temperature gauges, with oil pressure and volts flanking this group. Audible warnings are relayed via a central horn-push, while a complex stalk on the left offers two-speed plus variable intermittent wipers, with an end push for washers.

A similar stalk on the right twists for side- and headlamps, and also gives indicators and flash, which is commendably quick despite the electric pop-up lights. Electric window switches are fitted in the door, slightly masked by the handle, the driver



Careful angling of grille and bonnet disguises FWD installation.

having that useful facility which opens or closes them completely with one touch.

Heating controls are very much the Japanese standard, with little pictograms illustrating what is on offer, and very logical and flexible the system is — a considerable advance over the crude choices offered by many European cars even now. Air conditioning is integrated in the system.

Below is the radio/cassette, as sophisticated as one would expect in a £12,000 vehicle, but suffering from the miniaturisation mania which afflicts most Oriental offerings in this area : closely packed blocks of tiny flat buttons with minute script, and all well out of the eye-line. The sound quality of the multi-speaker system, however, is particularly good.

Push-switches for the heated rear window and the hazard flashers are handily placed in the edges of the instrument binnacle, although the rear fog-lamp switch is further away, down beside the radio. The well-placed door mirrors are electrically adjustable, and a powered tilt or slide steel sun-roof has its rocker switch in the roof together with a convenient central map light. Access to both front and rear seats is fairly easy through the long doors, although that length becomes a problem when the Celica is parked in a row of other vehicles — they need lots of clearance to open wide enough.

Transverse-engined cars are not generally noted for their slick gearchanges, but Toyota deserves particular credit for this one; the shift has quite a long action, but it moves from second to third to fourth with delightful ease and a satisfying click. Nicer still is the well-matched combination of throttle response and clutch movement with that rapid shift: acceleration through the gears is almost without pause since the revs drop back in exactly the time it takes to dip the clutch and flick in the next gear. Perhaps the engine is a little harsher at high revs than its 1600cc cousin in the delightful Toyota MR2, but when pulling hard it emits a subdued but hard-edged snarl which really ought to belong to an Italian car.

It does need to be stretched into the buzzier 4-7000rpm range, though; pulling power is noticeably less between 2000 and 4000rpm, despite its smoothness in this range, and country lanes or even city roundabouts will have the keen driver in second to ensure that the Celica's punch is ready for instant use.

The tach has an orange line at 6700rpm, and an electronic rev limiter is triggered at 7200, so the power band is generous, but rather high on the scale; it is a pity that despite the claimed 150bhp and the undoubtedly fast 0-60mph times we measured of 8.3sec, the Celica seems lacking in the easy flexibility that extra low-down torque would give. And this even with the TVIS system.

The idea of a front-wheel drive sportscar always seemed inappropriate despite what Lancia and Alfa Romeo had achieved with the Fulvia and Beta and Alfasud Sprint, until VW's successful innovation with the GTi proved that it was quite possible to achieve excellent handling with this package. Successive developments of this layout have felt less and less like front-drive cars, and the Celica really gives very few clues as to which end is propelling it. With abrupt treatment the wheels will spin, but in normal driving the 195/60 VR 14 Dunlops are not left scrabbling for grip, and the power-assistance takes the strain out of manoeuvring.

The sensation during cornering is one of good balance, the car running a little wide off the throttle and turning eagerly when acceleration is reintroduced, while the fast steering and large wheel disguise any understeering tendency when the car is just

beginning to turn in to the corner — the ideal recipe for a powerful front-drive car, one might think. But there is also a nervousness about the chassis which is amplified by the excessive lightness of the speed- and load-sensitive steering — a straight line wandering which is particularly apparent while accelerating.

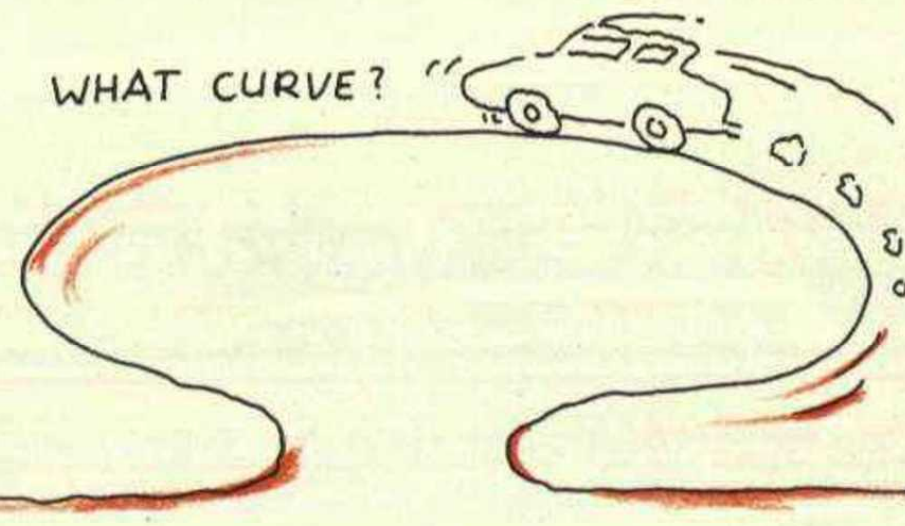
Once the Celica is settled in a particular attitude, whether braking or cornering, it is very stable and displays exemplary road-holding. But during the transition between bends it is over-responsive, reacting to bumps and even cats eyes with small sideways rocking movements accompanied by twitches of the steering wheel. This is most obvious on rougher surfaces, and thankfully on the motorway it feels no worse than an over-light power steering system.

Nevertheless, there is a pronounced contrast between the secure square feeling under braking and the vagueness under acceleration which on a fast B-road detracts from what is almost an excellent chassis. Nor is it a question of damping, for the ride is a comfortable one with a sporting stiffness under load.

Drivers of any shape should find a comfortable position behind the wheel, since there is plenty of room in all directions and the wheel telescopes as well as tilting. The bonnet is out of view, so the pop-up headlamps offer a useful aiming point; there are no blind spots to make junctions awkward. Space in the rear seats is reasonable, (though Toyota is being optimistic in fitting three seat belts here) and one or both sides will fold down to provide really quite impressive cargo space. The suspension



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ROAD TEST Toyota Celica 2.0 GT



This topless Celica was introduced at Geneva in March: based on the notchback body, it has a folding hood with a targa panel.

turrets intrude, but the width of the car still leaves plenty of useable room between them.

An internal catch releases the huge rear hatch which rises very slowly on gas struts, taking the central section of the broad spoiler with it, and revealing an enormous gaping hole; it says a lot for the advances in computer structural design techniques that one does not need even to comment on bodily rigidity, despite the inclusion of the strength-sapping hatch opening in cars like this.

In Japan and the USA a booted or notchback version is also available, but it is hard to see what the advantage would be, so useful is the liftback version. And it is very attractive too, combining the long-favoured wedge profile with the current vogue for glazed-over window pillars and a pronounced spoiler which carries the waistline off the back of the car, indicating the idealised path of the air over the vehicle.

Such flush glass detailing naturally helps towards the Celica's low drag coefficient of 0.31, but it is also a source of joy to the stylists, who can give freer rein to their ideas. It does not always work — witness the Granada/Scorpio where the long roof appears to be balanced on two skinny front-pillars — but the Toyota's shorter, cleaner cabin sits solidly on the simple lower wedge, while the chamfered nose and deep airdam push air up over the bonnet and past the concealed wipers.

As a result, what noise there is tends to come from the tyres, plus a distant growl from the large-bore exhaust pipe. Raising the lamps introduces a little extra wind roar, and the test car's lamps rattled at 100mph and above (on the test track of course) although the beam was rock-steady.

Comprehensively equipped in the Japanese manner (apart from those items already mentioned, the Celica GT includes central locking, remote fuel filler release, rear wash-wipe with intermittent function, headlamp washers, electric aerial and a luggage compartment tonneau cover), Toyota's almost-four-seater seems virtually as luxurious as its £16,000 stable-mate, the Supra, though it feels and sounds more sporting than that ultra-smooth cruiser; and my vote goes to the Celica which is probably roomier inside, more chuckable, and more adventurous to look at.

Assuming that the overt sportiness of a coupé is one of the attractions of the Celica, its potential rivals must include the Nissan Silvia Turbo ZX (well-equipped but less grip), the Isuzu Piazza Turbo (fun though unsophisticated, available at huge discounts at the moment — around £9000), one of the last 10 examples to be imported of the Alfa Romeo GTV6 (pedigreed but dated — £12,000), and the 16-valve VW Scirocco, which is slightly quicker but less roomy and rather bare.



Large hatch can be released by key or internal lever.

Model: Celica 2.0 GT.
Importer: Toyota (GB) Ltd, Redhill, Surrey.
Type: two-door four-seat coupé.
Engine: 16-valve twin-cam four, 1998cc (86 x 86). 147bhp at 6400rpm, 133lbft torque at 4800rpm. Toyota electronic engine fuel injection and engine management system.
Transmission: Front-wheel drive, transverse engine and five-speed transaxle, single dry-plate clutch.
Suspension: (Front) Macpherson strut, anti-roll bar. (Rear) Macpherson strut with dual lower links, anti-roll bar.
Steering: Rack and pinion, speed- and load-sensitive power assistance.
Brakes: Dual circuit, servo assistance; ventilated 258mm front discs, solid 269mm rear discs.
Wheels and tyres: 6JJ x 14 light alloy rims with 195/60 VR 14 covers.
Performance: 0-60mph, 8.3sec. 30-50mph, 3.2sec. 50-70mph, 5.3sec. 70-90mph, 7.3sec. Max speed, 131mph.
Price: £13,739, plus £164.45 for Duotone paint.
Summary: More inspiring to look upon than many, quick and practical. Fine chassis let down by straight-line nervousness, but comfortable and exciting to drive.

Apart from the last batch of the Capri 280 (which is a full two generations behind and feels it) and the slower and staid-looking Audi Coupé, the biggest challenge comes from Mazda with the RX7 — directly comparable on power, performance, and price, though perhaps lagging in interior room.

Both have similar power characteristics, the Mazda's rotary smoothness being a plus, but where the RX7 will understeer to the end, the Celica can be pushed through to a final, if rather sudden, oversteer, a characteristic I personally prefer.

Building a car like this for the relatively small sports coupé market is an expensive business, especially as standards of sophistication rise, and those manufacturers who find it viable tend to polarise into small specialist firms such as Porsche and Lotus, and the huge Oriental conglomerates such as Toyota.

Gone are the days when it was cheap to offer an Ascona or Cortina with a Manta or Capri alternative for volume sale; yet with Volvo's recently announced 480ES sports coupé, we can look forward to at least one European product which will be priced this side of the basic Porsche. **GC**

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Mainstay of the Porsche range, the 911 now offers Turbo versions of both Targa and Cabrio.

Sport For All?

Tramp around today's motor shows; look in many car dealerships, watch the advertisements. The conclusion can be drawn that motor sports and sportier products are the magic sales ingredient. Mr manufacturer climbs aboard the bandwagon, hoping he has taken a solid step toward selling at profitable prices. But when bandwagons are overloaded they can lurch away from the original pavements of gold . . .

High speed motoring comes in so many varieties in 1987 that I decided to use the following categories and examples to guide my research: traditional sports (Morgan, Caterham, Porsche's 911); grand tourer (Porsche 928, Jaguar XJ-S); sporting coupés (all current Lotuses, Porsche 944/924S, VW Scirocco; Honda CRX); sporting 3-box saloons (typified by BMW's 3-series) and the apparently ever-growing hatchback GTi/turbo/16 valve encampment associated inevitably with Volkswagen's Golf GTi.

Porsche symbolises international sports motoring. At first glance the progress of Dr Ing hcF Porsche AG is simply ever upward. By July 31, 1986 it had reached a new production high of 53,625, some 8458 personnel were employed (nearly a third at Weissach working on all manner of projects) and British sales were a record 3705 by the close of the year.

However, as 1986 turned into 1987 it became increasingly apparent to all West German and Japanese manufacturers that their international currency strength was going to bring them severe price increments. No longer would the American market absorb ever larger numbers of cars.

The Japanese have made such great strides in the appeal of their products that Porsche had another problem. Instead of a 1980 ramshackle sports opposition from all over Europe (Jaguar, Alfa, Lotus, Lancia, Alpine-Renault) there was a mid-eighties revolution in the Japanese sports approach.

Any enthusiast who had motorcycled on Honda, Yamaha or Suzuki products knew the Japanese ability to produce a plethora of appealing machinery (particularly engines of exotic specification) with bewildering and speedy model changes. Until the Nissan 240Z arrived in America to sell in serious numbers from 1970 onward, none of the Europeans had believed the Japanese *could* produce acceptable sports cars as well. In 1973 Nissan sold slightly fewer 240Zs to the Americans (over 52,000) than total Porsche 1986 production.

Mazda's RX-7 followed that success for Sporting Japan Inc, but aimed the rotary straight at Porsche, culminating in today's twin rotor fuel injection and turbo models which have prices only just beneath Porsche territory. Higher prices are no longer a German perogative: £15,250 is now the starting point for a British RX-7, and both Toyota's Supra and Nissan's 300ZX cost more than £16,000.

Summarising what is happening to Porsche in Britain is the acquisition in March of all stock in the British importing organisation by the Porsche factory. How does the future look in a Britain where the exchange rate has slumped from its 4DM per £ of the recent times to 2.8? Not as grim as you would think, bearing in mind that the rate was 11.7 DM to the pound in the fifties . . .

We had the assistance of Peter Bulbeck to explain the current sales pattern, one reported in the *Financial Times* on February 28 as "down by nearly 40% this year compared with the same period of 1986."

Bulbeck, Porsche tractor enthusiast with an 18-year record of solid financial direction at Porsche GB, became managing director on April 1, following John Aldington's retirement.

Bulbeck says: "It is the cheaper end of the market that reacts to price increases, and that means the four-cylinder cars. However the 924S has made an increasing number of friends, as people have realised what a big difference the 944 engine makes. But we are selling an increasing percentage of six-and eight-cylinder cars (911/928) where the purchase is right in the aeroplane/boat category. Yet Zuffenhausen can only make 102 cars a day — currently 78 of 911s and 24 928s. That's it, to meet world demand."

Whilst Porsche prices start beyond £18,000, Lotus is not far behind with the Excel on £17,590. I would describe UK sales as disappointing. Lotus were down to 73 in the first two months of the year, compared with 94 in 1986; and down from 554 to 447 in the whole of 1986 versus 1985.

However, 30 minutes on the Geneva show stand with Lotus Cars MD Michael Kimberley is enough to make you forget any doubts and start searching your wallet for the means to buy a Lotus — any Lotus — and help Hethel build their "new Elan."

Yet that project's history traces back through three distinct phases: M90 in Colin Chapman's day ("We've been working on it since 1980" says Kimberley reflectively); the X100 revamp in the David Wickens British Car Auctions era; and the current M100 trim which is scheduled to be built in Britain.

Michael Kimberley waves his arms and beams in pleasure as he outlines his concept of the sporting car's future from Britain.

"We've got the prototypes running and I can tell you it is a simply astonishing car. In just the same way as the Elan was small and agile this is a car which loves corners. The bodywork construction is unique, there is more space than you'd ever expect in such a small 2+2 and it will have a front engine, although I can't tell you which unit we'll use.

"I can say we've looked at over half a dozen engines and tried three . . . GM would not prevent me buying from Toyota, and their 16-valve 4AG unit is a magnificent little flyer. But you will have to wait until August 1989 to see our 'new Elan', and a bit longer for the supercar successor to the Etna project."

More tasty titbits were proferred, particularly regarding said supercar's active 4WD and suspension, plus 4-wheel steering (the latter a feature Honda will offer Japanese buyers in April).

The traditional outfits such as Morgan and Caterham are making as many cars as their craftsmen-shortage and cramped facilities will allow. Morgan makes most, but Charles Morgan is only talking in terms of a "ten per cent production increase in 1986, compared to 1985, when he made 410 cars."

Morgan is very conscious of changes which could be made, particularly on the aerodynamics of the traditional Morgan, but equally he shares the opinion of Graham Nearn at Caterham Cars that their cars must retain their shapes, or lose custom.

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Wolverhampton Motor Services Ltd
Wolverhampton (0902) 54602

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Norwich (0603) 623847
Sorensons (Motors) Ltd
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Nottingham (0602) 582831

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North Oxford Garage Ltd
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Shrewsbury (0743) 248123

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Ipswich (0473) 212456

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Guildford (0483) 60944
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The Ashdown Garage
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Chelwood Gate (082 574) 456
Chandlers Garage (Brighton) Ltd
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Rustington (0903) 784147
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Hailsham (0323) 844032
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Priory Cars Ltd
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THE ULTIMATE DRIVING MACHINE
(KEEP IT THAT WAY)

INDUSTRY INSIGHT — Sportscar Sales

Caterham has developed its Lotus Seven descendants considerably in respect of items like de Dion rear suspension, and most aspects of that tube chassis have been investigated in respect of increased strength and optional cockpit length.

Thus far we are only talking about small numbers, but if Brian Angliss at Autokraft/AC Cars does get Ford of America to take that sleek AC Ace prototype he has exhibited several times, maybe Britain could start making outright sports machinery in serious numbers once more.

Unfair to Jaguar? No, I think Coventry personnel recognise they are making civilised machinery in record numbers, but are not (yet) trading in cars which capitalise on their European Touring Car Championship with TWR, or their recent sportscar racing record with the XJR-6 series.

Whilst we wait for something more concrete than rumours of sportier XJ-S and the "F-type", the XJ-S move into four valves per cylinder in the 3.6 has assisted a 1986 sales high of 8820; some 17% up on 1985.

Although the more expensive sporting coupés from Porsche seem assured of a chance to weaken our wallets, the same cannot be said of the mass production sports coupé.

We have just lost the Capri and the Alfa Romeo GTV. Names like Lancia's Beta Coupé, Renault's Fuego and Vauxhall's Firenza/Magnum series might make us forget the category, if it were not obvious that Volkswagen is still seriously developing a replacement Scirroco.

Looking internationally, the volume sports coupé seems more assured. Toyota's Celica in front-drive form continues a line of over three million badged predecessors, the Mustang name has appeared on over five million, and the sixties begetter of the "Pony Car" genre is apparently still in impressive heart.

Honda has carved itself an American niche with the front drive CRX coupé, but over here an initial order of some 350 CRX-1.5s was followed by a 1986 total of some 500 because of import limitations.



Sporting badges, like the MG octagon on BL's Metro, adorn around 10% of hatchback sales.

Now it seems that Honda and CRX will follow the trail-blazing Toyota mid-engine MR2 — a model I have not attempted to categorise, believing it established a new level of affordable two-seater sports car.

The Fiat X1/9 is still priced attractively for Britain, but its pushrod engine and lack of conscientious development do not allow Bertone's extension of Fiat's seventies debutante an honest chance of competing with the open-air Toyota T-roof or coupé MR2.

To me it is ominous that Lotus, even with GM backing, has decided it can take on the MR2, which sold 4833 in Britain in 1985-87. For the new Lotus, Mike Kimberley is talking of prices equivalent in today's values to £11,000-£12,000 or US $25,000.

Over in BMW-land the outward picture is of rippling V12 muscles mated to manual transmission (it has been a few years since Jaguar mated V12 and manual gearbox) for the "end of 1987" British 750i.

In Britain that archetypal expression of motorised ambition, the 3-series, has been selling with enormous strength. The sportiest 3-series in 1985 was the 323i progressing to 325i, which reached 4005 copies. In 1986 the more powerful 325i alone increased sales by a profitable quarter, some 5038.

At the 528i level, sales dropped from 1823 to 1619, but they did have the M535 introduced in that period, to account for the missing sales with another 300 units. Only when you get to the M635 price stratosphere does a real 1985-1986 BMW sales loss occur, from 208 to 110 coupés. A BMW loyalist might point to the existence of 66 much cheaper BMW M5s carrying the same 24-valve technology as a contributory factor.

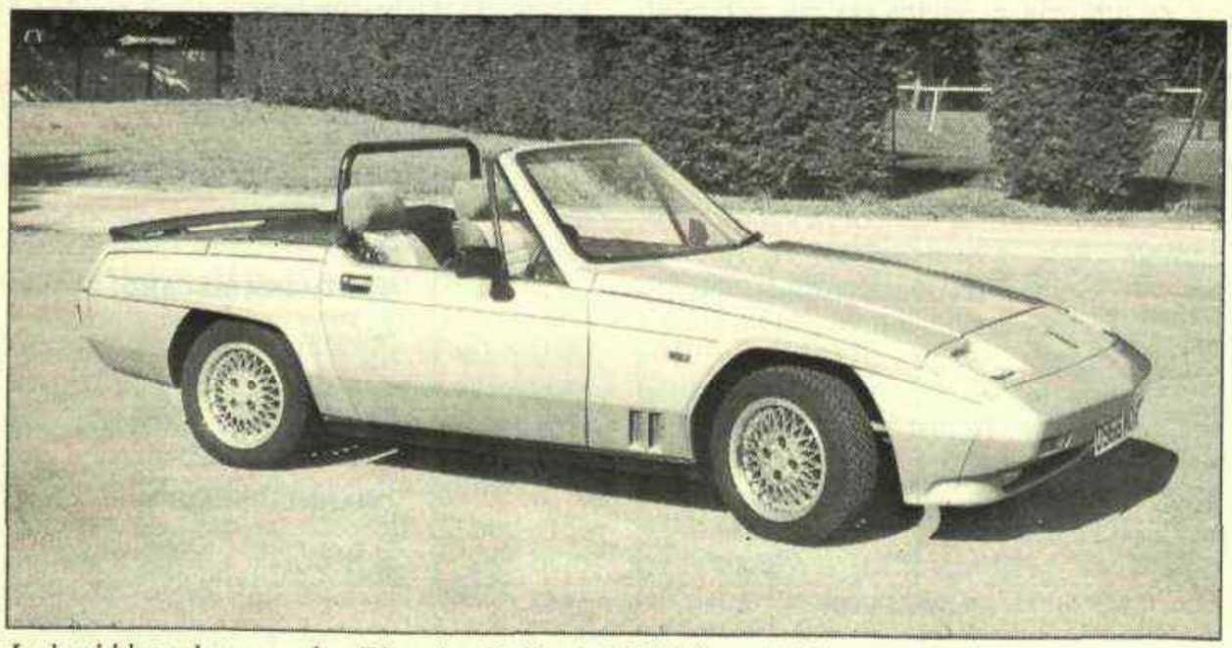
Just as at Porsche and Mercedes, BMW employees in the UK anticipate a 1987 sales volume similar to the records of 1986, rather than dramatic gains or losses. We shall see.

Two examples may be of interest in the high performance hatchback sales area, in which the objective is to place your GTi variant expensively at the head of the range, hoping for about 10% of all sales.

Introducing the Peugeot 309 GTi, the company revealed total sales of potential rivals (such as Escort/Golf XR3/GTi) between 1981 and 1986. In West Germany the 1986 ten-month figure was equivalent to the previous yearly highs of 1983-84 (over 59,000) whilst Italy had seen an explosion from 13,766 in 1981 to 67,037 in 1986. In Britain such expansion was equally marked, boosted from 1981's tally of 18,304 to 1985's 73,775.

Austin Rover sales experence backs up the 10% average expectation for these performance badges. In 1986 the MG Metro recorded 11.4% of all Metro sales (10,516 in total), of which 1958 were turbocharged. For the Maestro and Montego MG variants, the percentages were also clustered around 10%.

Thus the future of sports motoring on public roads looks exciting. The speed of the participants is generally being matched by the pace of development in chassis cornering capabilities over varying surfaces, which is just as well — Lotus is looking for 190 mph in the 1990s. **JW**


It should have been another Elan, but Reliant's SS100 has sold disappointingly.



A brace of station wagons: Audi and Mercedes estates at Bruntingthorpe for performance testing.

High-Flying Shooting Brakes

By the nature of its very name, the cars MOTOR SPORT is mainly concerned with are all at the faster end of the scale. Yet coupés and convertibles are of limited use to many people, and even a four- or five-door saloon may not be capacious enough for the large family or the small business. So does carrying capacity rule out performance? We brought two large estates together to find out — the conventional Mercedes 300TE and Audi's 200 Avant quattro.

Perhaps it is significant that the three usual terms for cars like these all derive from a background of affluence: the terms "shooting brake" and "station wagon" have been overtaken by the broader phrase "estate car", but all three are redolent of country houses and gentlemanly outdoor pursuits. This may tie-in with the UK's exceptionally high proportion of sales of such vehicles, since every Englishman (and I make the intra-national distinction deliberately) is popularly supposed to aspire to a life in the country.

At first sight the Mercedes 300TE and Audi's 200 Avant quattro may seem far apart in concept, but they are of similar carrying capacities, have about the same power and torque, and the price gap can easily be closed by adding the many and expensive extras to the £23,900 Mercedes to meet the Audi's near £29,000 price tag; in fact our test example of the former make totalled £27,927 once its metal paint, alloy wheels, extra head restraints, rear child's seat, and electric goodies were loaded on.

Powering the two-wheel drive Mercedes 300 is a particularly smooth six-cylinder in-line engine of 2962cc, fed by a mechanical/electronic injection system and a separate electronic management device which incorporates a diagnosis socket. Valves are hydraulically adjusted, and all the ancillaries such as alternator and air-conditioning compressor are driven from a single V-belt, claimed to reduce noise and friction. Output is 188bhp, produced at 5700 rpm, and the torque figure is a very healthy 191 lb ft at a middling 4400 rpm.

Although a five-speed manual box is a no-cost option, standard issue is a four-speed auto with lock-up in top, and sport or economy programmes, selected by a small switch beside the gear selector.

Anti-lock braking can be added to the powerful all-disc system, but I especially disliked the foot-pedal which engages the separate drum parking brakes. It is released with a bang by tugging a handle on the dash which gives a sort of fly-off action — all right for standing-start dashes, but it is an all or nothing idea with no possibility of smoothly catching the car at an uphill junction. Obviously designed for the lazy driver who sits at the lights in gear with his foot on the brake, it is a particularly bad idea for a manual car.

Extensive research gives this latest series of middle-sized Mercs good resistance to the sort of angled impact which is common in crashes, and neat as the rubber bumpers are, they will absorb low-speed collisions without damage. Window glass is not quite flush, but added to careful door seals and the streamlined integral roof-rails, overall drag has been kept very low.

Front wheel location is by a strut and a separate spring acting on the wishbone, while at the rear is found the complex independent scheme locating each wheel with five links. This very sophisticated system provides unparalleled stability and comfort with soft coil springing.

Under the Avant things are more straightforward: Macpherson struts in the bow, with a tubular axle on trailing arms located by a Panhard rod and acting through coil springs behind.

The unconventional Audi five-cylinder sohc engine produces 182 bhp in turbo intercooler form, and torque is similarly a little less than its rival six, at 185 lb ft, though this peaks at a commendably low 3600 rpm. Bosch K-jetronic injection introduces the fuel.

This longish unit reaches right forward to the nose of the car, so that the radiator is alongside it; behind the front axle is the gearbox, from where a central differential drives forward through the hollow layshaft to the front differential, and back via the prop-shaft to the rear differential. Torque split is fixed at 50/50, and the rear or centre diffs can be locked pneumatically with console push-buttons.

From inside, very different characters emerge, both in road behaviour and interior appointments. Even shutting the door with its satisfying thud sets the tone of the Mercedes, in which minute thought, quality engineering, and careful assembly are everywhere apparent. Every control is large and solid, from the pull-to-open door handles to the chunky catches which release the side storage panels in the boot — even with the car fully loaded, these allow access to spare wheel, jack, warning triangle and the First Aid kit which comes as standard.



Mercedes cargo hold: note neat concealment of hinges in roof-space.

Climb into the Audi after the Mercedes and it is at first hard to believe that it costs nearly £5000 more; handles and switches might have come from the meanest Golf, the plastic moulding fails to look appropriate to a £28,000 car, and the silver plastic trimmings detract from instead of adding to the impression of quality. This sounds hard, because I know that the engineering of the big Audi is of a particularly high standard, but it simply does not show through in the way that Stuttgart manages it.

Of course, both of these cars are the most expensive in the range; give up the turbo, the 4WD, and the electric extras and an Avant comes down to £14,500, at which price one might not grouse at the appointments. However, a base Mercedes 200T is only £1000 more than this, and will inevitably simply feel more of a car. Not all designers appreciate that luxury means more than just being well-equipped.

But the Mercedes is by no means an easy victor in this contest: despite looking so comfortable, its wide seats are exceptionally unyielding and not very supportive, whereas those in the Audi give much better comfort over long or short journeys. And although I commend the 300TE's interior, it does include a large expanse of unpleasant orange wood veneer which, real though it may be, looks like genuine imitation plastic. The rest of the fascia is black, the only proper colour, with light grey below; this breaks up the expanse, whereas the Avant spreads the same slate-grey plastic all over the cabin, emphasising how much there is.

Panels of check cloth inserted into the shiny black leathercloth on the Audi's seats and doors look rather precious (one presumes that the Gucci version will be available soon), and the chrome switches for the electric seats look especially cheap; but the Avant system remembers four different combinations of position against the Mercedes' two. On the other hand, the latter can include the steering column and the head restraints, and uses a clever 3D diagram on the door to control the movement.

Turning to the rear compartment, the Mercedes is undoubtedly the more complete: both cars have the usual split for the folding seat-backs, but the Audi's simply fold on top of the squab, leaving a slightly irregular surface, whereas the other goes the whole way, and could hardly be easier to use. No seat-back levers to fumble for; simply slide a hand under the squab and lift — a large integral catch releases both halves of the mechanism, allowing the base to tilt up and the back to drop down and lock in place, leaving a perfectly flat floor. A quick-release lever also enables the squab to be removed completely.

True, the three (optional) headrests must be pulled out, but of course there is somewhere in the seat base to store them. Behind are two panels which fold out to make the extra bench seat; the equivalent space in the Audi is used for the spare tyre which is a space-saver, although the well is huge and would easily hold a full-size wheel.

Both cars have large and unobstructed rear openings, and the 300TE adds another luxury touch with its electric door closer — no need to slam the hatch, because once it is within an inch of closing a motor takes over and pulls it shut. Again, both come with a luggage cover, but here Audi have had the better idea with a concertina affair which remains at any intermediate position, while its rival has a simple roller blind; however, while the latter folds down with the seat, the former stays in place, somewhat restricting the load-space.

Dashboard layouts are fairly similar on both cars, with a deep central console, but where the Avant has four stalks for the most important functions, the other incorporates a big rotary knob on the dash for the lights:





Avant profile (left) is more striking than Mercedes; useable load-space is not affected by very flat rear cut-off.

Audi Avant quattro v Mercedes 300TE



Black lever releases and lifts Mercedes seat in one; head-rest stored in squab.

turn it for side- and headlamps, pull it for front and rear fog lamps. A single stalk covers indicators, flash, wash and wipe, and a row of console buttons deals with the ancillaries. Driver and passenger may choose differing temperatures thanks to the two thumbwheels looking after this, and a good flow of fresh air is available from the central vents.

Audi's designers have made their car's dash look more currently fashionable with big square buttons, a trip computer, and their Auto-Check device which monitors a range of items down to windscreen washer fluid level, and lights up "OK" if everything is. On the left are a stalk for lights and one for indicators, flash, and cruise control, while opposite you have wipe/wash and a separate lever for hazard warning flashers.

Instrument visibility is good, and though the wheel seems rather high, the electric seat quickly rises to suit. Air-conditioning is integrated into the Electronic Climate Control, on which the temperature is set by push-buttons and does not fluctuate despite outside circumstances: but even on the bi-level position, the air to the face was too hot and dry.

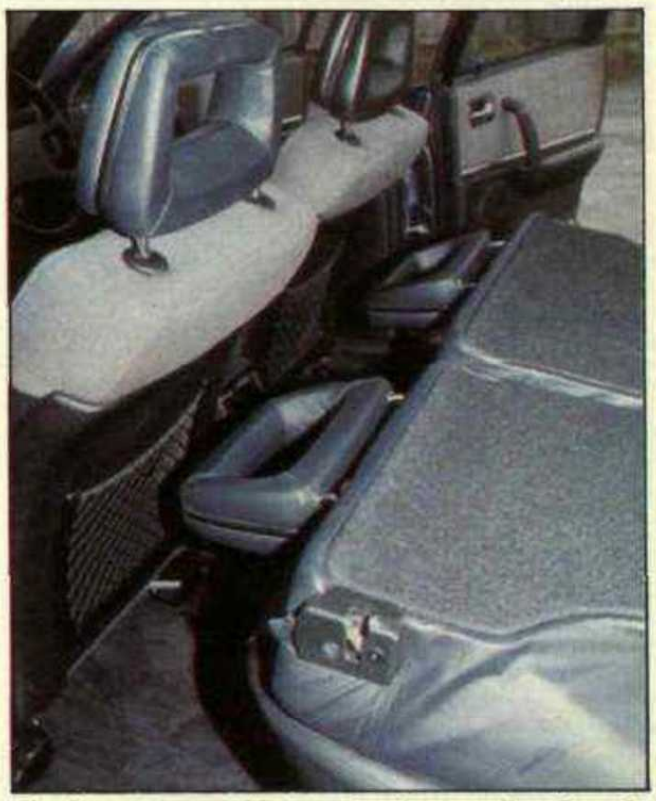
Further down the console, the radio/cassette has a neat rocker tuning switch, but is so low down that the driver needs to duck his head to read the display. Mercedes scores here for positioning, and also by providing one of the expensive but excellent Becker units, which seem to be the only in-car units to display good logical ergonomic design.

It would be unfair to expect the big Mercedes to sprint like a sports-car, especially as an auto-box is standard wear, but in fact it did turn in very fast acceleration times (0-60mph in 9.5sec) through its four-speed plus lock-up box, although I could not measure any real difference in performance between the 'sport' and 'economy' modes. Its generous torque makes it easy to drive, though kick-down took such a long time that flicking the lever into '3' was always quicker, and the brakes, while rather over-boosted, repeatedly disposed of high speeds quickly and quietly. As is usual with the Stuttgart make, the wheel is needlessly large, especially as the system is so very light anyway.

One of the Mercedes's strongest suits is its overall refinement: the in-line six is supremely smooth at all revs, and other mechanical noises are almost completely sealed off from the fortunate occupants whether rolling over urban pot-holes or swallowing main roads at well over a mile-a-minute. Air, too, slips over the shell with little fuss; this big machine is slipperier than its upright profile suggests.

On the negative side, it feels extremely soft, and while the complex rear suspension minimises the handling effects of body movement, it is difficult to make use of its good handling without upsetting any passengers. This is probably the biggest difference between our two express carriers: for overall comfort and effortless progress, the Mercedes succeeds admirably. But with a sporting driver at the helm, the Audi will begin to shine.

Having four-wheel drive is of course a major plus: its astonishing traction on water or mud should not be a surprise, but more than that is the quattro's sensation of pulling itself



Audi system sacrifices a continuous flat floor for simplicity and speed.

around a tight bend, more apparent than with a front-wheel drive car. Where the Mercedes will be scrubbing rubber off those big front tyres, the Avant sails round without protest. Yes, it does ultimately understeer, but unlike an FWD car, it is not going to lose all steering and braking if its driver makes a major mistake. The risk of lift-off oversteer is banished, too; instead the vehicle simply runs a little wider.

Yet the Audi does not quite succeed in



Rear doors: Mercedes (right) has slightly lower sill, plus pull-strap for easy closing.

feeling like a sports-saloon; it feels firmly sprung compared to the Mercedes, but while the degree of body movement is less, it is also less progressive. It wants to roll left or right, almost as if all that glass is making it top-heavy. The steering, too, is rather lifeless, and goes vague on braking, while the brakes, which use a hydraulic rather than a vacuum servo to cope with ABS, are wooden in action.



Mercedes fascia has solid quality air, although wood veneer looks out of place.

Model: Mercedes-Benz 300TE.
Importer: Mercedes-Benz (UK) Ltd, Milton Keynes, Bucks.
Type: Four-door five/seven seat estate.
Engine: Six-cylinder in line, sohc, 2962cc (88.5 × 80.3 mm). 2 valves per cyl, mechanical/electronic fuel injection, 188 bhp at 5700 rpm, 191 lb ft torque at 4400 rpm. Optional catalytic convertor.
Transmission: Front engine, rear wheel drive. Four-speed automatic 'box with sport/economy modes. Five-speed manual available at no extra cost.
Suspension: (front) Macpherson struts with lower wish-bones. (rear) five-link independent system, coil springs, anti-roll bar, telescopic dampers with self-levelling.
Brakes: Servo assisted dual-circuit, discs all round, ventilated at front. Foot operated parking brake, anti-lock system standard.
Steering: Power-assisted rack and pinion. Hydraulic damper.
Wheels and tyres: Light alloy rims, 195/65 VR15 tyres.
Performance: 0-60 mph, 9.5 sec. 30-50 mph, 3.7 sec. 50-70 mph, 6.5 sec. 70-90, 8.1 sec. Max speed, 131 mph.
Economy: approx 21 mpg overall.
Price: £23,900, plus test car options: alloy wheels, £682; rear head restraints, £157; fire extinguisher, £68; metallic paint, £498; rearward facing seat, £567; electric front seats with memory, £694; electric sunroof, £734; tow bar, £536; outside temperature gauge, £91. Total: £27,927.
Summary: Careful thought is obvious in every detail of this handsome car. Fine handling compromised by soft ride, light steering and hard seats.

For a steady pedal pressure, the amount of retardation seems to vary — not a pleasant sensation. Their effect, however, is perfectly respectable.

Some turbo lag is apparent, but once on boost the Avant rockets forwards, so fast indeed that it is almost impossible to use full boost in first without triggering the rev-limiter, a very unpleasant experience since the car kangaroos violently as the driveline backlashes against the engine. In higher gears, too, one quickly learns to be wary as the needle whips round the dial after a moment's pause for breath.

With a little familiarisation it is possible to forget the acres of space behind and drive the Audi very quickly indeed; more than once I glanced in the mirror and remembered with a start what I was driving. Perhaps the gearchange is notchy, and fifth to fourth hard to find, but the high seating position and good view all inspire confidence. A portion of the rear view is blocked by the glass-mounted spoiler, but the canted window seems to stay clean.

Audi's rationale for the choice of a five cylinder layout was that it is smoother than a four but less complex and lighter than a six, on the same basis that pilots used to say that the ideal number of engines for an airliner was more than two and less than four. Unfortunately, the company's success at pushing into the higher executive market has pitched it against six-cylinder rivals rather than four, and there is no doubt that, working hard, the five is lagging badly.

Stepping from the six-cylinder Merc into the Avant was a revelation as far as engine noise goes: in place of serene quiet was a gruff rumble, rising to a disappointing harshness at 5000rpm and on up to the 6900rpm cut-off. It is quite a pleasant, off-beat sound, but you can feel it as well as hear it. This does not make the car tiring by any means: at a steady 80mph it settles to a low level of noise which is not far above the Mercedes; it is only under acceleration that its composure is spoilt.

For once it is not necessary to make allowances for rates of exchange as our duo both originate in the same country. Yet it is obvious that different priorities are held in Ingolstadt and Stuttgart: Audi's pursuit of outright performance through advanced technology is obvious in its advertising and in the metal. From the ingenious flush windows, through the extensive use of light alloys, to its pioneering use of 4WD and ABS, the cars sell on technical interest, and especially their exceptional fuel-efficiency.

Stuttgart, however, is selling a name, and while the Mercedes development budget is a huge one, their advances are incorporated without comment into the product; it is simply expected that each new model will be safer, use less fuel, and be better equipped than the last. Surface conventionality is central, even if underneath sophisticated systems are to be needed to maintain that

Model: Audi 200 Avant Quattro.
Importer: Audi Volkswagen, Milton Keynes, Bucks.
Type: Four-door five seat 4WD estate.
Engine: Five-cylinder in line, sohc, 2144cc (79.5 × 86.4 mm). Bosch K-jetronic fuel injection, electronic ignition with anti-knock device, turbocharger with intercooler. 182 bhp at 5700 rpm, 185 lb ft torque at 3600 rpm.
Transmission: Front engine, permanent four-wheel drive. Single dry-plate clutch, five-speed manual gearbox, lockable central and rear differentials.
Suspension: (front) Macpherson struts, anti-roll bar. (rear) Torsion-crank axle, coil springs and telescopic dampers, Panhard rod, anti-roll bar.
Brakes: Hydraulic brake servo. Discs all round, ventilated at front. Antilock system standard.
Steering: Power-assisted rack and pinion.
Wheels and tyres: 6J 15 light alloy wheels, 205/60 VR 15 tyres.
Performance: 0-60 mph, 8.2 sec. 30-50 mph, 2.7 sec. 50-70 mph, 3.9 sec. 70-90 mph, 5.1 sec. Maximum speed, 140 mph (manufacturer's figure).
Economy: 28.9 mpg overall.
Price: £28,727.
Summary: Stylish load carrier with outstanding all-round performance. Very well equipped in line with high price, but still gives spartan feel. Engine harsh at times, some turbo lag.



Audi cockpit is adequate but unimpressive for a car of this price.

image. This philosophy puts efficiency before fashion, and shows in the large solid detailing throughout the cars — quality that the customer can literally feel.

I have no hesitation in labelling the Mercedes as the more satisfying car to sit in and use; but its soft ride and hard seats are a facet of the German taste which I cannot absorb. On the other hand, although I have found more fault with the Audi because it does not accomplish all its objectives as thoroughly, it would in the end be my choice because of its more dynamic nature. It may have mean detailing, but to be able to carry freight at such speeds is a luxury of a different sort. **GC**



Not as handsome as its little brother, but a lot of fun nevertheless — the 309 GTi.

Fabriqué en Angleterre

The resurgence of the Peugeot name has been an impressive phenomenon lately, with the handsome 205 in the vanguard. The volume saloon which has consolidated sales in the small car sector, the 309, is not in the same league for visual appeal, despite their common front end, but new glamour has been introduced, and some gaps plugged, with several new arrivals.

Available in five-door form only until now, the three-box Peugeot now comes minus two doors if preferred: three of these are simply good family cars of 1.1 or 1.3 litres, but two fuel-injected variants help to push the car into more interesting areas. The XS Injection uses the 115 bhp 1580cc engine of the 309 SR, and shares the wider tyres and sporty extras of that model. But above this again is the 128 mph GTi.

It is not a new recipe; this overtly sporting package has smart alloy wheels, deeper airdam-type bumpers and side-strips, a rear spoiler, spot and fog-lamps, a special steering wheel, and sport seats — all those items which are expected in the apparently ever-expanding sports-hatch market.

But it is not just the cosmetics which count, because the standard of performance also rises steadily — not necessarily in terms of outright acceleration, but in the overall ability of these small multi-purpose cars to cruise all day at very high speeds, to start immediately in filthy weather, to run reliably without attention for thousands of miles, and all the time to prove comfortable and ever more economical to drive; features which once appeared to be directly opposed to the characteristics of a sportscar.

Thus it is actually the invisible work under the skin on which the latest pretender to the class must be judged. Wide tyres and deep spoilers are all bad for a car's drag, but Peugeot has used its wind-tunnel to minimise this by adding fairings under engine and body, extra seals around the doors, a boot-top rear spoiler, and sealing the gap between the rear bumper and the body.

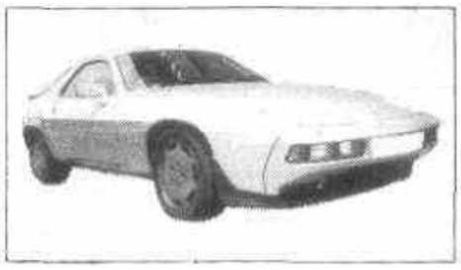
Under the bonnet is the 130 bhp engine used in the 205 1.9 GTi, giving a 0-62 mph time of a mere 8.0 sec and a claimed average of 36 mpg. The sohc unit has an integral oil-cooler and packs its maximum torque of 121 lb ft at a relatively high 4750 rpm; it likes to be revved hard to keep the pressure up. 185/55 VR15 tyres are controlled by comfortably-geared power-steering, while the drum rear brakes of lesser models are supplanted by discs, and the fronts are ventilated. What Peugeot calls "sporty velour", actually quite tasteful, adorns the cabin, while electric windows and locks and a sunroof are optional extras.

Quite why a perfectly respectable saloon should have to lose two doors to be considered sporting eludes me, but of course a three-door shell is just a little lighter and in the figures war every fraction counts. Only the Fiat Strada Abarth can match the 309 GTi on acceleration, with the new 2-litre Astra GTE a little behind, and even the 16-valve Golf cannot match this flying twosome.

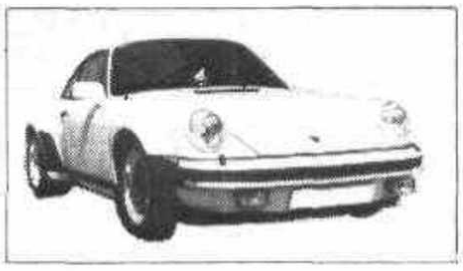
But while the Fiat is a raucous racer with a rock-hard ride, the 309 GTi delivers its punch smoothly and quietly, with a placid deportment which belies how hard the tyres are working. Roll is acceptable, and noise levels are low, while the quick gearchange is a welcome asset. Overall balance is good enough to enable the driver to keep his foot on the throttle through some very tight bends without overreaching the limits of front-end grip.

It is a package which is strong in performance and refinement, but perhaps lacking in style — the 205 is a truly handsome little car, but the boot and heavy rear window of its three-box brother sit a little oddly. However, those who wanted a 205 GTi but could not fit enough people or freight in and turned to the Golf, or perhaps the Ford XR3i, can now indulge both sides of the equation.

And it is built in Britain. The Ryton plant near Coventry has been producing LHD 309s since November 1985, and home-market cars since September of last year, and the new models will be added to the home-built range ready for sale in April/May. Prices are still to be announced. **GC**



1987 928 S4 Auto. Black, beige leather, full spec, del. mlg **£54,000**
1986 D reg 944 Turbo. White, burgundy leather, del. mlg **£29,950**
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1985 C reg 911 Manual. Guards red, s/roof, 1 owner, FSH **£17,450**
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1983 Ferrari Mondial. Black, magnolia hide, sunroof, 24,000 miles **£23,950**
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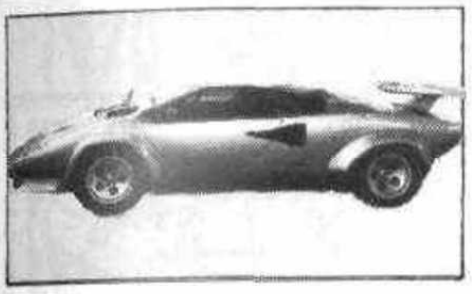
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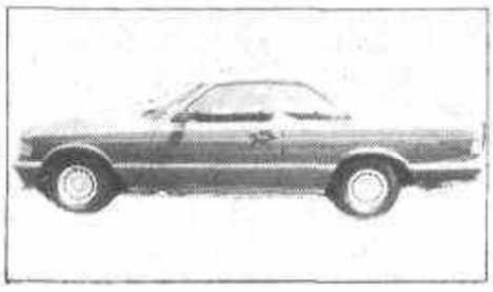
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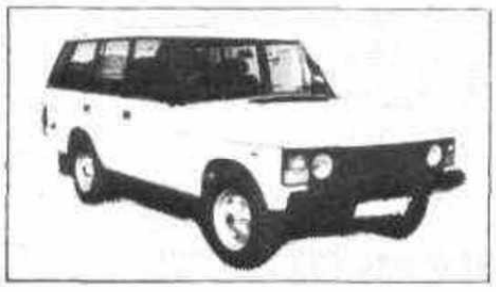
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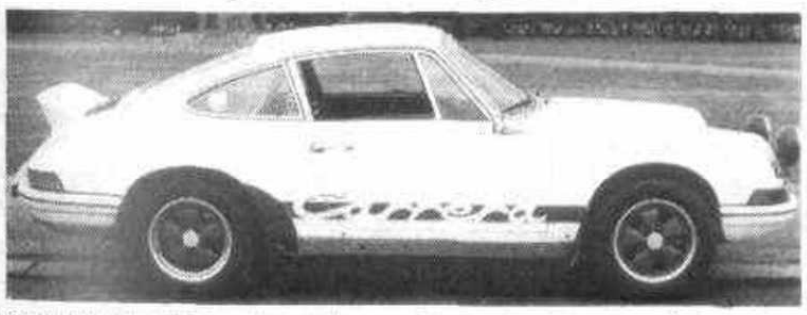


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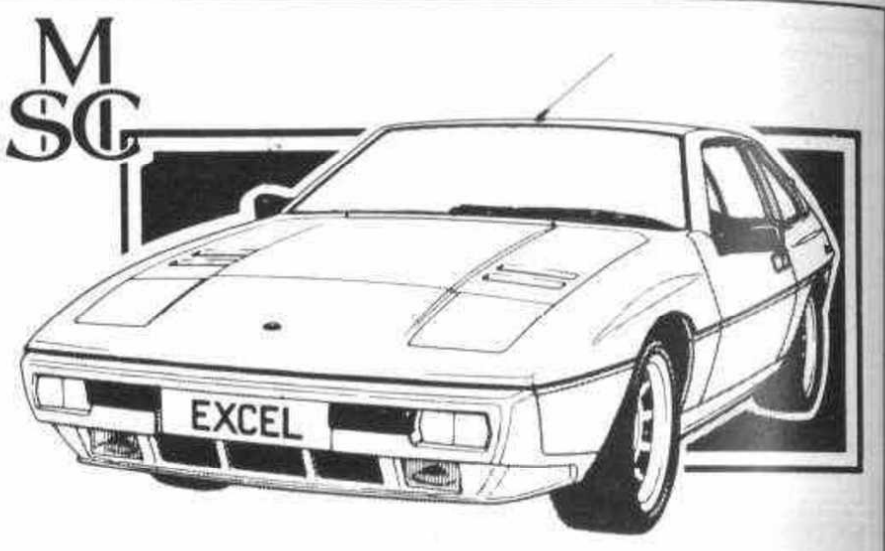
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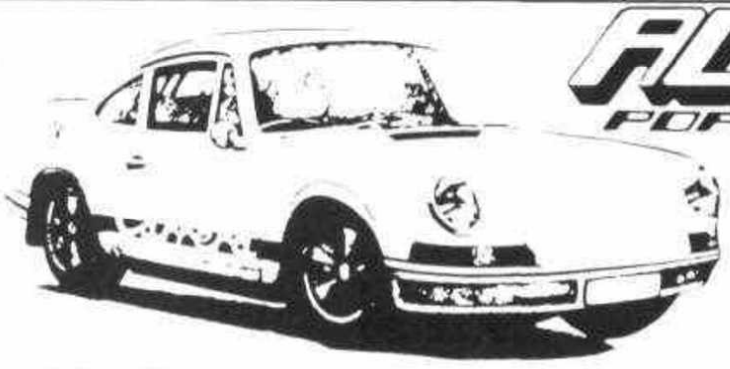
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It therefore follows that generating an air vent by cutting back the bottom face of the front bumper on the right hand side — totally out of sight unless you get on your hands and knees! — will greatly improve the flow of air to the oil cooler.

Porsche cut it back over a length of approximately 250mm, initially just to a depth of 20mm in '84 to clear the new fog lights, then increasing this to approximately 40mm for '85. (N.B. don't cut away the indicator mount bracket).

With this latter cut-out, Porsche measured an engine oil temperature reduction of as much as 20°C at 'full load', (i.e. Autobahn or Race Track!)

1987 AUTOFARM PERFORMANCE PORSCHE CLUB G.B. CHAMPIONSHIP

Ever since the Production Series started in '84, the number of 'active' Porsches in the Club world has increased at a remarkable rate, with the momentum continuing unabated for this coming season, and even greater things already planned for '88!



The Pirelli Porsche Club GB Championship already has over 100 entries, causing organisers headaches before the season starts as to how to cater for so many enthusiasts wanting to go out and just have fun!

And all this enthusiasm inevitably tumbles over into an every growing band of fanatics with cars modified beyond the Production Regulations.



Regular fanatic *Chester 'Giroflex' Wedgewood* has consequently moved his generous company support, and under his new company banner we now have a greatly re-juvenated *Gordon Russell Furniture Inter-Marque Championship*, to cater for these modified cars. However, the interest level for the Porsche team is so high that the Porsche Club have quickly got together a small series just to cater for these modified cars.

We therefore have great delight in announcing the **AUTOFARM PERFORMANCE PORSCHE CLUB GB CHAMPIONSHIP** for modified Production Porsches of all types, and for simplicity this season to be run to the Inter-Marque Regulations.

For Porsche fanatics — For fun!

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- ★ We have collectively over 100 years of Porsche experience amongst our staff!
- ★ We stock over 20 different exhaust items (including stainless steel)
- ★ We can recondition and/or exchange crankshafts, cylinder heads, flywheels, brake discs, alternators, starter motors, turbo's, injection pumps, K-Jet metering units, road wheels, etc.

WE ARE ALL PORSCHE ENTHUSIASTS — SO WHY NOT CALL US AND TALK PORSCHE

PORSCHE SALES



1982 May 3.0 911 SC Sport. Minerva Blue metallic, beige pasha trim, PDM, front/rear fogs, 83 series, 3.3 spoiler, FSH, 41,000 miles **£16,950**

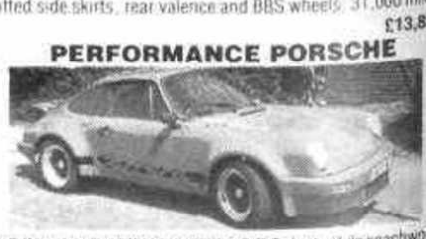
1984 Feb 944. White, black trim, sun roof, PDM, '86 series 928 pattern wheels, Sports seats, front fogs, detailed service history, 1 owner, 76,000 miles. Hence **£11,250**

1982 X 924. Bermuda blue, FSH, fitted with Schrick cam & Porsche sidewinders. 42,000 miles **£7,450**

1984 A 944. Metallic black, FSH, factory sunroof, 38,000 miles **£13,650**

1984 A 944 Auto. Burgundy metallic, FSH, factory sunroof, fitted side skirts, rear valence and BBS wheels, 31,000 miles **£13,850**

PERFORMANCE PORSCHE



3.2 litre LHD 1974 Carrera 3.0 RS. Lwt. style coachwork, red with gold lettering, gold BBS sport wheels, Black-look, black interior. Circa 280 bhp, nominal mileage since eng. & box rebuild, stunning road machine in every sense **£15,950**

CLASSIC PORSCHE



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1973 2.4 911E. Silver, black trim, ESR elec. windows, rear wiper, etc. A beautiful and very original car. Only 51,000 miles **£8,750**

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AC Holdings	+413%
Burindene Investments	+372%

Source: Money Observer December 1986

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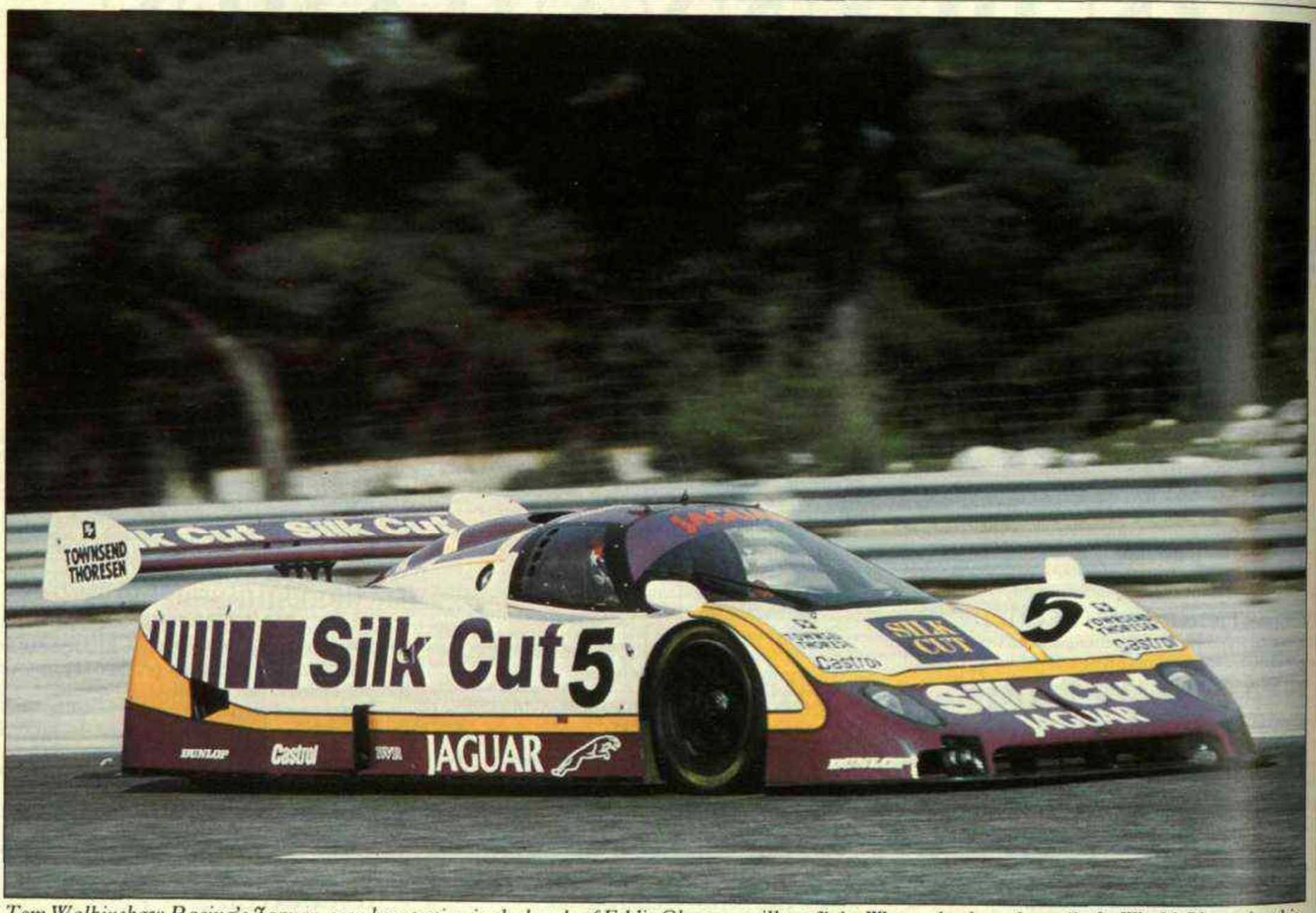
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Tom Walkinshaw Racing's Jaguar, seen here testing in the hands of Eddie Cheever, will put John Watson back on the trail of a World Championship.

Finding the Right Niche

John Watson's Grand Prix career effectively finished a few days after the 1983 South African Grand Prix. After five years as a member of the Marlboro McLaren squad, he found himself dropped from the 1984 line-up when Alain Prost unexpectedly came onto the market following a split with the French Renault Elf team. Suddenly, the man who had almost seemed "part of the furniture" in F1 circles was out of work. It all happened very abruptly indeed.

Watson admits that "the business of McLaren sorting out my contract for the following year had frequently been a last minute kind of thing. There had never seemed to be much urgency about it.

"I mentioned to the Marlboro people after the Kyalami race that it was getting round to contract time and that we ought to discuss it. Then, a couple of days after I returned home, I heard that Prost was out at Renault and in at McLaren. So that was the end of my stint with them."

In pure racing terms, it was less than 'Wattie' deserved at the time on the strength of his own performances. Granted, we all knew Prost was good, and it is now acepted that he is more than good. He is brilliant. But Watson was seldom a slouch in Grand Prix terms, often eclipsing twice-World Champion Niki Lauda in the two seasons that they raced alongside one another at McLaren.

An assessment of Watson's career is not only worthwhile, but also timely. The three years following his involuntary retirement from the sport's top echelon, the Ulsterman's racing fortunes were patchy. But now he is back with a regular drive in a high-profile team — the Silk Cut Jaguar line-up fielded by Tom Walkinshaw Racing in the World Sportscar Championship.

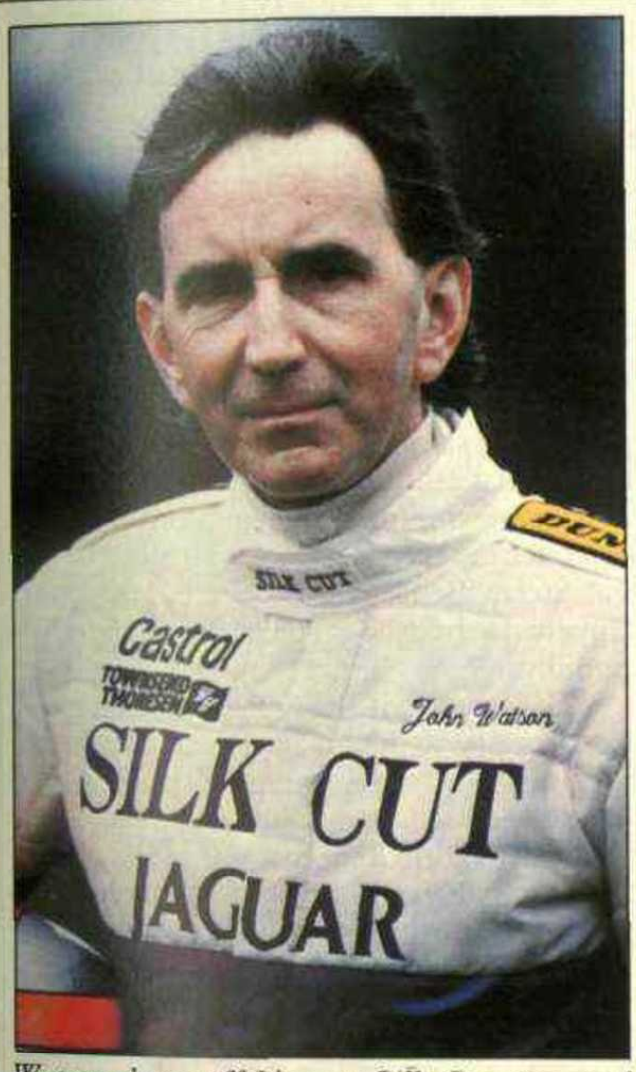
More importantly, at 41, Watson is no longer a frustrated Grand Prix ace or a part-timer, seeking to fill in his time between F1 commitments with outings in these highly competitive English machines.

"I accept that my F1 career is over now and my sights are totally focused on putting my entire effort into the Jaguar project," he says positively. "More importantly, I'm not saying that as a concession. I always hoped that when my F1 career was over I would be able to continue enjoying my racing in another category such as sports cars or saloons. Well, that's what I am doing now with Jaguar.

"As well as being a professional driver I have always been an enthusiast, and the idea of driving for a team with the history and sense of tradition of Jaguar is something which I'm really excited about. I will be giving it everything I've got."

Watson's Grand Prix career encompassed five victories, two of which were truly outstanding and one, the last, so amazing that nobody quite understood why or how it had happened.

Driving for the American Penske team, Watson's triumph in the 1976 Austrian Grand Prix was masterly. His precise, artistic touch got the best out of the competitive Penske



Watson shows off his new Silk Cut-sponsored overalls.

PC4, and there was no doubting the fact that John was in complete control from start to finish. He followed that up by dicing wheel-to-wheel with James Hunt's McLaren M23 at Zandvoort, only losing a chance of taking the lead when the gearbox broke beyond half distance. It was great stuff.

Sadly, at the end of the year Penske withdrew from F1 and John found himself on the market. He was immediately snapped up to drive in the Brabham-Alfa Romeo team alongside Carlos Pace. Powered by their thirsty Italian flat-12-cylinder engines, the Brabham-Alfas were powerful but heavy machines. John immediately underlined his stature by taking a spell in the lead of the first race of the year, the Argentine Grand Prix at Buenos Aires.

After three races, the mantle of team leadership fell onto his shoulders after the untimely death of Pace in a light aircraft crash near Sao Paulo, in his native Brazil. In the races that followed, I always felt we saw Watson at his consistent best. In my view, although he won no races during his two years at Brabham, he drove some of his most impressive races during this time.

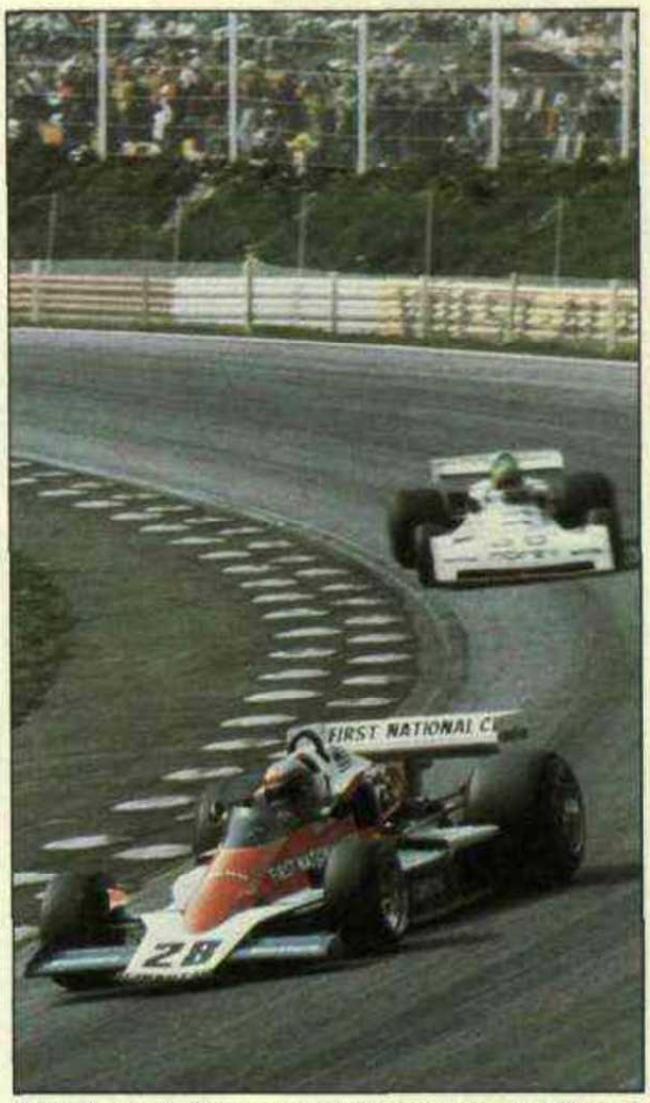
He dominated the 1977 French GP at Dijon, only losing to Mario Andretti's Lotus mid-way round the last lap when the Brabham hesitated momentarily, low on fuel. He spent much of the British Grand Prix at Silverstone at the head of the field. He was on pole position at Monaco. What's more, he sustained this momentum through the 1978 season when Brabham team boss Bernie Ecclestone brought Niki Lauda, fresh from Ferrari as reigning World Champion, into the fold as his partner.

Watson has frequently made the point that, on reflection, perhaps he was not quite as aggressively assertive as Ecclestone would have liked. "There's no question in my mind that I was a match for Niki in terms of aggression and competitiveness when I was strapped into the cockpit," he muses, "but Niki was much more aggressive out of the cockpit. I was more placid. I sometimes thought that Bernie interpreted that as a weakness on my part."

By the end of the 1978 season Ecclestone had decided to replace Watson with Nelson Piquet, the brilliant young Brazilian newcomer who had built up a storming reputation on the British F3 scene that same summer. It was difficult to see where Watson might find another berth, but tragedy intervened to open an unexpected door for 1979. Ronnie Peterson, who had signed to join the McLaren team, died after his Lotus crashed heavily in a multiple accident at the start of the Italian GP. John, perceived as a steady and reliable performer, quietly accepted the vacant position.

Watson became more of his own man from this point onwards, although the machinery failed to come up to scratch in 1979. The ground effect McLaren M28 was a disaster, its lack of form sapping the Ulsterman's confidence. He had felt poised to sustain the momentum his career had built up during his two years with Brabham, but McLaren let him down quite badly.

The team built a new car, the M29, which allowed Watson to regain some confidence towards the end of the year. A good fourth on its first outing in the British GP at Silverstone and a similar result at Montreal, where he led Carlos Reutemann's Williams for some



The first of five Grand Prix victories: John's Penske PC4 at the Österreichring in 1976. It was the team's only F1 win.

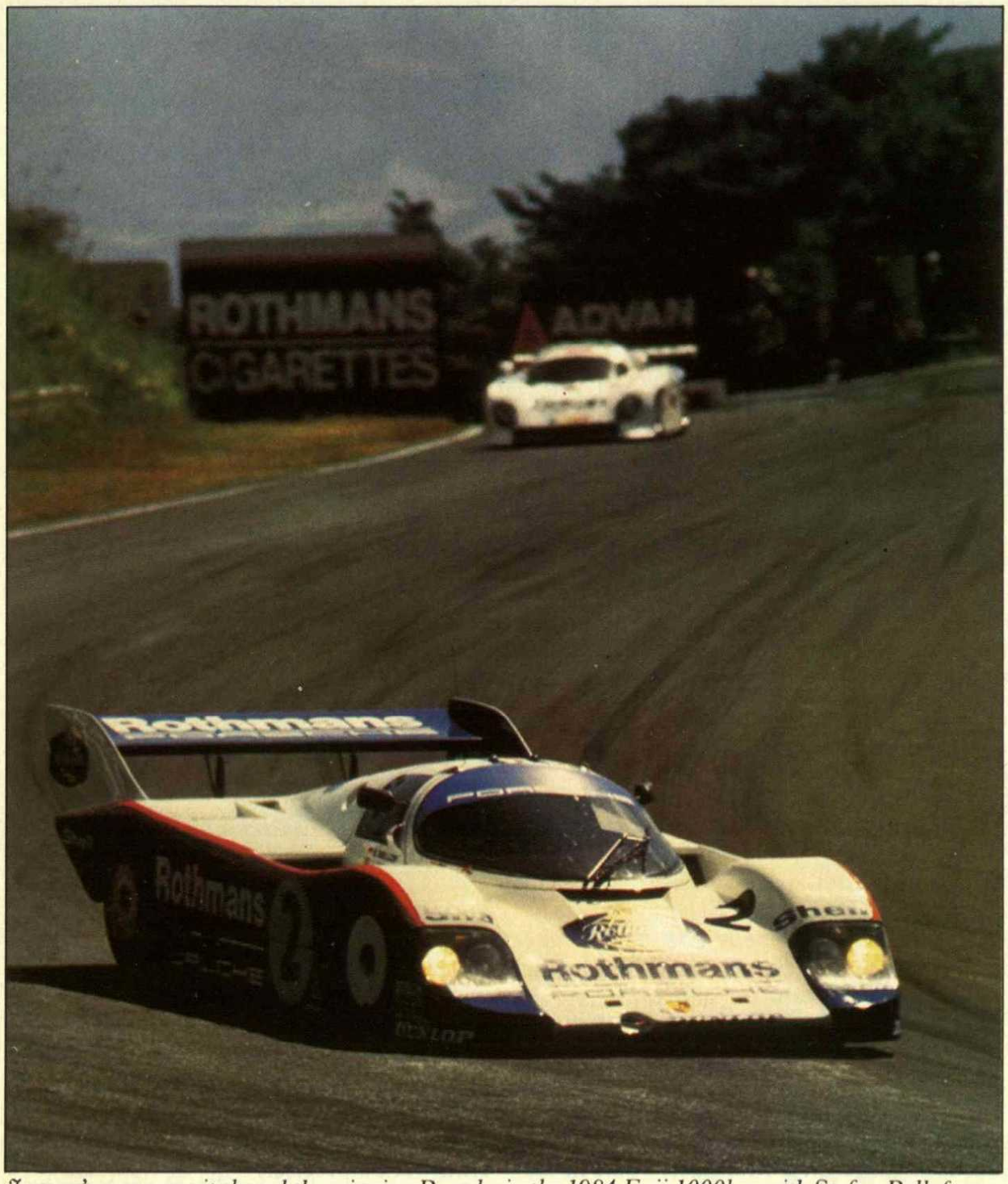
distance before spinning, helped salvage his reputation.

He was to spend another four years with McLaren, where his perfectionist approach proved something of a double-edged sword. For John, professionalism meant setting up a car to a painstaking level of perfection. He always knew precisely what he wanted from a chassis, but sometimes found the route to



At Brands Hatch, 1985, Watson borrows the coveted number one from an injured Niki Lauda!

ASSESSMENT — John Watson



Jaguar's new recruit shared the winning Porsche in the 1984 Fuji 1000km with Stefan Bellof.

arrive at that destination strewn with problems. When the McLarens were bad, John floundered round almost embarrassingly off the pace. But when he tuned them to his liking, brilliant was the only word to describe him.

Throughout 1980 he struggled to make the unloved M29 work properly. Usually he could not, and his frustration was compounded by the fact that his fresh-faced novice team-mate, one Alain Prost, frequently ran quicker.

But when the Ron Dennis/John Barnard new broom swept through the team, ushering in a new era with the superb carbon fibre MP4, Watson suddenly had a machine beneath him which he knew he could do justice to. He got back into the winner's circle at Silverstone for the British GP, but his pursuit of Prost's Renault and Laffite's Ligier at Dijon and Montreal respectively produced a couple of second places which, in truth, were far more impressive than his sole victory that season.

Partnered by returnee Niki Lauda in 1982 and 1983, Watson felt comfortable running alongside his old Brabham partner and the Austrian makes no secret of the fact that he enjoyed life with John as well. Off-track, Niki had the psychological upper-hand in terms of repartee and banter, but John could often give him a good hiding out on the circuit.

He admits that he "loved turning over the form book, coming through the field from a low starting position to finish strongly." His win at Detroit in 1982 was right out of that mould. His McLaren scythed through the pack, dodging through gaps that hardly seemed open.

Even Lauda was easy meat that afternoon and Niki admits it. "I just had a mental block about passing people in that race," he shrugs, "then along came John and he went sailing through without any trouble. Remarkable."

But if that Detroit performance was memorable, Watson's final career Grand Prix victory at Long Beach the following year was so remarkable as to be almost inexplicable. Hopelessly off the pace during qualifying, John and Niki lined up 22nd and 23rd — then came galloping through the field to finish first and scond, admittedly aided by a high level of retirements.

In many ways that final success encapsulated Watson's whole ability as a racing driver. Never at his best sorting out the technical conundrums posed by qualifying, John's *racing* prowess was terrific to watch when things were running his way. Unquestionably, he was an F1 exponent with boundless natural ability. His was an intuitive talent.

When he lost his McLaren seat at the end of the year, the future seemed uncertain. The 1984 season saw him driving one of the Group 44 Jaguars at Le Mans (he retired), and sharing the winning Rothmans Porsche 956 at Fuji later in the year. "I think it's fair to say that Stefan Bellof won the race, and I just happened to be driving the same car," he grins candidly.

An F1 return with Toleman seemed on the cards for 1985, but that sadly fell through. Even now, it is not something that he finds remotely amusing, and one can detect a feeling that he might have been used as a pawn by the team in the complex and unpredictable game of chess which went on in an attempt to secure tyre supplies.

At the end of that season he had one final F1 fling in the best car available, a McLaren MP4/2B, in the Grand Prix of Europe at Brands Hatch. Niki Lauda had hurt his wrist in a Spa practice shunt, so 'Wattie' was recruited to deputise for his former team-mate. Before he did so, he went through a great deal of soul-searching, particularly after a Donington test session where he was hard-pressed to get within a couple of seconds of Prost's best.

In the race he finished seventh, close behind the Arrows of Thierry Boutsen. It was an experience which helped him accept that his F1 days were over — and left him highly impressed with Alain Prost's driving skill.

It says much for his sense of realism that, after the first pre-race trial run, John was reluctant to compete at Brands Hatch. He knew full-well just how crucial continuity is to a competitive F1 driving programme. And he had not had the benefit of such continuity.

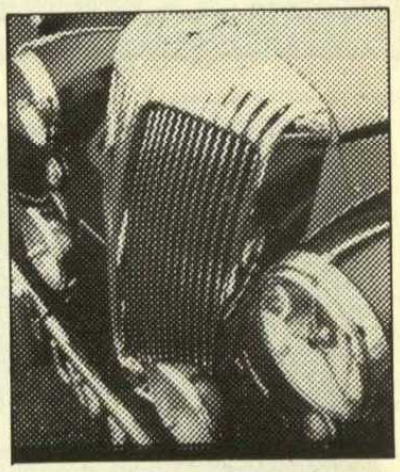
"I don't feel in any way resentful that my F1 days are past," he says without a trace of bitterness. "You need something beyond a normal commitment to get the best out of today's Grand Prix cars, a high level of bravado which perhaps I'm no longer capable of producing. I'm much more premeditated in my approach to driving these days. Everything is rational, conforming to a predictable pattern."

Ideal qualities, one is tempted to opine, for a top-line contender in the World Sportscar Championship. Watson and Jaguar should interlock together as kindred spirits.

John seems more contented and serene than I can remember for years, as he faces one of the most challenging, high-profile seasons of his entire career. The raw materials for success are there, and he seems ideally placed to make them work in his favour. **AH**

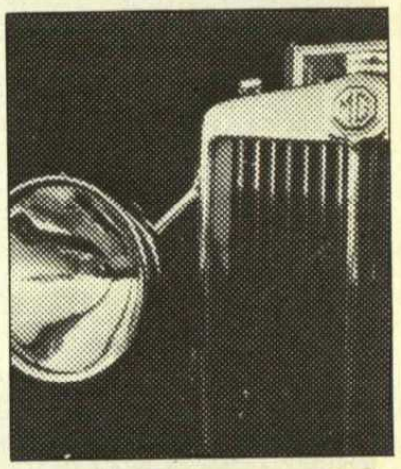






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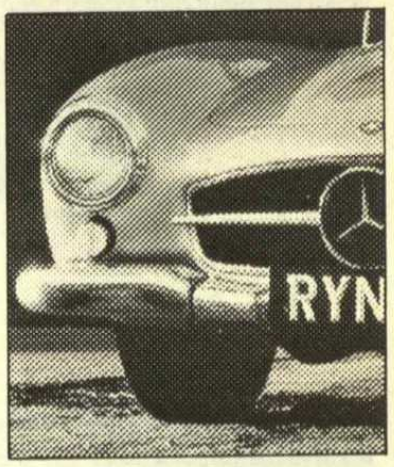


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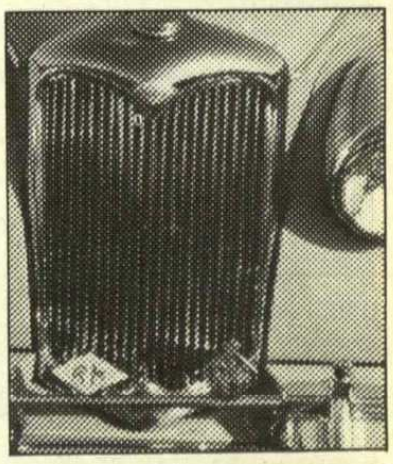
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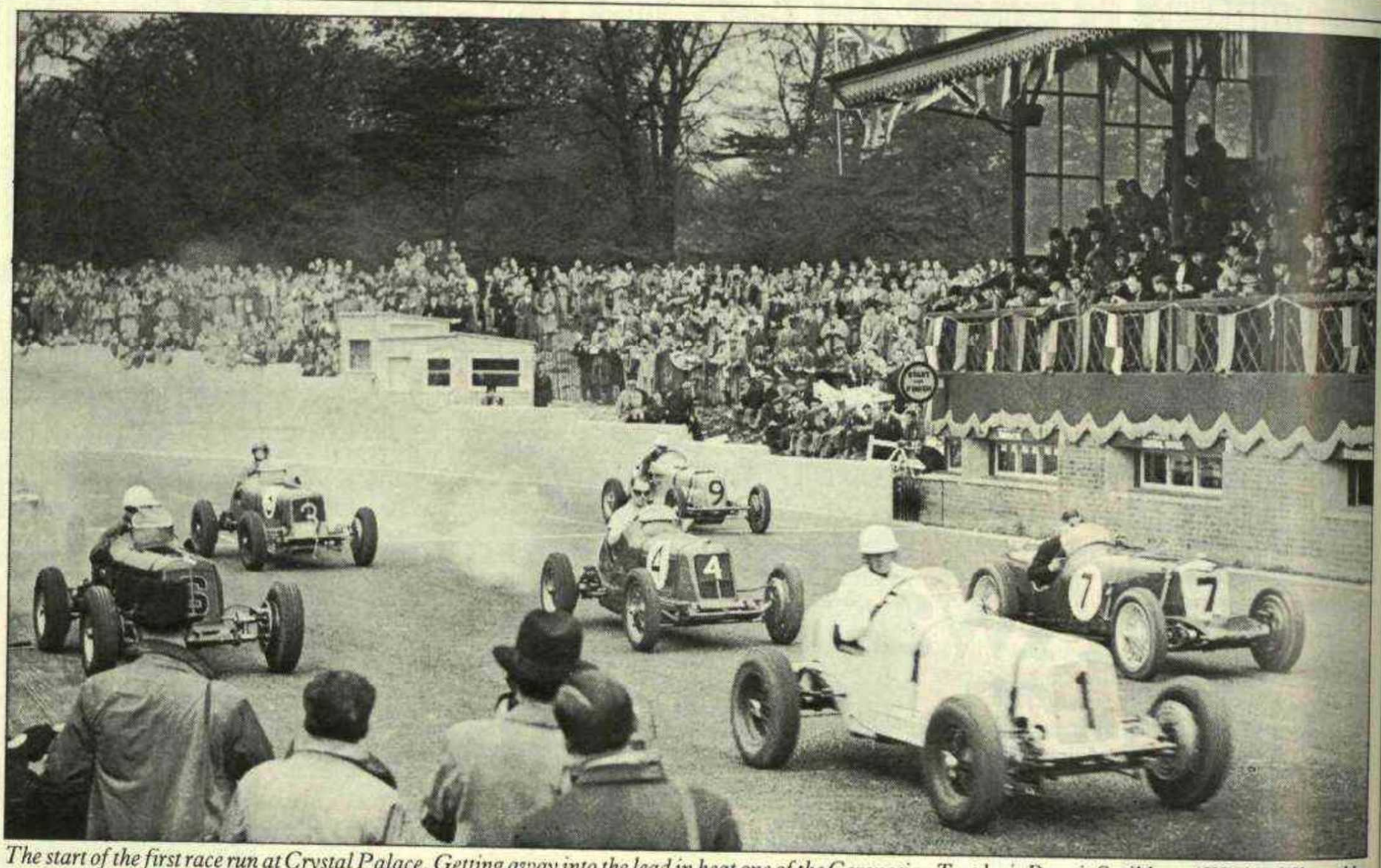
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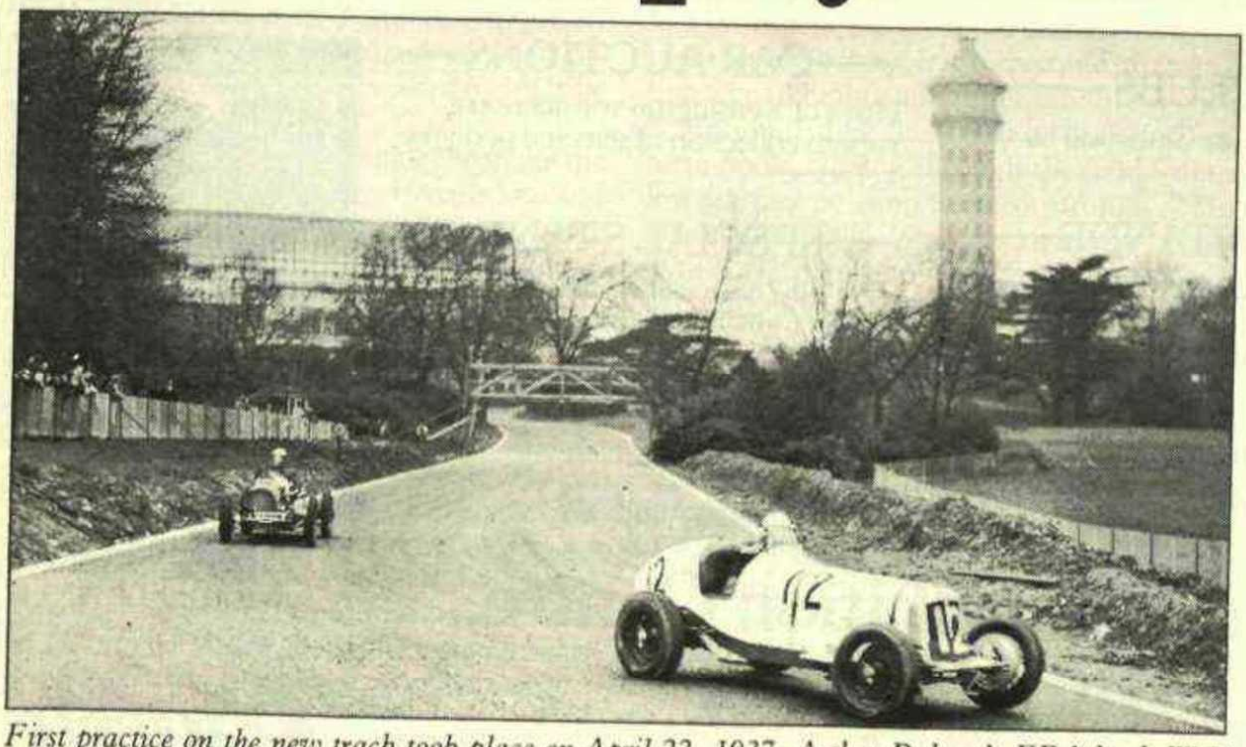
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The start of the first race run at Crystal Palace. Getting away into the lead in heat one of the Coronation Trophy is Dennis Scribbans (ERA), followed by Pat Fairfield (ERA no 6), Charlie Brackenbury (Maserati 4CM no 4) and Percy Maclure (Riley no 7). In the back row are Bill Humphreys (MG no 8), Ian Connell (ERA no 3) and the Hon Peter Aitken (Frazer Nash no 9). Fairfield won the heat.

Coronation Trophy



First practice on the new track took place on April 22, 1937. Arthur Dobson's ERA leads W E "Wilky" Wilkinson's Riley into Stadium Dip, with one of the famous glass towers in the background.

Fifty years ago, on April 24, 1937, a purpose-built motor racing circuit was opened in the grounds of the Crystal Palace Exhibition Centre at Sydenham in south-east London. This ambitious project was brought about by a newly founded organisation called the Road Racing Club, led by racing driver W G (Bill) Everitt and Harry Edwards, who became Clerk of the Course.

The two-mile circuit was ideally suited to "voiturette" racing, rather than Grand Prix racing, and the first event was won by Pat Fairfield, driving the latest 1½-litre ERA.

1937 being the year of the coronation of King George VI, the opening meeting saw 20 cars entered for the Coronation Trophy race. As the circuit was compact and twisty, the entry was divided into two heats of 20 laps each, with a final for the first five in each heat, run over 30 laps.

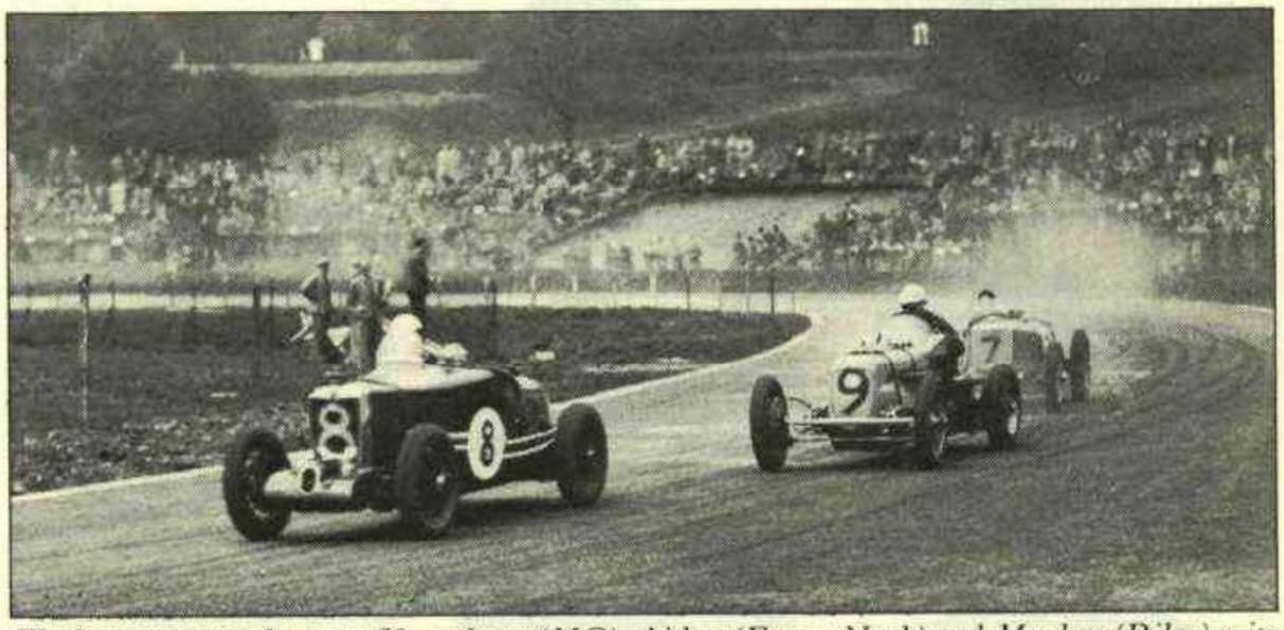
The works ERA team dominated proceedings, with Fairfield winning heat one, Raymond Mays heat two, and Fairfield winning the final after Mays retired.

The opening of this road-racing type circuit brought motor racing to the very doorsteps of many South London enthusiasts, among them a youthful DSJ, who spent all his pocket-money on his bus-fare, entrance fee and programme.

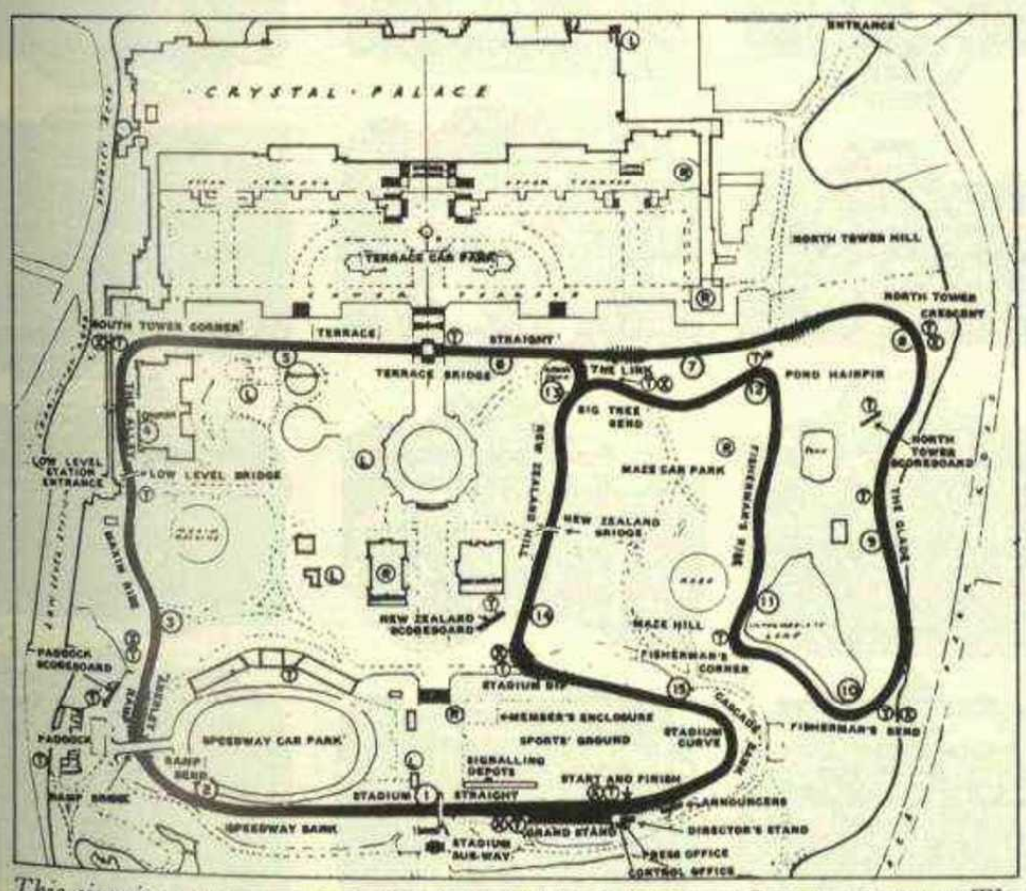
The accompanying photographs, taken from our archives, give some of the flavour of that opening meeting. **DSJ**



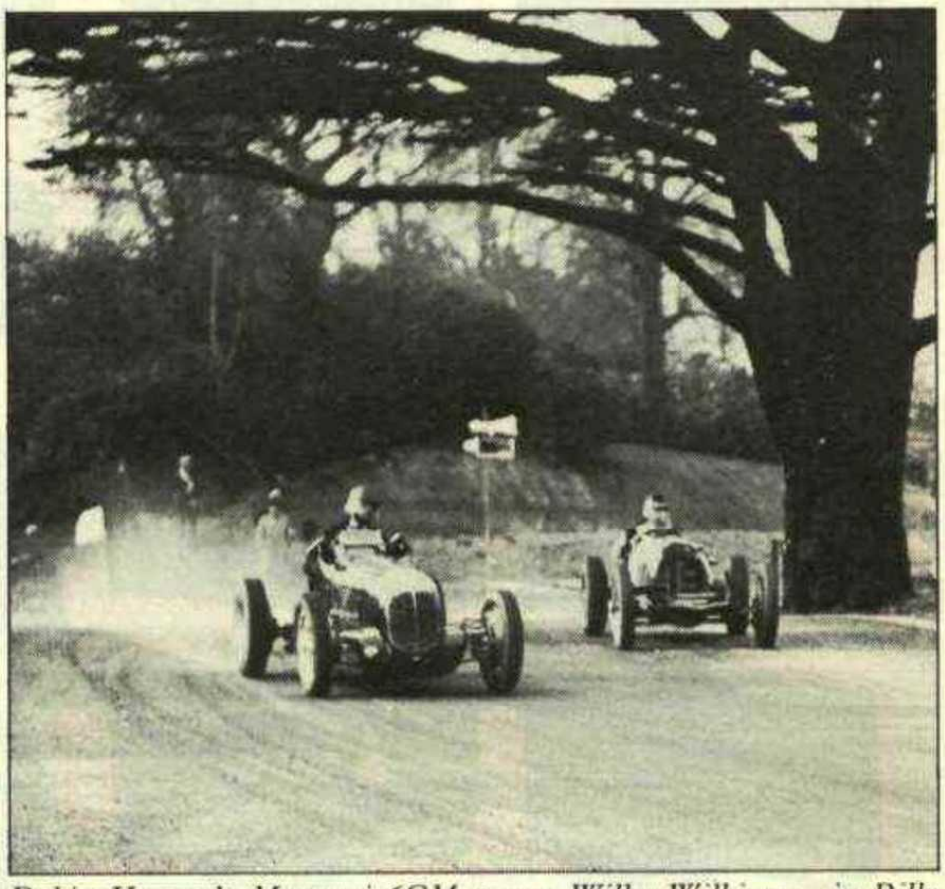
Studying plans in front of the glass palace are (left to right) the Hon G Rodd, a surveyor from constructors W&C French, Harry Edwards and Bill Everitt.



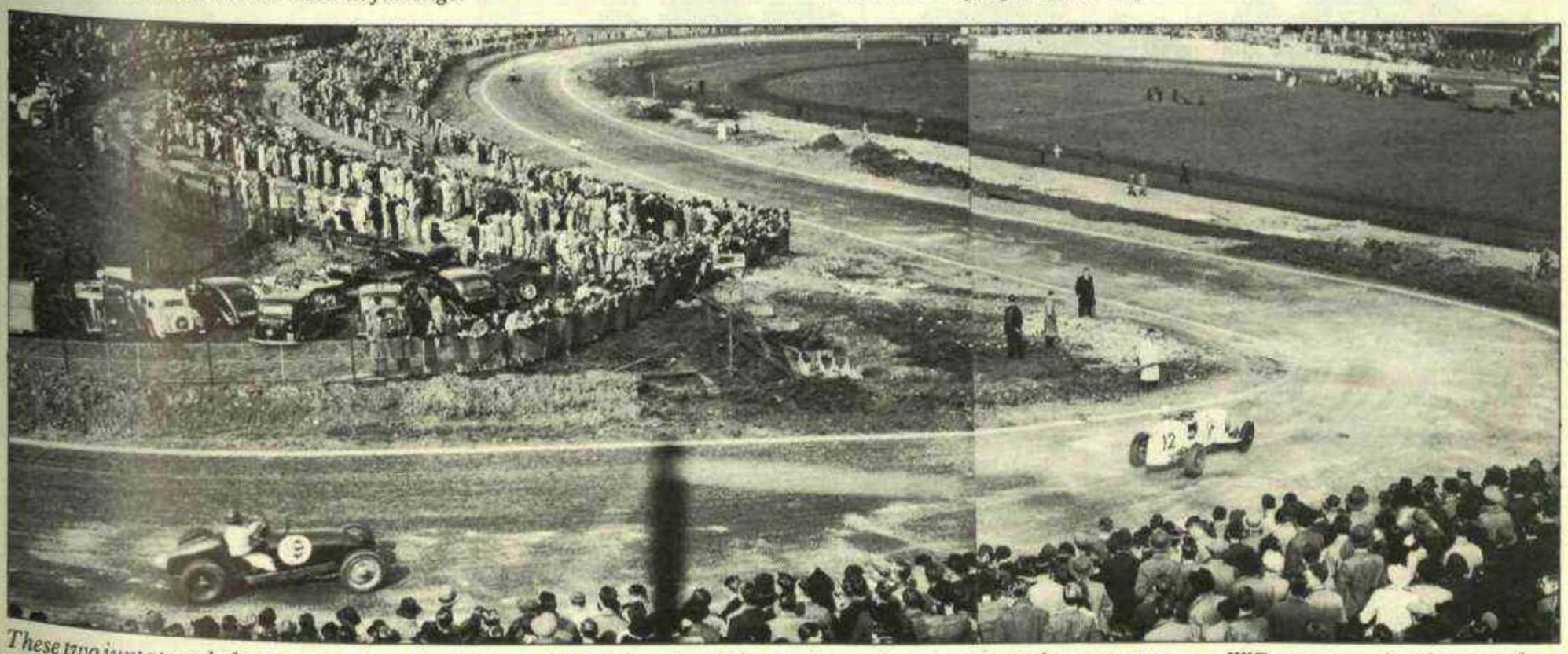
The heat one scrap between Humphreys (MG), Aitken (Frazer Nash) and Maclure (Riley) exits Stadium Curve. The course also ran through the trees in the background.



This circuit map was printed in the official Coronation Cup programme. The circled numbers measure the track in furlongs.



Robin Hanson's Maserati 6CM passes Wilky Wilkinson, in Billy Cotton's Riley Special, at Big Tree Bend.



These two juxtaposed photographs show that the downhill left-hander leading to the stadium was a popular spectator area. WB was reporting the event from behind the earth bank on the right, and had to beat a hasty retreat when Aubrey Esson-Scott crashed his single-seater Bugatti backwards over it!



THE AUTOMATIC.



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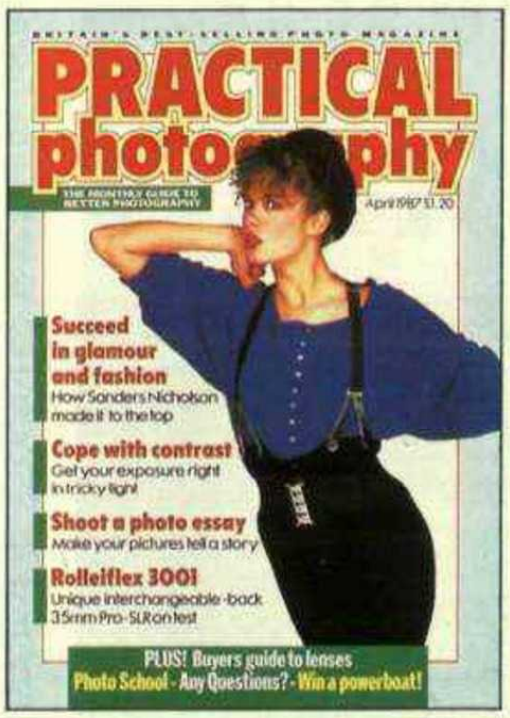
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THE MANUAL.



Visually eccentric, the appeal of the latest 75 is from inside rather than out.

Alfas With Brio

Now a fully-fledged part of the Fiat Group, Alfa Romeo has a brighter and more secure future than ever before. Complete autonomy on engines is a particular aspect of the arrangement which will delight devotees of the marque, and two announcements in February underline Alfa Romeo's expertise in this field.

For now, both the 3-litre V6 and the 2-litre twin-plug four-cylinder engines are exclusively installed in the 75 model, but they will be strong features of the type 164 which is to be announced in September.

Since the demise of the Alfasud, Alfa Romeo's British market share has sunk abysmally to 2,233 units in 1986. The new TKM concession, based in Dover, now has the job of lifting the make off the floor, much as the Heron Group's Lancar subsidiary has had to turn Lancia around. From that base it would be almost impossible not to succeed.

How successful the recovery will be remains to be seen. There is no 'little Alfa', like the Lancia Y10, to boost the registration figures, and the styling of the mainstream 33 and 75 models is not to everyone's liking. But there is tremendous optimism in Milan for the type 164 (which will have a name or a new number before its debut at the Frankfurt Show), based on its Pininfarina styling and sheer driver-appeal.

If you want an Italian word to fit Alfa's revised 75 models, it is "brio". The engines, though quite different in design and configuration, are extremely powerful for their capacity and have their own characteristic noises, a snarl from the 2-litre and a zing from the 3-litre. Self-control will be required of the driver in speed-limited areas, for both these models are quite exhilarating.



Angular dash with new round instruments is still fussy.

They will be available on the British market in June or July, the 2-litre at just under £11,000 and the 3-litre Cloverleaf V6 at around £13,500. In terms of equipment and quality they will offer marvellous value for money, but Maurice Rourke, managing director of Alfa Romeo (Great Britain) Ltd acknowledges there is a lot of work to do on the marque's image, acceptability, and retained values.

The 3-litre V6 has been anticipated for a couple of years, and develops a lusty 188bhp at 5800rpm. Both the bore and stroke have been increased, to 93 × 72.6mm for a capacity of 2959cc (the 2.5-litre engine, which continues in production, has a bore and stroke of 88 × 68.3mm). As before, it is fitted with the Bosch L-Jetronic injection system. The claimed performance figures are very satisfactory, with acceleration from rest to 62.5mph in 7.3sec and a top speed of 136mph.

The Alfa Romeo 75 Twin Spark 2.0, to give it its official name, is quite a masterpiece in power and torque. The aluminium block is little changed and the 1962cc capacity is retained, but the twin overhead camshaft alloy head is entirely new. Each chain-driven camshaft drives a row of inlet or exhaust valves (two valves per cylinder, not four) with two plugs, each fed by its own distributor, located vertically in each combustion chamber.

The pistons are virtually flat-topped, apart from small valve indents, and the chambers are less domed than before. The valves, though, are inclined at an angle of 46°, instead of 80°, for improved combustion and compactness.

An interesting feature of the 2-litre is the Variable Inlet Valve Timing development, already used previously in the Alfetta. The positioning of the inlet camshaft, and hence the valve timing, is varied by oil pressure and electrical means at different engine speeds, allowing good low-speed torque (actually 130lb ft at 3000rpm) and good characteristics at the top end.

The 2-litre engine is the first in Italy to have the full Bosch Motronic management system, and the combination of all these advanced features produces an exceptionally high power output of 148bhp at 5800rpm.

In the days of old-fashioned twin-choke carburettors that sort of output from a 2-litre Alfa Romeo could have been expected to result in peaky performance and flat-spots measured in chasms, yet the twin-spark engine is a revelation, as smooth and responsive as any customer could wish for.

Of the two, the 2-litre is the better balanced car, with fine handling and taut responses. The suspension system has been improved with stiffer springs and softer damper settings; there is a 25% limited slip differential, and front and rear anti-roll bars have been increased in diameter. The de Dion-suspended rear transaxle system has undergone some refinement too, and a new type of single disc and 'heavy duty' clutch is fitted, with improved clamping pressure yet lighter in weight to reduce the inertial forces.

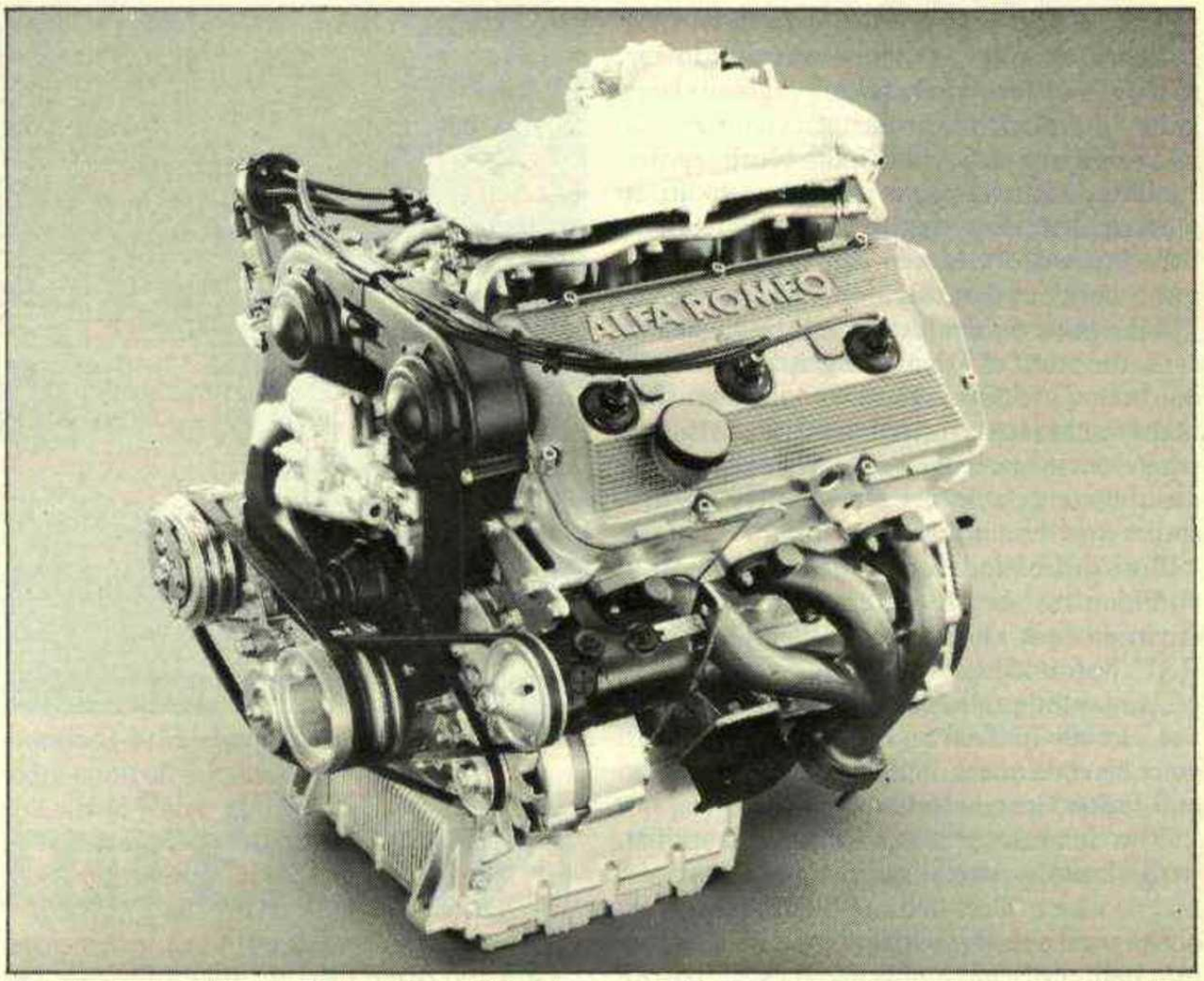
The gearchange is certainly improved, and is probably as good now as it can be with the clutch at the back. But it is marginally less efficient than the best competing designs, having a long, rubbery action on the lever, and is not especially fast.

These high-performing Alfa 75s are distinguished by side-skirt kits, extended arches to accommodate the wider Speedline/Alfa wheels (from the 1.8 turbo), and by polyurethane aerodynamic aids around the bootlid. The overall effect lacks synthesis (it could be said, more rudely, that the 75 is a hotch-potch of clashing lines) and visually, the newcomers don't immediately appeal.

Driving is another thing, though, and the super engines, coupled to close ratio gearboxes, can be guaranteed to please sporty owners. The interiors are ornate, again fussy, with new orange instruments which are round instead of quadrant shaped. The velour seats are comfortable and well shaped, but still lack sufficient rearward adjustment.

In the foreseeable future, Alfa Romeo's distinct styling and engine ranges are assured — just as Lancia has been allowed to develop its cars distinct from Fiat, without badge-engineering.

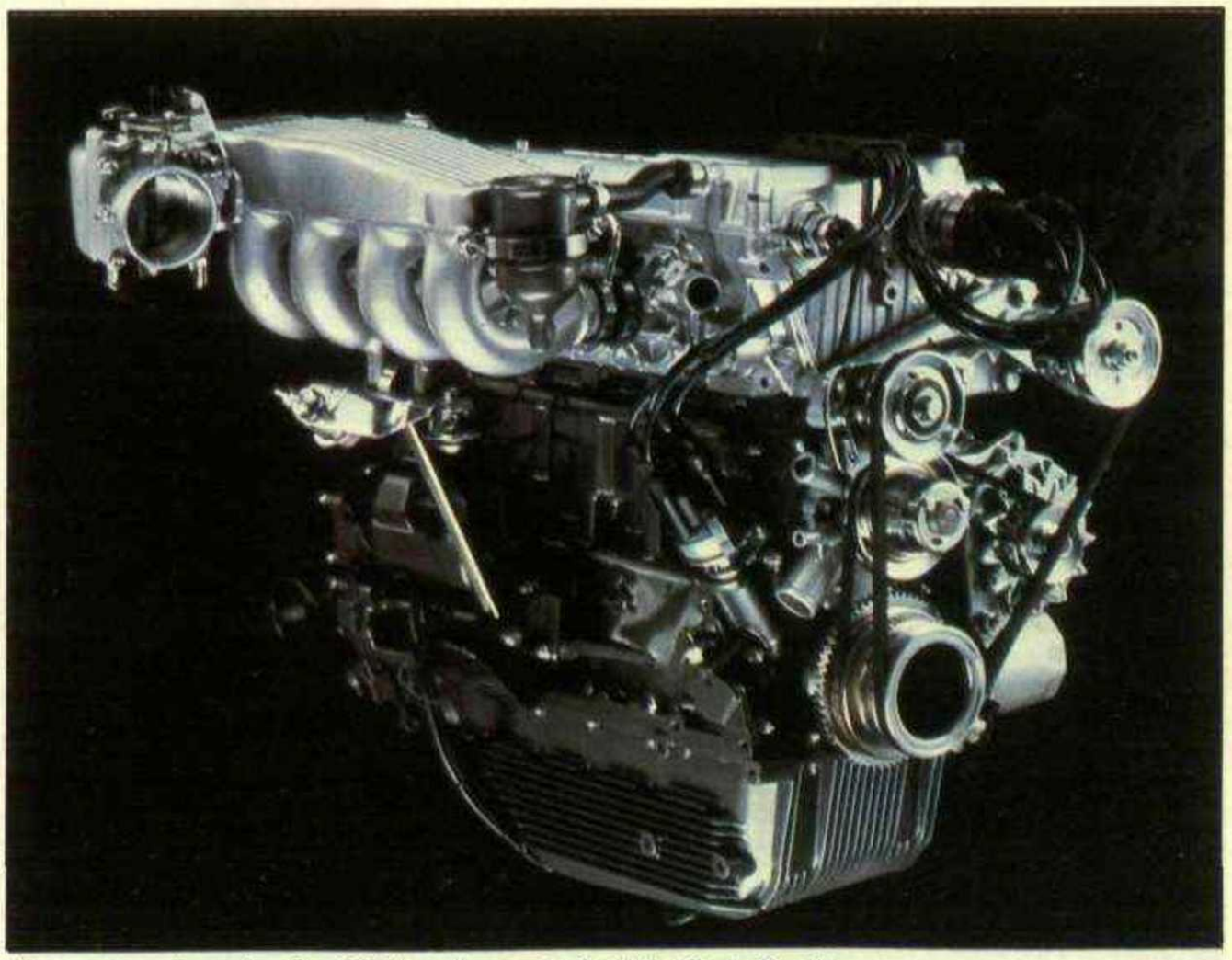
The combine will have an annual output of over 600,000 cars by 1991, more than Mercedes-Benz or BMW currently produce. Lancia will concentrate on high quality cars, Alfa Romeo on "sporty" cars, a plan which may also produce a new Spyder model. To mop up some of Alfa's prodigious spare production capacity, Lancia Themas will also be built at Alfa's Arese plant near Milan, and the Y10 at the Pomigliano plant near Naples.



The 3-litre development of the wonderful 60-degree sohc V6 is surely destined to become a favourite.

One major decision which has yet to be taken concerns the future of the Nissan-Alfa Romeo agreement. A new letter of intent was signed by the companies last year for further co-operation, despite the marked lack of success of the Nissan Cherry Europe and the unloved Alfa Arna, now out of production.

A Nissan off-road vehicle might be produced at the modern Avellino plant in the south . . . but Fiat is historically hostile to Japanese penetration, and chief executive Vittorio Ghidella is believed to be unravelling the agreement as best he can. **MLC**



Successor to the twin-plug GTA engine — the 148bhp Twin Spark.

THE STORY OF. . .



John Corfield's Diva holds more HSCC circuit records than any other driver/car combination.

No Prima Donna

In the early 'sixties, Diva cars burst into British racing and were extraordinary successful in the popular small-engined class. With literally hundreds of victories — including two class wins in the Nurburgring 1000km, and the promise of a road car, it seemed that Diva might become an established part of the scene. But things did not quite work out that way.

Like most companies which build racing cars, the story of Diva is largely the story of one man. Don Sim first came to the attention of the motor racing fraternity in the late 'fifties when he was one half of Yimkin Engineering, a tuning company which also built a handful of sports cars for club racing.

Born in London in 1931, Don had an early ambition to be an aircraft maintenance engineer and, after National Service in the RAF, he found himself at the Chelsea College of Automobile and Aircraft Engineering. He was already hooked on cars and racing, and since his class mates included Mike Hawthorn and Jackie Epstein he had to do *something*.

The 'something' was a Riley Nine special with a mildly tuned engine and "a horrible body" which Don had cobbled together as cheap transport but which, by degrees, eased into high trials and handicap races.

Later he bought a 1500cc dohc blown Alfa Romeo from a man called Mike Handley. Apparently it had been a works car brought over to Ireland for a Phoenix Park meeting. There was no body but the two men built one up along the lines of the original. Don says: "I used to enter it in handicaps but was given impossible targets. That's what happens when a car's previous driver is Nuvolari!"

Don and Mike then set about designing a monocoque 1172 car: "Mike did the main design, I put in my tuppenceworth." While Mike, Jackie Epstein and others worked in Don's shed, Don himself had to go where there was work and so spent time in Beirut working on large civil aircraft.

By the time he returned in 1956, the car was on its wheels. He had doubts about the design, so to prove the components designed a simple ladder frame to take the running gear. This little special was named Yimkin, from the Arabic word for "maybe", a wry comment from Don on his own engineering. It was used solely as a road-going test-bed and never raced.

Having built one car, however, Don had the taste, and set about the design of a more sophisticated successor. The Alfa Romeo, the ladder frame Yimkin, and the unfinished monococque car were sold and work began on one with a multitubular frame.

Originally conceived for the 1172 Formula, it had a simple cycle-winged 20 gauge aluminium body curved round the chassis frame, and followed the popular special-builders route in having Standard Ten wishbones, Morris Minor steering, hubs, and brakes, and a solid Austin A35 live axle. This was located with a combined "A" frame-cum-Panhard rod suspended on coil springs and dampers.

Don raced the prototype for a couple of years but quickly found he hadn't the finance to compete with the better 1172 Ford tuners, and switched to a modified BMC Series A engine and to the 1000cc sports car class. The switch of engines and categories brought some recognition and, with Mike Handley, Don started Yimkin Engineering, which specialised in converting BMC engines while selling Yimkin cars.

Then John Parkinson bought a car which he shared with Don Sim and the pair achieved some success with it. In 1960 Yimkins won ten of the twelve races in which they were entered.

The little company, based just off Sloane Street, published a high-toned brochure which included phrases like "individually tailored" and "millionaire or penniless enthu-



An early Diva outside the garage in Penge where it was made.

siast, the Yimkin is designed for you."

Like other, similar, firms, Yimkin suggested that its car could double for Formula Junior, not to compete against the likes of Lotus and Cooper, but in an anticipated Club FJ with a maximum price limit. This never, in fact, materialised.

With the option of either Stage III BMC or Ford 105 B engines, the Yimkin FJ car cost just £800 assembled and ready to go. You could buy a rolling chassis kit for £500 and provide your own engine and gearbox and the company would assemble it for £50.

Despite the impressive brochure, just six Yimkins were sold, four going abroad, two of them primarily for Formula Junior. We wondered why Don did not make a proper FJ car. He says, "I didn't think I was up to a single-seater and, besides, I wanted to make a road car."

Though Yimkin Engineering was one of the more successful of the car conversion firms of the time, a business which would support two bachelors was not necessarily strong enough to support two families. Since Mike and Don had both married, they decided to wind it up at the end of 1960. Don went back to flying as an engineer on Lockheed Consellations.

During the Yimkin days, one of the customers had been Leo Bertorelli, who owned a TR3 which was given the Yimkin treatment. After Bertorelli had beaten Sid Hurrell, then *the* TR specialist, in the Brighton Speed Trials, he formed a very high opinion of Sim's work.

Bertorelli rallied a succession of Triumphs and, having taken over the lease of a garage in Penge, invited Don to run it and an accompanying business, Tunex Conversions, which would modify Triumphs and prepare Bertorelli's own cars for rallying.

Don accepted, and to the business brought the design for a new car, based on the Yimkin but with a wider and much more complex frame. "We didn't know what to call it but Mike Jeffrey, our cam grinder, suggested Diva. 'I'm not building a prima donna,' I said, to which he replied: 'It's got sexy curves and plays best on the high notes.'

"To finish it quickly we completed the first one with a live rear axle, after the Yimkin, and we used a Heron coupé fibreglass body which was originally made for 750 Specials. It covered the car (in fact the 6ft 9in wheelbase was determined by the body and not vice versa) but eventually proved too tight a shape for development.

"Despite the fact it wouldn't sell any of our Triumph conversions, we fitted the car with a Ford 105E engine tuned by Ted Parker. We eventually got the car ready and invited John Bloomfield to drive it at Goodwood in early June."

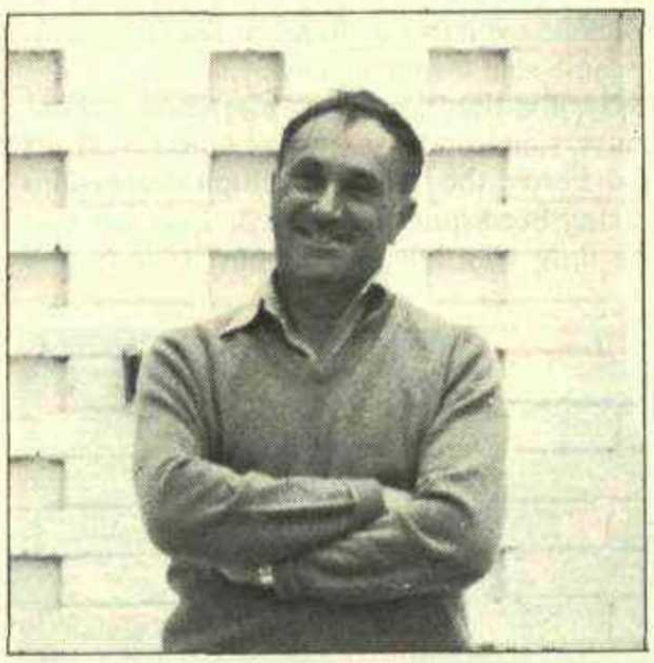
Bloomfield finished second in class, but within a few weeks began to win, and after the end of July was undefeated. His final tally for 1962 was ten events, seven wins, two seconds and a third.

In the meantime, Don had built a second car, this time with IRS by bottom inverted wishbones, top radius arms, Watt's linkages, adjustable Armstong dampers, coil springs, and anti-roll bar. Braking was by 9½in discs (Triumph Herald assemblies) at the front, and 9in drums (Morris Oxford) at the rear. A new body was made but it looked so awful that it was removed on the preview day of the 1963 Racing Car Show and a Heron shell was later fitted to it.

Diva GTs were offered as a kit complete with a Ford 105E engine fitted with two 40 DCOB Webers, special manifolds and a modified sump, for £860. A further £170 would bring a customer's car up to full works spec, with 85-90bhp and a close-ratio gearbox.

Apart from the first two Heron-bodied cars, Diva GTs were clothed with a fibreglass body designed by Don and the works foreman. Building its own body gave Diva more control, particularly where suspension and wheel width were concerned, and was in line with Don's policy of making as much as possible in house.

Realising that it would overstretch the resources of the little company to run a car from the works, the second Diva chassis was loaned to Doug Mockford, a rapid Lotus Seven driver. Mockford, who had begun racing at the age of 40 in 1959, used various Ford engines ranging in capacity from 997cc to 1650cc to notch up eight wins.



Don Sim.

John Bloomfield's one-litre car was very nearly as successful while Don Sim himself raced a couple of times and picked up a couple of victories. Mockford also finished runner-up for the BRSCC's '500' Club Trophy and, in 1100cc form, won the John Davy GT Championship.

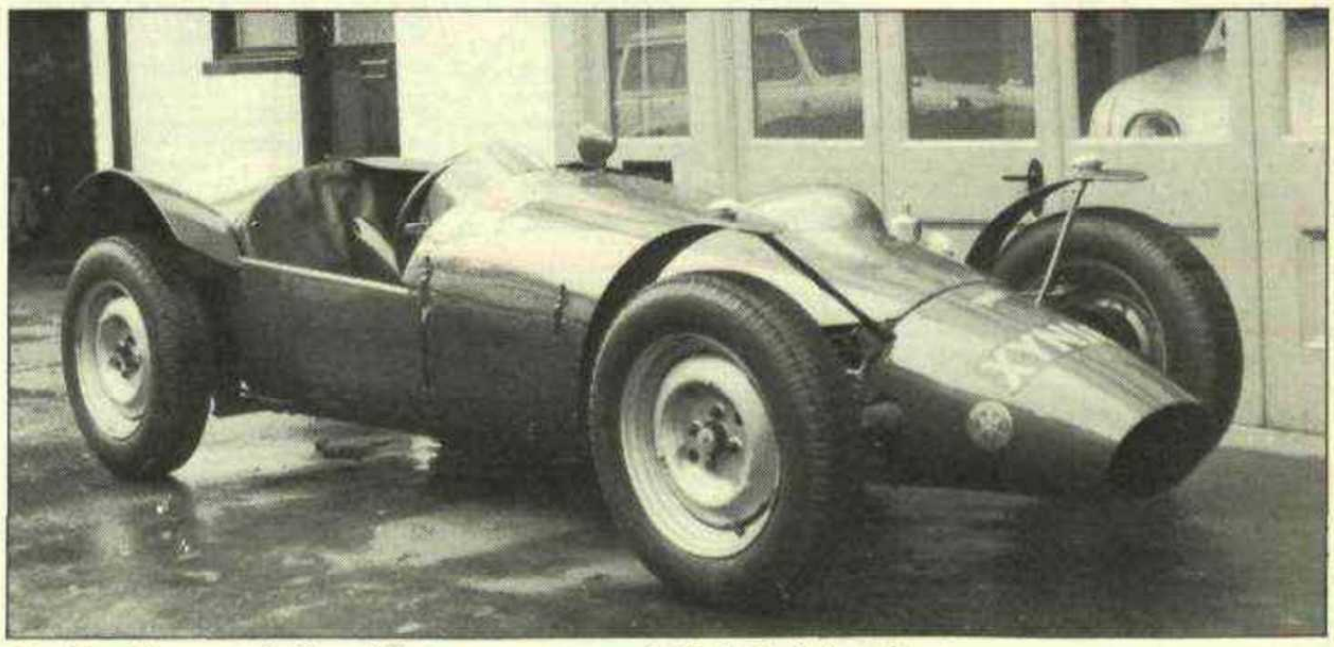
Throughout Diva's production period, it was always intended to market a road version, but almost every time a chassis was earmarked for building into a road car, someone would come along and buy it for competition. Only two of the 65 Divas made were road-going cars, though the 1964 brochure listed a road car as a production model.

At £940 in 1964, the road car was cheaper than the basic racing version, which had crept up in price to £980, but which even so was an extremely attractive proposition. In addition there was a 'strengthened' model for more powerful engines up to the 1600cc twin cam.

After the first year of production, Diva moved from Leo Bertorelli's premises in Penge to a couple of railway arches behind John Bloomfield's garage in Camberwell. It was an amicable parting, Bertorelli remaining a director, customer, and friend. But had become increasingly difficult to run both a construction business and a garage in tandem and Diva needed more space.

Among the young drivers who turned to Diva for the 1964 season were John Miles and Jackie Oliver, both of whom went on to Formula One. With others, they piled success upon success, so that having been in the business for just two years, Diva was able to point to 53 firsts, 37 seconds and 15 thirds. Most were in British club events, but the score included a win in the 1000cc GT class of the 1964 Nurburgring 1000km (John Miles/John Peterson).

In 1965 John Miles raced a 1650cc Diva and his was a brilliant season, with 16 wins



Six Yimkins were built, achieving some success in British club racing.

THE STORY OF. . . Diva

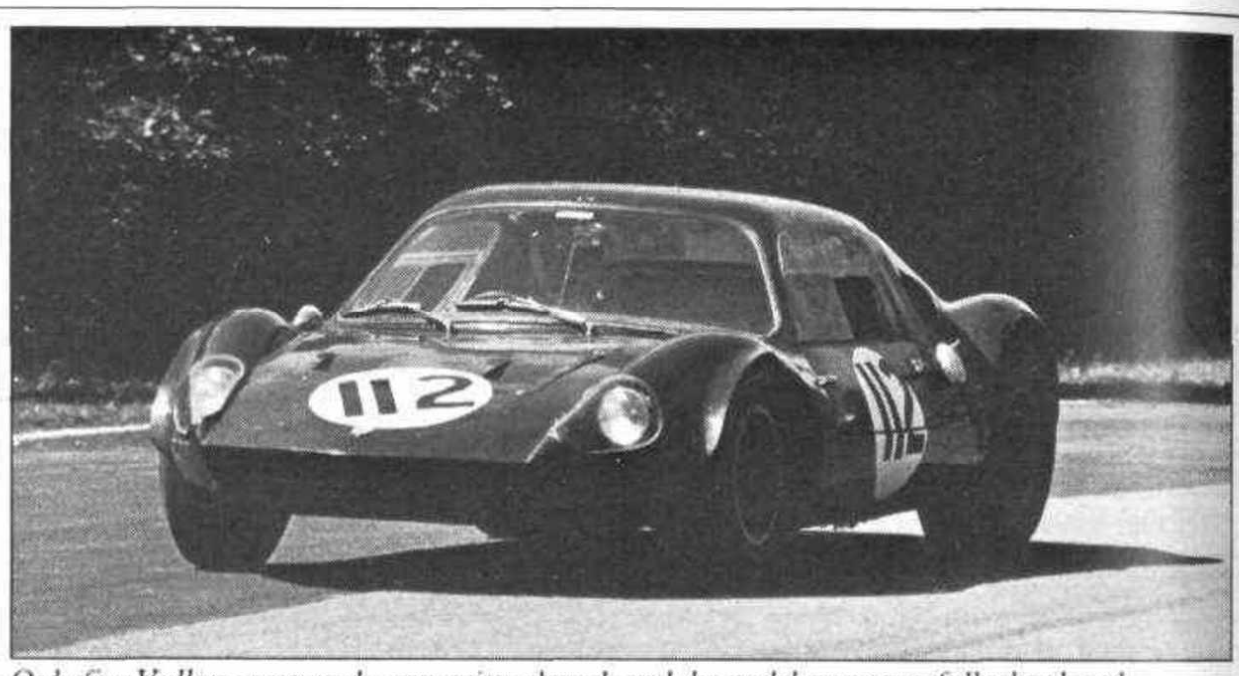
from 17 starts in the Redex Trophy series. Doug Mockford and Ian Alexander came first and second in the 1150cc class and Mike Walton third in the 2500cc class with his 1650cc Diva Valkyr GT.

The Valkyr was a mid-engined car of striking appearance, in profile bearing some similarity to the later Chevron B6. Its public debut came at the 1965 Racing Car Show where it was presented as the Diva Demon and displayed with a Hillman Imp engine. Marcus Chambers, the Rootes Group's Competitions Manager, was interested in running a couple with Imp engines alongside the Sunbeam Tigers the company was racing, hence the engine and the name (Imp/Demon) when the car first appeared. When this arrangement failed to materialise, the car became the Valkyr.

Don had originally conceived it as a Ford-powered monocoque but had strayed on the side of caution and built it as a 'birdcage' spaceframe. Designed to take engines up to 300bhp (one of the five built had a 2.7 Coventry Climax FPF unit) it had an unusual front suspension with long base wishbones and horizontal coil spring and damper units.

Rear suspension followed usual Diva IRS practice. Depending on the engine to be used, it had a Hewland Mk 5 or HD gearbox. With fibreglass body complying to International Group 6 requirements, discs all round and fat tyres (7in wide at the front, 9in at the rear), it weighed 1150 lbs dry with a 2.7 Climax engine and 1040 lbs with a Twin Cam.

The first two cars went to Mike Walton (Imp engine) and Doug Mockford (Ford engine), but they were plagued with handling problems. Once these were sorted out the cars went well, Mockford picking up several wins, and Walton finishing third in class in that year's Redex Trophy.



Only five Valkyrs were made, two going abroad, and the model was never fully developed.

Leo Bertorelli, who was an an ice cream manufacturer, sold his business to Lyons, who retained him on a service contract. One of the clauses in the deal was that he relinquished all other business interests so he made over all his shares to Don who thus became sole owner of Diva Cars.

By this time Diva was marketing engine conversions under its own name for Minis and Fords, the Tunex Triumph conversions having been quietly dropped. Don felt that the only way Diva could put itself onto a sound basis was by building a road car.

To do that would require an injection of capital and he made a classic mistake by allowing others to buy into the company until he had lost overall control.

According to Don, the new directors were long on enthusiasm and promises, and short on common sense. They managed to alienate the work force and dispense with some key personnel. What had been an upward curve of achievement and success became a downward spiral. Don left and went back to flying, and the company remained active for very little longer.

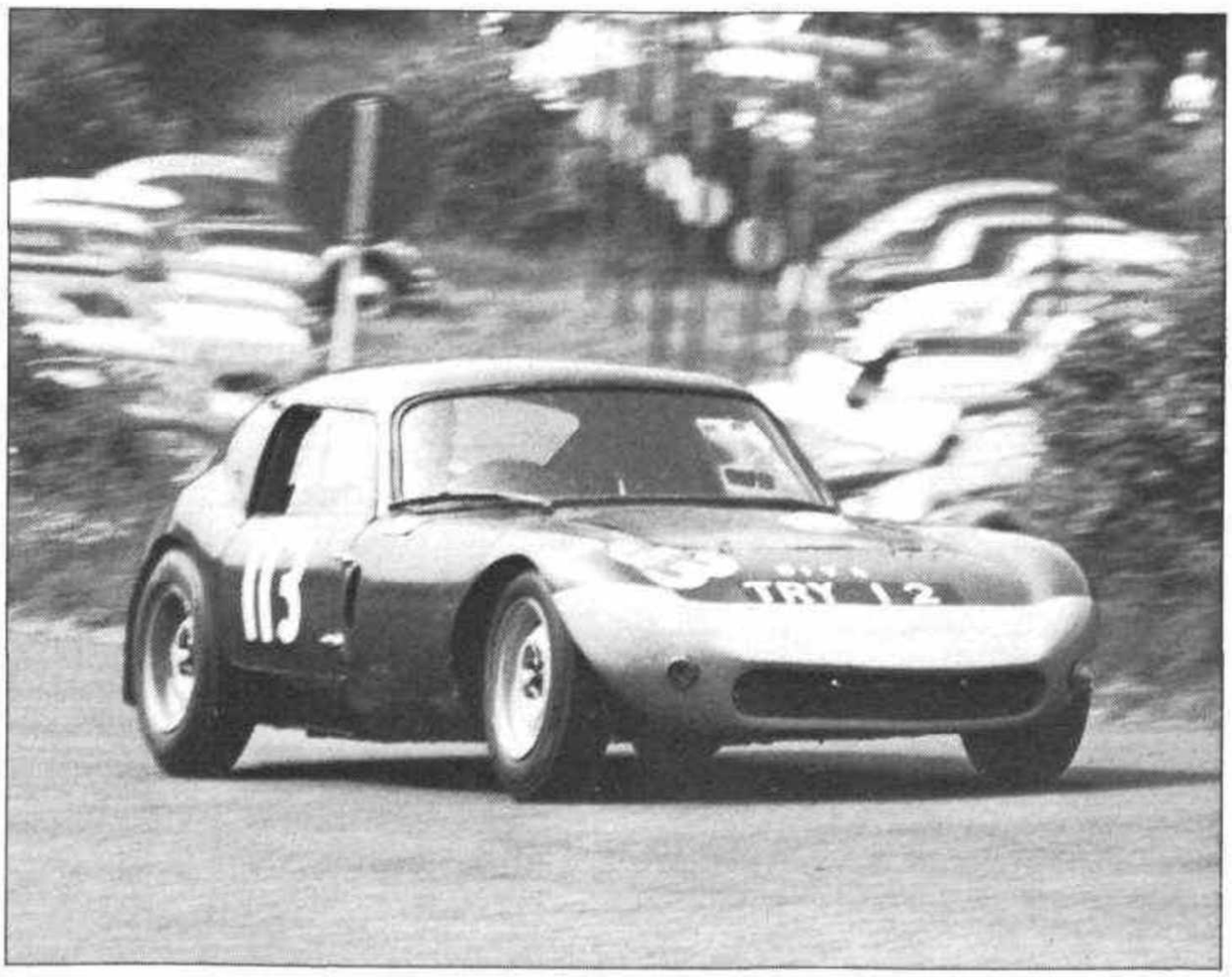
Diva GTs continued to win. John Corfield took the 1966 Scottish GT Championship in a car which he wrote off at the Nurburgring the following year. In 1977 John bought another Diva for HSCC racing and he has twice won the Classic Sports Car Championship outright (1979 and 1983). Last year he tied for the title on points but lost it on a tie-break. He currently holds more class lap records in HSCC racing than anyone else with a single car.

1968 was the last year when Divas scored outstanding success in their own era of racing, Doug Mockford winning the 1300cc GT class in the Nurburgring 1000km, by which time Divas had garnered over 200 wins.

The firm changed hands in 1967 and joined a group which included JAP and Royal Enfield. Plans to market a Diva electric car came to nothing and the company disappeared the following year.

In all, about 65 Diva GTs were built, and five Valkyrs. Don believes one Valkyr eventually finished up as a test bed, fitted with a diesel engine, and pounding around MIRA. If that car still exists, it is the only one remaining in Britain.

Twenty years after his last association with car-making, Don still has his dream of making a road car, and is currently building an Alfasud-engined prototype, to be sold in component form, which he hopes to have running this year. **ML**



John Miles' Diva on its way to a class win in the 1964 Nürburgring 1000km.

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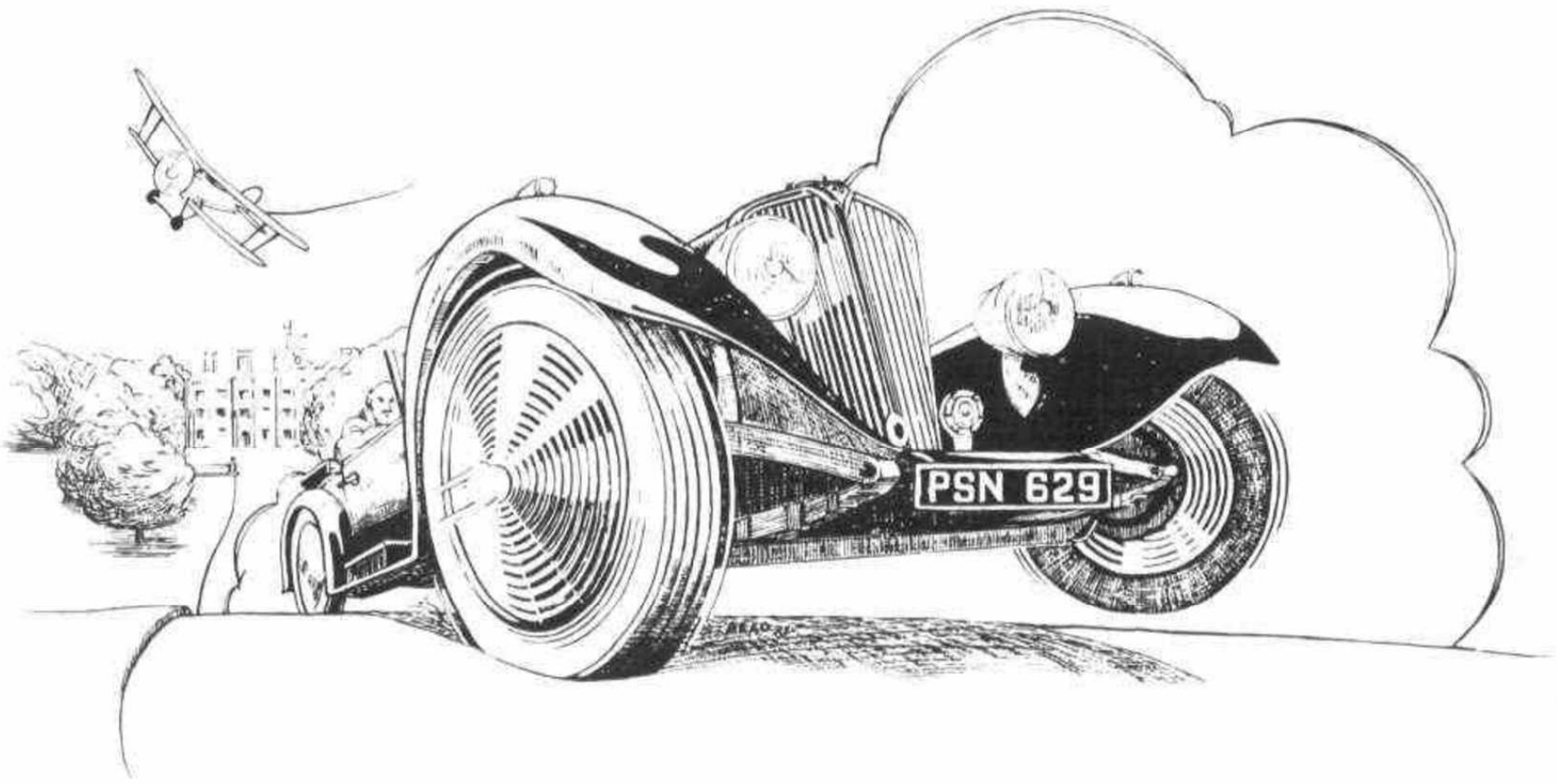
Under the new guidance of **Peter Card** and his team two sales of automobilia will be held at Blenstock House on Wednesday the 9th of December 1987. Two sales of vehicles and aircraft will be held, with greatly improved facilities, on Wednesday 13th May and 16th September 1987 at

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Price reversal: this newly-built Ford GT40 Mk V from Safir Engineering is half the price of a 20-year-old example, though virtually identical.

Motoring with a Capital M

Dear AH,

I was interested to read your views on the latest mid-engined Ferrari 328 GTB, especially having suffered the east London exodus in the dark and pouring rain with you the night before your happy day. It recalled memories of a journey I made to see WB in his Welsh lair 20 years ago in a road-going Ford GT40.

I picked the car up from JW Automotive in Slough, thrashed it round my local Hampshire roads to get used to it, and then set off across the Berkshire downs and through the lovely Cotswolds at ridiculous speeds, but with total confidence and in total safety. That GT40 was a landmark in motoring if you spelt motoring with a capital M, as we used to do in those glorious limit-free days of the swinging sixties.

I lost count of the number of times the speedo went beyond 130mph, but I do recall seeing 152mph on one occasion. You know how we all have our own favourite roads from B to C, the sort of stretch of road you would incorporate into a Grand Prix circuit if you were asked to map out a circuit on English public roads? Well, one of mine is the road from Burford to Stow-on-the-Wold, and I used to reckon on taking about nine minutes from centre to centre in the 4.2-litre E-type Jaguar.

Regrettably the GT40 did not have a clock and I never wear a watch so I don't know what time it did, but it was a lot quicker than the old E-type, of that I'm sure.

Anyone who has not driven a well-designed, powerful mid-engined coupé on the open road has missed a lot. The overall stability, ride and handling is in a world of its own, and at the time I was convinced all high-performance sports and GT cars would go the mid-engine route.

Unfortunately the market-place was more concerned about luggage space, noise, rearward visibility and ease of getting in and out, than it was about the ultimate enjoyment factor of motoring. Fortunately some manufacturers like Ferrari, Lamborghini, Maserati and Lotus have persevered with the mid-engine theme for ultimate enjoyment.

On my way to central Wales I stopped off to see some friends and stayed too long, so that by the time I left darkness had fallen. It was raining, and trying to turn to snow.

Now at the best of times my night-vision is poor, and from the reclining seat of the GT40, with steeply-angled screen and none-too-good windscreen wiper, I was hard-pushed to get out of second gear on unfamiliar roads. As I was groping my way along, hating every minute of the journey, some headlights came up behind me and an Austin A35 van whistled by in a cloud of spray. I tried to hang on to his tail-lights as he was obviously a local lad who knew the road, but I'm ashamed to say that even with a Ford GT40 I could not keep up with that van. It wasn't the GT40's fault, it was entirely my inability to cope with the conditions.

As I said, I thought of that nightmare trip as you drove me out of east London in the Ferrari 328 GTB; I'm glad you didn't ask *me* to drive. I would love to have met my A35 van driver, for the occasion must have made his day.

Next day Wales was dry and sunny and I was able to get back to normal Motoring, but it would have been nice to have taken the van driver for a dice over the deserted Welsh roads in the sunshine. Nightmares soon go away, especially when reality is so enjoyable, as you found with the Ferrari.

It is interesting how it never rains, it pours. I haven't been near a Ford GT40 or even looked at one for years, and recently chance took me to see two, one a brand new MkV and the other an old second-hand original.

Peter Thorp and his Safir Engineering firm in Byfleet, Surrey, have been making new GT40 cars, with the blessing of the directors of JW Automotive who made the original cars for Ford. John Wyer and John Wilment, who formed the original firm, agreed to Thorp continuing production and using a series of chassis numbers following on from where JW Automotive left off. The Safir-built run of twenty-five cars are called GT40 MkV as they

incorporate numerous detail improvements which would undoubtedly have gone onto the production cars had the series continued.

A friend had left his Peugeot with Safir and needed taking there to retrieve it, so a quick trip in a Porsche 924S delivered him to Byfleet. While there, we had a look at the seventeenth and last of the Safir series being finished, and it was difficult to believe that the concept and design was more than 20 years old.

It brought to mind some great days of long-distance sports car racing, when Ford set out to beat Ferrari, and took three years to do it, their ultimate 7-litre MkIV being an incredible car, by any standards. There is one of these 7-litre cars in the Ford Museum at Dearborn, and I am always impressed how small it is.

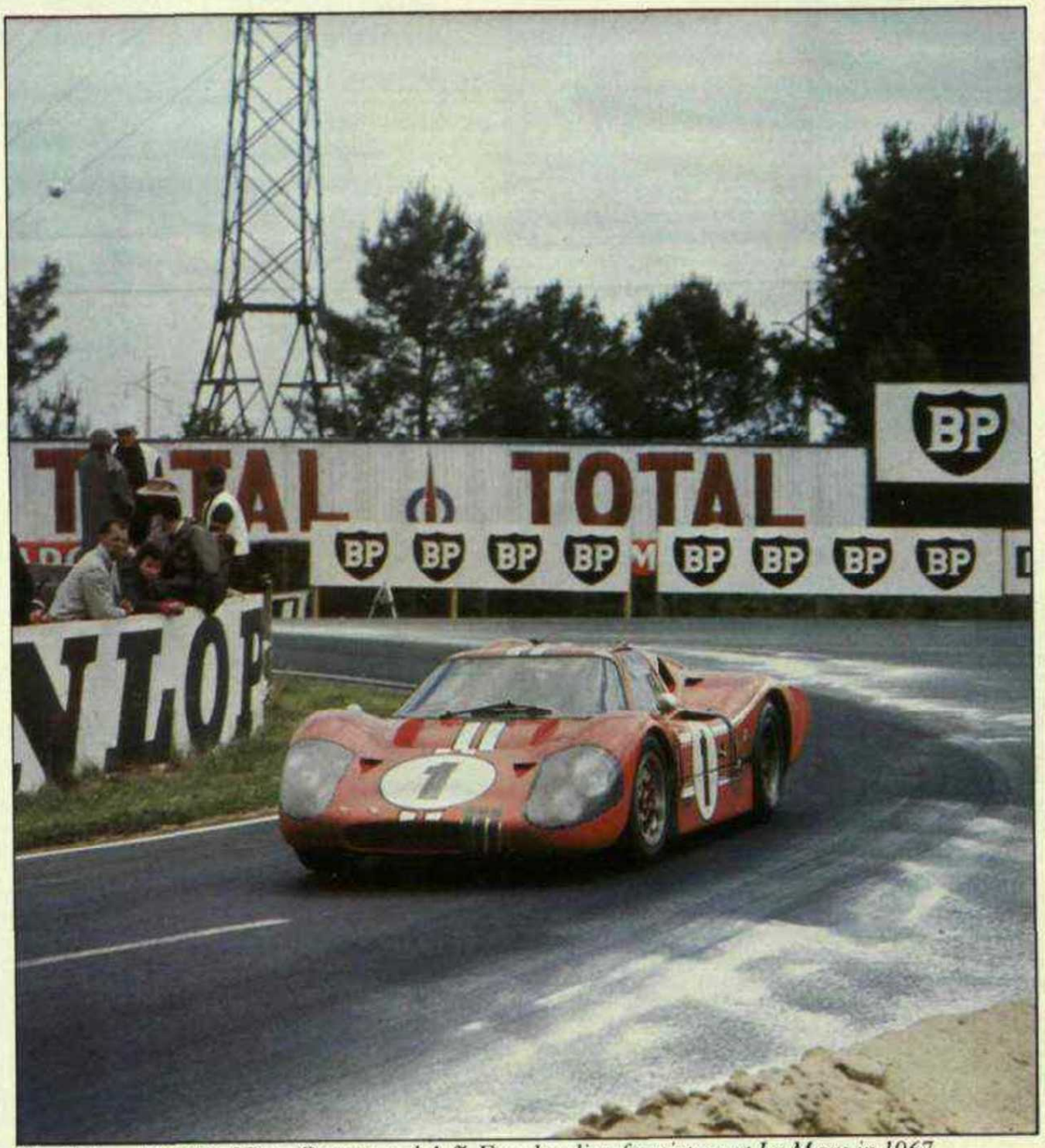
Not long after this visit to Safir, another friend called in and asked if I could take him over to Duncan Hamilton's second-hand car showrooms at Bagshot. The reason for the visit was that he wanted to look at the Ford GT40 they had for sale.

This was an original Ford GT40 which had been modified for road use, with a very effective silencer mounted above the gearbox, so that it retained the pair of evocative exhaust pipes sticking out the back like a couple of cannons.

Instead of the impressive battery of down-draught double-choke Weber carburettors normally fitted, it had a 4-choke Holley carburettor and manifolding, helping to make it more tractable. Otherwise it was a GT40, on wire-spoke wheels with three-eared hub caps, as raced in the mid-sixties.

The puzzling thing about this sudden interest in the GT40 was that the brand new MkV could be bought for around £60,000, while Duncan Hamilton's son Adrian, who runs the family business, was asking £125,000 for the second-hand one. How 20 years of age can make an old car worth twice as much as a virtually indentical brand new one, is something I still cannot understand.

For the price of the 20-year-old Ford GT40 you could have the very latest Boxer-engined Ferrari Testarossa, with all the extras and enough money left over to fill the petrol tank! If it is a mid-engined sports car you want, the Testarossa must be the ultimate car. For the sort of money these people are talking about you could even have a 4WD Porsche 959, and there cannot be anything more exclusive than that.



The 7-litre Mk IV of Dan Gurney and A J Foyt heading for victory at Le Mans in 1967.

My sense of proportion will return when I thrash off to Imola from Bologna airport in the Avis Fiat Uno, unless I get the short straw and end up with an Alfa Romeo Arna. Of all the hire-cars we use it was the bog-standard Peugeot 205 "Eurobox" which impressed me most of all. It was actually fun to drive.

Yours, DSJ



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GENEVA MOTOR SHOW



Baby 500SEC? Mercedes-Benz follows established styling with the new medium-sized 300CE.

Expensive Exotica

For all its lavish displays, this year's Geneva Motor Show produced little in the way of the unexpected, although the strong indications remain that, whatever the European economic situation, there will always be a steady market for exotic and wildly expensive machinery.

Wandering between the plethora of Maseratis, Ferraris, Jaguars and Mercedes-Benz, not to mention the seemingly endless stands full of specialist coachbuilders doing weird and not-so-wonderful things to previously perfectly reasonable motor cars, there was no doubt that the Hooper coachwork stand was the centre of attention. Attention, if not necessarily attraction . . .

At the risk of being branded naive, I have always privately wondered why people dressed up Mercedes and BMW models with special bodywork from respected concerns such as AMG and Lorinser. Each to his own, I grant you, but I am tempted to ask: "If it's such a good idea, why didn't BMW or Mercedes do it — or at least offer it — from the outset?"

Of course, the answer is that those with bulging wallets wish to bestow a personalised strand of individuality to their already prestigious machines. OK, point accepted. Which leads me back to the Hooper stand.

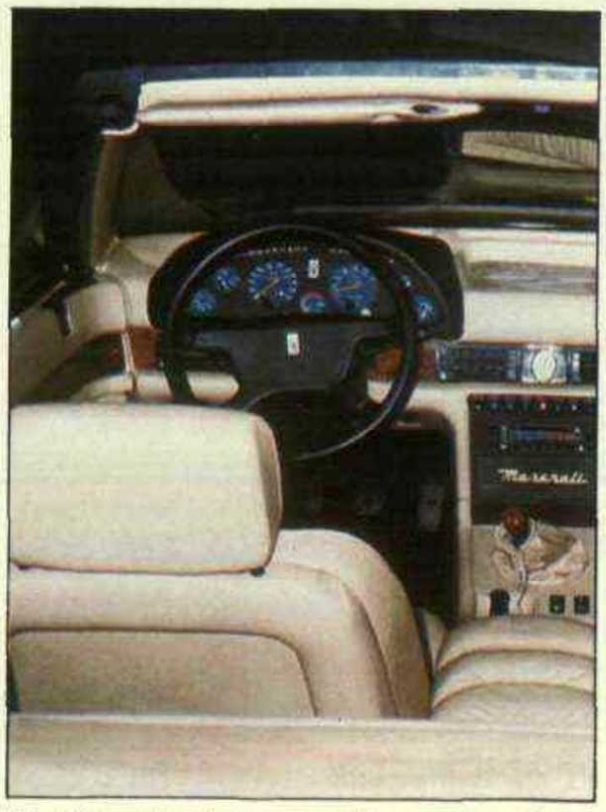
I stood for several minutes eyeing the dark blue bulk of the Hooper Empress II, feeling a quizzical expression spreading across my face. Priced at £275,000 it is claimed to be the most expensive car in the world, and I'm not going to argue. But, for all its detailed excellence and splendid standards of workmanship, I would prefer the straightforward Bentley turbo, which is a fine car in its basic trim.

The Hooper Empress II might well be "a classic to be cherished by collectors in the future", according to company chairman John Dick, but its styling is a curious blend of mid-Atlantic trendiness and English conservatism. Don't worry, at least the wire wheels are genuine!

Coming back to a financially more manageable level, the coupé versions of the medium-sized Mercedes range were making their show debuts. They were just what one would have expected from M-B — stylish good taste, combining élan with a degree of restraint. Engines and suspension are shared with the saloon and estate models in the range, but the wheelbase and floorpans are 3in shorter, and the roofline a little lower.

These new Mercedes coupés will make their British debut at Motorfair in October, but, with the pound looking healthier by the day on the foreign exchange markets, we had better hold our breath when it comes to seeing their prices. There is no word on that score yet, but you can rely on these splendid machines being even more costly than we anticipate!

One car not allowed on the stands was the prototype Ford Sierra Sapphire Cosworth, not yet a production model. You had to attend the Ford press conference on the evening prior to the first press day in order to view this well-balanced high-performance four-door machine, which is almost certain to be in even greater demand than the homologation special two-door, be-winged Cosworth which has already finished its 5000 production run.



Traditional leather and polished wood enhance the interior of Maserati's Biturbo drophead.

Ford sheepishly admits it dramatically underestimated demand for its high-performance version of the Sierra. The new Sapphire, available from about October, will be out to attract business from those hundreds of people who had their deposits returned after attempting to buy one of the earlier versions!

Whilst there was nothing breathtaking or surprising on view, it was a timely opportunity to reflect on just how well the British motor industry is doing at the present time. The status generated by, and respect for, Jaguar's products is heart-warming to see on public display. The Rover Group is marketing its products aggressively and with a new found confidence, and decisions by Ford and General Motors to increase investment in British-based facilities augur well for the next few years.

Overwhelmingly, the mood at Geneva was one of unbridled optimism, although Sam Toy, recently retired from Ford and now President of the Society of Motor Manufacturers and Traders, made the very valid point that the British public as a whole does not fully appreciate the need and significance of such a large manufacturing industry.

At a time when Britain seems to be in danger of becoming little more than a service industry economy, he feels we should enhance awareness and consideration of our largest exporter of manufactured goods. He is probably right. **AH**

GENEVA SHOW



Based on a Bentley Turbo R, the Hooper Empress II is individualistically styled, to say the least.



A softer character for the four-door Sierra Sapphire Cosworth should have Mercedes' 190 2.3 16 worried!



Alfa's 75 Turbo profile will be seen in the World Touring Car Championship arena this year.



Zagato improved its Aston Martin Vantage by making it a Volante, although the ugly intake bulge on the bonnet remains.

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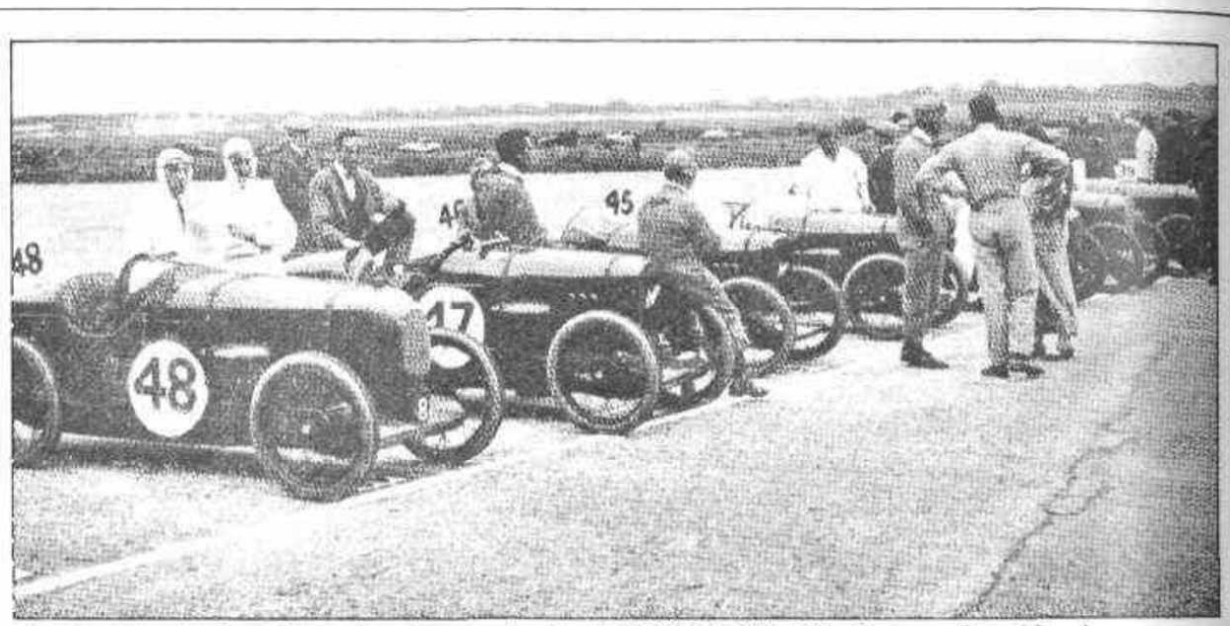
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Austin 7s in the first 750cc class line up for the 1924 JCC 200-Mile Race at Brooklands.

In a Class of Its Own!

With 750 Austin 7s expected at the 750 MC's Silver Jubilee National Rally at the National Motor Museum on July 5, it is opportune to write more about this popular pre-war model. It is, I think, the only car which had a class specially created for it in an important long-distance race. There have been one-make races and races for special types of cars, which is how 500cc racing began, but not, surely, a class created on account of a good performace by a particular make and type?

It came about this way. The go-ahead Junior Car Club held, in 1921, the first small-car long-distance classic at Brooklands, in the form of its 200 Mile Race over the outer-circuit. So successful was this courageous venture that the race was repeated in its original high-speed form in 1922 and 1923. It was for the 1923 "200" that E C Gordon England, who had started racing the then-new Baby Austin and taking records with it, entered. The race had two classes, 1500cc and 1100cc, so England had no option but to run his diminutive Austin in the latter, where it would face competition from the fast French Salmsons.

The A7 had created a storm when Sir Herbert Austin had introduced it in 1922. It was one of the smallest things of its kind anyone had seen, and cracks about it being a useful pram which could be lifted upstairs and cleaned in the domestic bath rivalled the jokes the ubiquitous Model T Ford had fostered.

The tiny 2+2 Chummy A7 was intended as a pure economy runabout, and it is probable that only the incorporation of four-wheel-brakes and electric lighting and starting in its specification got it the lucrative market which was to salvage the failing Longbridge plant. Yet, as England, and Arthur Waite on behalf of the works, had soon shown, it was unexpectedly fast indeed for a 747.5cc car.

The little thing had scarcely reached the public by 1923, so England's audacity in running one in a 200-mile race was another astonishment. At Brooklands, speeds of a genuine 80mph had already been attained by Gordon England, a pioneer pilot on crutches following a glider accident, who had persuaded "Pa" Austin to let him have an A7 chassis to race.

For the "200" he took off his single-seater, fully-streamlined body and substituted a narrow two-seater with faired-in front axle, forerunner of his later production Brooklands model for which he guaranteed 75mph in stripped form. He had evolved pressure instead of jet lubrication for its big ends, which I assume Austin copied for the much later Ulster model, but the crankshaft was of the original 1⅛in diameter which we are now advised to avoid if any kind of high revs are contemplated. Yet England aimed to run his little engine at 4500 to 4700rpm in the race.

It had standard rods, a high-lift camshaft, Celerity valve springs, a high compression head, and twin carburettors, and, the standard axle-ratio being too low at 4.9:1, England had a new final-drive made, of 4.5:1. For his catalogue £265 Brooklands Speed-Model he put this up to 4.4:1.

It was in this cheeky little car that England had a non-stop run (and, with the celebrated twin-cam 1100cc Salmsons suffering from porous water-jackets, finished second to Bueno and ahead of the veteran Benoist) at 76.84mph, lapping at up to 78mph — a remarkable achievement, remembering that a passenger was carried and silencers had to be used. Five class records were also set. Petrol consumption was 29.5mpg.

It was this splendid performance which prompted the JCC to include a class for cars of up to 750cc (then known as Class L, but by 1925 as Class H) in its 1924 200-Mile Race. Perhaps it feared that if it didn't, A7s would so trounce the foreign opposition that no 1100cc French contestants would enter, which would diminish the status of the race? Whatever the reason, it proved a good move, for nine A7s entered for the 1924 outer-circuit event, together with a French Vagova. The latter was a very sophisticated six-cylinder racer of just over 745cc, with a centrifugal supercharger running up to 30,000rpm, the ball and roller-bearing 49.7×64mm engine having desmodromic valve-gear and giving a claimed 35-40bhp.

The chassis had half-elliptic front springs, a combination of quarter-elliptics at the back, no differential, front brakes only, and two fuel tanks partly beneath the seats. The well-streamlined body was by Maron-Pot and the Rudge wheels carried 710×90 tyres. The wheelbase was six inches longer than that of an A7. Mann & Handover had secured the agency here, and Spencer-Grey entered it, but it never materialised.

Capt Waite, who became Sir Herbert Austin's son-in-law, represented the works with a car similar to the GE Brooklands model, its steering column lengthened to give a lower seating position, a celluloid sheet filling the space between wheel and dash. Like England before him, Waite hoped for a non-stop run, so the petrol tank held 9½ gallons.

Single-ring pistons, slightly larger valves, double valve springs, a Zenith carburettor, and a BLIC magneto were used. The cr was 6.8:1, forced-feed lubrication figured, and with its 4.5 axle-ratio 5000rpm represented over 80mph. The mechanic had a double-barrelled oil pump for recharging the sump and Waite used 700×75 Palmer tyres to obviate wheel shimmy. His A7 weighed 6cwt unladen.

England replied with some special cars shared with other drivers. He had found that practically standard chassis components would suffice, but used tubular con-rods which the factory had discarded as unreliable. Two 30mm Zenith HK carburettors, a high-lift camshaft, very light two-ring pistons, special valves, and a head from which 3/64 of an inch was machined, were used.

The radiator was inclined, the normal element being supported on a hoop at the top, and the fan was removed. Over the engine, practically covering it, were two saddle-tanks, the front one holding a gallon of oil released bird-feed fashion to maintain sump level, the back one an 8½-gallon petrol tank protruding into the cockpit. The beaten aluminium seats were below prop-shaft level, there were no floorboards, the gear-lever was almost horizontal to clear the fuel tank, the steering-

Austin 7s in the JCC 200-Mile Races

column was raked, and the handbrake (on the left of the gearlever) had no ratchet. Over all this fitted a 50lb, 23in-wide and 36in-high bodyshell made by Air Navigation Ltd of Addlestone, of three-ply on an ash frame. The tyres were 26in × 3in Palmers, and England hoped to maintain 4750rpm throughout the race. He was a plump man, by the way, and could hardly get into the car.

Knowing of the roughness that was Brooklands, England had fitted specially mounted Hartford shock absorbers. R E Hall drove a similar car, and Waite's version was also supplied to Kings and Cutler. Braid, Hendy and Dingle had GE Brooklands-type cars which their owners distinguished with radiator cowls of varying kinds, hoping to enhance speed or cooling.

Eight A7s started in this 1924 "200", but only two finished, Gordon England winning at 75.61mph and Gordon Hendy's normal Brooklands-model just getting home before the track closed. England again ran non-stop, his best lap at 80.33mph, but a few laps from the end a con-rod and piston disintegrated into the sump. He finished on three cylinders, just over one mph slower than in 1923! Hendy ran dry of oil right at the end, and had to stop to replenish. None of the other A7s finished, all having engine maladies. Apparently to run for nearly three hours flat-out required pressure-feed to the big-ends and a means of replenishing the small sump.

The winning A7 used very thin Speedwell oil in engine, gearbox, steering box and back axle, a BLIC magneto, KLG plugs, BP petrol and Palmer tyres. Hendy had the same, apart from Castrol oil and Dunlop tyres. All had 4.4 axle ratios, apart from England's 4.5 axle.

Incidentally, in recent times we have seen several replicas of one-off racing A7s at VSCC meetings but no-one has yet copied the 1924 "200"-winning car. Perhaps the cost of the special tanks and body is a deterrent? Anyway, a lap at over 80mph by a 747.5cc car in race trim in 1924 deserves remembering!

For 1925 the JCC decided to enliven the "200" by introducing artificial corners to the Brooklands circuit, although much of it still embraced high speeds. The 750cc class was retained and while the new course may not have suited A7s, whose 4WB were not the most durable, five started. Waite had a blown, bored-out (57mm) A7 that had to run in the 1100cc class but a supercharger alone did not change a car's classification, so Depper's blown car competed against the other A7s.

Gordon England, now using a single carburettor on his 1924 car, crashed in practice due to his front axle turning over, but continued to drive the bare chassis while the body was repaired. R E Hall had the other Gordon England car, with Grey and Hendy on Brooklands Speed Models.

The new "road" course caused Grey to change his rear wheels after only four laps and a small fuel tank soon brought him in again. Then a front tyre burst, the A7 overturning in a ditch, resulting in severe injuries to Pares, the mechanic, and scalp wounds and a broken arm for the driver. After a brief stop for water, England overtook the others to win his third "200", at 61.16mph, although worried by overheating.



E C Gordon England won the 750cc class of the JCC 200-Mile Race three times.

Hendy, running non-stop, finished behind him, but Hall's too-hot engine blew its head gasket. This was changed in half an hour, but he was outside the time limit, so Depper's blown car was third, although its clutch disliked the extra power.

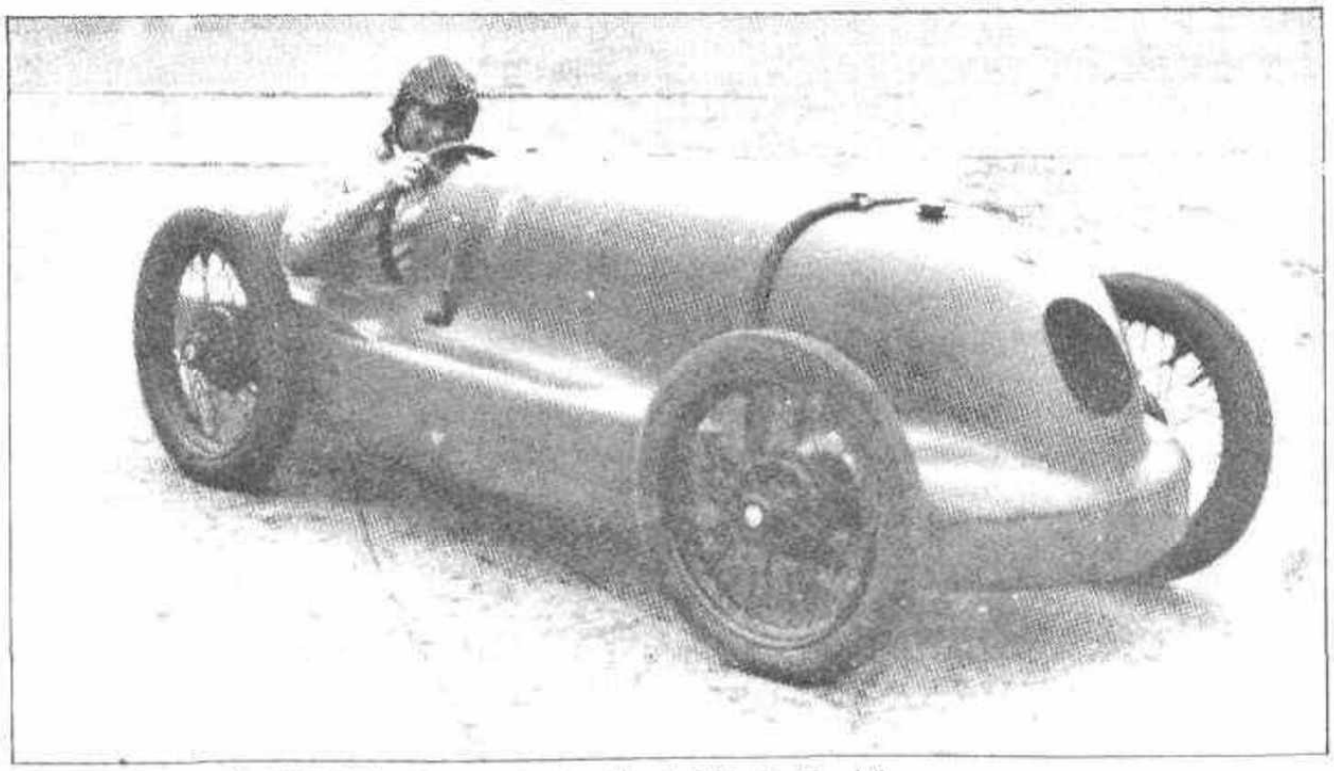
The course was the same for the 1926 JCC "200" but 750cc class entries were down to four. England had come out of retirement in case it was abandoned, although in the summer of 1926 he had advertised both his 90mph A7s in MOTOR SPORT, for sale at £295 each. His A7 was prepared at his Putney works and Hall, Hendy and Walther made up the field, the last in his Brooklands model.

The lack of support was compensated for by a close race, England winning by a mere seven seconds from Hendy, at 58.28mph, Hall being flagged off, and Walther going out with plug and magneto troubles. England, class victor for the third time, finished *sans* his radiator cap . . .

With very slight changes to the corners, the 1927 "200", at Motor Show time, was much as in 1926, but the 750cc class was to be dropped unless six or more entries were received. In fact, the JCC got seven, and for the first time the A7s had a rival — the only one in the six "200s" in which they ran! It was Samuelson's 60×66mm 746cc four-cylinder overhead-camshaft Ratier, which he had discovered in France. It looked impressive, with its Bugatti-like radiator, but never went very well. Be that as it may, Samuelson, who as Sir Francis raced his 1914 TT Sunbeam for many years in VSCC events, had at last produced a non-A7 entry.

Gordon England had retired from racing but Hendy, Walther, Wilson, Boyd-Carpenter, Chase (all well-known A7 addicts), and a gentleman disguised as "El Bolivar" entered, mostly in the faithful Brooklands stripped Speed-Models, of which Hendy's had been supercharged. Boyd-Carpenter had "Mrs Jo-Jo", Chase "Mr Jo-Jo" (a reminder that Chaplin had named his Chummy A7s Mr and Mrs Flea, the latter suffering from crankshaft periods!). Chase's car had twin Solex carburettors and a GE Cup model-type tail. All were flagged off the track in the fading light, Chase being given the class, at 58.14mph, after Walther's A7 overturned. The blown car broke its crank-shaft when leading, and El Bolivar had gone out after a multitude of bothers.

For the last JCC "200" a 850cc limit was set for the smallest class, enabling Hendy to bore out the cylinders of his blown A7 by 1mm (resulting in 779.5cc), but as it was a non-starter and no other makes were attracted, this availed the JCC nothing. Of the seven A7 entries, H C Spero won at 59.95mph, after some very consistent lap-pery. Walther in a car with slightly inclined radiator was second. Walker retired with cylinder-head trouble, Coldicutt in the low-

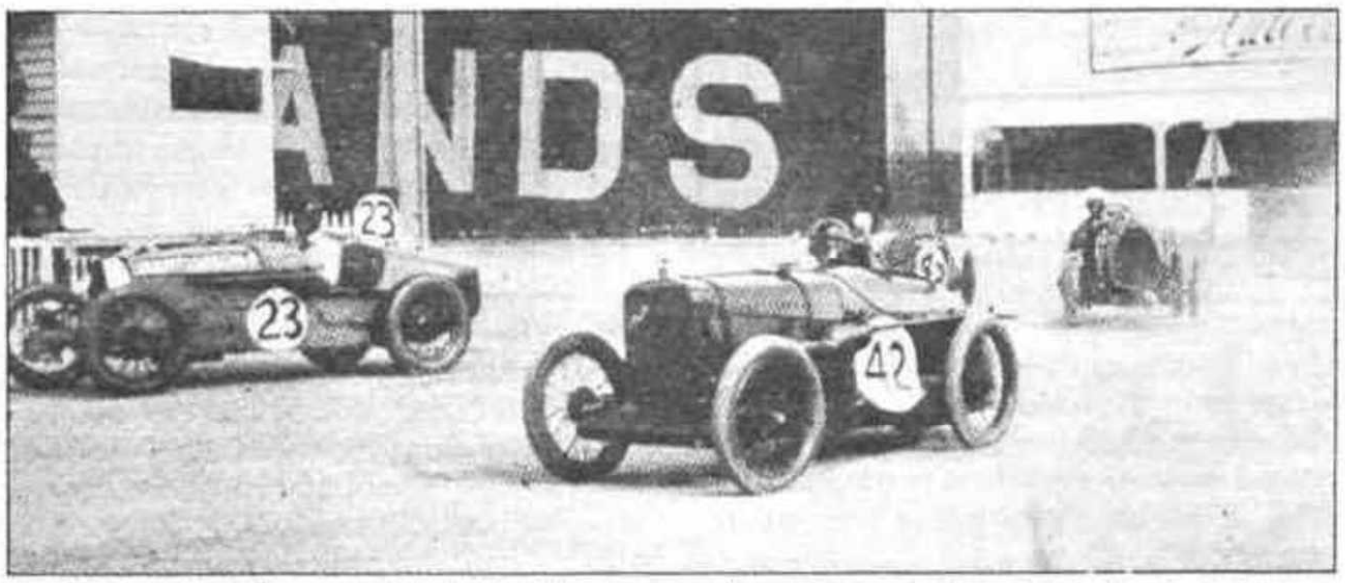


Gordon England's 200-Mile Race-winning Austin 7 in its final form.

hung "Slippery Ann" changed a gasket before a misfire put him out, as did Dingle in his Brooklands Speed Model.

Chase, with his 24-hour record job (65.98mph at Montlhéry), which had a T & T-tuned engine with Solex carburettor, and a Hoyle body, lost the oil-filler cap and oil deluged the cockpit, badly burning his left arm. He pushed a mile to his pit in blistering heat to replenish but, the oil pump drive having sheared, which a faulty gauge did not reveal, the engine later seized.

So ended the 200-Mile Races. Although in the first two years of its competition forays the A7 had proved its prowess in France and Italy, it was these Brooklands appearances which truly drew attention to the practicality of the Baby Austin and increased its popularity, which will be well emphasised at Beaulieu on July 5. **WB**



Sir Herbert Austin's son-in-law Arthur Waite corners the works Austin 7 (no 42) during the 1926 race.

Cape Town Celebration

From the *Weekend Argus* we learn that the 50th Anniversary of Cape Town's first international Grand Prix was celebrated recently.

In 1937, the Grosvenor GP was run over a circuit on land bought in Tokai by a Mr Edwards, Chairman of Grosvenor House in London, when it seemed Cape Town would become a tourist playground. A 203-mile handicap, it was won by von Delius' Auto-Union at 80.37 mph, from Rosemeyer's Auto-Union — probably the only time such cars ran on handicap. Earl Howe's ERA was 3rd.

Rohr and van Reit, who competed in the original race, were present at the 1987 commemoration, as were two of the cars which ran then, a C-type Montlhéry MG and the ex-Doreen Evans R-type MG. The restorer of the latter, Ralph Clarke, drove to the circuit with a postbag of letters specially date-stamped at the Tokai Post Office.

Today, Pollsmoor Prison occupies much of the old Grosvenor Park, but the Prisons Service permitted the reunion to be held on the remains of the narrow 7.2km circuit, where Cortese's Maserati won the last such race in 1939. **WB**

A Happy Eta!

Those who saw John Nicholson's 1912 Lancia Eta at the VSCC New Year's Day meeting at Ledbury (where it was promptly dubbed "The Happy Eta"!) may have wondered why it did not have the 5-litre ohc engine attributed to these cars. It seems this engine never went into production. The car has the Eta 10ft 6in wheelbase chassis and the body may have been made by Schutter & Van Bakel of Amsterdam.

This rare Lancia spent almost sixty years in Indonesia and ten in Singapore, before being bought by Nicholson in Beaulieu in 1986. He has since driven it 900 miles, taking in two vintage rallies and a Dublin exhibition. It has weathered two world wars very well, only lamps, wheel-rims and tyres having to be replaced.

It carries a sign above its ¾-elliptic back springs reading "No Hand Signals" — a reminder of its sojourn in foreign climes. **WB**

V to C Miscellany

Following discussion of fake vintage and historic cars in MOTOR SPORT, C E Allen, the founder of the Vintage MCC, comments on the subject from the motorcycle angle, in the club *Journal*, which is filled with interesting material. The club now has more than 6,000 members, and membership queries are dealt with on 0272-521568. Its AGM will be held at the National Motor Cycle Museum in Birmingham on April 26.

In vintage years, there used to be a Lagonda Day at Brooklands at which owners could take part in events, following Henly's idea of an Alvis annual gathering at the Track. It is good to know that a Lagonda Fête is to be held on the Brooklands' Museum 30-acre site on May 31 this year, and an Alvis Day on September 27.

Entry for the Silver Jubilee National Austin 7 Rally at Beaulieu on July 5 is free for those who entered the first rally in 1963, and the 750 MC is trying to trace those concerned. Send information to Dave Bradley, 16 Woodstock Road, Witney, Oxford OX8 6DT.

The subscription application form in *The Spectator* depicts a well-drawn Bugatti with pear-shaped radiator (Brescia or Type 30?) pulling up by the kerb for its owner to buy a copy of the magazine.

This year's STD Register Wolverhampton Weekend is on July 4-5, with the AGM on the Saturday.

The De Tomaso DC is holding test days at Mallory Park on Easter Saturday, April 17, and at Castle Combe on August 29. Lamborghini OC members are invited and spectators in other makes of high-performance car are welcome. Rodney Hunter of 7 The Dell, Upper Norwood, London SE19 2QA can supply details. **WB**

National Wyedean Rally

Sponsored for the first time by the Hyundai importers, the Forest of Dean MC's Rally on February 7 was the first round of the BTRDA Gold Star Championship. This well-run event last year won the Bill Turner Trophy for being adjudged the best in a series of eight which counted towards the championship.

Large numbers of spectators watched, encouraged to use the official car parks in the forest, a ticket to all of which cost only £1.50 with proceeds going to charities. An entry of more than 150 cars was encouraging; they were competing over eleven interesting stages, one taken twice.

At Mallards Pike, with a long straight past the lake out of a righthander, we were impressed by Stephenson's Rover SD1, Ward's noisy Ascona, and Richards' power slide in his 2.2-litre Sunbeam. Underhill's Escort, running late, was also hurrying.

Callow's RS2000, brakes squealing, was also quick; Davis' Escort and Walls' Lada displayed considerable tail-slides; and Lewis' Astra GTE had minor rear-corner damage. Beddow's Escort oversteered its way round and Stoneham's Escort poured out noise, mud and smoke.

There was an interesting variety of cars for a well-supported rally. **WB**

Cars in Books

There is a rather surprising number of motoring references, many of special interest to Rolls-Royce enthusiasts, in **Bendor — The Golden Duke of Westminster** by Leslie Field, (Weidenfeld & Nicholson, 1983), a biography of the fabled richest man in England.

We learn that the Duke's first car was a Mercedes, which he appears to have used in 1901 or 1902, being described as a skilful and daring driver. When the Prince and Princess of Wales stayed at Eaton Hall, the Duke's Cheshire seat, to inaugurate a war memorial at Wrexham, the Prince afterwards motored to the Chester races in the Duke's car.

Although the Duke of Westminster is reported as never actually having raced at Brooklands, where the authoress knew about the drivers in those days wearing jockeys' colours, he is said to have supported motoring events and placed land at Eaton Hall at the organisers' disposal — presumably for speed-trials. He was a committee member of the BARC when Brooklands was opened, along with many other gentlemen high in society, such as Churchill, Lord Essex and the Earl of Dudley, which indicates the influence of its builder, H F Locke King.

Indeed, some of those BARC committee members, such as Prince Francis of Teck, figure in the book. That the Duke was a serious user of cars as early as 1903 is indicated by a 30-mile drive in pouring rain along dangerous and narrow roads, for the fishing at Lochmore. The Duke is said to have driven round Brooklands on the opening day, and been frequently stopped for speeding in subsequent years — his defence on one of these occasions being that his car was a very powerful one!

He also took in motor-boat racing, competing at Palermo in 1908 and returning to England in time to take delivery of a Wolseley-Siddeley-powered boat capable of 30 knots. That year he persuaded Maurice Farman (Farnam in the book) to take him up in his aeroplane. Later, he raced his boat at Cannes, to the consternation of his family.

The Duke's Mercedes would await him in the private courtyard in Upper Grosvenor Street when he was in London, and when abroad the Duke and Duchess would take chauffeurs with them. There is a further reference to royal motoring when, in December 1909, King Edward and Queen Alexandra were staying at Eaton Hall and His Majesty insisted on accompanying Princess Pless by car to visit her grandmother at Brynedwyn.

Clearly a lover of speed, the Duke of Westminster was apprehended for driving at 19mph (what an exact estimate!) in Richmond Park, and in 1910 he ordered a new 40ft racing boat from Saunders for £3,500, said to have the most powerful engines yet fitted in a boat, but it sank on its first test. He had intended to race it in America.

In the latter part of this 292-page book there is much material relating to the Duke's formation of Rolls-Royce Armoured Car Divisions in the 1914-18 war, and he is described as the first Englishman to lead such a squadron into action. In 1917 he provided Churchill with a Rolls-Royce, and a chauffeur called Patterson who had been driving at the front since 1914, for a tour of the liberated battle area. Incidentally, does the R-R EC know what became of the silver casket, topped with a model of the Rolls-Royce which rescued them from the Tara, presented by the survivors to the Duke in 1919?

In post-World War Two years, the Duke was a great Rolls-Royce user and it is said that six of them met his guests from Biarritz to Cannes. Some of the stories about them may be apochryphal, but the book should be read by those interested not only in the remarkable life and loves of the Duke of Westminster, but in Rolls-Royces, and yachts such as his famous *Cutty Sark*.

Apart from the Rolls-Royces, the Duke drove himself in a Ford V8 and his game department driver used an Armstrong Siddeley with a trailer able to take dogs and equipment. **WB**

VCC Roll of Honours

The Veteran Car Club's AGM takes place on March 28 at the RAC. It awarded 25 major trophies for last season, a list too long to publish in full, but it is interesting to note that the Lord Victor Ludorum Trophy and two others were won by Miss S Strong (1904 Humberette/1914 Sunbeam). The Stanley Sears Trophy went to Edwards and Curtis (1904 Hotchkiss), the Milex Trophy to Pickard's 1905 De Dion Bouton which covered 1,062 formula miles, and the H O Duncan Trophy for points in main events to T C Moore's 1899 Panhard-Levassor.

Zimmler's 1910 Lanchester took the cup for these cars, Renault Ltd's "Coal-Scuttle" Trophy went to Smallman's 1910 Renault, and the Napier Award to Balmford's 1914 Napier. Of memorial trophies, the Blake Trophy was won by Nick Ridley's 1902 Mors, the Stephens' Trophy for best performance by a belt-driven car by R M Fowler's 1900 Georges-Richard, the James Allday Cup by M Jeal for his *Gazette* contribution, the Colonel Wellingham Cup by Sir Leonard Southward (1895 Benz), and the Overseas Trophy by P Veniard's 1910 Panhard-Levassor. **WB**

V to C Miscellany

Late last year I just missed going out in a very smart, long-tailed sports Belgian FN (a 12/50 hp model I suspect), which had been here for professional restoration for its European owner. It was interesting to be told that it has a complicated system of compensation for its four-wheel braking system, like that on the 1925 FN saloon (reputed to have had the engine from the car which F H Hayward drove in the 1928 Ulster TT), which I owned in 1960 and which defeated every effort to make it work effectively. By coincidence, I sold this FN to the very person who restored the sports version.

The Friends of the National Motor Museum Trust have announced some worthwhile-sounding "Friends Evenings" in the Brabazon Room at Beaulieu, at a cost of £2 per guest. It is hoped to have an evening with Donington Museum's Tom Wheatcroft on April 25.

The Museum will be open from 7 to 8 pm on those evenings, at which time the meetings commence, and a bar and snack meals will be available. The 1904 100 hp Gordon Bennett racing Napier, which has been in America since 1905, can be seen in the NMM by courtesy of Evert Louwman and John Bentley, until the end of April.

A motor yacht, built in 1938 for Sir Malcolm Campbell and named Bluebird, recently changed hands, and information is sought about it. Apparently it saw war service under other names, and is thought to have been owned in more recent times by the Renault family.

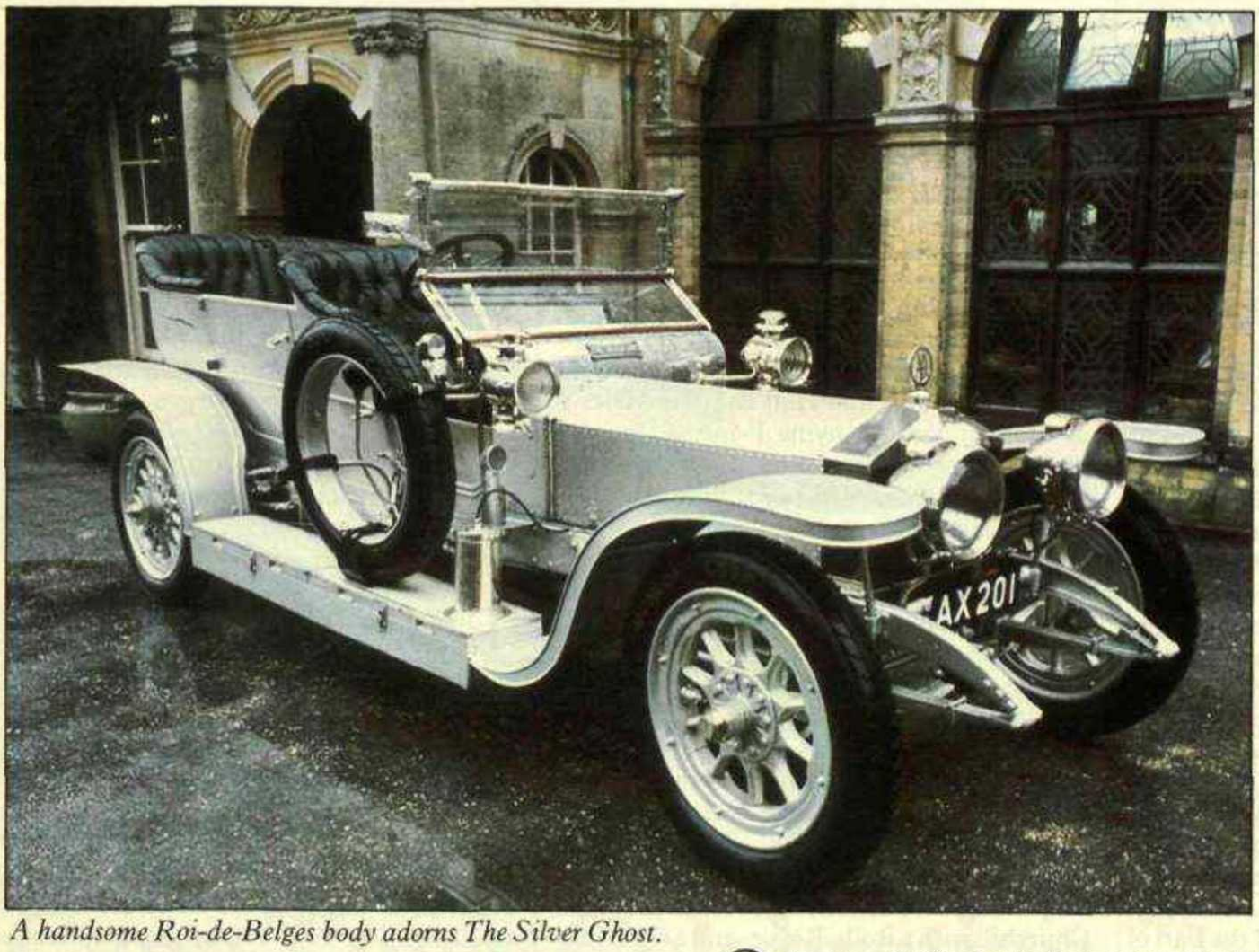
A Scottish bus garage was the unlikely home for many years of a Lagonda LG45 which has just been bought by Paul Tebbett, through an advertisement in MOTOR SPORT.

Although most of the saloon body has disappeared, the mechanics seem in good shape. Mr Tebbett would welcome any information on this 1936 car, which was registered AGA 162.

The Bean CC is holding its annual Daffodil Run on April 5 from Knowl Hill, near Reading, to Bournemouth. It is open to pre-war cars. Entry forms can be obtained from J Maxwell, 42 Vauxhall Drive, Woodley, Reading, Berkshire RG5 4DU on receipt of an sae.

The Fiat Register hopes to hold an International Topolino Meeting (for pre-war Fiat 500s) at Eastbourne on June 6-7. Details from: P Tortorlani, 32 Woodham Lane, New Haw, Weybridge, Surrey KT15 3NA. **WB**

ROLLS-ROYCE SILVER GHOST



A handsome Roi-de-Belges body adorns The Silver Ghost.

Best in the World

Only one 40/50 Rolls-Royce is strictly known as "The Silver Ghost" — AX201, built in 1906, works demonstrator and heroine of the RAC 15,000-Mile Trial of 1907. Its special finish and name successfully promoted the model to Press and public.

Announced at the 1906 Motor Show, this was the model which earned the title "Best Car in the World" between 1907 and 1925, by which time 6173 cars had been built.

Particularly desirable is the London-Edinburgh type, so-named in commemoration of the 1911 top-gear run between those capitals; that car later reached 101mph at Brooklands, fitted with a streamlined body. It has since been restored by Kenneth Neve to its original fast tourer form.

Only minor mechanical changes were made to the 40/50 chassis over the years, but body styles of course reflected the progress of fashion — witness the 1920 tourer, youngest of the Ghosts shown here.

Foremost amongst many celebrations in this 80th year of the Ghost will be Rolls Royce EC Silver Ghost Day at Courteenhall, near Northampton, on Saturday June 20. **GC**

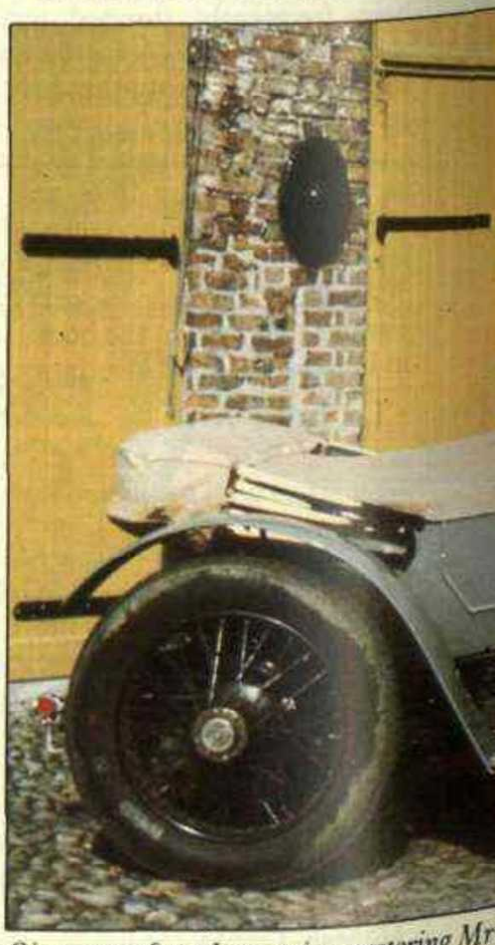


The Cowley speedometer and many other fittings are silver-plated, the body finished in silver paint.

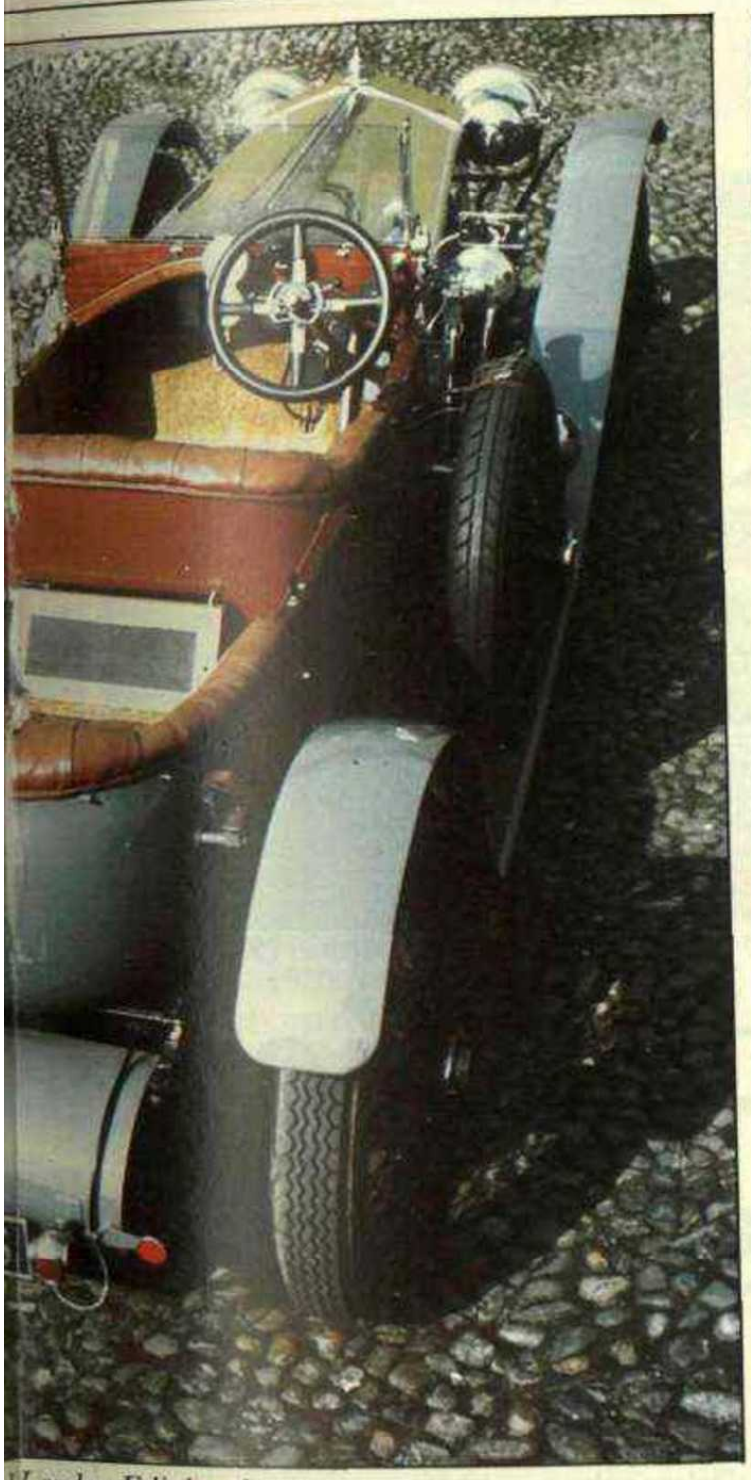




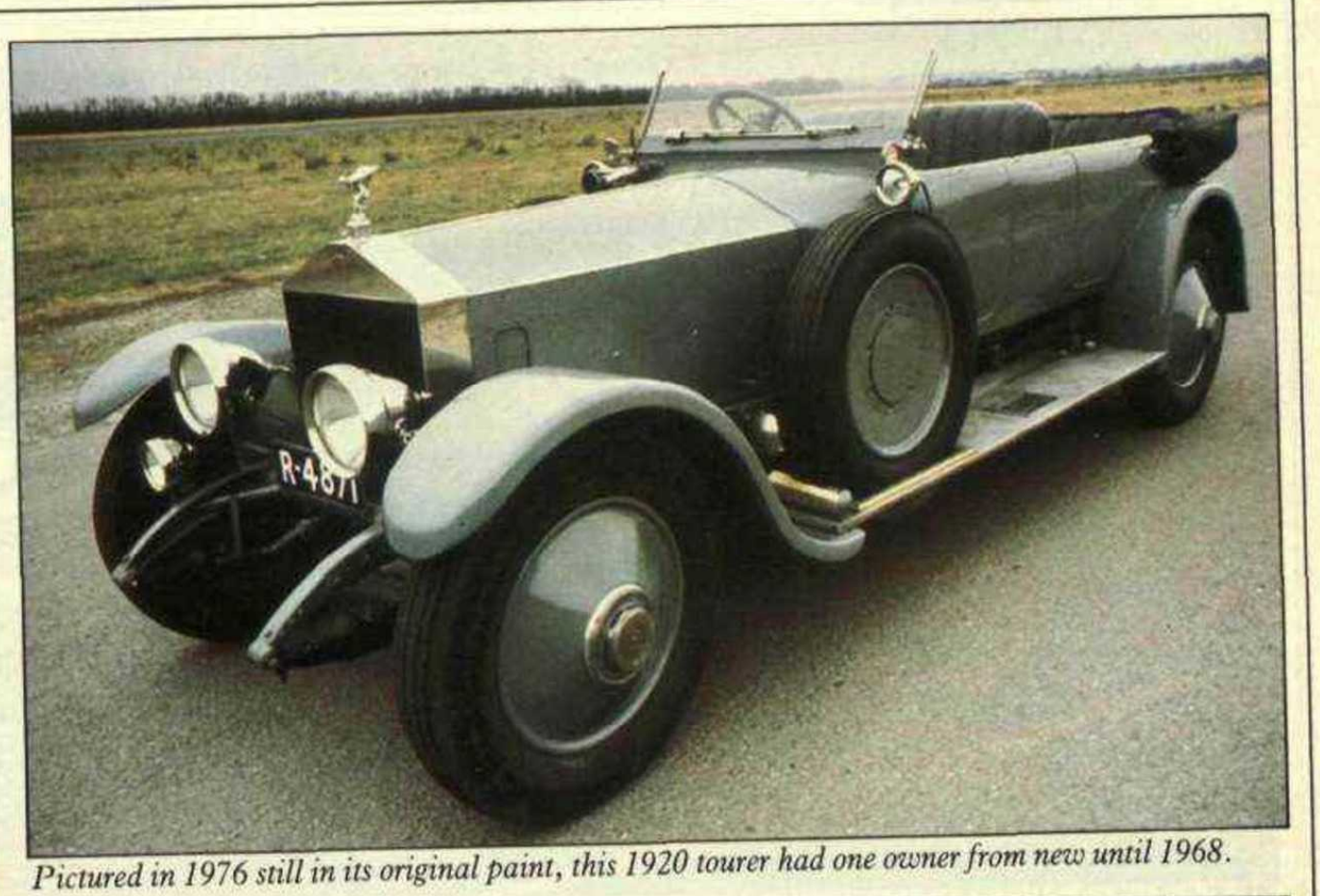
Light sports-touring bodywork on the 191



Six years of work went into restoring Mr



London-Edinburgh car.

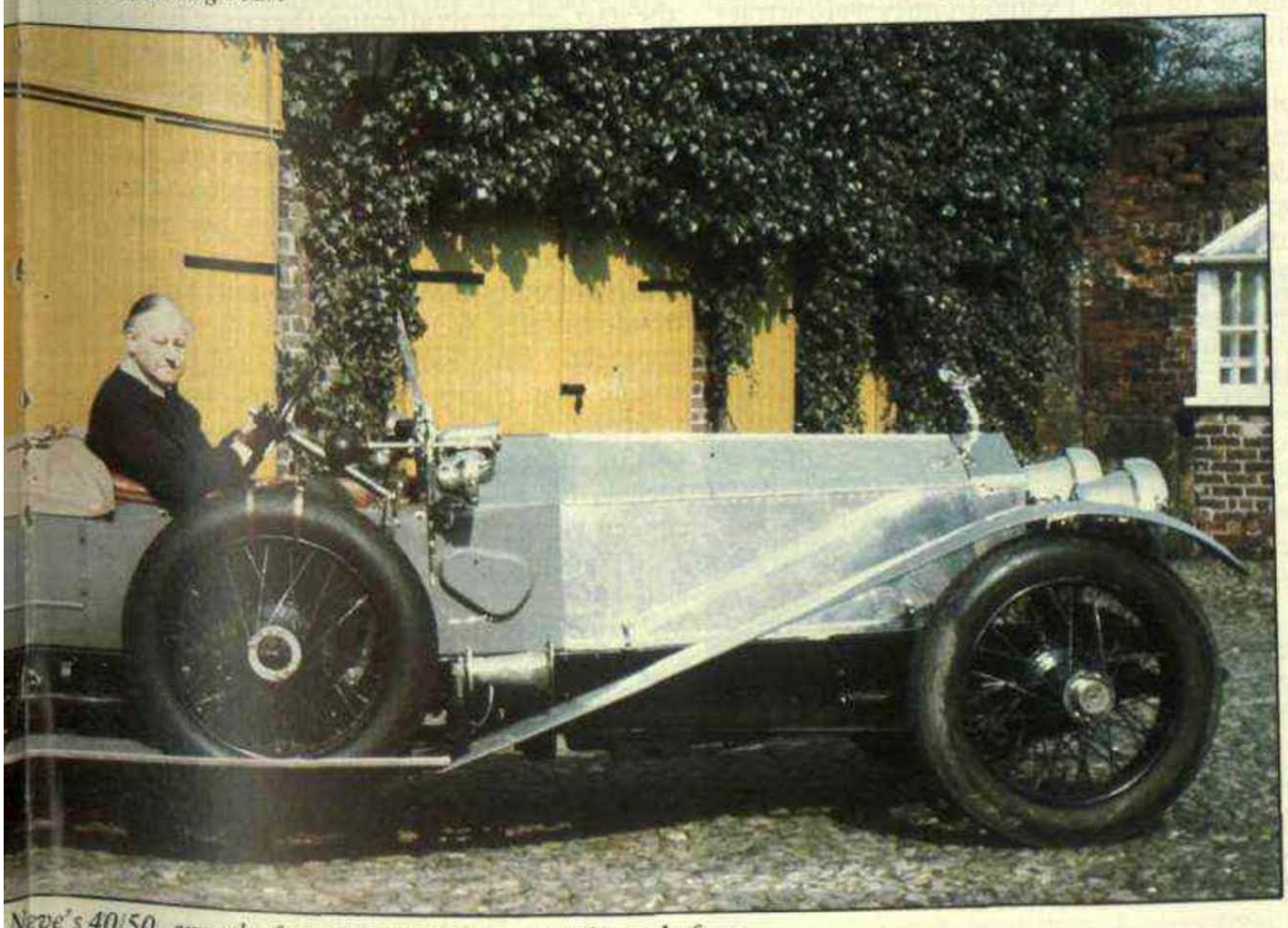


Pictured in 1976 still in its original paint, this 1920 tourer had one owner from new until 1968.

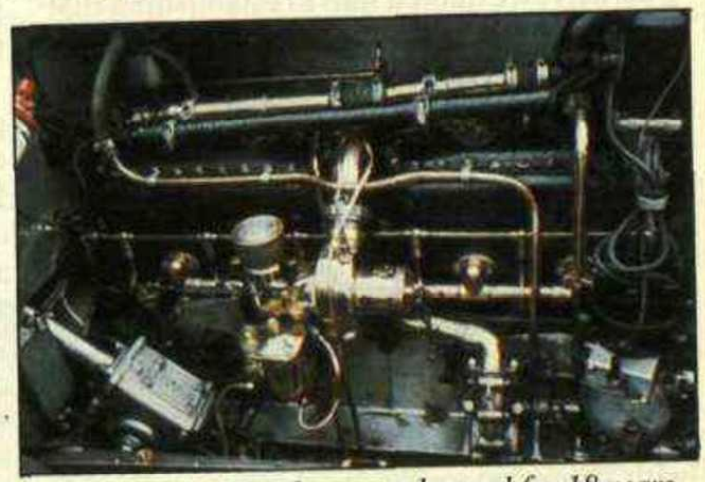




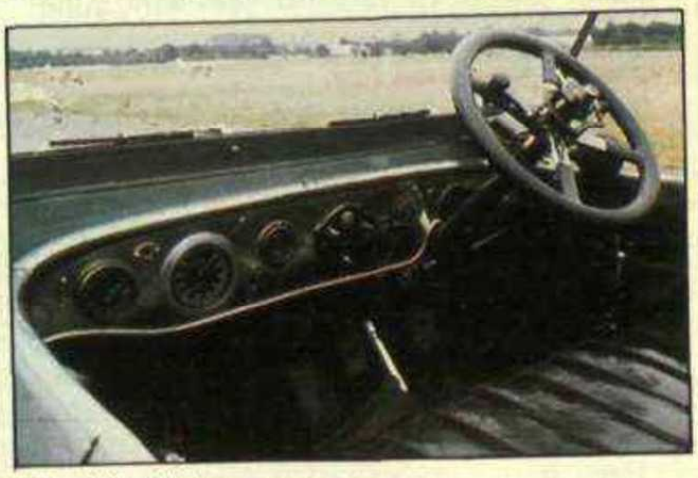
Christened "Wendy", this Ghost sports a spacious body by Flewitts of Birmingham.



Neve's 40/50, once the factory competition car, to its early form.



The Ghost engine, almost unchanged for 18 years.



Wendy's driving compartment.



The most effective use of desmodromic valve-gear — Stirling Moss' Mercedes-Benz W196 winning the British Grand Prix at Aintree in 1955.

Desmodromics Revisited

Last month we disclosed Griffith Borgeson's skilful defence of Leon Michelat's 1914 GP Delage design as the first to employ effective desmodromic valve-gear (positive valve closing by mechanical means) on the high-speed internal combustion engine.

Griffith pointed to the repeated misconceptions which attributed such valve-gear to Ernest Henry, and his racing-driver collaborators Paul Zuccarelli and Jules Goux, when it is obvious that their 1912 GP Peugeot did *not* incorporate desmodromics.

Greatly admiring Borgeson's research into this subject in the American *Automobile Quarterly*, we quoted him as establishing that this design breakthrough rightly belonged to the advanced team of Delage racing cars which took part in the dramatic French Grand Prix at Lyon, on the eve of the First World War.

At the time, racing (and, indeed, other high-speed) engines turning at up to 3000rpm, were often plagued by valve spring breakage or loss of tension. Thus designers were tempted to duplicate the valves, in the hope of reducing stresses with lighter components, or at least of enabling a car to carry on with one or more valves or springs *hors de combat*. So it is easy to see why total elimination of the valve return springs was not to be despised.

After the war, engine speeds continued to increase and hemispherical combustion chambers were deemed the most efficient. So large valves, two to a cylinder, became the norm, and valve springs were even more highly stressed. Furthermore, if they didn't wilt under engine heat, they were unlikely to be able to control valve-float, particularly with large valve-masses and racing camshafts imposing rapid valve opening and closing.

Even if the valve springs *were* up to an engine's demands, heavy loadings on other parts of the valve mechanism were imposed by springs strong enough to prevent valve flutter or bounce, which if present altered the timing plot of the cam. Desmodromics were attractive, but difficult to attain.

The way Leon Michelat got around the problem on the 1914 GP Delage (an advanced car which had followed Peugeot's celebrated 1912 "first" of twin overhead camshafts operating sixteen valves in pent-roof heads, and had a five-speed gearbox and lever-applied four-wheel brakes) was to open each valve with one cam and close it with two more cams flanking this opening cam, all working within a stirrup-shaped tappet. The cams were keyed separately to the camshaft and very rapid valve-opening and closing was achieved. There was provision for adjustment and small springs on a bridge-piece ensured valve adhesion to the seats, should expansion or distortion require this.

Close limits were involved, but the prize was ridding the engine of the danger of valve spring fatigue, maintaining the designed timing, and obviating the power losses which might arise from compressing strong valve springs.

Whether the end justified the means is another matter. In that fateful 1914 468-mile Grand Prix, won by Mercedes, two of these Delages retired (with respectively 94 and 70 miles left to run) and Arthur Duray's could do no better than eighth place. Kent Karslake and TASO Mathieson suggest that the novel Delage valve gear had been re-adjusted before the start, adversely affecting the cars of Bablot and Guyot, but Borgeson says last-minute changing of the magnetos caused the trouble.

Although the Delage team did not perform well in the 1914 GP, Borgeson shows that they ran quite well afterwards in American races, so assuming they continued to use their original valve gear (one engine blew-up and was replaced by a Miller power-unit) Delage desmodromics were fully proved. It was apparently from looking at the 1914 Delage engine that Harry Miller evolved his own interpretation of positive valve opening and closing, using one cam per valve and a forked rocker, for his 1916 4.7-litre four-cylinder sixteen-valve racing engine.

In that same 1914 GP, Theophile Schneider also entered a team of cars, designed by Michaux, with desmodromic valve-gear. So, while these achieved rather less success than the Delages, two retiring and the third finishing ninth, credit for the adoption of positive valve-closing must surely be shared between Michelat and Michaux?

Delage, incidentally, had used valves inclined at 90°, but those of the Schneider were inclined by only 10° and were operated by a *single* ohc, the desmodromic action being

obtained by a second cam acting on an extension of each rocker.

It is always dangerous to try to give credit for "firsts" in engineering. It is said that Aries had desmodromic valve-gear in the 1908 Grand Prix des Voiturettes, but none of the three cars lasted more than two laps.

After the war, smaller racing engines, built to the 3-litre formula and using small multiple valves in small multiple cylinders, temporarily eased the valve-spring anxiety; but by 1922, when 2-litre GP engines were approaching a peak crankshaft speed of 5000rpm, it appeared again. Yet few seemed convinced that desmodromics were a means of defeating it.

Although enthusiasm for positive valve-control was at a low ebb, and, after trying it for a racing engine, Rolland-Pilain quickly abandoned it, another engineer was ready to give it a whirl. M Causan of Automobiles Bignan was known for the careful development of his ohc engines, first of two-valve, then of four-valve configuration.

There had been a side-valve 3½-litre Bignan in 1920 in which a detachable water-jacket covered the valve caps, as on the first 12/20 Calthorpe in 1923 which was attributed to Hugh Rose and not proceeded with. Whether Causan was responsible I do not know, but he gained a considerable reputation in 1921 with his 3-litre four-cylinder sixteen-valve ohc racing cars built for the Corsican Grand Prix. This turned out to be a very tough 274½-mile race, which Duray won in the Bignan Sport at 45mph after his team-mate Delaunay had been killed. Then, for his new 2-litre, Causan went desmodromic.

The patent showed that the overhead-shaft was retained, but now used to operate the two vertical valves per cylinder via plates or cam-faces driven by bevel gears. Rollers on the valve stems engaged the contoured edges of these swash-plates or cams. At first, springs had been fitted to assist the closing of the valves (Delage had used small springs and Schneider normal ones, for the same purpose) but Bignan, like Mercedes-Benz after WW2, discovered they were unnecessary.

The desmo-Bignans ran in the French Touring Car GP, retiring, but not because of their advanced valve-gear. Gros was third at Spa, the engine running at 4000rpm, with a peak speed of 5000rpm.

Jacques Bignan was so confident in the new desmo-engine that it was put into production. A 2-litre sports-tourer with this valve operation was shown at the 1922 Paris Salon and then came to England where it was exhibited on Stand 173 at White City, the Olympia overflow. The more sporting models were guaranteed to do 80mph.

To publicise the advanced valve-gear, Gros drove one at the 1922 Armistice Brooklands meeting, and the rasping car had no difficulty in winning the 90mph handicap at 79.9mph. He also set up three Class B records. However, perhaps it was all too costly, for, whereas the standard chassis cost £675, you had to pay an additional £200 for the springless valve-gear. A year later Bignan abandoned the project.

Although the valve-spring problem did not go away, it was to some extent alleviated in the vintage years by improved springs, developed by Terry's and others, the use of double valve springs to reduce valve-bounce, and better understanding of cylinder-head cooling. Nevertheless, Parry Thomas preferred leaf springs, the motorcycle world had its hairpin springs, away from the heat, and there were attempts to eliminate springs by having rotary-valves.

About the last use of desmodromic valve-gear in vintage times was on the little six-cylinder 745cc Vagova sports/racing car from France. One might have thought its valves would be so tiny as not to cause much trouble, but speeds of 5500-6000rpm were envisaged. It was deemed prudent to employ Godet & Vareille desmodromics, which operated the oh-valves positively with two camshafts and fulcrum rocker-arms, the lower camshaft opening and the upper camshaft closing the valves.

The most convincing employment of desmodromic valve-gear came when Daimler-Benz, the world's greatest automotive engineers, returned to motor racing in 1954. Experiments late in 1952 had convinced Hans Gassmann that, unless conventional valve springs could be dispensed with, the desired high cr of the new Mercedes-Benz racing engines could not be achieved, owing to valve bounce. Valve springs proved unreliable in any case.

So he thought up positive operation, apparently without reference to any previous designs of this kind. The concept was one of two cams (one opening a valve, the other closing it through the medium of an L-shaped rocker) with a light spring to ensure final seating. They called it Zwangsteurung, or Z-drive.

This system appeared on the straight-eight 32-valve M196 engine in the successful W196 Mercedes-Benz Grand Prix cars which gave Fangio the 1954 and 1955 Drivers World Championships. At Silverstone, Fangio was going to 9800rpm, and apart from being reliable at this speed, the high valve lift, quick valve acceleration and maximum opening with a minimum of overlap contributed to the great power of these cars.

The Z-drive was gradually improved; the return springs were deleted after being apt to break, a single-piece rocker replaced the two-piece rocker for the deceleration cam (the Y-arm of which engaged grooves on the valve stems to provide the mechanical closure), and eventually double in place of single eccentrics provided for D-cam clearance.

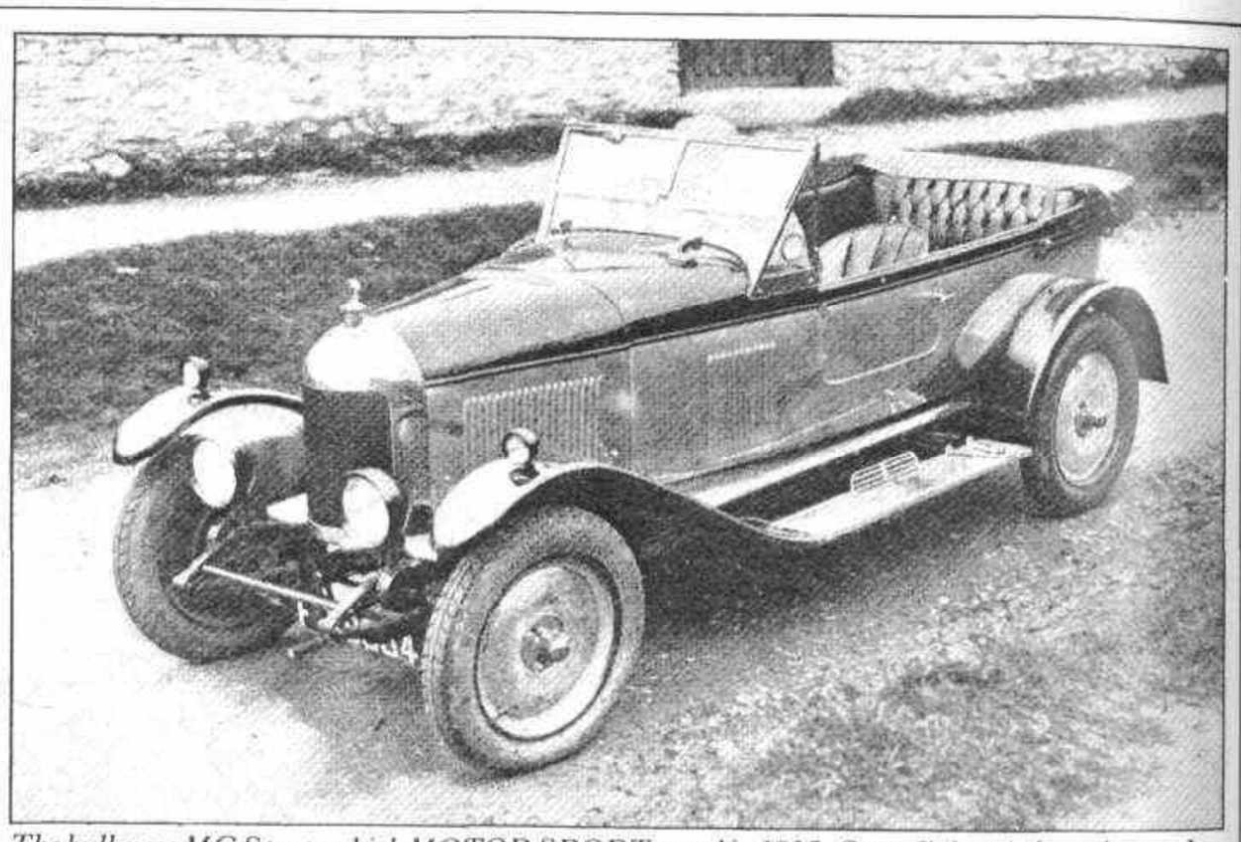
The equally-successful 300SLR sports/racing Mercedes-Benz cars which won the 1955 Mille Miglia, TT and Targa Florio races also had this Z-drive valve-gear, enabling the 3-litre engines to run normally up to 7800rpm and go to 8400rpm without harm. On the last of these engines further improvements were made to the desmodromic valve operation — the cams being moved closer together, resulting in stronger but lighter followers, oil-feed being provided for the cams, and closing rocker-clearance being made constant over the whole cam surface without recourse to relieving high-spots by hand. Moreover, moving the A-cams (acceleration cams) and D-cams closer together made possible an individual locking-clamp and hold-down screw for each set of serrated eccentric collars.

This was the ultimate proof that positive valve-closing paid off, enabling Mercedes-Benz to dominate Grand Prix and sportscar racing until it retired from such expensive activities.

There was spasmodic adoption of desmodromic valve-gear by Osca, Lance Reventlow's F1 Scarab, Stanguellini, and by Ducati and to a lesser extent Norton in the motorcycle world. But its most effective employment and development was undoubtedly by Mercedes-Benz. **WB**



Mercedes-Benz 300 SLRs with positive valve-closing dominated the 1955 Ulster TT at Dundrod.



The bull-nose MG Sports which MOTOR SPORT tested in 1925. Owen John tried another product of the Morris Garages that year, and was full of praise for it.

The Roads of the 1920s

In continuing to look at the diaries of Owen John — as far as the Autumn of 1925 — I think I may have discovered why this prolific motoring writer chose to have a *closed* 14/65hp Rover when he eventually discarded his faithful open touring Crossley.

After delivering a lecture to the Oxford University MC (which seemed to have alarmed him as an old Cambridge man), OJ went out in a Weymann-bodied saloon Morris Oxford, made by Morris Garages, forerunner of Cecil Kimber's family of MGs. This experience caused him to wonder about the nomenclature of the different kinds of bodywork used on cars, both open and closed, and to wax enthusiastic about this closed Morris. He said he doubted if he would ever be contented with a touring car again.

He found this Weymann Morris Oxford as light as any open car (presumably he meant *of the equivalent size*) and just as elegant as any "shut" one. It offered more room than most "solid bodies", and its windows did not rattle. In fact OJ, often fulsome in his praise, called this M-O the quietest thing on wheels he knew.

The drumming associated with coachbuilt bodywork had gone, and the "faint sickly smell" of the most expensive and aristocratic of closed bodies was absent (I can only recollect the smell of leather upholstery, sun on varnish, and petrol, as fascinating school-boy memories, but maybe I never rode in sufficiently aristocratic cars; although I do recall that the back side-windows of an early Austin 20 landaulette rattled until little threaded pads were set against their glasses.)

OJ gilded refined gold, if a Morris can be thus described, by saying the windows of this Weymann-enshrouded one made it just as good as any open car with the hood up, and a great deal better than such a car with the hood and side curtains in position.

Thus in 1925 was the world becoming more and more closed-car minded; I assume experts are aware that the Morris Garages of Oxford made these 14-28hp Weymann Oxfords? OJ said the company existed to improve Morris cars, both by adding to their speed and supplying them with bodies which were in parts different from the ordinary run of their brothers and sisters. From which, of course, stemmed the remarkable family of MG sports cars, commencing with those handsome bull-nosed models with dual colour schemes . . .

OJ talked about women's influence on the increasing universality of coupé and saloon bodywork. Women had got into smoking (causing tobacco shares to double in value), boot-repairing, hair-cutting and tailoring, and now they were dictating the kind of bodies cars must have, leaving mere men only to jack-up cars for them, inflate tyres, and pay for running expenses and the lady's meals. Brave chap! I suppose heaters, self-starters and direction indicators were also accelerated into use by women drivers.

The Olympia Motor Show used to have a considerable coachwork section, but at the 1925 Exhibition there was no place occupied by the Morris Garages among the sixty stands, from Alford & Alder's show of bodywork on AC, Crossley and Renault chassis, to the specially-bodied Lanchester saloon and Chrysler Six all-weather shown by James Young & Co of Bromley. Nor does the MG Weymann Oxford appear to have been displayed on the Morris Oxford stand, where for £350 you could buy the standard four-door Oxford saloon upholstered in Bedford cloth, with inlaid woodwork, parcels-net and a roof-ventilator.

It was at about this time that the Chancellor of the Exchequer proposed his infamous "raid" on the Road Fund, which gave OJ much to complain about. Interestingly, although car taxation has fluctuated over the years and petrol-tax has been savagely added to the older engine-size and cylinder-bore taxes, the Thatcher government has surely been the first to give a concession to the older cars since the rebate on pre-1913 engines was withdrawn long ago?

OJ sounded a topical note, remembering the recent 1987 cold spell (when I was without running water for nearly a fortnight, but when the Ford Sierra XR4×4 made light work of ice and snow on the considerable gradient of my drive), by saying that it was not easy to drain the radiators of many 1925 cars, though this *should* be a very simple operation. Being happier with draining than anti-freeze when frost is expected to strike, I couldn't agree more, thinking in terms of vintage cars. Most moderns come with foolproof, if complicated, cooling systems (likely as not of the sealed variety) but some years back a Morris 1100 ruined its engine because its sealed coolant system had been sent out with ordinary H^2O therein.

Incidently, I sometimes get cross when the windscreen washers of test cars freeze up but their radiators and engines do not; this a matter of filling the reservoirs with anti-freeze, although I would have thought a simple additional precaution might be to direct some of the heat from the exhaust manifolding towards them.

But writing in 1925, OJ was thinking in terms of what we now term vintage cars, and his diary remarks had some point for me especially — a recently-purchased plastic A7 Ulster was found to have a petrol tap at the base of its radiator, which wouldn't turn for draining because it had been araldited. The reason is obvious if you think about it — you push a petrol tap *down* to turn on the flow, but turn a radiator tap *up* to do this, otherwise it might fall down and drain off all the water while the car is in motion.

OJ's Crossley presumably had a difficult

radiator tap, for he confessed to not draining off the water in winter, but simply relying on lots of old rugs and carpets with which to cover its bonnet, as his coachhouse was "more or less frostproof, although not warmed". It is curious that although he praised the Boyce motometer for telling him the state of his radiator when motoring, he did not use a safety-lamp as under-bonnet protection in the *garage* (a word he would hate me for applying to a private motor-house).

His digression from attacking the Chancellor led OJ on to a description of an essential winter journey to the south midlands, where he had to drive the Crossley with care in the snow, never sure whether its wheels were on hard ground or grass verges. (This reminds me that the only blemish sustained by the aforesaid Ford Sierra was to its offside mirror, when, although I had driven into a snowbank, an oncoming driver on the narrow Roman Road by-passing Hereford refused to use the several feet left to him.

It must have been under rather similar conditions that OJ drove that winter journey, with the sun shining, hood and side bits up, to his obvious enjoyment. Dorchester, with its "lovely old abbey just off as dear an old street as ever was" had already, he observed, been spoilt by innumerable petrol-pumps and blatant tin signs.

He entered Oxford, reminded that Magdalen Tower belies the idea that one never sees the best of anything at first, on the "High" (no longer as reposeful as it was), and along the "Corn", which he thought by 1925 nearly as ugly as Boar Lane or Briggate in Leeds. And OJ did not like any of the main ways out of Oxford, encountering peace and quiet only well beyond Woodstock or Kidlington. How fortunate that he cannot see it today!

Children were sliding on the winter road as they had probably done for centuries and a four-horse team was met, hauling a timber waggon up a hill. OJ declined to lunch in Bicester, not considering it a particularly cheerful place in itself.

Going along the much improved Aylesbury road, to turn off for Hawthorn, "by the old windmill" (I bet it hasn't survived) then south to "friendly Thame", across country known in those days to few other than hunting folk, he lunched in great style at the famous Spread Eagle, run by the great Fothergill. No more was said of the journey, apart from a near miss by the Crossley when a lone, lost motor lorry was encountered, so the lunch *must* have been good!

At Christmas 1925, OJ was in his anticipated form, telling of previous years when he would motor on Christmas Day so as to eat two dinners. He would spend the afternoon, in the years between 1903 and 1913, driving his Brush or Talbot over long empty stretches of the Mendips and past black colliery country, to the foot of the Wiltshire downs.

He remembered, before the motoring era, a blizzard which caused the Royal Mail coach to be a guest in his parents' stables for a fortnight, and how, in Devonshire in 1881, they had to live on what they could shoot, as the lanes were hedge-high with snowdrifts and transport impossible. Perhaps the winter of 1987 was not so bad, after all!

And in 1925, OJ wrote his usual ghost story, centred round a ghost car. *The Autocar* even published it! **WB**

Record Bentley in the USA

American racing driver Augie Pabst owns the 4½-litre Bentley with which the Hon Mrs Victor Bruce took the 24-hour record at Montlhéry in 1929.

Obituary: Dennis Poore

Roger Dennistoun Poore has died at the age of 70. He will be remembered for his company-director achievements but equally for his prowess at the wheel of a racing car.

He began to race immediately after the war, with a J4 MG, from which he graduated to the difficult straight-eight Tipo 8C-35 3.8-litre Alfa Romeo, the ex-Hans Ruesch/Dick Seaman car. Poore adapted at once to this very fast car and won a memorable race at the first post-war (VSCC) meeting at Gransden, handling the very fast and powerful Alfa impeccably to out-pace the more experienced Abecassis in a Type 59 Bugatti.

Having thus established his skill, Poore scored innumerable successes in sprint events, and after the Alfa had been given a Wade supercharger, won the British Hill-Climb Championship in 1960. The big Alfa now recognised as an Historic car, he also took the VSCC Seaman Race at Silverstone three years in succession.

When business caused him to retire from racing, Poore never parted with the car which had served him so well. He was to start *Autosport* (I recall how he took me aside at one race meeting and questioned me closely about MOTOR SPORT, which puzzled me at the time!) promising the late Gregor Grant, its editor, that it would never fold while he was alive. But the early years of the paper must have been somewhat difficult; I remember going to congratulate Gregor and finding him in a rather small office somewhere in Paddington.

In a brave attempt to retrieve the British Motorcycle Industry from the Japanese invasion, Poore caused his Manganese Bronze Company to rescue Norton from the Receiver. But, alas, Norton-Villiers-Triumph had suffered the fate of its predecessor by 1975, through no fault of Poore's. His company took on Carbodies five years ago.

But it is as a very proficient driver, hurling the 3.8 Alfa Romeo up the short hill-climb courses to yet another FTD or course-record, that we shall best remember R D Poore. **WB**

HVCC takes on the EEC

The value of the Historic Vehicle Clubs Committee was well illustrated last year, when the Historic Commercial Vehicle Society came up against regulations requiring old commercials to undergo the plating and testing procedure, and the EEC insistence on old buses and coaches being fitted with tachographs. The HVCC was able to help in rescinding the first requirement, so that from August old lorries and vans taxed as private cars which are not carrying goods will not need to be plated.

A meeting of HCVS and HVCC officials with the DoT produced a good response, and it is hoped that a way round the tachograph ruling will be found for the older public service vehicles. The European FIVA Conference was valuable in this respect, and Lord Montagu of Beaulieu flew to Zurich at short notice to join the HVCC Chairman in placing considerable weight behind the proposal.

The HVCC represents 50,000 road-vehicle preservationists, and covers everything from motorcycles to traction-engines. Details can be obtained from D G Grossmark, Danny Court, New Quay Lane, Hurstpierpoint, Hassocks, Sussex BN6 9BA. **WB**

Salisbury Ner-a-Car

Following our publication of a picture of a Ner-a-Car (MOTOR SPORT, February 1987), we learn that a reader in Salisbury is restoring one which he bought as a "basket-case" to keep his ABC motorcycle company.

It is a 1923 Type-B with Sheffield-Simplex two-stroke flywheel-magneto engine and the original Surrey registration, and is now running again. It came originally from the same factory as the ABC. The present owner once had a Marendaz Special. **WB**

Bret's Bugatti

From France, we hear that when racing driver Edward Bret ceased to be a flying instructor at the CFS at Istres, he went to the 1929 Olympia Aero Show to buy an aeroplane, and chose a DH Gipsy Moth. Malcolm Campbell was named as the agent, and he part-exchanged it for Bret's 1927 2-litre blown Bugatti, unseen.

The car was shipped from Cannes on a cargo-steamer with racing jacks and spares, in the condition in which Molsheim had prepared it for the Grand Prix de Guipuzcoa at San Sebastian earlier that year. Bret never saw the car again. **WB**

BOOK REVIEWS

Bentley — The Vintage Years, 1919-1931
by Michael Hay. 522pp. 9½" × 8". (Dalton Watson plc, 21 Brook Mews North, London W2 3BW. £39.95)

There have been so many truly excellent books about the vintage Bentleys, from the WO biographies, through the coachwork pictorials of Johnnie Green, the technical and deep-historical data from the BDC itself, the critical analysis of the company by Frostick and the in-depth technical study by Donald Bastow, to Darrell Berthon's splendid racing history, that one would hardly have expected more, apart from the inviting fragments that appear from time to time in the *BDC Review*. So Hay's enormous tome comes as something of a shock!

But it is a pleasant shock, because his display of beautiful pictures is the greatest Bentley browsing feat ever, although you may have seen some of them before, as there are 526 of them! The "new" pictures of the early cars, bodywork, and racing scenes are most interesting — a morbid one shows what Clive Dunfee's 1932 500-Mile Race car looked like after he had been thrown from it.

This is in the racing section, and plenty of attention is given to the later Brooklands Specials. But almost half the book is devoted to revision of Stanley Sedgewick's identification tables. These are now in very easily-consulted format and give much new information about the fate of cars in later years, as do the picture-captions.

A stupendous treat, if you love the vintage Bentleys and can afford it, but the inclusion of some advertising is to be deplored. **WB**

The Cars of BMC
by Graham Robson. 301 pp. 11" × 8". (Motor Racing Publications Ltd, Unit 6, The Pilton Estate, 46 Pitlake, Croydon CRO 3RY £24.95).

For those seeking a detailed survey of all the cars, in their many different forms, produced during the life of the British Motor Corporation, Graham Robson has written the definitive work. It is laced with innumerable pictures, covering nearly 100 Austin, Austin-Healey, Metropolitan, Vanden Plas, Morris, MG, Riley and Wolseley models of the 1952-1975 era of the Corporation's car manufacturing activities.

Robson is the right person to fill in the facts and the details, because he was a motor industry employee and later a journalist well acquainted with it. As an example of the lengths to which this book goes, it even lists unused names for many BMC cars, approved by the SMM & T.

We do not know quite who will want this feast of former BMC activity, but those who do should be grateful to the author for his very full coverage. Perhaps he will follow it with a similar volume on the Rootes Group, for whom he worked from 1969. **WB**



GT40 — An Individual History and Race Record
by Ronnie Spain (Osprey, 12-14 Long Acre, London. £19.95)

Ten years' work went into this mammoth and definitive volume, and as a reference work it surely could not be surpassed. More than half of this 326-page book is taken up by race records, from Le Mans to the Brighton Speed Trials, and individual chassis histories of every one of the 134 GT40s and variants built.

Only one car has defeated Ronnie Spain's indefatigable researches, and that one is rumoured to have been donated to the collection of Soviet leader Leonid Brezhnev by the American government.

That section is good browsing, but the reader looking for an exciting story will turn to the first half of this volume, where the whole GT40 story is told — not for the first time, but simply and in detail. Far from being a professional writer or historian, Spain is in fact a lorry driver, but the result of his decade dedication is most impressive.

It might be that the inclusion of some line drawings of chassis and other details would have rounded out the veritable barrage of mainly monochrome photographs, but there are so many detailed pictures that it seems unfair to quibble. The sportscar enthusiast will find this £20 well spent. **GC**

The Range Rover is still the upmarket farmer's workhorse and status symbol combined, and has appeared in several variations since the first petrol-V8 model appeared in 1969-70. These are covered in a very interesting way, including details of the vehicle's competition appearances and how to maintain it, in MRP's latest £9.95 Collector's Guide, **The Range Rover** by James L. Taylor, running to 128 pages (180 × 235mm) with many pictures and tables. **WB**

Porsche 959
by Jurgen Lewandowski. (Motormedia Ltd, PO Box 3, East Horsley, Surrey KT24 5RL. £110-£130 from March 31 1987)

For sheer motoring exclusivity, there will not be much around to match Porsche's stunning new four-wheel-drive 959, but with a price tag in the region of £150,000 we do not suppose too many of our readers will be in a position to gratify a longing to own one.

However, the ever-enterprising Eoin Young of Motormedia has been appointed sole UK distributor of "The Book of the Car", enabling those who dream of acquiring a 959 to have what amounts to the next best thing — a lavishly illustrated, sumptuously produced limited-edition publication which is certain to become every bit as much a collector's piece in years to come as will the real car.

Only 2500 copies of the book have been printed and, by last Christmas, 1600 had already been sold world-wide. Since the book has been prepared with the total co-operation of Porsche, including a foreword from Prof Helmut Bott, you'll have to hurry if you want to secure a copy in this country.

Amply illustrated with splendid colour prints, design sketches and cutaways, the text is bilingual in German and English. Each copy is individually numbered and comes with an original colour catalogue for the 959 (a collector's item in itself) and a bronze Porsche commemorative coin. Truly, a breathtaking work. **AH**

From **Michelin**, via **Hamlyn Publishing**, comes a pair of road atlases for touring in France, one soft-, the other hard-backed.

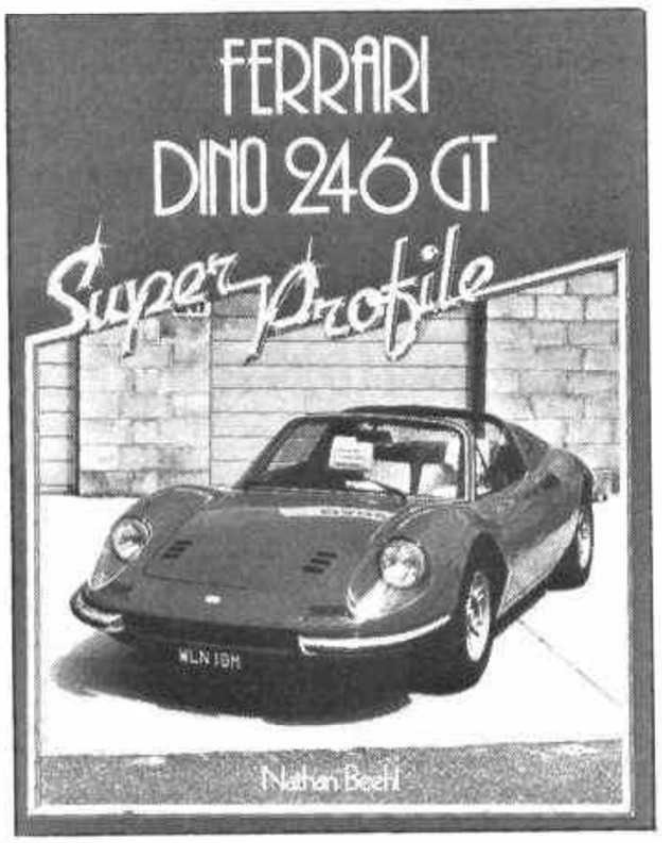
The former (£7.95) covers the whole country (including Corsica) at 1:200,000 (over 3 miles to the inch), with route-planning maps, index, town plans, and two large maps of Paris, all in 200 large-format pages.

The hardback is more of a home reference, with extra town plans and information, but on 352 smaller pages at £15.00. Both are based on the excellent Michelin map series, and contain much ancilliary information. **GC**

Those of our readers who are interested in the road-transport scene from the public-service vehicle angle will be glad to know that Alan Townsin has got to No. 10 in his series of **The Best of British Buses** books, this one, like the former titles in this painstaking list telling, in masses of pictures and informative text, the story of the power-war AEC Regents, from 1945-1968. A useful idea for a present; the price is £8.95. Try any good bookshop, or the Museums, or Transport Publishing, 128 Pikes Lane, Glossop. **WB**

Latest of the £5.95 Foulis/Haynes **Super Profile** books is by John Wheatley, about the Austin-Healey 100/6 and 3000 and all the big six-cylinder models. **WB**





GT Foulis & Co of Sparkford, Yeovil, Somerset has published four more of its informative and enjoyable **Super Profiles**, which are easily-filed reference works at the modest price of £5.95 each. The new titles are Ferrari Dino 246GT, Jaguar XK120/XK140, Triumph TR2/3/4 and Ford Consul/Zephyr/Zodiac, the respective authors being Nathan Beehl, Philip Porter, Bill Piggott and Michael Allen. **WB**

There have been lots of books about specific motor races, following my own on the JCC "200"s, and the latest is a very welcome one on the **Grand Prix des Frontières at Chimay**, by André Biaumet.

This magazine-size 168-page soft-cover publication, in French, covers all these races from 1926 to 1959 giving entries, reports and results year by year, and is packed with pictures. If the photographs have not reproduced well, this is excusable, for many of them are distinctly rare. If you have not seen a photograph of a Genastin or a Fasto, you will appreciate this.

The British drivers who competed are there, as are many different Bugattis Amilcars and Salmsons. One notices how the Ford Speed Sport resembles that raced at Brooklands by Sterling Moss' father, and how the Model-T ancestry of the Montier Fords shows, in the early versions.

Crash pictures are included, and this very full history of a typically French race should be in every motor-racing enthusiast's library. It can be obtained by sending an International Postal Money Order (*not* a cheque) for 775 Belgian Francs to André Biaumet, Rue Montoyer 67, 6510 Morlanwels, Belgium. I do not think you will be disappointed! **WB**

A third edition of the model catalogue from **St Martins Accessories** has just been published, listing models in both built and kit form. The variety of models now available is enormous, and apart from a wide selection of favourites such as GT40 and GTO, the dedicated collector can obtain an Abarth Bialbero, a Gordon-Keeble, or one of 18 variations on an MGA. The 58-page catalogue costs £2 (plus 50p postage) from St Martins Accessories, 95 St Martin's Lane, London WC2. **GC**

Re-reading the IAM and Police Roadcraft manuals recently, I was reminded of how little these have changed over the years. But a fresh approach is taken by **Advanced Driving** (published by Ian Allen, Shepperton, Surrey, in association with Vauxhall Motors) which uses a large number of posed photographs to illustrate the rights and wrongs of every conceivable manoeuvre.

Starting with a description of police driver training, the book outlines the police-inspired system of car control and proceeds with hundreds of posed examples with explanatory captions. Some of the shots are obviously static ones, for instance those of cars "skidding"; but the lessons are clear, and perhaps more memorable than via the printed word only.

Author Gordon Cole holds a host of relevant qualifications, and took all the pictures himself, using cars loaned by GM. At £3.95 this book must be recommended to anyone willing to reappraise their own driving, whether or not they intend to take one of the advanced tests. **GC**

Two inexpensively-priced volumes in the same format from Haynes are **Corvette Roadster — A History of Chevrolet's Open Sports Car from 1953** and **Lamborghini Countach,** the former by an unnamed writer, the later by Graham Robson, both books packed with information and colour pictures. The Chevvy, of course, was an important car historically in the sports car context. The price of each book is only £6.95. Useful as Christmas presents. **WB**

Two unusual titles which may appeal to readers with versatile interests are **Leyland Trucks** by Nick Baldwin, a quite fascinating pictorial history from Foulis at £7.95, and **Crop Dusters** by Henry Rasmussen, from MRP of Croydon. The latter, sub-titled "Props In The Crops", includes remarkable photography of specialised aeroplanes taken by Rasmussen. This vivid-colour coverage of Canadian and USA crop-dusters costs £9.95 and has 128 pages. **WB**

Reece Winstone has come up with another pictorial study of the City of Bristol. Cars figure in some of the rather "postage-stamp" pictures, and some are sometimes named by makes and reg. numbers. The period covered is 1934-36, with emphasis on HRH The Prince of Wales in that era. This is no. 34 in a series, and there are 240 plates; the cost is £7.40 post-free, from 23 Hyland Grove, Bristol 9. **WB**

Videos News

Londoner Paul Meale's MOW Video concern has recently released a splendid two-hour review of last year's Uniroyal Production Saloon Championship, largely based around the use of in-car cameras.

Entitled **Vintage G&T**, in deference to wry commentators Gerry Marshall and Tony Lanfranchi, Meale's latest brainchild is a spectacular tribute to one of British's best-supported national championships.

Marshall and Lanfranchi carried on-board cameras for much of the year, and the former's spectacular wet-weather progress at both Brands Hatch and Cadwell Park is something to behold. Lanfranchi too gets involved in some high jinks, notably an unruly barging match with Alan Minshaw's VW Golf at Mallory.

In short, it is a compelling two hours' worth. All the significant incidents from the 1986 season are captured, and it is only to be hoped that Meale can attract the backing he needs to repeat the exercise this year.

The only slight criticism is that the championship's most prestigious round, the Willhire 24 Hours, is afforded little more coverage than other events. Those interested in Britain's only round-the-clock race need not worry; Meale markets a Hay-Fisher video which covers the event in depth!

Vintage G&T is priced at £29.90, and can be obtained direct from MOW Video, The Pits, 25 Brambles Close, Isleworth, Middlesex TW7 5BX. **SA**

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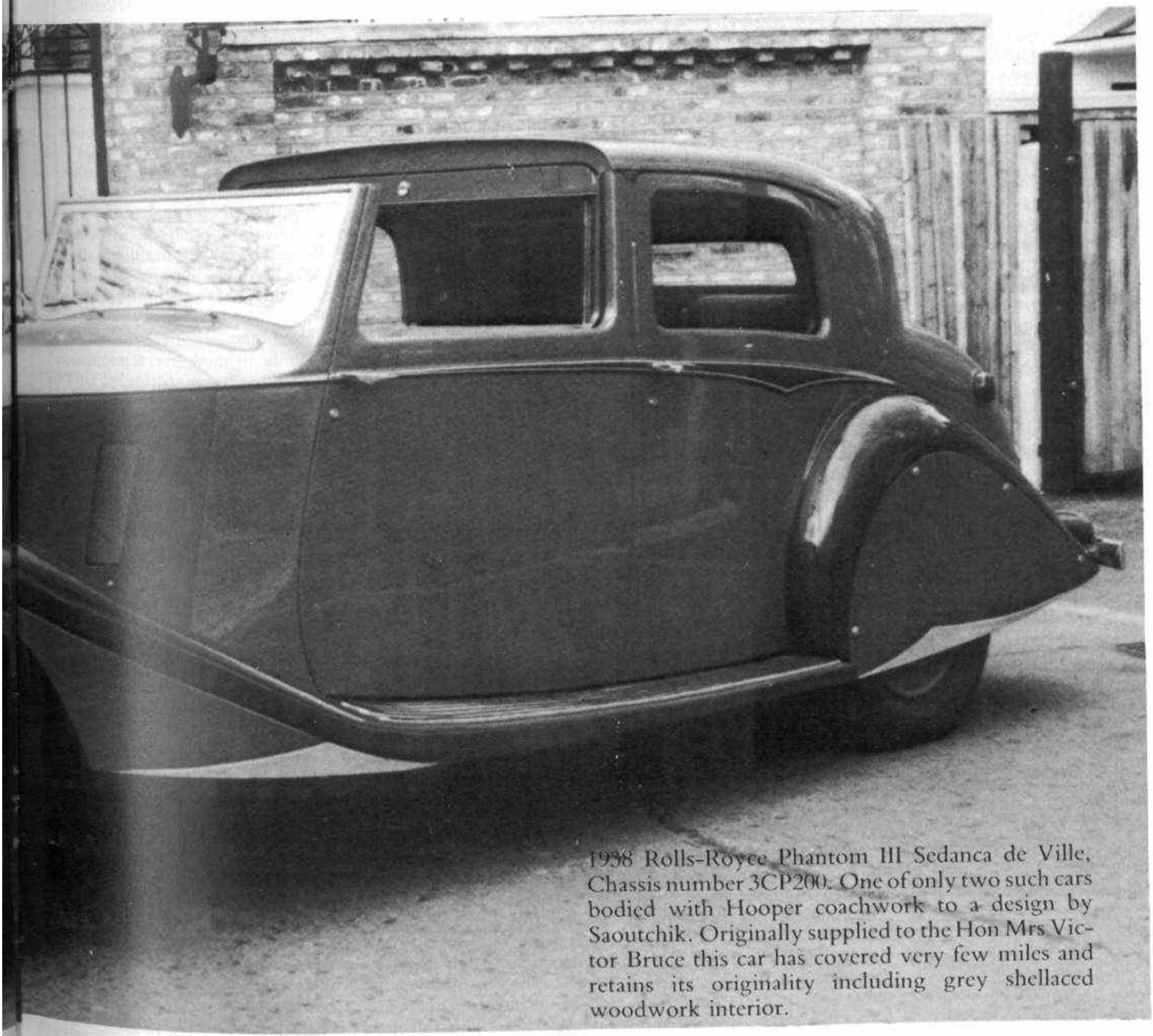
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LETTERS

Speed and Safety

Sir,

I am drawn to reply to 'Speed and Safety' in Matters of Moment, March '87 edition of MOTOR SPORT.

Firstly I am in full sympathy with your views with regard to our national Speed Limits and I remember signing your petition to Downing Street before the permanent restriction. Sadly your comments on my writing in *Motor* do nothing to convince those at the Department of Transport that we have a case to abolish overall limits.

It is nonsense to suggest that it is 'hysteria associated with speed' to check fluids, fan belts and pressures before driving and I strongly advise all to do so every day and not to rely upon the garage to do these simple checks.

My advice is to all drivers, not just to the most experienced and blood sugar levels can drop considerably during long periods at the wheel; we all have a different 'fatigue rate'. Personally I have driven for long periods at very high speed in both racing and rallying and when the adrenalin level is high, there is no problem, until you stop!

On the highway, accidents have occurred to bored drivers restricted to an unrealistic speed limit on a deserted clear motorway — In my view they need to be advised to stop every two hours, before they feel the necessity, where an experienced driver can sense when to stop to overcome enforced boredom.

I think you will agree a bored driver is a potential menace, particularly with an irresponsible attitude towards road safety. I make no apology for criticising a steering fault with a driver's attitude clearly evident — I saw one the other day reading a book with the hand holding the wheel, while the other arm was across the passenger seat!

I am sure you will agree that it is far better to educate, rather than restrict speed unnecessarily. How are people to learn the proper use of speed if the mandatory limits are irrelevant to an intelligently applied sense of speed; some too fast, others too slow.

I most certainly am not hysterical with regard to speed, quite the contrary, I believe speed is perfectly safe in any performance car designed for it, in the proper place and the right time. Any driver using speed requires skill, self discipline and a highly developed sense of responsibility towards others — a message that was sadly missing in your article about 'Speed and Safety'.

JOHN LYON
MD, High Performance Course Ltd.

On the Other Hand

Sir,

Your March 'Matters of Moment' describes it as "rubbish" to advocate that both hands are essential for controlling a car.

We teach our hillclimb driver pupils that optimum car control calls for both hands being kept on the steering wheel, and that the time a hand is removed should be kept to a minimum. We consider we are acting responsibly and sensibly to include this as part of our teaching.

It therefore seems just a little unfortunate for you to suggest to our MOTOR SPORT-reading pupils that we are teaching them rubbish. Nigel Mansell must be very glad to have had two hands on the wheel during that alarming experience in Adelaide last year, don't you think?

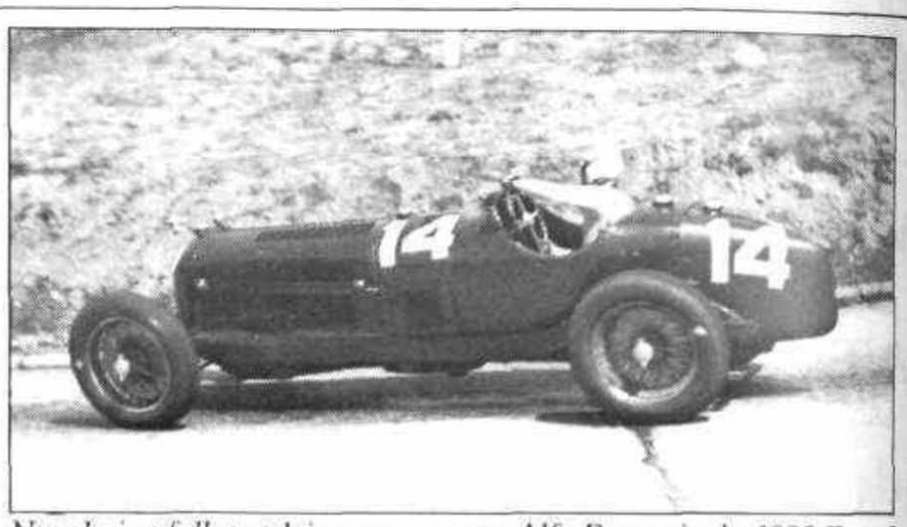
BILL GOODMAN
Prescott Hillclimb School
Gotherington, Gloucestershire

Three of a Kind

Sir,

Several items in the February issue of your always interesting publication attracted my attention.

The accomplishments of Connaught in racing car design and engineering were well portrayed in your excellent series. I don't believe that it will belittle the Connaught name to state that the 288bhp they generated from a single engine did not in fact surpass the power level achieved by Mercedes-Benz during the 2.5-litre Formula One era. The typical output of the Mercedes-Benz engine in 1955 was 290bhp at 8500rpm.



Nuvolari at full stretch in a monoposto *Alfa Romeo in the 1935 French Grand Prix at Montlhéry . . .*

The subject of Mercedes-Benz is also raised by DSJ in his letter on speed and various manifestations of it. In spite of my enthusiasm for the Wankel engine I have to record that this was not used in the Mercedes-Benz that set the record speed of 251.02mph at Nardo. That car was powered by a modified 450-series V8 engine with twin turbochargers.

Remaining on the subject of V8 engines, I have to shoot down the canard that the BMW V8 "was subsequently sold to Buick". I was very familiar with the GM example during my period of employment with that company and I can state with confidence that no such arrangement was made. The Buick V8 (like its Oldsmobile counterpart) was developed entirely internally by GM.

K E LUDVIGSEN
London W1

Enlightenment

Sir,

May I suggest that the somewhat condescending attitude adopted by Mr Griffith Borgeson towards Pomeroy's *The Grand Prix Car*, referred to in your March issue, is scarcely worthy of him?

When, some 60 years ago, I began to write notes on motor racing history for MOTOR SPORT, they were subject, I regret to say, to endless errors and omissions, if only because nobody else at that time seemed to take any interest in the subject and the establishment of a satisfactory bibliography for research was exceedingly difficult. When Pomeroy embarked on his technically brilliant *Milestone of Speed*, conditions were little better.

> *Nature and Nature's laws lay hid in night, God said 'Let Pomeroy be!' and all was light.*

Or nearly all. No doubt there are still some odd nooks and crannies into which Mr Borgeson can most usefully poke his torch, but broadly speaking, he is working by day while we had to grope before dawn broke.

I used to know several people who did not even know what "desmodromic" means!

KENT KARSLAKE
South Molton, Devon

Bugatti Breathers

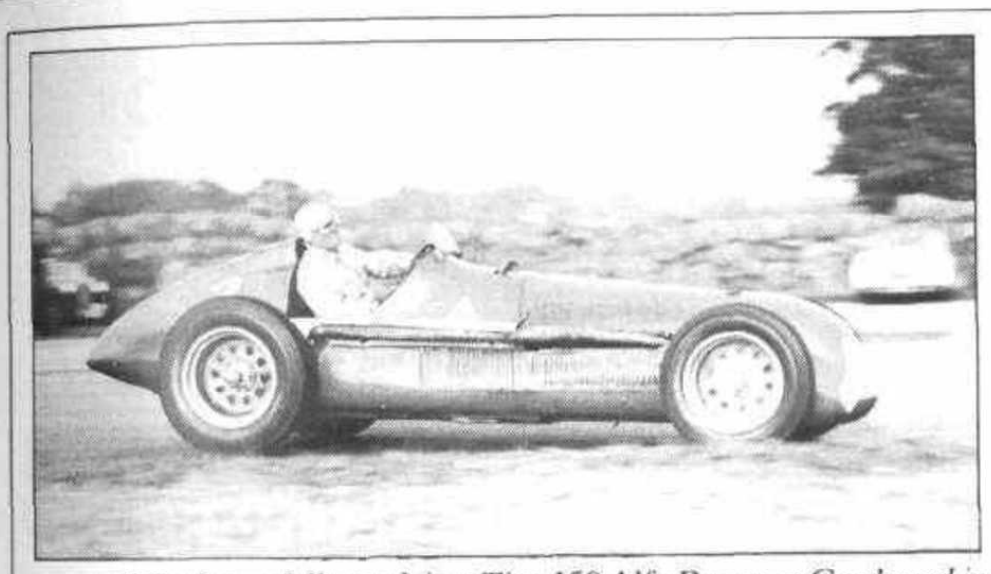
Sir,

I was interested to read Hugh Conway's letter in the February issue on Bugatti breathers. I recall in the late 1920-30 period having a long discussion with the legendary Papworth on this subject. At that time it was clear that not all Bugattis suffered from loss of oil via the crankcase breathers.

The Type 37 Bugatti did have room for an oil filler which acted as a breather, plus the normal breathers on the crankcase wall, fitted with "dunces hat" wire gauzes inside covered by the aluminium domed cap.

The Type 37A had only two breathers situated on the exhaust side, as the supercharger occupied all the space on the offside and there was no oil filler. Thus oil had to be pumped to the engine sump from the oil tank beneath the passenger seat. This tank was connected to the hand pump on the dashboard, and the pump

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



. . . and Farina at full stretch in a Tipo 158 Alfa Romeo at Goodwood in 1951. See "Laid Back Tazio?"

handle was lovingly known as "the butchers knife". The engine sump required 1¼ gallons of oil.

In the sump was a set of sheet metal baffles and steel-framed gauzes all secured by common screwed studs. Thus oil passing away from the mains and big ends would have to negotiate the crankcase gauze in order to arrive in the sump.

My conclusions are that the engine oil pressure can be suspect if it is unusually high. This means that the volume of oil pumped would be too great to negotiate the sump gauze, and would thus build up above it, causing the crankshaft to dip its webs and throw up the oil at the breathers on the external wall of the crankcase.

As a guide, a Type 37 with centrifugal oilways in the crankshaft webs would need to shew no more than 2 or 3 kg/cm^2 at 3000rpm, and just to have the gauge needle off zero at tick over. The Type 37, with high pressure oil system and unloader built in the oil pump terminals, would shew a bit more at 3000rpm, possibly 3-4kg/cm^2.

Another source of overoiling is the cambox, which is supplied by a connection to the crankcase oil gallery, the oil terminal of which is metered, by drilling the correct size for the oil supply required. At the cambox level the oil terminals can be drilled somewhat larger as the metering is done at the gallery end.

The method of testing is to run the engine at 800rpm and to watch the camshaft and fingers. Oil should ooze out of the fulcrum points and contours. Should too much oil escape at these places it finally arrives by drainage back to the crankcase to exacerbate the situation there.

I do not think this is an epidemic and should the odd case be cured as Hugh mentions, this may well be the better method. From my experience, the only time I lost breather caps and gauges was from minor crankcase explosions, caused by piston crowns melting. There must be quite a few of these beside the track at Brooklands.

It is nice to recall Charles Brackenbury winning the Gold Star three years in succession on the outer circuit with a T37 at about 115mph, on a 2-litre supercharged Grand Prix at over 120mph and again on a 2.3 Grand Prix at over 126mph.

If any of these three Bugattis lost oil from the breathers Charlie would not have finished the race.

J LEMON BURTON
Hassocks, West Sussex

Not So Rosy

Sir,

In his piece "Courageous Venture", WB mentions "the rosy 1920s", and proceeds to give some tax figures: £4 for a Tri-Car, £8 for an Austin Seven. Taking the average wage in the 1920s as £2 per week, this means two weeks' wages for a trike, and four weeks' wages for the Austin Seven.

I believe the average wage today is about £170 per week nationwide. This means the owner of a Reliant Robin would be paying £340 tax, and the owner of a Mini £680.

I think the only rosy things are WB's spectacles

R SANDBACH
Stockport, Cheshire

Laid Back Tazio?

Sir,

Nino Farina pioneered the laid back driving style? Not so. Go back to the earlier 1930s and look at some of the Tazio Nuvolari photographs.

JOE BAYLEY
New Romney, Kent

Kit Cars and Replicas

Sir,

I must, as a member of The Frazer Nash Section of the VSCC, protest at Mr Graham wishing to change the dictionary definition of the word 'replica' — who does he profess to be anyway?

Frazer Nash, as a company, used the word Replica as the model name of two of their cars, one pre-war, one post-war. The TT Replica and The Le Mans Replica — both copies of the car made by them which took part in these events, and available to the motoring public. They were copies made by the original manufacturer (see dictionary definition).

Can I suggest, Mr Graham, we all refer to kit cars as "kit cars" — sounds good enough to me. I suspect Jenks may also agree.

Try changing history.

MARK GARFITT
Cwmbran, Gwent

Tach Testing

Sir,

In his letter in your March issue, I see that Geoffrey Richardson mentions that he saw a Connaught engine being tested at Send using a chronometric rev counter, as fitted to the cars.

This is not surprising, as when an engine was installed in the test house, it was common practice for the car's rev counter to be included. This was done to enable its accuracy to be checked against the calibrated master instruments in the test house.

Any error was recorded, and a sticker applied to the face of the instrument. The car rev counters were never used to measure engine speeds on the dynamometer.

R M OLIVER
Yarcombe, Devon

Tapley Meters

Sir,

An illustration in your most interesting article on brakes, which was captioned as a Tapley performance meter, did, in fact, show a gradient meter.

The brake testing meter and the performance meter which doubled as a gradient meter were all, of course, virtually the same thing but with differently graduated scales. The brake tester incorporated a ratchet to latch the scale at the maximum reading achieved during the test.

It was the standard brake tester used in the MoT test until quite recently.

J G MILLWARD
Oxford

Affordable Gem

Sir,

In his excellent review of the Lancia Thema 3.28, MLC comments on its Ferrari 328 engine and invites us to name another production engine which "runs into the orange band on the tachometer at 7000 rpm, and will whirl happily to the start of the red sector at 7500 rpm".

May I respond, and at the risk of *lese-majesté*, name a much more affordable gem in the form of the 16-valve 1600cc twin-cam Toyota 4AGE as fitted to my GT Coupé and, with obvious modification, to the GT hatchback and the MR2. This unit runs into the yellow at 7300 rpm and whirls happily into the red at 7600 rpm.

A W J BROWN
Chelmsford

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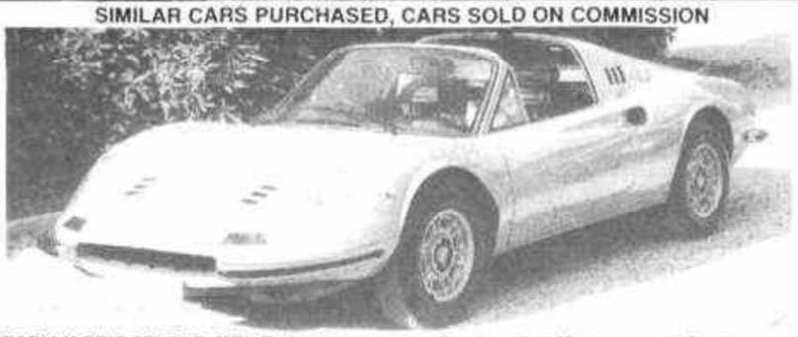
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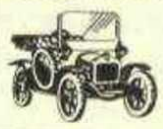
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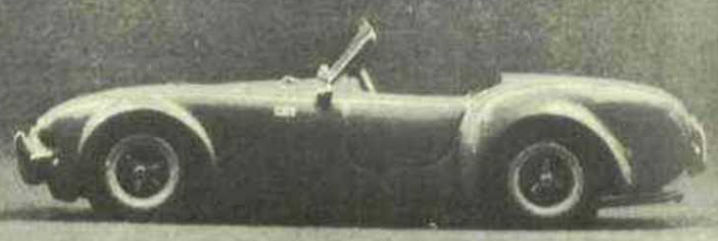
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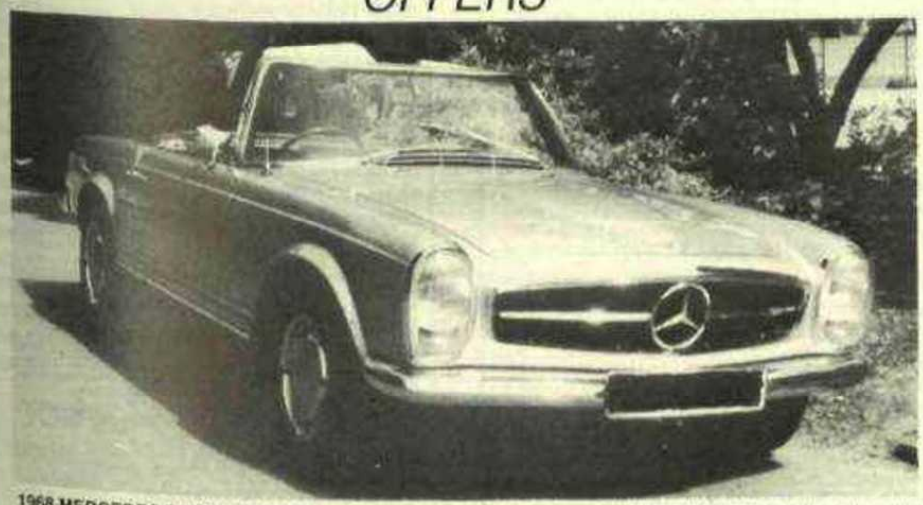
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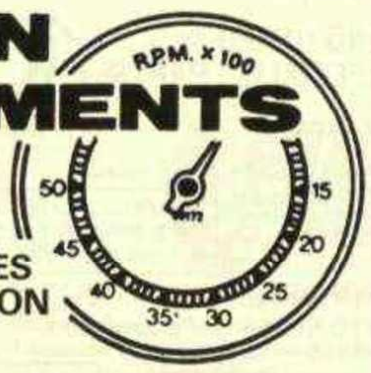
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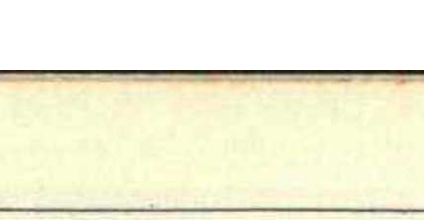
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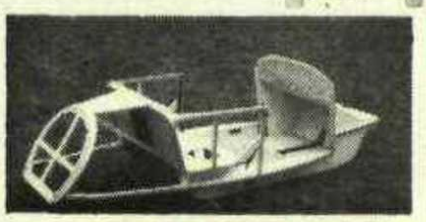
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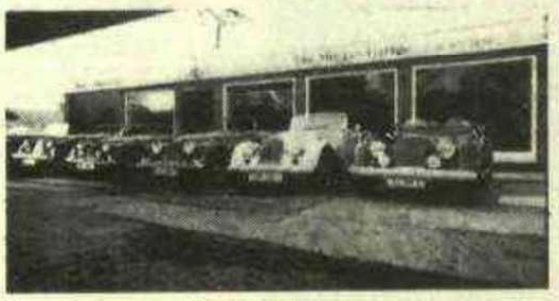
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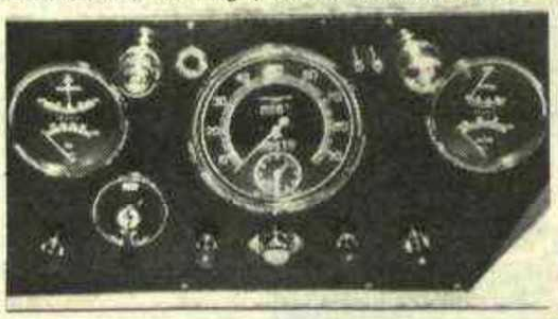
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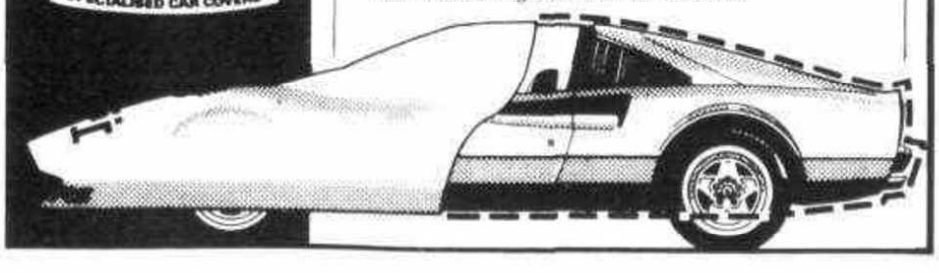
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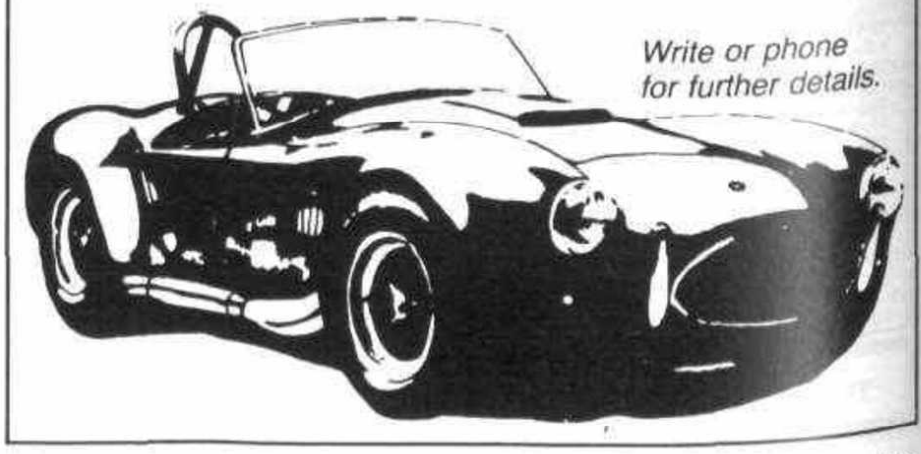
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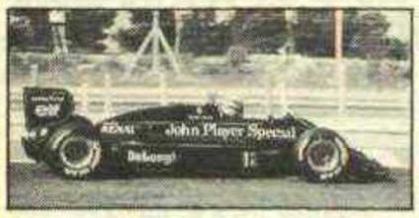


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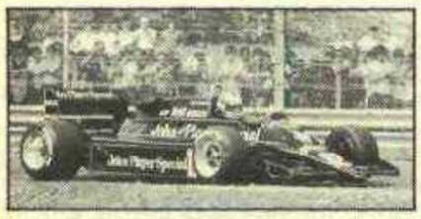
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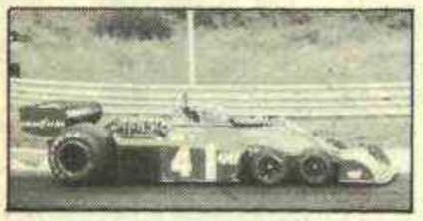
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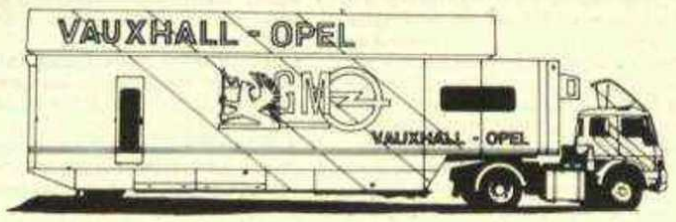
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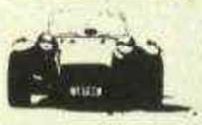
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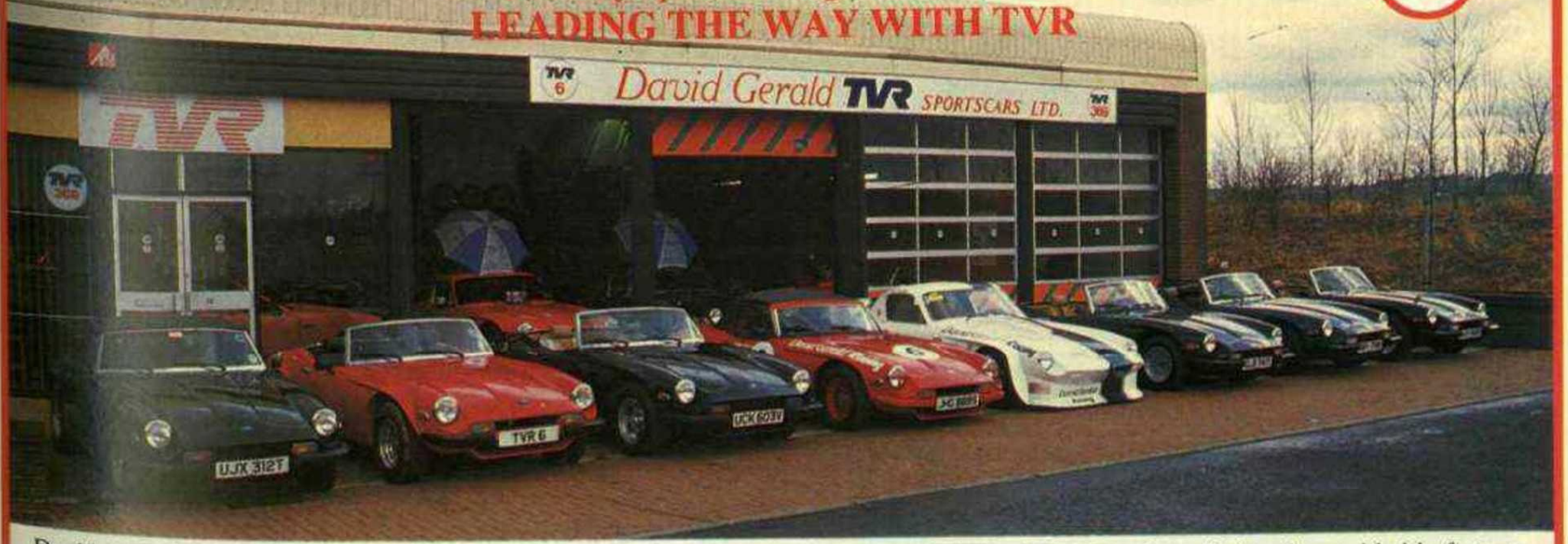
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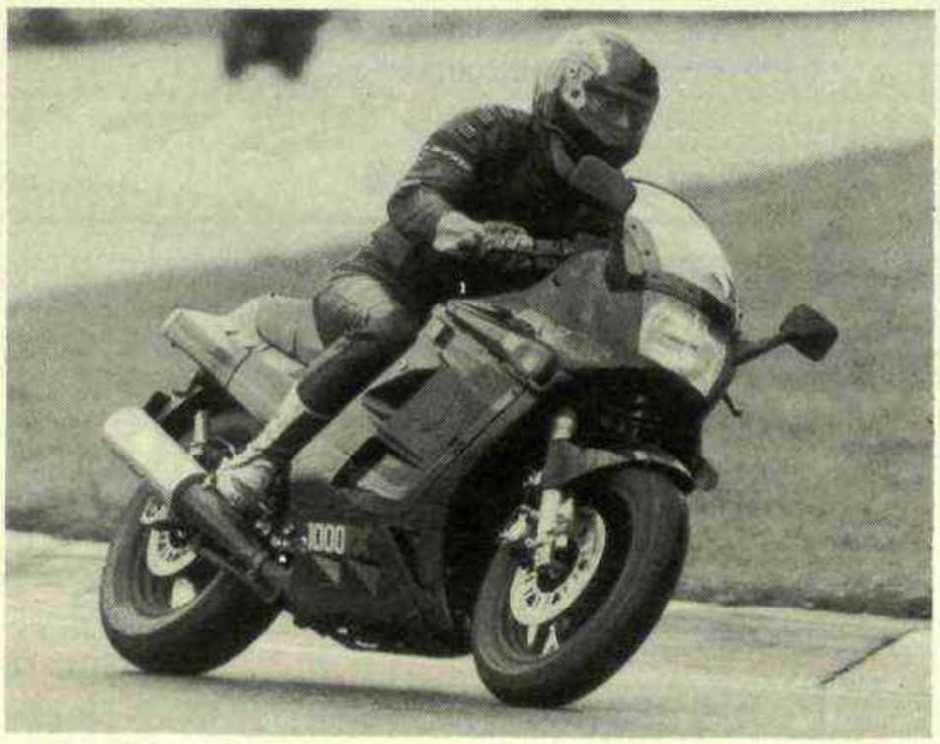
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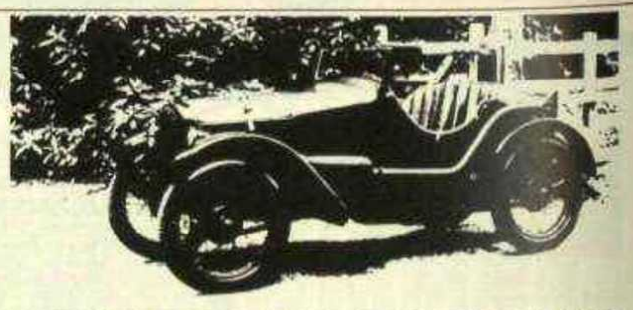
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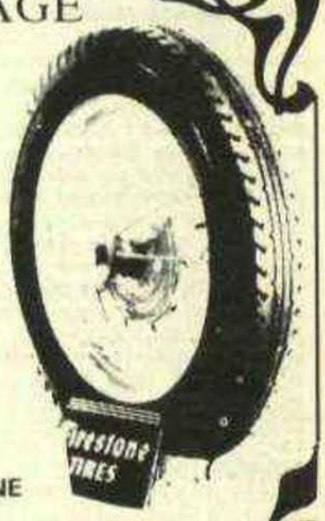


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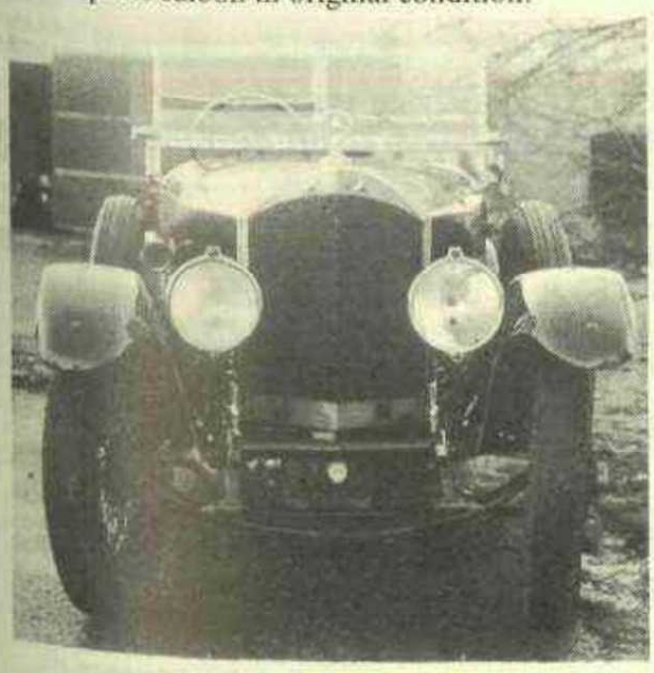
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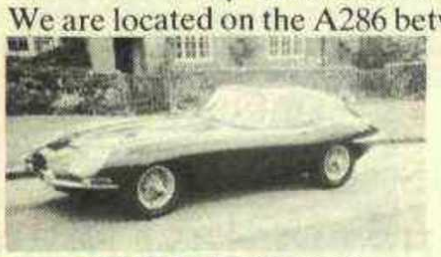
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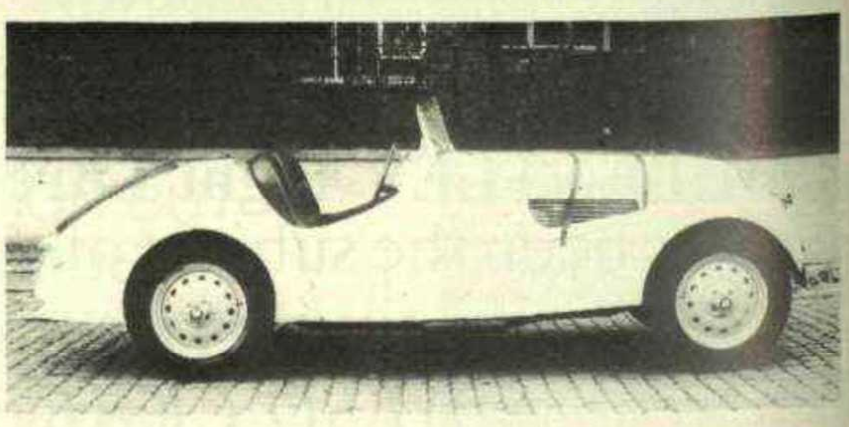
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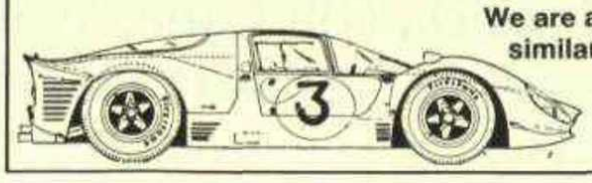
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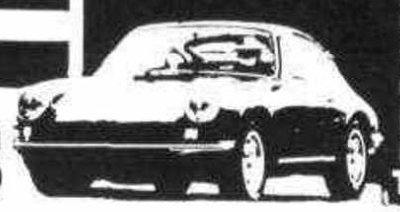
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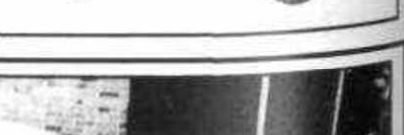
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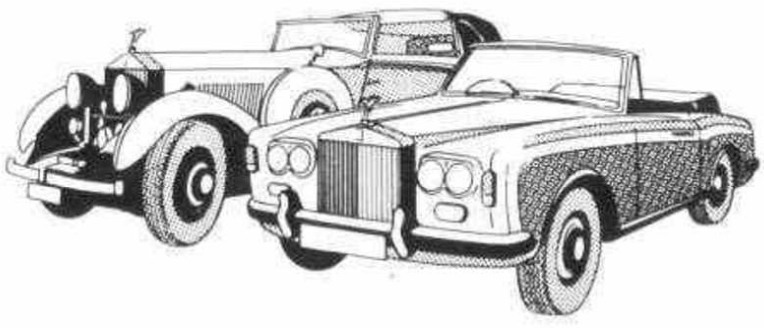
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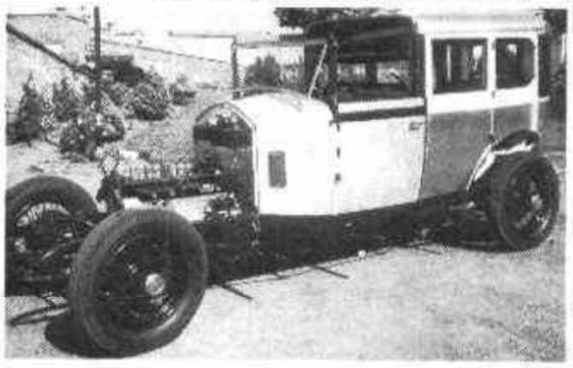
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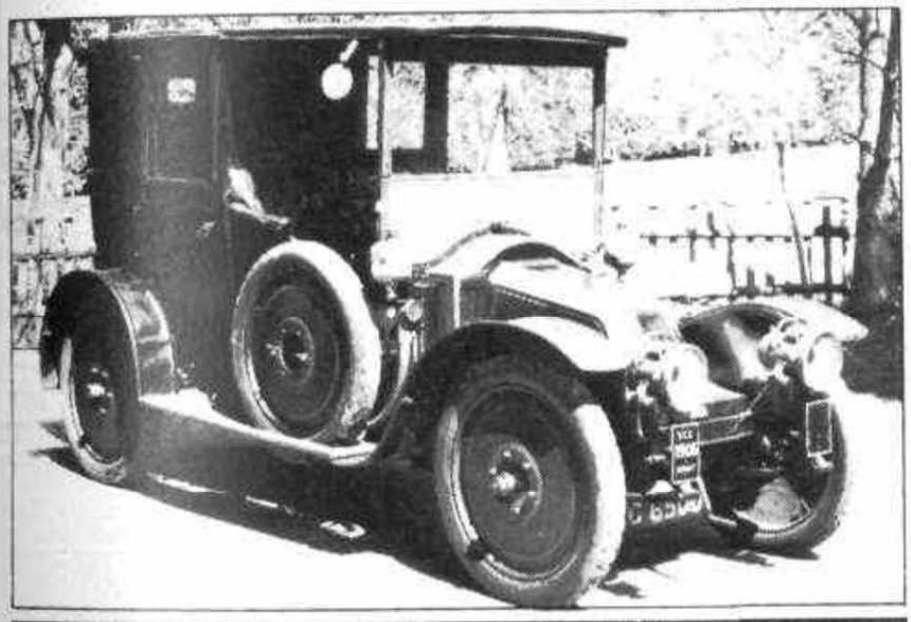
1938 BMW 328, 2 litre lightweight, 2 seater sports racing car. RHD. Under restoration at TT Workshops.

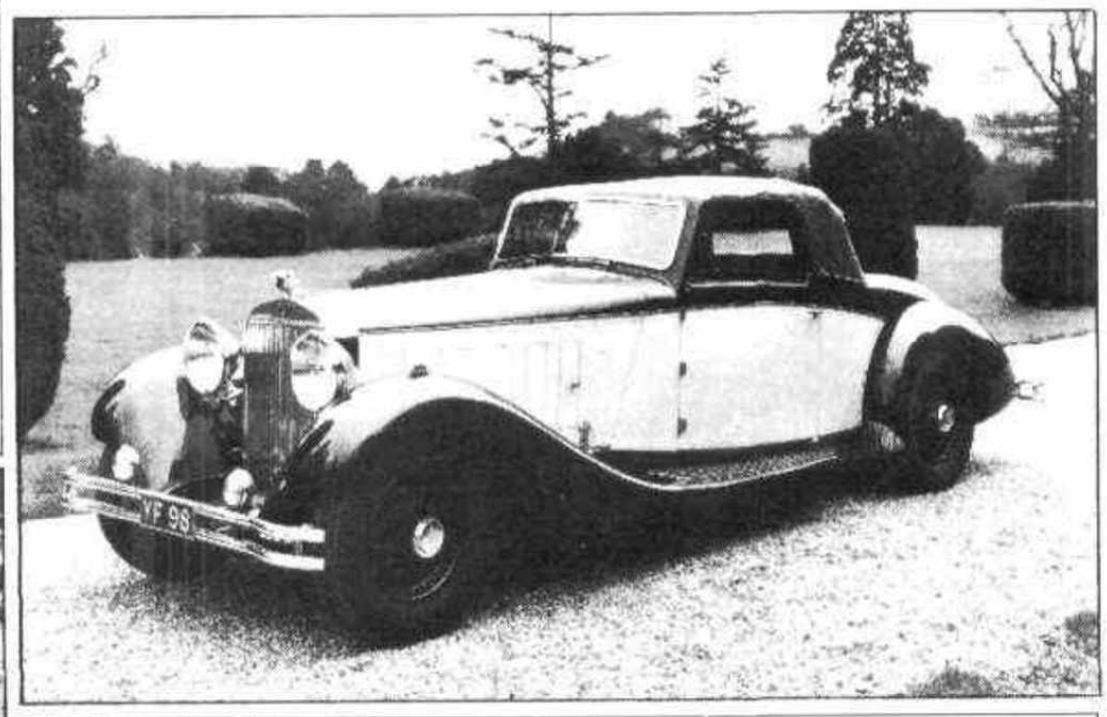
1952 Cooper Bristol Mkl. Formula 2. Single seater running on methanol, rebuilt engine.

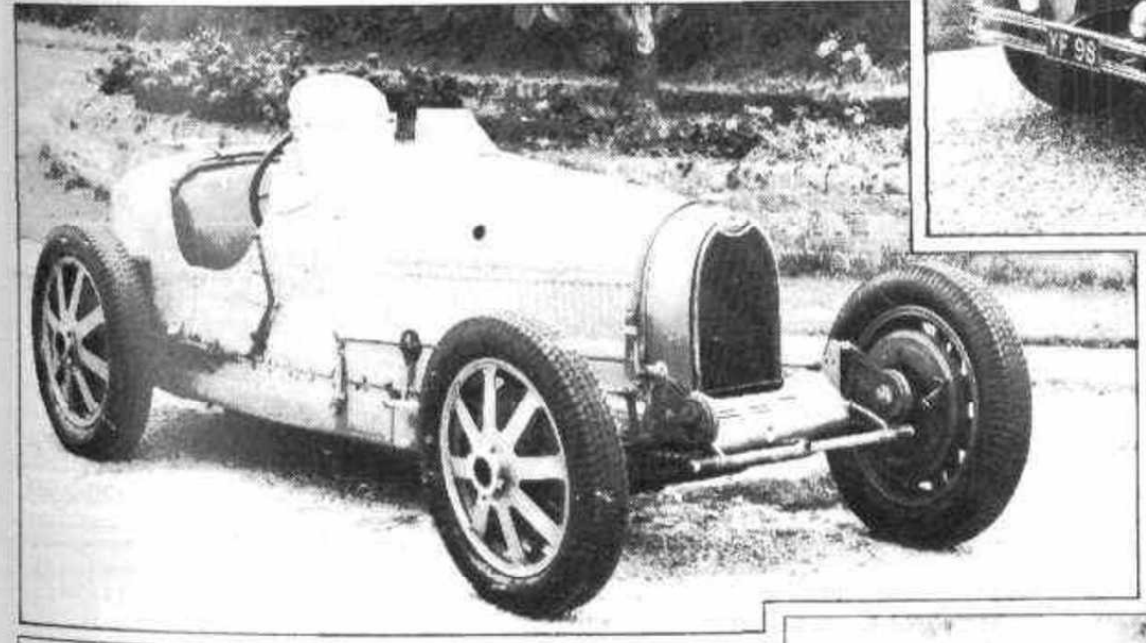
1954 Bentley 'R' type Continental fast back by H. J. Mulliner. One owner since 1960. Taxed and MOT.

1959 A.C. Ace Bristol. Right hand drive. Red/black. 100 D2 engine. Under restoration. Available shortly.

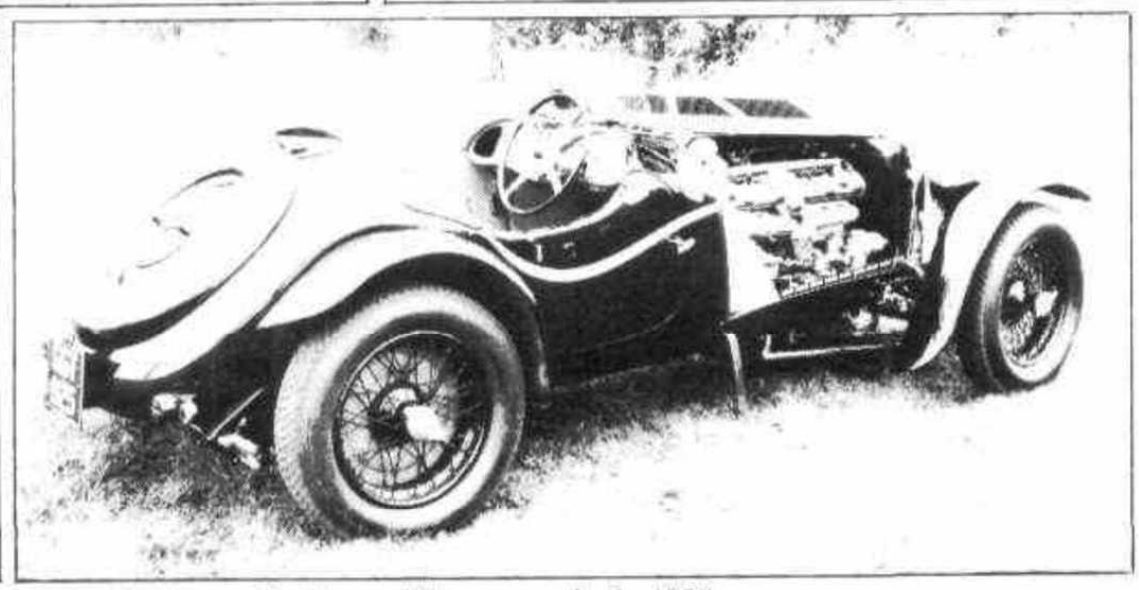
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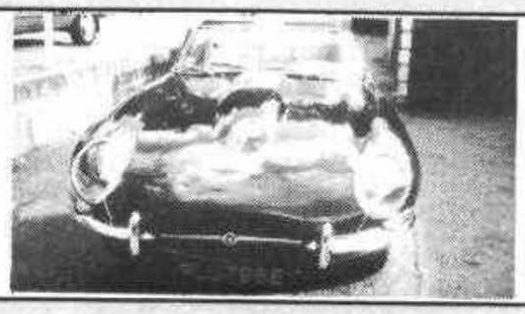
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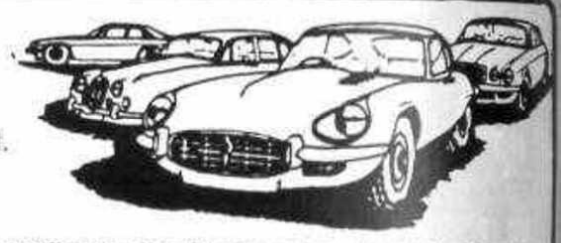
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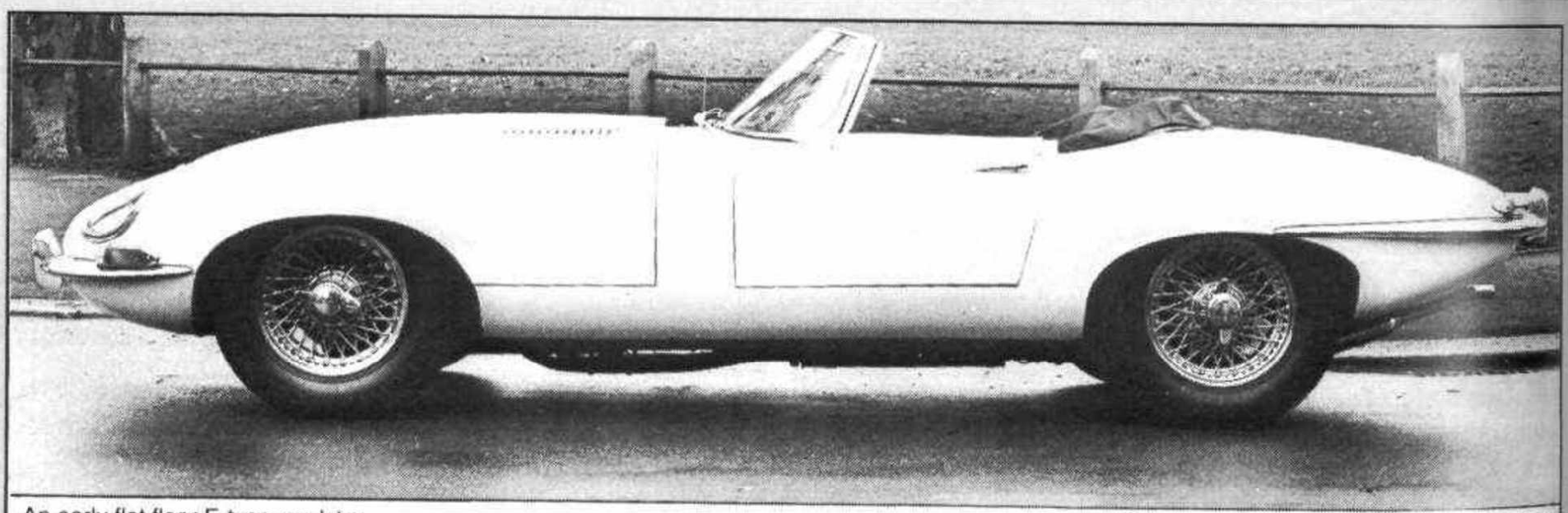
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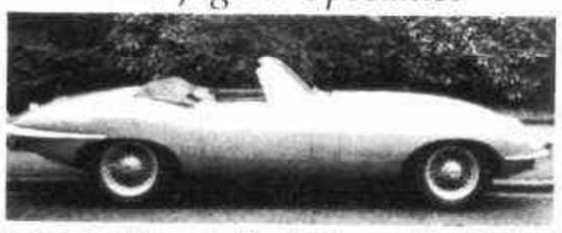
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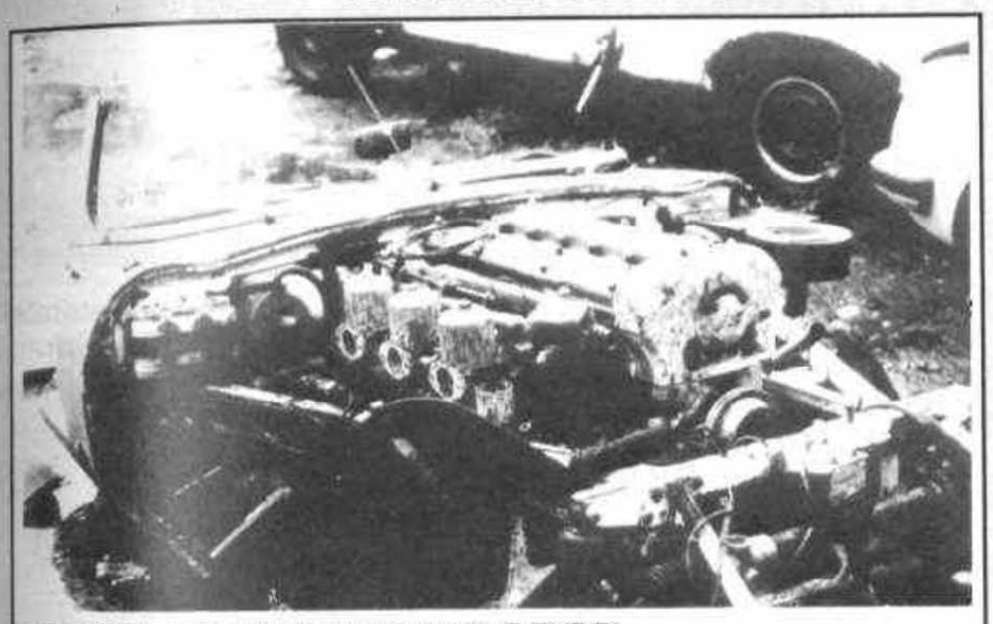
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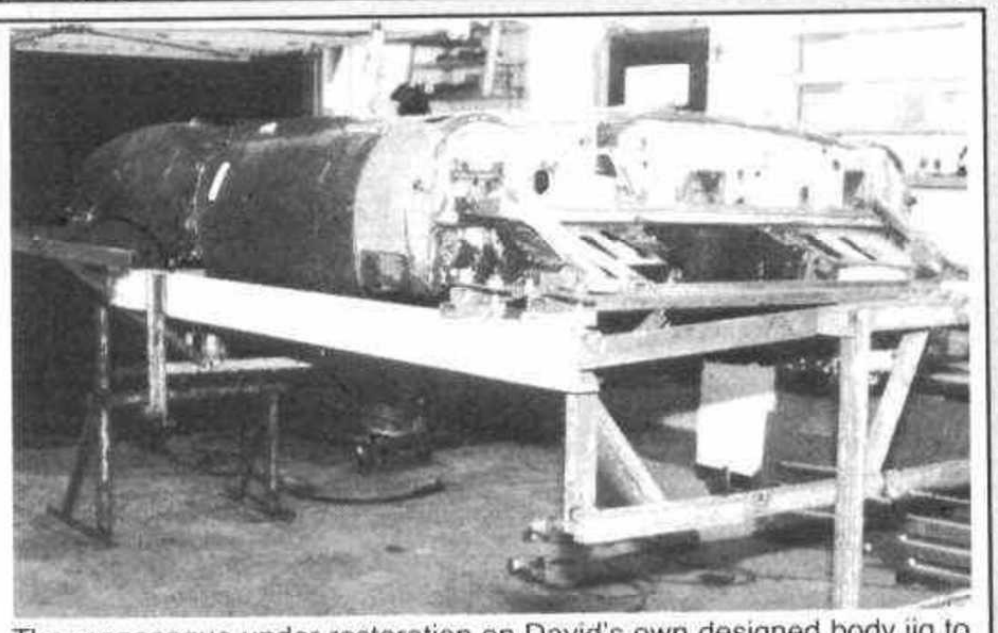
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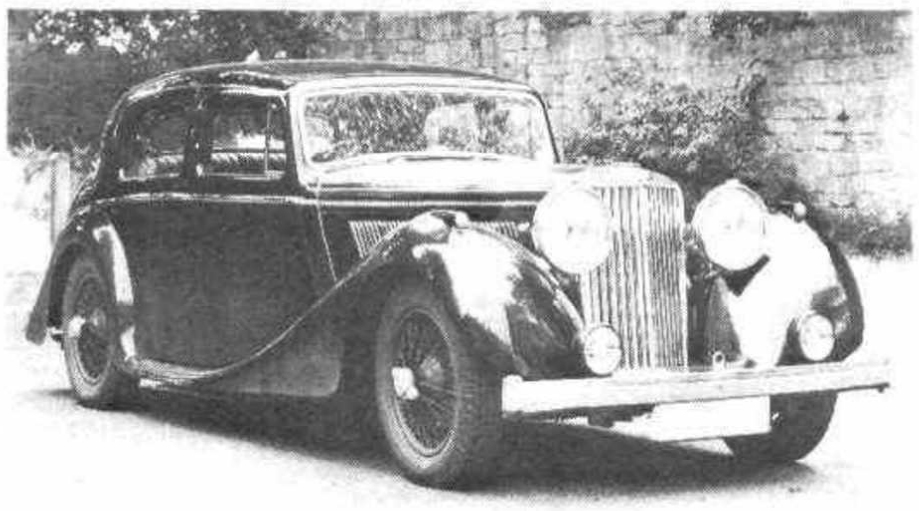
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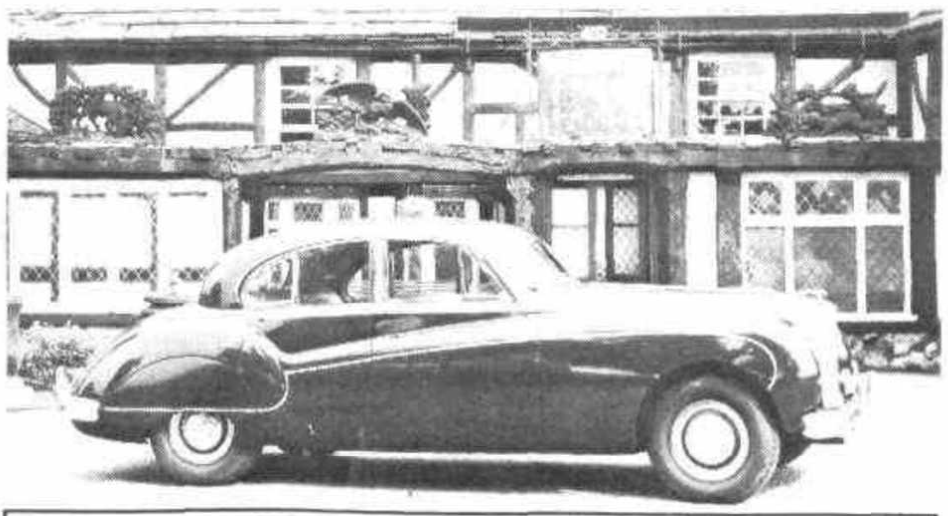
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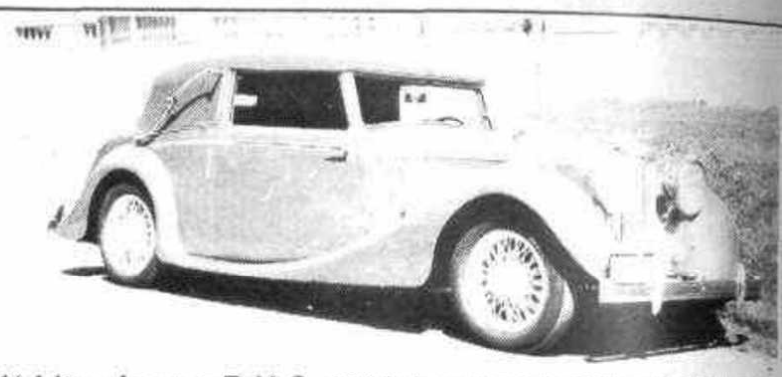
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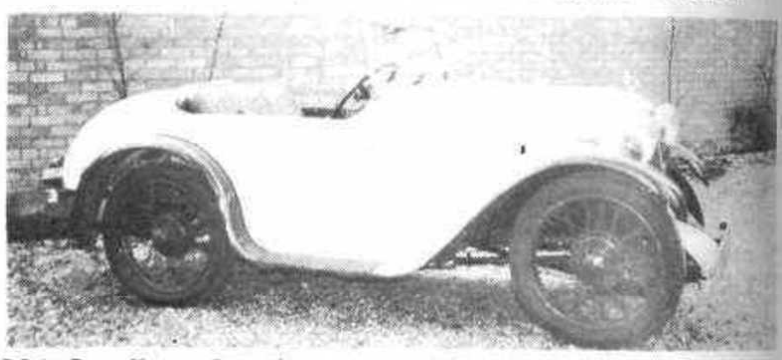
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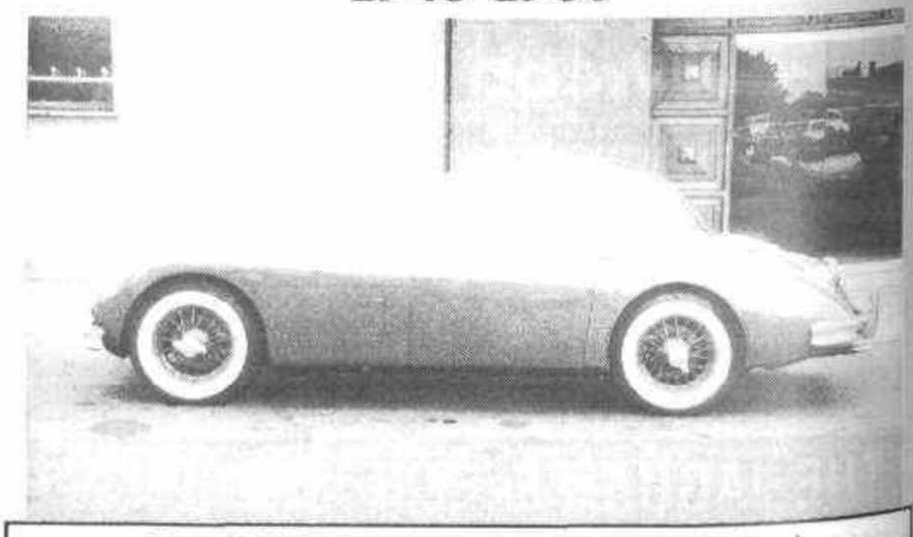
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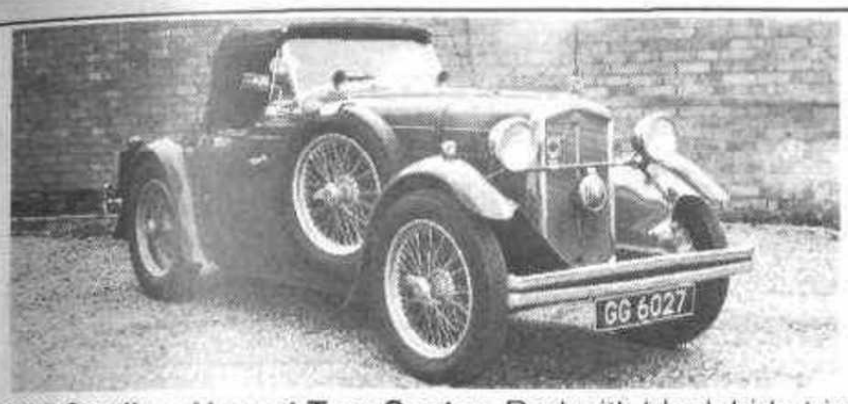
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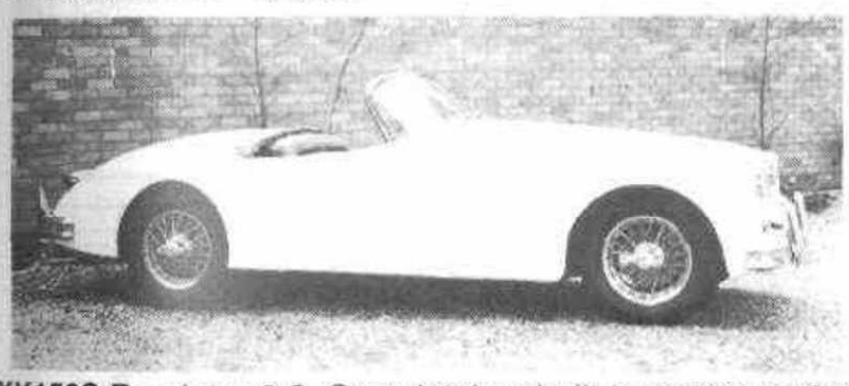
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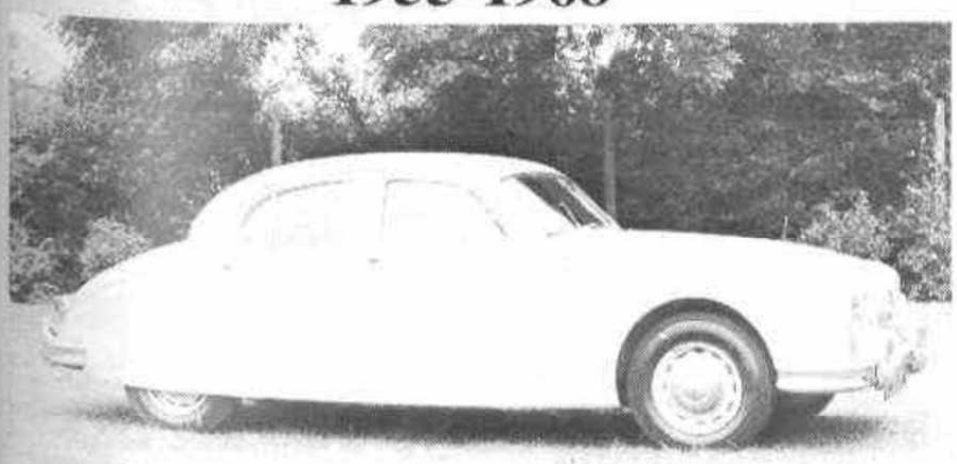
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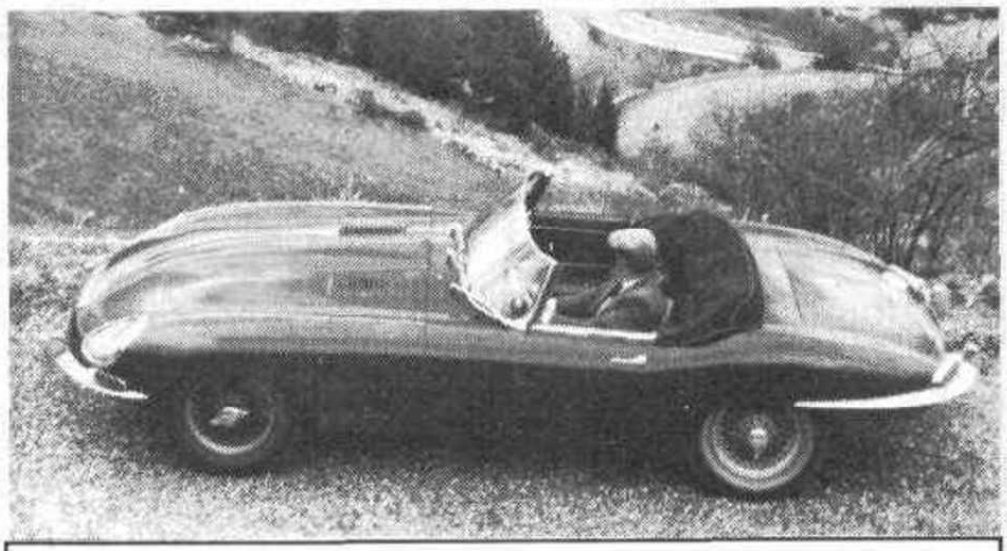
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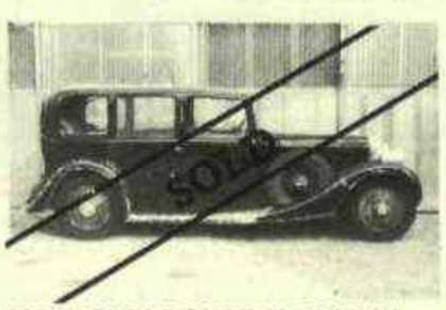
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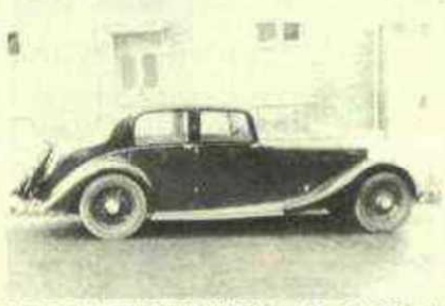
1933 FORD Model Y Four Seater Tourer **£4,000**



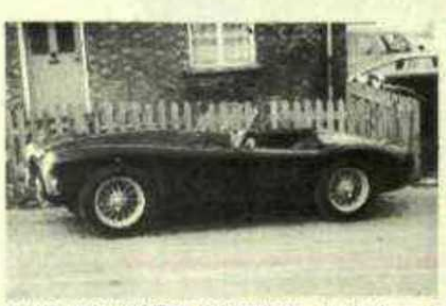
1939 AC 2 Litre 3 Seat Convertible. 3 carbs **£7,000**



1936 ROLLS ROYCE 20/25 Mulliner Limousine **£8,500**



1938 BENTLEY 4¼ Litre Park Ward Saloon **£11,000**



1957 AC ACE BRISTOL. Left hand drive **£19,500**

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1931 Rolls Royce 20/25 Mann Egerton Limousine **£9,500**
1935 Bentley 3½ Freestone Top Hat Saloon. Unrestored **£6,750**

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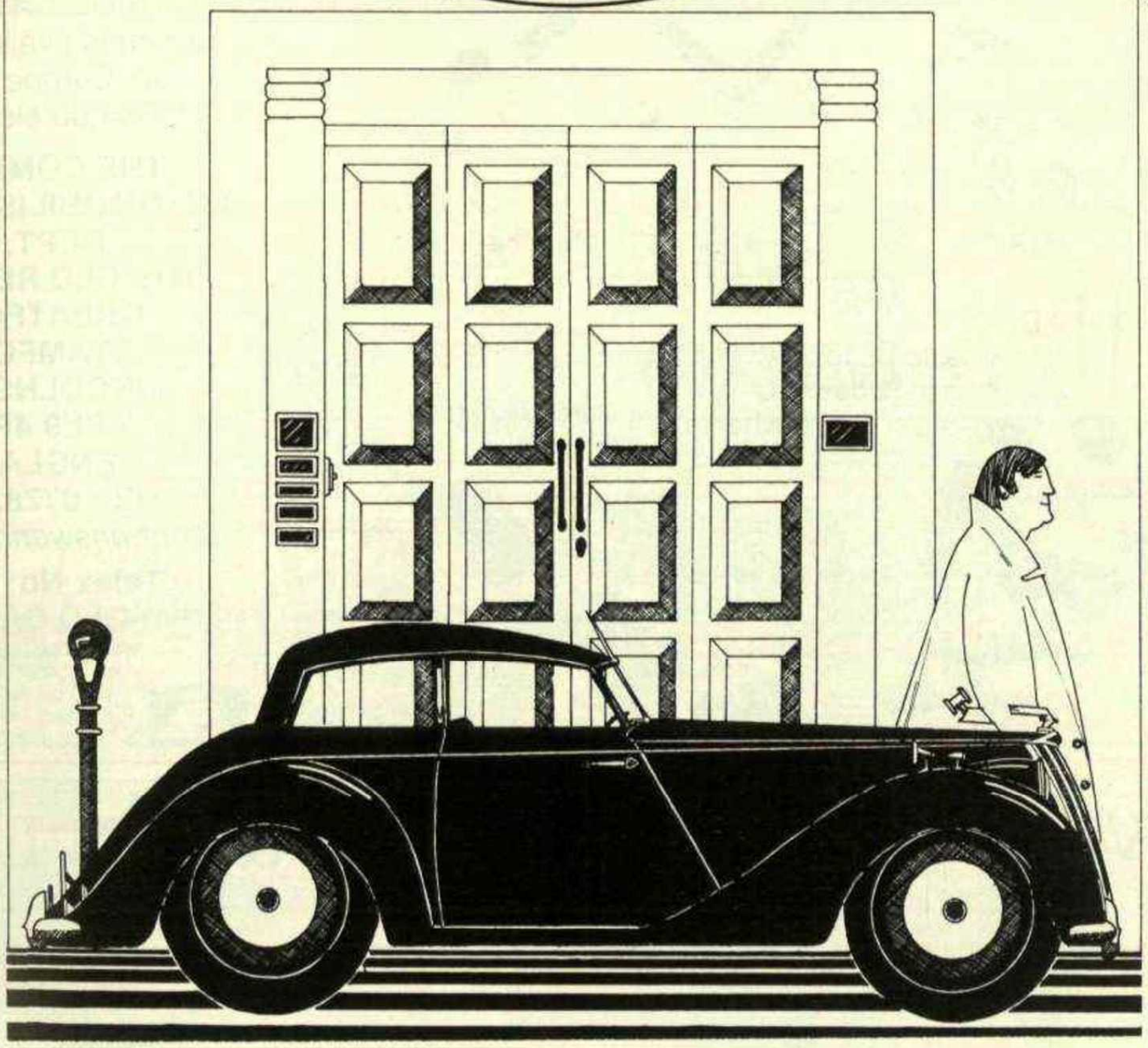
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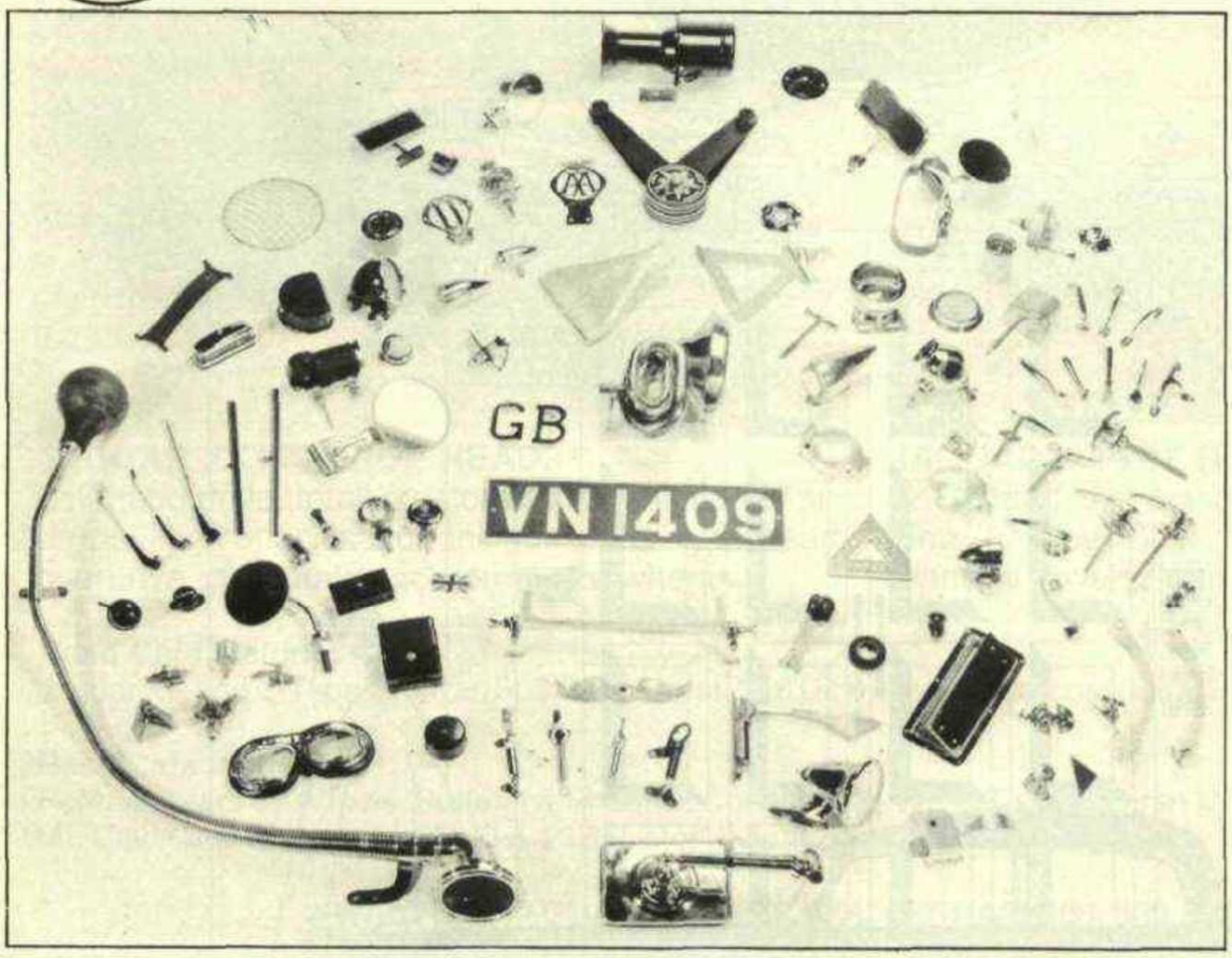
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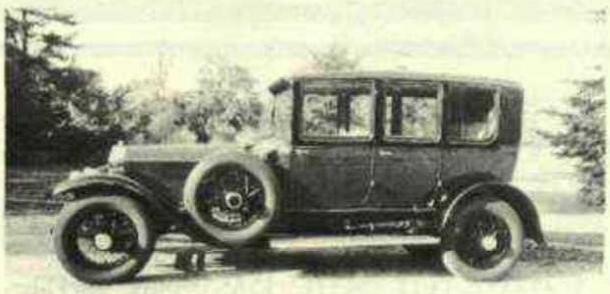
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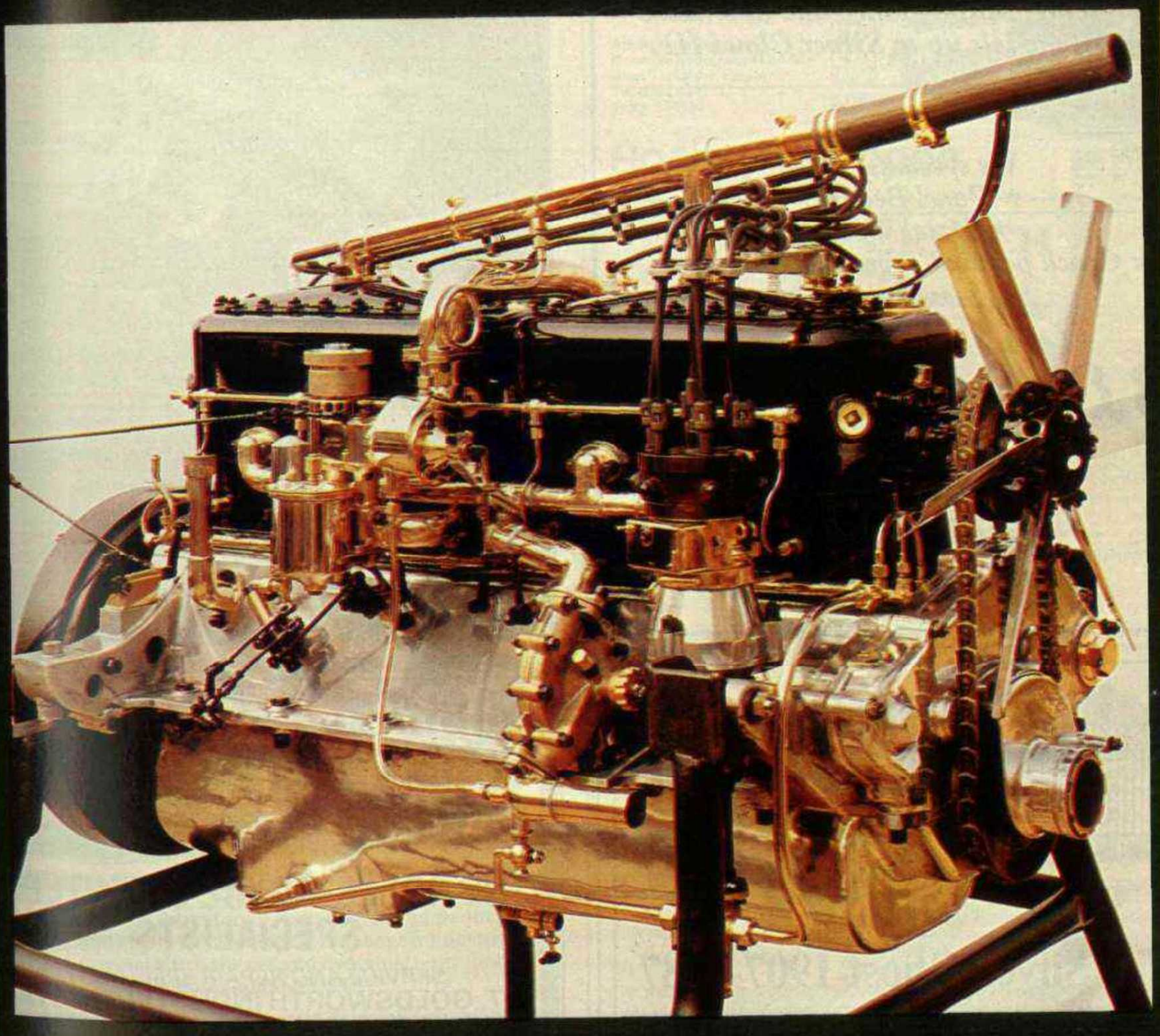
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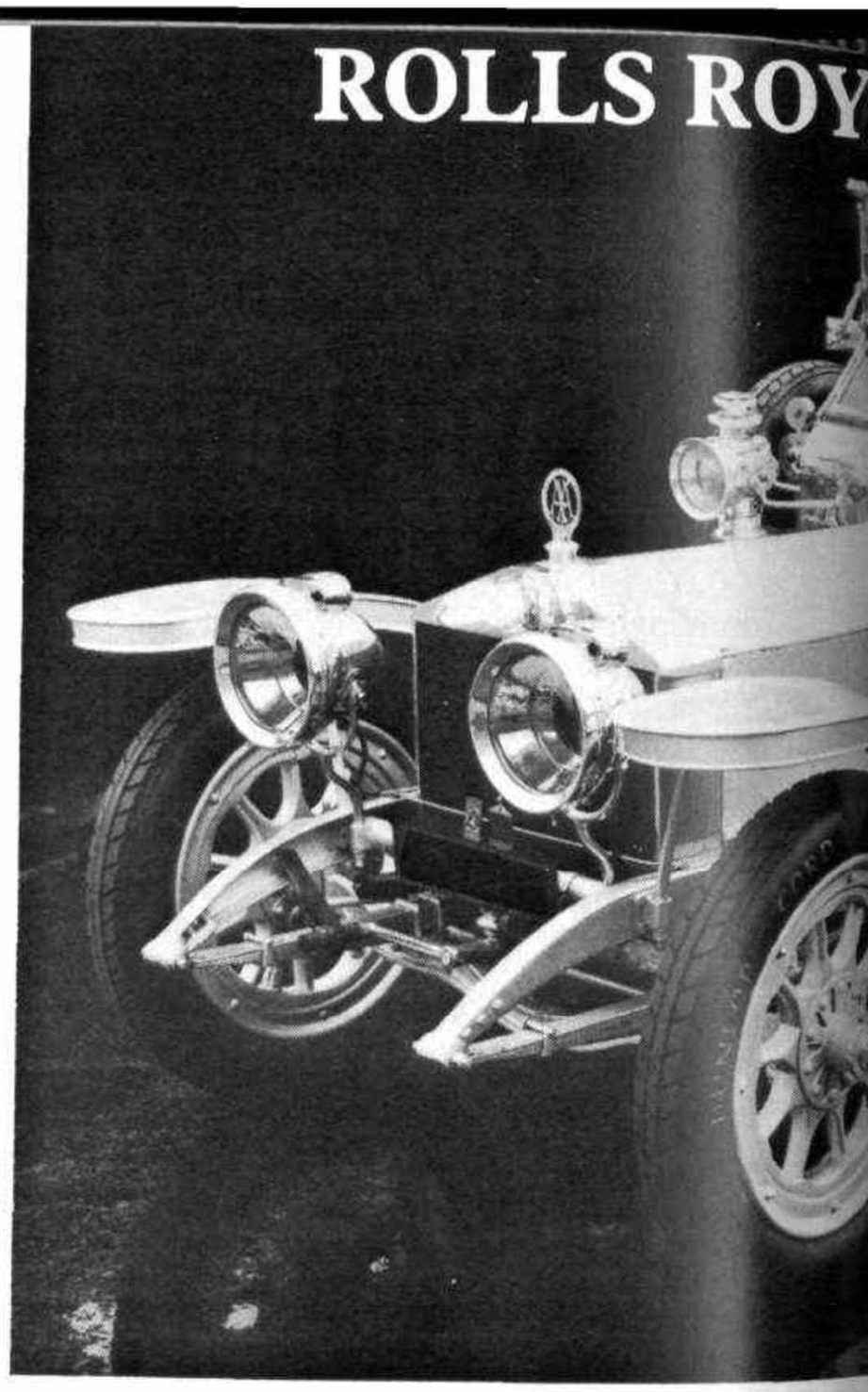
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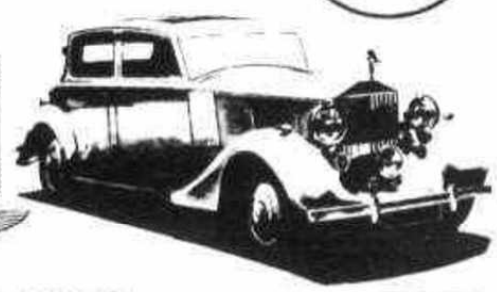


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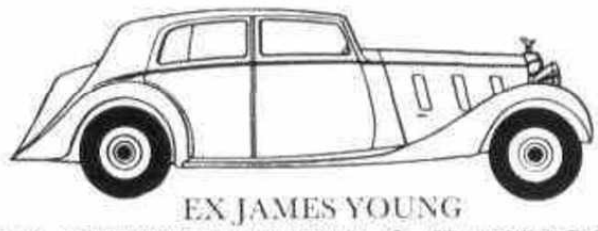
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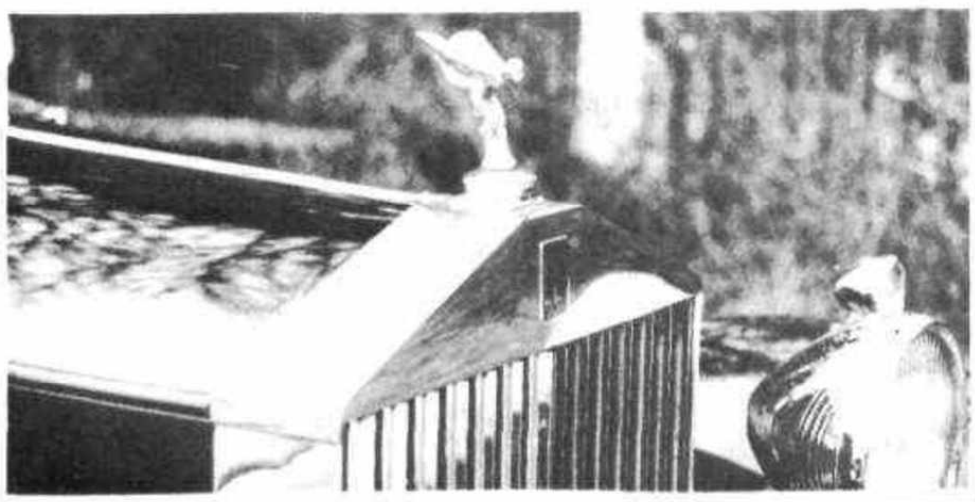
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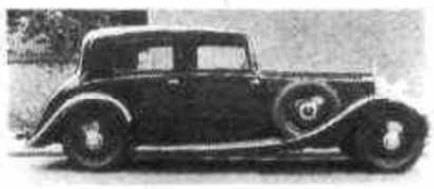
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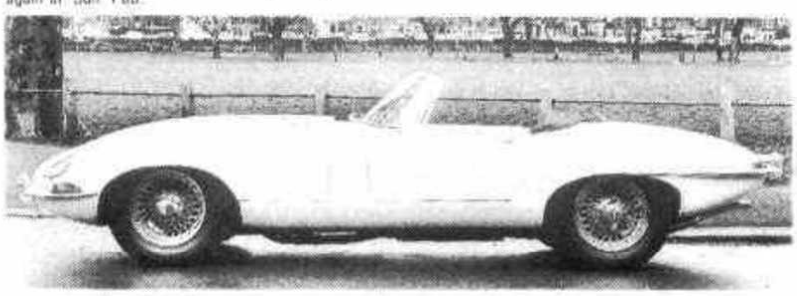
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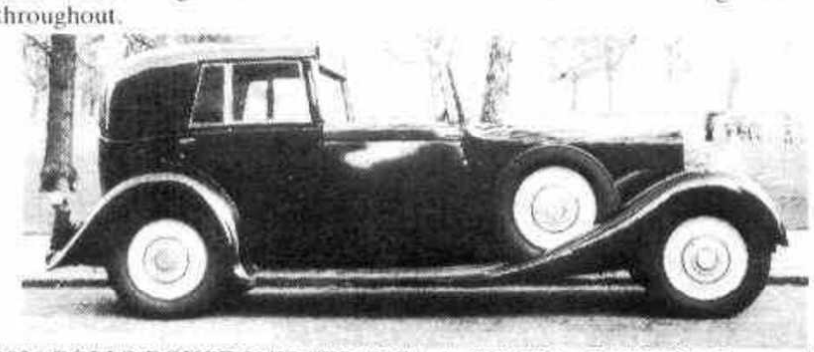




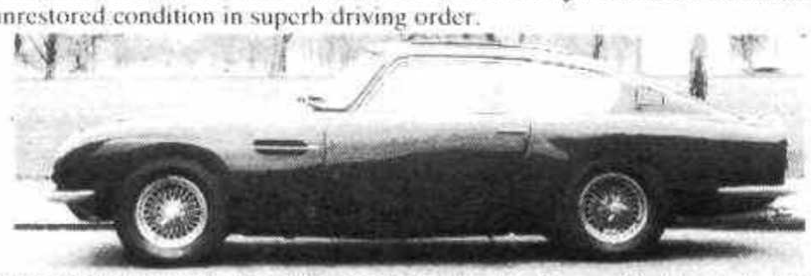
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The Museum will be open to the general public later in the year at a date to be announced.

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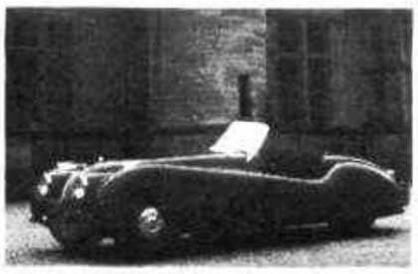
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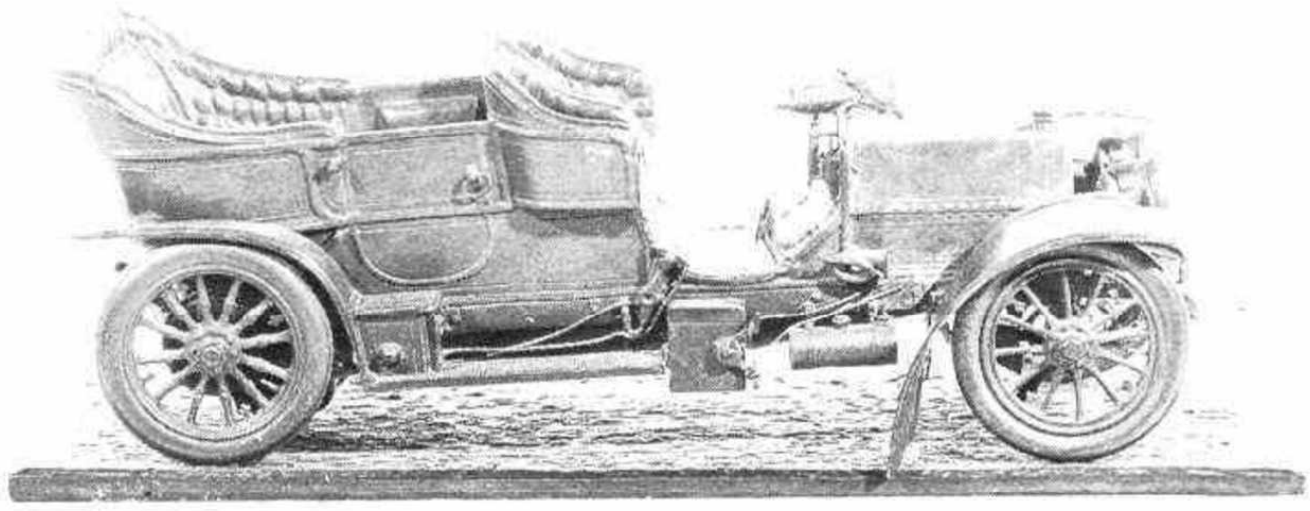


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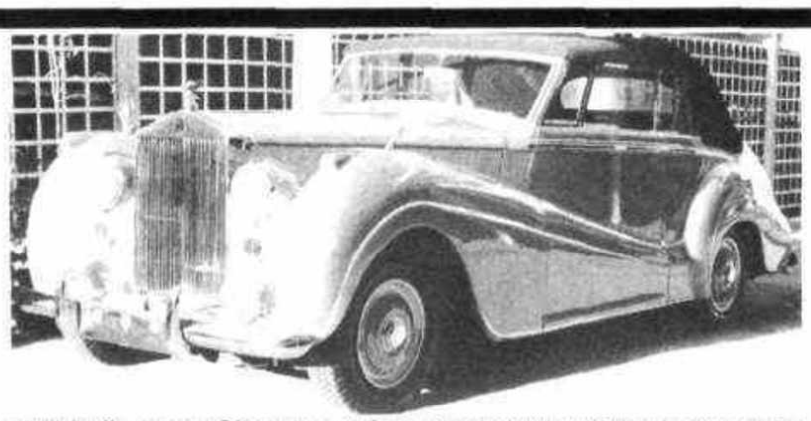
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SILVER SHADOW 1978 Series II. Left Hand Drive, coachwork in Willow Gold with Tan hide interior, every extra possible, conforms to US DOT.
SILVER SHADOW 1976/7. Porcelain White with Magnolia trim.



CORNICHE Convertible 1972. Left Hand Drive, finished in Regency Bronze with Magnolia hide interior and matching power top, every extra, service history, meets US DOT.

SILVER SHADOW 1972. Left Hand Drive, finished in White with excellent hide interior, every extra, low mileage, history, whiteside tyres, meets US DOT.
SILVER SHADOW 1977 Series II. Left Hand Drive, finished in Porcelain White with Brown hide interior, equipped with all extras, meets US DOT.
SILVER SHADOW 1967. 41,000 miles, one owner.

BENTLEYS

BENTLEY Series III 1963. Finished in Ivory with Beige hide interior, usual extras.
BENTLEY Series III 1963. Finished in Regal Red with Dove Grey hide interior, usual extras.
BENTLEY Series III 1964. Finished in Oxford Blue with Beige hide interior, usual extras, service history, whiteside tyres.
BENTLEY "T" SERIES 1966. Two Tone Blue, Black hide interior, air conditioning.
BENTLEY S1 1956. Black over silver, PAS.

ROLLS ROYCE CORNICHE COUPES AND MPW

CORNICHE Style FHC 1970. Metallic light green with matching interior, every extra.
CORNICHE FHC 1974. Caribbean Blue, matching interior, every extra.

PRINCESS LIMOUSINE

AUSTIN PRINCESS Limousine. 8 seater 1966 Automatic power division. Choice of 10 models.

DAIMLER

DS420 1975. 8 seater passenger limousine, Embassy Black with excellent hide interior, equipped with occasional seats and electric division, many extras, one owner, meets US DOT. Choice of 10.

ROLLS ROYCE SILVER CLOUDS

SILVER CLOUD III 1963. Embassy Black over Silver Chalice, Cherry Red hide interior, usual extras, whiteside tyres.
SILVER CLOUD III 1963. Finished in Porcelain White with Dove Grey hide interior, usual extras.
SILVER CLOUD III 1965. Embassy Black over Silver Chalice, all usual extras.
SILVER CLOUD II 1961. Finished in Regal Red with matching hide interior, usual extras.
SILVER CLOUD II. Long wheel base. 1961 electric division. Silver Chalice over Embassy Black, Cherry Red hide interior.

OTHER ROLLS ROYCE MODELS

ROLLS ROYCE Phantom V 1963. Porcelain white. All usual extras.
ROLLS ROYCE Phantom VI 1973. Sable over willow gold every possible extra.
WRAITH II. Left Hand Drive, 1979/80 finished in blue.
25/30 PARK WARD Coachbuilt Limousine. 1937 Black over Ivory with unique trunk to rear, side mounted spare wheel.
ROLLS ROYCE PHANTOM V 1967. Ex Lord Mayors car.

ROLLS ROYCE CORNICHE CONVERTIBLES AND MPW

CORNICHE Convertible 1971. Left Hand Drive, finished in Porcelain White with excellent hide interior and power top, usual extras, low mileage, whiteside tyres, conforms to US DOT.

LONDON



JAGUAR XKE 1973 Convertible. Left Hand Drive, finished in Signal Red with all usual extras including whiteside tyres, meets US DOT.
JAGUAR XKE Convertible 1972/73. Left Hand Drive, Signal Red, Black interior. Manual transmission.

PORSCHE

911SC SPORT 1977 Model. Guards Red with Black interior, usual extras, sunroof, front and rear spoilers, conforms to US DOT, low mileage. Left Hand Drive.

MERCEDES BENZ

350 SLC. Left hand drive, silver.
300 SEL 6.3 Saloon 1968. Dark blue, tan trim.
350SL SPORTS 1973. White, Tan interior. Left Hand Drive. AMG equipment.
230SL SPORTS 1964. Left Hand Drive, finished in Signal Red with superb interior, pas, h/s tops, whiteside tyres, low milege, history.



SILVER CLOUD III 1965. Sage over Smoke Green with excellent hide interior.

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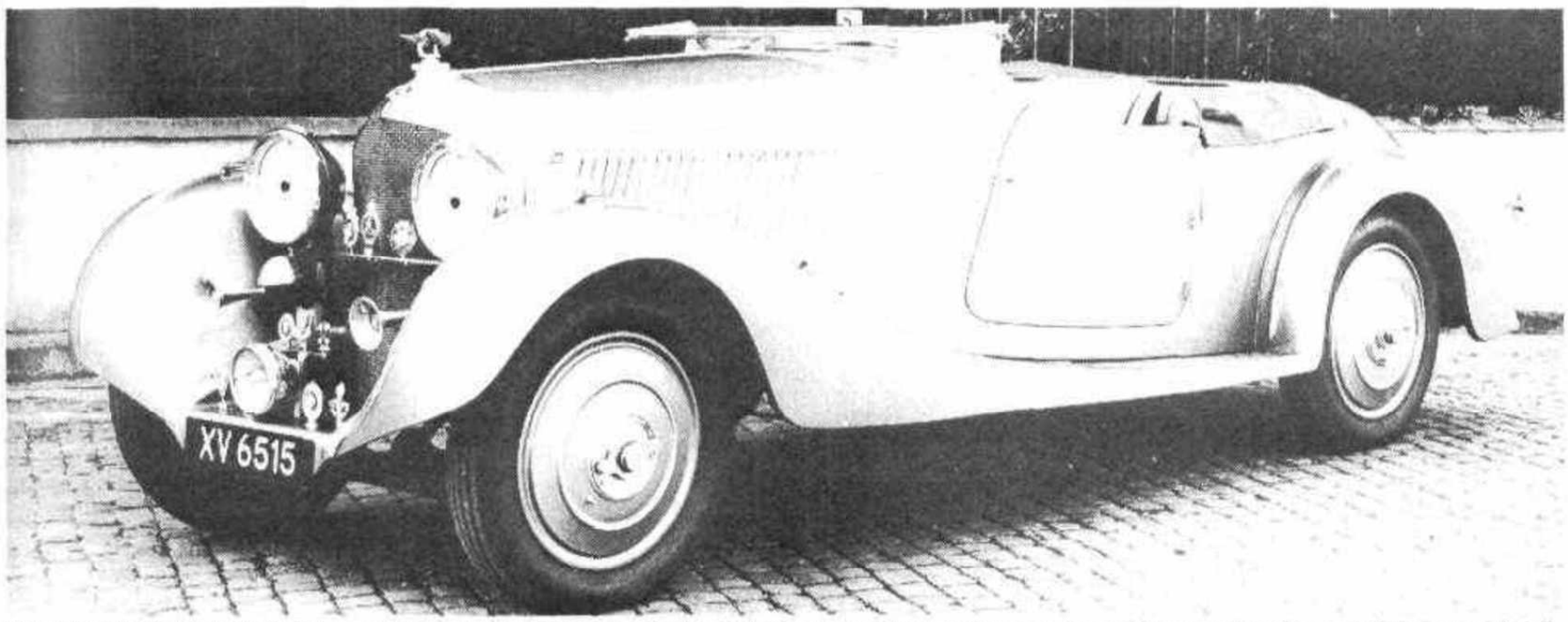
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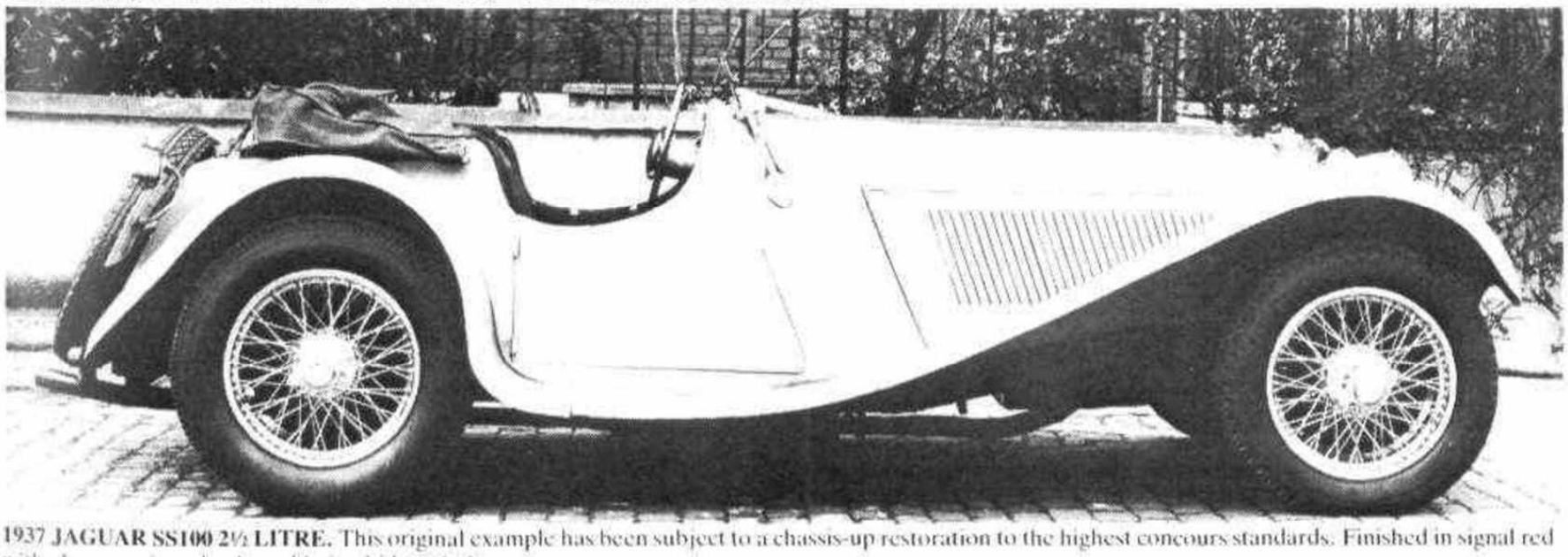
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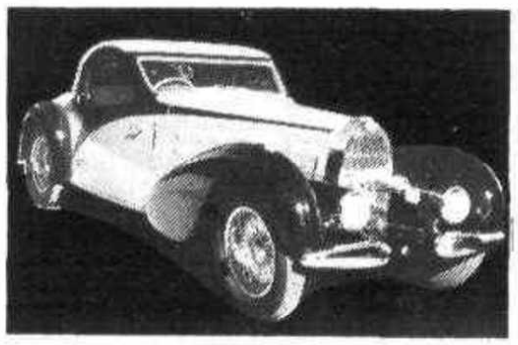
1935 Riley Ulster 'Imp', 1937 Jaguar SS 100, 1938 Rolls-Royce Phantom III, 1934 Bentley 3½ litre Tourer, 1913 40hp Benz Open Drive, 1904 Rambler twin Cylinder Tourer, 1941 Alfa Romeo 2.5 Sports Convertible, 1928 Bentley 4½ litre 2 seater roadster by V.D.P., 1925 Bentley 3 litre speed model by V.D.P., 1937 Delahaye 135 MS, 1913 Rolls-Royce Silver Ghost by Barker, 1921 Rolls-Royce Silver Ghost Pall Mall Tourer, 1962 Rolls-Royce Silver Cloud II Convertible by Mulliner, 1939 Bentley 4 ¼ MX Sedanca by Mulliner, 1934 Rolls-Royce Sedanca de Ville by Thrupp & Maberly, 1933 Rolls-Royce 20/25 2 door coupe by Hooper, 1927 Rolls-Royce PI 'Stratford' Convertible, 1930 Bentley speed 6 sports saloon by Gurney Nutting, 1933 Rolls-Royce 3 posation Sedanca, 1956 Bentley S1 Convertible by Park Ward, 1934 Bentley 3½ litre Park Ward drophead, 1958 AC Bristol Aceca coupe, 1960 Bentley S11 Mulliner/Park Ward Convertible, 1937 Bentley 4¼ litre saloon by Park Ward, 1933 Lagonda 3 litre open tourer, 1935 Lagonda M45 Le Mans type tourer, 1952 Allard J.2. 2 seater with Cadillac powerplant

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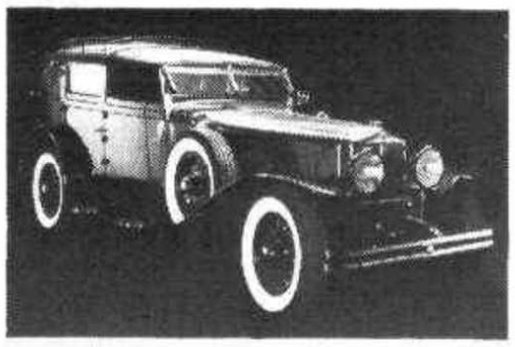
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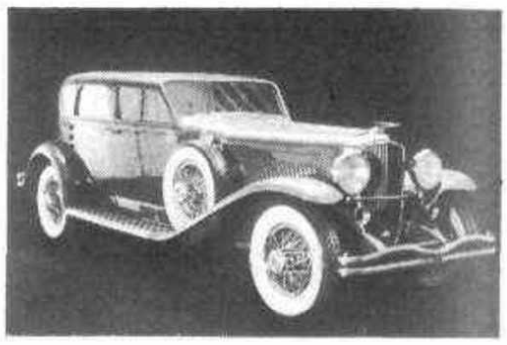
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1938 BUGATTI
Type 57c Atalanta Coupe



1931 MINERVA TOWNCAR
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1930 DUSENBERG SPORT SEDAN
Body by Murphy, Model J, good running condition
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1929 Alfa 1750 James Young
1952 Allard
1922 Amilcar
1936 Auburn Speedster
1951 Aston Martin DBII
1967 Aston Martin
1955 Arnolt Bristol GT
1929 Auburn 890 Convertible Coupe
1936 Auburn Super Charged Speedster
1935 Auburn 851 Cabriolet
1931 Austin Roadster
1929 Auburn Phaeton
1908 American Unerslung 50 HP
1911 Appearson Jack Rabbit
1915 Briscoe Touring
1937 Bugatti Type 57 Coupe
1938 Bentley 4½ Litre Sedanca Coupe
1938 Bugatti Type 57c Atalanta Coupe
1950 Buick 4/dr. Special
1953 Bentley Park Ward Mark II Coupe
1962 Bentley SII Mulliner Convertible
1910 Buick Model 10 Runabout
1898 Baker Electric
1931 Buick 90
1940 Buick Limited
1953 Buick Roadmaster Convertible
1949 Buick Convertible
1956 BMW V8 502 Sedan
1954 Bentley R-Type Continental
1929 Buick C.C.
1951 Bentley Drophead Convertible
1904 Cadillac
1905 Cameron
1919 Crosley London Coupe
1969 Chevrolet Camaro
1928 Chevrolet Coupe
1955 Chevrolet Nomad
1929 Chrysler D/C Phaeton
1931 Cadillac V12 D/W Phaeton
1931 Cadillac V8 Touring Limousine
1931 Checker Taxi
1933 Chevrolet Roadster
1934 Cadillac V12 Convertible Coupe
1938 Cadillac V16 Convertible Coupe
1939 Cadillac V16 Convertible Sedan
1941 Cadillac 2/dr. Convertible
1942 Cadillac Town Car
1953 Cadillac 4/dr. Fleetwood Sedan
1956 Chevrolet 2/dr. Bel-Air Convertible

1957 Cadillac Eldorado Brougham
1955 Chevrolet
1954 Chevrolet Corvette
1956 Chevrolet Nomad
1958 Chevrolet Impala Convertible
1975 Chevrolet Caprice
1975 Chevrolet Corvette
1930 Cadillac Coupe
1938 Chrysler Convertible Sedan
1957 Chevrolet 2/dr. Bel-Air Convertible
1930 Cadillac Coupe
1937 Cord Phaeton
1937 Cord Phaeton
1931 Cadillac V8 Club Sedan
1949 Cadillac Convertible
1971 Cadillac Eldorado Convertible
1976 Cadillac Eldorado Convertible
1958 Chevrolet Impala Convertible
1961 Chevrolet Convertible (56,000 miles)
1931 Chrysler CD-8 Roadster
1937 Cord Sportsman
1937 Cord Phaeton
1937 Cord Beverly
1964 Corvair Spider Convertible
1969 Corvair Convertible
1917 Cadillac Touring
1926 Chrysler 60 Roadster
1927 Cadillac Sedan
1931 Cord L-29 Cabriolet
1934 Chevrolet Phaeton
1936 Cord Westchester Sedan
1959 Cadillac Convertible
1941 Chevrolet Convertible
1957 Chevrolet
1948 Cadillac Convertible
1967 Chevrolet Corvette Roadster
1912 Cadillac Model 30 Touring
1930 Chevrolet Roadster
1948 Cadillac Convertible
1965 Chevrolet Corvette Roadster
1965 Chevrolet Corvette
1965 Chevrolet Impala
1962 Corvair Convertible
1964 Chevrolet Corvette
1958 Chrysler Imperial Convertible
1934 Cadillac Opera Coupe
1964 Chevrolet Corvette
1957 Chevrolet Corvette
1921 Daniels Town Car
1930 Duesenberg Sport Sedan

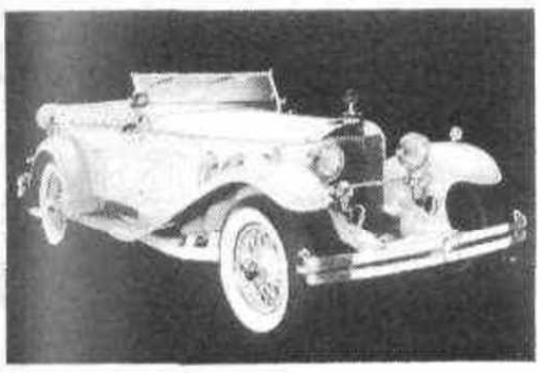
1931 Detroit Electric
1931 Durant
1932 Diamond T
1937 Delage D8SS Coupe
1948 Davis Coupe
1947 Delahaye Convertible
1949 Delahaye 135 Convertible
1951 Davis Jeep
1970 Dodge Challenger Convertible
1981 DeLorean
1932 Dodge Sedan Deluxe
1949 DeSoto Woody
1981 DeLorean
1948 Daimler Convertible
1962 Dual Ghia (Dean Martin's)
1979 Dinapoli Roadster
1930 Erskine
1978 Excalibur
1903 Franklin Roadster
1909 Fuller Roadster
1929 Ford AA Fire Wagon
1929 Ford Roadster
1929 Ford Mail Truck
1931 Ford A-400
1940 Ford V8 2/dr. Convertible
1942 Ford G.P.V.
1951 Ford V8 2/dr. Convertible
1958 Ford Edsel
1965 Ford Model "C"
1967 Ferrari 275
1971 Ferrari Daytona Coupe
1930 Ford Coupe
1926 Ford T Roadster
1934 Ford Cabriolet
1915 Ford Model T Speedster
1905 Ford Model C Runabout
1928 Ford Model A Roadster
1932 Ford Roadster V8
1936 Ford V8 Phaeton
1927 Franklin 7-pass. Phaeton
1931 Franklin Airman Cabriolet
1936 Ford Phaeton
1965 Ford T-Bird
1967 Ferrari 265
1956 Ford Convertible
1955 Ford Crown Victoria
1936 Ford Convertible
1957 Ford T-Bird
1966 Ford Mustang Convertible
1966 Ford Mustang Convertible

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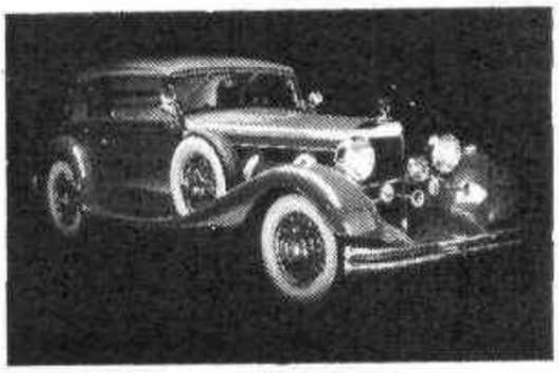
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1965 Ford Mustang Convertible
1968 Ford Mustang 2 + 2
1968 Ford Mustang Shelby 500 Convertible
1928 Ford
1911 Ford "T" Runabout
1967 Ford T-Bird
1947 Ford Convertible
1969 Ferrari 365 GTB 2 + 2
1956 Ford T-Bird
1929 Ford Model "A" Closed Cab PU
1898 Fire Pumper
1957 Ford T-Bird
1909 Hudson Roadster
1932 Hupmobile 4/dr. Sedan
1935 Horch Sedan
1902 Haynes Apperson
1951 Hudson
1961 Jaguar XK 150 Coupe
1969 Jaguar
1974 Jaguar XKE V12 Roadster
1970 Jaguar XKE Roadster
1934 Jaguar SSI
1964 Jaguar Roadster
1974 Jaguar Roadster
1953 Jaguar Sedan
1969 Jaguar XKE Roadster
1950 Jaguar XK 120 Roadster
1906 Knox Touring
1925 Kissel Goldbug
1929 Lincoln LeBaron Town Car
1940 Lincoln Continental
1948 Lincoln Continental
1951 Lea Francis Roadster
1957 Lincoln Continental Mark II
1964 Lincoln Convertible
1981 Lamborghini Countach
1928 Lincoln 7-pass. Touring
1935 Lincoln V12 LeBaron Roadster
1961 Lincoln Convertible Sedan
1979 Lincoln Mark V Collector Series
1925 Lincoln Roadster
1929 Lincoln L Collaps. Town Car
1930 Locomobile LeBaron TC
1931 La Salle 4-pass. Phaeton
1924 Lincoln Roadster
1932 Lincoln LeBaron Convertible Coupe
1926 Lincoln DW Phaeton
1928 LaSalle DC Phaeton
1932 Lincoln KB Convertible Sedan

1941 Lincoln Continental Coupe
1938 Lincoln Zephyr Convertible
1968 Lotus
1910 Mitchell Touring
1924 McFarlan Big 8
1926 Minerva Town Car
1931 Minerva Town Car, 8 cyl.
1936 Mercedes-Benz 500K Cabriolet B
1947 Mercury 2/dr. Convertible
1952 MG TD
1954 MG TF
1964 Morgan Roadster T4
1965 Maserati Mistral Convertible
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1930 Mercedes-Benz SS Tourer
1934 MG PB
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1984 Mercedes-Benz 380 SL
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1958 Mercedes-Benz 190 SL
1967 Mercedes-Benz 280 Convertible
1931 Marmon V-16 7-pass. Sedan
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1949 MG TD Roadster
1926 Morris Coley Roadster
1966 Mercedes-Benz 600
1951 Mercedes-Benz 220 S Convertible
1971 Mercedes-Benz 6.3
1953 Mercury Anniversary Convertible
1932 Nash 1083 Convertible
1904 Oldsmobile
1916 Overland Truck
1937 Oldsmobile Coupe
1939 Oldsmobile Coupe
1963 Oldsmobile Starfire Convertible
1908 Packard Town Car
1910 Peerless Town Car
1922 Pierce Arrow Sedan
1925 Pierce Arrow Roadster
1930 Packard Fire Wagon
1931 Packard 840 Town Car
1931 Pierce Arrow Dual Cowl
1935 Plymouth 2/dr.
1934 Packard Dietrich V12 Convertible Victoria
1935 Packard LeBaron V12 Town Car
1947 Packard Custom Super Clipper Limousine
1939 Packard V12 Rollson Town Car
1927 Packard 343 Roadster
1937 Packard Super 8 Sedan

1938 Packard V12 Convertible Sedan
1930 Pierce Arrow Model B Sedan
1932 Plymouth PB Convertible Coupe
1934 Pierce Arrow Sedan
1931 Pierce Arrow Sedan
1932 Pierce Arrow 54 Convertible Phaeton
1935 Packard Sedan
1966 Porsche
1941 Packard Darrin Convertible
1932 Plymouth Woody Wagon
1977 Panther
1931 Pierce Arrow C Sedan
1940 Packard
1932 Packard
1929 Packard 640 Roadster
1929 Packard 645 D.C.
1936 Packard V12 C.S.
1930 Packard 733 Phaeton
1947 Packard Limousine
1917 Pierce Arrow 48 Roadster
1905 Rapid Bus
1929 Ruxton Convertible Roadster
1930 Ruxton Sedan
1950 Riley
1924 Rolls Royce Picadilly Roadster
1961 Rolls Royce RV Limousine
1931 Rolls Royce PI Brewster Town Car
1934 Rolls Royce PII Hooper 7-pass.
1972 Rolls Royce P VI
1948 Rolls Royce
1911 Rolls Royce S.G. Convertible Couper
1938 Rolls Royce P III Limousine Park Ward
1928 Rolls Royce PI Brewster Limousine
1985 Rolls Royce
1985 Rolls Royce Corniche Convertible
1959 Rolls Royce SC I Convertible
1911 Rolls Royce S.G. Phaeton
1912 Stoddard Dayton 70hp Touring
1971 Stutz
1979 Stutz Blackhawk Convertible
1928 Studebaker President Sport Coupe
1963 Studebaker Avant Coupe
1909 Sears Auto Buggy
1923 Stutz Touring
1969 Siata Convertible
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1938 Bentley 4¼ Sports Saloon by Park Ward. Partly restored. Needs completion.

1935 Bentley 3½ Sedanca by Thrupp & Mabberley. Complete but needing restoration.

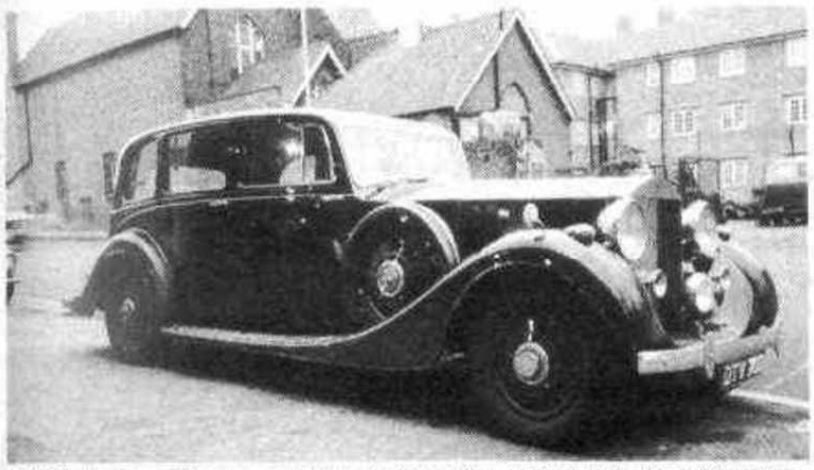
1958 Bentley SI. Sable over sand.

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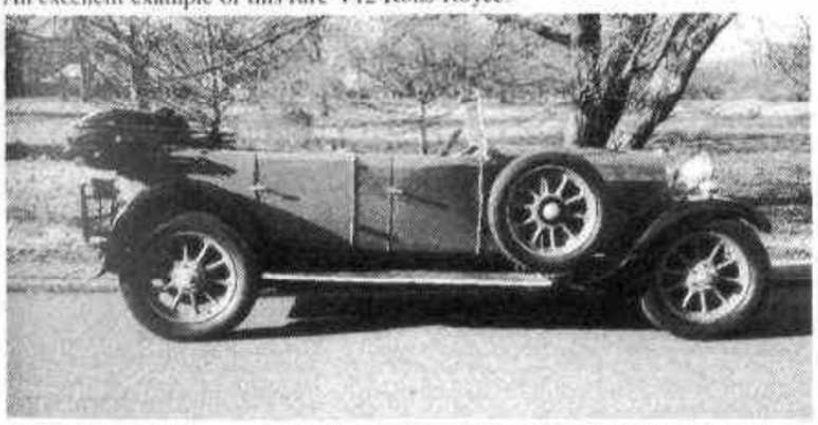
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1937 Rolls Royce Phantom III. Elegant limousine coachwork by H. J. Mulliner. An excellent example of this rare V12 Rolls Royce.



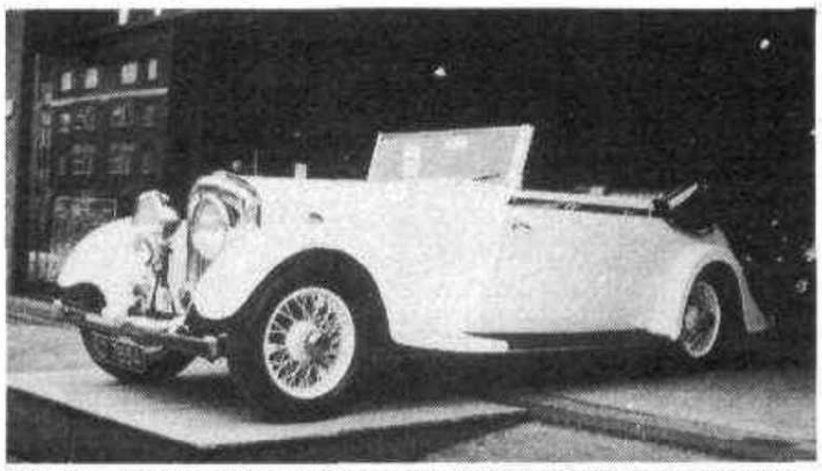
1928 Sunbeam 16hp Tourer. Handsome 4 seat tourer, finished in Cambridge blue with black wings and upholstered in black hide, with twin mounted spare wheels.



1909 Darracq. An attractive 2 seat Edwardian. Superbly finished with all its brass fittings.



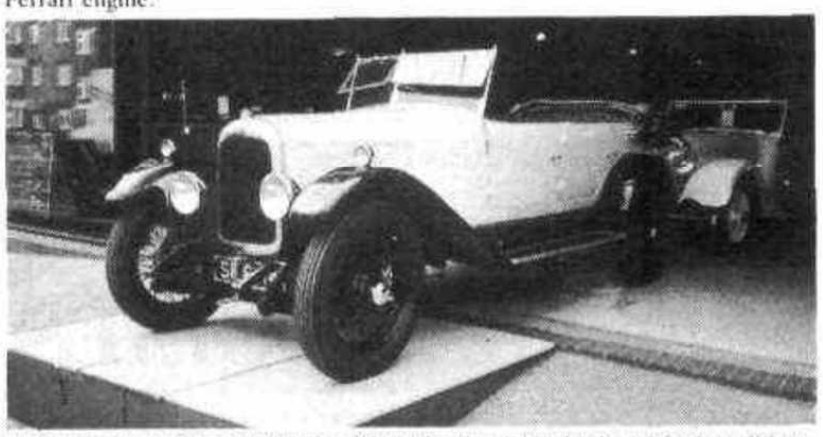
1957 Bentley S1 Continental Fastback by H. J. Mulliner. 1 of 3 built with power steering and manual transmission in grey with grey hide interior.



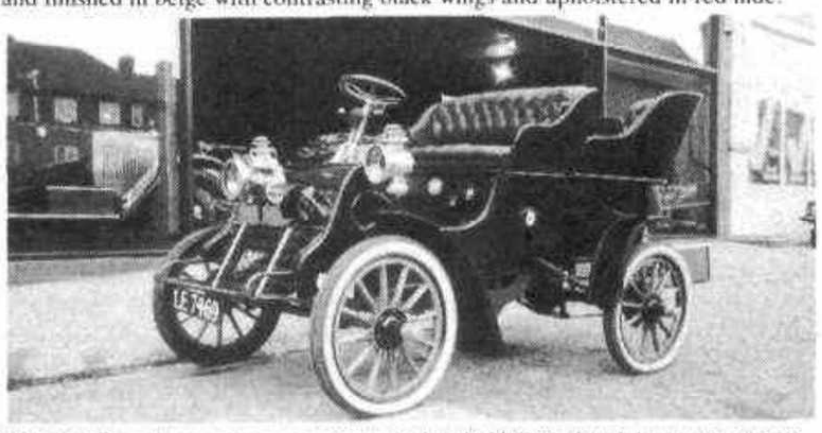
1934 Bentley 3½ Litre Three Position Drop Head Coupe by Vincents of Reading. In superb restored condition.



1973 Fiat Dino Spyder. Sporty coachwork by Pininfarina in green with lusty V6 Ferrari engine.



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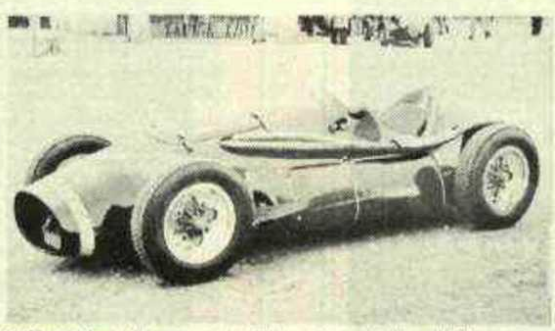
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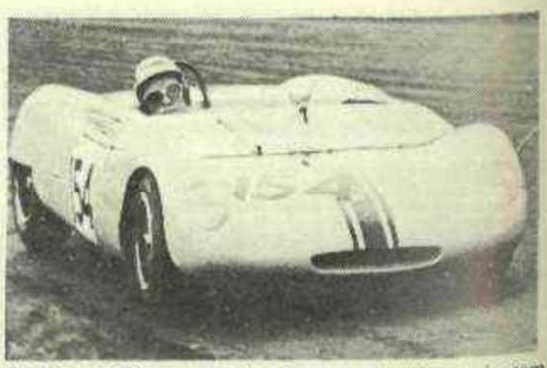
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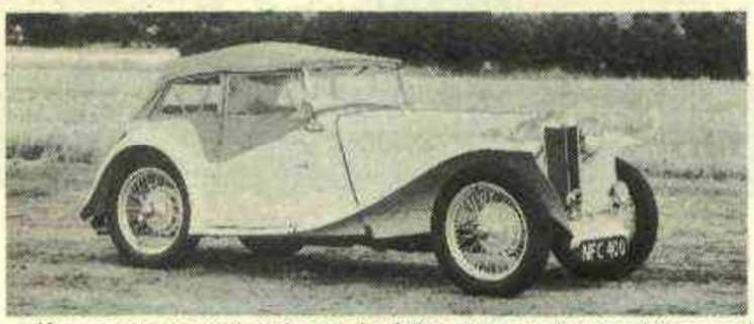
1926 BENTLEY 3 LTR RED LABEL SPEED MODEL Original VDP body, very rare. *Below*

1926 BENTLEY 3 LTR RED LABEL SPEED MODEL Original VDP body. *Below left.*

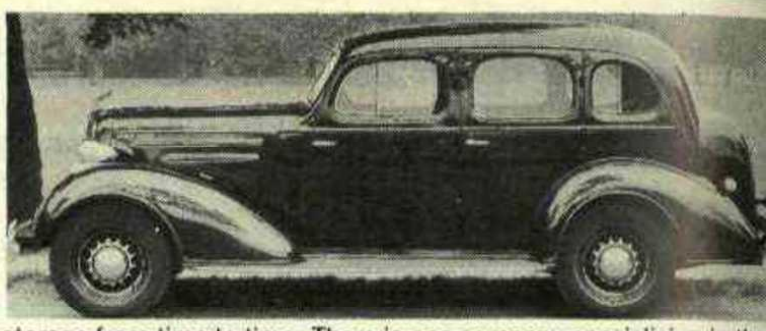


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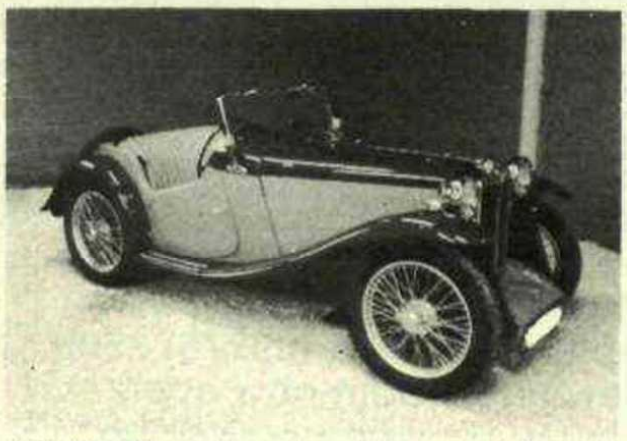
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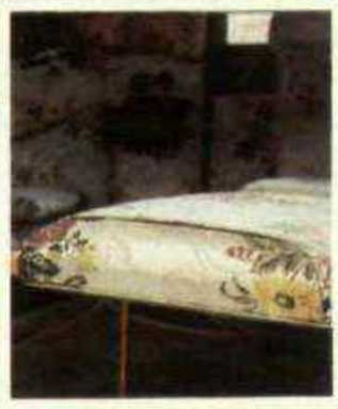






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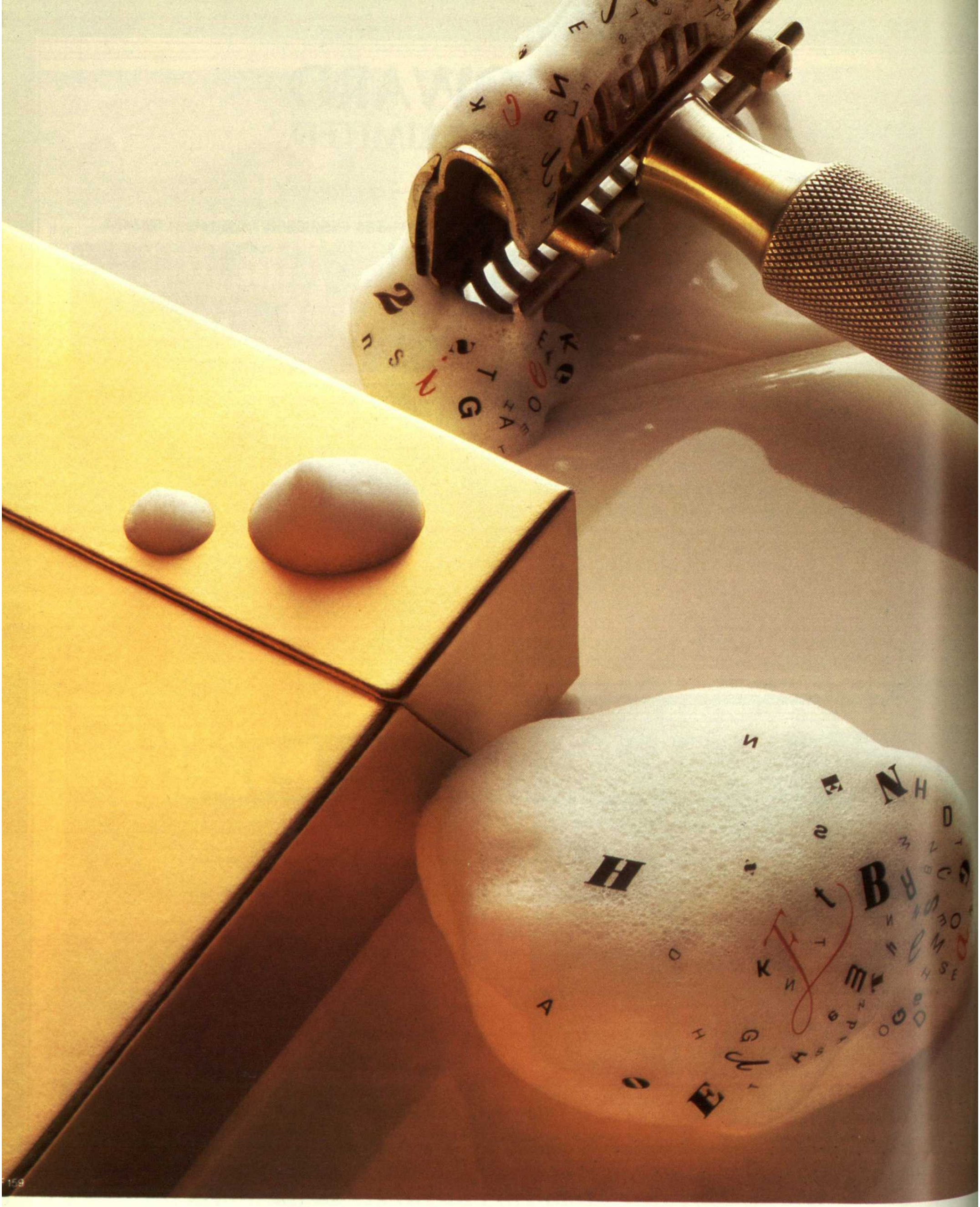
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