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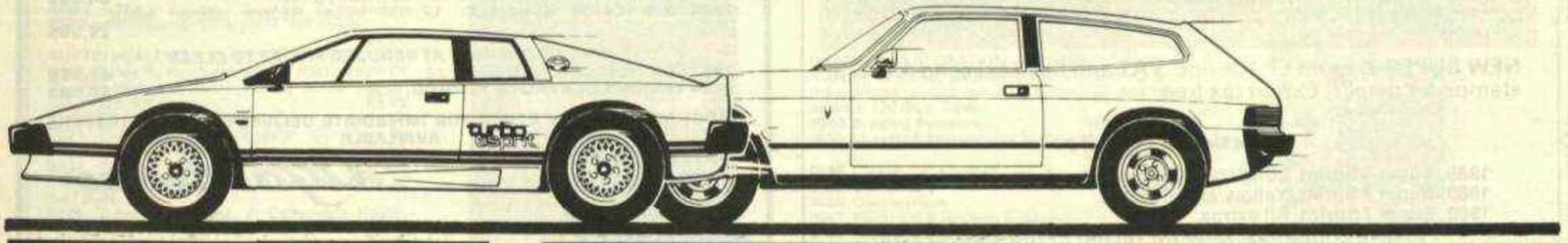
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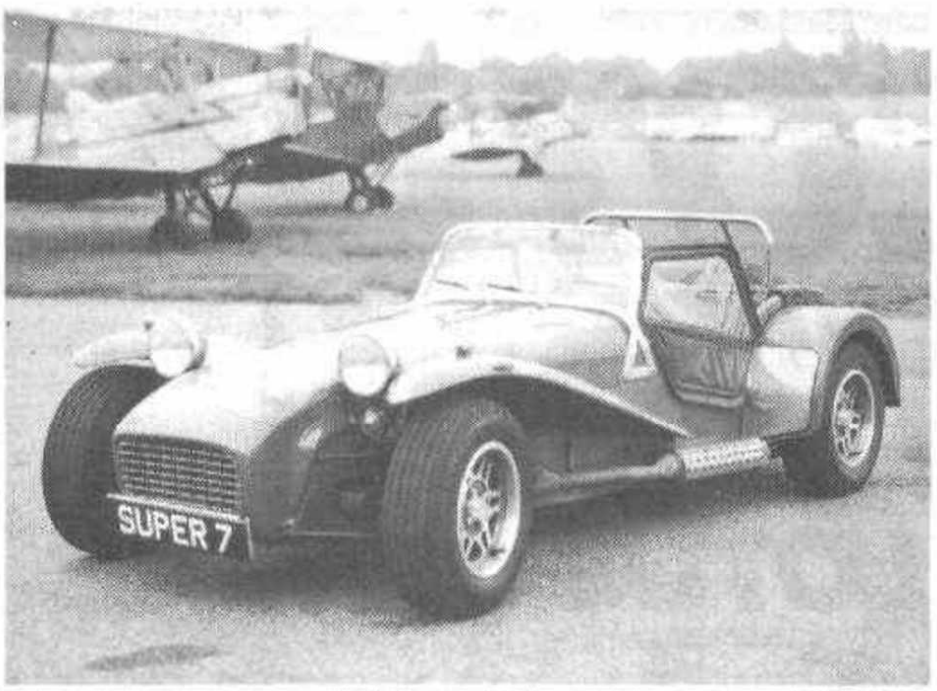
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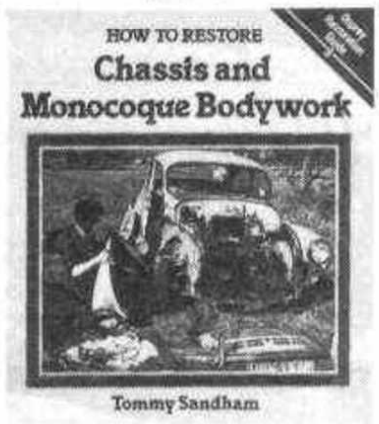
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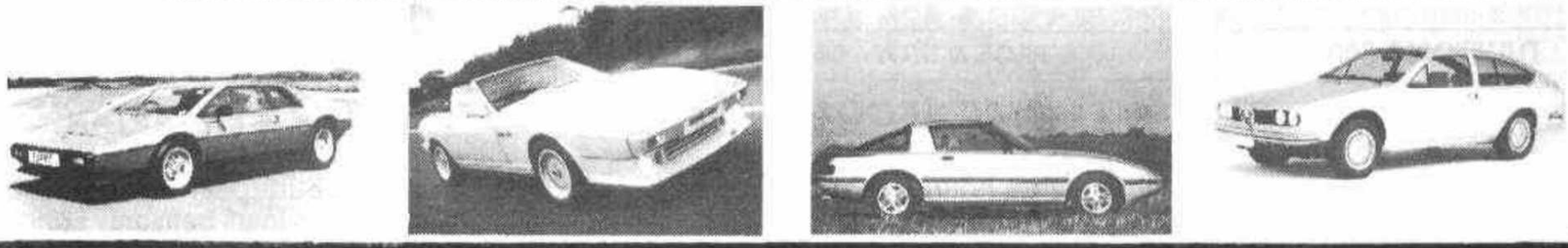
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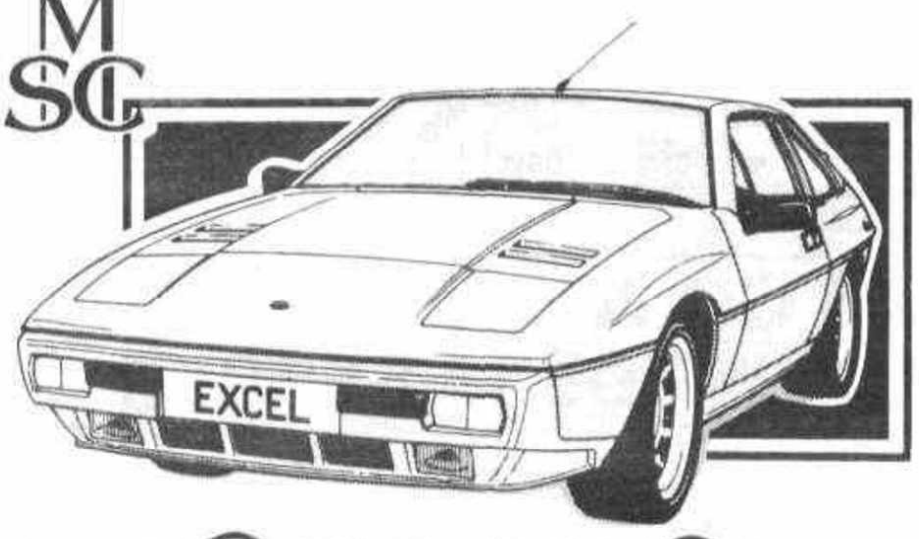
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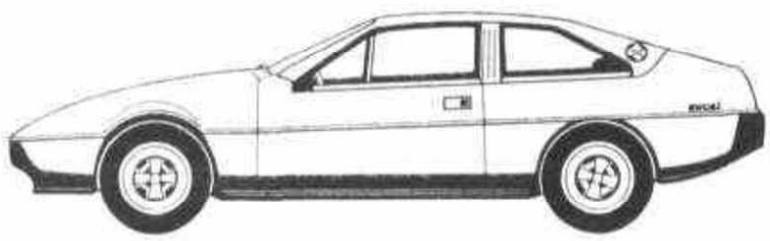
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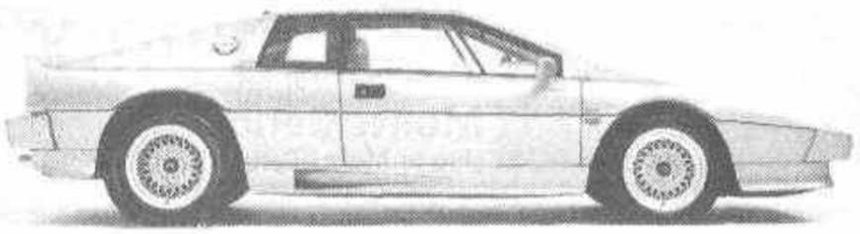
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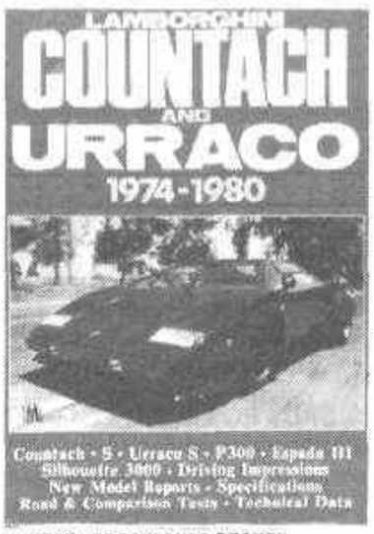
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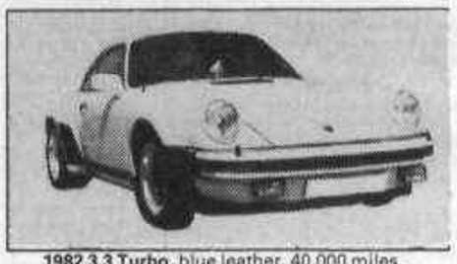
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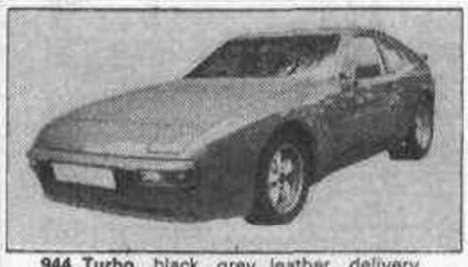
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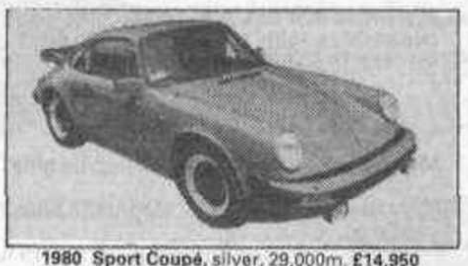
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Thank you punters far and near
You've helped me with my Christmas Cheer
Keep coming down with your Lolly
Beware, dealing with the bear is folly
I've got the upkeep of the farm you see
So all the loot must come to me
Friends or strangers I don't care
As long as I can feather my lair
With lots of readies nice and crisp
Another Rolex on my wrist
Leave some meat on the bone
Stop me having to moan
Next year I hope you get the gist.



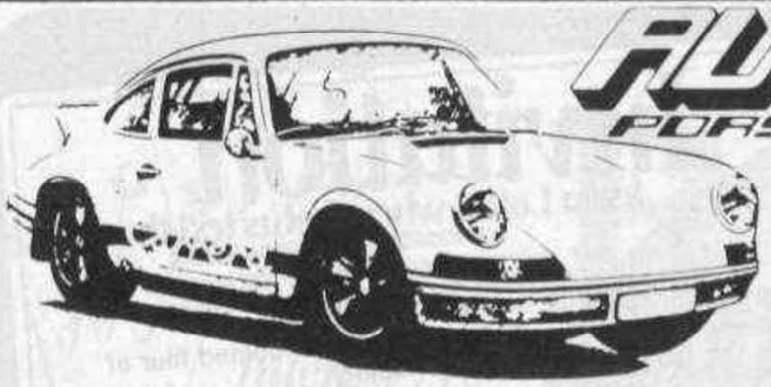
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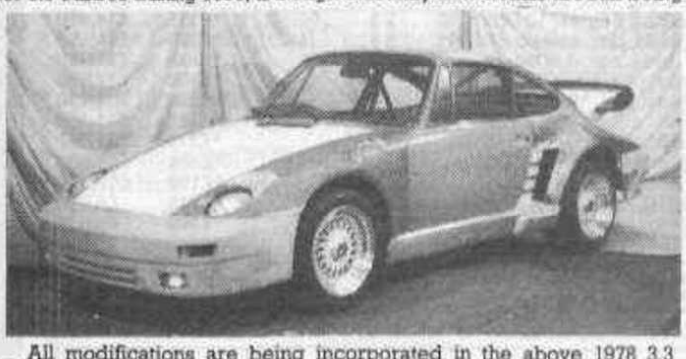
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YULETIDE TIP

"Take it up the road" the customer invited us. We did so reluctantly, for the weather was bitterly cold, and quickly confirmed he'd a violent steering vibration.
He left the car with us, and we later re-balanced the wheels. "Nothing much wrong" observed the tyre man. Odd. However, the car was now lovely.
Next morning the car was back with exactly the same problem!
To cut a slightly painful story short, the customer had had the tyres pushed into the wheel rim wells so he could thoroughly polish the rims, using much water. And the water had got inside the tyres. It had frozen overnight, in a solid lump in the bottom. And thawed in our workshops, before we re-balanced them! 'Tis enough to turn an honest lad to drink. Cheers!

3.3 TURBO UPDATE PROSPECTS FOR '86.

We first got seriously involved with modified Turbos in 1980, with Richard Cleare's very successful 934 and Bill Goodman's road going hillclimb car.
Since then we've worked on or observed the progress-or lack of! — of several modified Turbos, mainly 3.3. In particular in 1984/85 we rebuilt and ran 2 ex W.E.C. Group B 3.3 Turbos, notably our own now fully road going one. As a result of all this we will now be able to offer proven modifications for 3.3 Turbos during 1986, although currently final details are still being sorted.



All modifications are being incorporated in the above 1978 3.3 Turbo project car.

Instrumentation. Cylinder head/inlet manifold temperature, fuel pressure gauges, fully installed ..... **Circa. £750**
Engine. Rebuild to Group B circa 380 bhp spec. ..... **Circa. £4,000**
Additional bottom end rebuild strongly recommended.
Boost control. Dash or floor mounted, incl. mechanical boost gauges. **£540**
Transmission. 5 speed, with LSD, uprated clutch. Based on current 3.2 Carrera / 911SC RS. ..... **Circa. £2,500**
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Brakes. To competition spec., with extra ducting. ..... **Circa. £500**
Coachwork. Our Turbo SE/935 silhouette front wing / headlight update, including front spoiler **£3,790**
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Front mounted oil cooler ..... **From. £450**
All above bolt-on panels also available in Aluminium.
Wheels / Tyres. 8J and 9J x 16 BBS Sport rims, Yokohama A008 225/50 and 245/45 VR tyres **£1,500**
Interior. Simplified lightweight interior with competition seats, clip-in full harness. ..... **Circa. £1,200**
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N.B. Any one of the above can be carried out individually. Any additional repair / reconditioning required charged extra. An allowance is made for parts removed not required.

THANKS FOR 1985!

A public thank you to our team at the Farm for sorting and preparing this year's machinery so capably. The only problems with our Class Winning (just!) 2.4 911S were distinctly driver induced, and our outings in the "Group B" 3.3 Turbo have been blessed with the same mechanical reliability. All credit to the best Workshop Team we have ever enjoyed!

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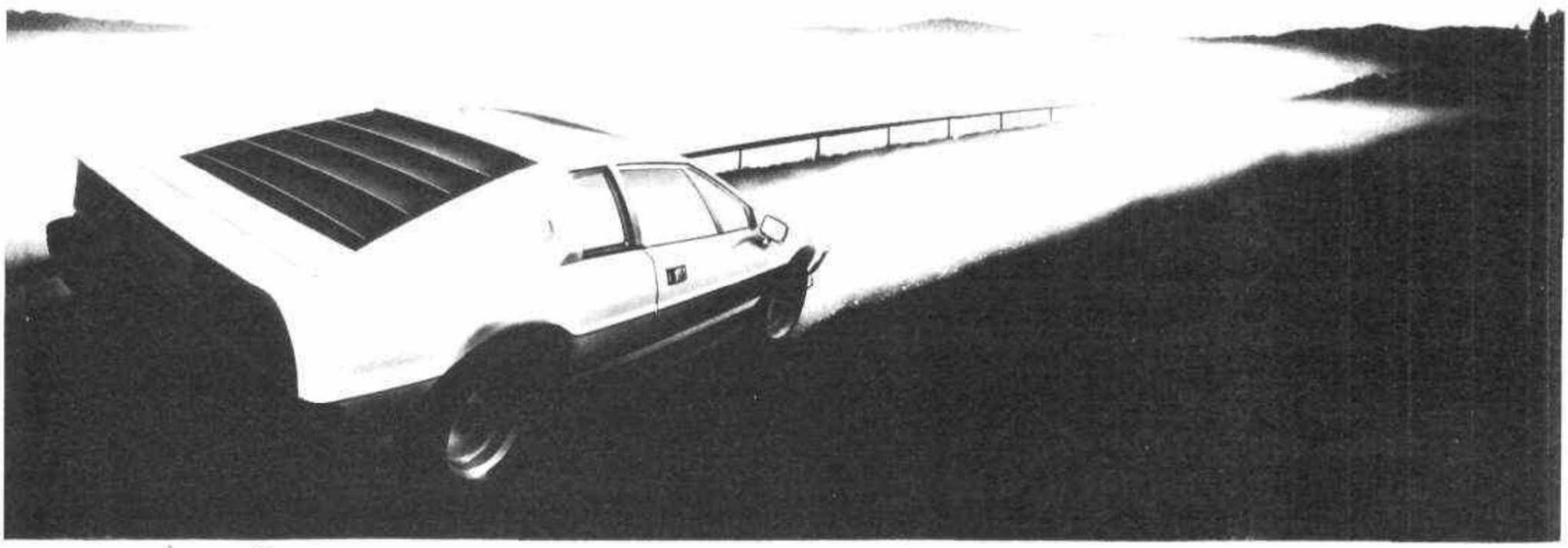
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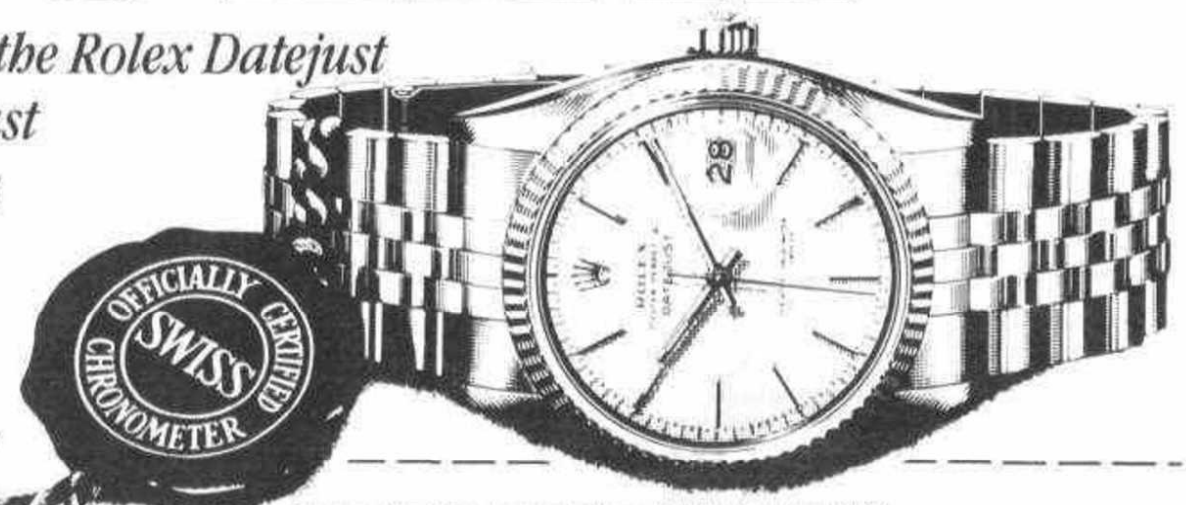
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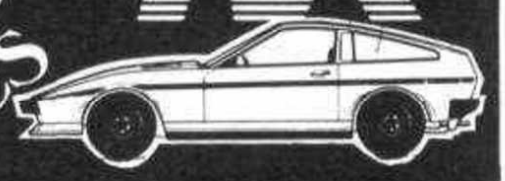
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FRONT COVER PICTURE: PICTURED in Clipstone Forest is Tony Pond's MG Metro 6R4 which, at its first outing against full international opposition, scored third place on the Lombard RAC Rally. Its next event is January's Monte-Carlo Rally.

STANDARD HOUSE,
BONHILL STREET,
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Telephone 01-628 4741
Telex: 888602 MONEWS G
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MOTOR SPORT

Incorporating Speed and the Brooklands Gazette



Matters of Moment

The Safety of Rally Spectators

Another very exciting and interesting RAC Rally has, with luck, safely concluded, watched by astonishingly large numbers of spectators — we sometimes wonder which attracts the greater number, the Veteran Car Run or the RAC Rally, but we know who are the more knowledgeable onlookers! It would be a National tragedy if this great event, giving so much enjoyment to so many people, had ever to be stopped.

Yet the danger is very apparent, with spectators separated from rally cars that now develop over 400 bhp and exceed 100 mph over the most slippery of surfaces by mere ropes, and warned of approaching cars only by the marshals' whistles. Those who attend in their hundreds of thousands are out for a good time, at some considerable expense, probably having taken time off work to watch their favourite sport. It would be a million pities if any of them were to get injured or killed. Yet the writing seems to be writ large on the safety-first wall. Le Mans survived the unexpected horrific accident of 1955 only because a closed race-circuit can be given Armco and catch-fencing to keep the cars away from the public, and danger-areas can be reconstituted. Not so with open-road events. A car going into the crowd stopped the Ulster TT after 1936, and the Mille Miglia was abandoned after 1957, for the same reason. Long before that public-road speed events in this country had been banned by the RAC because crowds could not be controlled on what was public land, even by uniformed policemen, the trouble coming to a head after a non-fatal accident to a spectator at Kop Hill in 1925.

We do not know how Forestry Commission areas are regarded in Law, when rallies are passing through them, and spectators have access, especially at stages where people are allowed in free and few warnings are displayed. But a fatal accident might well kill rallies as they have done road-racing. We feel for the Stage Commander who had to close one stage of the RAC Rally because the spectators could not be controlled. What a responsibility! But how right he was . . . We know from personal experience that marshals have little or no real authority over spectators who fail to see they are in dangerous places. Requesting them to move can result in verbal abuse or worse, and officials may find themselves tempted to respond in like fashion. None of which is good for the Sport, or can provide a solution.

We do not know what the remedy may be. But we do see that the present situation is potentially a very alarming one, that needs solving, NOW.

We wish a Happy and Prosperous New Year to All our Readers

Motor Sport Fixture List for January

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
January 1st-6th	Badener Rallye Klub	Austria	Janner Rally (European Rally Championship) (INT)	—
January 1st-22nd	Thierry Sabine Organisation	Place d'Arme de Versailles	Paris-Dakar Rally (INT)	07.00
January 10th-11th	MCC	Lewdown, Cirencester, Reading, and Cricket St Thomas, Somerset	58th Exeter Trial	—
January 18th-25th	Automobile club de Monaco	Monte Carlo, Monaco	Monte Carlo Rally (World Rally Championship Round) (INT)	—
January 23rd-26th	Rovaniemen Urheiluautoilijat Autoliito	Rovaniemi, Finland	Arctic Rally (European Rally Championship round) (INT)	—

Club News

THE ISLE OF MAN has been, and continues to be, the scene of some very significant motorsporting activity, and to promote and organise further (four-wheeled) events, the **Manx Car Racing Association** has been formed. The initial proposal is for an invitation race for vintage sports and racing cars, to be held in September 1986. The Chairman of the Association is Gordon Sweetapple, Telephone IoM 833853.

The **Jaguar Enthusiasts Club** is holding a video show with a historic flavour featuring E- and D-types on Thursday March 13th, at The Packhorse and Talbot pub, 145 Chiswick High Road, London W4. Organised in conjunction with Paul Meale who runs **London Car Club's** video archive, the show starts at 7.30 prompt and all motorsport fans are welcome; there are no tickets as such, but a contribution of £2 per head would be welcomed to help preserve more historic film. Further information from Keith Trotter, 32 Ashchurch Park Villas, London W12.

Members of the **Singer Owners' Car Club** are being invited to take part in "French Connection II", a long weekend of motoring entertainment based in Chartres from May 30th to 3rd June. The main events, a tour and a parade of cars and motorcycles, are on June 1st. An sae to Paul Barnes, 80 Buckingham Road, Hampton, Middlesex, will secure details.

Opportunities for some skid-pan experience are few and far between for most people, so the **Triumph Sporting Owners Club** has made its own arrangements with Greater Manchester Council for some training courses in the new year. The courses, open to TSOC members only, will cost £7.95, but January's is already fully booked. The February one will be on a Saturday around the middle of the month; contact the Hon. Sec., John Cannell, 53 Thimble Close, Hurstead, Rochdale, for application forms. Still with Triumphs, the **Triumph Sports Six Club** is looking ahead to 1987, which will mark the first decade of the Club, as well as the 21st birthday of the GT6. It hopes to organise a club convoy from Land's End to John O'Groats in aid of a national charity, and the club wishes to hear from members who would like to be involved. Replies to Jenny Coombes, 85 West Hill, Aspley Guise, Milton Keynes MK17 8DU.

A number of clubs have made use of the recently opened **Events Park** at the **Midland Manor Motor Museum** at Bridgnorth in Shropshire. This charming museum in beautiful grounds is worth a visit in any case, but also makes a good central venue for club gatherings. Camping facilities and refreshments are available, and there is a nature trail to explore. Gina Barker (074 62 61761) can supply more information.



Congratulations

THE Guild of Motoring Writers honoured just two members in 1985 for their journalistic writing. The Howard Pemberton Trophy "awarded to the journalist, artist or photographer, being a member of the Guild, who is considered to have made the most outstanding contribution to the cause of motoring during the year" was awarded to William Boddy, editor of MOTOR SPORT. Special mention was made of Bill's long time work in fostering appreciation of old cars.

The Timo Makinen Trophy for outstanding competition reporting was awarded to Alan Henry for his F1 coverage in MOTOR SPORT and *Motoring News*, our sister weekly.

Racing Car Show

READERS are reminded that the Racing Car Show will be held at Alexandra Palace, North London between January 9th and 12th. The organisers hope that this show will be held on the lines and in the spirit of those unforgettable of the '60s.

Spanish GP

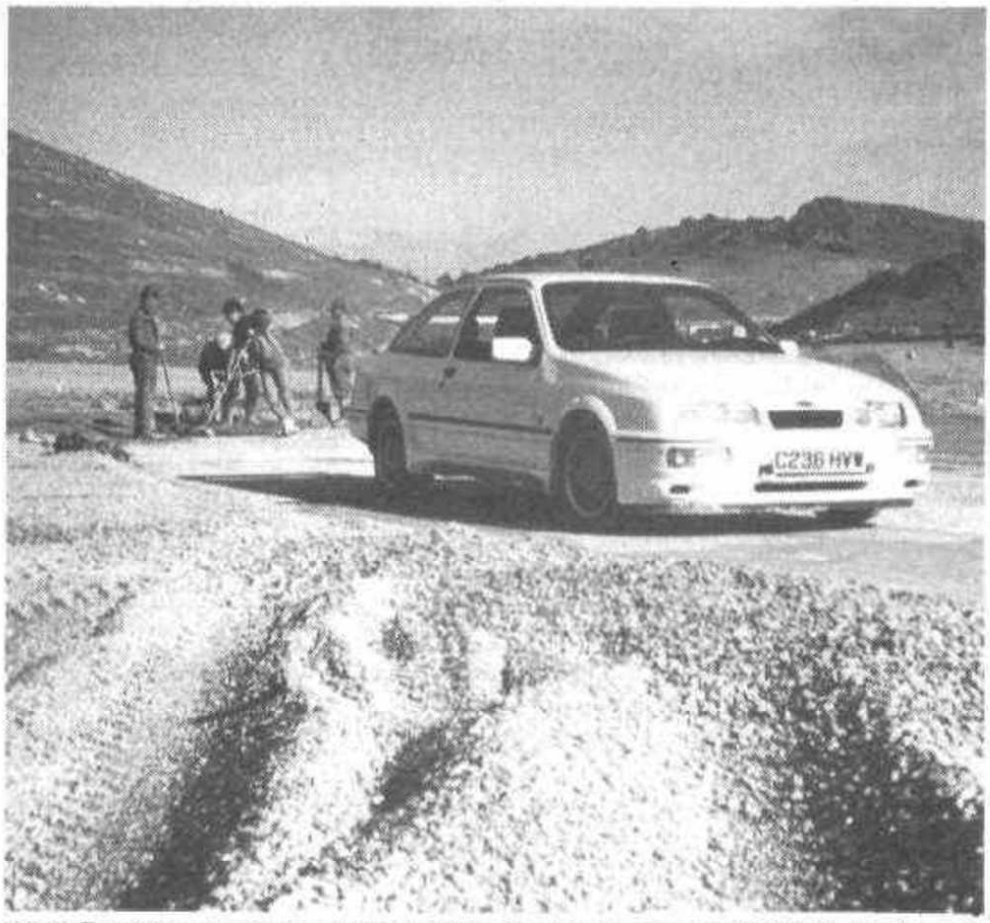
IT has been confirmed that the Spanish GP will return to the World Championship calendar this year. In early December we were able to drive around the new circuit at Jerez which, at the time of our visit, was still under construction.

The location is flat but should offer excellent viewing for spectators. It appears to be a medium-fast circuit with a good mix of corners. Road access at present is poor but we noticed that additional roads are being built in the vicinity to ease the problem.

1986 International Calendar

We normally print the official calendar in our January issue, but due to a change of publication date in recent months this is no longer possible. The FIA did not release the final list of International events until mid-December, which was too late to be included in this issue.

All being well the 1986 Calendar of International events will be published in our February issue due out on January 24th.

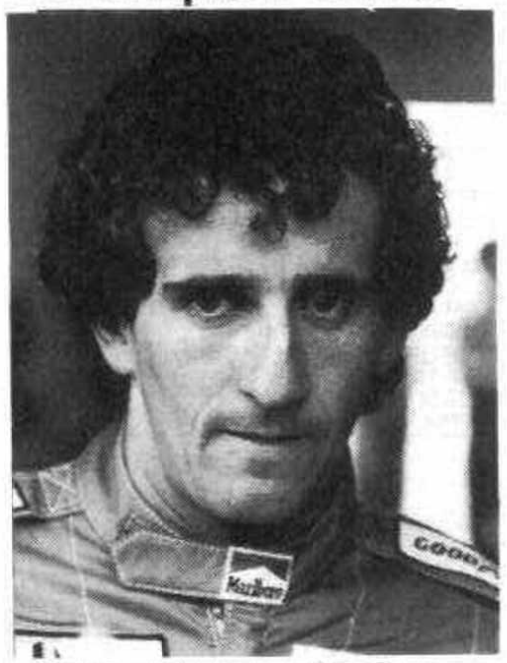


WHILE driving the Sierra Cosworth in Spain (see page 26), M.L. paused at the new Jerez circuit. The scene above shows the state of the track two days before the inaugural event. Peugeot's new 309, a "notchback hatch" (left), is described on page 79.

INTERNATIONAL RACE RESULTS OF 1985

WORLD CHAMPIONSHIP EVENTS

Champion Driver



ALAIN PROST

Champion Car



McLAREN-PORSCHE

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed kph	Fastest lap	Time Min sec
Apr 7	Brazilian GP — 306.891 kms	Rio de Janeiro	**Alain Prost** (McLaren MP4/2B-Porsche V6)	**Michele Alboreto** (Ferrari 156/85-V6)	**Elio de Angelis** (Lotus 97T-Renault V6)	**René Arnoux** (Ferrari 156/85-V6)	**Patrick Tambay** (Renault RE60-V6)	**Jacques Laffite** (Ligier JS25-Renault V6)	181.527	**Alain Prost** (McLaren-Porsche V6)	1.36.702
Apr 21	Portuguese GP — 285.420 kms	Estoril	**Ayrton Senna** (Lotus 97T-Renault V6)	**Michele Alboreto** (Ferrari 156/85-V6)	**Patrick Tambay** (Renault RE60-V6)	**Elio de Angelis** (Lotus 97T-Renault V6)	**Nigel Mansell** (Williams FW10-Honda V6)	**Stefan Bellof** (Tyrrell 012-Cosworth V8)	145.162	**Ayrton Senna** (Lotus-Renault V6)	1.44.121
May 5	San Marino GP — 302.400 kms	Imola	**Elio de Angelis** (Lotus 97T-Renault V6)	**Thierry Boutsen** (Arrows A8-BMW 4)	**Patrick Tambay** (Renault RE60-V6)	**Niki Lauda** (McLaren MP4/2B-Porsche V6)	**Nigel Mansell** (Williams FW10-Honda V6)	**Stefan Johansson** (Ferrari 156/85-V8)	191.798	**Michele Alboreto** (Ferrari V6)	1.30.961
May 19	Monaco GP — 258.336 kms	Monte Carlo	**Alain Prost** (McLaren MP4/2B-Porsche V6)	**Michele Alboreto** (Ferrari 156/85-V6)	**Elio de Angelis** (Lotus 97T-Renault V6)	**Andrea de Cesaris** (Ligier JS25-Renault V6)	**Derek Warwick** (Renault RE60-V6)	**Jacques Laffite** (Ligier JS25-Renault V6)	138.434	**Michele Alboreto** (Ferrari V6)	1.22.637
June 17	Canadian GP — 308.700 kms	Montreal	**Michele Alboreto** (Ferrari 156/85-V6)	**Stefan Johansson** (Ferrari 156/85-V6)	**Alain Prost** (McLaren MP4/2B-Porsche V6)	**Keijo Rosberg** (Williams FW10-Honda V6)	**Elio de Angelis** (Lotus 97T-Renault V6)	**Nigel Mansell** (Williams FW10-Honda V6)	174.686	**Ayrton Senna** (Lotus-Renault V6)	1.27.445
June 23	Detroit GP — 253.449 kms	Downtown	**Keijo Rosberg** (Williams FW10-Honda V6)	**Stefan Johansson** (Ferrari 156/85-V6)	**Michele Alboreto** (Ferrari 156/85-V6)	**Stefan Bellof** (Tyrrell 012-Cosworth V8)	**Elio de Angelis** (Lotus 97T-Renault V6)	**Nelson Piquet** (Brabham BT54-BMW 4)	131.486	**Ayrton Senna** (Lotus-Renault V6)	1.45.612
July 7	French GP — 307.928 kms	Paul Ricard	**Nelson Piquet** (Brabham BT54-BMW 4)	**Keijo Rosberg** (Williams FW10-Honda V6)	**Alain Prost** (McLaren MP4/2B-Porsche V6)	**Stefan Johansson** (Ferrari 156/85-V6)	**Elio de Angelis** (Lotus 97T-Renault V6)	**Patrick Tambay** (Renault RE60B-V6	201.323	**Keijo Rosberg** (Williams-Honda V6)	1.39.914
July 21	British GP — 306.708 kms	Silverstone	**Alain Prost** (McLaren MP4/2B-Porsche V6)	**Michele Alboreto** (Ferrari 156/85-V6)	**Jacques Laffite** (Ligier JS25-Renault V6)	**Nelson Piquet** (Brabham BT54-BMW 4)	**Derek Warwick** (Renault RE60B-V6)	**Marc Surer** (Brabham BT54-BMW 4)	235.404	**Alain Prost** (McLaren-Porsche V6)	1.09.886
Aug 4	German GP — 304.314 kms	New Nürburgring	**Michele Alboreto** (Ferrari 156/85-V6)	**Alain Prost** (McLaren MP4/2B-Porsche V6)	**Jacques Laffite** (Ligier JS25-Renault V6)	**Thierry Boutsen** (Arrows A8-BMW 4)	**Niki Lauda** (McLaren MP4/2B-Porsche V6)	**Nigel Mansell** (Williams FW10-Honda V6)	191.147	**Niki Lauda** (McLaren-Porsche V6)	1.22.806
Aug 18	Austrian GP — 306.984 kms	Österreichring	**Alain Prost** (McLaren MP4/2B-Porsche V6)	**Ayrton Senna** (Lotus 97T-Renault V6)	**Michele Alboreto** (Ferrari 156/85-V6)	**Stefan Johansson** (Ferrari 156/85-V6)	**Elio de Angelis** (Lotus 97T-Renault V6)	**Marc Surer** (Brabham BT54-BMW 4)	231.132	**Alain Prost** (McLaren-Porsche V6)	1.29.241
Aug 25	Dutch GP — 297.640 kms	Zandvoort	**Niki Lauda** (McLaren MP4/2B-Porsche V6)	**Alain Prost** (McLaren MP4/2B-Porsche V6)	**Ayrton Senna** (Lotus 97T-Renault V6)	**Michele Alboreto** (Ferrari 156/85-V6)	**Elio de Angelis** (Lotus 97T-Renault V6)	**Nigel Mansell** (Williams FW10-Honda V6)	193.089	**Alain Prost** (McLaren-Porsche V6)	1.16.538
Sept 8	Italian GP — 295.800 kms	Monza	**Alain Prost** (McLaren MP4/2B-Porsche V6)	**Nelson Piquet** (Brabham BT54-BMW 4)	**Ayrton Senna** (Lotus 97T-Renault V6)	**Marc Surer** (Brabham BT54-BMW 4)	**Stefan Johansson** (Ferrari 156/85-V6)	**Elio de Angelis** (Lotus 97T-Renault V6)	227.565	**Nigel Mansell** (Williams-Honda V6)	1.26.283
Sept 15	Belgian GP — 298.420 kms	Spa-Francorchamps	**Ayrton Senna** (Lotus 97T-Renault V6)	**Nigel Mansell** (Williams FW10-Honda V6)	**Alain Prost** (McLaren MP4/2B-Porsche V6)	**Keijo Rosberg** (Williams FW10-Honda V6)	**Nelson Piquet** (Brabham BT54-BMW 4)	**Derek Warwick** (Renault RE60B-V6)	189.811	**Alain Prost** (McLaren-Porsche V6)	2.01.730
Oct 6	European GP — 315.511 kms	Brands Hatch	**Nigel Mansell** (Williams FW10B-Honda V6)	**Ayrton Senna** (Lotus 97T-Renault V6)	**Keijo Rosberg** (Williams FW10B-Honda V6)	**Alain Prost** (McLaren MP4/2B-Porsche V6)	**Elio de Angelis** (Lotus 97T-Renault V6)	**Thierry Boutsen** (Arrows A8-BMW 4)	203.625	**Jacques Laffite** (Ligier-Renault V6)	1.11.526
Oct 19	S. African GP — 307.800 kms	Kyalami	**Nigel Mansell** (Williams FW10B-Honda V6)	**Keijo Rosberg** (Williams FW10B-Honda V6)	**Alain Prost** (McLaren MP4/2B-Porsche V6)	**Stefan Johansson** (Ferrari 156/85-V6)	**Gerhard Berger** (Arrows A8-BMW 4)	**Thierry Boutsen** (Arrows A8-BMW 4)	208.959	**Keijo Rosberg** (Williams-Honda V6)	1.08.149
Nov 3	Australian GP — 309.796 kms	Adelaide	**Keijo Rosberg** (Williams FW10B-Honda V6)	**Jacques Laffite** (Ligier JS25-Renault V6)	**Philippe Streiff** (Ligier JS25-Renault V6)	**Ivan Capelli** (Tyrrell 014-Renault V6)	**Stefan Johansson** (Ferrari 156/85-V6)	**Gerhard Berger** (Arrows A8-BMW 4)	154.032	**Keijo Rosberg** (Williams-Honda V6)	1.23.758

Driver's Championship Placings: 1st: Alain Prost; 2nd: Michele Alboreto; 3rd: Keijo Rosberg.
Manufacturer's Championship Placings: 1st: McLaren-Porsche; 2nd: Ferrari; 3rd: Williams-Honda.

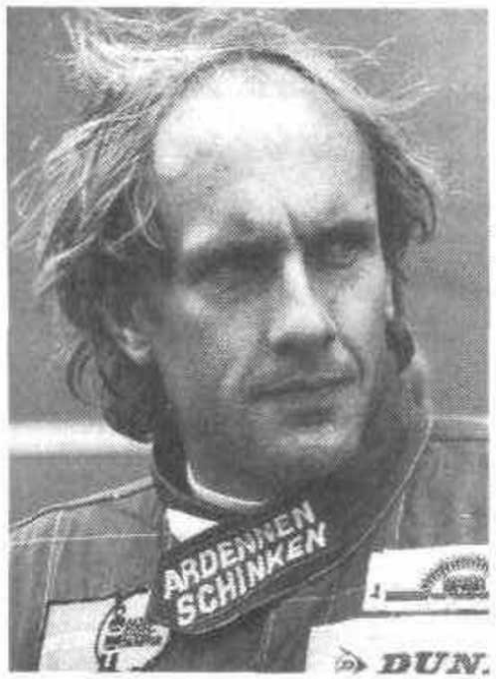
WORLD ENDURANCE CHAMPIONSHIP

FOR MANUFACTURERS AND DRIVERS

Champion Drivers

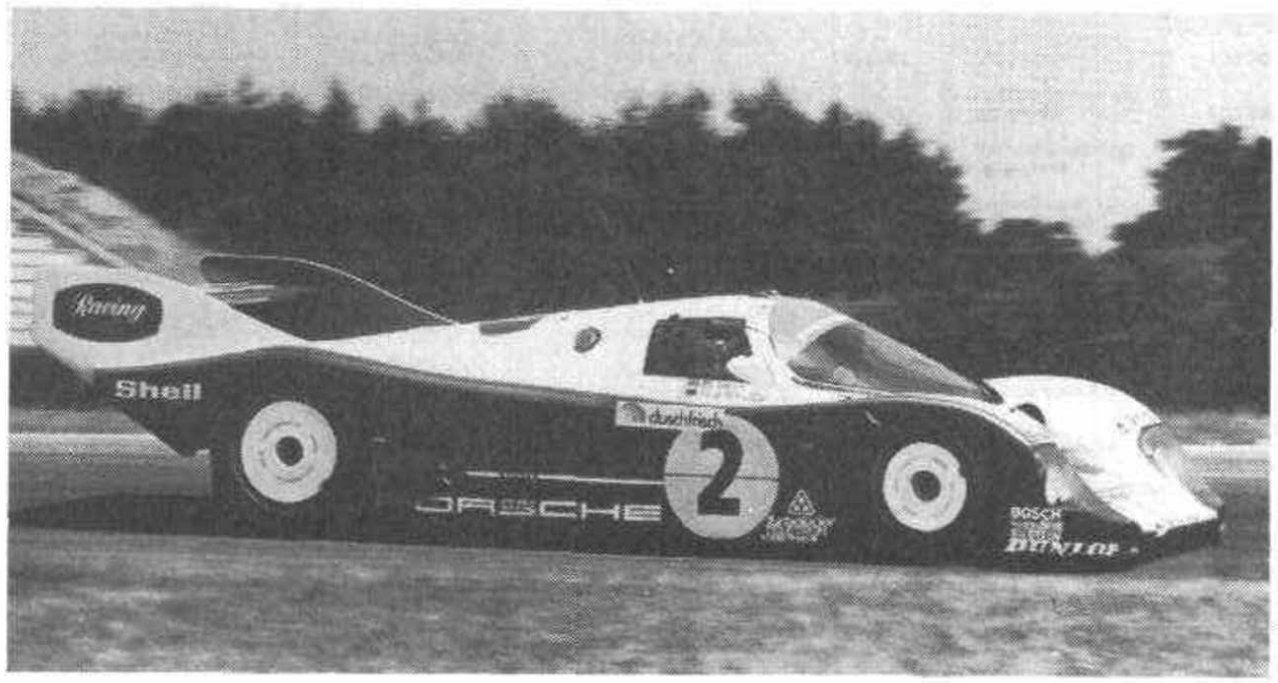


DEREK BELL



HANS STUCK

Champion Car



PORSCHE 962C-TURBO

Date	*Race and Distance*	*Location*	*First*	*Second*	*Third*	*Fourth*	*Fifth*	*Sixth*	*Winner's Speed kph*
Apr. 14	Mugello — 1000 Kms	Italy	**J. Ickx/J. Mass** (Porsche 962C-Turbo)	**M. Winkelhock/M. Surer** (Porsche 962C-Turbo)	**S. Bellof/T. Boutsen** (Porsche 962C-Turbo)	**R. Wollek/M. Baldi** (Lancia LC2/85 t/c)	**K. Ludwig/G. Fouche/ G. Mussato** (Porsche 956-Turbo)	**M. Thackwell/H. Regout/ J. Lassig** (Porsche 956-Turbo)	166.150
Apr. 28	Monza — 800 Kms	Italy	**M. Winkelhock/M. Surer** (Porsche 962C-Turbo)	**D. Bell/H. Stuck** (Porsche 956-Turbo)	**R. Patrese/A. Nannini** (Lancia LC2/85 t/c)	**J. Ickx/J. Mass** (Porsche 962C-Turbo)	**J. Palmer/J. Lammers** (Porsche 956B-Turbo)	**O. Larrauri/M. Sigala** (Porsche 956-Turbo)	196.264
May 12	Silverstone — 1000 Kms	England	**J. Ickx/J. Mass** (Porsche 962C-Turbo)	**D. Bell/H. Stuck** (Porsche 956C-Turbo)	**R. Patrese/A. Nannini** (Lancia LC2/85 t/c)	**M. Winkelhock/M. Surer** (Porsche 962C-Turbo)	**J. Palmer/J. Lammers** (Porsche 956B-Turbo)	**K. Ludwig/P. Barilla** (Porsche 956-Turbo)	204.110
June 15/16	Le Mans 24 Hrs.	France	**K. Ludwig/P. Barilla/ "J. Winter"** (Porsche 956-Turbo)	**J. Palmer/J. Weaver/ R. Lloyd** (Porsche 956B-Turbo)	**D. Bell/H. Stuck** (Porsche 962C-Turbo)	**D. Hobbs/J. Gartner/ G. Edwards** (Porsche 956-Turbo)	**M. Hytten/G. Fouche/ S. v. Merwe** (Porsche 956-Turbo)	**R. Wollek/A. Nannini/ L. Cesario** (Lancia LC2/85 t/c)	212.021
July 14	Hockenheim — 1000 Kms	Germany	**D. Bell/H. Stuck** (Porsche 962C-Turbo)	**O. Larrauri/M. Sigala** (Porsche 956-Turbo)	**K. Ludwig/P. Barilla** (Porsche 956-Turbo)	**R. Wollek/M. Baldi** (Lancia LC2/85 t/c)	**J. Palmer/D. Hobbs** (Porsche 956B-Turbo)	**W. Brun/G. Berger** (Porsche 956-Turbo)	185.600
Aug. 11	Mosport Park — 1000 Kms	Canada	**D. Bell/H. Stuck** (Porsche 962C-Turbo)	**J. Ickx/J. Mass** (Porsche 962C-Turbo)	**J-L. Schlesser/M. Brundle/ M. Thackwell** (Jaguar XJR-6)	**K. Kroesemeijer/L. Heimrath/ L. Heimrath** (Porsche 956-Turbo)	**G. Spice/R. Bellm** (Tiga-Cosworth V8)	**F. Jelinski/J. Graham** (Gebhardt-Cosworth V8)	168.916
Sept. 1	Spa — 846.58 Kms	Belgium	**R. Wollek/M. Baldi/R. Patrese** (Lancia LC2/85 t/c)	**D. Bell/H. Stuck** (Porsche 962C-Turbo)	**K. Ludwig/P. Barilla** (Porsche 956-Turbo)	**R. Patrese/A. Nannini** (Lancia LC2/85 t/c)	**M. Brundle/M. Thackwell** (Jaguar XJR-6)	**"J. Winter"/M. Duez/ V. Weidler** (Porsche 956-Turbo)	169.115
Sept. 15	Brands Hatch — 1000 Kms	England	**D. Bell/H. Stuck** (Porsche 962C-Turbo)	**J. Ickx/J. Mass** (Porsche 962C-Turbo)	**R. Wollek/M. Baldi/ A. de Cesaris** (Lancia LC2/85 t/c)	**R. Patrese/A. Nannini** (Lancia LC2/85 t/c)	**A. Holbert/V. Schuppan** (Porsche 956-Turbo)	**R. Mallock/M. Wilds** (Ecosse-Cosworth V8)	179.590
Oct. 6	Fuji — 2 Hours	Japan	**K. Hoshino** (March 85G-Nissan t/c)	**O. Nakako** (Le Mans Nissan Silvia Turbo)	**S. Nakajima** (Dome 85C-Toyota t/c)	**N. Nagasaka** (Dome 85C-Toyota t/c)	**J. Masemi** (March 85G-Nissan t/c)	**V. Schuppan** (Porsche 956-Turbo)	135.380
Dec. 1	Selangor — 800 Kms	Malaysia	**J. Ickx/J. Mass** (Porsche 962C-Turbo)	**M. Thackwell/J. Nielsen/ J. Lammers** (Jaguar XJR-6)	**V. Schuppan/J. Weaver** (Porsche 956-Turbo)	**F. Konrad/A. Miedecke** (Porsche 956-Turbo)	**O. Larrauri/M. Sigala/ F. Jelinski** (Porsche 956-Turbo)	**I. Harrower/E. Clements/ R. Piper** (Gebhardt-Cosworth V8)	145.130

Manufacturers' Championship: 1st, Porsche; 2nd, Lancia; 3rd, Jaguar.
Drivers' Championship: Derek Bell and Hans Stuck

EUROPEAN TOURING CAR CHAMPIONSHIP

(Group A Saloons)

Date	Race & Distance	Location	First	Second	Third	Winner's Speed kph
Mar 31	Monza — 500 kms	Italy	T. Walkinshaw/W. Percy (Rover Vitesse)	J. L. Schlesser/J. Allam (Rover Vitesse)	A. Hahne/E. Joosen (Rover Vitesse)	165.448
Apr 21	Vallelunga — 502.4 kms	Italy	T. Walkinshaw/W. Percy (Rover Vitesse)	G. Brancatelli/T. Lindstrom (Volvo 240 Turbo)	A. Hahne/J. Allam (Rover Vitesse)	134.283
May 5	Donington Park — 504 kms	England	T. Walkinshaw/W. Percy (Rover Vitesse)	A. Hahne/J. L. Schlesser (Rover Vitesse)	J. Allam/P. Thibault (Rover Vitesse)	136.585
May 12	Anderstorp — 471.6 kms	Sweden	G. Brancatelli/T. Lindstrom (Volvo 240 Turbo)	U. Granberg/A. Olofsson (Volvo 240 Turbo)	J. Allam/A. Hahne (Rover Vitesse)	133.638
June 9	Brno — 622.7 kms	Czechoslovakia	U. Granberg/A. Olofsson (Volvo 240 Turbo)	G. Brancatelli/T. Lindstrom (Volvo 240 Turbo)	G. Berger/R. Ravaglia (BMW 635 CSi)	177.110
June 20	Österreichring — 588.2 kms	Austria	G. Brancatelli/T. Lindstrom (Volvo 240 Turbo)	S. Muller/P. Dieudonne (Volvo 240 Turbo)	M. Micangeli/E. Zapico (BMW 635 CSi)	167.516
June 30	Salzburgring — 597.9 kms	Austria	G. Brancatelli/T. Lindstrom (Volvo 240 Turbo) *(Later disqualified)*	T. Walkinshaw/W. Percy (Rover Vitesse)	S. Soper/E. Joosen (Rover Vitesse)	169.660
July 7	New Nürburgring — 504 kms	Germany	G. Brancatelli/T. Lindstrom (Volvo 240 Turbo)	S. Soper/E. Joosen (Rover Vitesse)	S. Muller/P. Dieudonne (Volvo 240 Turbo)	135.906
July 27/28	Spa-Francorchamps — 24 hrs	Belgium	R. Ravaglia/G. Berger / M. Surer (BMW 635 CSi)	D. Quester/J. Cecotto / M. Oestreich (BMW 635 CSi)	G. Brancatelli/T. Lindstrom/ S. Muller Jr. (Volvo 240 Turbo)	144.344
Sept 8	Silverstone TT — 504.9 kms	England	T. Walkinshaw/W. Percy (Rover Vitesse)	S. Soper/J. L. Schlesser (Rover Vitesse)	G. Brancatelli/T. Lindstrom (Volvo 240 Turbo)	167.178
Sept 15	Nogaro — 443 kms	France	T. Walkinshaw/W. Percy (Rover Vitesse)	S. Soper/J. L. Schlesser (Rover Vitesse)	J. Allam/A. Hahne (Rover Vitesse)	126.922
Sept 29	Zolder — 481.6 kms	Belgium	G. Brancatelli/T. Lindstrom (Volvo 240 Turbo)	S. Muller/P. Dieudonne (Volvo 240 Turbo)	J. Allam/A. Hahne (Rover Vitesse)	144.027
Oct 13	Estoril — 500 kms	Portugal	G. Brancatelli/T. Lindstrom (Volvo 240 Turbo)	S. Muller/P. Dieudonne (Volvo 240 Turbo)	R. Ravaglia/G. Berger (BMW 635 CSi)	137.870
Oct 20	Jarama — 503.4 kms	Spain	T. Walkinshaw/W. Percy (Rover Vitesse)	G. Brancatelli/T. Lindstrom (Volvo 240 Turbo)	S. Muller/P. Dieudonne (Volvo 240 Turbo)	121.650

European Saloon Champions: Gianfranco Brancatelli / Thomas Lindstrom

FORMULA 3000

(for European Championship)

Date	Race & Distance	Location	First	Second	Third	Winner's Speed kph
Mar 24	Silverstone — 207.6 kms	England	M. Thackwell (Ralt-Cos V8)	J. Nielsen (Ralt-Cos V8)	M. Ferté (March-Cos V8)	184.044
Apr 7	Thruxton — 204.7 kms	England	E. Pirro (March-Cos V8)	M. Thackwell (Ralt-Cos V8)	M. Ferté (March-Cos V8)	188.953
Apr 21	Estoril — 204.4 kms	Portugal	J. Nielsen (Ralt-Cos V8)	M. Ferté (March-Cos V8)	G. Tarquini (March-Cos V8)	168.643
Apr 28	New Nürburgring	Germany	Cancelled by Snowstorm			
May 12	Vallelunga — 208 kms	Italy	E. Pirro (March-Cos V8)	J. Nielsen (Ralt-Cos V8)	C. Danner (March-Cos V8)	165.530
May 26	Pau — 198.7 kms	France	C. Danner (March-Cos V8)	E. Pirro (March-Cos V8)	L. Leoni (Williams-Cos V8)	131.781
June 2	Spa-Francorchamps — 201.5 kms	Belgium	M. Thackwell (Ralt-Cos V8)	A. Ferté (March-Cos V8)	C. Danner (March-Cos V8)	167.852
June 30	Dijon-Prenois — 209 kms	France	C. Danner (March-Cos V8)	M. Thackwell (Ralt-Cos V8)	J. Nielsen (Ralt-Cos V8)	181.998
July 28	Enna-Pergusa — 198 kms	Sicily	M. Thackwell (Ralt-Cos V8)	E. Pirro (March-Cos V8)	C. Danner (March-Cos V8)	191.664
Aug 17	Österreichring — 184.2 kms	Austria	I. Capelli (March-Cos V8)	J. Nielsen (Ralt-Cos V8)	L. Leoni (March-Cos V8)	204.915
Aug 24	Zandvoort — 204 kms	Holland	C. Danner (March-Cos V8)	M. Thackwell (Ralt-Cos V8)	P. Streiff (AGS-Cos V8)	162.598
Sept 22	Donington Park — 160.9 kms	England	C. Danner (March-Cos V8)	M. Hytten (March-Cos V8)	I. Capelli (March-Cos V8)	162.833

European Champion: Christian Danner

INDYCAR RACES

(CART/PPG Series)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed m.p.h.
Apr. 14	Long Beach — 150.3 mls	California	M. Andretti (Lola-Cos DFX)	E. Fittipaldi (March-Cos DFX)	D. Sullivan (March-Cos DFX)	87.694
May 26	Indianapolis — 500 mls	Indiana	D. Sullivan (March-Cos DFX)	M. Andretti (Lola-Cos DFX)	R. Guerrero (March-Cos DFX)	152.982
June 2	Milwaukee — 200 mls	Michigan	M. Andretti (Lola-Cos DFX)	T. Sneva (Eagle-Cos DFX)	R. Mears (March-Cos DFX)	124.596
June 16	Portland — 199.16 mls	Oregon	M. Andretti (Lola-Cos DFX)	A. Unser Jnr. (Lola-Cos DFX)	E. Fittipaldi (March-Cos DFX)	103.083
June 30	Meadowlands — 168.2 mls	New York	A. Unser Jnr. (Lola-Cos DFX)	E. Fittipaldi (March-Cos DFX)	A. Unser Snr. (March-Cos DFX)	90.167
July 7	Cleveland — 218.24 mls	Ohio	A. Unser Jnr. (Lola-Cos DFX)	G. Brabham (March-Cos DFX)	A. Unser Snr. (March-Cos DFX)	124.08
July 28	Michigan — 500 mls	Michigan	E. Fittipaldi (March-Cos DFX)	A. Unser Snr. (March-Cos DFX)	T. Sneva (March-Cos DFXA)	128.220
Aug. 4	Elkhart Lake — 200 mls.	Wisconsin	J. Villeneuve (March-Cos DFX)	M. Andretti Jnr. (March-Cos DFX)	A. Jones (Lola-Cos DFX)	114.066
Aug. 18	Pocono — 500 mls	Pennsylvania	R. Mears (March-Cos DFX)	A. Unser Jnr. (Lola-Cos DFX)	A. Unser Snr. (March-Cos DFX)	151.676
Sept. 1	Mid-Ohio — 200 mls	Ohio	R. Rahal (March-Cos DFX)	D. Sullivan (March-Cos DFX)	J. Villeneuve (March-Cos DFX)	107.041
Sept. 8	Sanair — 187.5 mls	Quebec	P. Carter (March-Cos DFX)	J. Rutherford (March-Cos DFX)	A. Unser Jnr. (Lola-Cos DFX)	—
Sept. 22	Michigan — 200 mls	Michigan	R. Rahal (March-Cos DFX)	R. Mears (March-Cos DFX)	E. Pimm (Eagle-Cos DFX)	163.647
Oct. 6	Laguna Seca — 186.2 mls	California	R. Rahal (March-Cos DFX)	A. Unser Snr. (March-Cos DFX)	A. Unser Jnr. (Lola-Cos DFX)	112.923
Oct. 13	Phoenix — 150 mls	Arizona	A. Unser Snr. (March-Cos DFX)	A. Unser Jnr. (Lola-Cos DFX)	M. Andretti (Lola-Cos DFX)	120.644
Nov. 10	Tamiami Park — 199.8 mls	Miami	D. Sullivan (March-Cos DFX)	R. Rahal (March-Cos DFX)	A. Unser Jnr. (Lola-Cos DFX)	95.915

CART Champion: Al Unser Snr.

FORD SIERRA RS COSWORTH

With the Sierra RS Cosworth Ford has built a car in a class of its own. It is, quite simply, the best high performance saloon in the world. When it goes on sale in March it will be priced in the £16-17,000 bracket making 150 mph motoring a possibility for the first time for a fairly large section of the car-buying public.

Ford has built the RS Cosworth as a homologation special for a serious attack on Group A racing and, possibly, rallying. The Sierra turbo (actually a Merkur) with which Andy Rouse secured the 1985 British Saloon Car Championship is merely a stop-gap which is anyway not available in the UK. The company needs to build 5,000 and, it says, has no plans to increase that number. Ford said that about the Escort RS Turbo as well but demand has caused them to build twice that number in a year.

Central to the plot is the engine which Cosworth has developed on a standard 2-litre Ford T88 four-cylinder cast iron block. Cosworth has built a light alloy dohc 16-valve head with the camshafts driven by a toothed rubber belt reinforced with glassfibre. The aluminium pistons have a shallow bowl in their crown, the exhaust valves are sodium-filled and the compression ratio has been reduced to just 8:1 to accommodate the needs of the Garrett AiResearch T3B turbocharger which has a water-cooled casing and air to air intercooling. In production guise, turbo boost is set at 8 psi (0.55 bar). The electronic engine management system is Ford / Marelli / Weber.

Though this engine is quiet, it has a distinctive Cosworth exhaust note. Turbo boost comes in at 1,800 rpm so power is progressive and it feels like a normally aspirated unit. By 2,300 rpm, the engine is delivering 80% of its torque, a maximum of 197 lb ft at 4,500 rpm.

Maximum power, which is 201 bhp (204 DIN PS) is reached at 6,000 rpm while maximum revs are 6,500, after which a progressive limiter comes into play. In Group A spec, Ford expect to be starting with around 325 bhp and expect that development will take this to 400 bhp.

A heavy-duty Borg Warner manual five-speed geabox drives a viscous-coupling differential through a damped propeller shaft. This gearbox is as sweet as a nut, one of the best I've ever used.

Discs are fitted all round in conjunction with Ford's electronic ABS braking system. At the front, are massive 11 in ventilated discs with four-pot Teves calipers while the rear brakes are solid 10 in discs.

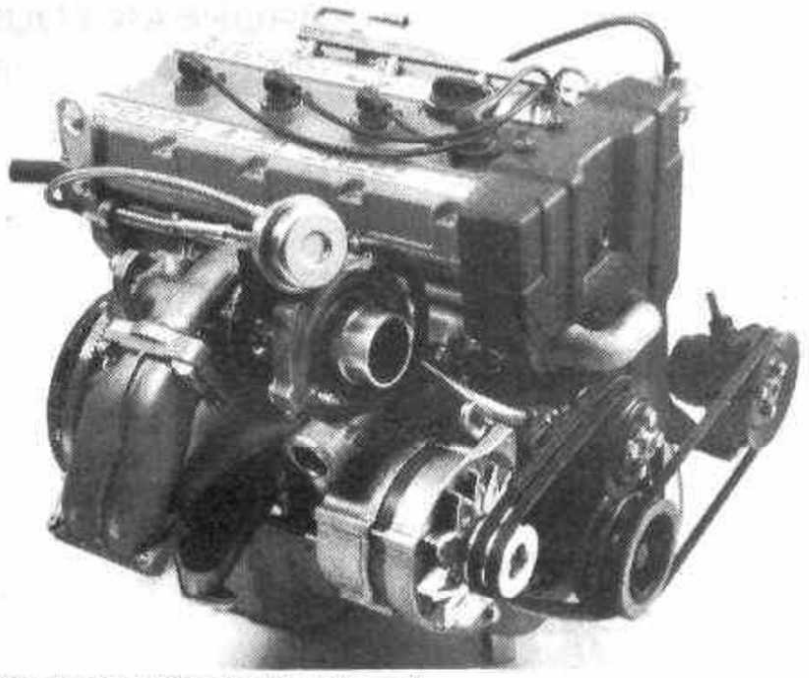
Ford Special Vehicle Engineering, under Rod Mansfield whose company I enjoyed for most of my driving, has designed special solid plastic inner pivot bushes for the front and rear links to control the wheels more positively. Stiffer springs, up-rated dampers and a thicker front roll bar more or less complete the suspension modification which goes to show just how sound is the basic Sierra design.

Special 15 in x 7 in alloy wheels have been designed for this model (made by ATS) and these are shod with Dunlop Sport D40 205/50VR15 tyres. These wheels appear to have a central nut, such as will be used on the Group A cars, but this is a styling exercise. A discreet flap on the wheels disguises a lock which releases a cover to reveal the nuts. Since wheel theft is a growth industry, this is a welcome touch.

Ford says that 92 detail modifications have been incorporated into the body, the most noticeable of which are wider wheel arches which will take 10 in wide racing tyres, and a restyled front section is a single polyurethane moulding. Hard to miss is the large, high, rear wing which restricts rearward visibility but which provides just over 40 lb down-force, while the front spoiler reduces lift to near zero.

Inside are fully-reclining Recaro LS bucket seats (very comfortable and supportive) which appear not to intrude on the rear passenger space. Instrumentation is up to Ghia level and includes a small turbo boost gauge for those who like that sort of thing.

When one takes the wheel of a 150 mph motor car, a certain initial caution is advisable but this car is so user-friendly that it is not long before one begins to explore its potential. Even on Spanish roads, which are not the standard by which all others are judged, a comfortable fast cruising speed is 130 mph. At this speed, the car is so smooth, quiet and undramatic that you have to do a double take at the speedo. Take it up to 140 mph and you begin to feel you're travelling



THE 16 valve Ford-Cosworth turbo unit.

quickly, above that speed you have to raise your voice slightly above normal conversational level. According to the rev counter, I reached 153 mph and this was on a Spanish autopista which was the equivalent of a fairly windy English dual carriageway, something like the Winchester by-pass. Even at that speed Rod and I could continue our conversation and the car was so well-mannered that it was less dramatic than the majority of cars at 110 mph.

Steering is power-assisted and is very quick. One gets an enormous amount of feed-back through the wheel. On very rough road surfaces the car jumps about, though the steering is such that these sudden shifts can be easily corrected. Rod Mansfield, who was using the launch as a sounding board prior to finalising specification, feels that this is something which can be easily remedied but I have to emphasise that it was occurring at 95 mph on the sort of surface which, in Britain, one only encounters on tracks leading to farms where such speeds would be impossible anyway.

Ride is firm and comfortable, allowing the driver to communicate with the road. Even at 95 mph on terrible surfaces the ride felt good.

Even though I drove the car extremely fast by most standards, I came nowhere near exploring the limits of roadholding. Under most circumstances, cornering is neutral and when you apply power you achieve progressive, controllable, oversteer. It takes a little time, though, to realise just how much power you can safely pour on in corners.

It's hard to say what the final fuel economy figures will be. The official rating is 38.2 mpg at 56 mph, 30.1 at 75 mph and 22.8 mpg for the Urban Cycle. A development engineer from Cosworth reported that a hack car was recording overall about 30 mpg and Rod Mansfield reckoned that most drivers would see 24-26 mpg. On the Spanish launch where extremely high speeds were recorded for considerable lengths of time, most of us found that our fuel warning lights were on at the end of just over 220 miles which would appear to represent about 17 mpg. Ford claims a 0-62 mph time of 6.8 seconds which puts the RS Cosworth in the "supercar" class. You'd have to be fairly brutal to induce wheelspin for the power is transmitted so firmly. Yet unlike many cars of similar performance, it is perfectly tractable in slow moving traffic.

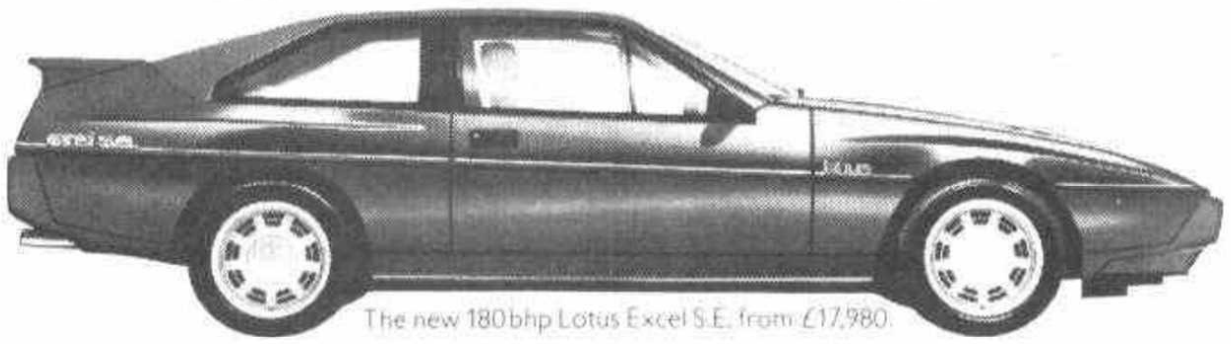
Over and above any description of its characteristics, this car has a wonderful feel, it's an indescribable pleasure to drive.

In recent years Ford has sometimes appeared to have been a sleeping giant but the opposition had better believe that the giant is now wide awake and hungry. Quite apart from this particular car and its engine which may well find its way into specialist chassis (Ford has offered it to a number of small constructors) there is that Cosworth 16 valve head. This head will certainly suit engines as small as 1,600 cc and should be suitable to normally aspirated engines as well as turbocharged ones. A lot of money has gone into development and common sense says that running off just 5,000 examples would be a lost opportunity. My guess is that Uncle Henry has a few more tricks up his sleeve. — M.L.

AN INVITATION FROM LOTUS DEALERS NATIONWIDE.



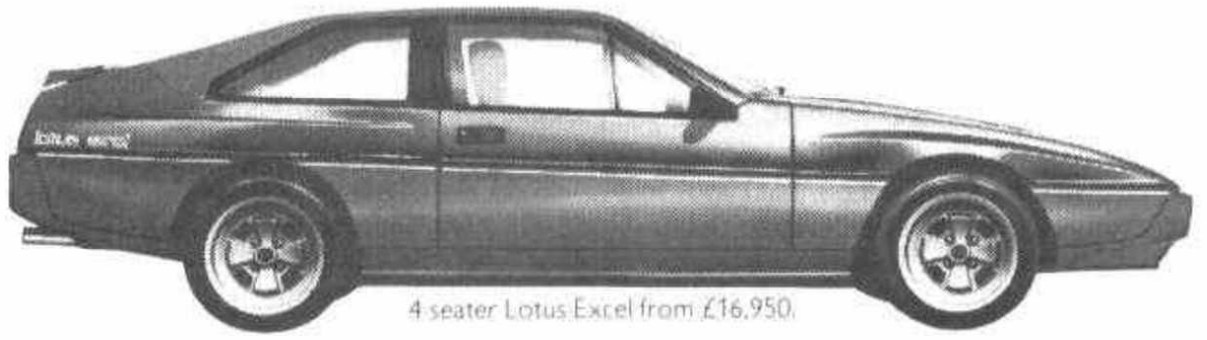
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FRANK NICHOLS at the wheel of one of the first Elva Couriers in the paddock at Goodwood.

Elva

Thirty years ago, the marque "Elva" came to the scene and, for a decade, was one of the world's most successful makers of production racing cars.

DURING a period of roughly 10 years, beginning in 1955, Elva cars enjoyed enormous success in competition but since most of it was in the United States, the marque remained relatively undervalued in Britain. Lotus, Cooper and Lola were the firms which captured the imagination at home, mainly because they were successful in the single-seater categories. Elva was content to concentrate largely on production competition cars, attempting to establish itself on a sound commercial basis. Frank Nichols, the marque's founder, recalls, "Every year I'd write to L'Automobile Club de l'Ouest asking how much they were prepared to pay in starting money for my cars to take part in Le Mans and every year they'd write back and tell me that competing was reward enough. I couldn't run a business on those terms."

In the strictly amateur racing organised by the SCCA, however, Elva competed on equal terms with its rivals and there the firm enjoyed its greatest successes both in terms of wins and of sales. In 1960, for example, Formula Junior was dominated by the works Lotuses of Jim Clark, Trevor Taylor and Peter Arundell. The success of these three brilliant drivers soon convinced everyone that the only way to win in FJ was with a Lotus or a similar, rear-engined, British car. In America Charlie Kolb swept everything before him in his front-engined Elva-BMC which everyone in England knew to be hopelessly out-dated. It was just as well that Kolb apparently didn't know. Kolb's rivals had access to the latest machinery and so it was a fair and square win, but it was one which went almost unnoticed here.

When Jim Clark led the 1962 Nürburgring 1000 kms in his 1.5-litre Lotus 23-Ford it rightly created a sensation. When, the following year, a 1.7-litre Elva-Porsche won the prestigious Elkhart Lake 500 sports car race, it was, if not an equal feat, one which was worthy of comment. In the States it led to 15 immediate orders for cars yet it caused scarcely a ripple in Britain.

The trouble is that all marques of the time tend to be overshadowed by the innovative genius of Colin Chapman and Elva cars tended to be just a step behind Lotus. When the Elva VI, a little rear-engined sports car, first underwent testing in late 1961, it easily lapped under the Goodwood record. Then, at the Boxing Day Brands Hatch meeting, Chris Ashmore created a sensation by latching his 1,100 cc Elva VI-Climax onto the tail of Graham Hill's 3-litre Ferrari. A couple of weeks later, though, the new Lotus 23 went testing and showed itself to be even quicker.

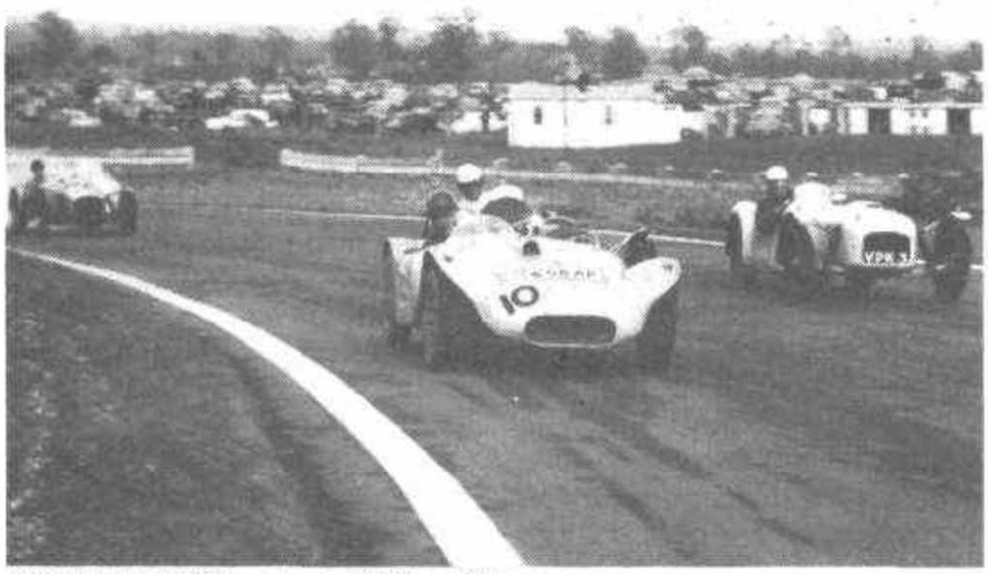
The difference between Lotus and Elva was that Lotus was headed by a designer who was backed by excellent accountants who managed to keep the business going leaving Chapman to explore his art and be almost reckless in his ambition. By contrast, Frank Nichols of Elva was a businessman who limited his company's activities in order to sell racing cars profitably. In practical terms that meant no wholly-supported works teams and, following on that, no employment of the very best in driving talent. It meant no forays to Le Mans, say, and certainly no involvement in F2 or F1.

Frank Nichols was born in Bexhill-on-Sea in 1920 and, on leaving school aged 14, became a grocer's errand boy but had graduated to cutting cheese behind a counter by the time war broke out. Having joined the Territorial Army early in 1939, Frank soon saw action in France, with the 58th Field Artillery. He was evacuated from Dunkirk and was at El Alamein but a wound at Benghazi left him completely paralysed for two years with post-diphtheratic polyneuritis. After recovering, he was sent to the RASC on the transport side and after spells in Italy and Greece was demobbed.

The war changed many things for many people and Frank underwent two of the changes which are not uncommon in the backgrounds of those who were to found the British racing car industry in the Fifties. For one thing, he had been brought into intimate contact with machinery and found he had a flair for handling it, something which perhaps would not have occurred to the pre-War errand boy. In common with many others, he also had heightened expectations of what post-War life might offer. He had no intention of returning to the cheese counter and, instead, used his savings and army gratuity to open a small garage, first in Pevensey, then in Bexhill-on-sea where he serviced cars and wheeled and dealed.

Nichols had always been interested in motor racing so, when his business was sufficiently prosperous, he decided he'd have a go himself. In late 1953, he commissioned a "special" from Mike Chapman of Hastings and while it was abuilding, bought a secondhand Lotus VI with which to gain some experience.

Mike Chapman's car, the CSM was delivered late in 1954, a typical special of its time with a spaceframe, a simple aluminium body styled along Lotus VI lines, a split (Ford) front axle and a coil spring-suspended beam rear end located by a Panhard rod. The engine was linered down from 1,172 cc to 1,100 cc, a special camshaft fitted and transmission was via Buckler close ratio gears. Frank's was very much a "blood and guts" approach, with the throttle either fully open or shut. There was nothing in between, no subtlety. It was a technique which



AN ELVA MK1B in a typical Fifties Club race.

did not lend itself to wet conditions which, not surprisingly, Nichols hated.

A shrewd man, Nichols soon lent his car to John Bolster who wrote glowingly about it in *Autosport*, mentioning the possibility of replicas to be sold in kit form for around £500. This upset Colin Chapman who threatened to sue for infringement of copyright on the grounds that the car used a spaceframe. Frank's reply was, roughly translated, "Seek ye, the sage and the onion". The idea of the spaceframe had, anyway, been around for quite some time though it has to be said that the CSM did bear a resemblance to a Lotus Six, except that it used a torque tube.

On one occasion, Nichols beat Colin Chapman at Brands Hatch and Chapman came up to ask what the secret of the engine was. "If I told you, you wouldn't believe me," came the reply, "but I'm not going to tell you." Nichols' response was not only the guarding of a trade secret, there was just a touch of the shamed-face there too, for he had raised the compression ratio to giddy heights by heating up the cylinder head and melting two brazing rods into each combustion chamber. It's the sort of blacksmith approach you wouldn't want to admit to.

Malcolm "Mac" Witts, Frank's mechanic, suggested making an overhead inlet valve/side exhaust valve head which gave 65 bhp at 5,700 rpm when fitted with twin SUs. Witts had the idea and Nichols saw the commercial possibilities and invested in it. When the prototype was completed, Harry Weslake undertook detail gas-flowing and brake testing as a favour. The production castings were made by Birmingham Aluminium Castings and they were finished off at Frank's business, the London Road Garage (when the unit appeared early in 1955, it was known as the "LRG" head). The head originally cost £58 10s, nearly doubled the output of the 100E engine and, it was claimed, could be fitted in three hours.

As most readers will know, "Elva" is a contraction of "Elle va", French for "she goes", and it was a name suggested to Nichols by Jim Murphy, the brother of Dr Bill Murphy, a friend of Frank's. 1955 saw the first Elva car which was conceived by Nichols and Witts with Bill Murphy assisting with the bodywork and was intended to provide a show-case for the special cylinder head, the notion being to race in order to drum up orders for the head — to sell heads — to make money in order to race.

The new car followed the general chassis layout of the CSM but had Standard Ten front suspension and steering while the rear was again a live axle but this time located by trailing arms and triangulated stabilizer rods mounted on rubber bushes.

In the best traditions of the Fifties, Frank was testing his car in chassis form at Brands Hatch when an onlooker, Dennis Wakeling, asked if he could buy one. With the first sale, the special builder becomes a constructor and so it was that the Elva Engineering Co Ltd was formed. The rolling chassis, less engine, gearbox and body, cost £350. The works could supply a neat but crudely styled aluminium body.

Again Nichols made his car available to John Bolster and again JVB was able to enthuse about it. With a 1,098 cc Ford engine fitted with an Elva head and four Amal carburetters, Bolster achieved a "pretty staggering" top speed of 109.8 mph and found that it could be driven right on the limit all the time without ever becoming unstuck. He used it on the roads for a week, too.

Bolster's road and track test helped the little firm establish itself but, by mid-1955, the cars had already begun to make a reputation, both for speed and reliability, in the hands of Robin Mackenzie-Low, Peter Gammon and Les Leston.

Soon afterwards, Frank's own racing career came to an end when the bonnet of his Elva came adrift in testing and hit him on the head causing severe concussion. "Two weeks later I returned to the circuit and went like crazy — or so I thought. Then Mac Witts suggested I'd be quicker if I ran around the circuit. I was 11 sec off my own pace! I thought I'd better pack up before I did something silly."

It is thought that 20-25 cars were built in 1955, six Mk1s and the rest Mk1Bs which had neater bodies, 15 in wire wheels and Elva's own wishbone front suspension. More authorities claim 20 Mk1/1Bs but Roger Dunbar of the Elva Owner's Club puts the figure higher. The Club has had to work out probable production figures from the chassis plates of the cars it knows. Throughout this article I have accepted the Club's approximate production figures. In some cases these are greatly different figures which have been quoted in other articles on the marque but the Elva Owner's Club must be accepted as the authority in such matters.

The Mk2 Elva which appeared in 1956 had detail modifications, a de Dion rear axle and was generally fitted with Coventry Climax FWA engines. Many, too, were clothed with Falcon fibreglass bodies. It was a good clubman's car but no match for most Climax-powered Lotus Elevens or "bob tail" Coopers.

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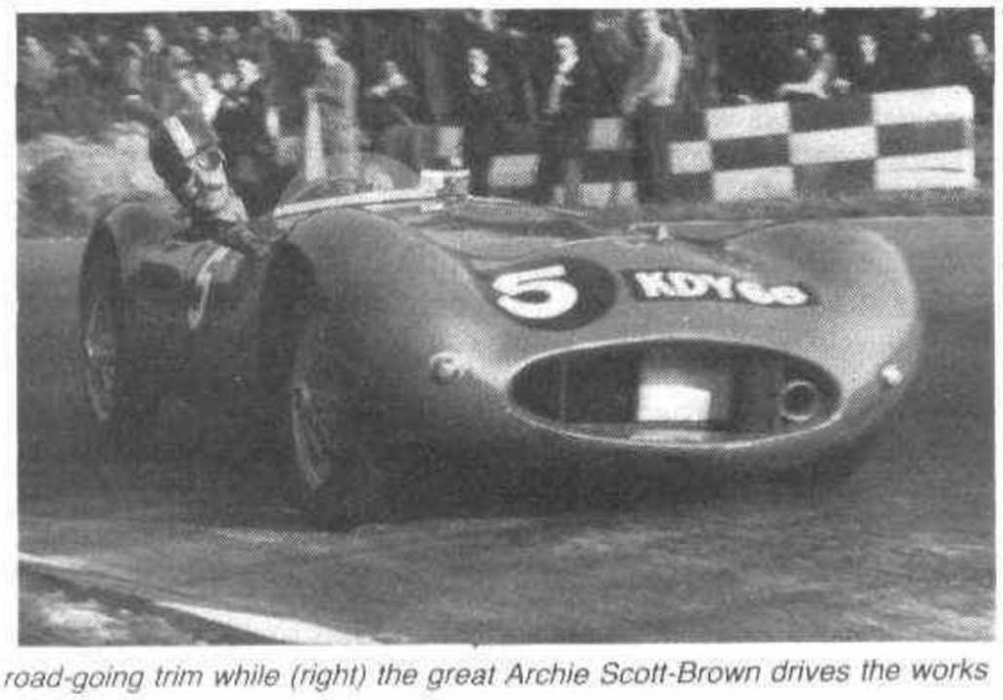


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THE ADVERTISEMENT for Falcon Shells on the left shows an Elva MkII in road-going trim while (right) the great Archie Scott-Brown drives the works development car.



ARCHIE SCOTT-BROWN again, this time at the wheel of the unique Elva III-AJB nicknamed "Sabrina" in honour of a curvy blonde starlet of the time. This car was quick but unreliable.

British sports cars enjoyed great popularity in the States at the time and an order for a Mk1B came from Chuck Dietrich who went on to score many wins in the mid-West. Burdette "Birdie" Martin, together with Frank Beich, began to import them into the States as a part-time activity and then Continental Motors of Washington, D.C., took over the job.

Most of the 25 MkII Elvas made went Stateside and there they were a great deal more successful than they were in England though the marvellous Archie Scott-Brown, who began to drive a works car late in 1956, was able to post a few wins with one. This was not a works drive as we normally understand the term. No money exchanged hands, it was a case of Archie being keen to get as many drives as he could and Frank gladly loaning the development car to a truly great driver.

Having discovered the American market, Nichols concentrated on it. There were two main advantages. The first was that America was neutral territory where amateur drivers raced customer cars without the results being affected by works cars. The second advantage was financial for the American market offered higher profit margins, was expanding rapidly, was less prone to the sort of jolts which, for example the 1956 Suez Crisis gave and, moreover, had no purchase tax problems. In Britain at the time, purchase tax was waived on kit or component cars. The Customs and Excise Service tried to implement the rules and, as vigorously, most competition car makers applied their own cavalier interpretations of them. The full story of all the little tricks, the swapping of chassis plates, the selling of completed cars as "kits", the game of getting the Excise man drunk at lunch and all the other imaginative ploys will one day be told but in the meantime Frank is refreshing in that he does not deny that such things went on. Still, purchase tax was a headache which was avoided by exporting to the States though it also led to a certain vagueness about production figures which has caused problems for many a motoring writer.

1957 saw the MkIII Elva, which was a further update and clothed with an aluminium body. While Lotus could call on the aerodynamic expertise of Frank Costin, the men at Elva relied on eye-experience and in the days when aerodynamics as applied to racing cars were still something of a black art, Elva lost out. You only have to compare the radiator orifices of the Lotus Eleven with the Elva III to see the difference. In racing terms, this meant that Elvas could be competitive on sprint circuits but lagged on speed circuits.

The MkIII was Elva's 1958 production sports racer and was a further refinement of the basic MkI concept though it was lighter and fitted with a bulbous aluminium body which made the little machine look quite bulky. Customers were offered a choice of engines: BMC Series "A" or "B" or Coventry Climax FWA and most chose the latter. Whatever the choice, transmission was through a four speed MG gearbox. It's a small point, the Elva's distinctive cast magnesium wheels first appeared on the MkIII.

Small sports car development had moved along at such a pace that a refinement of a 1954/5 design was not going to be competitive against the Lotus Eleven Series II which had been introduced at the beginning of 1957. Not only was the Eleven winning in Britain but it took two classes and 1-2 in the Index of Performance at Le Mans. It's not surprising then that only twelve MkIIIs were made, half the number of either of its predecessors.

The MkIII's best hope was to find a power advantage, something which Nichols attempted to do throughout Elva's history, beginning with the special head for the 1172 Ford and ending up with the involvement of BMW and Porsche.

It seemed that such an advantage might be possible by using Archie Butterworth's air-cooled flat four engine (see MOTOR SPORT, October 1984). The deal was that Butterworth would supply the engine and a mechanic, Nichols would supply a cut and shut MkIII chassis and Archie Scott-Brown would drive the car.

Butterworth's engine had a unique inlet system, with swing valves operated by torsion springs. It was tricky to get running but once under way it delivered enormous torque and around 100 bhp per litre, then the Holy Grail of all engine builders. Unfortunately Butterworth had been supplied with sodium-filled poppet exhaust valves which had been ill-machined and so, ironically, the engine constantly failed due to the failure of the conventional valves. When the engine failed, Scott-Brown was generally in the lead but we are talking about an engine which fails to complete five laps of the short circuit at Brands Hatch. Finally, at the last meeting at Brands Hatch, the engine held together for long enough for the Elva-AJB to win a race. Nichols, however, had had enough of all the problems and did not take up his option to proceed any further with the engine, and since other potential users had been put off by the constant blow-ups, the AJB engine project passed quietly into history. What a pity this was for the bottom end of the unit was indestructible and the top end was sound as well, if given competent quality control by subcontractors.

During 1957, two significant things happened within Elva. The first was that "Mac" Witts left and his place as the man finally responsible for design under Nichols was taken by Keith Marsden, who later worked for Ford. Marsden had begun with Elva as a mechanic but had taught himself design and draughtsmanship through books and evening classes. As things turned out, he was destined to remain unknown to the majority of enthusiasts who always associated Frank Nichols alone with Elva, but he was unquestionably a gifted designer.

The other significant move was the decision to build a road car, which was an ambitious one given that Elva was only in its third year of



ELVA COURIERS became a popular choice for club racers in the late Fifties and early Sixties. Note that the driver of this example has his door flap open at the Goodwood chicane, no doubt the better to wave Innes Ireland's Aston Martin past.



ELVA'S MkIV was a car which could beat the Lotuses but, alas for Elva, Eric Broadley entered the equation with his Lola Mk1. This shot shows S. D. Hill winning an event at Aintree in September 1961. Clearly visible are the distinctive cast magnesium wheels which became an Elva trademark from late 1957 onwards.

existence. This became the ultimate responsibility of Peter Knott, introduced to Nichols by Archie Scott-Brown. Knott stayed with Elva for only a short time and the Courier was his only design for the company.

Frank says, "The Courier was conceived as a car for the road which could also take part in competitions and the ideal customer would have a weatherproof head and a pneumatic bum. The car came about at the prompting of Walter R. Dickson, our American importer, who ordered 30 cars and whose instalment payments allowed the car to be built and developed. Dickson later ran into financial difficulties and his problems affected us badly but I have to say that for a long time he did very well for us."

The Courier was a simple, light, car with a tubular steel chassis fibreglass body, Elva front suspension, live rear axle and a BMC Series "B" engine tuned to give 72 bhp against the 68 bhp of the heavier MGA. It handled well and would accelerate from 0-60 mph in 9.2 sec and, more, was sold in the States for an initial price of the equivalent of £1,150. A new factory was opened in Hastings to produce the cars and Couriers first appeared on the circuits in 1958. It was an instant success and was soon winning racing on both sides of the Atlantic, indeed, the SCCA eventually had to modify its class structure to move the Courier up to compete against bigger-engined cars. It has to be said, though, that the Courier faced little in the way of real opposition in its class.

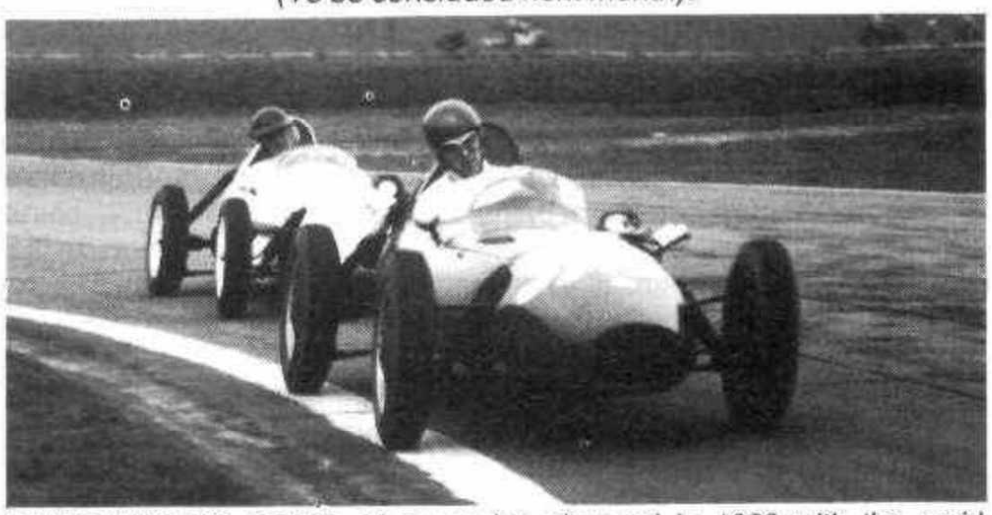
1958 also saw the MkIV the first of the cars Marsden designed with Nichols. This was a crisply-styled sports racer powered by a Coventry Climax FWA engine driving through an MGA gearbox with, as before, a spaceframe and alloy drum brakes. The thing which made it unusual was the independent rear suspension in which the unsplined driveshaft served the function of the upper wishbone. It is sometimes said that the MkIV was the first racing car to use this system but the fact is that Eric Broadley was developing the Lola MkI on similar lines at the same time and the Elva happened to be finished a few weeks before the Lola. Ian Raby drove the prototype in Britain without scoring any notable successes, though the car did well in the States and revived Elva's fortunes in small capacity sports car racing by selling 32 examples altogether.

The MkIV's rear suspension shows that Nichols and Marsden were innovative and it was hard luck that Broadley had brought out his Lola at the same time for that was the cream of small front-engined sports cars. Without Lola on the scene, Elva should have been able to have beaten Lotus in 1959, for the Lotus Seventeen was something of a disaster.

Nichols really needed a good works driver and, in October 1958, nearly secured the services of Peter Ashdown who, after testing the car at Brands Hatch, hung around the circuit and was invited to try Broadley's prototype Lola. Nichols never did find the one special driver with whom to form a team. The MkIV was Elva's production racer for 1959 and it began well in the States by scoring a 1-2 in class in the Sebring Twelve Hour race. That success led to orders in the States but in Britain 1,100 cc racing was all about Peter Ashdown and his Lola. This was a shame for Elva for the MkIV was probably better than either the Lotus Eleven or seventeen. As soon as Nichols was in a position to beat Chapman, along came Broadley!

Midway through 1959, the MkV appeared, an uprated, even lower, development of the MkIV. The prototype was put in the hands of Mike McKee, an exciting driver who seemed certain either to wrap himself around a tree or else become an F1 ace (where is he now?) but even McKee's talent and enthusiasm was no match for the increasing number of Lolas which were appearing. McKee was able to mount a challenge but never to beat them. The MkV became Elva's production sports racer for 1960 and, as before, it did quite well in the States, selling a total of 10 cars, but 1960 was to see a dramatic change of emphasis in racing at a junior level. — M.L.

(To be concluded next month).



WHAT WAS TO COME. Motor racing changed in 1960 with the rapid spread of Formula Junior, a category in which Elva was initially very successful with these simple front-engined cars.

THE FORMULA ONE SCENE

THE 1985 Grand Prix season was a good one, and it looks as though the 1986 season is going to be even better. In 1985 we had a lot of interesting developments, and a few unfortunate ones, but the growth in strength of the Honda-powered Williams cars was one of the outstanding features of the season. For a long time it was beginning to look as though the Williams team and its Japanese engine men were not making any progress in all aspects, handling, road-holding, engine power and reliability. Then at mid-season Honda produced what was in effect a Mark 2 version of its turbocharged V6 engine that had grown from the earlier Formula 2 engine. The Germans would call this new Honda engine a "second generation turbo unit" and it soon became obvious that it was only a matter of time before Rosberg or Mansell was going to win a race for the Williams-Honda team. The way they ran first and second in the Italian Grand Prix on the fast Monza circuit until trouble intervened was very impressive, and it was no surprise to see them win the last three races of the season, at Brands Hatch, Kyalami and in Adelaide. Irony of the whole affair was that everything began to "come good" about the time that Keijo Rosberg announced that he was leaving Williams at the end of the season and joining the very successful McLaren International team. In no time at all Nelson Piquet announced he was leaving Brabham, after a seven year sojourn, and was taking over number one spot with Williams. Personally I can't wait for the 1986 season to get under way to see the results of Piquet working with Patrick Head on the new Williams-Honda project, for now that Honda has adequate power and commensurate reliability it is putting all its knowledge into a new engine for 1986. A "third generation V6 turbo-charged engine".

Although Nelson Piquet and the BMW-powered Brabham had a dreadful season as regards tangible results, they were never far away from the front and when everything was right Piquet showed his usual brilliant form, walking away with the French Grand Prix. Everyone was agreed that he would have done the same in the European Grand Prix at Brands Hatch had he not clipped the wayward Williams-Honda of the spinning Rosberg. While Piquet was left derelict in the middle of the track the irrepressible Rosberg charged off undamaged and did one of the best drives of his stormy career. Brabham's biggest headache was the team-owner pulling a "coup" which put the team on Pirelli tyres when it looked as though good tyres were going to be short. As it turned out Bernie Ecclestone was a bit too hasty, and he could probably have stayed with the more successful Goodyear tyres, but money was involved so he didn't lose out financially. However, it did give Piquet and Gordon Murray some headaches until Pirelli got a grip on the tyre scene, as it applies to a leading runner. Another problem was that of BMW who was marginal on the fuel consumption stakes, so that Piquet often had to try and race with the turbo pressure held low, so low that he was barely competitive with the mid-field runners, even though he was at the front during qualifying.

Once again Piquet had to carry the Brabham flag on his own, for the season began with François Hesnault trying to cope with 850 bhp and 550 kilogrammes rather unsuccessfully, and then his place was taken by Marc Surer. The quiet Swiss from good farming stock, did a much better job and by the end of the season he was almost capable of supporting Piquet as a strong number two. A really top driver can usually look after himself against any opposition, but when the opposing teams field strong pairs like Prost and Lauda (McLaren), Rosberg and Mansell (Williams), Alboreto and Johansson (Ferrari) or Senna and de Angelis (Lotus), then a little help is welcome.

With Piquet leaving the Brabham team, the owner once more took a long time to commit himself to new drivers, but it looks as though the Brabham-BMW drivers for 1986 will be Riccardo Patrese and Elio de Angelis. I will refrain from comment about their ability as top Grand Prix drivers, suffice to say that both have considerable talent but it has to be provoked, it does not pour out spontaneously.

By any standards the overall seasonal performance of the McLaren International team was nothing short of remarkable. After the 1984 season when it really dominated the scene it began to look as though it was going to be beaten in 1985, and on occasions it was, but the Golden Book says "Champion Constructor 1985 — McLaren-Porsche; Champion Driver — Alain Prost" and you can't really improve on that. Niki Lauda decided that 1985 was going to be his last Grand Prix season so McLaren wasted no time in doing a deal with Keijo Rosberg, who starts the 1986 season alongside World Champion Alain Prost. I say "alongside" for there is no way you can describe Rosberg as a number two driver, and a World Champion who has won 21 races in his short career can hardly be number two material. The smooth, fast, regular and calculating Prost is one thing, while the ebullient, super-fast, irrational, heroic, hard-charging Rosberg is quite another, and just how John Barnard and his engineers are going to cope with these two disparate drivers will be interesting to watch.

If it hadn't been for Lotus and/or Renault, new boy Ayrton Senna would have won a lot more than two Grand Prix races in 1985. I can't recall a relatively new driver being so dominant in his first season with a front-running team since the days of Bernd Rosemeyer and Auto Union in 1935. Agreed, Ayrton Senna made mistakes, but the season was one of heartbreaks for if the Renault engine in the Lotus 97T didn't go wrong, then something in the Lotus side of the equation did. Senna was remarkably philosophical about it all, though he did show just a suspicion of irritation about mid-season, but he soon recovered his composure. I have seen many drivers blow their top for a lot less aggravation than he received in 1985. If Lotus and Renault can come up with the goods in 1986 then I hardly need suggest who will be out in front. With de Angelis giving up the unequal struggle to match the brilliant young Brazilian, and going to the Brabham team, the number two car was open to offers, but it was made quite clear that it was a number two car, and not an equal number one. After much talk and discussion Derek Warwick is filling the seat, in the full knowledge that Ayrton Senna is the blue-eyed-boy at Hethel, but if Warwick can overcome the psychological depression forced on him by Renault during 1985, and drive like he did with the Toleman team, he can't fail to do himself a power of good. If he keeps up with Senna we will all be impressed, if he beats Senna we will cheer loudly, for that will be something to be proud of, for Senna and Lotus are a known standard.

The whole future of Lotus is really in the hands of the Regie Renault, who will continue to supply engines to the Norfolk-based team. The Renault team having pulled out of Grand Prix racing prompted the reasonable thought that it might affect the development work on the French V6 turbo engine, but the Regie has assured Lotus that development work will continue at the normal rate, and they really look upon Lotus as the carriers of the good name of Renault. Certainly 1985 saw Lotus showing that Renault engines were as good as any of the opposition, so all Lotus followers are viewing 1986 with fingers crossed.

To me Ferrari will always be the Scuderia Ferrari, the red cars from Maranello, and Grand Prix racing without them does not bear thinking about. In typical Ferrari fashion the team went through 1985 on a series of highs and lows. When it was up, it was right at the front, when it was down, it was so far back that it was embarrassing. Unlike some teams, it does not stay at the back for long, and 1986 will see the same basic layout with Michele Alboreto and Stefan Johansson driving for the Scuderia once more. When things are right neither driver is found lacking, but they do need encouragement in the way of mechanical superiority or at least equality. By the end of 1985 the Ferrari factory had been forced to accept the unpalatable fact that its V6 turbo engine was losing out to Porsche, Honda, Renault and BMW as regards sheer power and torque. Engines have always been Enzo Ferrari's real love and overall his engineers have not made bad engines. But sometimes other people make better ones, as Vanwall did in 1957 and Cosworth did in 1967. One can imagine that long hours are being worked in the Maranello engine research department at the moment.

That, then, is the scene at the front of the Formula One world. Five teams full of potential, both known and promised. Ten drivers all capable of claiming pole-position on any starting grid given equal opportunities, indeed ten drivers who could all win a Grand Prix without causing any "Yes, but. . ." remarks. This means that anyone else in Formula One is going to have a hard time making their presence felt. From the mid-field we have lost the teams from Renault and Alfa

Continued on page 30

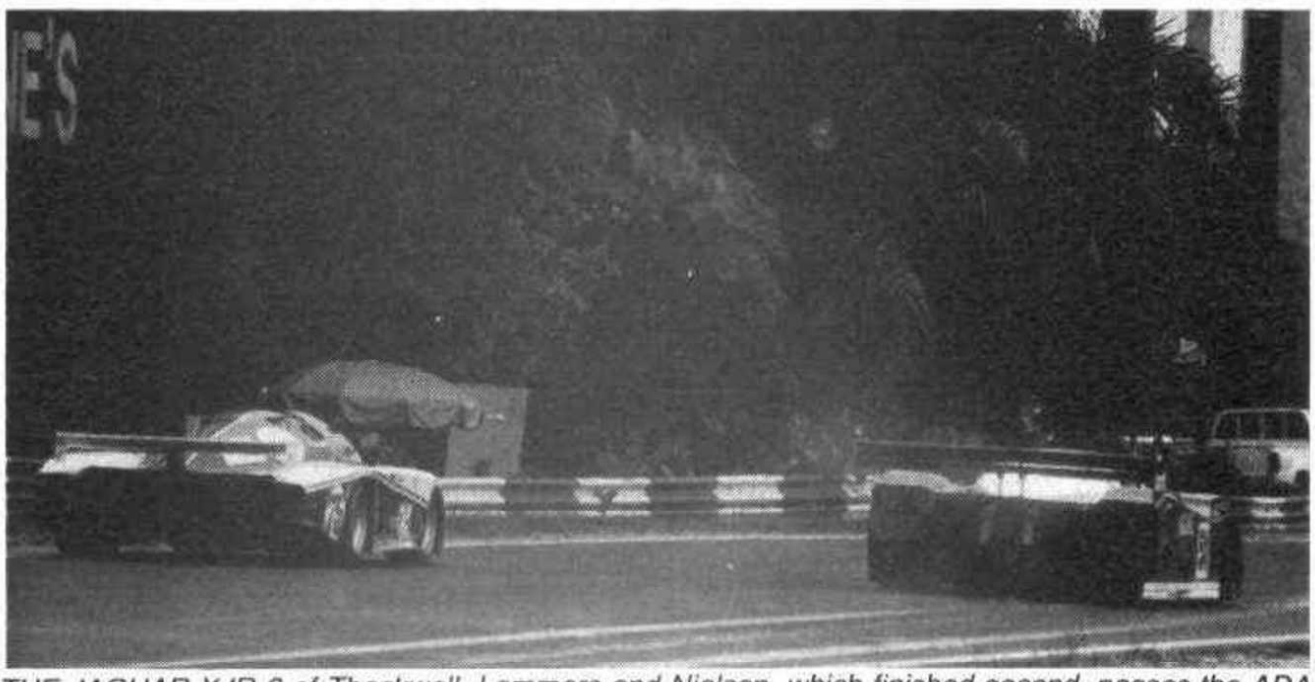
W.E.C.

TOM WALKINSHAW'S Jaguar XJR-6 sports-car team has achieved much in the space of four months, and earned its best result in Selangor, Malaysia on December 1 when Mike Thackwell, John Nielsen and Jan Lammers finished second overall, on the same lap as the Rothmans-Porsche 962C of winners Jacky Ickx and Jochen Mass.

Other than two or three minor setbacks during practice, usually attributable to the human element, the Jaguars were both quick and reliable through the weekend, though a tyre failure eliminated the better-placed car driven by Lammers early in the 500-mile race. It was a track that favoured the tremendous torque of the V12 engines, enabling them to spring, catlike, out of the slow corners where the turbo Porsches needed winding up, their drivers waiting for the boost to arrive.

The Tony Southgate-designed Jaguars were visibly harder-sprung, too, with massive ground effect having the green cars dancing over the rippled tarmac. Lammers, with adrenalin flowing on the first day's practice, found some bumps off-line while outbraking the Ceekar and skittered to the outside edge of the track, nearly taking a surprised David Andrews off altogether. Raising the Jaguars' ride height reduced the clashing noises, and after holing two radiators in off-course excursions the Dutch driver excelled himself in heading the time-sheets for the second non-qualifying practice session.

Typical high-boost, fingers-out efforts by Mass and Stuck put them onto the front row, as was almost inevitable, Mass claiming pole with a 1 min 21.33 sec and Stuck some 0.3 sec slower after breaking a driveshaft at the end of his quick lap. Newly crowned World Champion drivers Stuck and Derek Bell were assigned the 956 equipped with PDK transmission, Porsche's interesting twin-clutch, semi-automatic system which was also tested that week by Walter Röhrl's Audi Quattro on the RAC Rally. After faltering starts at Kyalami in 1983, and at Imola last year, the PDK is now much closer to being a serious proposition, despite its weight penalty of 35 kg. Faster, stepless changes improve the acceleraton and enable the drivers to change gear in the middle of a corner, if they wish, making the selection of correct ratios rather less critical. It also has the advantage of overcoming turbo lag. Other than the weight penalty, though, the whole transmission jars when upward changes are made, especially from first to second, and the drivers avoided using first



THE JAGUAR XJR-6 of Thackwell, Lammers and Nielsen, which finished second, passes the ADA Gebhardt of Harrower, Clements and Piper which came sixth overall and first in Group C2.

gear out of the tight Rothmans Corner, leading onto the pits straight. Even so, Stuck had broken a driveshaft at Weissach, another on Saturday at Rothmans Corner, and would break two more during the race . . . most racing car designers would contend that drivers are leadfoot zombies but, given a clutch pedal, the endurance drivers really do know how to look after a transmission, and the PDK system has yet to learn the secret.

Muhammed Ali was renowned for his trick of dropping his hands and offering his chin to an opponent; in a way the works Porsche team did that, too, at Selangor, putting 35 kg of ballast in the front of the "Mix" 962C in order to have a direct comparison of performance and fuel consumption. This has to be remembered when evaluating the performance of the Jaguars, on a track that heavily favoured their particular characteristics, but Walkinshaw is certainly too canny to let himself be carried away by the result. "We've got a lot of work to do in the next four months" he said before the race. "We're 50 kg overweight, and we want to develop the four-cam engine which has the power, but not the economy at the moment." After the race he added to that list the need to do something about the low-slung forward mounted radiators, vulnerable in combat and well placed to fry the drivers in unusually hot weather conditions (Malaysian temperatures were in the low 30 Centigrade bracket, but it was the humidity which caused the driver so much stress and discomfort. Put on three layers of Nomex, carry out an hour of strenuous exercise in a sauna, and you'll know about their environment).

A shunt by Barilla's Porsche 956 reduced the field to just 15 cars, not exactly a marvellous advertisement for endurance racing but in the circumstances enough to mitigate the promoter's losses. Pre-event publicity for Malaysia's first-ever World Championship motor race was impressively thorough, and the organisers talked of limiting ticket sales to 60,000 to avoid overcrowding. Unhappily the populace stayed away in their thousands, and it would be surprising if 6,000 people paid to watch a very entertaining motor race, at the end of which 11 cars were classified.

The Kremer brothers, Erwin and Manfred, did not after all bring two cars since a sponsorship deal fell through, and this was just as well since, four days before the race, FISA announced in Paris that the Kremer-Porsche team's entrant licence would be withdrawn for non-payment of a $10,000 fine imposed by the stewards of the Mosport 1,000 kilometres, in August. In this supposedly compassionate, enlightened age the stewards penalised the Kremers because, when Manfred Winkelhock crashed fatally, their mechanics took control of the rescue operation (or "usurped the authority of the corner workers" as a spokesman put it to us) and borrowed the doctor's car to get more equipment from the pits, while the pace cars were still out

Technically some rules may have been broken, and possibly a mild slap on someone's wrist might have been justified, but only a rhinoceros could behave worse than the CASC and FISA in the handling of this affair. It is even claimed that the Kremer team received only a verbal notice of the fine, without written confirmation, and if this is correct then one can only wonder at the

crassness of the powers in control of the sport. We exclude Pierre Aumonier, president of FISA's endurance commission, from that judgement for he had been asked to prepare a report for FISA's December plenary meeting, and, in Malaysia when the suspension was announced, he was as surprised as anyone. Invitations to the 1986 running of the Mosport 1,000 Kms, if ever issued, will be about as welcome by the teams as a summons to a midnight feast with Count Dracula.

But we digress. Oscar Larrauri excelled himself during the qualifying session to take third place on the grid in the Brun Motorsport team's Torno Porsche 956 (the ex-Richard Lloyd/Canon car). The Argentinian was visibly quick, weaving under hard braking, early on the power, and managed 1 min 21.88 sec despite a faint high-speed misfire which got bad, and worse, and worst as the weekend went on. Massimo Sigala and the star German C2 driver, Frank Jelinski, shared the Torno Porsche, while behind the Jaguars came Franz Konrad, with Australian Andrew Miedecke in John Fitzpatrick's Porsche 956, and Christian Danner with Costas Los in the Cosmik Racing March-Porsche 84G. Vern Schuppan and James Weaver were at the tail of the C1 entry in the Rothmans camera car, the 956/007 which Stefan Bellof crashed at the 'Ring in 1983 and was subsequently rebuilt by Richard Lloyd Racing. Keith Greene managed the car and, although it was a makeweight when compared with the visually similar works machines, it acquitted itself well; with mechanical injection it was not as economical as the other Porsches, all of which have Motronic engine management, and had to be raced accordingly.

The early laps of the sweltering race were true to practice form with Mass leading Stuck, Thackwell leading Lammers, and Larrauri in pursuit; Danner was doing a fine job in the overweight March-Porsche to hold sixth place for many laps, holding off Schuppan and Konrad, then Dickens and Barberio were having a fine scrap for the C2 class lead. Neither was to keep up the pace, Dickens making two long pit stops in the Gebhardt with broken gear selector forks (it retired at half distance), and the Alba was suffering from a deceased clutch, soon to hand a decisive class lead to Harrower.

Stuck had a rare spin and needed to overhaul the Jaguars, and Thackwell was already feeling the effects of the heat, stopping for a driver change after 45 minutes. By that time the Lammers' tyres, the left-rear at any rate, had felt the heat too and thrown its "tread", the Dutchman choosing to spin onto the unforgiving run-off rather than hit the armco. The car was stuck fast, and Lammers walked back to be allocated the third (but most significant) drive in the Thackwell/Nielsen Jaguar.

At the three-hour mark, and thanks to a particularly good stint by Derek Bell, Stuck had a handy 33 second lead over Mass, the PDK transmissioned car having led a race for the first time for a total of 50 laps. That was about its lot, though, as the left-hand driveshaft snapped in two, and its replacement did so 95 minutes later. Since the shafts are longer than normal, and cannot be interchanged, Rothmans had to give up at this point lacking a further spare.

Mass and Ickx had a three-lap lead over the Jaguar and could gently wind the pace down all the way to the flag, taking good care of the 962C when two rainclouds let go over the track, one merely making the asphalt steam, the second making it necessary to stop for rain tyres. Lammers made a spectacular exit from the pits on "wets", passing the Porsche pit at a good 100 mph and with a glorious V12 howl which, we believe, the Germans rather enjoyed. He went straight through the red light, too, but if clerk of course Pierre Aumonier saw anything he raised no objection.

The Malaysians were very much Jaguar fans, rising to their feet and cheering as loudly as any Silverstone crowd when Lammers got onto the same lap as Mass, half an hour before the finish, but the German had only to hold station behind the Jaguar to be sure of his victory, a doddle for a former Grand Prix driver. Even so, you could say that the TWR Jaguar was only a puncture away from a sensational success, though Lammers could go no faster since he was low on fuel (just 1,100 cc of fuel, enough for half a lap at most, remained in the tank).

Larrauri's car dropped further and further back with various electrical problems, first in the ignition circuit, then in the distributor, and Konrad spun the Fitzpatrick Porsche into the barrier when being passed by Lammers, so Schuppan and Weaver had no problems in claiming third place. Danner's fine drive was thwarted by starter motor problems, and Wallace's efforts in the Roy Baker team Tiga by a dud alternator, leading to disqualification for changing a battery out on the course.

— M.L.C.

RESULTS

Selangor 800 Kilomtres, Malaysia, December 1. Tenth and final round, World Endurance Championship for Drivers. 217 laps, 802.9 kms. Weather, hot and humid

1st	J. Mass/J. Ickx	(2.6 t/c Rothmans-Porsche 962C)	5 hr 32 min 03.34 sec — 145.13 kph
2nd	M. Thackwell/J. Nielsen/J. Lammers	(6.0 TWR Jaguar XJR-6), 5 hr 33 min 25.73 sec	
3rd	V. Schuppan/J. Weaver	(2.6 t/c Rothmans-Porsche 956)	208 laps
4th	F. Konrad/A. Miedecke	(2.6 t/c Fitzpatrick Porsche 956)	205 laps
5th	O. Larrauri/M. Sigala/F. Jelinski	(2.6 t/c Brun Porsche 956)	195 laps
6th	I. Harrower/E. Clements/R. Piper	(3.3 Gebardt-DFL C2)	191 laps
7th	J-P. Frey/P. Barberio/J. Nicholson	(3.3 Grifo Alba-DFL C2)	189 laps
8th	C. Danner/C. Los	(2.6 t/c March-Porsche 84G)	187 laps
9th	D. Palmer/M. Hall	(1.8 t/c Tiga-Ford BDT C2)	182 laps
10th	M. Payne/D. Andrews	(2.0 Ceekar-Ford BDX C2)	175 laps

Fastest lap: Mass, 1m 24.52 sec (157.65 kph)

Final points, WEC for Drivers: D. Bell and H. Stuck, 117; J. Mass and J. Ickx, 101; K. Ludwig and R. Wollek, 58; P. Barilla, 52; A. Nannini, 50. **C2:** G. Spice and R. Bellm, 130; R. Mallock, 75; M. Wilds, 65; M. Payne, 62; D. Andrews, 54; F. Jelinski, 50.

FORMULA ONE SCENE continued from page 20

Romeo, both withdrawing at the end of 1985. Renault was a fully-fledged manufacturers "works team" but Alfa Romeo was only an engine supplier to the Euroracing Team. While Renault sank ignominiously from a position of power at the top, due to a multitude of reasons, not the least the loss of Alain Prost the driver and, later, Michele Tetu the engineer and Gerard Larrousse the team director. Alfa Romeo as represented by Euroracing was never at the top. While it was sad to see the Regie Renault team get left behind by the other industry-supported teams the Alfa Romeo team was nothing more than an unfortunate joke, and the joke had worn very thin. Of the drivers involved, Warwick and Patrese have joined other top teams, and Eddie Cheever would appear to be turning his hand to other forms of racing, while Patrick Tambay has joined the Carl Haas Ford-backed team with the new turbo V6 Cosworth engine. As a feeler the team ran a few races in 1985 with a straight forward car powered by a four-cylinder Hart engine, with Alan Jones at the wheel. 1986 will see a serious entry into Formula One with a two-car team, driven by Jones and Tambay and powered by Ford. This time the Cosworth tie-up is with Detroit and the Dearborn research centre, and Ford will want its team up among Porsche, Honda, Ferrari, Renault and BMW, for to Ford-Detroit they are the people to beat, not Williams, Brabham or McLaren. Even with equal power and chassis it is not going to be easy for Jones and Tambay to get the name of Ford up near the front, but it is going to be interesting to see them try.

Before the 1985 season had finished there were V6 Cosworth-Ford engines on the test-bed, not just in Northampton, but also in Dearborn. This whole project just has to be taken seriously, regardless of the publicity-machine operated on behalf of the Carl Haas sponsors, the Beatrice group of companies, and also regardless of the fact that the said Beatrice Group of something like 84 different companies, is up for sale or a take-over bid in the financial market place.

With all that high-powered industry-orientated activity it is not surprising that Formula One is looking good, but it does mean that the "amateur teams" like Tyrrell, Arrows, Toleman and Ligier are going to be hard-pressed to keep up. The teams at the back, like Osella, Zakspeed, RAM and Minardi can only keep plugging away and hope that the "mighty" fall now and then and allow them to profit by it.

It all starts in Brazil in March but even as these words are being written the first serious test season is taking place on the Estoril circuit in Portugal, as new drivers try old cars and old drivers try new cars, and everyone begins to concentrate even harder on efficiency and engine-management in order to race competitively on even less fuel than they were allowed in 1985. — D.S.J.

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Rally Review



HENRI TOIVONEN and Neil Wilson enjoy their triumph in Nottingham.

New Cars Dominate Lombard RAC Rally

HAD we been asked a few years ago whether we believed it possible for a new car to be entered in a round of the World Rally Championship for the first time and, against reliable opponents with proven success records in the series, to take outright victory, we would have smiled at the ludicrous nature of the question.

The days of building cars, packing vans and setting out for rallies are long gone. Nowadays, any team with ambition has to spend an enormous amount of time and money designing, developing and testing, working from scratch with only a token reference to the drawings of the original showroom model. Two hundred versions then have to be built and they are ready to go.

But even after a rigorous development programme, the old adage still holds good that gremlins seldom appear until numbers are put on the sides. The first competitive outing for a new car is nerve-racking for any team, and its first appearance in a World Championship event even more so.

All the more remarkable, therefore, that in November's Lombard RAC Rally, the first three cars to finish, from a field which included present and previous World Champion drivers and manufacturers, were taking part in a World Championship event for the first time.

True that Lancia's new 4-w-d, rear-engined Delta S4 and Austin-Rover's new 4-w-d, rear-engined MG Metro 6R4 had been rallied before, but this was their first appearance against the determined opposition of other international teams. Lancias, driven by Henri Toivonen/Neil Wilson and Markku Alén/Ilkka Kivimäki, took first and second places, whilst the Metro, driven by Tony Pond/Rob Arthur, was third.

The might of Peugeot and Audi came to nothing in the first leg of the rally, when both 205 T16s and both Sport Quattros retired in the first leg, leaving the two Lancias and the MG Metro almost in a rally of their own, considerably ahead of the other runners. The second Metro of Malcolm Wilson/Nigel Harris also retired. Fourth place, well behind the closely bunched leading trio, were privateers Per Eklund/Björn Cederberg in one of the older Audi Quattros, not the shorter Sport version, whilst fifth place went to Safari winners Juha Kankkunen/Fred Gallagher in a Toyota Celica, the highest placed 2-w-d car.

The first manufacturer to rally 4-w-d vehicles successfully was not Audi, as we've heard suggested, but American Motors, for whom Gene Henderson/Ken Pogue won the 1972 Press-on-Regardless Rally in a Jeep Wagoneer. However, its transmission system was hardly anything but basic, and in any event, probably due to pressure from European manufacturers who feared an American invasion, the CSI, as it was then called, announced a ban on 4-w-d vehicles in rallying.

Possibly under the weight of equal but opposite pressure, FISA subsequently lifted that ban, and very soon afterwards Audi unveiled its Quattro, started winning with it, and set a trend which other manufacturers with rally teams felt obliged to follow.

Peugeot then went one better by combining four-wheel-drive with the already successful (Alpine, Stratos, etc) rear-engine configuration, and cramming the lot so tightly into a short wheelbase car that the two-seat compartment left for the crew could only be described as tiny.

Lancia, Austin-Rover and Ford followed suit, and although the Boreham car has still to compete, it did make an appearance at a test stage just before the RAC Rally — and made best time, incidentally, although that should be considered no more than academic.

It seems amazing that a rally which takes place largely in bleak, foggy, cold, wet and often snowy moorland or mountainous regions should always attract the highest level of entries. The reason for this is twofold; firstly the popularity of the forest tracks which Jack Kemsley first introduced to the event more than two decades ago and, secondly, its location close to the world's leading works teams and greatest concentration of privateers, whose transportation costs are therefore minimal.

The starters numbered 154, among them professional teams representing Peugeot, Audi, Lancia, Toyota, Mazda, Nissan, Opel, Austin-Rover, Skoda, Subaru, Vauxhall, Citroën and Isuzu, some with a greater degree of professionalism than others, of

Peugeot's two crews were World Champions Timo Salonen/Seppo Harjanne, and Kalle Grundel/Terry Harryman. Harryman has recovered well from the injuries he sustained in Argentina, but Vatanen's recovery is much slower, though sure.

Driving the two Audi's were Hannu Mikkola/Arne Hertz and Walter Röhrl/Phil Short. Röhrl makes no secret of his dislike of the RAC Rally, largely because he cannot practice and make notes, and his presence must have been with some reluctance. To give him at least a little less disadvantage against those who compete regularly in British forests, he had the services of a British co-driver rather than his regular

partner Geistdörfer who worked instead as service planner.

Interesting was the fact that whilst Mikkola's car had a six-speed manual gearbox, Röhrl's had the new five-speed automatic 'box with which the clutch pedal is only used for starting and stopping, and which can be "converted" into manual at the touch of a switch.

The Cologne-based Toyota team, although highly successful in tough African events, had no illusions about being able to beat four-wheel-drive cars over a series of comparatively short special stages with ample opportunity for service, but they nevertheless brought two Celicas for Björn Waldegård/Hans Thorszelus and Juha Kankkunen/Fred Gallagher. These two partnerships are about to break up, for Kankkunen joins Peugeot in 1986 and Thorszelius plans to devote more time to business.

Austin-Rover, with a considerable change of staff since Abingdon days, produced two of their oddly shaped Metro 6R4s, functional aerodynamically but certainly not an attractive prospect for the buyer of a road car. Drivers were Pond and Wilson.

Opel had three Manta 400s for Russell Brookes/Mike Broad, Jimmy McRae/Ian Grindrod and Erwin Weber/Gunter Wanger, the latter crew being the pair who came very close indeed to winning the Safari this year, losing their lead on the last morning after engine stoppage. A Group A Ascona came from Sweden for Jonsson/Johansson and there were Group A Vauxhall Astras driven by Airikkala/McNamee, Wood/Nicholson, Nichols/Grist and Davidson/Nicholson.

Mazda RX7s were driven by Ingvar Carlsson/Benny Mellander and Rod Millen/Brian Rainbow, the latter driver being the US-resident New Zealander who uses a 4-w-d version of the RX7 in American events.

John Haugland/Jan-Olof Bohlin and two Czech crews drove a trio of Skoda 130LRs entered by the British importers, whilst Subaru Sport brought three 1800 RX Turbos for Pitkänen/Mynott, Geitel/Hakkinen and Morton/Bland.

Following its itinerant trend since the early '70s, the rally was based this year at Nottingham, where, in a city centre hotel, rally headquarters were fortunate to have a multi-storey car park in the next block. Without that, there would have been parking chaos, although a few people (not competitors) discovered too late that the gates were kept locked on Sundays!

The route was rather more complex than it has been in the past, not always easy for servicing, and subject to criticism by some competitors because rest periods were short and at odd times, although it wasn't so long ago that the entire event had one night stop and nothing else; the driving was shared so that sleep could be snatched on road sections, and if you were lucky you got the bonus of the odd half-hour here and there after making up time into a main control.



BRIAN WIGGINS — Group N winner in the Vauxhall Astra.

The mid-November snowfall had suggested that the special stages, particularly those in Wales and the northern parts, would be very slippery indeed, and a great deal of attention was paid to the selection of tyres for such conditions. Austin-Rover was at a disadvantage here, because although the team had done considerable tyre testing during the development of the car, none of it was carried out in really wintry conditions.

Some of that snow disappeared at the start, but it returned in places, and bitterly cold weather ensured a good coating of ice on many of the forest tracks. Freezing fog was another hazard here and there, although the coldest nights were towards the end when a clear sky and a bright moon signalled the absence of any insulating cloud layer.

An innovation at Nottingham was to site the start ramp at the departure line of the first special stage in the city's Wollaton Park. It was just a short one, hardly more than a mile, but as a crowd puller it was most effective, and it was a shrewd move by Toyota GB to sign it up for sponsorship and banner advertising.

These opening stages are invariably short, so penalty differences are usually minimal, and it is an imprudent driver who tackles them at 100%. Even if someone made best time on all seven openers, his advantage would be so small that it could be removed entirely at the first stage of any decent length.

Most people therefore treated them with caution, Tony Pond in particular, for he was determined not to repeat his debacle of last year when he put a Rover off the road on the opening stage and retired against a tree. The 11 fastest cars on the slippery Wollaton stage all had 4-w-d transmissions, Alén fastest by one second from Salonen and Toivonen, and Pond 10th fastest but only six seconds slower than him.

The four-mile tarmac stage at Clumber was next, followed by a mixed surface 3.5-miler at Chatsworth. Already McRae was having trouble with his brake calipers, Kaby with his master cylinder and both Alén and Waldegård with their gearboxes.

Carlsson lost a little time when his Mazda went off the road in Trentham Gardens, where the banners were those of Champion, and Toivonen lost a few of his gear ratios after a heavy landing. The Subarus were suffering turbocharger inefficiency due to an oil leak, and their drivers discovered that their standard transmission ratios were totally unsuitable for the event.

Toivonen hit some logs in Weston Park, damaging the front right bodywork and perhaps adversely affecting the aerodynamics. It was some time before a new front could be fitted, for the team didn't have enough body parts with them for every service van to carry. Röhrl broke a front shock absorber, Pitkänen had what seemed like gasket failure on his Subaru and retired soon afterwards, whilst Japanese crew Kawahara and Yoda indulged in a spot of bush fettling by wiring spanners together to "splint" a broken steering so that they could get their Nissan to their service car.

Meanwhile, McRae had cured his brake problems and Waldegård was happier after having a new gearbox fitted.

That crowded stop at Worcester signalled the end of the day's "Mickey Mouse" stages, as they are still called, although they aren't as bad nowadays as those bollard-dodging antics in the past around Silverstone's back roads, or along Prestatyn Promenade. By that time, 4-w-d cars still filled the first 10 places, the Lancias of Alén and Toivonen up front, 19 sec apart. Salonen was next, another 18 sec behind, followed by Wilson and Grundel at intervals of two and three seconds respectively.

Mikael Sundström/Paul White were sixth in their Coventry-backed Peugeot, ahead of Mikkola, Pond, Röhrl and Eklund, whilst in 11th place was the best placed 2-w-d car, Waldegård's Celica.

The first forest stages were in a group of

four in the Forest of Dean, and almost immediately the leader board began to change. Pond prepared for it by readjusting his lamp angles and adding padding to his seat!

The Lancias, troubled both by gear selection difficulty and by the mysterious onset of power loss, especially when cornering hard, began to drop back, though why the team did not look sooner to the bag-tank equivalent of fuel surge as a possible cause we can't imagine. The tanks were not those which should have been fitted, and it seemed that the outlet to the fuel pump was not doing its job properly. What is more, fuel consumption was alarmingly high, so much that Toivonen actually ran out at one point. This, too, was put down to a bad fuel feed from the tank, and it transpired that the tanks had to be topped up frequently in order to keep the level high enough to prevent air being drawn.

The Lancia problems, plus a time loss by Salonen due to a puncture, enabled Mikkola to move into the lead by the time the field had got through the rather rough stages of Coed Morgannwg,

Wilson had lost drive to his rear wheels, and various people, not only Salonen, had collected punctures, notably on the rough Rhigos stage. Grundel lost a few spotlights whilst spinning, and Pond began to experience bad handling.

The most notable incident was that which claimed Röhrl. Towards the end of the 14 mile Rheola stage the road descends steeply into the Neath Valley, and it was on this downhill stretch that the Audi went off a tightening right-hander and rolled several times down a bank, fortunately without injury to its occupants.

Not only was the car stuck in the trees down the steep bank, but it was pretty well finished, and after clambering out and handing a red triangle to a marshal to place on the approach to the bend, Röhrl and Short began to gather their belongings and think about getting back to Nottingham.

Before he had actually reached the far side of the bend with that triangle, the marshal nipped into the trees when he heard another car approach. It was Brookes' Opel, and that didn't make it either. The car spun and went off into the trees backwards, though without as much damaging effect as the Audi had. After struggling for about a quarter of an hour, they got the car back to the road and were able to continue.

Mikkola, in the meantime, was becoming bitterly frustrated by his team's inability to trace a fault which prevented his engine achieving its peak rpm. All manner of things were checked, but no-one was able to put a finger on the trouble, and no sooner had the problem appeared to be cured, it returned.

In Brechfa, where the two stages were called Lady Megan and Tregaron even though they are some distance from Tregaron itself, Grundel lost all adhesion on the icy track and shot down a bank into some trees. He had been using some inside camber which petered out halfway around the corner, and the result was a car not too badly damaged but well and truly stuck. Later, after being hauled back to the road, it was found to be perfectly driveable.

Later, in the first of three stages in Dyfi Forest, Salonen clattered to a stop with loss of oil pressure and terrible engine noises which made it quite clear that he was going no further. The works Peugeots were thus both out, but the British car of Mikael Sundström/Paul White remained sufficiently well placed for the French to place additional service crews at the disposal of the Coventry team.

On the second Dyfi stage Mikkola's frustration came to an end when his car stopped just a hundred yards or so after the start. He and Hertz checked just about everything they could, but finally they had to give up as the clock had ticked around too far. Later, when mechanics appeared, the engine fired as though nothing had ever been wrong!

Another to go was Wilson. After a succession of failures, including differentials and power steering, the latter causing aching wrists and shoulders, a broken alternator belt gave rise to failing electrical power and consequent drop in fuel supply. The weak mixture soon had its effect on the engine, or at least that was the theory, which promptly stopped.

Pond, on the other hand, despite moving up and down the list within the first half dozen, had got back up to third after Dyfi, and when a wheel stud broke he was extremely fortunate to have it happen on a road section where there was a service van not far ahead, at Dinas Mawddwy, where works teams ignored the official service area at Dolgellau partly because it was optional and entailed an unnecessary seven mile detour, and partly because privately reserved garages were much better than a hopelessly overcrowded service area in a town.

Although this was a weekday, spectators in North Wales turned out in hundreds of thousands, causing not only traffic delays but long lines of stationary cars stretching for miles. It was miraculous that any competitor at all got to the first Dyfnant stage, although it turned out to be somewhat boring for the spectators there when officials, alarmed at the overwhelming crowds, stopped the stage after only nine cars had passed. In accordance with FISA's rule, the remaining cars were given the same time as the slowest competitor through

Many years have passed since we suggested that the RAC Rally could become strangled by its own popularity, but that has now become a very real danger, though where the remedy lies is difficult to see.

As well as on the ground, there was much traffic in the air too, the high flying radio relay fixed-wing aircraft and the helicopters of film crews and even spectators being joined in North Wales by military aircraft on training sorties. Not only were there Hawks indulging in high speed follow-my-leader through the valleys and Sea Kings even closer to the ground, but big, droning Hercules doing the very same thing, a truly amazing sight.

After Dyfnant, Clocaenog was ignored, as was much other fine terrain elsewhere in Wales, and the rally turned eastwards for the return to Nottingham via Trentham and Donnington. Still more fuel problems had delayed Toivonen somewhat, and at halfway Pond divided the two Lancias. The gaps had widened, and Alén's lead over the Metro was over three minutes.

Toivonen was only one more minute behind, so Pond's position was tenuous to say the least. Next came Sundström, Eklund, Kankkunen, McRae, Kaby, Millen and Carlsson, whilst Brookes' excursion in Rheola had contributed to his being down in 11th place.

The killer of the RAC Rally is always Kielder, where long stages, difficult going, hard weather and far fewer service oppor-



SPECTATOR PRESSURE for Alen at a service halt.



STIG BLOMQVIST set the fastest time at a pre-rally test day in the Ford RS2000, although the car was not entered on the RAC.

tunities than professionals would like, all combine to produce a higher than average retirement rate.

But this year it was different. Most of the incidents seemed to be in Wales, and when the survivors left on the second leg most of them were in good shape to last out. indeed, changes to the leader board were few, although the biggest area of interest, right to the end, was up at the front where Pond put up a sterling fight against the Lancias.

The first stages on the way North were a group of three in Clipstone Forest, the first of which was delayed for some 10 min, though not without being anticipated, whilst a coal train trundled over its familiar level crossing. Speeds through the trees in the first two Clipstones were exceeding 130 mph on the straights — that's something for racing drivers to ponder — and Alén and Toivonen beat the targets on both of them, Pond and Sundström on the second.

The tarmac of Scarborough's Oliver's Mount was just as fast, but very slippery with snow and there were several high speed spins, though not with any drastic consequence.

Next came five stages in the forests of the Yorkshire Dales where a layer of snow, a biting wind and a muddy service area made things difficult for competitors and mechanics alike. Things began to happen here again, for Alén shot up a firebreak, damaged a rear suspension against a tree stump and had to take it easy on the way due to a wheel which wobbled threateningly. He lost some two minutes as a result, and when it appeared that a differential failure had robbed Toivonen of drive to his front wheels, the Austin-Rover people began to wonder whether this would mean Pond's elevation to the lead.

However, Alén's damaged suspension was repaired and, after four stages with rear drive only, Toivonen's front differential was replaced. Pond had an alternator replaced and a broken front spoiler repaired, not to mention being slowed when his screen misted up after a water crossing.

After a stop in Carlisle came the first of two loops through Kielder, Craik, Eskdalemuir and Castle O'er, the first also taking in the Tweed Valley and the second going further West to the Forest of Ae.

Pond lost time with a couple of punctures and Toivonen regained second place, but he all but lost everything when, in front of huge crowds at Castle O'er, he nudged a ditch and rolled on to his roof. Fortunately, there was enough manpower to get it back to its wheels and he got away again without losing much time.

Not so lucky was Sundström who, whilst in a fine fourth place and determined to keep it, he crested a brow only to find nothing but sheet ice ahead, just where he should be braking for a corner. It would have been folly to attempt to negotiate the bend, so he went straight off, dropped down a bank and rolled several times, losing bits and pieces of bodywork and puncturing both water and oil radiators. It was a dramatic accident, but the pair were unhurt, though bitterly disappointed that they hadn't been able to score that fourth place for which they seemed set.

In Kielder, Alén was about ready to kick himself, his car, his co-driver and anything else that came in his way after he ditched his Lancia very firmly. There didn't seem a hope of getting out, but along came Kankkunen who, with nothing to lose, decided to go to the aid of his fellow-countryman. The Toyota soon had the Lancia out of the ditch and on again, but Alén had lost the lead to his team-mate and had dropped to third place.

More transmission problems dogged the new leader, and when it seemed that repairs might cost some road time, Pond again had hopes of moving up front. But the work was done very smartly, and the Finn kept his lead.

At Carlisle again, four Lakeland stages remained, and two more on the Thursday run back to Nottingham, and still the positions at the head had not become established that anyone could predict the winner with confidence. However, when the early morning stages proved to be very icy indeed, and Pond made an erroneous tyre choice — again perhaps due to the lack of winter testing — it seemed pretty certain that he would be no higher than third at the finish.

It turned out that Toivonen kept his lead, although a short service stop to have a troublesome intake compressor fettled meant that he was by no means first on the road. The control outside Nottingham had to hold cars until he arrived, for it was fitting, after all, that he should be first up the ramp at the crowded finish. Alén and Pond finished second and third, the performance of all three suggesting that 1986 is going to be something of a battle betwen mighty midgets — cars, not men!

Eklund drove as tenatiously as ever to take fourth place, Kankkunen equally so to lead the 2-w-d cars, and Britain's Andrew Wood very well indeed to win the Group A category and finish 11th overall in his Vauxhall Astra, a rejection by the final scrutineers being turned down by the stewards when it was proved that the homologation papers carried a misprinted valve size.

What a splendid event it was, producing sufficient drama to fill volumes — if anyone ever managed to find the time to write it! Long may it keep its enviable popularity, though what can be done about the sheer volume of spectators, who are no more than enthusiasts for the sport and not deliberate obstructionists, remains to be resolved.

G.P.

RESULTS

1st	H. Toivonen (SF)/N. Wilson (GB)	Lancia Delta, GpB	9 hr 32 min 05 sec
2nd	M. Alén (SF)/I. Kivimäki (SF)	Lancia Delta, GpB	9 hr 33 min 01 sec
3rd	T. Pond (GB)/R. Arthur (GB)	MG Metro 6R4, GpB	9 hr 34 min 32 sec
4th	P. Eklund (S)/B. Cederberg (S)	Audi Quattro, GpB	10 hr 00 min 35 sec
5th	J. Kankkunen (SF)/F. Gallagher (GB)	Toyota Celica Turbo, GpB	10 hr 10 min 53 sec
6th	J. McRae (GB)/I. Grindrod (GB)	Opel Manta 400, GpB	10 hr 16 min 01 sec
7th	T. Kaby/K. Gormley (GB)	Nissan 240 RS, GpB	10 hr 24 min 08 sec
8th	R. Brookes (GB)/M. Broad (GB)	Opel Manta 400, GpB	10 hr 25 min 50 sec
9th	R. Millen (NZ)/B. Rainbow (GB)	Mazda RX7, GpB	10 hr 29 min 39 sec
10th	I. Carlsson (S)/B. Mellander (S)	Mazda RX7, GpB	10 hr 29 min 57 sec

154 starters, 62 finishers

WORLD RALLY CHAMPIONSHIP 1985 FINAL POSITIONS

DRIVERS (After 12 Rounds)

Timo Salonen (SF)	127	Henri Toivonen (SF)	48	Massimo Biasion (I)	23
Stig Blomqvist (S)	75	Markku Alén (SF)	37	Bruno Saby (F)	23
Walter Röhrl (D)	59	Björn Waldegård (S)	34	Jean Ragnotti (F)	20
Ari Vatanen (SF)	55	Mike Kirkland (EAK)	26	Shekhar Mehta (EAK)	20
Juha Kankkunen (SF)	48	Per Eklund (S)	24	Alain Ambrosino (CI)	18

A total of 77 drivers have scored points

MAKES (after 11 Rounds)

Peugeot	142	Toyota	46	Porsche	24	MG	14	Chevrolet	9
Audi	126	Renault	38	Mazda	22	Alfa Romeo	14	Talbot	8
Lancia	70	Volkswagen	29	Ford	21	BMW	9	Citroen	4
Nissan	58	Opel	27	Subaru	20				

Road Impressions

Ford 2.8EFi Granada Scorpio 4×4

HAVING got accustomed to a Ford Sierra 4×4 for 9,000 troublefree miles and liking it very much, the top-of-the-range Granada Scorpio 4×4 arrived for assessment. With this 4WD ABS-braked model Ford have made a determined effort to capture a share of the executive car market, and with this sophisticated, lavishly-equipped five-door hatchback have surely succeeded?

Apart from the high performance and comfort there is no denying that anti-lock brakes make for safer fast motoring and on the four-wheel-drive front, quite apart from the sure-grip fast cornering that can be indulged in, with the Ford-Ferguson permanently-engaged, split-torque system, there is the obvious ability to get up snow and ice-coated hills but also the happy thought that you will be able to get away after parking in a muddy field. Four-wheel-drive is clearly the coming innovation and you may well think that it is sensible to buy such a car now instead of having to revise your purchasing in order to keep up with this rapidly-growing facility. The Ford Scorpio 4×4 provides both 4WD and anti-lock braking in such a foolproof form that you may be unaware of these safety-factors until, maybe, an emergency brings them to your notice. . . .

So that puts these Sierra and Scorpio 4×4s in a special category, for a start! Coupled with this, the largest Granada Scorpio has very complete equipment and many available extras. I will not bore you with a detailed description of how all the controls and switches are located but will instead cover the more unusual items of equipment. The rear view mirrors are power-operated and can be heated and this Scorpio claims to be the first production car to have a heated windscreen, extra to normal de-misting and de-icing, although on the test car the de-misting was abysmal — see later. Electrically-adjustable seats, back as well as front, are another Scorpio luxury, but the test car had only partial powered seat movements, and leather upholstery is a costly (£1,300) extra. The steering-wheel with the two control stalks, adjusts in two directions, to give an ideal driving position, and even the seat-belts, those compulsory nuisances, can be set to five different positions by pressing a button, and their low-friction material presses lightly on one's clothes. The conventional instrumentation is easily read, and the the controls differ from those of the Sierra, the rear wipe/wash control being incorporated in the right-hand stalk instead of a fascia button, and a rotary lamps-switch replacing Sierra's third stalk lever.

The doors shut with that "expensive" clunk and there is a split-back rear seat. The tail-gate and fuel-filler flap have internal releases, as on Japanese cars, but this was not operative on the test car. Lumbar seat-support is achieved by squeezing what look like bulb-horns beside the seat cushions, and seat-heating is available. The electric sun-roof and electric windows operate with the ignition off and if the wipers are in use, engaging reverse gear brings in the rear-window wiper. Interior lighting is well contrived, with courtesy action, kerb illumination, and two roof and map reading lamps, and footwell lights. The headlamps are washed by high-pressure jets, obviating easily-damaged wiper blades.

Even now the list of desirable items is not exhausted — a built-in thief deterrent and cruise control etc are available, chimes are used for various warnings including low petrol-level, but not, curiously for unfastened seat-belts, and the ignition key, with spotlight, is of the deadlock type, almost impossible to pick, if sometimes a trifle awkward to insert. It is also possible to opt for automatic pneumatic self-levelling of the independent rear suspension, a boon, they say, for those who tow caravans or trailers. The Scorpio has a sophisticated Ford stereo-radio and cassette-player with electronic tuning, digital frequency-display, and 16 pre-set station positions, the rear passengers having their own control panel, with two sockets for lightweight headphones. The rear-seat passengers also have their own control of heat direction, and a cigarette lighter. The rear window heater forms a durable vandal-proof radio antenna. There is a net to prevent loose objects sliding about on the carpeted luggage space, although this, again, was not apparent on the test car. The stowage space is increased by 90% after folding down the back seat.

The instrumentation, switch-gear and controls are well contrived and convenient, but there was no instruction-book, so that the failure of the air-conditioner and heater to de-mist the left-hand side of the windscreen or the side windows, and its tendency to vary the heat of its own accord may have arisen from lack of understanding of how properly to "drive" this equipment. The body of the Granada is of low-drag formation, giving a drag factor of about 0.33, varying by 3% dependent on the model, helped by the flush-fitting bonded glass and wipers that park below the bonnet-line.



I was impressed with the commanding driving position of the Scorpio, reminding me of the BMWs I used to drive. The gear change was somewhat less baulky than that of the Sierra 4×4, but Ford gearboxes are not what they used to be. Reverse required a strong push to overcome the guard spring. The fifth gear is very useable and the power steering and brakes light. Ford claim a top speed of 127 mph and acceleration from red traffic lights to a 60 mph cruise, in eleven seconds. The fuel gauge is steady reading and calibrated in litres but as the speedometer/mileometer was out of action for some of the test, accurate petrol-consumption figures were not obtainable. The computer read 24.9 mpg on local running, but I am not sure I trusted it. On a long run the fuel thirst was approx 21.6 mpg.

This 2.8 fuel-injection V6 Scorpio proved a very sure-footed car over icy roads, its 4WD and ABS brakes matched by Pirelli P6 tyres on the alloy wheels. It was also very restful on long hauls, so much so that about the time a colleague was hustling a modern Bentley from London to John O'Groats to see whether, in this speed-limit age, he could better the time I accomplished in 1938 in a 4¼-litre Bentley on this run, we were using this comfortable Ford for an ordinary journey that exceeded 530 miles in the day; the safe Scorpio is that sort of car. . . . The basic price of this new 4×4 Scorpio is £18,108.65 and Ford have now got a grip on the executive-car market along with Audi, Renault, BMW and others, with, you may think, a price advantage. They have commissioned a high-class book about the Granada Scorpio showing their top model in the grounds of Baron de Rothschild's estates, in quite the R-R publicity tradition. Those who have previously bought foreign may well think again and invest in Scorpio — all right, I know it is built in Cologne, but the profit is British. — W.B.



A PAUSE FOR BREATH by Lake Vyrnwy: the Piazza's strong wedge shape in emphasised by two-tone metallic paint finish.

Isuzu Piazza Turbo

— Pursuing the RAC in Japan's latest

EVERY YEAR in late November, a number of rally enthusiasts, approximately one million of them, set off into the countryside to try to see something of Britain's biggest spectator sporting event — the RAC Rally. Television coverage of the event has been growing year by year, general and specialist press coverage has never been higher, entry charges to stages have introduced a direct cost for the first time, and still the crowds increase. Perhaps it is the challenge.

Following a major stage rally must be a harder task than any other sort of spectating, if such a verb exists. Only the competitors are likely to see every stage, so the would-be watcher has to make a careful plan of intended venues, with a strict schedule, all plotted on the indispensable Ordnance Survey maps. In addition, the car must be loaded with waterproof clothing, boots, food, hot drinks, torches, towels to mop up the rain, blankets or sleeping bags for the odd snatched doze, spare fuel can to offset the paucity of all night filling stations in forests, and whatever other requisites the crew think necessary for one, two or three nights in the saddle.

Since time is such an important element in the pursuit of a rally, I was pleased that MOTOR SPORT's brief loan of one of the four Isuzu Piazza Turbos in this country coincided with the RAC. A turbocharged coupé of high specification would certainly have a chance to show its paces under these demanding circumstances, and any shortcoming would be brought home in a day or more's continuous driving.

It has taken a long time for this attractive car to appear here; first shown at the Geneva Motor Show of 1979 by Giugiaro as a freelance project, its advanced lines were much admired, and the package was taken up by Isuzu, Japan's oldest car-maker, on whose Gemini floorpan it was based. The Piazza became available in 1981 and has sold until now in the Far East and America with competent but unexciting engines. The version which is leading the establishment in Britain of a hitherto unknown *marque*, is, however, the fastest yet, possessed of a new blown motive unit producing 150 bhp, and more important a healthy 166 lb ft of torque at 3,000 rpm. Isuzu's own injection system fuels the 1,994 cc four-cylinder sohc engine, and the compressed air passes through a large intercooler in front of the radiator. And it is rear wheel drive, something which I have to admit I still prefer, 205 GTi and Toyota's excellent new Celica notwithstanding. So it was with anticipation that I climbed inside.

I believe that in the USA the material in question is known as "plush". Whatever, there is a great deal of this pale blue hairy velour neatly applied on seats and walls, and the carpet looks more like a luxury bath towel. But it is well-fitted, and the fascia is a restrained grey, which continues onto the central tunnel and door details. A glovebox is augmented by neat cubbies in each door, and there are two cigar lighters.

The level of equipment is luxurious: electric windows and locks, air conditioning, cruise control, power assisted steering, tinted glass, rear wash/wipe, electronic radio/cassette, rear belts — in fact, all options are standard. The driver's seat includes a lumbar adjustment and a tilt mechanism, while the wheel adjusts and the satellite control pods swivel in or out to suit the driver's reach. On these pods, however, the controls are rather arbitrarily placed and not easy to distinguish, and the indicator switch is hard to cancel without pushing it over centre to the opposite position.

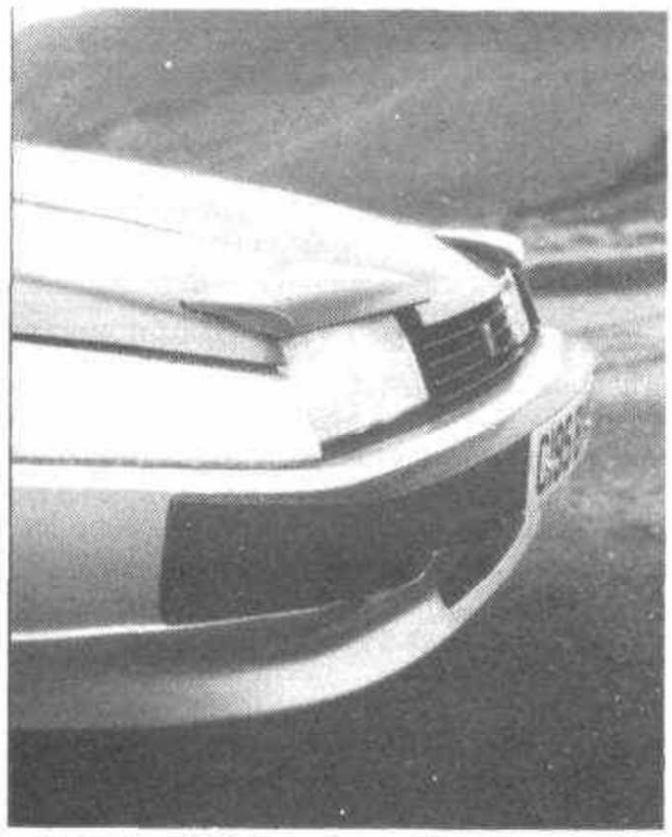
Driving off into the traffic I was impressed by the solid feel of the car, by the nicely-weighted steering, and most of all by the low-speed urge of the engine. But it was not long before I began to have reservations about the rear suspension. The layout goes back, via Isuzu's GM links, to the Opel Kadett / Vauxhall Chevette, though the live axle is now located by four trailing links as well as a Panhard rod, and it does not really balance the well-behaved front with its Macpherson struts and lower wishbones. The tail feels nervous and skips over bumps, and it is absurdly easy to spin the 195/60VR 14 Dunlops in second gear in the merest trace of damp.

With all this going through my mind I started to load up for my solo trip, a mere day and a half dash rather than the full five days. The boot is very shallow — two suitcases would probably fill it — but the rear seats do fold down individually, and have adjustable back-rests. Passenger room in the back is surprising, too, though I filled the seats with maps, camera, provisions, and clothing. I had decided to head straight for the Welsh stages, ignoring the tarmac sections in the grounds of stately homes which occupy the daylight hours on the opening Sunday, this giving me plenty of time to get to my first planned stage by 11 pm, including stopping for dinner with friends in Bristol.

Negotiating Hammersmith roundabout is a good test of all-round visibility, and the Isuzu scored highly here as it threaded its way onto the M4 and I slotted into fifth for the first time. The change is fast, but rather gritty; top can be a little hard to find, but makes a fine cruising overdrive in which to appreciate the low wind and tyre noise. Variable weight assistance gives good feel to the chunky wheel, through which the exemplary instruments are easily seen, and the engine seems to be full of urge at 70-80 mph, the boost needle ready to jump at a touch of throttle. Possibly as a consequence, the fuel gauge was near empty by Bristol, which worried me a little.

However, after a fine dinner, it was back into the Piazza and another spurt along the M4 before turning north towards Treorchy. They are rebuilding the A4119, but they have not got around to the signposts yet, so I had to follow my nose until I hit the Rhondda valley. It was only here, just a few miles from the stage, that the first rally traffic materialised, all driving fast over this climbing open road, yet the Isuzu had power in hand to surge past on the brief straights and on up to the conglomeration of cars that marked the entrance to the stage. I parked in a lay-by outside to avoid the outgoing traffic later and walked in some two miles. Almost the whole of that distance was lined with parked cars, and near our goal, a fast 90-left, there were three hot-dog stands doing a fine trade with the hundreds of people gathered in the light rain to watch their heroes. It never fails to amaze me to see this sight in the middle of the night — men, women and children cold, wet and excited, in the middle of nowhere, chattering and cheering as the rally cars tear up the rough roads at impossible speeds. Alén first, the little Lancia neat and shrill, Toivonen too, then a roar from the onlookers as Pond's Metro blasts into view. He is visibly faster and more spectacular than





FLUSH GLASS and careful gutter detailing keep wind noise low. Headlamps are fixed, but "eyelids" pop-up electrically.

the Lancias on this bend; then the awful racket of the Quattros, blurting and blaring, challenging the fusillade of flash-guns with their fearsome back-flash. A dutiful cheer for Brookes and McRae, raised eyebrows at the speed of Kankkunen's Toyota, then it is time to run back to the Piazza. There is no question of my making another stage before the service and rest halt at Swansea (1.30-5 am), but I do not want to be caught in the traffic so early on.

Here, on these open hill roads, the car begins to please me. It turns effortlessly, and though the Dunlop tyres are gripping less than one would expect on this damp road, the limited slip differential brings the tail around smoothly where it is easily caught with a flick of the wheel. But again the sharper bumps leave the rear wheels in the air. Are the springs too hard? or perhaps the dampers? Either way, I arrive at Swansea exhilarated and keen to continue. The town is packed and noisy, although it is 2 am and the competitors are hoping for a little sleep. So am I, but the Isuzu's seats do not recline the whole way, so I bypass the dense crowd around the Metro service area and make for the Leisure Centre where people are still swimming!

After some refreshment, it is back to the car to plan the next move. With plenty of time in hand, I have a wide choice, and I have a complete list of map references of stages, including the supposedly secret non-spectator ones. (I obtained mine in my official capacity from the RAC, but all the keen followers have them too!) Rule One of this game is to get to the stage early, park the car, and then have some sleep, and so I set off at 4 am for Trawscoed, where the first car is due at 07.03. Before long, main road gives way to B-road and with one last look at the map I give the car its head. Fourth is direct, so a lot of this is taken in second and third, and the engine really sounds quite harsh at high revs. But it is gulping up corners, the four vented discs converting speed to heat without complaint; flick, into second, feed in left lock and right foot smoothly, then hard as the road straightens. Flick, into third, still hard on the throttle up to the next bend. Wide entry to maximise the safe view, firm braking, into second, road empty, switch to throttle and away again . . . Plenty of feedback through the leather wheel gives warning of slippery patches, and the car's accurate balance keeps it tight into its own side. This is the first car I have driven where "heel and toe" means exactly that: normally it is the side of the foot, but here using the heel seems just as natural and accurate, though this is only to smooth out the braking, not because the gearbox needs assistance.

I have been enjoying this so much that I suddenly realise that I have missed a junction, but my OS map comes to the rescue via some very narrow back roads. At the stage, with two hours to go, there are already some 100 cars, many containing muffled sleeping figures, so that those warming their hands around hot coffee talk in whispers.

After a surprisingly comfortable nap, I wake to hear much pulling on of wellingtons and extra jerseys, and join the trek into the stage. The crowd has swelled, and I walk deep into the forest, eventually finding a vantage point well above the cars from where I can watch them flick sideways, drift through a tight corner, and sprint up to top gear before vanishing again.

From this stage it is time to head north, via a breakfast halt at Llandrindod Wells, to Llanidloes and on toward Dyfnant Forest. The Dyfi sections are famous for their congestion, so I use some back roads and emerge going in the opposite direction to a huge crawling queue of spectators, interspersed with the competing cars desperate to get to the next stage in time. As I top a small rise, one of the Lancias comes thundering towards me on my side of the road, lights ablaze; we both drop to a crawl and the queue shuffles over to make room.

From here my plans are thwarted by the volume of traffic, and I decide to head back, in a roundabout way, for London. Another fine sprint over Bwlch y Groes is followed by a pleasant run around Lake Vrynwy, and on to Llanfyllin and Shrewsbury, from where boring old motorway takes over.

Despite my few hours sleep, I felt in good shape, so the Piazza rates good marks for comfort and ease of control, save only the rotten ventilation. I fiddled with the air-conditioning for the whole journey, but could not obtain warm feet and a cool face at the same time, despite an optimistic symbol on one of the dainty push-buttons offering this. Variable intermittent speed wipers proved useful, and the single blade with built-in wash nozzle was very effective.

There is no doubt that the Isuzu Piazza Turbo is going to make an impact. At its price of £11,950, there are coupés with better ride, and more grip, but none with as much luxury equipment. Nissan's Sylvia Turbo is a hefty £2,400 cheaper, but somehow lacks the same dash, both in looks and on the road, while Alfa's ageing GTV6 (£11,320) is an effort to drive fast, despite its superb engine. The Piazza's well-developed if thrashy power unit has gone a long way towards invoking the enthusiasm for turbocharged engines I have always lacked, but it is thirsty. I did one short full-to-full test which yielded a depressing 17½ mpg — but it is rare to be able to indulge in much of this second and third gear sprinting. The low twenties should be a realistic target.

The car's good looks and semi-pop-up lights attract attention, and its sleek profile conceals a surprisingly roomy interior, which together with its hatchback makes it very practical. At 8.3 sec 0-60 mph and 125 mph maximum it is certainly quick, and if the traction is poor, the handling is at least entertainingly predictable. I believe Isuzu (GB) Ltd have made the correct choice in using this model to launch their name. — G.C.

LOOKING BACK WITH

Peter Ashdown

LAST November we received a package containing photographs and negatives taken at the Borehamwood race meetings in the early Fifties. A reader had been sorting out his late father's effects, had come across the pictures and had kindly sent them in the hope that we might file them and find some use for them. The photographs caught the eye first and they were superb. Then the name of the generous donor, Peter Ashdown, registered and the memories came flooding.

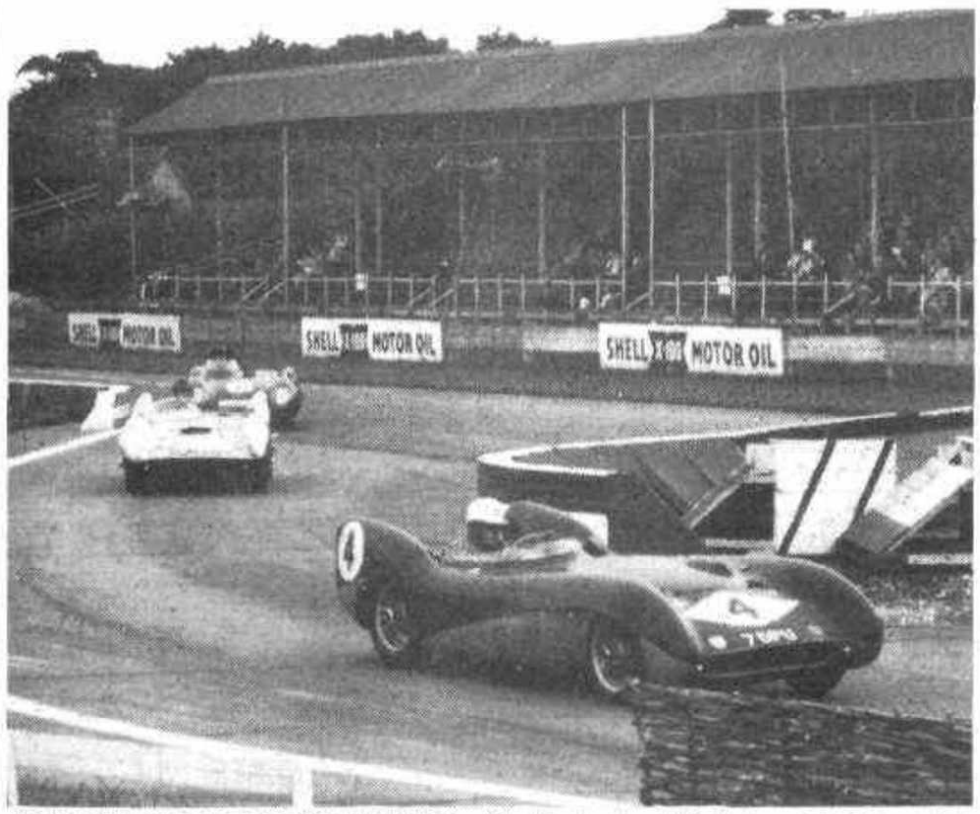
I was once again in front of a television set on Easter Monday, 1959, watching the previously invincible Lotus Elevens being humiliated by the three new Lolas of Peter Ashdown, Mike Taylor and Peter Gammon. I was back at Oulton Park for the 1959 British Empire Trophy seeing Ashdown pulverise the opposition in the 1,100 cc sports car class finishing second to Alan Stacey's 1.5-litre Lotus Fifteen in the 1,500 cc sports car race. How I lingered around that Lola in the paddock, savouring every tube and bolt of it.

Peter Ashdown was born in 1934 and in his final two years at Brentford school, ceased being a boarder and became a day boy. This did little for his education because he had acquired a 500 cc Matchless motorcycle and, on the whole, prefered to push off to airfields to watch planes fly or to Brands Hatch to watch testing rather than go to school.

At the age of 18, two years' National Service would normally have been Ashdown's lot but he chose instead to volunteer for three years in the RAF, trading the extra year for better pay, conditions and, above all, choice. It was a wise move for he found himself stationed in East Anglia, not too far from home. He spent his time happily as a driver but also managed to get himself on a mechanics' course. "I was keen on cars but frankly didn't know very much about them. The 16 week course was very intensive and I learned enough on it to be able later to prepare my own racing cars. I became pretty keen on that and always like to have the assurance of knowing I'd been over the car thoroughly."

In 1952 he brought a Ford Ten-engined Dellow which was given the full treatment, high compression alloy head, twin SUs, Buckler close ratio gears, and all the other available tweaks. For two years this car was used for trials, hill climbs and driving tests. Then, with his parents' assistance, he began to buy the bits and pieces to make a Lotus IX.

"It was supposed to be ready for the start of the 1955 season but dealing with Chapman at the time was impossible. You'd arrive at the



ASHDOWN'S PERFORMANCES with his Lotus IX during 1956 won him the club Lotus trophy for most meritorious private effort and led to a works drive.



lock-up in Hornsey to collect a part only to find it had been sold to someone else. It took ages to get everything together and it was mid-season before I was able to get out in it.

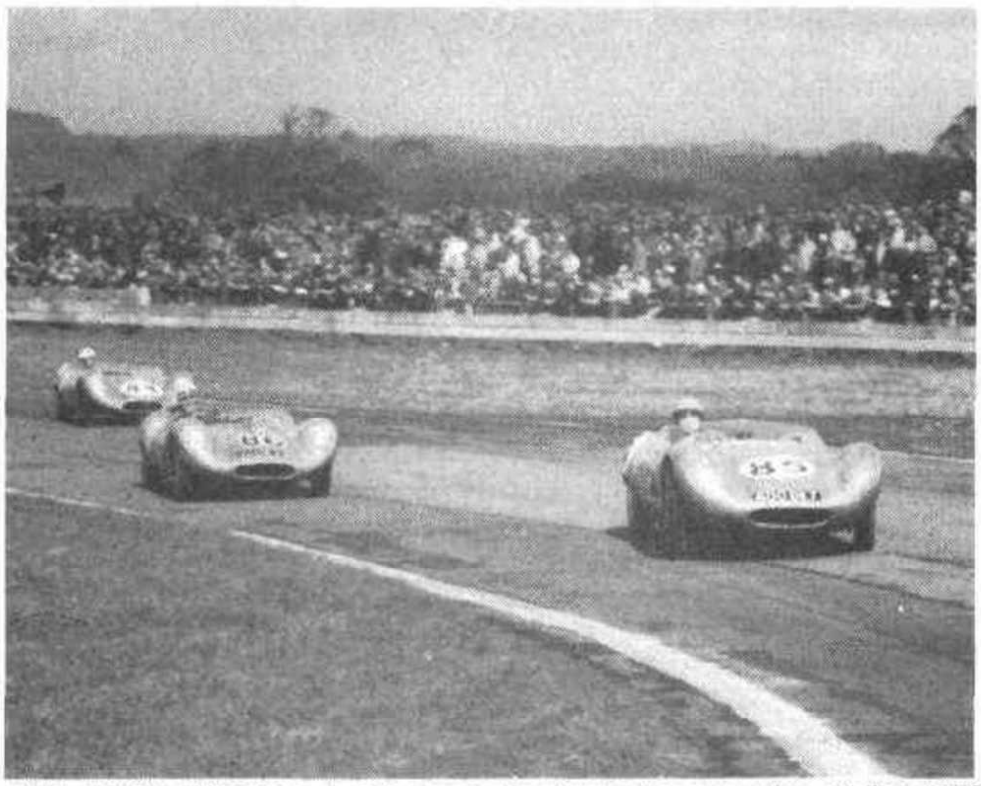
"The RAF had been very good to me, I'd been allowed leave at weekends to compete with the Dellow and when the Lotus came along, I was given the use of a nissen hut at Wattisham where I was stationed. From a Dellow to a Lotus IX was a bit of jump but I got used to it by driving it on the roads; it was my only means of transport.

"Mark you, it could be a bit hairy on the roads because saloon cars were much slower and taller than they are now and there was no 70 mph limit. I soon had to allow for the fact that neither drivers nor pedestrians would see me.

"I was demobbed from the RAF in 1955 and went to work as a driver for my father who ran a coach company. A lot of his work involved school bus contracts so I was able to work in the mornings and spend the rest of my time preparing the car.

"During the winter of 1955/6 I had it uprated to top specification, throwing out the live rear axle and fitting a de Dion system, changing the gearbox and so on. I also took the cylinder head of my Coventry Climax FWA engine to Don Moore and kept it for the next four years, fitting it to every engine I had.

"About this time I got to know Alan Stacey who had been racing a Lotus VI. Alan and his brothers were a mad bunch who farmed near



THE FIRST THREE Lola Mk 1s made created a sensation at the 1959 Goodwood Easter Monday meeting by stalking away from the established opposition. Here Peter Gammon is just ahead of Mike Taylor and Peter Ashdown, but the final order was Ashdown, Gammon and Taylor.

Chelmsford and each morning he'd pass by my workshop on the way to his own so naturally we got to know each other and became very close friends. You know that Alan had lost most of his right leg in a motor-cycle accident but that did not stop him from racing cars, playing cricket or tennis or anything. He was always cheerful about it, saying that it had given him his big chance — it was the compensation money which had allowed him to go racing

"You'd normally never have guessed that Alan had an artificial leg except you'd be in a hotel or bar and he'd quietly undo some of the screws so his foot would slowly revolve around 360 degrees. Or else he'd suddenly drive a fork into it. We had great times. When the racing season was over we'd ride motor bikes in trials, every weekend. We got to know John Whitmore whose family estates were nearby. Alan, my-self, John and a friend of his, Steve MacQueen, would be out on our bikes over the Whitmore estate. It was before Steve became a big star and he was more or less penniless, living in one of John's cottages. He was an excellent rider."

Although nominally out-classed by the new Lotus Elevens, Ash-down's IX had a very good season. "I had no difficulty at all with the Elevens. One reason was that my IX had drum brakes and the Elevens generally had discs and these often tended to snatch. More than once Colin Chapman came up to me after I'd beaten him and mutter half jokingly, 'You really ought not be beating me, it's bad for business.'

"Towards the end of the season, a friend and I got into the Lotus and drove to Sweden where I won the Kanonloppet race at Karlskoga, then we drove home again. This sort of thing attracted the organisers of a race at Imola who offered me money to race there. Having accepted, I discovered there was another race at Montlhéry the week before so arranged my schedule to take in that as well.

"That race was very wet and I lost the car, hit a bale and had a leisurely roll. The car had scrubbed off most of its speed and I just plopped over, being saved from injury by the height of the tail fins. Unfortunately the incident twisted the chassis and I simply had insufficient money to continue. It looked like the end of the road and I was ready to say 'I've had my chance, I've enjoyed myself, and I've been luckier than many others'. A couple of days later I had a call from Colin inviting me to drive for him."

Ashdown's season had not only impressed Chapman, it won him Club Lotus' John Coombs Trophy for the most meritorious perform-ances by a Lotus privateer. "The deal was that Colin would provide the car and I would supply the engine. The IX proved repairable, I bought a new Climax engine for it, keeping my Don Moore unit, and it was sold to Chris Williams who had quite a successful season with it.

"For 1957 I was a member of the Lotus works 'B' team along with Alan Stacey and Keith Hall. Chapman arranged the entries and told us where we were to race. We received a small retainer and, if we won, one pound per mile of the race, with 10 shillings a mile for a second. With trade bonuses this would be doubled.

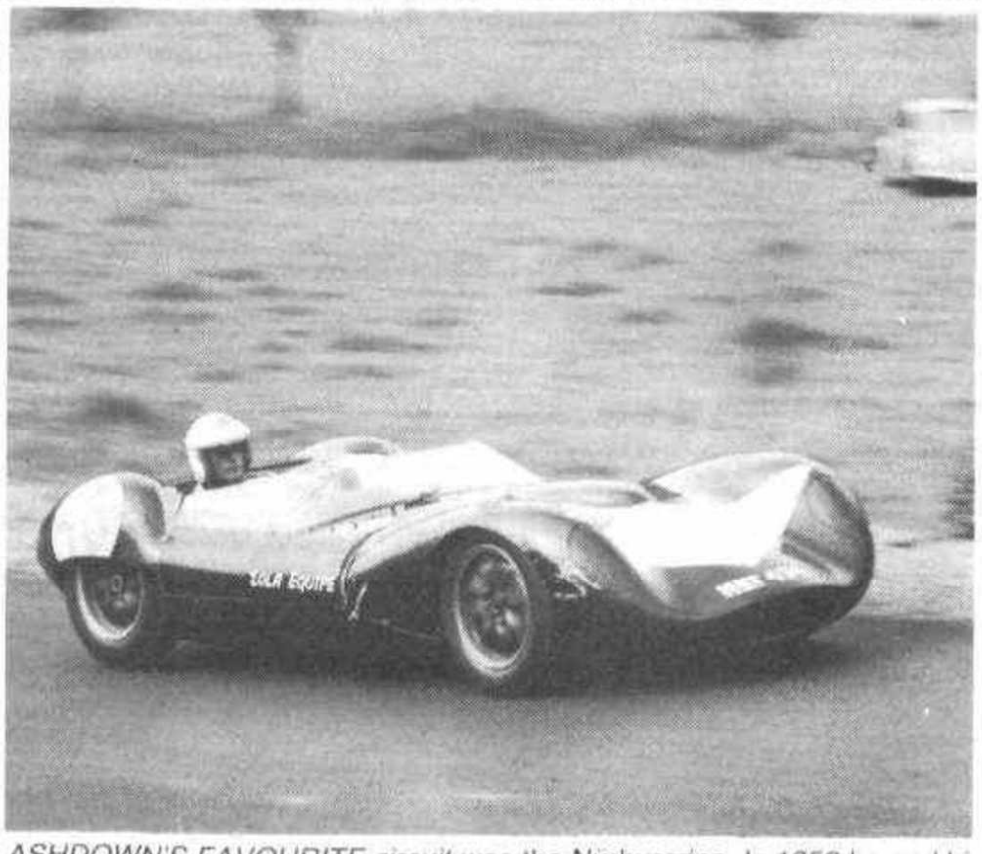
"Now bear in mind that you might do two race meetings a weekend and you could enter for the 1,100 cc race, the Unlimited Sports Car race and, perhaps, a Formula Libre race, so you could be looking at three or four hundred pounds for a successful weekend. That was a lot of money in those days." It still is; ask any Formula Ford or F3 runner. "I'd had a furniture van converted to act as a transporter and living accommodation and would arrive at a circuit with some unpaid mechanics, friends of mine, and we'd race and have a good time.

"There wasn't much to choose between Alan, Keith and myself until we suddenly noticed that Keith had an edge and kept his bonnet firmly closed. We eventually tumbled to the fact he'd bought some Weber carburetters which were then about £150 but we'd soon sent someone over to Italy to buy some more." Alan Stacey went on to Lotus' F1 team and was killed in the 1960 Belgian GP when a bird struck him in the face. Keith Hall, a very talented driver indeed, responded to family pressures and retired from racing at the end of 1958.

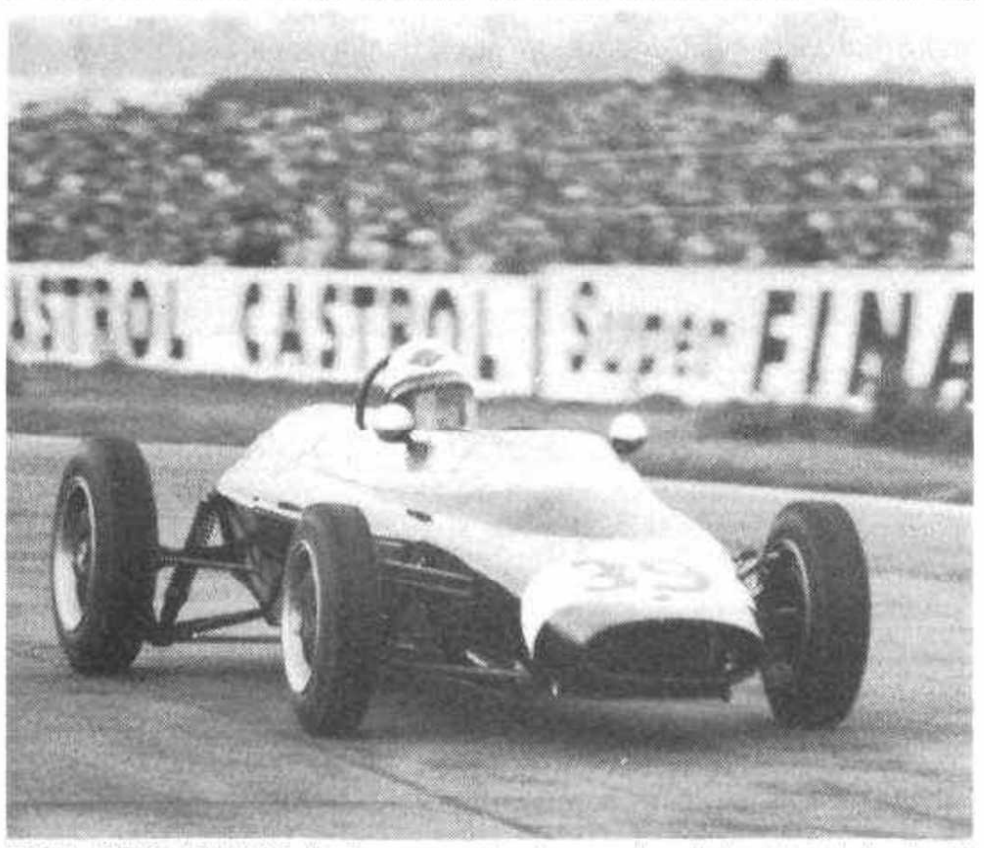
"Keith, Alan and I had a good season, more or less sharing the honours between us though I think it's fair to say that Colin thought most highly of Keith. Alan and I were down to drive at Le Mans in the 1,100 cc class but when the 1,500 cc Eleven of the Americans Mackay, Fraser and US importer Jay Chamberlain, gave up in practice, we were asked to stand down. They'd come a long way to race and the American market was important. They won the class, and came second in the Index of Performance, yet a couple of weeks later, Jay had a bad crash in practice for Reims and 'Mac' was killed in the race. Racing does have its changes of fortune.

"I look back now and I realise just how many of my contemporaries were killed. It was all such fun that we never thought of that, we never very much even considered safety. Jay brought me over a Bell helmet with full side panels and I used this, but everybody else was content to stick to the old 'pudding basin' type so my wearing what we would now think as a moped rider's helmet became something of a personal trademark. I suppose I always found Colin slightly disturbing in this respect because he had a ruthless attitude. He'd always say that you shouldn't get too close to the people you were racing with and if you stopped to think about the danger, you wouldn't go racing. He was right, but it's an uncomfortable attitude."

Ashdown's progress over his first two full seasons had been on a steadily rising curve. In 1957 he'd returned to Karlskoga and won his second Kanonloppet race but is quick to point out that the opposition was minimal. Early in 1958 he had his first set-back, at Rouen. "I lost the car on the twisting downhill section, crashed it and broke my



ASHDOWN'S FAVOURITE circuit was the Nürburgring. In 1959 he and his Lola-Climax took a full minute off the 1,100 cc class record.



ERIC BROADLEY'S first rear-engined car, the Lola III bristled with innovation but was not a success.

collarbone. They sent an ambulance out for me and my mechanic cut across to be with me. The ambulance set back up the hill and against the flow of traffic. Ron Flockhart in his Lotus Elven met it, crashed into it and the car caught alight with Ron in it. My mechanic broke out the back of the ambulance and saved him.

"When word got back that I was in hospital, a friend of mine, Gerald Smith, flew over in his Auster and took me back home. Gerald, with the Hagan brothers who are well known in the 'bike world, had developed a dohc head for the FWA engine. Even in 1,100 cc form it gave as much power as the later 1,500 cc unit but there were problems with the casting. He later built an utterly diabolical single-seater to act as a test bed for the engine. The engine was laid on its side and a thin transmission shaft went alongside the driver to a motorcycle gearbox at the back. Alan Stacey and I did a lot of testing with this device and, later, Eric Broadley built a mirror-image FJ car (with the driver offset to the right, not left) to accommodate this engine, but nothing much came of it.

"It took some time for me to get better and it took even longer for the car to be put back again. Even then it wasn't right and I'd keep returning my shockers to Armstrong's who kept assuring me that they were okay. Eventually I went out and bought another set and the car was perfect."

Some late season results brought Peter's name to the fore again and he was approached by Frank Nichols of Elva with a view to driving for 1959. "The car, a MkIV, wasn't quite right but Frank was so enthusiastic that I felt we could possibly work together over the winter and put together a good package. I told Frank that I'd be in touch and, at the moment he and the Elva left the circuit, I was ready to drive for him. I decided to hang around and see out the rest of the day when Eric Broadley appeared with his car."

Broadley had built a Coventry Climax-powered special for his own use for he harboured some ambitions as a driver. In its early outings in mid to late 1958 the Lola had made a few people sit up and take notice for, in Broadley's hands it was clearly the quickest 1,100 cc car around. The question remained, had we witnessed a brilliant new car or a brilliant new driver?

On that day in October 1958, the question was resolved. Broadley invited Ashdown to drive the car and Ashdown was so quick that Broadley immediately gave up any idea of being World Champion and decided instead to become a constructor. There and then he and Peter made a gentleman's agreement.

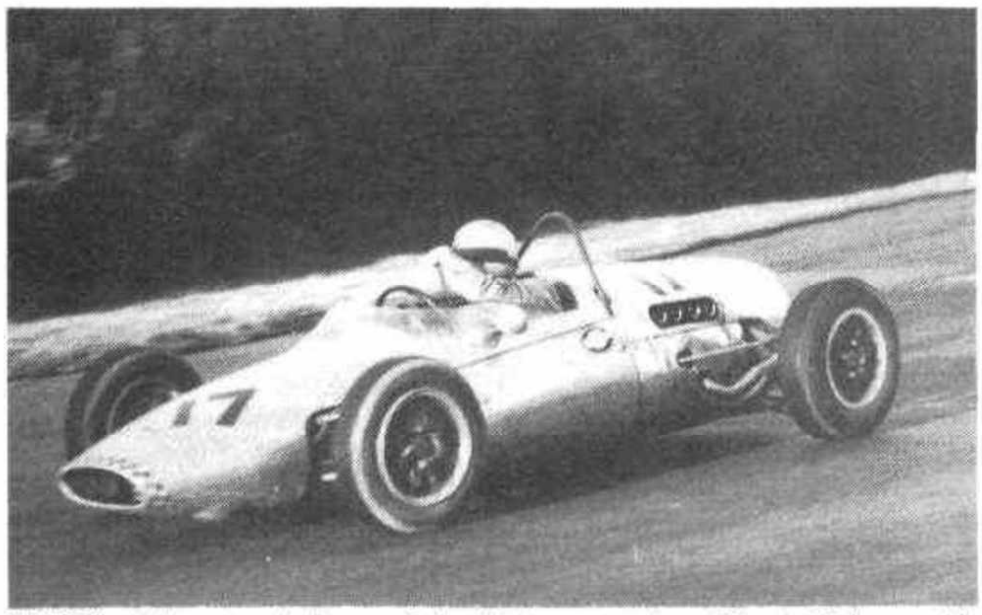
"I was convinced from the start. The car was superb on the track and, more, I liked the thought which had gone into it. Eric had designed it for strength and safety as well as speed, the wishbones were properly made and gusseted, for instance, and Eric's own attitude was so different to Colin's. We agreed there and then that I should drive for him and over the next few seasons I often had to shake down a new car in a race which was intended for a customer overseas. In that way I drove a lot of the Loka Mk 1s produced and often raced them without having previously seen them, and every one of them felt exactly the same, sweet and true.

"I'd just left my father's business and had opened a garage of my own at Ingatestone. Every weekend, though, I was down at Eric's workshop helping to put together the cars for the following season."

It's difficult to describe the impact of Ashdown and Lola in 1959. 1,100 cc racing had become the rough equivalent of F3 today and Lotus had emerged as the leading firm. To put that season into today's terms you have to imagine an amateur driver who, by day, was an architect, building a new car for his own use. It is sufficiently promising for others to want replicas. Then, when it appears as a three-car team, it does not just beat the establishment which today would be Ralt and Reynard, it makes the establishment look positively amateur. The Lola Mk 1 was Broadley's best car in the sense that it had a greater level of superiority over the opposition than any Lola subsequently produced.

In the opening race at Snetterton, Ashdown led easily but was penalised a minute for jumping the start. Contemporary photographs prove that the allegation was nonsense but in those days you played by the whistle and didn't argue. The next race was at Goodwood when Taylor, Gammon and Ashdown swapped places in a little race all of their own with the rest of the field fighting for fourth.

"Any one of us could have won and I happened to be in the lead at the flag. It was a wonderful season and I experienced something I'd never known before or ever knew afterwards: utter confidence in the car and myself. My race used to begin the previous Wednesday when I'd get myself into the right frame of mind. I used to make sure that we were the first to the circuit, the first through scrutineering and the first on the track for practice. Then I set pole and, in my mind, had already won the race. When we lined up for the 'off' I knew, positively *knew*, that nobody was going to beat me to the first corner and because I felt that way, nobody ever did. Later in Formula Junior, Peter Arundell and Trevor Taylor had exactly the same frame of mind and they'd won before the rest of us even started



PETER at the wheel of one of the first rear-engined Gemini FJ cars. He remembers it as the best single-seater he ever drove.

"We entered for the Nürburgring 1,000 kms that year and two weeks beforehand I went out to prepare myself. I met up with Keith Greene who had this little Alfa Romeo and so, for a fortnight, we hammered around in it learning the circuit. Eventually the day came when the doors on the Alfa would not shut, we'd completely wrung the car out. The Nürburgring remained my favourite circuit and I always did well there.

"At the start of that race I'd put the Lola in eighth place on the grid. If you see photographs of the line-up — we had a Le Mans-type start — you will see Ferraris, Maseratis, Astons, Jags and in place number eight you don't see anything. Our little car was completely dwarfed."

Ashdown and his co-driver, Eric Broadley, led the 1,100 cc class by miles until Eric stuffed the car into a ditch. Still Peter managed to take a minute off the old class lap record. Yes, that is a minute, 60 sec.

"That year we went to the Roskildring in Denmark for a two day meeting. The organisers had decided to make up their rules as they went along. They put a capacity cut-off at two-litres. After the first day, I'd won by such a margin (there wasn't much opposition and it was a very tight track) that they ruled that I was now an over two-litre car. I was tickled, it's magic when people come along and make up the rules as they like.

"The Lola was superb and Eric and I had a tremendous rapport, we were a real team. I'd talk about the car with him and he'd set it up for any circuit with a few adjustments to the front roll bar. Everything was done properly, so unlike Lotus where we might still be building our cars in the paddock at the start of a new season. On the short circuit at Brands Hatch at the August Bank Holiday Meeting, I shared a new outright lap record — with Jack Brabham's F2 Cooper!"

Peter Ashdown and his Lola won the *Autosport* Championship for 1959, 1960 and 1961. Towards the end of that period, 1,100 cc racing could no longer be regarded as the equivalent of today's F3, for Formula Junior had taken over that role, but the *Autosport* Championship remained one of the most important national titles.

During 1959, it was clear that Formula Junior was going to take off in a big way, so Broadley laid down a low, front-engined car, with its Ford unit angled to the left of the driver. Ashdown arrived with it for the 1959 Boxing Day Brands Hatch Meeting and though he had an "off", he recovered to finish second to Peter Arundell's Elva-DKW. MOTOR SPORT described the Lola as having clearly the best handling of any car on the circuit.

In retrospect, it seems odd that Broadley chose a front-engined car



1957 & 58 saw Ashdown as a works Lotus driver; one of the "B" team along with Alan Stacey & Keith Hall.

for were not Coopers winning in F1, F2 and F3 with rear-engined cars? That was true but it was generally felt that Cooper's advantage came not so much by the position of the engine, for the cars' chassis and suspension were undoubtedly crude, but because Coopers were light, nimble and presented a low frontal area. It was felt that if one could get a car down to the weight limit and present a small frontal area, then a well-engineered front-engined chassis would be superior.

That race at Brands Hatch seemed to prove the point for the first three cars home were all front-engined and Lotus' first rear-engined car, the 18 in the hands of Alan Stacey, performed dismally, with Stacey spinning twice because of ill-sorted suspension and appearing slow in a straight line. What nobody had realised was that the new Cosworth Ford engine had given trouble at the last minute and it had been substituted with a standard 105E engine to which the "goodies" (racing manifolds and carburetters) had been attached.

Orders came in for the winning Elva and for the Lola which had appeared so promising and it was not until a few months later that everyone realised that the combination of Lotus chassis and Cosworth-developed Ford engine was the way to go.

"Our Ford engines were dreadful. First Eric tried to time them, then Ted Martin had a go, finally John Young of 'SuperSpeed' was able to get them nearly right. We not only rarely made the finish of a race, most times we'd blow up in practice and not make the start. Lotus refused to let anyone else have Cosworth engines and the rest of us were groping in the dark."

In FJ the works Lola had a rotten time, though Ashdown did manage second in the Monaco race (on his least favourite circuit) being beaten in the final stages by Henry Taylor's Cooper. In sports car racing, though, things were different.

"A wealthy Swiss, Charles Vogoele, had wanted to get into motor racing and had been pestering Eric to buy a car at any price. Eventually a deal was struck and Charles had his car with me as a co-driver for the 1960 World Sportscar Championship. That was the way to go racing; Vogoele would send me an airline ticket and give me my expenses, I'd turn up at his hotel and we'd generally win our class. We retired at Le Mans and were pipped close to the end at the Nürburgring 1000 kms, but won everything else."

While Ashdown was winning at home and abroad in his sports Lola, things were not quite as happy in FJ. Broadley had responded to the Lotus challenge by producing an innovative new design, the rear-engined Mk3. Its layout was similar to a contemporary F1 car with the driver close to the front of the car, the fuel tank behind him and then the engine and gearbox. If you undid a few bolts, the rear of the spaceframe came away with the engine, gearbox and rear wheels, the idea being to be able to have interchangeable rear ends in the event of a blow-up or accident damage. Unfortunately the car didn't work.

"We tested at Silverstone every week throughout the winter, putting in a hundred laps every session. It suffered from overheating problems and the gear linkage was awful. I'd been used to understeering, front engined sports cars; this thing oversteered and when the rear end went, it went without warning. It would even go in a straight line."

1961 was a miserable time for the Mk 3 Lola and for Ashdown. 1962 was hardly better for the Mk 5, though an up-date, was hardly better. "At the International Trophy Meeting in May, I had the offer of a SuperSpeed Lotus 20. After trying it and the Lola in practice, I told Eric that I'd be driving the Lotus. John Hine, my team-mate, therefore moved up into my place for that race and Eric fitted, for the first time, an 1,100 cc Ford engine in the car.

"On the second lap, Hine went by me on the straight, left his braking late and spun. My car collected his and went into several rolls. The *Sunday Express* had the incident as a 12-photograph sequence, the last picture showing me scampering away from the car.

"After that I drifted apart from Eric; we had had no written contract. That shunt had anyway made me start to think about racing. I'd had ten years, was married and had two kids, and was thinking I'd gone about as far as I could go. I accepted some drives in John Young's SuperSpeed Anglia, racing alongside Chris Craft, and did some races in Ian Walker's Lotus 23, picking up a class win at the Nurburgring 1000 kms.

"John Young had been developing a Cortina for saloon car racing and at the Boxing Day Brands Hatch meeting, I started with it from the back of the grid and brought it home second. What we didn't know was that the Lotus-Cortina was on the stocks. The SuperSpeed effort fizzled out; the Cortina had been a waste of time from the moment the Lotus-Cortina came along and we were halfway through 1963 before it came home that I hadn't got a drive. I had a few offers later for long distance events, and was tempted because there's nothing like a long distance event to involve you, the tactics, the working out of margins and so on, but I resisted temptation.

"Motor racing drifted away from me and I turned to other things but have never found the excitement and fulfilment that I had in racing. I've been to a few meetings with Perry McCarthy, the Formula Ford driver whom I've helped a little, but I've looked around and wondered what happened to all the spectators we used to have. My son Ian, though, is heavily involved in the sport, as a designer with Reynard."

When you look back at the works Lotus drivers of the late Fifties you find that almost all of them went on to better things: Innes Ireland, Graham Hill, Cliff Allison and Alan Stacey. Only two failed to make F1, Keith Hall, who retired, and Peter Ashdown. "I don't think I was up to adapting to rear-engined single-seaters. I did a couple of F2 races with Ken Tyrrell's Coopers and found I was getting to grips with the problem but wasn't quite up to it."

It's hard to contradict so modest and honest an assessment from a driver but the fact is that no driver who was good in front-engined cars — and in his class, Ashdown was very good — failed to make the transition to rear-engined cars. In the same way, nobody who was any good in the 1.5-litre F1 failed in the 3-litre F1, even though engine power more than doubled in little over a year. I think that Ashdown had the talent to do F1 but his thinking was damaged by his season with the Mk 3 Lola. Having said that, had he had the potential to be a real star in F1, that experience would not have put him off. Indeed, he would probably have parted with Broadley long before he did so, for the real stars have a ruthless streak in them.

I suspect, too, that after ten years in the sport, he had become a little wary and that deaths of so many around him, particularly Alan Stacey, had begun to nag at him.

With his second wife, June, who saw him race only once, at the Boxing Day Brands Hatch meeting of 1962 which turned out to be his last event, Peter has gone from strength to strength. He sold his garage and went into mail order motor accessories. Then it was a business which specialised in refurbishing timber-framed cottages and then, with June, into fashion shops. June still runs an expanding chain of shops while Peter is currently in video hire shops and video production. His interest in racing has been whetted again by his involvement with Perry McCarthy and he is thinking along the lines of how pleasant it would be to get back behind the wheel of a Lola in HSCC events. . . . He'd also like to hear from anyone who has 8 mm or 16 mm film footage of him in action (telephone 024 541 3280).

I had a wonderful time rolling back the years with him, for he is a very amusing man. The only problem came when it came to taking his photograph. "I must try to look serious," he said. He failed. — M.L.

The Constructors — 8

Pilbeam

IT'S ironic that Britain's most successful manufacturer of hill climb cars, Pilbeam Racing Designs, is based in Lincolnshire on the edge of the Fens where the land is as flat as freshly-trowelled cement. It's a bit like finding a shipbuilder in the middle of the Sahara. In fact the firm is based at Bourne, home of BRM for whom Mike Pilbeam worked as a designer for some years, so the arrangement is not as bizarre as it first appears. Though Pilbeam is currently best known for his hillclimb cars which won British Championships in 1981-2-3-4, these form only part of his business.

Mike Pilbeam is one of a small number of freelance designers in British motor racing. At the time of my visit, the Otford Group's Lola T286 Thundersports car was waiting for collection, having had its front suspension re-engineered in order to prevent the excessive wearing of the front tyres. There was also a freshly delivered front headlight nacelle for the rally version of the Ford RS200, for Pilbeam is responsible for some of the body engineering on that project. This work has included a wide range of jobs, among them the correct location and stressing of items such as hinges and wind tunnel testing to control internal air flow and intercooler performance. He is currently working, too, on something for a production car maker but is understandably discreet about that.

The object of this series is not only to tell the story of individual makers but to show the workings of the British racing car industry in its many facets. Pilbeam has more than enough work to keep himself and his four employees fully occupied but it is in a way which is radically different from the large scale production makers such as, say, Reynard. Less than 30 Pilbeam cars have been constructed and the present rate is perhaps only three a year, so the supply of spares, a large consideration with most other makers, forms only a tiny part of the turnover and parts tend to be made as required and not kept in stock.

Among most established racing car producers, spares not only provide a regular source of income, typically about 30% of a company's turnover, but the need to be in a position to replace wishbones etc enables a firm to keep its workforce occupied once the "building season" is over. Pilbeam is, if you like, a bespoke tailor rather than an off-the-peg outfitter. While this means that the operation is cosy and personal it also means that the company does not generate enough profit to support a gamble on, for instance, a new F3000 car, though Pilbeam would certainly welcome a commission to design and build one.

In a similar way, Pilbeam has designed an hydraulic / electronic "active suspension" system which is waiting for the right partner. Unlike the sort of manufacturer who identifies a niche in the market and then builds a car to fill it, a maker who *actively* attempts to guide his destiny, Pilbeam's role is passive.

Born in 1937, Mike had no particular interest in motor racing until, while at Bristol University studying mathematics, he became hooked by attending the 1958 British GP. On coming down from Bristol he spent five years in the Government Scientific Service and, in the traditional way, built an 1172 Special. "It was on the lines of the Lotus 7, but smaller and lighter, and I did all the work on it, including the engine which was not very good. It was used as both a road and race car and I picked up a few places with it until writing it off at Paddock Hill Bend at Brands Hatch in 1960."

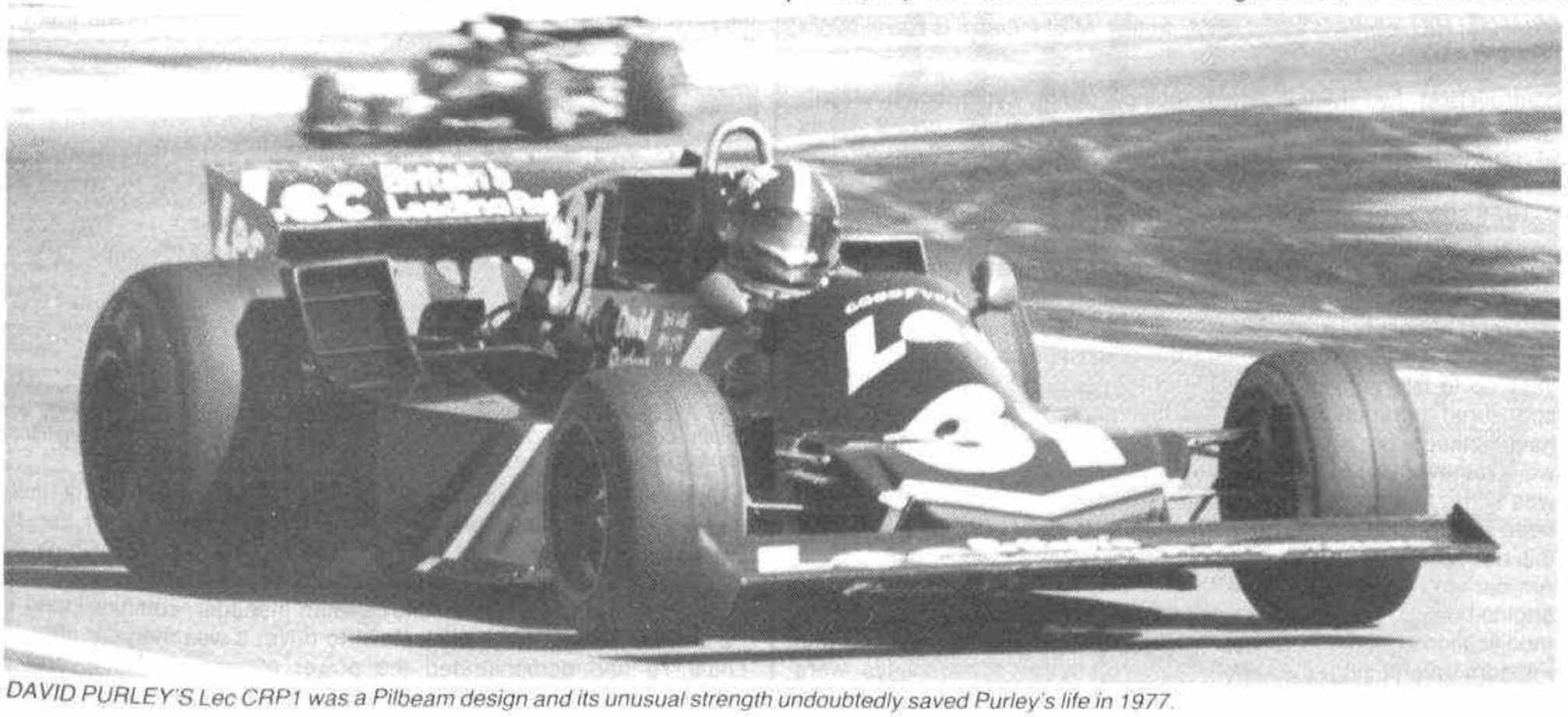
In order to gain some background in engineering, Mike studied part-time for his Higher National Certificate and also built two more 1172 Specials. "Tony Gould had one, he was a much better driver than me and nearly won the 1961 1172 Championship." Both cars are still in existence and one has just gone to France where it will be rebuilt. "I called it the 'Dingo' but these days they are known as 'Pilbeams'.

"I was still very keen on racing but there is a limit to what you can do on your own and so I wrote to Lotus, BRM and Lola asking for a job. Tony Rudd of BRM appointed me as a stress engineer in 1963. I think he liked the fact that I'd built and raced my own cars."

It was a good time to go to Bourne since BRM was enjoying its one brief period at the very top of the tree. It was not only enjoying success (Graham Hill had just won the World Championship) but was planning for the future. Pilbeam was put in charge of two particularly interesting R&D projects. The first was a fully instrumented car with the variables being fed into a 14-channel "black box" to be recorded on paper tape. "We learned a lot from that, particularly about understeer in corners. We discovered it was caused by the front of the car lifting at speed and changed the suspension accordingly. It crossed our minds to fit wings but weren't sufficiently daring because we'd all been brainwashed by the idea of minimum drag.

"I think it was the first time a racing car had been so thoroughly investigated. When I told Graham Hill that he had been generating 1.25g cornering force, he said, 'b******s!' because he thought that 1g was the maximum possible. This discovery changed our thinking in a number of ways."

The other main project was designing the BRM 4wd car. "We knew it wouldn't work with the power of the 1.5-litre engine but with the 3-litre formula coming in we wanted to be ready and it seemed a reasonable avenue to explore. It was the first single-seater project which was wholly my own and we had a 2-litre engine fitted. We soon found out



DAVID PURLEY'S Lec CRP1 was a Pilbeam design and its unusual strength undoubtedly saved Purley's life in 1977.

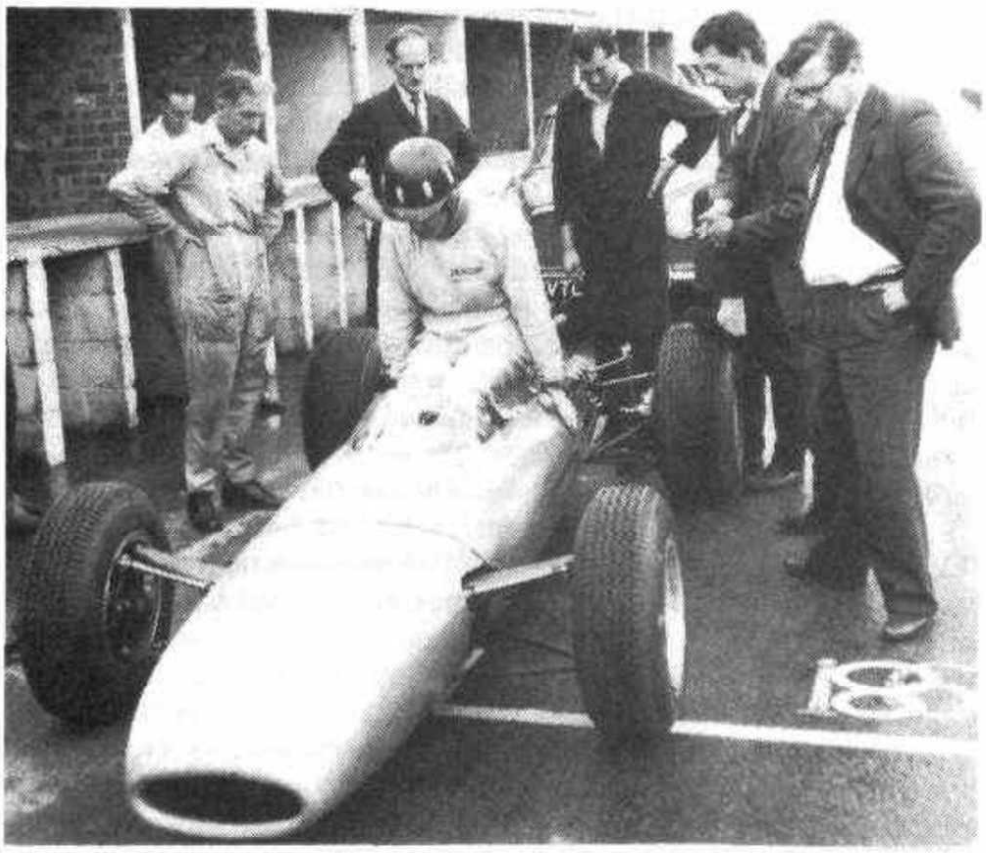
that the car wasn't sufficiently responsive to the throttle on the limit when changing attitude. We eventually finished up with a 28/72 torque split and later Peter Westbury won the Hill Climb Championship with it.

"When I later joined Lotus, the team was in the middle of 4wd but I did not feel myself in a position to give my opinion to Colin Chapman. Besides, I felt sure he'd figured it all out and had discovered the way to overcome the snags. I was wrong and Lotus, and the other teams who experimented with 4wd, rediscovered exactly the same problems that we'd had several years earlier."

Another project which Pilbeam oversaw while at BRM was sorting out the gear train breakages which beset the H-16 engine. "They were caused by tremendous torque variations caused by the firing order of the four banks of cylinders. By changing the firing order, the engine smoothed out and became more reliable." One even stayed together long enough to allow Jim Clark to win the 1966 USA Grand Prix at Watkins Glen.

At the end of 1966, Mike moved on to the advanced chassis department at Ford, "for the money" but, after two years, he longed to get back into racing and so took a job at Lotus where, with Geoff Ferris, he worked under Maurice Phillipe on the great Lotus 72.

The freelance in Pilbeam was already coming out and he undertook a number of commissions. There was Owen Greenwood's



GRAHAM HILL climbing into a BRM, on test. Mike Pilbeam is second from the right, alongside Tony Rudd.

controversial fwd Mini-engined racing "motor cycle combination", revisions to the suspension of an Alexis FF1600 car, an F2 Alexis which was not built, and Tim Goss' Lotus 7X, with Lotus F3 suspension front and rear, which won the Clubmans Championship.

1971 saw Pilbeam at Surtees working on F1, F2 and F5000 cars, laying down the design for the car with which Mike Hailwood won the 1972 F2 Championship before he returned to BRM to work alongside Tony Southgate. Louis Stanley had taken over and there was a different atmosphere at BRM. The team was still enjoying some success but was already feeling the pinch financially. The following year up to five cars of three different types were run in a Marlboro-sponsored "International" team and then parts which most teams would have junked were repaired and components which had been rejected were retrieved out of the bin. To capitalise upon the BRM name, there was some attempt to diversify. A mid-engined Aston-Martin-BRM had been touted, with a transversely mounted 3-litre V12 BRM engine, but this never got beyond the stage of quarter scale drawings. A poor Can-Am car was built with a view to garnering some of the American V8 engine building business. It failed to take Can-Am by the ears but, with modifications, was run quite creditably in the Interserie series, with Pilbeam overseeing the effort. Two Canadian snowmobiles were bought and driven in the fields around the works. Pilbeam was asked to design a BRM snowmobile and the sketch he produced was issued in a brochure but that's as far as it got.

After discussions with Niki Lauda, who had emerged as the natural leader of the 1973 "International" team, Pilbeam penned the P210 but then Lauda left for Ferrari. Still, Jean-Pierre Beltoise, a driver for whom Mike has a lot of time, brought the car home second on its début in South Africa, the third round of the 1974 World Championship, and was of the opinion he could win the title with the car. It was, however, to be the highlight of a dismal year as the team went downhill fast, not assisted by its unusual attempts to economise in areas in which no serious motor racing people would consider.

The writing was on the wall, there was a lot of big talk but everyone knew nothing would happen and so Pilbeam left to start his own business with a drawing board in his home. Mike had a couple of jobs in the pipeline, the redesign of Alister Douglas-Osborn's hill climbing Brabham BT38 was one, a BDA-engined Hillman Imp Special Saloon for Tony Dickinson was another, but a month into his freelance career, Pilbeam had a lucky break.

"I had a phone call from Tom Wheatcroft who apparently wanted my opinion about Formula Atlantic as a category. Then he asked if I felt a car could be built to beat those which were running. I said I thought it was possible and Tom simply said 'Okay'."

From this brief conversation came the Wheatcroft F Atlantic car, designed in Mike's home and built elsewhere, with which Richard Morgan was competitive in 1975. "Then Tom Wheatcroft phoned to say it would be a good idea to convert it and run in the Silverstone F2 race. There were a few problems, such as the size of the fuel tank, but we rigged up pontoon tanks and Brian Henton led the race and finished third."

The following year saw the Wheatcroft-Abarth/Holbay F2 car which Brian Henton attempted to race but which had an appalling reliability record. "I penned three F2 layouts for Hart, BMW and Abarth engines. By the time that the Abarth engine had proved to be a dead loss, Tom had become diverted. Donington was taking off and while his original intention was to take a driver right up to F1, as he'd done with Roger Williamson, his relationships with Morgan and Henton were uneven and it seems he had not found another Williamson."

Pilbeam, meanwhile, had been approached to build an F5000 car for David Purley. When this was fairly well advanced, the decision was taken to go into F1 instead. The Lec CRP 1 was a simple, thoroughly competent F1 "kit car" of the time (see "Looking Back On David Purley", MOTOR SPORT, September 1985). When Purley had his horrendous crash at Silverstone in 1977, the heaviest impact a human being has ever survived, the strength of Mike's design saved Purley's life and his insistence that there should be a high arch over the dash panel saved the driver's legs for there was room enough to accommodate them in the severely shortened chassis.



THE PILBEAM-DESIGNED Wheatcroft Formula Atlantic car of 1975 was hastily converted to F2 specification for the Silverstone race and Brian Henton brought it home a fine third.

Other commissions came along, there was development work on the Boxer F2 car, modifications to the Hexagon Penske PC3 F1 car, the engineering of the RAM Brabhams and the F2 ICI Chevrons, modifications to cars to fit them for hill climbing, and so on. In 1979, Mike Earle, who had been Purley's team manager, commissioned an F2 car, the MP 42, for Patrick Neve to drive. It was the year after the Lotus 79 had demonstrated the power of ground effects and all designers were trying to get to grips with the new concept — and that

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ALISTAIR DOUGLAS-OSBORN'S Pilbeam-DFV at Bouley Bay, 1982.

included Colin Chapman, as the Lotus 80 proved. The car had too long a wheelbase, the team had too little money to develop it and the effort fizzled out in mid-year. Given the volatile nature of motor sport, Pilbeam's reputation could have been damaged save for the fact that he had drawn the car with which Martyn Griffiths won the 1979 British Hill Climb Championship. Other customers followed and James Thompson took the title in 1981.

The hill climb car part of Pilbeam Racing Designs Limited has since snowballed and Martin Bolsover won the championship for the next three years. At one Shelsley Walsh meeting last year, Pilbeam drivers took the top 12 places. Such dominance, relative to the number of cars built is rare. In 1985, though, Chris Cramer's Gould took the crown, though Pilbeams finished in most of the other top 10 places. Mike says archly, "I have some plans for 1986 which I hope will make for an interesting year."

In 1981 Pilbeam moved into his own small workshop, appropriately enough a unit previously owned by BRM, and from it, later that year, came his FF2000 car. This was an interesting design since it had a slimness of shape which has now become standard in the category. It also had ground effects side-pods which generated up to 100 lb of down-forced without loss through drag, this being at a time when so many people in FF2000 had taken a wrong route with ground effects. A dozen of these cars were built and those run by Swallow Racing in 1982 enjoyed a degree of success in this country, without winning any races. It was a points scorer which, had it been in the right hands, might have won and then gained credibility.

FF2000 in 1982, though, was the year of Ayrton Senna and Van Diemen and the only combination to challenge the Brazilian was Calvin Fish in another Van Diemen. Once a decade there comes a driver like Senna, and it's hard luck if you try to launch your car in competition with the car which that special driver is using.

An F3 design followed but it was not properly developed and it looked pretty unstable when it did race. I never felt it looked right, it seemed far too narrow to be stable and the aerodynamics did not seem to be sufficiently elegant to present a shape which looked as though it could work. Even if looks deceive, it did not attract the right calibre of driver to prove it. Again, it needed a lot more time and money to sort it out and those two elements were lacking.

In hill climbing, though, various Pilbeam designs went from strength to strength and although few are built every year, the nature of the category means that the cars can stay competitive for some seasons and therefore the number of competitive Pilbeams has gradually increased until now they dominate the ranking even if, as Chris Cramer and his Gould has shown, they are not invincible.

"The problem with a hill climb car is that it has to be right from the start, it's difficult to test them. You can sort out a circuit car in a couple of weeks of intensive testing but if you don't get a hill climb car just right, it can take a couple of years. The qualities of a good hill climber are the same as for a good circuit car, the chassis has to be stiff, it must turn in well and put its power down. We design the suspension to be softer because of the nature of the hills in contrast to the fairly flat circuits one normally encounters and there is a weight bias towards the rear along with huge rear wings which hang well over the back of the car. Fuel tanks are much smaller, though because cars are now often shared, and therefore double the runs they make, the water radiators are as large as those on circuit cars, but we do without oil coolers. Aerodynamics in terms of downforce have to be taken seriously and I spend a lot of time in wind tunnels with quarter-scale models.

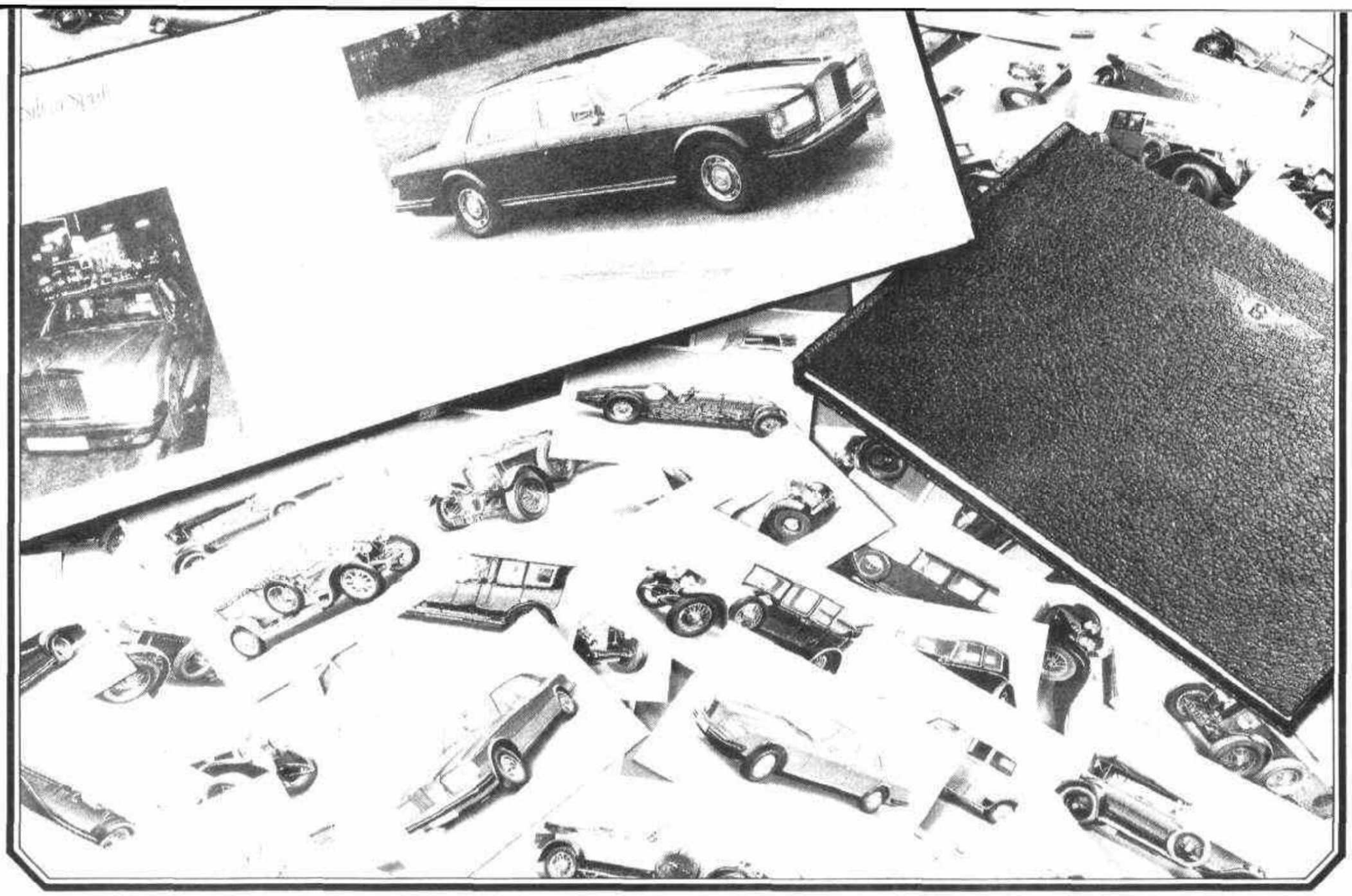
"There are a number of advances I think would be possible, given the money. There's four-wheel-drive with an electronically-sensed-variable torque split, for example, but the trouble is that when you try to design the ultimate car you take more and more away from the driver — the ultimate would be a pre-programmed driverless car — and so the ends of the designer can conflict with those of the driver who is out to enjoy his sport."

When you have a constructor so completely in charge of a category, as Pilbeam has been in recent years, then you get stability. There has to be an annual advance, in order to keep customers' interest, but that can be controlled by proceeding in increments.

To give a parallel, if you are an engine builder and you discover a way of giving an FF1600 engine an additional 10 bhp power, you do not go ahead and do it. No, you find another two bhp and then relax and let the word spread about your engines. Other builders soon latch on to your mods and catch up, at which point you release another two bhp and so on, in increments. It makes commercial sense and, besides, if you threw that 10 bhp at the opposition, someone would find, somewhere, grounds upon which to protest your engines. *"Festina lente."* as they say in Hartlepool.

Now the Gould has beaten the Pilbeam designs, it is the moment for Mike to attempt to take not one, but two or three steps forward, and the opposition, having sensed victory, will try to do the same. Battle will be joined in 1986 in a way which we have not seen on the hills for some years. Pilbeam remains confident that he can meet the challenge but one wonders how far he, and his rivals, will have to shift towards the theoretical idea of car in which the driver is merely an operator of switches, and mandatory ballast.

For Pilbeam it is a dilemma. Success on the hills is important to his company yet he has a background of success in so many other spheres of motoring sport. He says, "Hill climbing has become my bread and butter and it's important to the company but the problem is that once I was associated primarily with F1 and now I'm beginning to get a reputation as a hill climb special builder. To develop I have to come to an arrangement with a team to break into new directions, though without turning my back on hill climbs". — M.L.



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J-O'-G And All That. . .

IN THE colour-pages you will find an interesting account by M.L. about driving a modern Bentley Eight from London to John O'Groats, inspiration having been derived from a similar run I did in 1938, with a 4¼-litre Bentley, the idea being to see if my time could be improved upon in spite of the 60 and 70 mph speed-limits now in force, whereas when I did the 702-mile journey there were no such restrictions, apart from the 30 mph limit in built-up areas; against which, roads and cars have improved in the interim.

Leaving M.L. to make the comparisons, let me tell you how carefree it all was, then. Two friends joined me and we set off for the fun of it, without forewarning hotels or garages, and with only a vague idea of the route. I remember waiting for breakfast until the hostelries opened and knocking-up a vendor of petrol in the night-hours, who only condescended to supply us when he was told we intended spending no less than 24/-(120p.) on filling the Bentley's tank! The A1, although called the Great North Road, was very narrow, and as war was only a year distant, long convoys of Army trucks were out and about, difficult to overtake. In those 700 miles we destroyed two India tyres but M.L. had no anxiety at all with the Avons with which today's Rolls-Royce and Bentley cars are shod.

In 1955 MOTOR SPORT had a Bristol 404 for road-test and a young colleague was persuaded to repeat the London to J-O'-G, taking me as co-driver. This time, although again starting from Parliament Square beneath Big Ben, as M.L. did in 1985, we left on the A14, instead of following the A1 all the way. The 2-litre Bristol managed a running time average for the 716.2 miles of 53.6 mph, the journey taking under half-an-hour less than the Bentley had needed to cover 702 miles 17 years earlier. The "Businessman's Express" gave an overall fuel-consumption of 21.3 mpg, whereas the Bentley had done just under 17½ mpg. This showed that roads had improved but were now more congested, although logged on a shorter run down from Scotland on the way home the Bristol averaged 52.3 mph, whereas the Bentley had only done 51.2 mph, on an admittedly rather longer haul. . . .

The year following the Bristol's run we decided to see if the same driver could better his time, with a 4.9-litre S-series Bentley, with automatic gearbox. Magnificent as this big 1956 Bentley was, we abandoned the run in Edinburgh, because its handling hampered high speed, either due to Rolls-Royce's belief that most of the retardation from their mechanical-servo brakes should be on the rear wheels, or because the tyre-size then prevailing was unsuited to driving a heavy luxury-car as if it were a sports-car; or perhaps the roads were extra slippery! Anyway, the average speed was only about 47.6 mph and a fuel thirst of 13.6 mpg meant too-frequent stops to refill the small tank, which further discouraged us. After an hour's sleep, we drove home. . .

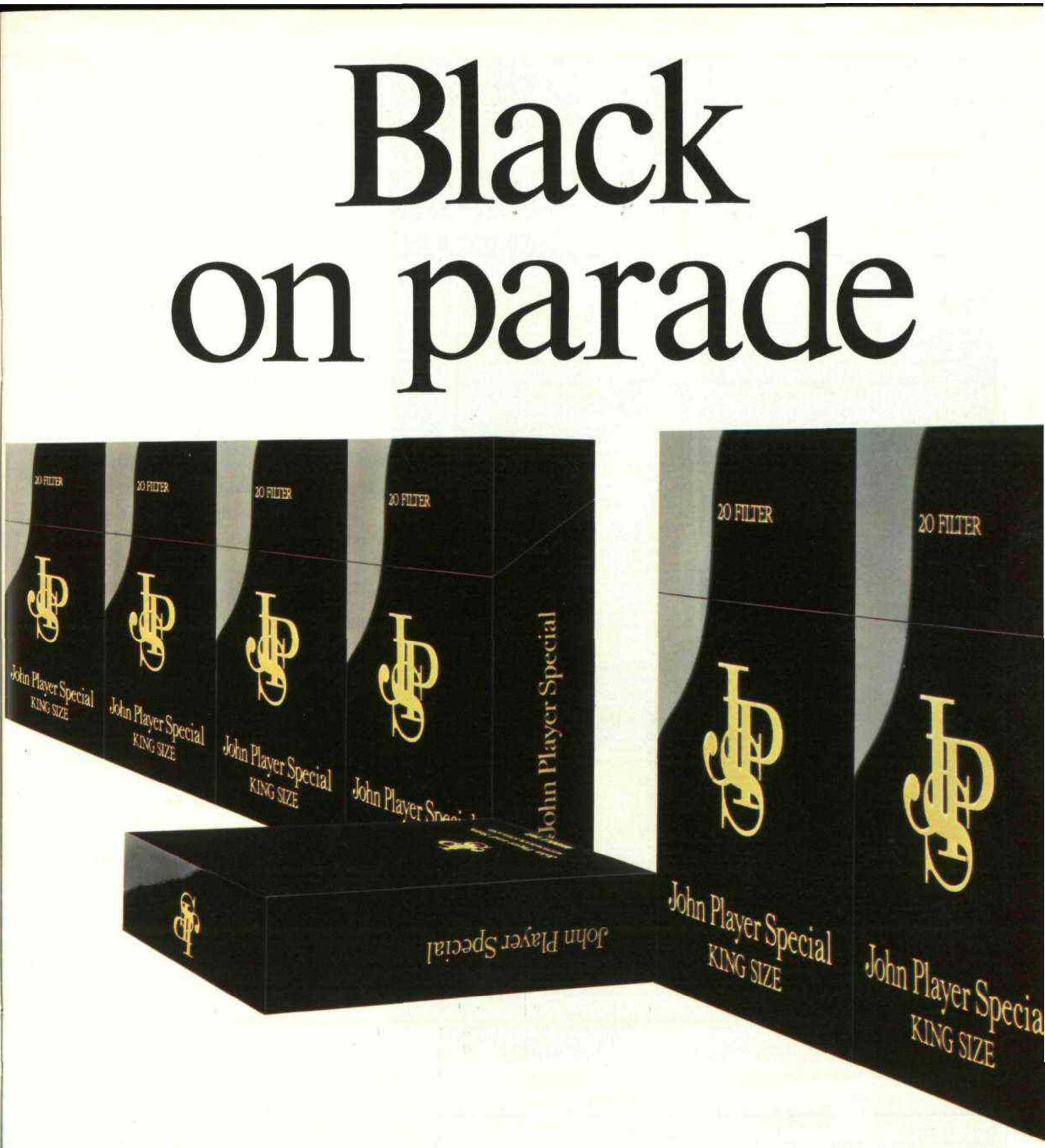
For me the introduction of absurdly low speed-limits on our vastly-improved roads has reduced the fun of these long runs, remembering the old freedoms. There was, of course, nothing new in all this. From the dawn of road-travel people used to try to break the Land's End to John O'Groats record — which reminds me that when we arrived at the latter place with the aforesaid Bristol I had been there just six days previously, on an occasion when we did not so much as stop but drove off again, having come from Land's End in an Austin A501, the object a fuel-consumption frolic, with speed kept down deliberately to about 50 mph, which enabled me and Kenneth Best, of National Benzole, to claim over 34 mpg and still average 39.09 mph.

All down the years such things have been going on. I believe that J. W. Stocks, when quite an old gentleman, was still improving on his "End-to-End" times with a Ford V8, in the late 1930s, and I have just come upon a report of a run done on a 20/30 hp Belsize in 1908, from Aberdeen to London, that occupied 3¼ hours short of two days and nights, equal to 19¼ mph for the 620 miles, at 22.1 mpg. Shap would have been a top-gear climb had not a cart dropped a load of stones in the path of the Belsize, a kind of hazard neither M.L. nor I had to contend with, on our runs in Scotland . . .! If you *like* motoring, long journeys are seen as a way of life. And dull as Motorways are, it should be possible to legally put about 70 miles into an hour on clear ones, whereas with the 1938 Bentley the best we did was to put 31 miles into one half-hour, which the Bristol bettered by a mere 0.2-miles. — W.B.



MOTOR SPORT AT JOHN O'GROATS — W.B.'s Bentley in 1938, top; the Bristol in 1955, middle; with, bottom, the most recent choice.

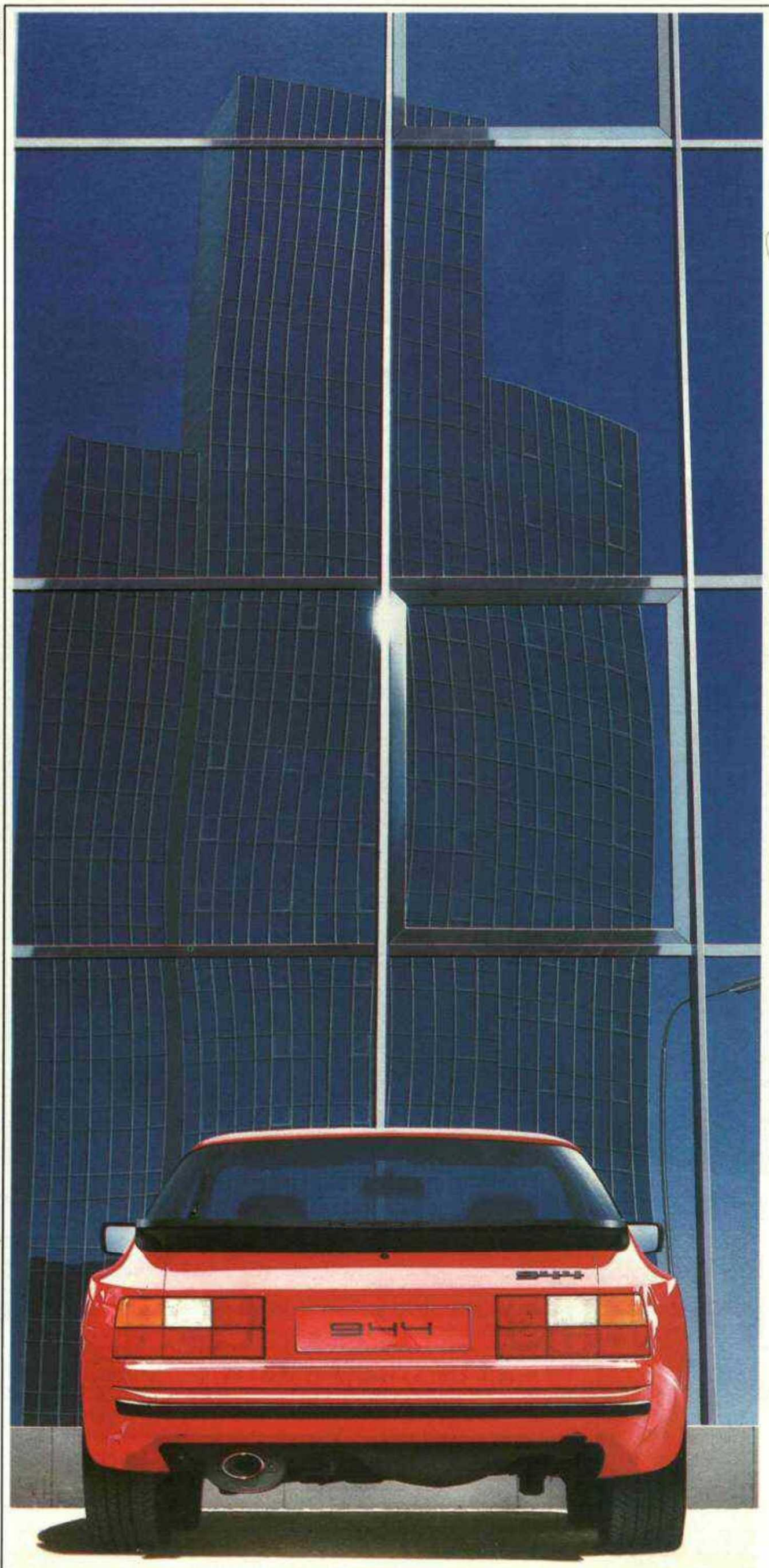
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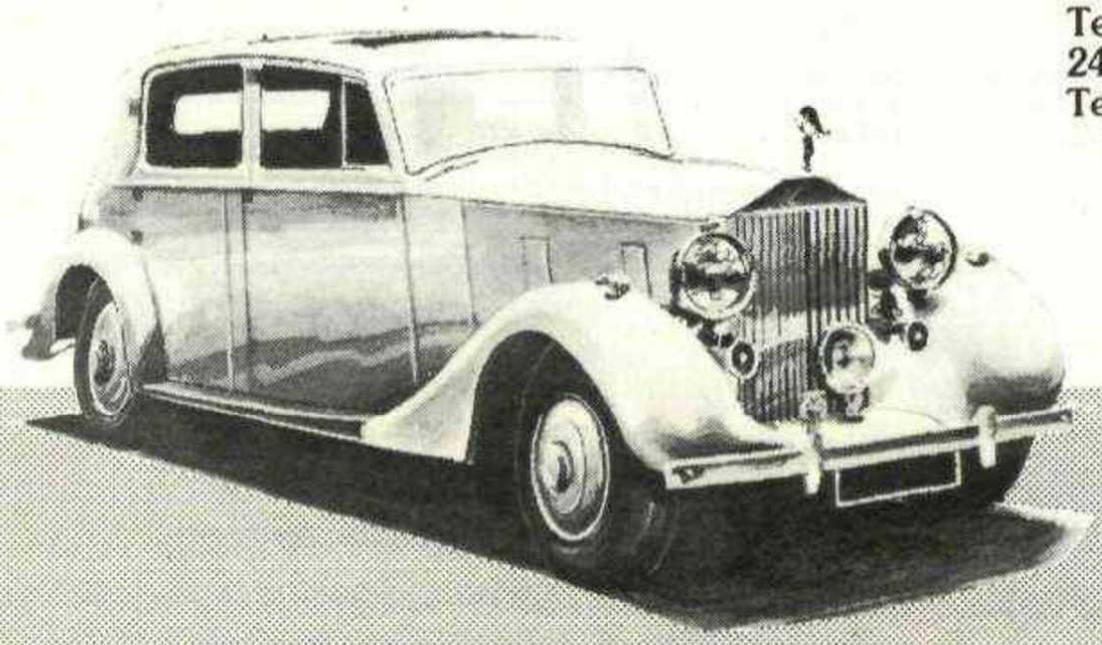
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AT MIDNIGHT exactly, the Bentley glides out into Parliament Square to start its run.

To the North By Bentley Eight

IN 1938 Bill Boddy road tested a Bentley by driving it from the Palace of Westminster to John O'Groats. It was one of those ideas which catch the imagination and when we recently reprinted his account of the journey, the response was such that we decided to recreate the trip.

The Route

The 1938 party of Bill Boddy, Tom Lush and Jim Brymer took what was then the quickest route: the A1 to Scotch Corner, across Bowes Moor on the A66, then through Carlisle and across to Inverness and finally up the A9 to John O'Groats. We decided to follow that route north and then return by what is currently the quickest way, which from Carlisle southwards means the M6 and M1.

Following the original route sounds easy but before you can follow the old A1 you've first to find it! Here John Baynes of Ordnance Survey came to our assistance with photostats of 1930s maps. At Barnet, the Great North Road is now the A1000 and in Hatfield it peters out into a cul-de-sac. The old road goes right through the middle of Grantham, Stamford, Baldock, Newark, and other towns which have long been by-passed and near the Yorkshire border it is now the A638 which cuts through Retford and Doncaster. It is extraordinary how roads have changed, mainly in the last 20 years or so.

Bill had begun his journey from the Palace of Westminster one midnight, so we had to do the same. It's a sad reflection on the times that one no longer just arrives outside Parliament and takes pictures. Nowadays, common sense and courtesy mean you contact the police well in advance to make your motives clear.

Time and Speed

We had no idea what time the journey north would take. Bill Boddy and a Bentley 4¼-litre Vanden Plas Drophead had taken 15 hours and 14 minutes and we were quite prepared for it to take us longer. Our car and modern roads might both be quicker but we had to contend with speed limits, winter driving conditions and a fifteenfold increase in the number of vehicles on the road.

Still, we could rely on every petrol pump being electrically powered whereas the '38 crew dealt mainly with hand-operated pumps. On the other hand, we did not feel that it would be wise to wake up the owner of a filling station at 4 am as Bill did when his fuel gauge dipped. He reported that he got his man to "condescendingly descend and minister to the Bentley's needs". I wonder what the response would be if one did that today? We didn't want to find out and so erred on the side of caution and made four fuel stops when three would have done.

It's as well to stress that we were not aiming to beat any records. Had we been going for a time, we'd have used a different car (something a little more discreet), chosen a different time of year and would certainly not have stopped for photographs. Our intention was a brisk drive, not a white knuckle job. There are three distinct speed limits: the legal limit; a higher speed which will not lead to problems with the law provided one is sensible; and there is the speed of punters in red Cavaliers with jackets hanging from hooks. I went for the middle ground and, two hours into the journey, I had the opportunity to discuss my theory with a policewoman who prettily requested a little of my time.

One difference between Bill's drive and mine was that he drove the

entire distance while I insisted on a relief driver. I could have managed it easily had I chosen my own departure time but midnight it had to be and no matter how much rest I've had, I fall asleep between two and three in the morning. On balance, it is wiser to do this in the passenger seat than behind the wheel.

The Car

I'm not sure that the Bentley Eight is the spiritual descendant of the car used in 1938. To find that, I think one has to look at the Jaguar XJS, which is ironic when you think that Jags used to be known, among other things, as "Wardour Street Bentleys". We wanted to use a Bentley, though, and while the Eight is not a performance model, it is a significant car for the company.

Not so long ago, Bentley's share of Rolls-Royce / Bentley sales had fallen to just 5% and serious consideration was given to dropping the name altogether. Instead, it was decided to reaffirm a separate image for the marque and this was done with the introduction of the Mulsanne Turbo, the Mulsanne Turbo R and the Eight. The Eight is aimed at the younger owner / driver, a sort of R-R starter kit.

Priced carefully at just under £50,000 (£49,497 to be exact) and available only in Europe, this car has a slightly less expensive trim specification. The walnut is straight grain rather than burr, and there is less of it in the trim. The magazine pockets behind the seats are mesh and not leather. There are fewer colour and accessory options, and the carpets are not lambswool. The mesh grille is doubtless cheaper to produce but I feel it works splendidly as a styling alternative. In fact, it's hard to think of any other car in which so profound a change in image has been wrought by so simple a modification.

In essence, the Eight is a re-badged Rolls-Royce Silver Spirit with slightly harder spring rates. 1986 specification cars have further damper revisions and the pas has been re-rated to impart more feel to the driver, so the model is making gradual progress away from the parent car. It is still a long way from being a sporting car but it has made a contribution to Bentley's revitalisation. Far from being considered for extinction, 22% of R-R production now bears the Bentley name and the marque is establishing a new personality.

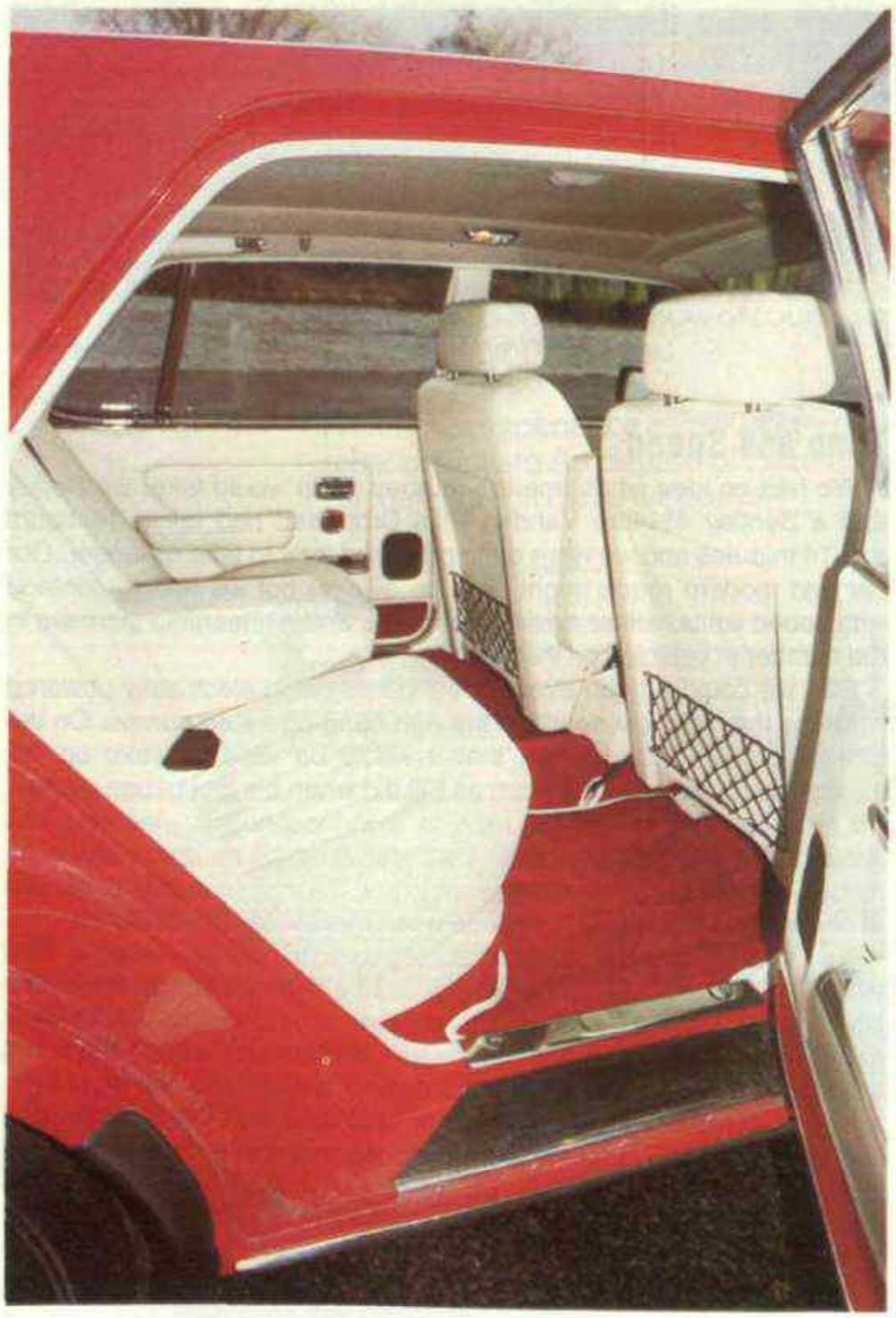
It's interesting that, at £1,579, Bill's car represented the cost of 15 basic Fords. The Bentley Eight also represents 15 basic Fords. Fuel in 1938 was around 8p a gallon but then a basic Ford cost roughly 1,300 gallons, today fuel is relatively cheaper at around 1,600 gallons for a Ford. At 4p a pint, oil was fairly close to what it is today in real terms, but Bill used ten pints and we used none. In 1938 Bill had to have two tyres replaced on the return journey while we found it hard to detect any wear at all.

The Way North

To everyone's disappointment, Bill Boddy was laid low with flu so just three of us made the rendezvous: John Deverell from our advertisement department, Ruth Williams one of our photographers, and myself, Mike Lawrence, Deputy Editor. We left Parliament Square while Big Ben was still chiming midnight.

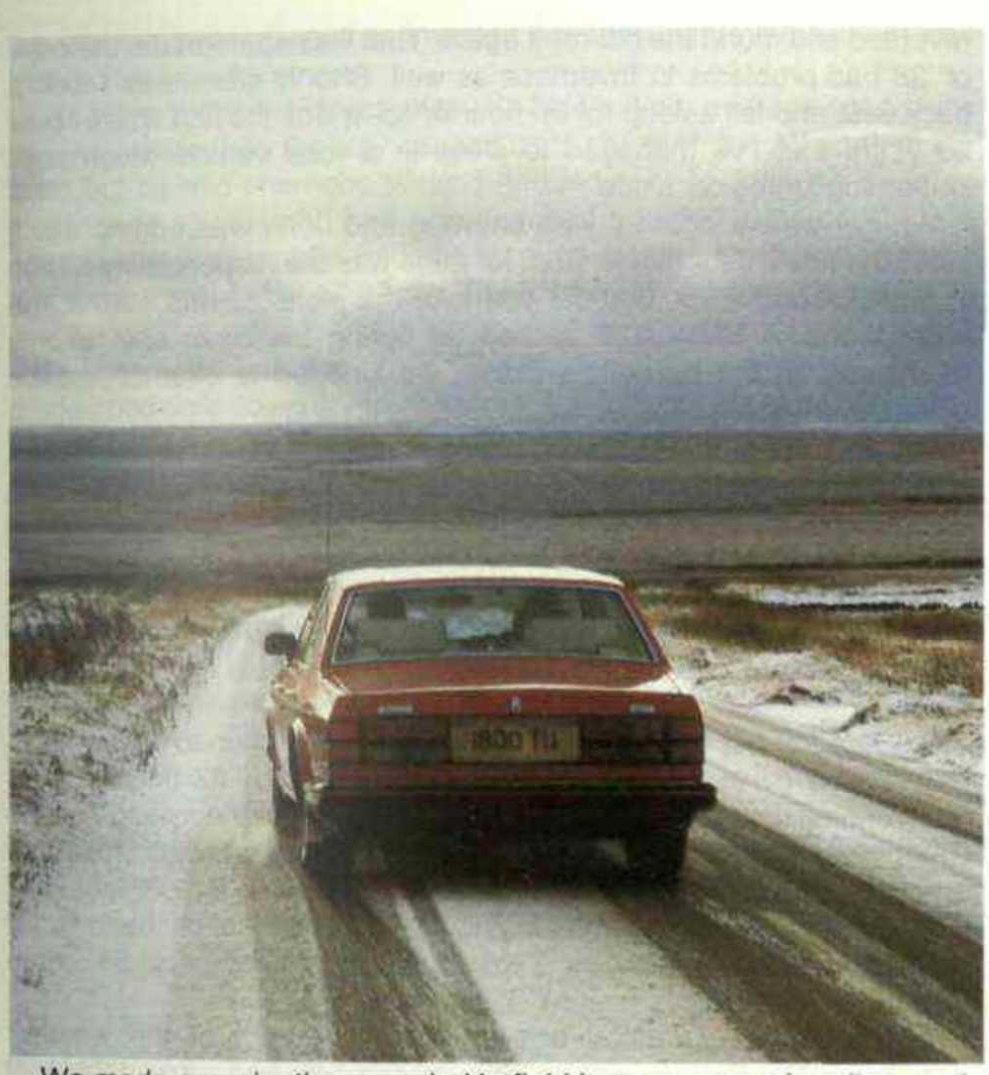
For anyone who regularly spends time in London traffic jams, there is a peculiar delight in driving along almost deserted streets. It's utter luxury to be able to maintain a steady 30 mph and ease unimpeded out of town.

WHILE BENTLEY have economised on certain fittings on the Eight, the feeling of luxury is barely diminished: in the rear (below left), mesh replaces pleated leather for the magazine pockets, while the fascia (below) is of straight-grained walnut instead of burr. A maze of plumbing (bottom) conceals the 6.7-litre V8.









SNOWY WEATHER did not seriously affect the Bentley's performance.

We made a navigation error in Hatfield but were soon heading north on deserted roads. Our one deliberate deviation from the old A1 was to by-pass Stevenage for it is a post-war town.

I'd had a few days to become used to the Bentley but John and Ruth were new to it and they marvelled at its space, ride (the suspension is self-levelling), comfort and quiet. At 60 mph the loudest noise is a passenger commenting on the silence.

Two hours into our journey we were striding along when I noticed a change in the pattern of the lights in my rear-view mirror. At that point I put the cruise control into operation at 70 mph and, purer than the driven snow, waited until the interloping car caught us up. Sure enough, it turned out to be a police Rover which flagged us down.

I walked back to be met by a very attractive WPC who politely began by emphasising I was not being booked but who felt that I might have been doing as much as 80 mph. Actually I'd been travelling much faster, as she and her driver both knew, but conceded that she had an interesting opinion.

I then opined that since I had been able to detect a police car two miles behind in pitch darkness, I was driving well within my limits. She laughed and said "We knew you'd clocked us, but it's all a game, isn't it?"

Now that's a traffic cop you can *call* a traffic cop. She asked for my particulars, which I gladly gave while suppressing an urge to ask her for hers (personality as well as looks, you see) and we talked a while of this and that and then she gave me a solemn warning about falling asleep at the wheel. "I have two reserve drivers," I said. She looked at the Bentley and replied, "I'm not surprised, it looks like the sort of car which comes with everything!" The little darling!

We lost five minutes but gained three paragraphs.

Stamford came up shortly afterwards and I drove through it very slowly, for it is one of the most under-rated towns in England and I wanted to savour it. The gritters were out which gave a warning of what was to come.

Though the night air was close to freezing point, the split level air conditioning kept the interior of the car comfortable, with warm air blowing onto our feet (there is a vent for the rear passengers) and cool air at face level. The remarkable thing about this system is the complete absence of noise. Bentley is so confident of its system that it does not fit a heated rear window but we found that the inside of the windows misted up when cold air was suddenly introduced to the interior. The windscreen was quickly cleared by over-riding the automatic air conditioning, but the rear window had to be manually wiped.

So we went on, savouring the smell of hops in the brewing town of Newark, stopping to consult our maps in Retford and coming out of Doncaster I handed over the wheel to John Deverell. Our time to Doncaster, which included a five minute fuel stop and my encounter with the slim arm of the law, was almost exactly the same which Bill had done in 1938.

Coming in at the last minute, John had not had a previous chance to drive the car and, as I had done, found the steering a little strange. The Bentley has a large, skinny, wheel and the power assistance at first makes the car seem frighteningly light. Obviously one adapts to the car but neither John nor I ever did take to the steering wheel and if we were ever lucky enough to own a Bentley, the first thing we'd do would be to replace the standard wheel with one with a thicker rim. The fact that 1986-spec cars have had the pas re-rated to transmit more feel to the driver says everything I felt about the steering.

Up to Scotch Corner we had to pass through our second (of four) single lane carriageway with the inevitable slow moving truck in front. Then we had to tail a police Escort for a few miles. We stopped to top up with fuel as a precaution and finally we over-shot the A66 turn off (my fault as navigator, had I guided Columbus he'd have discovered Cardiff), turned around and struck off across Bowes Moor.

Bill Boddy reported that his friends were pleasantly surprised when "his" Bentley was able to climb at 80 mph. Naturally, such a feat was simple for our car for they at Rolls-Royce speak sooth when they describe the power from its 6.75-lire V8 engine as "adequate". The Bentley is a big and heavy car, so initial getaway is not outstanding (0-60 mph in 10 sec) but once under way there is an impressive amount of flexibility.



SIMPLE MESH GRILLE denotes the Eight, and endows it with a sporting flavour with overtones of Le Mans.

With substantial weight (4,950 lb), a large frontal area, and only three speeds (automatic transmission is standard) the Bentley has a few things stacked against it as a performance car. Its top speed of 120 mph is hardly remarkable, but what is exceptional is the way it conducts itself at speed. You have to be very close indeed to its maximum before the car feels quick. I was able to take a very nervous passenger much faster than she'd been before in her life, and she did not notice. The wheels always seem four-square with the road even in stiff side winds or on slippery roads.

John was able to keep up a brisk pace on the road to Penrith, there being very little traffic about. We ran into a little sleet and some patches of fog. Cars parked off the road were covered in thick ice and we kept our eyes on the "external temperature" gauge. In fact, as soon as that gauge registers one degree Celsius a red light comes on.

I took over again at Carlisle and, from time to time, the "ice warning"

light came on and the road surface certainly felt that it was not a misplaced warning. We slowed considerably and proceeded with caution. Another single lane stretch of road behind a crawling van slowed us even more and our insistance on driving through Cumbernauld, where we got lost, slowed us even more. Still, we were quite happy to make a stop so Ruth could photograph the dawn.

We went through the centre of Stirling, Dunblane and Crieff and hoped to recreate the 1938 journey in one other way. Bill and his friends had stopped for breakfast in the hotel at Amulree but we arrived too soon, which meant that we were half an hour up on the 1983 time.

Feeling tired, I handed over once again to John for an hour. The fuel warning light, which was about 80 miles on the pessimistic side, led us to Dalwhinnie and a garage which took every form of credit card except my own, Access. Can you believe it but I had to part with *cash?*

It was not only the fuel light which was pessimistic, the washer fluid warning light came on when the bottle was still half full. The external temperature gauge in which we had been putting so much faith soon was showing some strange fluctuations. When it was reading 25 degrees Celsius in the middle of a blizzard, we began to doubt it. What problems we had with the car were all electrical, the most annoying being the frequent cutting out of either the electric windows or the central locking. It was quite simple to rectify, you dropped the fuse box and re-set the thermal cut-outs, but I was surprised it happened on a Bentley.

After the stop at Dalwhinnie, I took the wheel again. Soon afterwards we had to leave the wide sweeping curves of the new A9 to follow the old road. Now the Bentley is so softly sprung that when driving on a winding road one faces the handling equivalent of turbo lag. To drive the car quickly one has to anticipate the body roll and when one does so, the car becomes crisp and neutral and very rewarding. It also seems to shrink. When I first drove it, it seemed huge from the inside but disappointingly small from without. Once you've got the hang of it, it seems to shrink to Escort size and when you get out, you think "Blimey, that's a big motor". It's a feeling which is magnified when you try to park the car for it is long, long (17 ft 5 in) and the turning circle is tight at just about 40 ft.

Although we'd plenty of snacks aboard, we all fancied a cooked breakfast and had not spotted any likely place. A sign at Aviemore which promises a "Café, Open All Day" a mile off the road turned out to be a snare and delusion. The "all day" café opened 15 minutes after we arrived. We pressed on but never did spot a likely eating place.

At Inverness I missed the old swing bridge, went down a cul-de-sac, reversed and found the old road again. That was appropriate, the crew of '38 had problems in Inverness as well. Shortly afterwards I took a back seat and fell asleep for an hour or so. It was the first time in over 20 years that I've managed to sleep in a road vehicle which says something for the car's ride.

When I awoke again it was snowing and John was edging along carefully. I called for him to stop, for mine was the responsibility. When you are loaned a £50,000 car you take the pleasure and, with it, the implications. A BMW 320 passed us during the swap and, shortly afterwards, in the Berriedale Braes, we stopped to offer assistance when the driver fell off the road. A Metro beat us to it.

On we went and took the changing conditions in our stride. Here it was snowing, there the roads were clear. We had to slow, of course, but were still able to travel much faster than other cars and at no point did the car move even an inch out of line.

We pulled up in front of the John O'Groats House Hotel at 13.35 hours and found it closed for lunch. We took some photographs and headed down to Wick where we had reserved rooms at the Ladbroke hotel.

We had still not eaten hot food since setting off but had beaten Bill's overall time by 99 minutes and his running time by 43 minutes. Our total running time was exactly 13 hours which, given the mileage of 720 (Bill's distance was 702 miles), — gave us an average speed of precisely 55 mph — in 1938 the same figure was 50.5 mph. Including stops for fuel, to try to find breakfast and for me to have my heart flutter while discussing speed limits, it worked out at at shade over 51.5 mph (the 1938 figure was 46.0 mph).

These figures surprised us, particularly in view of the weather conditions. The Bentley was so uniformly smooth and comfortable that it never felt as though it was travelling quickly.

We stayed overnight at the Ladbroke Hotel at Wick, turning in before nine for some sleep. The hotel is one of those anonymous road houses, comfortable and competent, which would be instantly forgettable were it not for the warmth and friendliness of the staff which was remarkable. You felt like one of the family.



ATTRACTIVE though the views were, the early snow caught out some local drivers.

Snow fell heavily overnight but we felt it might be useful to drive up to John O'Groats again to take some pictures. Roads which the previous day had been inviting had now to be taken with care but the Bentley put its unspecified power down with confidence through its Avon tyres.

South of Wick the snow fell heavily and we edged along though at no time did the car ever feel in the least bit nervous. We stopped just south of Berriedale Braes to offer help to a Fiesta driver freshly upside down in a ditch. The snow was falling heavily and the roads were treacherous. Berriedale Braes itself is so interesting there is an escape route with sand pit at one point.

Our brakes received some hard treatment in Scotland but stood up to the treatment well. I never did take to the parking brake, though, which is foot operated.

We lunched in Golspie and set off again tentatively. It was still snow-

Maker: Rolls-Royce Motors Ltd, Crewe, Cheshire.
Type: Four door saloon.
Price as tested: £49,497.
Engine: V8, 6,750 cc (104.1 mm x 99.1 mm), cr 9:1; aluminium block and head, cast iron wet lines; ohv by pushrods, rockers and hydraulic tappets; one camshaft at centre of V; two SU carburettors, power and torque unspecified.
Transmission: Turbo-Hydramatic 400 3-speed automatic.
Front suspension: lower wishbones, coil springs, anti-roll bar and telescopic dampers.
Rear suspension: trailing arms, coil springs, auxiliary gas springs, anti-roll bar, automatic levelling control, telescopic dampers.
Steering: rack and pinion, servo-assisted, 3.2 turns lock to lock. 39.7 ft turning circle.
Brakes: 11 in discs, servo-assisted, dual circuit.
Wheels: pressed steel.
Tyres: Avon Turbospeed CR27 6 in x 255/65.
Dimensions: length, 17 ft 5 in; wheelbase, 10 ft 0½ in; front and rear track, 5 ft 0½ in, width 6 ft 2½ in; 4 ft 10½ in; weight, 4,950 lb.
Performance: Max speed, 119 mph; 0-60 mph, 10 seconds, 50-70 mph, 6.7 seconds.
Overall economy: 14 mpg.
Summary: sure-footed, rapid, luxury. The Bentley Eight takes a little getting used to, but once acclimatised, a driver can derive a great deal of pleasure from this car. This satisfaction is likely to be further enhanced by detail revisions to suspension and steering on the 1986 specification cars.

ing and we passed another inverted car (occupants evacuated) and headed towards Inverness.

We were taking the direct route this time but our average speed was low. An accident on the way caused us to divert off the A9 north of the town but by mid-afternoon when I handed over to John we were on clear roads again. John had now acquired a taste for the car and we sped southwards rapidly, pausing for supper at the Southwaite service area on the M6 at about 7.30 pm. The food was mediocre, it's a place to be avoided.

This stop cost us 48 minutes. The M6 was nearly deserted and we made good time down it. At Lancaster I took over again to complete the run to London.

We were lucky with traffic, possibly because the weather was bad, and that kept people at home. Much of this part of the journey was passed on a surface of light snow but so sure-footed was the car that we were able to drive on at speed without the slightest problem. There are few cars which would have coped with the conditions so competently.

During this journey we frequently had to alter the control of the windscreen wipers. Now these are positioned on the dashboard which means you have to take one hand off the steering wheel at a time when you'd rather not. It's an awkardly placed switch, too, a column-mounted stalk would be preferable and, I'd say, possible.

We arrived outside Big Ben's clock tower at 12.53 am having completed 716 miles (it would have been shorter but for our diversion between Inverness and Perth). Our overall average speed was 51.54 mph, almost exactly what our overall speed north had been, but excluding 125 minutes of stoppages (fuel, photography, food and stopping for people in ditches), this equated to a running average of just over 60 mph which isn't bad considering the weather. Our average fuel consumption was 14 mpg while Bill's Bentley returned 17½ mpg. Mark you, we qualified for getting on for a dozen petrol company glasses — but where do you store 12 loose glasses in a car? Why *do* petrol companies give glass of all things?

If there is a conclusion to be drawn it is that my trip will not be as memorable as Bill's. I simply got in a car and drove in air conditioned luxury with the radio on. Most 1938 cars would have needed attention with a grease gun at some point in the journey (Bill's Bentley had one-shot lubrication), and a trip of 1,500 miles in 48 hours was an adventure whereas, for us, it was merely interesting.

I wonder how the 1938 and '85 trips will stand up to comparison in 2020? Just as I'm convinced Bill had more fun than I did, so I'm sure I had a better time than a future writer doing the run 40 or 50 years from now. Predicting the future in detail is silly but it's fairly safe to say that motoring will not become more enjoyable. — M.L.

LOOKING OVER the Pentland Firth towards the Isle of Stroma and the Orkney Isles.



Formula One

PADDOCK

I remember, at the 1969 British Grand Prix, standing by the Shell Bridge and offering a pound for a paddock transfer from those returning from the infield. I was lucky with the first person I approached, a note changed hands and both parties were delighted. I got to the paddock for a quid instead of 30 bob and the unknown vendor had his view for a nett 10 shillings. Thinking about it now, I should have offered less, but what price can one put on what I experienced a few minutes later? There was Pedro Rodriguez standing by his V12 Ferrari while a mechanic warmed it up. I was so close as to be able to touch the exhaust pipes and the noise was music.

Times have changed and nowadays the paddock area is not for the ordinary fan. They are now visited by invitation only which means journalists, showbiz personalities and guests of the teams or their sponsors. The fan who faithfully supports racing throughout the year now only has a chance of being part of a throng stealing glimpses of cars at a distance on a "pits walkabout".

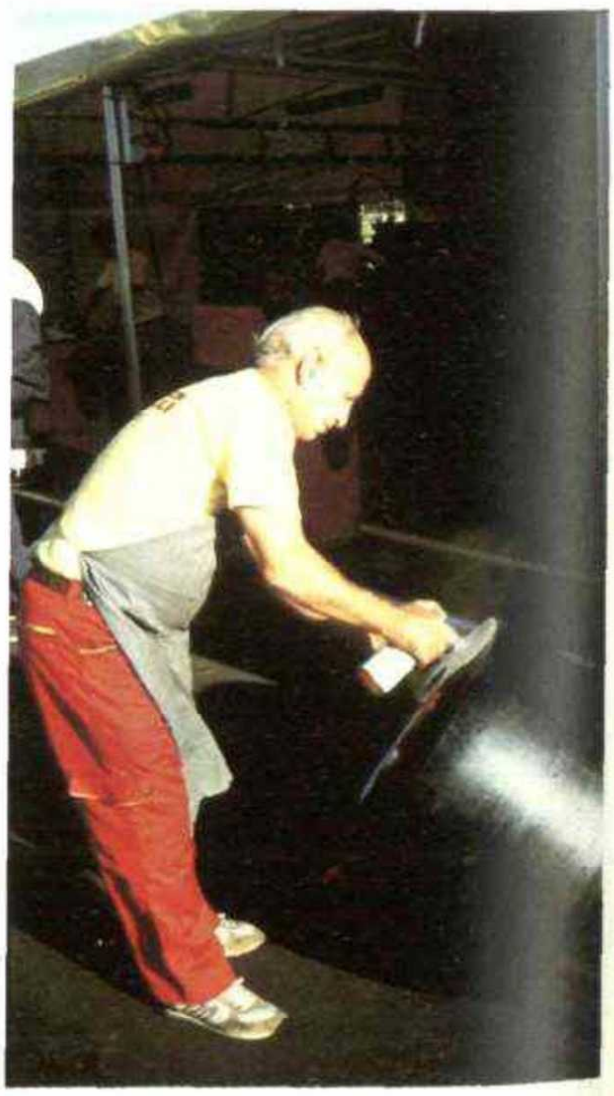
This is a statement of fact and there is no implied criticism, for Formula One is now big business and the paddock at Brands Hatch, for example, could not physically cope with the crowd. Some enthusiasts bemoan the fact that they do not see the drivers and cars close up, but then Cup Final fans do not go into the dressing rooms at Wembley. The difference is that the dressing room doors have always been closed while, until recently it was possible for the ordinary guy to buy a ticket and wander about an F1 paddock. The average enthusiast has therefore lost something.

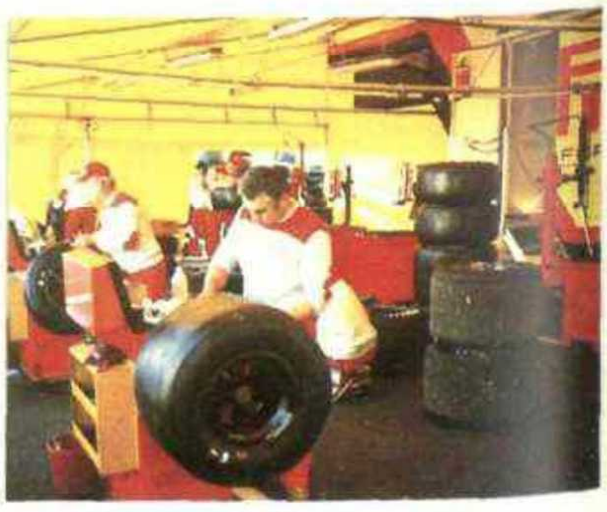
It was with this thought in mind that I spent much of my three days at the European Grand Prix in the paddock with my camera and notebook. My aim was not to record a specific meeting but those things which are common to all Grands Prix and which remain largely unseen.

M.L.

FORMULA ONE PADDOCKS are now dominated by the physical presence of tyres. Below is just part of the Pirelli stock for a single race. Pirelli and Goodyear are not in motor racing for nothing and identification is important. On the right, the maker's name is sprayed on the tyre.









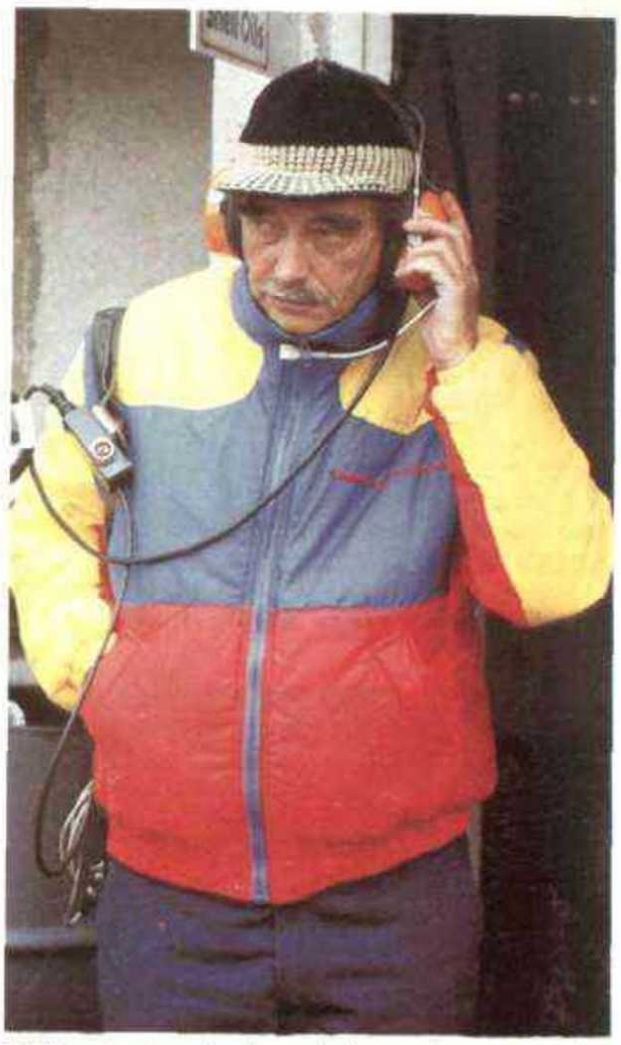
MANY FANS now complain that they do not meet the drivers but few wonder how drivers must sometimes feel. Above, Alain Prost conducts press interviews. You don't see Prost? That's the point. The regular journalists are highly professional but some of the part-timers can be lacking. My favourite is the man who, after Alan Jones won the 1980 British GP asked the Ultimate Question: "Are you pleased with the result, Alan?" To Jones' eternal credit he answered with a straight face, "No, I'm disappointed, I had hoped to come last." The questioner was satisfied. He'd asked a question and received an answer. He hadn't of course listened to the answer but when Alan Jones' lips stopped moving he followed with, "Is Beverley (Jones) pleased with the result?"

In the paddock you see endless little cameos. Stirling Moss and Ayrton Senna (right) have just briefly met and shaken hands. Two great drivers, a quarter of a century apart, and you begin to wonder how they will each be viewed in another twenty five years time.

The fortunes of racing — Jonathan Palmer was circulating on crutches but pleased he had signed with Zakspeed for 1986. Below, he chats with David Leslie against whom he raced in the 1981 F3 season. Leslie was one of Palmer's strongest challengers until his funds ran out.

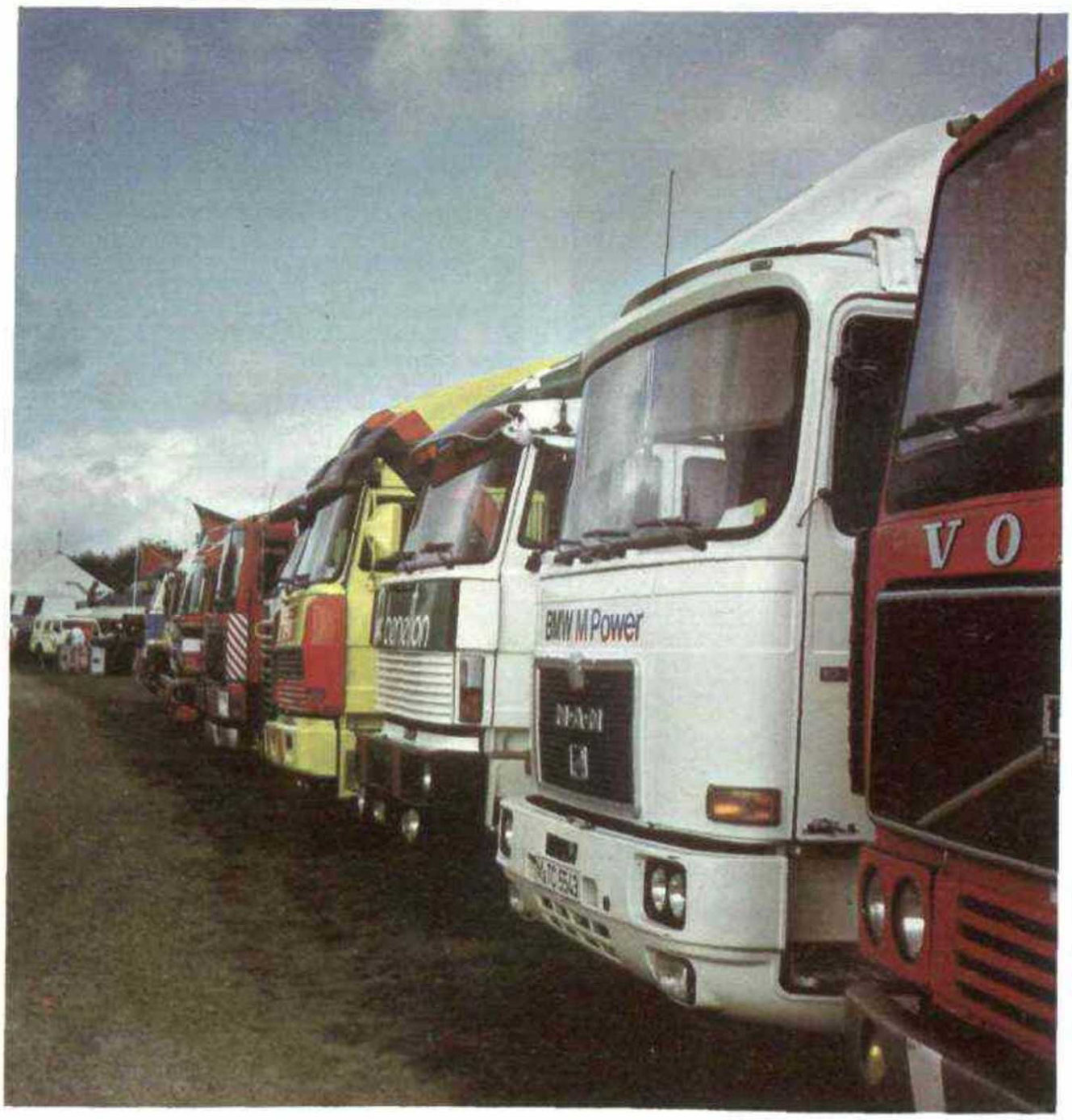
On the right are just a few of the tractor units which haul the Grand Prix circus around Europe. Some teams now have several.





ONE onlooker in the pit lane who was using every possible form of communication to keep tabs on the race was Nigel Mansell's father (above).







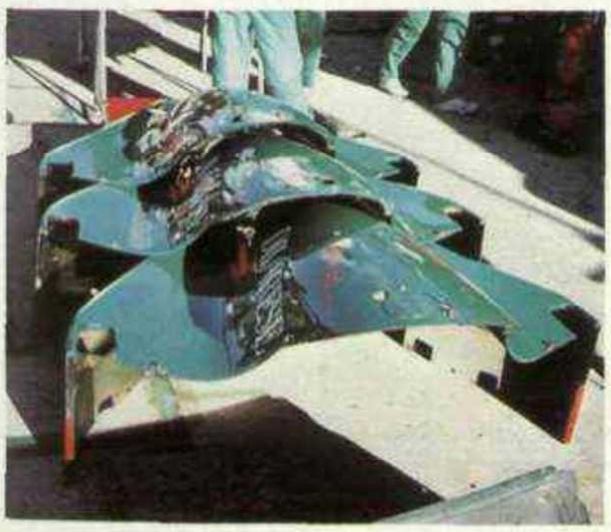




ATTENTION TO DETAIL is one of the hallmarks of Formula One. (Above, left to right) The flags on the Williams motor home. You can tell the photograph of the Toleman was taken in Britain for the Union Jack is the most prominent flag on the nosecone; at the next race, it would be the South African flag in the prime spot. Not two pianos but two Toleman rear wings wrapped in their bespoke vinyl coats.







CLOCKWISE from top left. A Brabham on the "slave" wheels which are fitted for transportation. These wheels always put the lines of the car into sharp relief. Some teams seem to use any old wheel but the Brabhams and Ferraris of this world have bespoke jobs. Notice that the floor of the Williams pit has been specially painted in the team's predominant colour. Formula One needs sponsors and sponsors use their involvement to provide hospitality for their guests. At the entrance to the pit lane, this portable electronic weighbridge. Finally, what looks like a model of the Sydney Opera House, but is really just three of Alfa Romeo's engine covers.

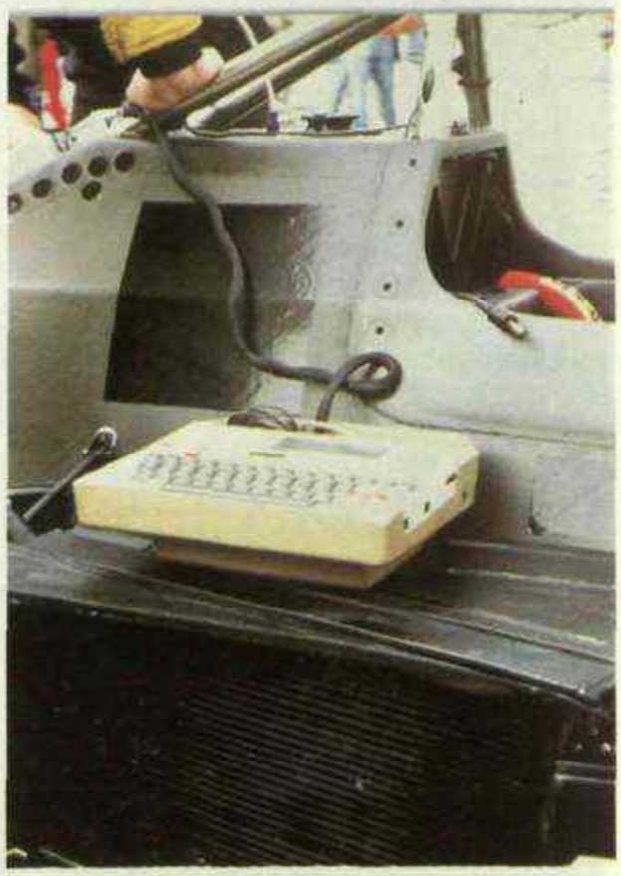






THIS DEVICE (above) fitted into the side of a Brabham is simply an electric fan to help cool the turbocharger after running. The interior of the Williams truck (right) gives some idea of the scale of what is now an average transporter.





NOBODY would call Arrows one of the wealthy teams, but wealth is relative in Formula One. This case (above) measures ten feet by five feet and contains nothing but carbonfibre brake ducts. (Centre right) Long gone are the days when a mechanic might tune an engine making small adjustments to the mixture while listening for a change in engine note. The Renault-engined cars are finely tuned by a technician using an Empson computer.

The mechanics at the back end of the grid work equally as hard as those with the winning cars. Too often though, they have to pick up the pieces while others are celebrating. The break-down truck has just returned the Minardi at the end of the race. Pierluigi Martini in the red anorak looks pretty despondent. Just to the right of Martini is the bald head of Ermanno Cuoghi, once with Ferrari and Lauda, now with Minardi and Martini. Cuoghi may be one of the last mechanics to make a personal reputation. More and more the mechanic is becoming a fitter, replacing components at regular intervals and certainly not repairing or making and mending.





TWO RACING BAMFORD & MARTIN ASTONS: Neil Murray's side-valve racing car, left, with Keith Ashcroft's twin-cam racer.

The Editor Brings Together —

Two B & M Aston-Martins

THE Bamford and Martin Aston-Martins were made a long time ago, in quite small numbers, but interest in them has never been greater, thanks to the research into their history by the AMOC. Justifiably, because they were hand-built sporting cars of immaculate conception that made a considerable contribution to British competition successes.

Consequently, I thought it would be worthwhile to bring together two of the survivors, a side-valve and a twin-cam racing type. In this I received generous co-operation from Keith Ashcroft and Neil Murray. Keith not only laid on a very useful stretch of private road where we could exercise the cars legally, but towed his twin-cam racing Aston there behind his Mercedes-Benz 200T estate car, and Neil brought his side-valve "Green Pea" all the way from Oxfordshire behind his Ford Escort 1.3L. And before we started work I was able to look over Keith's comprehensive model collection, dominated by a large, fully-detailed Monza Alfa Romeo, and to see that his garage contains not only a 1957 Mk 3 Aston Martin to keep his B & M car company, but three immaculate fast motorcycles, a Manx Norton, a "Cammy" Velocette and an ohc Excelsior. . . .

Coming to the histories of the two AMs, Murray's began life as one of the twin-cam GP cars built by the little Kensington Company after Count Zborowski had added capital to Lionel Martin's humble venture. This made possible the construction of two road-racing cars, their 1½-litre engines designed by Marcel Gremillon of Peugeots under the supervision of Clive Gallop. With engines based on the Ernest Henri formula Zborowski hoped to be able to gain a foothold in Grand Prix racing. The cars were intended for the 1922 TT but did not appear until the French GP at Strasbourg, in which the Count retired with magneto trouble. But that year he clocked 61.8 sec at Shelsley Walsh and Moir drove the same car at S Harting. This is the historic car now owned by Neil Murray, known then as TT1, with engine and chassis number 1913, registration number XL 2445. Early in 1923 its twin-cam engine was changed for a side-valve, number 1917, and the number plates and car number were somehow changed over, TT1 becoming XL 3125, and its chassis number 1914, although this was never officially notified. In this sv form the car joined the Mr and Mrs R. C. Morgan stable and was named "Green Pea". It gained many successes, and proved very versatile, winning a gold medal in the 1923 MCC Land's End Trial and eventually lapping Brooklands at 86.62 mph. In 1923 alone it took a first, a second and four thirds in short races at the Track, was second in its class at the Boulogne speed-trials, and closed with sixth place in the JCC 200 Mile Race.

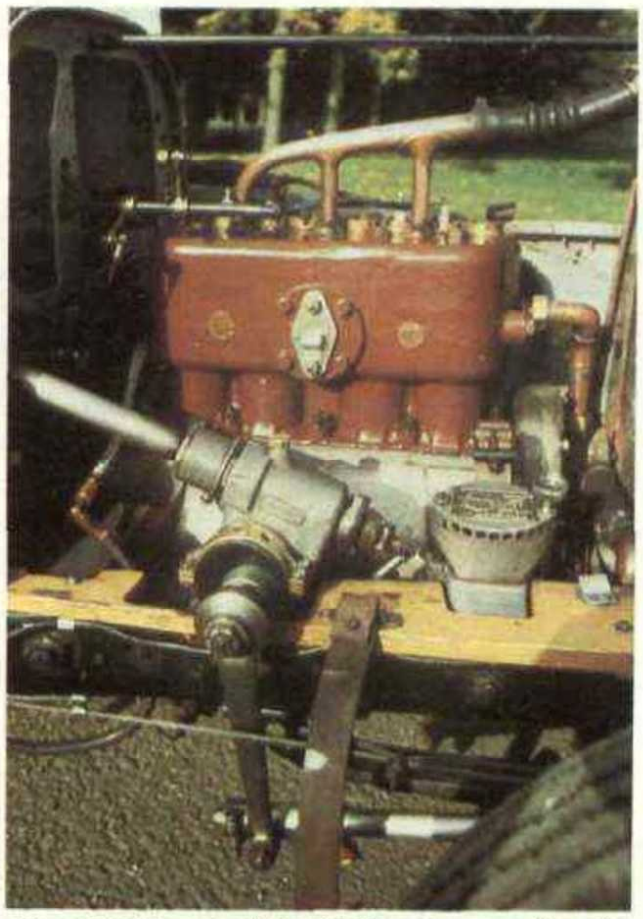
It continued to do well in 1924, Mrs Agnew winning a Ladies' race with it and Morgan taking a third at the Summer Brooklands' Meeting. Mrs Agnew and J. C. Morgan then got their friend J. G. Parry Thomas to install one of his ohc Hooker-Thomas engines, which necessitated a new steering-box. The car was re-registered PE 2516 and Thomas stamped his own chassis number, T1177, on it. The ploy was not very successful, the car, now raced as a Thomas Special, retiring at Montlhéry and in the JCC "200", although it took a first and second place for Morgan at the 1925 BARC Autumn Meeting.

In 1931 this AM Thomas Special was sold by Tony Gordon to a syndicate from the Chelsea College of Automobile Engineering. By 1936 it had passed into the Trade. Guy Griffiths recalls selling it with a side-valve Anzani engine installed but with the Hooker-Thomas engine (HT5, from a car

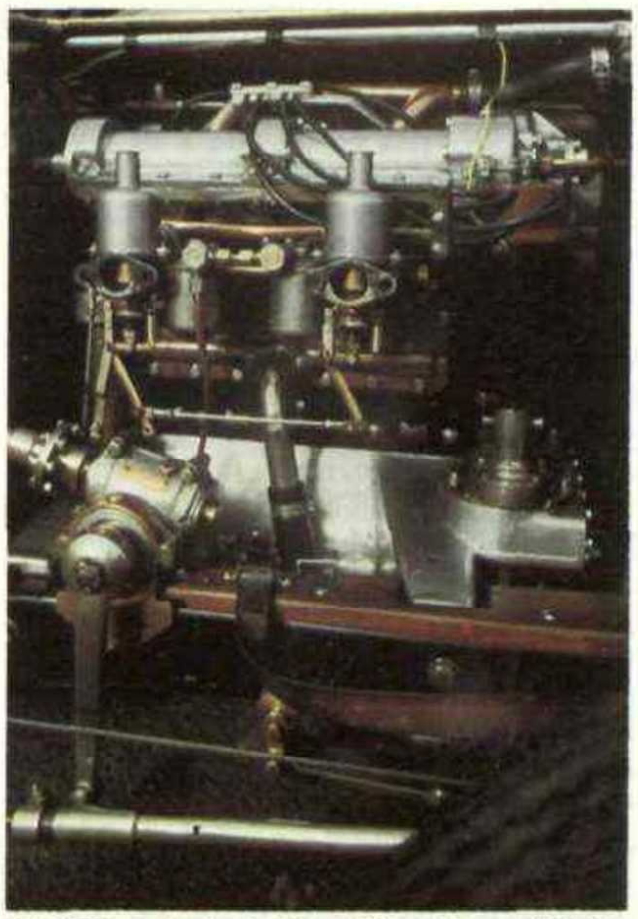
once raced by Howey, thought to have been scrapped later, during the war) in the back. I remember seeing "Green Pea" at a garage in Mortimer during the war, its engine now supercharged, and believe it had been there since about 1939. It moved around a bit during the war but in 1946 was owned by J. A. Smith, in Farnborough, who was posted to the USA and so disposed of it to a colleague, in 1947. In 1948 Brian Demaus found it in a garage in Windsor and subsequent owners were A. Askew Norman Ellis (brother of the great AM man Fred Ellis), and many others. Neil Murray bought it from Cecil Bendall in 1958, still Anzani-engined. He was able to buy a sv AM engine from Leslie Marr, and sold the Anzani to Bill May for his Frazer Nash. The AM engine, No 1916, which is now in the car, is thought to have come from the chassis that was used for the Halford Special. The sv engine used by the Morgans in the 1920s apparently went as a replacement into Capt J. C. Douglas' Aston-Martin, needed, presumably, after he had hit a bollard in Hampstead, seriously damaging the car and badly cutting Mrs Douglas' face. Since the war, with its last reg no PE 2516, "Green Pea" (or *Petit Pois*) has notched up some impressive performances, such as a first at Wiscombe in 1977, repeated in 1974, winning the Lionel Martin Trophy in 1973, '74, '76, '77 and '78, taking second and third places in club races at Goodwood and Silverstone, and scoring wins in various *Concours d'Elegance*, Neil helped out by Riseley, Joscelyne, Mort Morris-Goodall and the Archer brothers.

Keith Ashcroft's twin-cam Aston-Martin, Reg No XR3941, has parts of engine No 1914 in it, thought to have been used in the single-seater "Razor Blade" in 1923. That this is an early engine is evident from its plain cam-covers, those of the later Mk IIIb engines being ribbed. In the 1950s the car was given a replica of the body on the AM that Humphrey Cook crashed on the first lap of the 1925 200 Mile Race, by Derek Edwards, after which it passed into Nigel Dawes' hands. About 12 years ago, having enjoyed his International and Le Mans Astons, Keith decided he wanted an earlier racing model and exchanged a Riley Imp and the International for this twin-cam B&M car. Here I would emphasise that not only did Keith and Neil let me sample their cars but they, Tony Byles, Alan Archer, and other AMOC members have been of great help in sorting out the foregoing histories.

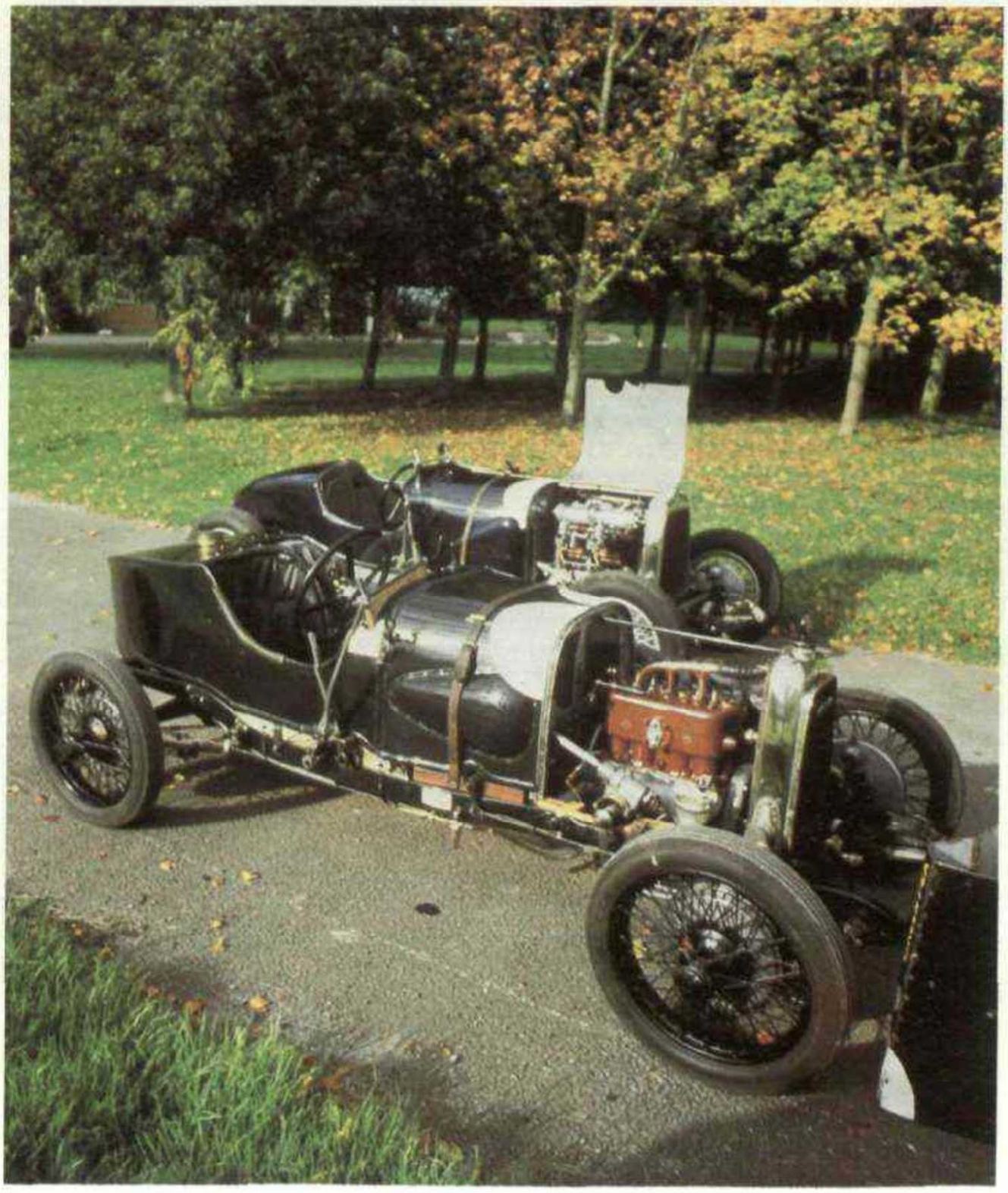
Murray's sv "Green Pea" has the narrow radiator and typical body of the GP cars, finished in dark green. It is actually a replica, original only in respect of the scuttle, engine bulkhead, and foot blister, but had he not drawn my attention to it I would not have realised that the tail is about 18 in too short, which the dedicated owner intends to rectify. Normally there would be a single carburetter on the off-side, feeding through the block, but the twin Solex



BAMFORD & MARTIN started with the well-contrived side-valve engine, one of which is used today in the famous "Green Pea".



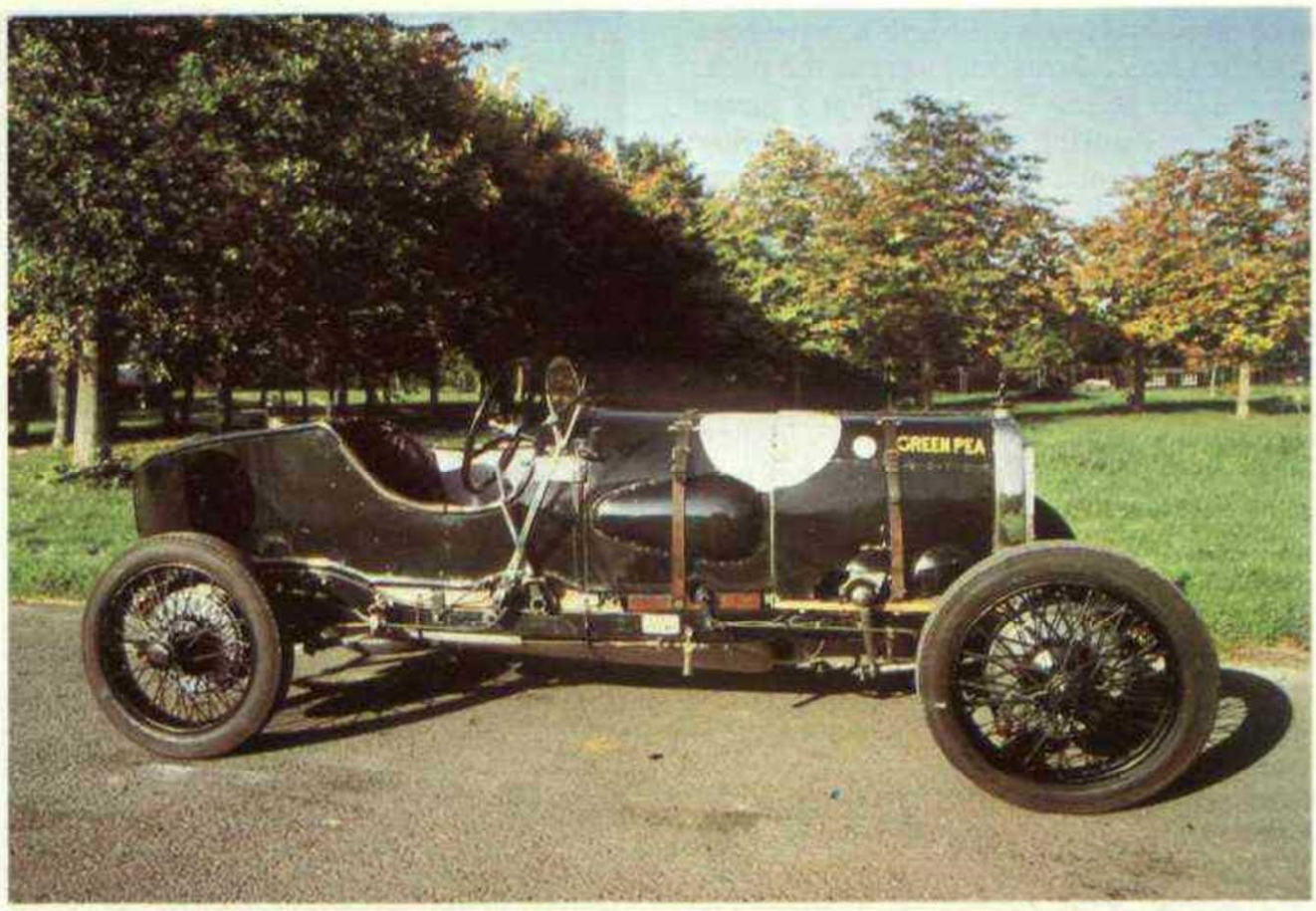
BASED on the classic Ernest Henry Peugeot / Ballot design, the twin-cam engine was made possible by Count Zborowski's finance.



supplied to Mrs Morgan for the 1924 200 Mile Race, but never fitted, are now used, on the off-side of the cylinder block. Ignition is by a Bosch magneto, the one supplied as a spare in Mrs Morgan's time.

In contrast, the immaculate engine of Keith Ashcroft's car has twin SUs on the off-side, with a vertical Scintilla magneto ahead of them. This vertical magneto mounting is thought to have arisen because it was originally intended to have coil ignition, as on the contemporary racing Talbot-Darracqs, but this was not proceeded with. The wider radiator was presumably needed when Capt Eyston was racing the car with a blown Anzani engine. It was run in the 1925 JCC 200 Mile Race by Eyston and is thought to be the car he used in the 1926 British Grand Prix. At one time it had a touring body by Compton and Herman of Hersham. The exhaust-pipe on both cars runs along the near-side and the brake and gear levers are external. The blue twin-cam car has a very narrow body, the cockpit notably cramped for my size of passenger, and a central accelerator and a starter. "Green Pea" also has a central accelerator pedal, of horseshoe shape to facilitate "heel-and-toe" gear changes when using the brake pedal which is so close to the body side that a scuttle bulge or blister is necessary. It is on 3.50 x 19 tyres, as the closest available size to the original, and one can still see on the dash the holes where the drip-feeds for the twin-cam GP engine were fitted, but the apertures in the engine bulkhead, through which engine heat was dispersed, as there are no bonnet louvres, have been filled in. Both cars have half-elliptic springing all round, the back axles underslung, and with its shock absorbers "buttoned up" the sv car gave the harder ride. "Green Pea's" front axle beam is a forged beam, machined all over, whereas that of Ashcroft's car has been left unmachined. The steering drag-link on the *inside* of the drop-arm proclaims to the knowledgeable that PE 2516 was a GP car. When Parry Thomas installed his engine he had to move the steering box forward to accommodate the new power unit.

Both cars have 19-plate Hele-Shaw clutches, a notably foolproof component, and "Green Pea" was pulling a 3.5 to 1 axle-ratio, the other car a 3.0 to 1 axle. The track car has, naturally, the narrower, longer-tailed body, and "Green Pea", as an ex-road racing car has a big fuel-filler, on the tail, a replica, but incorporating the metal strip for securing its cap, special to this car, because, it is said, Zborowski was always losing his filler-cap spanners! The big oil-fillers on the crankcases are another AM feature. Both cars have Perrot brakes, Lionel Martin having obtained the right to manufacture these from the parent Company, although not until December 1923. I was reminded of how very pleasant is the gear-change on these B&M cars, the gear-lever movement "back-to-front" as on a

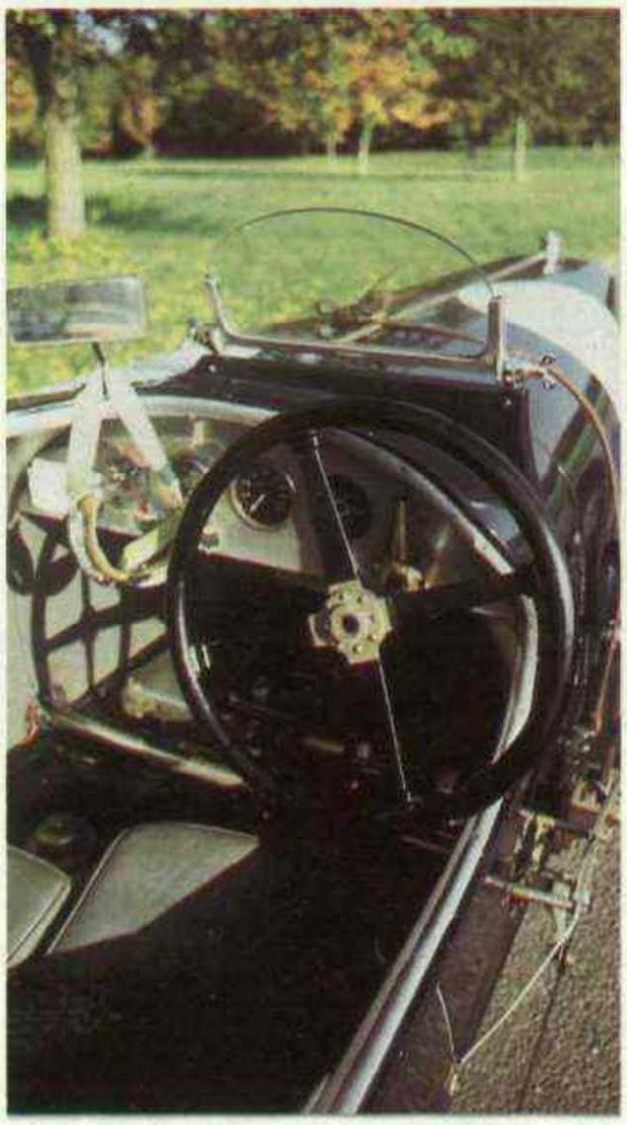


TYPICAL of SV B&M racing Astons is the notably long handbrake lever, and note the large bulge for the driver's right foot.



W.B. gaining experience in Keith Ashcroft's twin-cam car.





THE DIFFERING DASHBOARDS of the two Aston Martins: top, "Green Pea" displays traditional racing car practice in that oil-pressure and rev-counter are closest to the driver, while the speedometer is in front of the passenger, together with an air-pressure gauge for the fuel-system which is pressurised by the dash-handle. The later car, below, has a simpler dash, but still has an outside gearchange.

Bugatti and the action meriting that hackneyed phrase "like a knife through butter" . . . Driving "Green Pea" I was also made aware of the effectiveness of the long outside hand-brake, which works on all four wheels. The foot-brake operates on the *front* wheels only. On the cockpit floor of "Green Pea" are two knobs for the mechanic, whereby the brake-cables could be taken up during long races.

"Green Pea's" dashboard contains, from right to left, an oil-gauge reading to 50 lb/sq in, a small Jaeger tachometer with warning lines from 4,000 to 4,700 rpm, the mag-button, a central electrical-panel with ammeter, and to the left, speedometer, air-pressure gauge for the fuel-feed, and an oil-temperature gauge normally reading 80 to 100 deg F. Of these, tacho, oil-gauge, and fuel-tank gauge are the originals. It is interesting that Zborowski insisted on Jaeger instruments, instead of the more usual Watford dials. Both engines are of wet-sump type; the oil-pump of Ashcroft's twin-cam car is directly below the water-pump, an arrangement apt to induce oil from the high-pressure system into the coolant. . . .

I was unable to obtain performance figures but the two Aston-Martins were paired at the last VSCC Colerne speed-trials, when Ashcroft's clocked 78 mph, Murray's 76 mph. The private road over which we exercised these two historic 1½-litre racing cars was a much appreciated amenity, which made the day's outing all the more enjoyable. On the run home to Wales in the Ford Sierra XR4×4 I reflected on the inescapable fact that cars have become more scientific, and roads faster, and that the fun has changed since the days when Lionel Martin and Robert Bamford set out to give Great Britain as fine a small sporting motor-car as any in the World. — W.B.



THE SLENDER TAIL of the track-racing-type body on the twin-cam car.

LOMBARD RAC RALLY

ABOVE is Henri Toivonen's winning Lancia Delta, a remarkable car, and below Juha Kankkunen's Toyota Celica, at 5th overall the best placed two-wheel-drive car.



ABOVE is Markku Alén's second-placed Lancia; below Per Eklund's fourth placed Audi Quattro and, bottom, World Champion Timo Salonen's Peugeot 205 which stopped after oil loss. On the right is Andrew Wood's Vauxhall Astra which won the Group A category and finished 11th overall.











MACAU GRAND PRIX

ROBERTO GUERRARO (above left) made a successful return to Formula Three after a gap of four years, clinching fourth place overall in the two-heat race as the top Reynard runner. Here he leads John Nielsen, the 1984 winner. Andy Wallace (above right) was the highest placed Briton in the race, finishing sixth in heat one, eighth overall. At the start of heat two, below, eventual winner Mauricio Gugelmin (3) and second placed Mike Thackwell (1) sandwich a wheel locking Jan Lammers (18) who eventually took third. Guerrero, Nielsen and Ross Cheever (66) follow closely behind.



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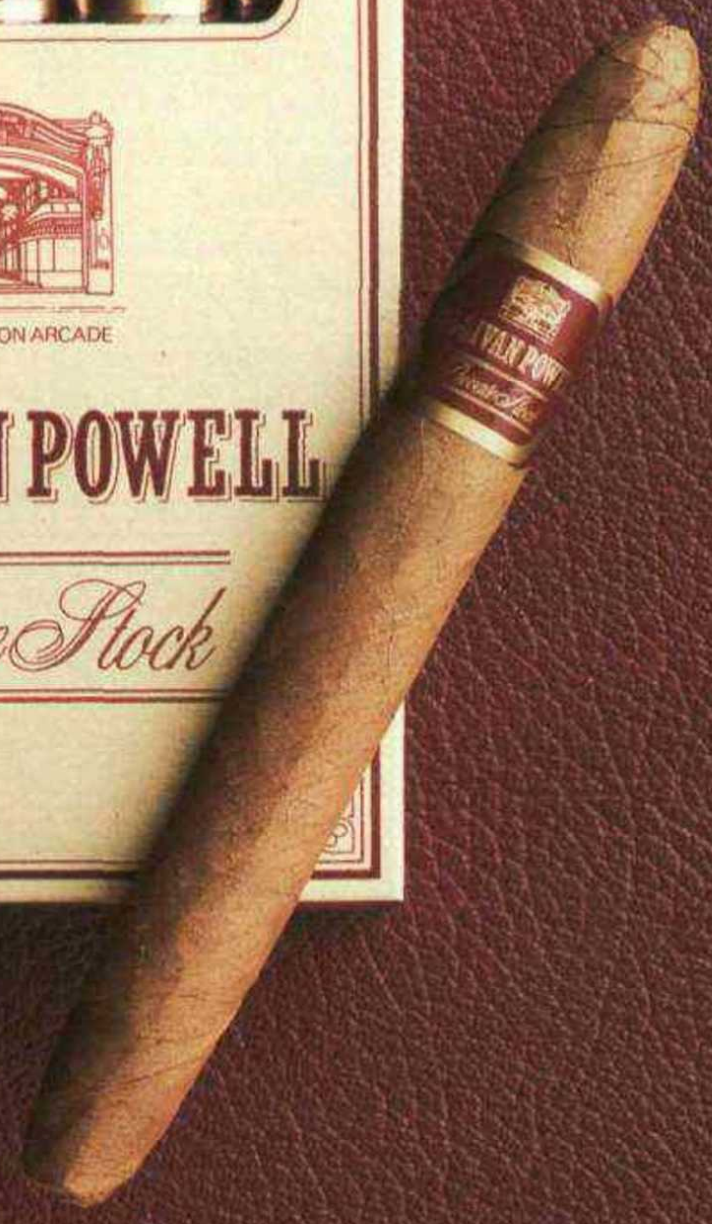




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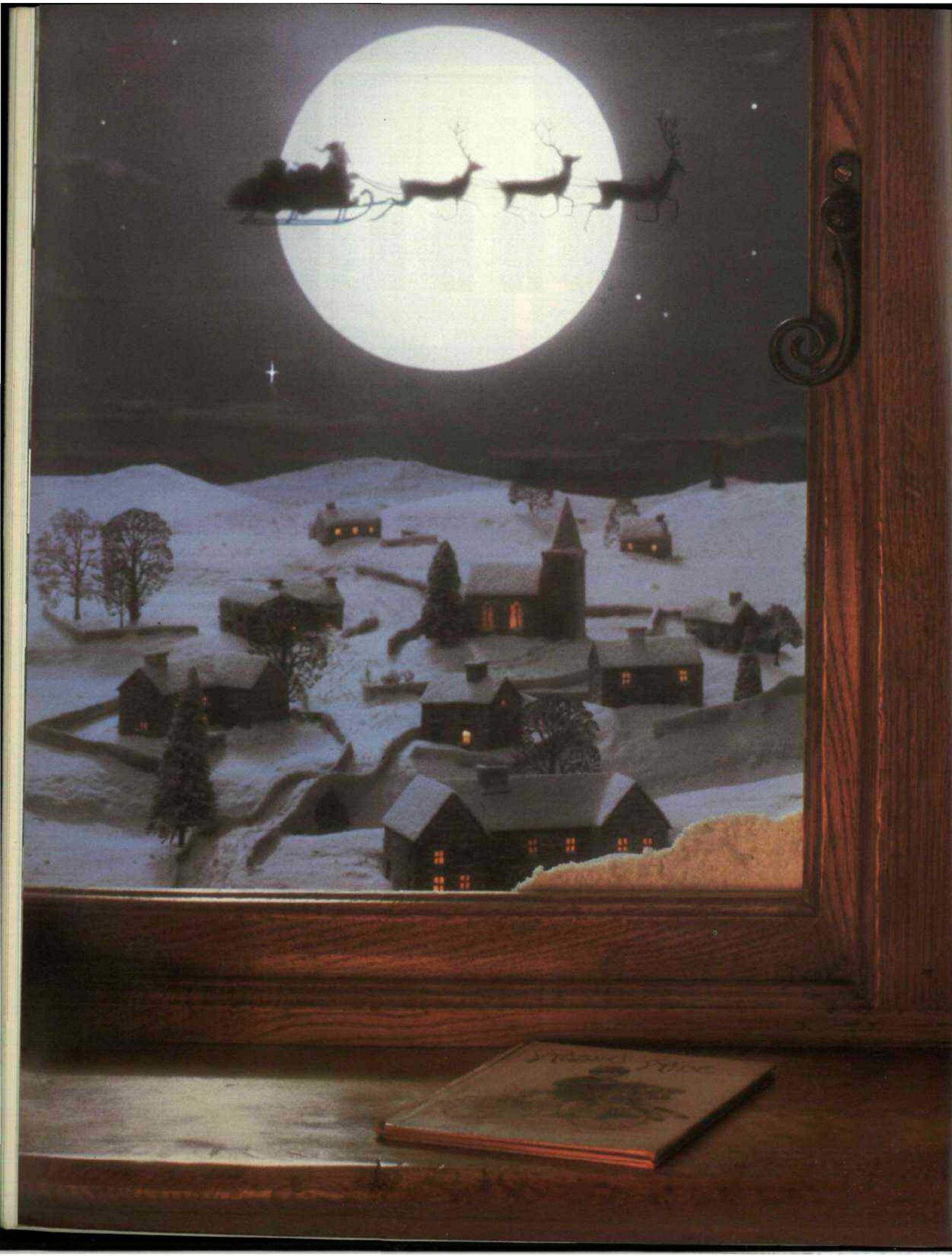


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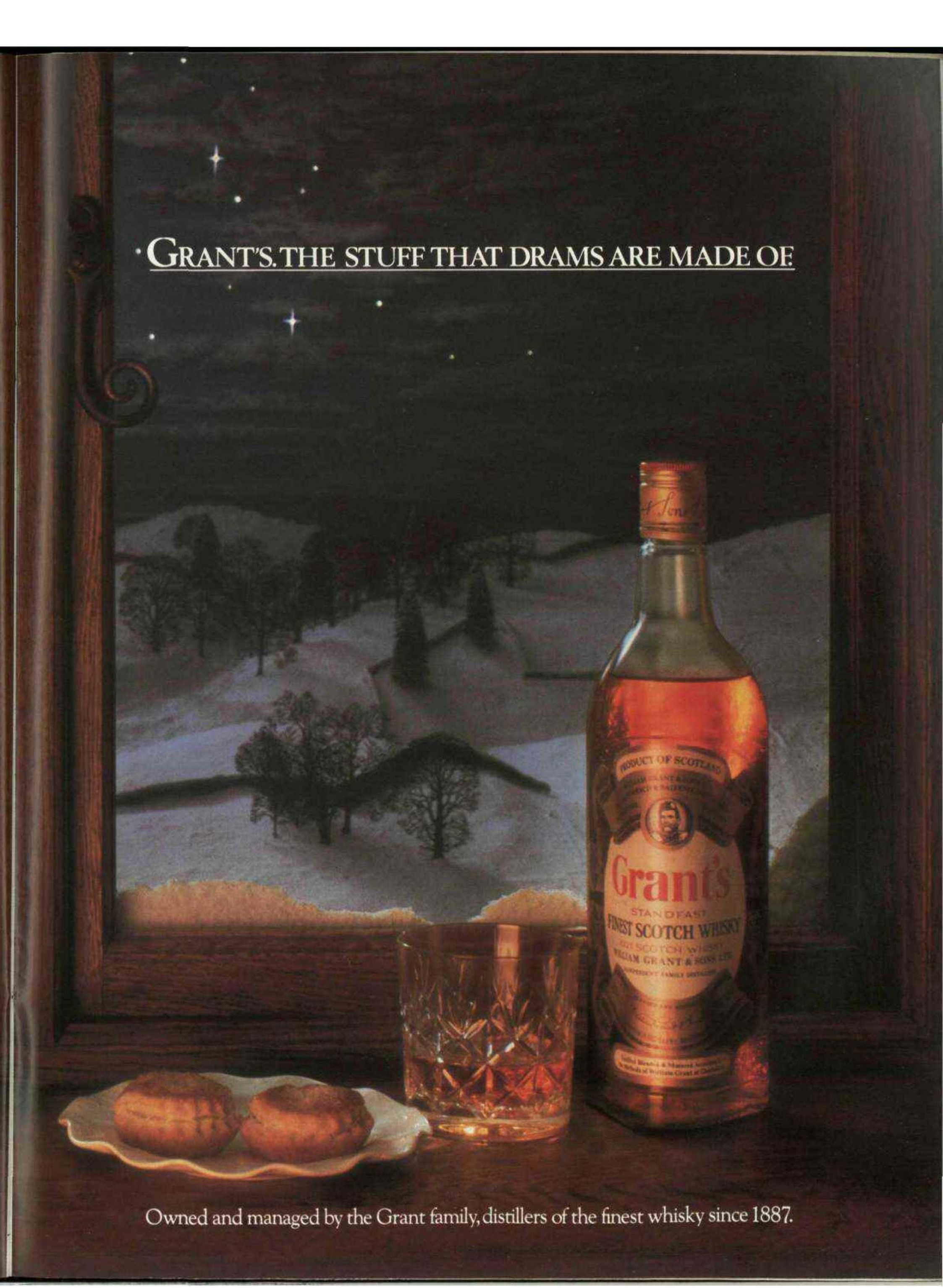
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Cars I Have Owned And Raced

This article, by R. King-Clark, was the opening chapter in his as yet unpublished book about his extensive flying in his aeroplanes, a Miles Gypsy III Hawk G-ACT D and a Miles IIA Whitney Straight G-AERS, and his military career but it is so interesting I decided MOTOR SPORT should publish it. Lt Col King-Clark's young brother "Cuffy" was also an enthusiast, running an Ulster A7, a 1928 20/25 hp Rolls-Royce and driving his six-cylinder Riley Sprite in races at Montlhéry when living in France, before he was killed in action with the RAF in a Blenheim I nightfighter when engaging the enemy from Wittering, Northants — Ed.

"Yesterday is the playground of all men's hearts" — 'Bartimeus'

I WAS born, a Scot, in November, 1913, in our home on the west bank of the delightful Wey Navigation Canal, less than a mile from the rim of Brooklands' Byfleet Banking. After the Great War, which my father did not survive, we continued to live very happily in our Byfleet home.

Between the ages of about 10 to 16 a friend of mine — Alan Wonham, the son of a retired Paymaster Rear-Admiral, who lived in Oyster Lane, not far from the Byfleet Bridge — and myself became keen "undercover" Brooklands addicts. Entry to the track, either *via* the main entrance and Members bridge or over the Byfleet bridge, was strictly controlled, even on normal non-Meeting days. One had to have either a "worker's" pass, be a member of the BARC or pay a fee — for none of which we qualified. However we had our methods, the simplest of which was to climb to the lip of the Byfleet banking through the tangle of shrub and gorse on its steep reverse slope, after crawling through a convenient gap in the spiked fence bordering Oyster Lane. Then, choosing our moment, we would dash down the banking to the ditch between the track and the perimeter road. There we would lie till we were sure all was clear, and then saunter, hands in pockets, over to the Hawker sheds to see if there was any exciting Sopwith creation on the tarmac — a Hawker Tomtit or Hoopoe, or, later, even an embryo Hart. This was followed by a brisk walk along the perimeter road flanking the aerodrome (on the non-sewage farm side) to the magic of the Paddock. Here, with one eye open for the uniform-capped Track staff, who were always on the lookout for unofficial visitors — especially small ones with school caps — we would peek into Thomson and Taylor's, sniff around something exciting, and if we were really lucky, spot Parry Thomas in his flat-iron Thomas special, our favourite car, getting set for a few practice laps. Parry Thomas was our hero. He always had time to answer questions from small, shy, inquisitive boys, and was never off-hand with us.

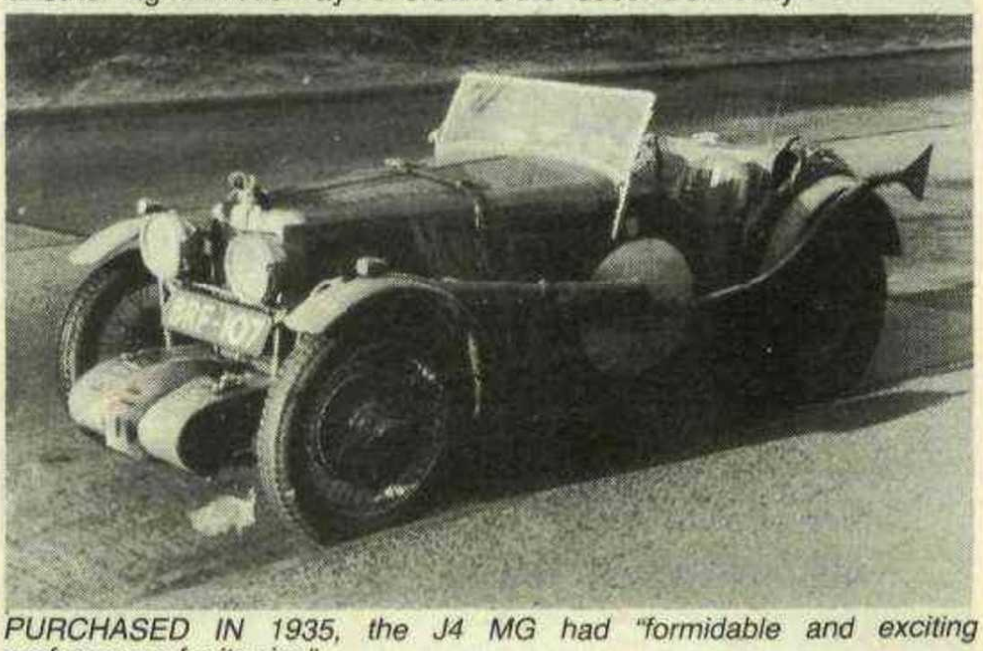
Sometimes, when drivers were practising (or even during race meetings — until, eventually, we joined the BARC), our raids would get no further than the banking edge. There we would lie with our chins on the concrete lip, instinctively drawing back as Parry's Leyland Eight or "Tim" Birkin (our other, and more dashing, hero) in his single-seater blower 4½-litre Bentley, blue polka-dot scarf flying, roared past, literally within inches of our noses.

By the age of 18, having proudly purchased, for five shillings, my driving licence in its little red folder from the small Byfleet post office, I set about, first, learning to drive, and second, buying a car. The first I achieved at the helm of an Austin Twelve, whose normal role was as a taxi belonging to Howard's Garage outside West Byfleet railway station. The driver had known me since I was a child and we got on well. There being no driving test in those days, I was soon ready for the second phase.

However, I was faced with two difficulties. Firstly, I didn't have the money and, secondly, at Sandhurst, though there was no limit to the number of horses a Gentleman Cadet could own or ride, he was strictly forbidden to own — or drive — a car during term time.

I got round the first difficulty by persuading my first cousin and guardian, Tim Stoop, to advance me a small sum from an inheritance expected in due course. The second hurdle I found not unsurmountable though, as will be seen, it had its moments. One's first car is always, a major event. My first was a 1929 Austin 7 fabric-bodied, black and white, Gordon England two-door saloon (Reg No XV9177). I bought it from Rowland Smith Ltd on December 20th 1932. It cost £44 — which I had managed to persuade a somewhat sceptical Cousin Tim was a good buy. In it, in ten months, I covered 8,500 miles, average 45 mpg of petrol — and 500 mpg of oil. Its top indicated speed was 52 mph. I noted that "on August 16th 1933 averaged 34.7 mph between Peasemore in Berkshire and Byfleet — 52 miles in 1 hr 30 min". During the night of December 31st 1932, when parked among a mass of other cars outside the "Ace of Spades" on the Kingston By-Pass, a drunken driver smashed into the line of cars, badly damaging the Austin. Being insured only for Third Party risks, I had to pay for the damage, which came to £13.10.0. (I decided not to involve Cousin Tim!) Owing to this accident and to the frequent carrying of heavy loads (two people?) in the rear of the car, the body broke and a large gap appeared between it and the scuttle — to the extent that from the driving seat I couldn't see over the steering wheel.

It was nonetheless a splendid little car. I owned this A7 whilst at Sandhurst, and, with the constant risk of "28 days Restrictions" in my mind, made many a midnight dash back to Camberley at weekends, hiding the car in a corner of White's Garage until I could sneak it away another night. In this way I overcame the "second difficulty".



PURCHASED IN 1935, the J4 MG had "formidable and exciting performance for its size"

Inevitably, before long, with my enthusiasm for motor racing, I started looking round for a more exciting car. I found it, eventually, in the secondhand car advertisements at the end of *The Motor* — a 1929 two-seater Lombard — for sale for £91 at H. F. Edwards Ltd. Though I had never heard of the *marque*, it nevertheless sounded thrilling from the brief description and, on inspection, exceeded my wildest dreams! Anyway, back I went to Cousin Tim who came to have a look at the car and eventually — perhaps remembering his own youth (he was then about 45!) — gave in, stipulating that we must first have an AA inspection. I cannot now recall what the AA report said, but the inspector may have been surprised to find under the bonnet of this beautiful little car (chassis number AL3 No 4), a 1924 1,261 cc Wolseley Moth engine instead of the standard, Salmson-based power plant, a car so rare that I believe there were not half-a-dozen in Britain. Certainly, the well-known Captain A. G. Miller (later Sir Alastair Miller) only knew of three, referring, in a letter to me, to "a little grey one which was sold to a Mr Rigg who won one race at 73½ mph and ran in one of the Ladies Races (driven by Miss Rigg) at Brooklands". He appeared unaware that one of the Lombards had a Moth engine. This, I believe, was my car, which was grey with red wheels when I bought her, though I subsequently had her painted black, with white wheels.

Anyhow, I bought the Lombard (Reg No UL2127) for £91, less the £15 Mr Edwards allowed me for the poor, broken-backed Austin Seven. The Lombard was certainly an eye-catcher and I gained the greatest satisfaction from driving it up to the entrance steps of 4 Company, Royal Military College, Sandhurst, in December 1933, at the

end of my last term, and showing it off to my fellow GCs.

In spite of all this, the car was not a great success. It suffered badly from clutch slip, with its scoop lubrication it ran big-ends regularly, and for some reason I never discovered, the short, vertical gear lever would "come clean away in your 'and", leaving you with the job of sliding it back into its hole and trying to find, by trial and error, the correct slot in the coggage below, before you could change gear. It was also a very cold and wet car and I had difficulty, that winter, in finding partners to take to dances or the cinema. Performance-wise — and these were timed figures taken at Brooklands since the car had no speedometer, only a rev-counter — the Lombard's top speed was 82 mph and I did a standing mile at 59 mph. I noted, "These figures achieved with a strong following wind." (Probably about Force 8!)

In February 1934 I was posted to the 2nd Manchesters at Strensall near York. The Lombard ran a big-end at Stamford *en route* — and I gave up! I had covered about 7,000 temperamental miles in the six months I owned her. I think it was something to do with borrowing a big, old, blue Chrysler open two-seater with a dickey to go to the "Shop" Summer Ball at Woolwich with a fellow subaltern and his partner that switched me onto this type of car until 1939, when very different and much less interesting vehicles entered the scene.

Whatever it was, my next car was a twin of the Chrysler I had bor-



THE MG was rebodied into a monoposto ready for the 1936 season.

rowed (1929 Model 75). I bought it from Layton & Scarr of York for £55, kept it for eight months, and covered 12,000 miles at an average (approximately) 15 mpg. It had a six-cylinder four-litre engine, a maximum indicated speed of 73 mph, and an acceleration figure of 0-60 mph in 29 sec! Its Reg No was PK 3308. The dickey was very popular with fellow subalterns and their girl-friends; by far the most comfortable way to travel with a girl, so I was told — which occasional glances in the rear-mirror seemed to support! This car had a sad and unusual demise. On November 24th 1934 I was motoring back from Hythe in Kent, where I had been attending the mandatory post-Sandhurst Young Officers Course at the Small Arms School, when I stopped for petrol at the Beacon Garage at Kingsdown, near Sevenoaks. The proprietor, having topped up the large tank for about two bob a gallon, turned to me for payment. Before feeling for my wallet, I threw down the cigarette I was smoking and, literally in a flash, the proprietor and I found ourselves surrounded by flames, which ran rapidly to the engine-end of the car, from which the petrol must have been dripping. With much shouting and general hassle, we pushed the heavy car down the slope away from the solitary, hand-operated pump, onto some rough ground. Then, having retired rapidly, we watched while the fire in the engine burned itself out, fortunately without reaching the main petrol tank.

After inspecting the damage and discussing the position with the proprietor, we agreed, amicably, that a fair solution would be for him to accept the car in payment for the petrol he had supplied me with. Having shaken hands on this, I removed my luggage (from the dickey) and, in due course, hitched a lift to London — with a last, sad look at the forlorn old Chrysler, scarred and charred in the bushes. Three days later I "became of age", which released Cousin Tim, no doubt to his relief, from the responsibilities of vetting my car and other purchases. I was on my own, in fact!

With this freedom of choice before me, I decided to follow the poor Chrysler with one of the new 1935 Studebaker range, "The Dictator" — with a convertible coupé body (plus dickey) and a six-cylinder, 3,358 cc side-valve engine with three-speed, plus "freewheel", gearbox; colour: fawn with red wheels. I ordered the car, new, from the City Garage, York, at a cost of £335. She was delivered — Reg No VY 6241 — on February 19th 1935 and turned out to be exactly what I wanted. Together we covered 43,000 miles in the two-and-a-half years I owned her. She never let me down — and both my friends and I had a great deal of fun from her. When I came to race — modestly — in 1936, she served as a very useful tender. Her performance for those days was excellent: top speed 85 mph; 0-60 mph in 18 sec. Her hydraulic brakes were outstanding, and, in general, she handled very well, with good, if somewhat soft, suspension. (I seem to remember she had a type of independent front suspension, called "knee action".)

I made some reasonably epic runs in the Studebaker. My best time from the 30 mph delimit sign in York down the A1 to the start of the Edgware Road in London (193 miles) was 3 hr 35 min, on May 11th 1935 (53.8 mph) average, including a rapid refuel in Stamford. (I considered my standard time for this run 3 hr 40 min.) The 20 miles between Grantham and Stamford I expected to do in 17 min. Occasionally I would meet — or pass — another car on the long, straight, single-carriageway road between these two towns . . . My "longest day" was on June 13th 1936, when I motored down to Lewes from York, starting at 6.00 am, competed (in my J4 MG) in the Lewes Speed Trials, went to a cocktail party in Bramber, west of Brighton, and then drove back to York, just in time for a nap during the sermon at Church Parade in the Garrison Church. Total distance 597 miles.

At Lewes, incidentally — to jump the gun! — I was "not placed" in either the Racing Cars class up to 1,100 cc or 1,500 cc, although on May 9th I had come second in the latter class, to Guy Griffiths in his Anzani Nash, "The Spook" at 21.84 sec, .64 sec behind "The Spook". R. G. J. Nash in his Frazer Nash Union Special was .08 sec behind me, while Spikins in his remarkable Singer Special, "The Bantam", was .98 sec behind Nash. (The Houldsworth Special managed 47.1 sec.) It had been a great meeting!

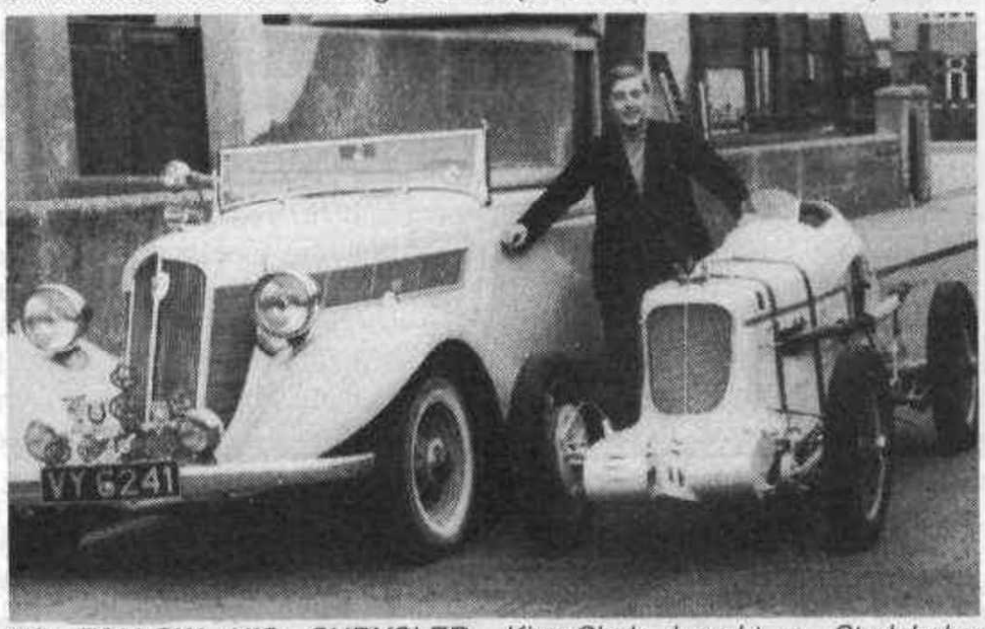
It is perhaps worth mentioning that, while awaiting delivery of the Studebaker, for transport, I bought in February 1936 for £15 from a fellow subaltern, a secondhand maroon-coloured Austin 7 "Chummy" (Reg WW 6204).

About this time — at the urgent recommendation of my friend, Jack Churchill, a mad-keen motorcyclist (later a famous, colourful, and much decorated Commando leader) —- I also bought a bike — a New Imperial 346 cc OHV Grand Prix Speed Model No 60 (Reg No VY 6649). If anyone is interested, I have in my "Book" the most complete details of this machine, including, to me, such abstruse detail as its compression ratios using two, one, or no washers. However, I soon found that riding it frightened me so much that I sold it, in part exchange, for the first of my two racing cars. Not, however, before Paddy Gray, my splendid Ulster soldier-servant (not called "batman" at that time) had, from scratch, become a very proficient rider — unlike me, completely unafraid of this monster.

The idea of car-racing had been in my mind for some while — about 20 years! In May 1935 it came to a head when I bought from Green Bros of Leeds a secondhand Singer Le Mans for £160 (Reg No KV 5670). It was, in fact, a special model, with a light two-seater body built onto the standard Le Mans chassis, specifically for the 1934 Light Car Club's Relay Race at Brooklands. It had a 972 cc OHC engine, with a top speed of about 80 mph — which it took about a quarter-of-an-hour to reach. But then its 13½ gallon (Racing Ethyl) petrol tank may have had something to do with this. I only entered the car for one meeting — at Filey Beach in Yorkshire. It ran (like a sewing machine) in the 12 and 24 mile handicap events — or, perhaps I should say, "we also ran". Competing cars included two Bugattis, an MG Magnette, a Railton saloon and several Rileys.

Two months later, in July, I sold the car and bought, in its place, from Allen's Motor Mart of Bradford, a dark blue secondhand (1933) J4 MG — for £235 (Reg No BRF 107). It had the 747 cc Powerplus supercharged (16 lb at 6,000 rpm) two-bearing crankshaft engine, with the standard two-seater body — complete with 18 gallon(!) slab tank. It was a car with a formidable and exciting performance for its size. Moreover, it had one of the best gearboxes in the business — a straightforward, four-speed gate change — very, very quick and as smooth as butter.

During the autumn of 1935, when I had the good fortune to be sent on a three months fencing course (swords, not barbed-wire) at the



TO FOLLOW HIS CHRYSLER, King-Clark bought a Studebaker convertible, which performed reliably for over two years, acting as tender to the MG, seen alongside.

Army PT School at Aldershot, I placed the J4 with my friends Jim Elwes and Alan Maclachlan of Cresta Motors in Worthing. Jim already owned and raced a J4 (and drove Aston Martins at Le Mans with some success in the 1930s), and Alan was a brilliant motor engineer — supported by Jock Campbell, a first-rate and very kindly chief mechanic — so the car and I were in good hands.

After some discussion with Jim and Alan, I decided to have the J4 converted to a single-seater and to race her during the 1936 season at Brooklands (Mountain Circuit), in sprints and hill-climbs and, hopefully, at Donington — as it was road-racing that I longed, most, to try my hand at. Cresta set about this, getting Harrington's in Brighton (who also built 'bus bodies) to do the conversion during the winter.

Meanwhile, my fencing course completed, intact, aged 22 I took six weeks of my annual leave in the United States — from December 1935 to February 1936. Suffice it to say that this included the purchase on January 9th 1936, in New York, of a black, white-wheeled, 1932 model Packard two-seater convertible (with dickey, of course!), with an 8-cylinder side-valve engine of 320 cu in (approximately 5,250 cc) developing 110 hp at 3,200 rpm, with a maximum achieved indicated speed of 88 mph. The car cost me $650 (=£130 at that time) — from the Packard Motor Company of Broadway, NYC. I covered 2,255 miles in this car, in and around New York and, during the second half of January, down as far south as the Carolinas. It was a good, very powerful, if heavyish (40 cwt), car and a pleasure to drive — offset, unfortunately, to some extent by the appalling weather of that winter. Many roads, even in mid-town New York, were rutted with snow and ice — and long stretches of the Lincoln Highway (US Route 1) were pure skating rinks, with wrecked cars littering the soft shoulder and ditches.

I sold the Packard to Knickerbocker Motors in New York, for $375, the day before I sailed for home in RMS *Majestic* in February. I didn't regret the financial loss: the experience of Packard ownership had been well worth it!

My whole motor-racing experience — except for the abortive effort with the Singer on Filey beach — lasted only from April 1936 (the Brooklands Easter Meeting) to October of the same year (the Brooklands Autumn Meeting). In the months between I took part in speed trials at Lewes (twice) and the Wetherby and Saltburn races, Shelsley Walsh hill-climb, and the Brooklands August Meeting — all, of course, in my little J4, which was an ideal car for an apprentice to The Sport. Together we managed a total of one-and-a-half firsts, two seconds, one third, one fifth, five sixths, one eighth and one non-finish — the last due to a broken con-rod in a 20-mile race at Saltburn on June 27th, when I was leading the field, with half-a-lap to do, by about two miles — dammit!

However, we won the standing mile (1,500 cc (S) 2,500 cc (UnS) class) at 74.68 mph.

The "½ First" was a dead-heat with Roy Eccles in his Rapier Special in the 1936 Brooklands August Bank Holiday Meeting, in one of the Mountain Races. We both got a lot more publicity from this — to which I was not wholly averse! — than if either of us had won the race. (Someone even wrote a "poem" about it!) One of my most treasured possessions is the 20 in × 14 in pastel drawing by Bryan de Grineau of the dead-heat finish, which he drew for me following his sketch of the event in *The Light Car & Cyclecar*. The "First" also brought me membership of the British Racing Drivers Club — the BRDC — which I was, and still am, proud about. I suppose, however, the result that gave me most satisfaction was our eighth place out of 50 starters (two runs each) at Shelsley on June 6th — with only one practice run beforehand. We managed 45.8 sec and although I didn't emulate Alan Maclachlan in his Chummy and beat Hans Stuck, we were only .6 sec behind Stuck. But then, of course, the climb was totally unsuited to the Auto Union's power-to-weight on a damp day — and, legend has it, use of only top gear!

My biggest disappointment was in having to cancel my entry for the 150 mile Nuffield Trophy Race at Donington Park on July 4th, due to the Saltburn disaster. As an alternative, I decided to enter for the 150 mile Limerick Grand Prix on August 3rd but couldn't make it for military reasons! Military reasons? The reader may wonder, with cause, whether the Army — what with all this motoring and high-living — was getting its money's worth from young King-Clark. Well, I wondered too, but managed to get round the time-off needed for these extra-curricular activities in a fairly straightforward way. I asked for an interview with my Commanding Officer, Eric Costin (later Major General E. B. Costin, DSO) — my friend and mentor till his death in 1971, aged 81 — and put it to him, somewhat nervously, that since I did not hunt (a highly approved and encouraged form of officer recreation — especially by Eric Costin, a keen horseman), I should be allowed to take part in a sport which required at least some of the qualities required in the hunting field. And anyway, wasn't the Army actually beginning to use motor vehicles more widely — even tactically? (I believe we actually had, in 1936, a green military model Austin 7 two-seater and a couple of 15 cwt and 30 cwt trucks on the Battalion strength, though our main transport was still horse-drawn.)

Anyway, Eric Costin turned up trumps — agreeing with my request "as long as your racing can be fitted in around your normal duties". I was home and dry! — except for the snag that, while the hunting season came during the "back end" and winter months (the military "in hibernae" period), the motor-racing season coincided with the build-up of unit and higher formation training. In spite of this, however, I had, in principle, got the green light. My "normal duties" with my soldiers, in fact, I thoroughly enjoyed — and continued to enjoy increasingly, in various parts of the world and through the Second World War, for a further 22 years.

In July 1936 between "normal duties" and my modest motor-racing programme, I learned to fly at the newly-opened York Municipal Aerodrome, managed by Yorkshire Air Services, which included a delightful flying club. The Managing Director was Commander Charles Croxford — an ex-Naval pilot (who had won the DSC as a midshipman in charge of picket-boats at Gallipoli in 1915). Tony Pick, quiet, friendly and patient, was the CFI. A regular attender at the Club — and honorary flying instructor — was Bill Humble, a superb flier, later Hawker's Chief Test Pilot.

Having achieved about 30 hours in Gipsy I Moths (G-AAZR, SZ and FD) and a BA Swallow (G-AEKC), I realised I knew all there was to know about flying, and so took the next step — that of buying an aeroplane. This turned out to be a truly foolish and tragic decision. The aircraft, a Miles Hawk Gipsy III (G-ACTD), was fast, a delight to fly but, as I soon found out, did not forgive mistakes. She had come second in

the 1934 King's Cup, flown by Tommy Rose — which should, perhaps, in retrospect, have made me think again. But she looked so beautiful that I could not resist her! Suffice to say that on Sunday, August 31st, I flew down in her — with Henry Frisby, a fellow subaltern and great friend — to the new "airport" at Doncaster, on arrival stalled the aircraft at about 300 feet in the final turn into the wind, only partially recovered and crashed, completely destroying the aircraft. Henry, in the front cockpit, did not survive the crash, whereas I suffered only concussion and some facial injury. The crash was entirely my fault — "misadventure/pilot error" was the Coroner's verdict — and that's really all I feel I can say about it, even today, almost half-a-century on.

After some simple plastic surgery, I left hospital in mid-September. I must still have been off my head as I insisted on taking part in the Wetherby Speed Trials on September 20th. I felt awful, drove extremely badly, and thoroughly frightened myself, leaving the course at the first bend on both runs and achieving only a 2nd in the 850 cc S / 1,100 cc UnS class, when, on form, I should have beaten all the entries in that class. (In my diary I noted that it was a "rather dangerous course with not much room to stop at the end" — which *The Light Car* supported by reporting that Cummings, having achieved FTD in his Vauxhall Villiers Supercharge "swerved onto the grass verge when 70 yards past the finishing line and, after another 50 yards, collided with a tree, rebounding three times into the roadway. Although Cummings was entirely uninjured his car was a total wreck.")

Shortly before the crash in the Miles Hawk, I had ordered from Cresta Motors one of the new 2-litre MG cars. Instead of the standard saloon body, Jim Elwes arranged for Bertelli Ltd of Feltham (the Aston Martin body builders) to make a one-off open two-seater body (with dickey!) for the MG, in black and silver. The end result was a good-looking, comfortable, fine-weather touring car with an adequate peformance, good roadholding, but heavy steering. The performance figures I recorded included: 0-60 in 16 sec; max indicated speed attained, downhill and downwind, on an Italian autostrada 96 mph, and mpg about 20. She cost, complete, £450. In this car, during the four months sick leave the Army allotted me after the crash in TD, Jack Churchill, whom I have mentioned earlier, and I made a two month "Grand Tour" of Scotland, France and Italy, covering about 5,000 miles overall. A short break in the tour was set aside to take part in the Brooklands Autumn Meeting on October 17th — unsuccessfully, although I did my best-ever lap of the Mountain Circuit — at 69.74 mph, reaching about 110 mph on the run down to The Fork. That was my "swan song" in the cream J4 — and in motor-racing altogether.

Shortly afterwards, having been warned by the Army, in early August, that I was to join the 1st Manchesters (our "foreign" battalion), in Egypt in the New Year, I sold the J4 to Ian Nickols, the motoring journalist. He later fitted an "R"-type engine to the car and did very well with her in road events — lucky chap!

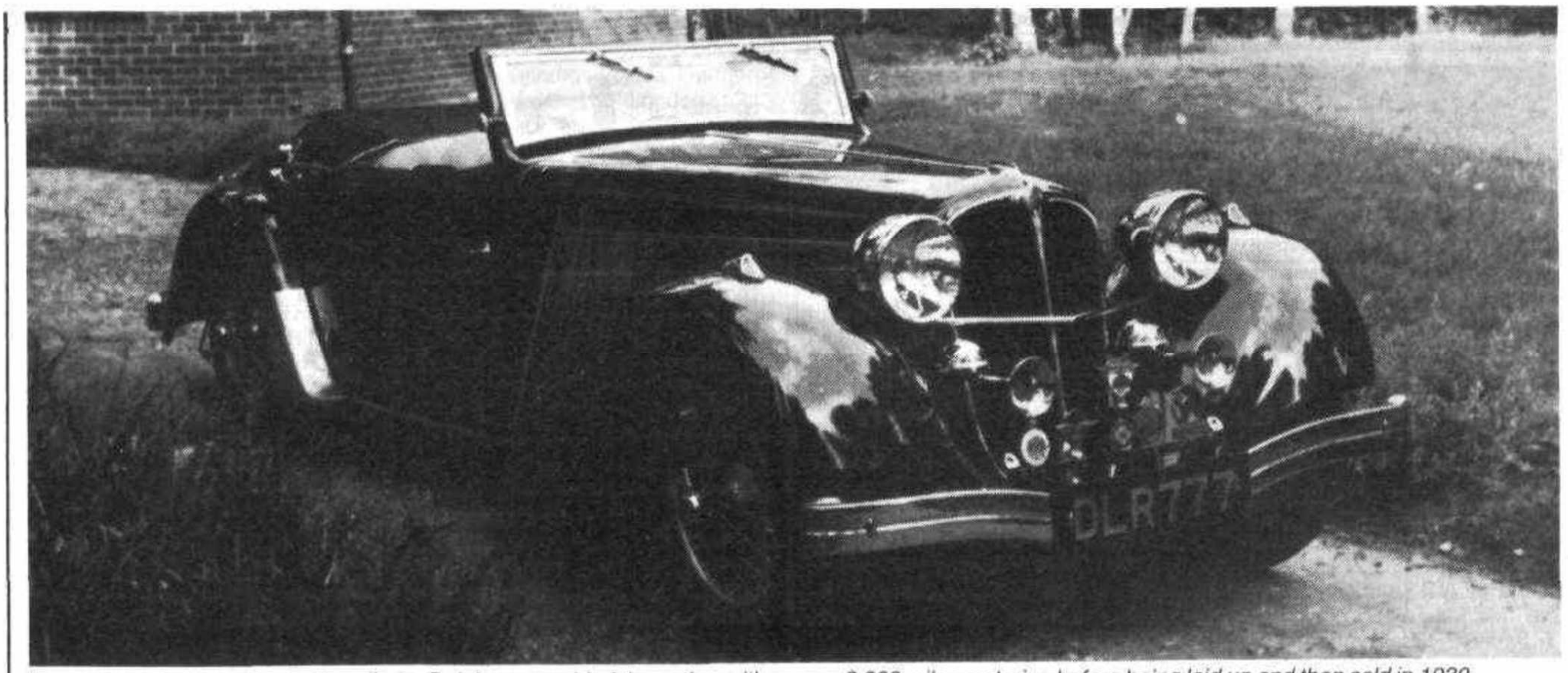
During the Grand Tour with Jack in the Big MG over Christmas and the New Year of 1935/36, we made some respectable inter-city runs and also some circuits of both the road and track circuits at Montlhéry, which were fun. ("Best lap of track 75 mph: not frightfully fast.") However, the most solid motoring achievement of the tour — born of necessity since we were fast running out of time and money — was the 1,500 mile return journey from Naples (after three weeks in Capri) to Calais in four days. I sold the car to a friend in York in March 1937, just before leaving for Egypt — having owned her for five months, achieving 12,600 miles on the clock. She was a good car but, in my memory, without much real character. To get to Egypt, I decided to fly, so having obtained permission from a surprisingly amenable War Office, I bought, in February 1937, the second production Miles Whitney Straight (G-AERS) — a low-wing, two seat, side-by-side cabin monoplane, with a Gypsy Major 130 hp engine and a cruising speed of 120 mph.

During my blissful six months — from March to September 1937 — in Ismailia, on the shores of Lake Moascar, with the 1st Manchesters and with the hospitable young people of the French-run Suez Canal Company, I had a grey-and-red 1936 model Ford V8 roadster (with dickey). I bought it in Cairo for £150 with 3,700 miles on the clock. It proved a very suitable "fun car" for the Egyptian summer, with excellent performance (0-60 16 sec) and handling from its 3½-litre engine and 26 cwt body.

In September I was sent back to UK on a six-week course at the PT School at Aldershot (my second: the Army was still determined to get me fit!). I flew myself home via a forced landing near Benghasi in Libya and a glorious stop-off with friends in Brittany, and immediately on arrival in London acquired a fawn-and-red, straight-eight, 4½-litre Lycoming engined, 1935 Auburn two-seater convertible (with dickey) — Reg No CCT344 — for £295 from RSM Automobiles of Bruton Street. In her I covered some 8,000 miles in my three months in UK, before flying out in January 1938 to Palestine, whence the 1st Manchesters had moved in my absence. The Auburn was a magnificent 35-cwt beast with a great performance. I recorded 0-60 in 11.8 sec and a maximum indicated speed of 95 mph. (All my timings and speeds were taken with my stopwatch from the speedometers of the cars concerned. I cannot vouch for the instruments' accuracy but suspect that in most cases they were 5-7 mph fast, sometimes more.) She managed about 13 mpg. One unique aspect of this car was her gearbox; it had an overdrive on each of the three forward gears, activated by a lever on the boss of the steering-wheel through servo-action to the differential. So one had, in fact, six forward gears at one's finger-tips — and about 100 bhp under your feet. With a little practice one could get wonderfully smooth, continuous acceleration right up to about 75 mph, which made it a difficult car to beat away from the lights! I sold her back to RSM Automobiles before leaving the UK but not



THE AUTHOR'S rare four-seater open 2-litre MG, together with his Miles Whitney straight monoplane.



SWAN-SONG: this 3,225 cc six cylinder Delahaye provided the author with a mere 2,000 miles motoring before being laid up and then sold in 1939.

before my brother, Cuffy, and I had watched from her, with awe, the mighty Mercedes-Benz and Auto-Union teams sweep the field at the Donington Grand Prix on October 2nd 1937, on the first of their only two visits to Britain.

During my stop in Cairo, en route to Palestine, my friend Rod Morgan, a senior engineer with Airwork Ltd, who, from Almaza, ran the Egyptian Misr Airline, produced a small Alfa Romeo two-seater coupé (without dickey) which I could not resist. It was a 1933 model with the 1,750 cc supercharged engine — but not a Zagato body! It cost me £103. This car had a somewhat varied career with me, including a tumble over a small cliff in Galilee during the 1938 "Troubles", when I had carelessly left it parked with only the unreliable handbrake applied. Little damage was incurred, fortunately. Overall, I found the Alfa, to my disappointment, a difficult car to drive, especially the gear change. The only performance figures I recorded were 0-60 in 20 sec and a maximum speed of 90 mph — which I doubt. (Perhaps a kilometre graded speedometer was too much for my arithmetic.) Her braking was highly erratic; it took 50 feet to stop from 30 mph. I had covered about 5,000 temperamental miles in Egypt and Palestine in the car when I sold her for an Egyptian song in October 1938, just before flying myself to Singapore. Anyway I *had* owned a real Alfa Romeo — every driver's dream in those days, surely!

In Singapore, I found one of the best-looking cars I have ever owned — the rare, four-seater open version of the 2-litre MG. Like my earlier one-off two-seater she had only a moderate performance (0-60 mph in 20.6 sec: top speed 85 mph indicated) but she was *very* comfortable, ideal for the Malayan climate and the limited scope of motoring that Singapore Island offered. I never took her north up the peninsular — to Kuala Lumpur or Penang for instance. When I went up-country I flew my Miles Whitney Straight monoplane, in which I also flew down to Bali, about 2,500 miles return, over Christmas 1938.

I bought the MG from Malayan Motors Ltd for £315 — slightly shop-soiled but unused — on October 25th 1938. I sold her back to the same firm — having covered about 5,000 miles — when I left Singapore for the UK, in ERS, in March 1939, having been accepted for a tour of secondment to the Royal Air Force — which, in the event, the outbreak of war aborted. ("They" thought I would be more effective on my feet — and "they" were probably right!)

My "swan song" car before the War — and probably the most prestigious — was a 1936, six-cylinder, triple-carburetter, 3,225 cc, two-seater (with dickey), drophead coupé Delahaye (Reg No DLR 777). I bought her from the Brooklands Motor Company of Bond Street for £385 on May 15th 1939, a few days after I had landed at Heston from Singapore. I had her repainted black with silver wheels. There wasn't much time left, in fact, for fun motoring! However, I recorded a few times in the Delahaye: 0-60 mph in 12 sec through the four gears; a top speed of 92 mph indicated — both very impressive. She was an eyecatching, luxurious car (with red leather upholstery!) and much interest was shown in her by car-lovers wherever she went. She would have been fine for another "Grand Tour" — with her 17 gallon tank and about 17 mpg. Shortly before we left for France with the BEF in the third week of September (by which time I had covered only some 2,000 miles in her), I laid up the car in the garage of my sister's home in Winchester. However, about three months later, during the "Phoney War" period, she wrote to me, suggesting she sell the car — since everything seemed set for a long war and there was no petrol, anyway. There was, moreover, no-one to look after the car, she added, as her husband was also away at the wars. So I agreed — and she managed to squeeze £150 out of some local garage. However, that is not quite the end of the Delahaye saga: there is a sting in the tail!

One day in the spring of 1948, about six months after I had returned from India, a friend (who was later to become my wife!) and I were bowling happily along the quiet Leatherhead-Dorking road in my first post war car, a little 1946 MG TC. (I had bought it from a firm called Leave Cars Ltd in London the previous September. The MG (Reg No JK9143), black with silver wheels and tan upholstery, and in mint condition, had 2,000 miles "on the clock" when I got her. The price I paid was approximately double the list price new. I later had her fitted (by Jim Elwes, by then with University Motors and an ex-Colonel, REME) with an Arnott supercharger (5½ lb pressure). Performance: 0-60 in 15 sec; max speed with TA axle — 96 mph. Sold January 1956; covered 11,000 miles. We did a fine tour of France in her in September 1948.)

Just past Mickleham, I spotted the stern of a low black car parked on the near roadside, with a man in a flying helmet standing beside it. As we came closer the car's number hit me in the eye with a wallop — DLR 777! I pulled up past the Delahaye — because that's what it truly was — ran back, and introduced myself. The owner turned out to be the son of Dennis Motors of Guildford, who told me he had only acquired the car the previous day and was trying her out. In a pub in Dorking, a few beers later, I felt bold enough to ask him how much he had paid for the car. "I was asked £3,500," he told me, "but I knocked him down a bit. Tell me," he added, "how much did you sell her for in 1939?" I told him. He looked at me for a moment; "Have another beer — or would you prefer something stronger?"

It is probably of academic interest only, that the price paid for the 1936 Delahaye in 1948 was about £900 less than my *total capital outlay* on 14 cars, a motorcycle, two racing cars and two aeroplanes between 1932 and 1939 — and I think cigarettes were, in 1948, still only a shilling (whatever that may be) for twenty!

R. King-Clark

Book Reviews

"HRG — The Sportsman's Ideal" by Ian Dussek. 176 pp. 10 in × 7¼ in. (*Motor Racing Publications Ltd., Unit 6, The Pilton Estate, 46 Pitlake Road, Croydon, CR0 3YR.* £14.95).

This long awaited one-make history of a very individual and well-liked sports car, that was in production, albeit in very small numbers, from 1935 to 1966, has been published by MRP under the aegis of the Michael Sedgwick Memorial Trust, and fills another important gap on the bookshelves. Because this car was purely a sports car, it had a full competition history that makes the book all the more interesting to MOTOR SPORT readers and no-one could have written up the HRG better than Ian Dussek, son of a well-known Norton competition rider, who bought his own HRG in 1959 as his first car and who co-founded the HRG Association in 1960, Ian having remained its Hon Secretary and Editor of its *Gazette* ever since.

In particular, the author's intimate knowledge of the car he writes about comes over in the technical description of all the models, but there is a valuable look-back at the make's competition history, well supported by a grand selection of photographs. It may come as a surprise to many to tot up the number of different makes of engine either considered for use in, or actually installed in the simple but effective HRG chassis. The characters associated with the car, from the "H-R-G" provided by Halford, Robbins and H. R. Godfrey, not forgetting Grace Leather who became Secretary of HRG Engineering Co Ltd, and later a shareholder, to all those who worked on or campaigned the car in races and other competitive events. The essentially-HRG exploits of Peter Clark and Marcus Chambers and their henchmen at Le Mans and elsewhere are recorded in detail and the advent of the unusual Aerodynamic model and the post-war twin-cam Singer-engined HRG are naturally covered. In fact, it's all there and as I road-tested the 1½-litre red demonstrator and a post-war 1500 HRG for MOTOR SPORT and drove the blue prototype at a Bugatti OC Lewes Speed Trial I read Ian's book with especial attention and interest. Some of the pictures have been published elsewhere but the rest are evocative of HRG days, and although the Appendices are simple, they tell sufficient about the 241 HRGs that were built. This book would make a fine start to the New Year for any sports-car enthusiast. Michael Ware, Curator of the NMM, contributes the Foreword. — W.B.

"Ferrari 250GT SWB" by Ken Gross, and **"Alf Romeo Alfetta GT"** by David Owen, 136 pp, 8¾" × 7½". (Osprey, 12-14 Long Acre, London WC2. £7.95 each.)

Both of these new volumes in the Osprey AutoHistory series are up to the usual high standard, generously illustrated with mono pictures, plus a central colour section, but David Owen has had the harder job of illustrating his book. Devotee though I am, when you've seen one GTV . . . The only body variations in this series are the assortment of fat arches on the competition cars, whereas hardly any two of the Ferraris are identical. Mr Gross illustrates the main variations of SWB 250GT, and lists all known chassis numbers of this beautiful car, to my mind aesthetically superior to the GTO, and charts the steady development of the 3-litre V12 which propelled this essentially road-going coupé to so many race successes.

I think that David Owen makes too much allowance for the dreadful gearchange and driving position of the Alfa, but it is always best to have an enthusiast writing such a work. In fact, as I write this, I am debating whether to take home a Toyota Supra or a Mercedes 190 2.3-16, but Owen's paean of praise has me wondering if I won't just leap into my own GT V6 after all! Good stuff, both of these books.

G.C.

Orbis of London have come up with an enormous coverage of the Porsche, titled **"Porsche — Portrait Of A Legend"** by Inge Seiff, which takes in all the Porsche lore in one great coffee-table-type tome of 288 big pages (they measure no less than 13" × 10½" in fact) and with colour plates occupying whole pages of this area and many other pictures the same or double-page spreads, this is some book, pictorially alone. So many books about the inimitable German sports car have now appeared that I would not like to say how much of this £50 dedication is new, but I can say that it is so nicely done that it compliments the car. Some of it is rather journalistic, like Peter Schutz's chapter "If I were a car I'd be a Porsche" but there is much technical matter to counteract this, for instance after reading Judith Jackson's piece on "A woman's thoughts about male Porsche drivers". This is ensured by contributors like Paul Frère, Juergen Barth, Peter Falk, von Hanstein, Professor Dr-Ing Ferry Porsche himself and many others.

Also with a strong German theme is a largely pictorial book by Erik Johnson of Mercedes-Benz enthusiast UK Ltd, called "The Dawn of Motoring" to make the point that Benz and Daimler of Germany produced the first practical horseless-carriages 100 years ago this year. Again, many of the pictures may be familiar but the result is entirely attractive and no historian or Mercedes-Benz enthusiast can afford not to have this nicely and generously illustrated historical record, which runs up to the overwhelming Mercedes victory in the 1914 French GP. It is available for £5.95 from M-B UK at Milton Keynes.

Then Kimberley are continuing their useful coverages of great racing drivers, in uniform softcover books, the latest being those about Derek Bell by Bob Constanduros and Gilles Villeneuve by MOTOR SPORT's Alan Henry. Fine action pictures and good colour shots embellish the text in these little studies of famous modern racing drivers. Each one costs £2.50.

W.B.

* * *

Haynes have now published their Morris Minor 1000 "all models" repair manual by Lindsay Porter, which starts with a history of the famous Morris Minor and then deals with the nitty-gritty of its restoration in a 256-page pictorial repair sequence. Its price of £10.95 might well save much more than that for those about to start rebuilding one of the Morris Minor models. There is a guide to buying these cars, bodywork repairs occupy 139 of the 11 in × 8¼ in pages, and the Foreword is by John Frye, Chairman of the Morris Minor OC. — W.B.

Cars In Books

HAVING read about Osbert Sitwell's motoring in this feature, a reader in Seaford has drawn my attention to "Great Morning" (Macmillan and the Book Society, 1948) in which there is a description of a car owned by Osbert's father, Sir George Sitwell. Used in Florence in the 1920s, it was known as "The Ark" and was said to have a 1914 lorry engine in it. Sir George had bought the car, which was then worth about £70, for £1,800, which was further increased when he ordered a new body for it, so that he always maintained that he knew as a matter of certainty that it was impossible to buy a motor for less than £4,000.

The body was unique in having a front compartment arranged so that Sir George could lie at full-length beside the chauffeur, to rest his back, which meant that the rear-seat passengers were left with very little room. The Italian peasant hired to drive this curious car was even more ignorant of it than its owner, so that breakdowns were frequent. One would dearly like to know more of this unusual vehicle.

Miniatures News

LAST month we referred in the "In Miniature" article to a scale model of the LSR car "Babs", made for the Castrol oil company, that has disappeared since it was shown at a 1927 Motor Show. There is a sort of follow-up to this in the fact that last November a silver model of Sir Malcolm Campbell's LSR "Bluebird", that had taken the record to 272.46 mph at Daytona, and which had been made to commemorate the use of Pratts Ethyl petrol on that occasion, was presented by Gina Campbell to the National Motor Museum at Beaulieu. The Anglo American Oil Co., which marketed Pratts Ethyl fuel, became Esso and the model was displayed in their London office until 1962, after which during a move, it disappeared into store. It was found last year and having been repaired, was presented to the NMM by Campbell's granddaughter.

One wonders whether the model of "Babs", more in the engineering idiom rather than a silver replica, will ever be found in this way? — W.B.

Airlife Publications of 7, St John's Hill, Shrewsbury SY1 1JE have published a very readable story of the life of Air Vice-Marshal Donald Bennett, CB, CBE, DSO, the famous Pathfinder pilot of the war years, but a versatile person, a great flying-boat pilot and inimitable navigator, who also made the Fairthorpe economy and sports cars, which duly get mentioned in the book. There is another motoring reference, about the late Holland Birkett, who when he was killed flying was Chairman of Blackbushe Aero Club, and for whom Bennett named a lane leading to the aerodrome. The Air Vice-Marshal had fought so hard to save *Birkett Lane*, only to have the locals pull it down. This is an excellent biography of the controversial and sometimes difficult character, well worth reading, but I wish the biographer, Alan Bramson, had included the bit about how, after a brush with the autocratic SMM&T. through not being allowed to take his own furniture onto his stand, Bennett withdrew all his Fairthorpe exhibits from the London Motor Show! The book is priced at £12.95. W.B.

I don't know who buys the big "coffee-table" tomes, which seem inappropriate to flat dwellers and the smaller houses current today, but publishers still dole them out. An attractive one in this form is "101 Great Marques" (11½ in × 9½ in) by the dedicated Andrew Whyte, in which the colour pictures are very effective, old cars figure alongside the moderns, and makers' badges are used at the head of each *marque* discourse, these running from AC to Wolseley. Octupus Books do this one and charge £9.95 for it. Another of the kind, is "Great Marques of Germany" by Jonathon Wood, (12½ in × 9 in, 224 pp), with a Foreword by Prof Dr Ferdinand Porsche. Here is more good colour and pretty hefty coverage, at a cost of £12.95. The publisher's address is: 59, Grosvenor Street, London W1X 9DA. — W.B.

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"Volkswagen Golf GTI — The Enthusiast's Companion" Edited by Ray Hutton, 112 pp, 10 in × 7¼ in. *(Motor Racing Publications Ltd, Unit 6, The Pilton Estate, Croydon, CRO 3RY.* £7.95.)

Even current makes and models merit books about them these days and the VW Golf GTI is so popular and has set such a trend that MRP have done this little coverage of the car, about how it evolved, its technical make up (by Jeffrey Daniels), what it is like on test (by none other than John Miles), how to maintain it (by Editor Hutton), how to hot it up (by experienced Jeremy Walton) and the Golf's sporting successes (by Peter Nelson). With reproductions of Golf advertising matter and copious Golf pictures, here is a sensible New Year present for keen owners of these cars. — W.B.

Rolls-Royce Motors has published two sets of cards depicting Bentley and Rolls-Royce cars from the early days to the present, comprising 50 cards in all, with a bound 60-page album in which to stick them, the idea being to celebrate the centenary of the motor-car and the year in which R-R made its 100,000th car. The sets cost £11.15 each or £19.90 for the combined Bentley and Royce set, including postage and packing, and are obtainable from Queste Magazine Ltd, PO Box 18, Crewe, Cheshire, CW1 3PL. — W.B.

* * *

Those seeking a "stocking" type of present need look no further than the fascinatingly illustrated new "Vintage Motor Cars" book in the Shire Album series (No. 146) selling at a modest £1.25 from UK book-shops.

New Cars

Peugeot 309

IT IS no secret that Peugeot Talbot's recent history has been full of incident. The marque Talbot has not been a success due to in-herited problems, poor initial quality control, and the wider problems of over-capacity which have affected the European motor industry as a whole. Presently the only Talbot model in production is the French-made Samba.

Peugeot, too, had its problems with a fading image. Then came the 205 range which has vividly demonstrated that the company is still a serious producer of motor cars. Over the last couple of years we have been able to write glowingly of this superb little car in all its manifestations, the GTi model is the sexiest little car available while the diesel-engined GRD has proven that you can have all the advantages of diesel power with handling characteristics to satisfy the most critical of sporting drivers. In addition, the company's rally programme has been outstanding from the start.

The introduction of the company's first new model range since the introduction of the 205 is therefore an occasion of unusual interest for the 205 is a hard act to follow yet Peugeot's future depends on it getting the new car right, particularly since it is aimed at the Escort/Astra level of the market where fleet sales become an important factor.

I recently had an opportunity to drive some pre-production examples of the new car and can report that while it is not as outstanding in its class as the 205, it has a lot of that car's qualities and is a worthy big brother to it.

Cars on sale in Britain will be built in the company's Ryton plant and, it is claimed, 65% of the input is British in origin. This figure should assist Peugeot in placing the model with fleet-buyers in the UK who tend to favour cars which are perceived as being British even though, in the case of Ford and Vauxhall, many originate overseas.

A great deal of attention has been paid to quality control in the assembly of the 309 and I must say that the cars I drove did not have any of the failings which one often associates with pre-production models which frequently leave something to be desired in terms of trim and fit. We were assured, too, that the labour problems which have dogged the Ryton plant are now a thing of the past.

Prices will be announced nearer the car's UK launch in February but are expected to be competitive against the Escort, Astra and Maestro and, like those cars, the 309 has a transversely mounted engine and fwd.

Initially, there will be three engine options: a 55 bhp 1.1-litre model, a 65 bhp 1.3-litre car and an 80 bhp 1.6-litre car, with a 115 bhp injected engine added to the range early in 1986. There are five levels of trim and every car comes with Peugeot's precise five-speed gearbox.

All manufacturers now pay a great deal of attention to aerodynamics and, depending on the model, the 309 range has a drag coefficient of between 0.30 and 0.33, which is extremely good for a small car. Style is a matter of personal taste and I found the car pleasing in looks without being a headturner but the standard of finish is unquestionably high.

My main complaints about the 205 centre on the interior design and here the 309 is a great improvement. The stalk controls are neater while the heater / ventilation system is as good as any. One has a pleasing sense of interior space and there is an ample boot with 60/40 rear seat split for larger loads. So far as equipment is concerned, you get what you pay for and on the higher-spec models there are pleasant touches such as driver's seat lumbar adjustment.

It's on the road that the car comes into its own. Ride and handling are good on all models, front and rear suspension is by McPherson struts, coil springs and dampers. The 1.6-litre models have a rear anti-roll bar while their front bars are thicker than on the others in the range. All cars have servo-assisted split circuit braking systems with discs at the front and drums at the rear and these are astonishingly effective.

Steering on the 309 is as precise as on the 205 but on the smaller-engined cars it seemed a trifle on the heavy side with very positive castor action. With the extra power of the 1.6-litre engine, the steering seemed in harmony with the car but I'd prefer a lighter action with the less powerful engine options.

Driving the cars through the winding, and sometimes slippery, roads of Dorset proved exhilarating. The power goes down smoothly, direction can be changed with a flick of the wheel and entirely without fuss, even on a surface of wet leaves, wind and engine noise is low and I finished a lengthy stint at the wheel eager for more and relishing the prospect of the 115 bhp injected engine.

Peugeot claims a top speed of 106 mph for the 1.6 (0-62 mph in 12.5 seconds); 97 mph for the 1.3 GE and GL models (0-62 mph in 15.4 seconds); 101 mph for the GR Profile car (0-62 mph in 14.8 seconds) and 95 mph for the 1.1-litre cars (0-62 mph in 17.3 seconds). These figures are roughly in line with the cars' stated rivals and given the overall feel of the range, I can only repeat that I look forward to the 115 bhp injected model which should stretch the model's capabilities.

This range breaks no new ground technically but is a well-compiled package which has benefited by a great deal of attention to detail. It's a serious contender within its niche and should certainly fulfil its maker's hopes of a larger share of the market. M.L.

FRAGMENTS ON FORGOTTEN MAKES

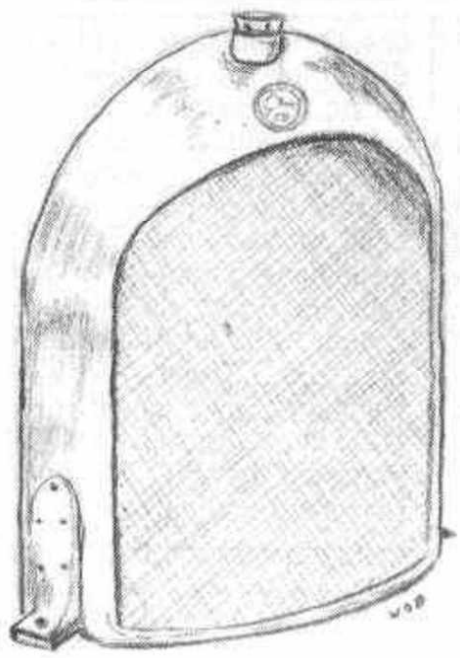
No 68: The Dawson

A CAR which was almost a lost cause before it was announced appeared just after the Armistice, in the form of the Dawson. At that time it was generally foreseen that in the prevailing economic situation following the most punishing war yet fought, small-engined economical cars would be in demand. Those who set out to meet this requirement, yet sought to endow their products with some of the luxury and exclusiveness of larger cars, were not very numerous. Among the successful ones might be quoted Humber and Talbot. There was an odd claim to be a sort of "Rolls-Royce of light-cars" made on behalf of the Secqueville-Hoyau from France, optimistically built in small numbers in a factory by the Seine. It seems that the Dawson originated from a similar desire to create the sort of car that very few people wanted.

At all events, in 1919 news spread of a car to be built in Stoke, in Britain's Motor City of Coventry, that had been designed by Mr A. J. Dawson, who had been Works Manager at Hillman's. The recently-concluded holocaust seems to have influenced Mr Dawson's thinking, because whereas the other Coventry company he had managed had made a usefully simple 9 hp small-car before the war, which Hillman's were able to sell for £200, what he had conjured up for post-war consumption was a far more complicated car. Its engine was based on war-time aero-engine practice, just as were those of the post-Armistice Hispano-Suiza, Napier, Lanchester, Straker-Squire, Leyland and other large luxury automobiles. That was all right when cost was of little consequence but, even so, there were post-war customers who were suspicious of these new cars with aero-type overhead-camshaft engines. Noise, maintenance difficulties, and the awful possibility of a valve falling into a cylinder were at that time held against such engines by old-fashioned and cautious thinkers.

So to put an engine of this kind into a comparatively small-engined car might be said to be tempting providence from the outset! Admittedly, Wolseley did this with their new Ten, having made Hispano-Suiza V8 ohc aero-engines during the war years and feeling, presumably, that not to copy something from these was missing some kind of providential opportunity. But Wolseley cars were made by the great Vickers armament concern, who could get away with such a ploy, the ironic thing being that for all its aero-engine followings, the Wolseley Ten gained nothing in speed, being among the most pedestrian of light-cars, so that it needed Alastair Miller's team of racing Wolseley "Moths" to promote the snail-like ohc small-car, and, anyway, in the economy field Wolseley had their rather sweet-running 7 hp flat- twin to augment the four-cylinder model.

So in using aero-type engineering for the engine of the Dawson car the designer was very much out on a limb. By the summer of 1919 all was revealed. It was seen that the Dawson was a light-car on RAC rating, as it was of 11.9 hp, if not on engine size, the bore and stroke of 69 × 120 mm taking the capacity to 1,795 cc, whereas it was considered at the time that a light-car should not exceed a swept volume of 1,500 cc, or at most 1,600 cc. What was astonishing was that this little Dawson engine had overhead valves directly prodded by an overhead-camshaft, as on the celebrated Hispano-Suiza aero-engines used in the recent conflict, and on the brilliant new 37.2 hp Hispano-Suiza luxury chassis. Even Wolseley, whose engineers must have been so well acquainted with these aero engines, interposed rockers between camshaft and valves on their engines. It was not until many years later, when the Hispano influence had surely evaporated, that there was a Wolseley car engine with the oh-camshaft acting directly on the tappets. Yet here was the impetuous Mr. Dawson doing just this, for the power unit of a car intended for large sales, and at a time when the buying public was far from used to engines with any form of overhead-valve gear. . .



THE RADIATOR of the ill-fated Dawson.

As if to counter this, having designed and had built his engine, Dawson stated that although the directly-operated in-line valves in the head were "somewhat reminiscent of Hispano-Suiza aero-engine practice, many details had been modified to suit a touring car, such as using cams of more normal contour and tappet clearances of but .004in (but as the clearance on the Hispano-Suiza W4A aero-engine was .003 in, the point was hardly made!). Adjustment was on the valve stems, the cam followers being slightly convex, to form locking members for the screw-down valve-spring cups. That apart, Mr. Dawson expressed his firm belief in the desirability of overhead valve gear; one wonders what he may have seen at Hillman's or elsewhere during the war that could have influenced his opinion.

Anyway, his engine had the camshaft driven from a vertical shaft, skew-gear driven at the front of the engine and having two flexible couplings, the drive to the camshaft being by more skew gears. Another pair of skew gears drove a cross-shaft, at the nearside of which was the magneto and at the opposite end yet another pair of skew gears (notwithstanding the fact that an eminent engineer had expressed the view that skew gears would not stand up to such loadings), which drove a longitudinal shaft for the Lucas dynamotor and, ahead of it, the pulley for the belt-driven fan. From the cross shaft a worm gear drove a spur-gear oil-pump at 1/7th crankshaft speed. The oh camshaft ran in three bronze bearings, lubricated from radial drillings in the hollow camshaft into which oil was forced, surplus lubricant oiling the cams and cam followers before draining into the crankcase through a copper pipe. That this was 1919, however, was seen in the employment of an exposed pipe taking oil from the pump to the front of the camshaft. . .

Mr Dawson did not like ball bearings and all those in his engine were either die-cast white metal, for the mains and big-ends, or phosphor bronze, with thrust taken by bronze collars working against steel washers with hardened faces. The detachable head was bolted to the *monobloc* iron cylinder casting and carried the valve gear, which was covered by a single metal cowl, secured by a central nut, which does not look likely to have been very oil-tight. Being an enthusiast for ohv, Mr Dawson specified thick-stemmed valves with trumpet or tulip heads,

the cam followers screwed to the stems. Lubrication was on the trough and splash system then common, and aluminium pistons were used, the con-rods having two-bolt big-ends. The compression-ratio of 4.8 to 1 sounds abysmal today but was regarded as quite ambitious in 1919, and the cylinders were offset by a matter of 10 mm. The carburetter was on the near-side, the four exhaust ports on the off-side of the engine.

The first engine seems to have been installed in a chassis before any provision had been made for an electric starter, its flywheel devoid of Bendix teeth. The Dawson chassis was conventional but had some *de luxe* features. It was sprung on ½-elliptic springs. The drive went through a large Ferodo-faced cone clutch and the three-speed-and-reverse gearbox had short, stiff shafts running on ball bearings on special steel housings. The gearbox lid enclosed the selectors and an extension carried the external rh gear lever gate. As on a 40/50 hp Rolls-Royce, the Dawson's gear lever was self-centring, to the neutral position. The handbrake, operating the rear brakes, was outboard of it. Behind the gearbox was the foot-applied expanding transmission brake, and the fully-floating back axle was exceptionally accessible. Engine and separate gearbox were carried on a long subframe. Jacking points were provided beneath each axle. Worm-and-sector s[had]ng was used, and there was simple adjustment for the pedals.

Such was the ohc Dawson light-car, the prestige of which was ensured when it was rumoured that Malcolm Campbell was acquiring an agency. A test chassis, with the large aggressive radiator with its badge, a coloured portrait of a bulldog. On this motoring writers were invited to try the Dawson, when, in spite of its 4 to 1 top gear, 1 in 9 Stoneleigh hill was climbed with five people aboard, after the brakes had been freed off. Later, with six average-weight people up, a successful restart was made on the steepest part of the hill. Mr Dawson did the demonstrations personally.

At the time it was hoped to sell the car as a two / three-seater for not more than £450. Dunlop 710×90 tyres on Sankey wheels were specified and Charlesworth of Coventry were to make the bodies, the Dawson colour to be Royal blue, with black mudguards, a mahogany dashboard and brass fittings. A stand was taken at the 1919 Olympia Show, when it was seen that the car was to be called an 11-12 hp, and that the tyre size was up, to 760×90. But so was the price, to £525 for a four-seater. A chassis and two complete cars were put in as exhibits but the high price was the beginning of the death-knell for the Dawson. At the time you could get a coupé body on the well-tried 9.5 hp Standard for the same price and the only well-established small cars which were more costly, and by a small margin, were the AC, Humber Ten, 10/15 Fiat, and the 11 hp Riley coupé, although the Secqueville-Hoyau cost £550.

By September of 1919 bodies were going on Dawson chassis and there was again an exhibit, at the 1920 Olympia Show, when a chassis, a two-seater, a saloon and a coupé were displayed on stand 412 at the White City overflow. However the two-seater was now an exorbitant £750, the four-seater £795 and the vee-windscreen saloon was expensive indeed at £995. Even the bare chassis was priced at £575 and although the engine was reported to have plenty of power and to keep its tune well, the Austin Twenty tourer then cost only £695, so how could this small-car compete? No changes had been made, apart from two internal sheet-steel covers over the valves, perhaps confirmation of my assumption that the outer valve cover was not very oil-tight. . . .

Nevertheless, somehow customers turned up. For instance, Cross and Ellis of Coventry put a smart coupé body of their own on a Dawson chassis in 1920, painted cream with rather overdone black lining and offset by Ace aluminium wheel-discs. Mr Dawson had obtained plenty of publicity for his cars but after about 65 had been made it was all over and Triumph took on the Stoke factory, for *their* new car venture.

Presumably all Dawsons have long since disappeared, but a complete engine and a radiator still exist, found some years ago in the Bristol area, and as such rare makes as Angus-Sanderson and Storey are now being built-up from parts found in the most unlikely places, it is possible that enough Dawson remains may yet be unearthed, that would enable a complete car to be resurrected. If anyone can provide clues as to the whereabouts of possible Dawson parts, I would be glad to hear from them. — W.B.

"The Sunbeam" at Wolverhampton

I FOUND myself driving the other morning in the Ford, in torrential rain, over Shropshire roads that were once Sunbeam testing terrain, to glean a few snippets about this once-famous Wolverhampton Company, by chatting with Mr Norman Cliff, who worked there from 1920, when the side-valve 16 hp and 24 hp cars were in production, until it was all shut down in 1935. He was in the Experimental shop, where the successful Sunbeam racing-cars were built, on the top floor of the three-storey building, with its huge car-lift, a building which has fortunately survived, as part of the property acquired in 1977 by the Andrews Industrial Equipment Group, whose activities include hire of heating-plant for factories, etc. Incidentally, it is to the great credit of the Andrews Group that it shows considerable interest in the old Sunbeam activities. The Chairman, John Andrews, has even acquired a very fine 1912 Sunbeam 12/16 hp tourer.

Across the road from the one-time Sunbeam Experimental Department was the test-shop. I asked Mr Cliff whether there were any complaints about noise from this shop, on the part of Wolverhampton's inhabitants, remembering how the Mayor of Derby had once had to appease local residents when the R-type racing Schneider Trophy Rolls-Royce engines were being tested, day-and-night, in his city. I was told that at "The Sunbeam" an effective system of quieting the racing engines had been evolved and the only outside complaints of noise remembered concerned a Sunbeam diesel-engine on a 24-hour run. Mr Cliff worked on the 2-litre and the first 4-litre V12 Sunbeam racing-cars, and was the first person to go out with Segrave on the road on test in the latter car; but it was only a short, if frightening, flip, as the ballast in the tail broke loose and fouled the back-axle. He also recalls working on the engines of the famous 1927 twin-engined "1,000 hp" Sunbeam that achieved 200 mph at Daytona, the Matabele engines of 22½ litres each being, he says, taken out of store and stripped down.

Mr Cliff also remembers working, in miserable conditions, in the Experimental shops, many of the windows of which had been removed to enable exhaust-piping, etc to pass outside, underneath the disappointing Sunbeam "Silver Bullet" LSR car, replacing the cush-drive to the centrifugal supercharger, which was always failing, perhaps not surprisingly, considering the speed-differential between the special V12 24-litre ice-cooled engines and the blower.

Mr Cliff views with great interest the proposals for a Wolverhampton Industrial Museum and has collected together photographs and documents illustrating the history of the Sunbeam Motor Car Company. One such is a letter from Mr C. B. Kay, congratulating the Sunbeam mechanics on the good work they had done in 1916 on a Sunbeam aero-engine, which he reckoned "must have made the Rolls-Royce mechanics pretty sick", their engine presumably being behind at that time. The many Sunbeam works social activities were recalled, Mr Cliff winning races on the sports field, and dances, concerts, cricket and football matches being held, many of the Wolves players being in the Sunbeam football-team, which was opposed by that of Rubery Owen, who had some Albion Rovers players. . . .

The Sunbeam aero-engines of the 1914/18 war were built under the supervision of Mr Sidney Reid. After the war the cars were made by gangs of individual fitters, not on an assembly-line. Incidentally, Mr. Cliff says that "The Sunbeam" was a very big concern by 1920, with perhaps 2,500 to 3,000 employees. The Foreman in the test-house was Reg Harold, who worked on the twin-cam 3-litre Sunbeams for Le Mans, and in charge of racing-car construction was Mr Kettle.

In fact, although Louis Coatalen was highly respected, the mechanics deserve their share of praise, Norman Cliff thinks, and he has set down his memories of them. He has identified many of his old workmates in old photographs. For instance, in the classic picture of the Experimental shops, with one of the 1922 2-litre Grand Prix Sunbeams in the foreground, reproduced in the winter-1985 issue of *In Action*, house-publication of the Andrews Group, Mr Cliff says the three men from l to r are Frank Wood, Jack Smith and Bert Hopkins, the last-named never smoking, drinking or taking part in social events and disliking horse-play of any kind. When asked what he *did* do in his time away from the factory he invited Cliff to his home-workshop, where he made model steam-engines of all kinds, a craftsman to his fingertips,

never happy unless he was exercising such skills. Others among the happy band of racing-car mechanics in the shops were the boss, Tom Harrison, and chaps like Bill Moray, Alfred Stokes, Bert Ridley, Alec Broome, and George Taylor. Reg Howard was in the experimental test-shop. Barrett, one of Cliff's close friends, was the riding-mechanic who was killed when K. Lee Guinness crashed at San Sebastian in one of the 1924 2-litre GP cars and he recalls the irony of this, because if Perkins had not been in hospital as a result of the crash at Brooklands in which Dario Resta was killed in another of these 1924 2-litre GP Sunbeams, he would have gone in place of Barrett.

When the works closed in 1935 Cliff set off, like Dick Whittington, to seek employment in London, riding there on his well-liked 3½ hp, overhead-valve, long-stroke Sunbeam motorcycle. He had tied his tools on the back, representing his stock-in-trade, but they were stolen *en route*. However, his luck was in, because he had only just got to the Metropolis when he met Sam Raybolt who had been at Sunbeam's with him, and he sent Norman to the Sunbeam Service Station, from where he was found a job with a big garage in Epsom, that had been Sunbeam agents. Then, returning to Wolverhampton to get some new tools, he ran straight into Bert Hopkins, who was able to provide everything needed. Later Mr Cliff travelled for the *Daily Herald*, and then entered the antiques business. Today he drives a Datsun, and his wife, who has family connections with "the Sunbeam," has a 1972 Sunbeam Rapier. — W.B.

Bugatti at Brixton

BUGATTI people know that, before the war, the make had its depot in this country at 1-3 Brixton Road, at the garage at Kennington where many ventures were housed, such as Decca, the London Taxicab Company (operating Unics innumerable) and Marendaz Special cars. They were at different levels, connected by ramps, with the quiet, well-dressed and gentlemanly Colonel W. L. Sorel, DSO, rumoured to have been a racing driver in the dim ages of the game, presiding over Bugatti interests. Having heard that Bob Bass had worked for Bugatti at Brixton from 1926, when the 16-valve Brescia was still in production, and almost before the arrival of the more civilised Type 40, until the place closed on the outbreak of war, I travelled in the comfort of a Ford Granada Scorpio 4×4 to Margate, to chat with him. On the way we went through Herne Bay, where speed trials were run along the promenade over a half-mile course, by the Kent AC in 1924, Leon Cushman's Bugatti averaging 70.31 mph, just beating Count Zborowski's aero-engined Mercedes.

Bob recalls that Colonel Sorel did not then drive himself, his chauffeur for his five-litre being Charlie Bishop. The Foreman of the works at Brixton was Emile Michel and Baldwin was storekeeper. The showroom was adjacent to the garage, but mostly clients who wanted to buy Bugattis would be taken to Malcolm Campbell's Sussex Gardens showrooms or perhaps to one of the coachbuilders, such as James Young of Bromley or Park Ward. Only about five Bugattis at a time would be kept at Brixton, mostly chassis being prepared, after delivery by LEP Transport from France, for the bodybuilders. The Folkestone Road and the quiet ways round Dulwich Park were used for testing, with just two bucket seats on the bare chassis.

The organisation was quite modest, with three fitters, two boys, and Hindrey, the odd-jobs man. Bob Bass does not recall a works truck but they had a bull-nose Morris for running errands. It was in this that he got his first speeding endorsement, when on the way to Brooklands Track in it, where two racing jacks were urgently required. Mechanics would come over from France, perhaps three at a time, to instruct when any problems arose or new Bugatti models were introduced, and they would be shown the sights of London, notably in the Soho area, with interesting results, on their time off. The spares all came from France and non-standard tuning was not indulged in at Brixton. Discol petrol was obtained from the pumps at the garage, but these were not owned by the Bugatti depot, the finance for which, incidentally, came from d'Erlangers, the bankers, one of this family racing a Bugatti.

Brake cables were made up at Brixton, various grades of Ferodo brake linings were used for different cars, and Brescis tappet-guides would be white-metalled there, in the course of repair work. Thomas, who became Earl Howe's celebrated racing mechanic, started at Brixton, and Leo Villa was a frequent visitor, when parts were needed for Campbell's Bugattis. Sometimes Bob Bass and Jack Hannam, who had recommended him for the job, would go to Esson-Scott's on a Sunday morning to finish off urgent work on one of *his* Bugattis and three cars for the Phoenix Park race were garaged at Brixton. Col Sorel would arrive from Victoria Mansions in his chauffeur-driven 5-litre Bugatti and the sadness is remembered when the news came through that Jean Bugatti, who had brought the 4WD racing car over to England, had been killed in France. He is said to have driven the four-wheel-drive Bugatti on the road to its hill-climb assignment. Bob Bass remembers the Foreman getting up to something like 12 mph down the garage ramps in the first of the electric Type 52 miniature Bugattis. Bob used to deliver Bugattis to Mrs Turner in Yorkshire, Miss Cynthia Turner racing some of them, and remembers getting back late one Monday because the coach broke down. He also had to abandon a Bugatti he was collecting from Ashford after a tyre had disintegrated, the fixing of the steel rims to the alloy-spoke wheels with many nuts being hardly a roadside undertaking. We talked of Jack Lemon Burton, L. G. Bachelier and Papworth, the last-named remembered as a somewhat irascible man, always wearing a cap, when he called at the depot for spares. I also have my own recollection of Bugatti at Brixton. A visiting French owner of a Type 43 had lost the dynamo from his car, a rather essential component when you are on tour, with coil ignition, this having vanished as he was lapping Brooklands at over 101 mph, with me as a passenger. "Not to worry", I told him, "we will go to Kennington, where I am sure the Colonel will lend you a dynamo until you return to France" (this person had a stock of dynamos there and wasn't anxious to have to buy one). So to Brixton Road we drove but when I explained the predicament to Col Sorel he said "*Lend* him one, Boddy? We are running a *business*, not a philanthropic institution" . . . !

Bob Bass retains many happy memories of working on these highly-individualistic cars, of the marvellous noise when they got clear of London and opened the exhaust cut-outs, and of the BOC being formed, and holding the Chalfont St. Giles hill-climb, etc. After the war he went to Northern Road Services, driving trucks for 33 years, recalling especially the worth of Gardner diesel engines. — W.B.

Miniatures News

SOME interest having been aroused by last month's article about model cars of the pre-war years, I can answer a query as to the size of the Malcolm Campbell LSR 350 hp Sunbeam non-working but nicely-detailed models to which I referred. I would think they were roughly 19 in in overall length, so were quite large miniatures. They may, of course, have been made for the Sunbeam Motor Car Company. It is pleasing to know that many people remember the model-building exploits of D. M. Dent, the Frazer Nash driver, some of whose models I referred to. One I did not mention was a racing car he made in 1925. It looks as if Dent reckoned to construct one model a year, as this one came between his miniature of the GN "Kim II" and the FWD racing-car model of 1926, a picture of which headed my article. It looks as if it may have been roughly based on Eldridge's aero-engined Fiat in the streamlined form in which it had been raced at Montlhéry that year. The model had a wheelbase of 26 in and a track of 10 in. It was made of Meccano parts, some of which, Dent explained, "had been modified to suit the purpose". A small electric motor had proved fairly successful but the final kind of engine had not been decided upon. The drive was taken through a plate clutch to a working three-speed-and-reverse gearbox with constant-mesh gears — how this was contrived, even with modified Meccano parts, boggles the mind! The gears were changed with an outside gear lever working in a gate, the propshaft had universal joints, and the back axle was differential-less. An external brake lever operated external-contracting servo-type brakes through a compensating gear. The steering column had a pronounced rake and there were wire wheels. The body was of sheet zinc, with a tail hammered out of sheet copper, the finish being bright green, with a white bonnet and scuttle. — W.B.



MOTORING as it was in the 1920s, as cars embark at Dijon. What are two girls doing in a Bugatti with a bonnet strap and what effect did it have on the horse? Note the other sporting car already on board, suggesting that the year was 1924 or thereabouts.

Motoring as it Was

A Look-Back to the Roads of the 1920s

(Continued from the December issue)

HAVING tried a 1924 AC Six in Wales, Owen John, whose motoring we are following, then had a spell of praising Scotland as a touring ground, reminded of this by the grouse-shooting "Twelfth", but wondered where all the motorists heading north, as he used to do, would find accommodation, for he reckoned hotels were few and that there were fewer roads in all the Highlands than in the county of Surrey. He was advocating holidays in Galloway, the "Riviera of Scotland", which he thought would one day be patronised as it deserved to be (is it?), the area between Dumfries and Stranraer, after which O.J. advocated going north to Ballantrae and Ayr, after putting golf clubs in the car. Or why not, he said, try the wild and lonely Lowlands, going up and down the Tweed and the Esk. Incidentally, O.J. had observed that he found it hard to distinguish between his pleasure and his work and that some kinds of work, like his own, give the impression of one having lots of spare time, which was quite wrong, although his habit of appearing to always enjoy himself might have something to do with the notion — I put that in because it may seem to apply to present-day motor journalists. . . .

O.J. observed, by the summer of 1924, that the road through his village was filled with cars laden with luggage for the holiday, little cars out-numbering big ones by 20 to 1, with chauffeurs being seen on about one car in ten; he remarked that when half-a-dozen car loads of people came to play tennis at his house (what the RAF later called a "line"?) they came in all sorts and sizes of cars and none had a chauffeur. But he pointed out that trams still existed to cause traffic congestion, which 'buses went very far to relieve. Even worse, he thought, were the wandering trolley-'buses, which he called rail-less brothers of the tramcar. Yet in Birmingham, which O.J. described as the best-governed municipality in Great Britain, trams did not obstruct, whereas in Manchester they did the maximum of mischief; anyone standing within a mile of the Exchange would see the confusion caused by a superfluity of these leviathans. That was all a long time ago, so I will not enlarge upon it; but it does set the motoring town-scene of over 60 years ago.

Moreover, O.J. was on about congestion in London, what with taking mountains to Mahomet in the case of Covent Garden, the placing of the theatres, the newspaper offices, even that of the City itself. Anyone having dealings with any motor firm in Long Acre, then still a motor showroom area, would, he observed, see what effect Covent Garden had on traffic. And the tram situation aforesaid applied to America as well, at this time, notably in Pittsburgh, where motor traffic had increased by 20.3% in 1922, to a total of 829,737 cars. Well, it is much worse in London now, of course, and I would doubt anything would move at all had not horse-drawn vehicles vanished, traffic-lights appeared, and cars improved in acceleration from a standstill. I have long suffered from living to the west of the Metropolis and Standard House (and former offices) being in London EC.

I remember, however, a time just prior to the last war, when it was possible to motor to the MOTOR SPORT offices in such improbable cars as my 1922 Rhode and 1924 Delaunay-Belleville landaulette, even when the former was without starting-handle or starter, so that passers-by had to be persuaded to push-start it and when its oh-camshaft engine smoked so badly that the point-duty policeman at the Bank crossing allowed me to proceed with alacrity "before we all get gassed"! In those carfree times you could park in any side-street.

Which reminds me of a story concerning parking outside Standard House. When a delivery driver brings us a car for test, unless he knows there is an office car-park or if he finds this blocked by delivery vans, he naturally parks on the yellow lines while he finds the receptionist and asks her to tell the member of staff involved that there is a car waiting for him. Which takes a few minutes. On one occasion a parking ticket was put on such a car and, *via* its manufacturers, it was traced to us. This resulted in my home address being recorded and a Police Panda-car setting out weeks later from a Police Station some 10 miles away to interview me, 180 miles from where the "crime" had been committed! I was shown the ticket, on which the address had been wrongly inscribed, and asked whether I was driving that car, that day. I said I

would check my diary but, as a matter of interest, how long had the car been declared as on yellow lines. The policeman looked at the ticket, did a calculation, and came up with "about two minutes" which he admitted it seemed a lot of fuss for such a short time on the lines, which are in a comparatively quiet side street anyway. This did not make me feel particularly co-operative and I was delighted to discover from my diary entry that on the day in question I happened to have been at Beaulieu in another car, so nowhere in London. Moreover, I had happened to have sat at lunch with Lord Montagu and Graham Hill ("Line" again if you like!). I told the policeman of this, adding that if I had to subpoena these two gentlemen as witnesses it might cost the Court a pretty penny. No more was heard, I believe. Now they just put the clamps on and leave you to it.

Reverting to the 1920s, O.J. was on about hotels, having been prompted into writing about them because he had just received, from "the Mitre" in Oxford, a fine historical booklet about this notable inn — a forerunner of the kind of prolific hotel publicity that you see today, I suppose — and he ranked it with the "Dolphin" in Southampton, the "Lord Warden" at Deal and "the Lion" at Cambridge, houses which, I hope, have survived the stormy subsequent 60 years with equanimity? After that O.J. is found suggesting that the best way to assess a car's worth is to study the value put on used examples, which you can do conveniently by studying the back pages of this very magazine. That caused him to reflect on how cars lived on in France, where one was likely to see the plumber in an antique Delaunay-Belleville, the baker doing his rounds in a chain-driven Panhard, the tax-collector on a Leon-Bollee with a quadrant change, and cars with rows of drip-feeds on their dashboards that so fascinated the pioneers, belt-driven Benz, and sometimes even something steered by a tiller. It was different in Britain, with the vicious taxation system — had tax been only on petrol, O.J. would have bought an aged car for each member of his family. As it was, old cars must lie in outer darkness, with no hope of coming into the light again, and in 10 years' time it would be worse, which made O.J. unhappy. In fact, he was not to know that by 1934 the VSCC would have been formed and that not long afterwards, as a result perhaps of Kent Karslake's appeal in MOTOR SPORT, very old and very large-engined cars would be sought out, rebuilt, and run in that Club's Edwardian class. In fact, even in 1925, a 1914 TT Humber had been discovered in an obscure garage near Folkestone and sold with the mistaken idea it was a racing Peugeot, its log-book presumably having vanished. If anyone knows more of this than we have already uncovered in MOTOR SPORT, we should be glad to hear from them. . . .

(To be continued as space permits)

V-E-V Miscellany.— To commemorate the 50th anniversary of the 570 cc Fiat Topolino the Fiat Register is to hold an International Topolino Meeting, with dinner and *Concours d'Elegance* in Lincoln in 1986, over the weekend of June 7th/8th. Details from L. Humphreys, 20 Darbeck Road, Scotter, Lincolnshire DN21 3SU. From *Veteran Car*, journal of the VCC, comes news that among the Veteran and Edwardian cars undergoing restoration are a small and mysterious electric car, an 1893 5 hp Benz owned in the 1930s by Richard Shuttleworth, an overhead-valve 1912 Bedford-Buick, a 1909 30 hp Daimler tourer, a 1914 friction-drive GWK two-seater, a 1904 Humber Olympia Tandem and one of the popular twin-cylinder Type AX 8 hp Renaults, this one dating from 1910.

The Veteran Car Club intends to run a sort of replica of the Prince Henry Tour round England in 1986. The 1911 event, suggested by HRH Prince Heinrich of Prussia, was intended to be an inter-German/British team competition but it became more of a social run, although starting in Hamburg and in this country going *via* Southampton, Winchester, Newbury, Oxford, Woodstock, Stratford and Leamington and the next day to Rugby, Leicester, Nottingham, Worksop, Doncaster, Wetherby and Harrogate, the third day's run being to Newcastle via Darlington and the next to Edinburgh, after which the cars ran to the finish in London, the whole thing occupying 10 days, with one day off, an indication of how Edwardian touring-cars were used. Stately homes, notorious, if main-road, hills and a visit to Brooklands Track were included, so the VCC has plenty of scope for the re-enactment.

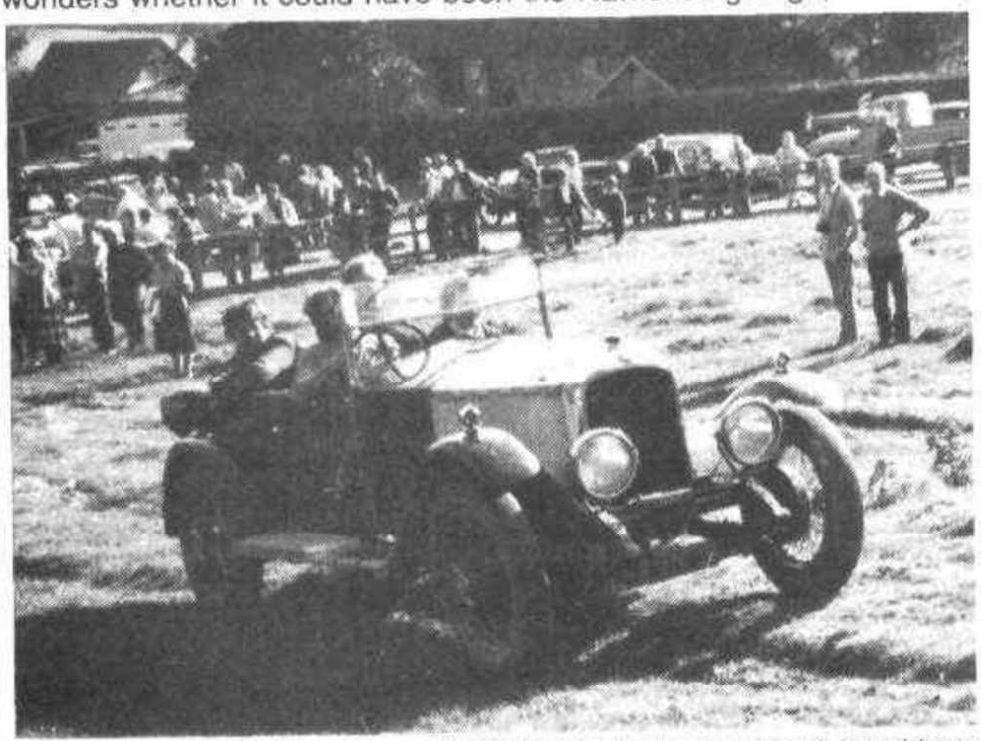
The 1986 FIVA World Rallies are in Germany from July 2nd-8th and in Natal and Eastern Transvaal on September 11th and 12th. The 1924 Humber racer built up by Winder over one weekend in the 1950s, using 9/28 hp running gear and engine in an 8/18 hp chassis, has changed hands and is now owned by S. L. Baxter in Huddersfield. The one-make clubs continue to enrol new members. For example, the Austin Ten DC elected 14 new followers in a month, the Rolls-Royce EC announced 233 new recruits in the last edition of its *Bulletin*, some with more than one Rolls-Royce and several with whole fleets of these cars, the Vintage Motor Cycle Club has over 5,200 members, and going to higher things, the DH Moth Club lists 57 new members in the latest issue of its journal *The Moth*. The *Alvis Register Bulletin* for last October carried an article about how Alvis cars were built, reproduced from *The Automobile Engineer* of January 1931, which recalls our series "Factory Methods of the Vintage Era", but I do not propose to poach from this one. I hear that two large Edwardian chain-drive chassis were used to prop up a barn roof in Herefordshire until found a short time ago. Curiously, they were within a short distance of Roger Collings' house and he has now acquired one of them, and a 27-litre V12 Liberty aero-engine from Cecil Bendall, with the idea of building a sort of "Chitty-Chitty-Bang-Bang" — stand well back and show some respect! — W.B.

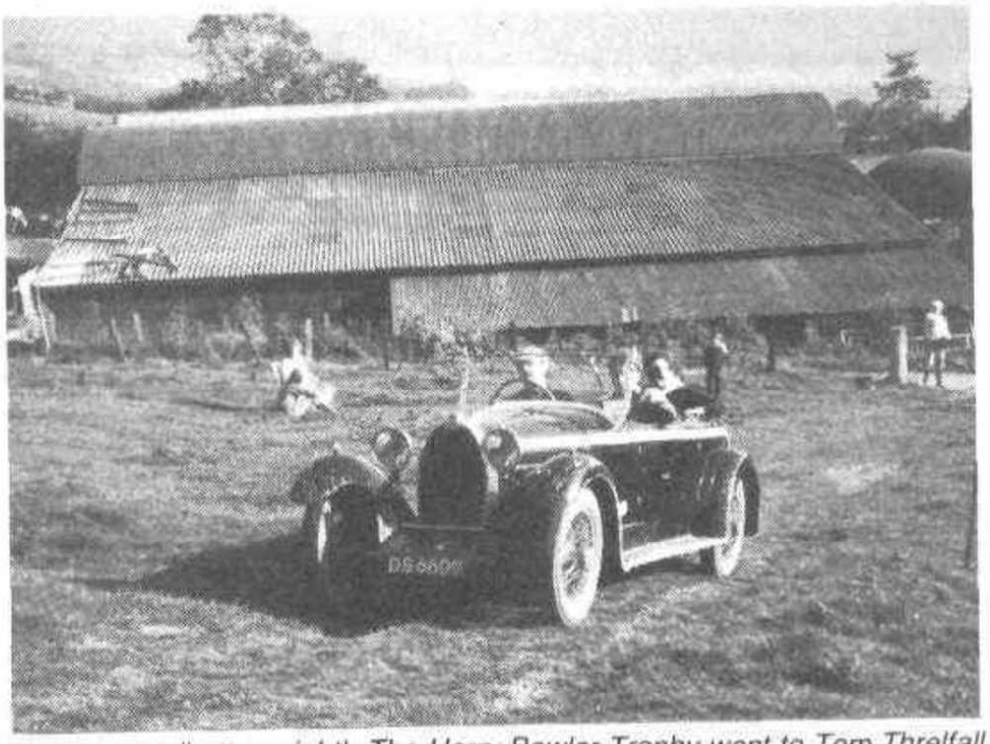
V-E-V Odds & Ends.—In connection with the Madresfield speed-trials article in the November 1985 issue, David Sewell confirms my impression that, in pre-war days, the course was from the road towards the mansion and says that the Brescia Bugatti with which Shortnose made FTD in 1927 and the other Brescia driven by Johnstone were not the College of Automobile Engineering cars, as I suggested. A photograph shows the Shortnose Bugatti to have had the later Brescia radiator, and a cowl over its dumbirons. A reader who has enjoyed our articles on what it was like to work at the Derby Rolls-Royce factory says he began there in 1933 at a wage of 9/6d a week and he remembers E. R. Hall trying out his Bentley before taking delivery of it, in the alleyway between the Experimental Shops and the NO2 shops. He says that in the 1930s R-R had nine Rudge motorcycle engines, and on the single-cylinder test-bed they got 50 bhp plus from this 500 cc power unit!

Cylinder heads, one used, one new, are available in S Carolina, for the 1,000 cc Osca engine, the type with a single oh camshaft, and short horizontal push-rods operating the inlet valves, if anyone requires them. Letters can be forwarded. An observant Norman Riddell points out that the photograph we used last November shows Louis Renault arriving at the finish of the tragic Paris-Madrid race of 1903 that was stopped at Bordeaux, not setting out on this epic drive. The ex-Les Leston Fiat Balilla is being restored in Kent. The Museum of British Road Transport in Coventry has at last found one of the overhead-valve Daimler Double-Six engines, which, when restored, may be usable in their 1935 Royal Daimler that was once HRH Queen Mary's personal car. Only about nine or ten of these later V12 engines were made as distinct from the sleeve-valve versions, and being under-developed, in 1946 the one in the car in question was replaced while the car was still in the service of the Royal Household, with one of the 4-litre six-cylinder Daimler engines that had given excellent service during the war in Daimler armoured scout-cars. Now Jaguar Cars, who helped restore this ex-Queen Mary Daimler, have agreed to rebuild this correct V12 engine for it, which was discovered in Hemel Hempstead and bought with the help of the Science Museum and an anonymous donor.

In association with my article on David Harrison's 1907 Renault "Agatha", a very interesting letter has been received from Marcus Chambers, who was responsible for saving this car when few people really appreciated the great Edwardians. He remembers that when he bought it, in about 1935, it was towed from a garage in Waterloo on flat tyres behind a pony-and-cart! Marcus was able to get tyres for it from Scotia's in Balham, as the size was the same as on the WD Crossley ambulances, which that breaker was still in process of cutting up. The first name in the log-book that came with the Renault was that of Lord Wodehouse, who was by then the Earl of Kimberley; he would have been 24 years old when the car was built. He told Chambers that he

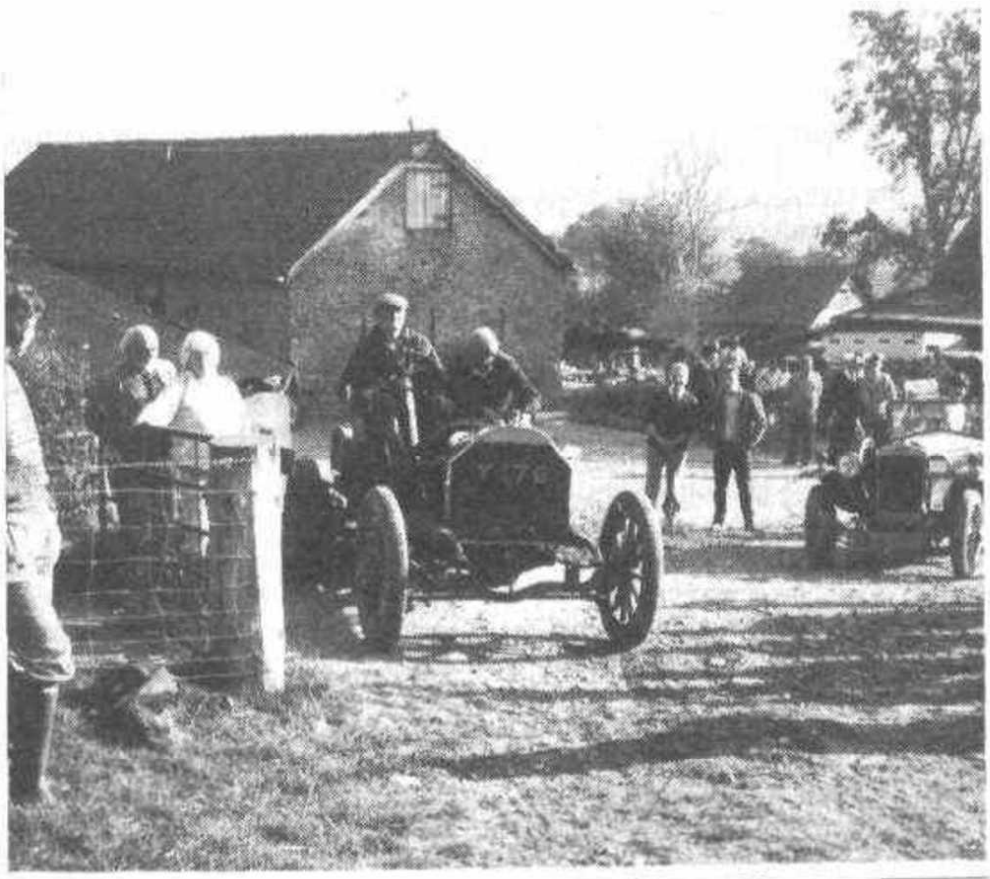
lent it to Harris Payne-Whitney and that the New York licence would be found still soldered to the radiator. When the car returned to the UK it was sold to Sir Harold Gilles, who apparently part-exchanged it for a more modern car, the Renault reposing in the concessionaire's premises for some ten years. (As this depot was in Waterloo one wonders whether it could have been the Rawlence garage, and if so, whether Sir Gilles changed "Agatha" for an OM?) Marcus Chambers sold the Renault just before the war to Anthony Mills who part-exchanged his little two-cylinder Renault coupé for it. Incidentally, Marcus Chambers made his re-acquaintance with "Agatha" a year before I did. — W.B.





VSCC WELSH TRIAL — As usual, 30/98 Vauxhalls were much in evidence (above left). Barry Clarke's Austin 7 had a replica Hughes sports body (below left). An unusual entry was Conway's Type 44 Bugatti (top right), while Roger Colling's well-known Mercedes ran minus mudguards, lights and bonnet (bottom right). The Harry Bowler Trophy went to Tom Threlfall (Model A Ford), the Presteigne Trophy to Barry Clarke (A7), and the Snatcher Trophy to J. P. N. Hallam (Frazer Nash Anzani).





The Ten Best and Ten Worst American Cars

JUST over a year ago MOTOR SPORT reported on a feature in the *Telegraph Sunday Magazine* about which were the ten best and ten worst British cars, judged by a learned panel, to have been made since the beginning of motoring. We are now able to reveal, thanks to clippings sent to us by a reader of MOTOR SPORT, that in America *Life* magazine ran a similar feature. Its panel of judges consisted of John A. Conde, late curator of transportation at the Henry Ford Museum, Beverly Rae Kimes, the girl who knows all about the intimate history of American automobiles, Davis Lewes, President of the SAH, James Wren, historian of the MVMA, L. Scott Bailey of *Automobile Quarterly*, Roger White of the Smithsonian Institution, Leon Mandel, Editor of *AutoWeek* and Austin Clark, Junr, Strother MacMinn, Richard Teague of American Motors, and Gordon Buehrig, late of Cord and Duesenberg.

They found, as the ten best, the Model-T Ford, the 1901-4 curved-dash Oldsmobile, the 1932-33 SJ Duesenberg, the 1911-14 T-head Mercer Raceabout, the 1938 Cord 810, the 1915-18 Pierce-Arrow ("the whisper-quiet Car of Presidents"), the Model-A Ford, the 1955 Chevrolet Bel Air, the 1930-34 Packard, and the 1930 Cadillac V16.

The ten worst were judged to be the Edsel (inevitably!), the Chevrolet Vega ("It rusted in the showrooms"), the 1959 Cadillac ("A styling overkill — a winged Monster"), the 1957-58 Packard with Studebaker body, the 1959 Chevrolet ("All new" said the ads, "All bad", said the panel, as having the ugliest-ever gull-wing rear), the 1957 Nash Ambassador, the 1957 Mercury Turnpike Cruiser, the 1955 Buick ("the brontosaurus of the Chrome Age"), the 1938 Graham Sharknose, and the 1939 Crosley. — W.B.

Letters

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

Group C

Sir,

In his report on the Spa 1000 Kms Race (October MOTOR SPORT) your correspondent, M.L.C., says that some of the sports cars are going too quickly for the tracks. This statement begs the question, "How quickly is not too quickly?" Has M.L.C. some sort of figure or yardstick in mind? He also says that cars are going too quickly down the Mulsanne Straight at Le Mans and supports his contention by pointing out that a tyre bursting at even 150 mph can be like a bomb going off under the car — what could it be like at 220 mph? Of course such an occurrence could be very dangerous but again I find myself wanting to ask M.L.C., "How fast do you think the maximum should be down the Mulsanne Straight?"

Sports racing cars have certainly become quicker over the years — it would be disappointing if they had not. In most ways they have also become safer to such a degree that some drivers fearlessly indulge in bumping and boring. Such tactics would have been considered murderously dangerous in the days when cars were open-bodied and had neither roll cages nor safety harnesses. If, in order to effect a reduction in power and speed, new rules were introduced, they would be unlikely to result in a decrease in "nerfing". Indeed, lower speeds would reduce the risks of "nerfing" and it would probably become even more frequently used. If further rules were written to control drivers' behaviour on the track, satisfactory enforcement would be practically impossible and recriminations would be endless.

Now that big money seems to have chased some of the sportsmanship away from international sports car racing, perhaps the only way to prevent reckless aggression in the heat of competition is by ensuring the element of danger is still present and cruel consequences await those who indulge in callous forcefulness. This would not be achieved by lowering speeds.

Birmingham, USA R. D. HODGSON

(We would welcome more reader comment on this issue and Group C in general. Ed.)

Widdershins

Sir,

It appears that we in the UK have been hoodwinked in the interests of mass production into accepting a change to a basic control that makes its usage distinctly awkward.

I refer to the indicator stalk being shifted from the right to the left of the steering column.

It is much easier to extend a finger to the right-hand stalk whilst changing gear than the other way.

If a car displays a penchant for self-cancelling then turning without an active signal is easily perpetrated, the left hand being otherwise engaged with the gear stick.

I expect this left-handedness originates from imported cars with the entire steering column assembly switched over for RHD, but now both Ford of Britain and Austin Rover have adopted this daft arrangement for the UK market.

If the continental driver is given the facility of changing gear and signalling independently, why shouldn't we?

Lingfield, Surrey N. J. DIXEY

Citroën Fan

Sir,

My motoring background goes back 40 years and includes several years of competition driving; older readers may even recall my "Cars I have owned" article in MOTOR SPORT, March 1956 and driving good cars briskly remains one of my great pleasures, therefore I feel qualified in commenting on M.L.'s critique of the Citroën BX 19 GT (November issue).

Up to a year ago I was not particularly interested in Citroëns feeling that, although they were different, durable and comfortable they were not an "enthusiast's" car. For many years I have remained faithful to a string of Porsches and Alfa Suds. As the delectable Sud had reached the end of the line I was looking for a replacement to continue with my motoring pleasure, little did I think it would come from a Citroën. Previously to my road testing a BX 19 GT I had tested a Porsche 3.2-litre Carrera Sport (231 bhp) on my usual 600 mile circuit. Over the empty Welsh mountain back roads I let the Porsche off the leash, road conditions were good (if somewhat damp at times) and although I am an experienced Porsche driver some restraint was called for; the Porsche is undoubtedly one of the world's classic super cars and very rewarding to drive. I returned to London elated but exhausted, as I had to be totally alert every split second to keep the Porsche from overstepping the mark.

When the familiar and somewhat tamer 1.9-litre (105 bhp) Citroën BX 19 GT arrived a week later I returned to Wales and covered the same circuit under similar damp conditions, I was amazed. Due to an excellent blend of torque, gear ratios useable power, and unique hydro-pneumatic stability I was, with less than half the power, able to maintain similar averages to those of the Porsche, but without any sweat whatsoever, in fact I was so relaxed on my return that I felt I could have driven another couple of hundred miles. I summed it up in one word POISE.

Like M.L. I did take longer than usual to become acclimatised to the car, after a couple of hundred miles or so the delicate brakes became outstanding and "driver-friendly", the initial understeer developed into entertaining, very controllable "gentle-flick" oversteer when pushed harder. The ultra stable ride felt just right and the power steering (2.8 turns), sharp, accurate, perfectly weighted and in touch with the road, all-in-all a rare combination of relaxation and exhilaration. With the excellent torque and fluid smooth gear change I found it unecessary to push the responsive engine revs too high for the best results, hence my improvements on M.L.'s consumption, I got 22/23 in London and 29/30 during fast country driving.

I was so impressed that I "borrowed" two more 19 GT's from local agents and track tested one at Donington to verify my impressions before deciding to buy one. After some 5,000 miles as an owner I am still elated to return to my own car, after testing various hot hatchbacks which are usually quite fun for short journeys but become frantic and irritating on longer trips, even the excellent VW Golf GTi comes within this category. Perhaps the completely different miniature exotic Toyota MR2 is closest to the Citroën for sustained driving pleasure, but with a passenger there was not even space to put my jacket, great fun but not practial. Other much more expensive candidates are the Alfa Romeo GTV and Lotus EXCEL. On a recent trip across Europe in a BMW 320i I just could not wait to get back to the Citroën. The label GT is exactly right for the BX 19, Grand Tourismo is what it is all about, quick, comfortable, pleasurable and relaxing. It is the hot hatchbacks that are wrongly labelled, they are modern sports cars not GT's.

Since acquiring my BX 19 GT four of my "enthusiast" friends have bought the same model; three replacing their Suds (a tough act to follow), also a respected motoring journalist acquaintance of mine is awaiting delivery of his after conducting his own road test.

No car is without some adverse criticism and the Citroën BX 19 GT does need acclimatisation before most of its adverse areas, such as switch controls, begin to make sense. M.L. it appears was just on the threshold of a breakthrough, of possibly becoming a convert at the end of the short test.

London SW1 ERIC LISTER

[Since Mr Lister is both a professional jazz player and former competition driver he should be added to our list of rhythmic racers. — Ed.]

Speaking Out

Sir,

Even at £1.00 MOTOR SPORT will remain excellent value for money.

I, for one, am reassured at your stated intention to remain outspoken, and reading the final paragraph of G.P.'s report of the Ivory Coast Rally confirms this. Most readers will, I am sure, agree that the comments passed in this respect on Jean-Marie Balestre are not far wide of the mark. Personally, I think that M. Balestre has brought FISA into disrepute by his activities. Perhaps a former racing or rally driver of known soundness, common sense and integrity should occupy this post.

Bromborough, Wirral M. J. CRAWFORD

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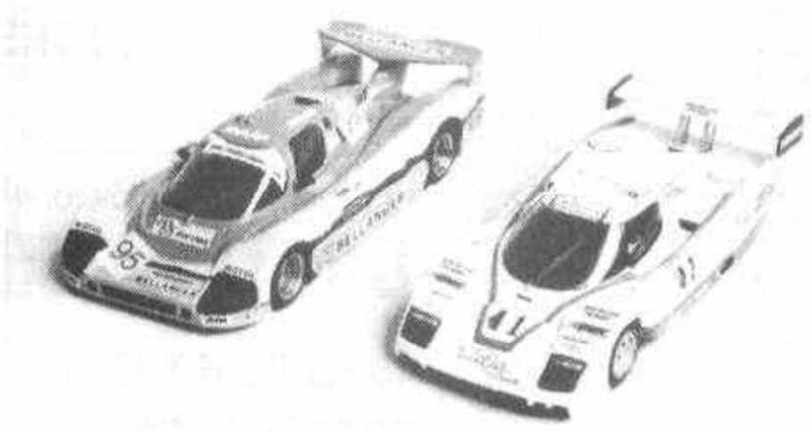
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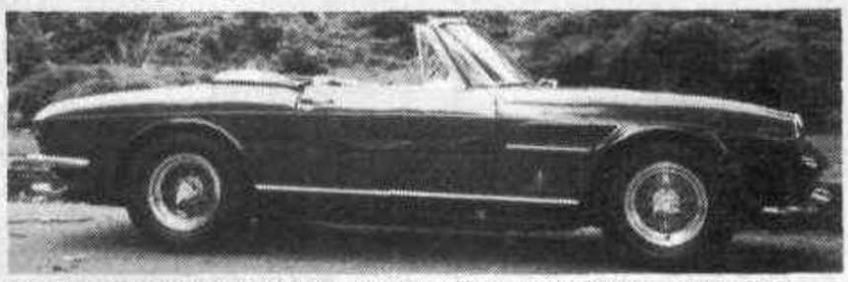
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BMW M535i White, sunroof, limited edition, Motorsport BMW, very fast and fun to drive. Reluctant sale due to ill health. Would consider part-ex for sedate chariot. Bull nose? WHY? Tel: 021-777 2011 day. (91506

TR6 PI mimosa yellow, genuine 35,000 miles from new, tonneau, Sharp stereo / radio, overdrive 3rd 4th, XAS tyres, new clutch, really excellent car, condition is commensurate with mileage, long MoT, used as 2nd car, only for sale due to new family addition, £4,150. Tel: Office 0892-86 3616, Home. 0732 838849. (91505

FOR SALE — continued

ROVER 3.5 COUPÉ 1972, White with grey roof, low mileage excellent original condition throughout, has to be one of the best examples of this classic, available. £4,000 ono. Tel: Kenilworth 50342. (91503

MORRIS 1000 Split screen, Saloon 1955, MUN 681, colour grey, MoT'd, ready for use, fitted 1098 cc. Engine, very solid, all metal. £950 ono. Would p/ex, interesting car or unfinished project or WHY? Details. Tel: Flint 5228 (91501

SPEED 25 ALVIS TOURER, Cross and Ellis body, superb original condition, £20,000. Alvis TF21, convertible automatic, wire wheels, just rebuilt at Red Triangle, outstanding £15,000, both cars seen in Scotland. Tel: 030 784 303. (91499

MERCEDES 280SL. 1970. BRG, auto power, h/s tops, 57,000 miles, car in exceptional condition. £9,750. Tel: 02407 4654. (91553

COOPER S 1971, genuine 16,000 miles, original bodywork / chassis, no rust, full rollcage, lhd, brought from Mideast by owner. Lack of funds precludes renovation, forces sale. Offers. Tel: Porter, Walton 229264 evenings / weekends. (91519

FOR SALE — continued

BENTLEY CONTINENTAL S1, 1956, H. J. M., 2 door, very good condition, sand, red upholstery, £17,500. Mr Perks, South Acre, Wrington, Bristol. Tel: (0934) 862480. (ACC

FERRARI 308 GTB, 1980, (carburettor), Rosso Chiaro, beige leather, black inserts, air conditioning, wide wheels, 46,000 miles, full service history available from new. £16,000. Tel: 01-950 4842 daytime only. (ACC

LOTUS SUNBEAM, 1982, black, one owner, low mileage, excellent example. £5,250 ono. P/exchange considered. Tel: St Helens (0744) 21882. (ACC

ALVIS FIREBIRD totally restored chassis, sports two-seater, detail finishing, £6,000. Tel: Hatfield 60834. (91518

1963 LOTUS ELAN S1, recent rebuild, including new Lotus chassis, taxed / tested. £4,800 ono. Tel: 0386 870500 (Worcs). (91520

1937 MORRIS 8, 4 str tourer, new hood, good runner, MoT, many spares. Tel: 03476624 (Yorks). (91521

LINCOLN CONTINENTAL V12 Cabriolet 1947, original condition, little used 20 years. £14,000. Photo, details, black, Prattley Road, Temuka, New Zealand. (91527

FOR SALE — continued

FERRARI 365, GT4, 1976, superb example of this 160 mph, 12 cylinder express. Air conditioning, Hitachi stereo, low mileage, Rosso naturally, p/ex considered. £13,750. Tel: 03745 4174. (91523

ALFA 1750 Spyder 1969, the prettiest of all the Spyders in good order with long MoT. £2,500. Tel: 03745 4174. (91523

PANHARD 1925 Elegant Vintage saloon in remarkably original condition, but needing restoration. £3,000. Tel: 03745 4174. (91524

STANDARD 10. 1934, immaculate low mileage saloon, Startex free wheel, sunroof. £2,000. Tel: 03745 4174. (91524

RARE AC GREYHOUND 2L GT, vgc, MoT, o/d, cww, offers over £4,250. Interesting exchange. Tel: Worthing 211476. (91525

W. O. BENTLEY 4½-litre 1931, late car, heavy crank engine, post vintage 2 seater, open body of exceptional merit, mechanically and bodily superb. Full details write Box No. 7044. (91526

ALVIS FIREBIRD, drophead coupé, whole car in better than new condition. £10,000. Tel: 0634 220529. (91528

The TVR Centre



Having returned from what we hope was a very happy Christmas we expect you are all eager to "make amends" for 1985 and we have got some wonderful 1986 New Year Resolutions for you — all with four wheels, of course: We have the following six **NEW 350i S/2 Convertibles** from which to choose — Metallic black, black hood, grey leather, 390 mirrors; British Racing Green, brown hood, biscuit leather, 390 mirrors (Giles has chosen this as his demo car); Dark blue metallic, blue hood, grey leather, 390 mirrors; White, black hood, red leather, 390 mirrors; Magnolia, brown hood, brown int; Silver, black hood, red int. If you prefer your resolutions already tried and tested then just



peruse our stock of secondhand TVR's, we promise they will all be very easy to keep. **1985B 350i S/2 Con,** Starlight blue, blue hood, grey leather, one owner, 6,000 miles, £14,450. **1985B 350i S/1 Con,** white, red leather, black hood, Koni dampers, one owner, 6,000 miles, £13,750. **1985B 350i S/1 Con,** Ferrari red, biscuit trim, black hood, 6,000 miles, £12,950. **1983A 350i S/1 Con,** Sapphire blue, blue hood, blue int, 23,000 miles, one owner, £11,500. **1983A 350i S/1 Con,** silver, blue hood, blue int, one owner, 28,000 miles, £11,350. **1983Y 350i S/1 Con,** metallic blue, white leather, two owners, 35,000 miles, 220 bhp engine, freeflow exhaust, Koni dampers, £11,250. **1983Y 280i S/2 coupe,** Sapphire blue, blue int, one owner, 15,000 miles, full service history,



£9,250. **1982Y 280i S/2 coupe,** midnight blue, blue int, 40,000 miles, 7" spoked wheels, £8,500. **1982X 280i Con,** black, black hood, caviar trim, one owner, genuine 13,000 miles, pas, £8,500. **1982X 280i Con,** burgundy, caviar trim, black hood, 35,000 miles, 7" spoked wheels, £8,500. **1981W 280i Con,** silver, blue trim, 66,000 miles, £6,500. **1980W 280i S/1 coupe,** burgundy, caviar trim, colour coded bumpers, 7" spoked wheels, 41,000 miles, £5,995. **80V Talmar,** S/E body, metallic gold, oatmeal cloth trim, Compomotive wheels,



wood dash, 35,000 miles, £7,750. **1978T Talmar,** red, neutral model band, 44,000 miles, £4,995. **1977 model 3000M,** red, black vinyl / sunroof, 67,000 miles, Wolfrace wheels, tinted glass, radio / stereo, personal plates, £3,995. **1969H Vixen,** S/2 1600, orange, TVR alloys, 60,000 miles, two owners and totally original, £2,250. We've also got some very nice part exchange cars: **1985 Scimitar SS1 1600,** white, 3,800 miles, alloys, radio / stereo, elec windows, £6,750. Beautiful **BRA Cobra 289 Replica,** midnight blue, grey leather, 4,000 miles, 210 bhp Rover V8, overdrive gearbox, 6Kx15 wires, absolutely stunning and so fastidiously built that it passes for the genuine article, £10,995. **1981X Mazda RX7** Elford



Turbo, metallic red, 39,000 miles, full Elford body kit, BBS wheels etc, £5,650. **1980W Porsche 928 auto,** metallic petrol blue, full leather int, 36,000 miles, fsh, elec seats, £12,250. **1980W Lotus Esprit S/2 2.2,** black, full buckskin leather, air conditioning, 40,000 miles, rebuilt engine / cooling system, £6,950. **1979T MGB GT,** citron yellow, 60,000 miles, o/d, glass sunroof, radio / stereo, MG oversills, s/steel exhaust, £3,250. We also offer a full range of TVR servicing and if you've got any Christmas money left over we've got some exciting TVR spares, Koni dampers, 350i performance modifications and new hoods to Factory standards. We've



also got some new toys to tempt you with: Boot spoilers for TVR convertibles, super interior over mats with the TVR Centre logo, and brake dust shields to keep all TVR wheels nice and clean. And if there's something you haven't seen that you'd like, then just phone Giles Cooper on 440 6666. We've also got some nice TVR extras — large TVR brollies to protect you from the elements, TVR tracksuits for those determined to turn over a new leaf, TVR teeshirts and Blackpool Blaster teeshirts, TVR mugs, TVR key fobs, and the TVR Book by Peter Filby — we've got some TVR badges too. We are easier to get to than you think: only 30 minutes drive from the centre of London, or by underground to High



Barnet on the Northern Line, or up the A1 and you'll find us on the A411. We look forward to seeing you and would like to wish everyone a very Happy New Year.

STOP PRESS: Due shortly — **TVR 350i S2 Con,** 1985C, Ferrari black metallic, biscuit leather, lsd, 390 mirrors, one owner, 3,000 miles, £15,000.



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1943 Willy MB Jeep. Very good condition, US army markings. **£2,900**

1960 Austin Healey 3000 MkI. Mint condition, ice blue over white, completely rebuilt from chassis up 2,000 miles ago, when it was fitted with new Ruddspeed engine, overdrive. **£7,750**
1948 Cooper JAP Formula 3 Racing Car. *In process of* restoration. **POA**
1948 Cooper JAP Formula 3 Racing Car. Complete with trailer, ex-Peter Collins. **£7,750**
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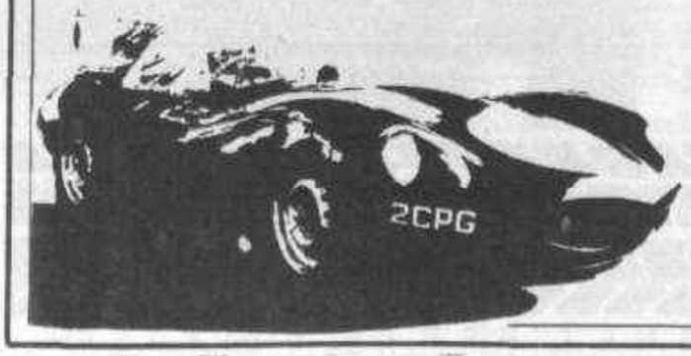
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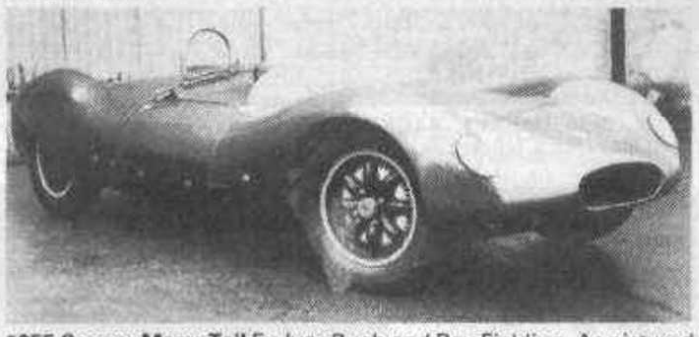
Following the tremendous response to our advertisement last month we are pleased to be able to offer the following cars from the same collection.



1963 Tojeiro Buick Ex-Ecurie Ecosse Le Mans car. Fully restored and beautiful. Please telephone for full details.



1929 O.M. Double 12 Brooklands Car. Full details on request.



1955 Cooper Manx-Tail Ex-Ivor Bueb and Ray Fielding. As pictured in Doug Nye's 'Cooper Cars'.

The following cars are the remainder of the collection:

1973 Lotus Elan+2S Immaculate condition in BRG with beige interior.

1950 Cooper 500cc For restoration.

1976 Surtees TS19 Chassis No: 04. Ex-Alan Jones. Full race trim with dummy engine.

MAY WE WISH ALL OUR CUSTOMERS AND FRIENDS A VERY MERRY CHRISTMAS AND A HAPPY NEW YEAR.

For further details of these cars and others in stock please telephone Josie Tolhurst on Maidstone (0622) 859333.
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NOSTALGIA

CHRISTMAS TOYS FOR PERENNIAL BOYS!

According to the December issue of M.S. this ad. should appear on December 20th, so you may just have time to rush up to Hertford Heath and treat yourself or whoever to an ideal runabout for Christmas Day morning or New Year's Eve. The publishers are also promising better quality photos, so now you may actually be able to see what I'm offering, after 13 years in the dark, so to speak! Come in your hordes to "THE GOAT" Pub on January 5th, for a "TWELFTH MORNING" Celebration!

EXCHANGES CONSIDERED★
SALE ON COMMISSION A SPECIALITY★

'CELLNET' assure me that Hertford Heath will soon be 'on the Map'. Watch this space!

'THE GOAT' Pub (Hertford Heath) — Jan 5th Feb 2nd, noon. The variety of cars attending gets better and better!

TWO BRAND NEW (1986) AC COBRA 302 MK IVs. My personal sales of these fabulous (0-100 mph in 12.9 secs), handbuilt by Autokraft, aluminium-bodied sports cars, has now risen to eleven. Their investment value has already been proved and therefore this opportunity of the last two 'latest 1986' spec. examples in UK / European form is gilt-edged. Ford of America now having granted Autokraft exclusive use of the COBRA name, this is the only new car that can legitimately wear the Cobra badge.

(i) LEFT-HAND DRIVE, unregistered. Maroon with black trim. Type approved for Europe etc, and DOT Cert for USA. 'Desmogged' 240 bhp (DIN) engine fitted, or could supply in US (EPA) form. Delivery mileage. Last European version by Chassis Number to be made. (Photo)

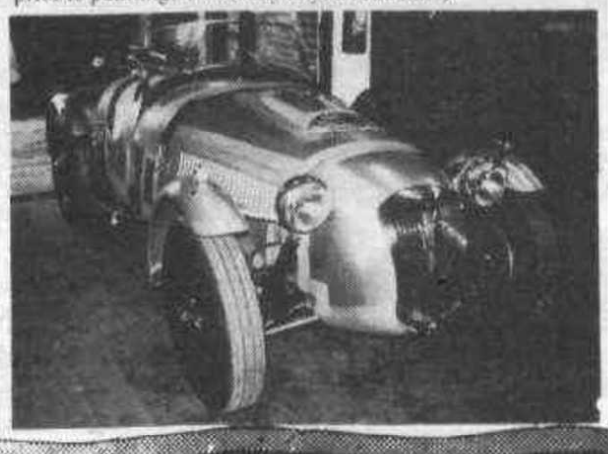
(ii) RIGHT-HAND DRIVE, UK registered & taxed. Metallic blue with tan trim. Delivery mileage. Last R.H. Drive version by Chassis Number to be made.



1965 AC WILLMENT/GHIA COBRA 427 GT: one of the world's most famous post-war motoring creations! The subject of many magazine articles, this unique 200 mph (truly) road car still has under 14,000 miles from new and is totally original. Cobra World Registry listing — CSX 3055 (Ford Advanced Vehicles); full Holman & Moody '427' (7-litre) 485 b.h.p. 'side-oiler' engine with dual-quad Holleys. Simply astonishing, and even more dramatic in reality than in the photo. (Silverstone, Sept '85)



1951 FRAZER NASH LE MANS REPLICA. Montlhéry Record Holder and many race successes in first owner Anthony Crook's hands (PPG 1). Fully documented history from new. Total bare chassis restoration by TT Workshops just completed, now probably the best in the world. (Photo prior to painting, now ready as you read this.)



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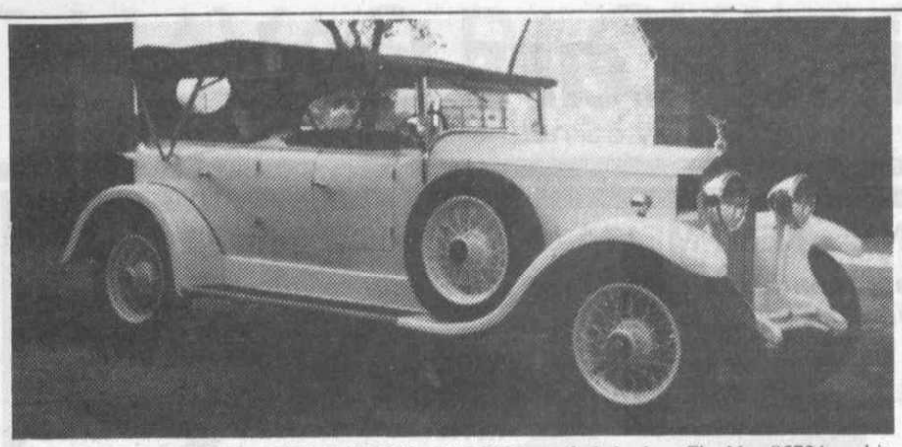
1952 COOPER BRISTOL MK I — Ex Barber ('52 British GP)/Rout/Thomas. FIA/VSCC Registered; totally restored by Peter Denty, TT workshops etc. (**Photo**).

1953 COOPER BRISTOL MK I — Ex Works/Winkelmann FIA/VSCC Registered; totally restored by Barry Simpson/TT workshops etc.

Both cars are in BRG with white nose-bands, and are in the most perfect 'Concours' condition achievable.



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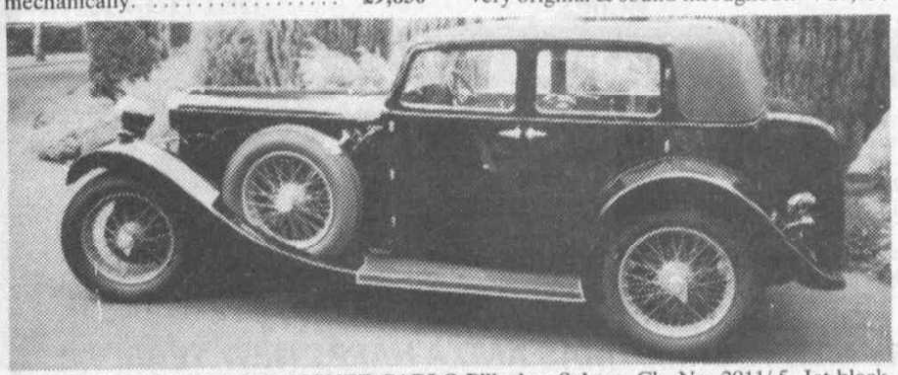
1933 ROLLS ROYCE 20/25 BARREL BARKER styled body, Ch No 95724, white coachwork, bright red hide, black full weather equipment, beautifully restored to concours condition.



1948 HRG 1,500cc Red / red hide, recent £4,000 work, excellent bodily and mechanically. **£9,850**



1934 RILEY LYNX 4-SEATER TOURER two-tone blue, full weather equipment, very original & sound throughout. . **£7,750**



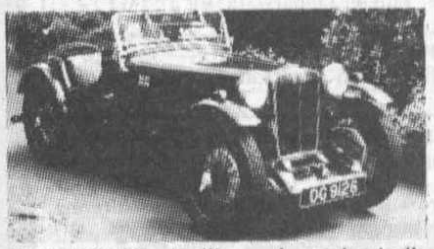
1933 SUNBEAM SPEED 20 MONTE CARLO Pillarless Saloon, Ch. No. 2011/ 5, Jet black, tan hide all to concours standard, genuine 36,000 miles, 2 owners from new — stunning.



1961 AUSTIN HEALEY 3000 MKII. Ice blue, white, o/d, works hard top, guaranteed 34,666 miles. **£7,250**



1973 FERRARI DINO 246 GT. Yellow/ black, one owner and guaranteed 21,788 miles, in extremely fine order. **£14,950**



1934 MG PA bodily and mechanically superb, very original, taxed and ready to go. **£6,950**

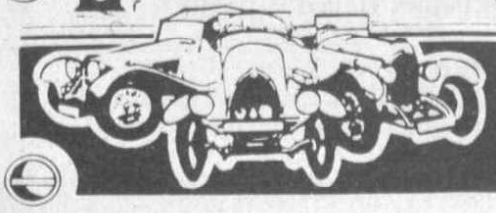


1933 RILEY 9 MONACO. Blue/black, fabric top, in fine original condition. **£3,750**



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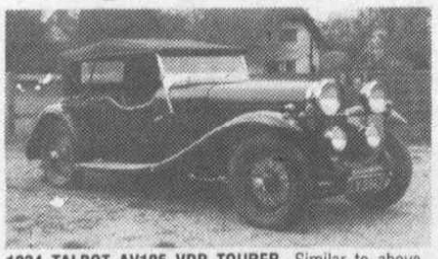
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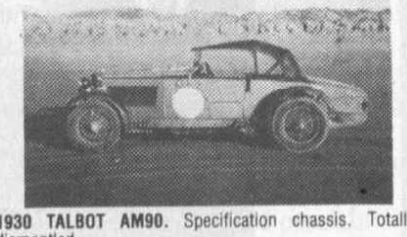
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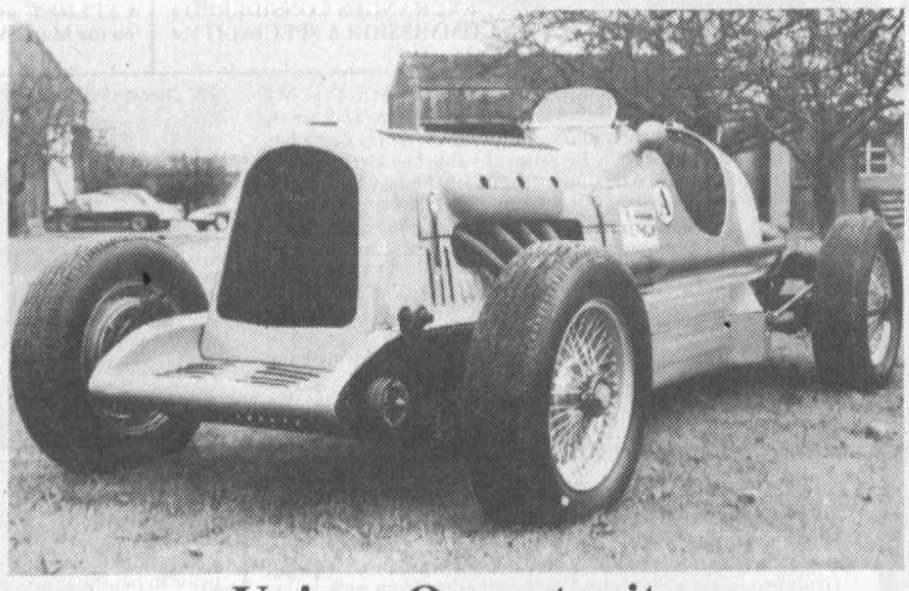


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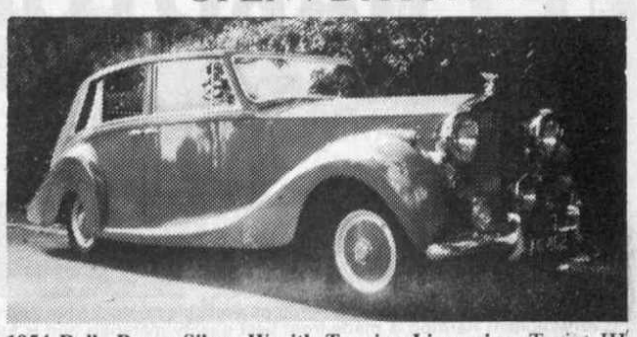


1960 Mercedes 300 SL Roadster. Charcoal grey with black hide interior, stunning.

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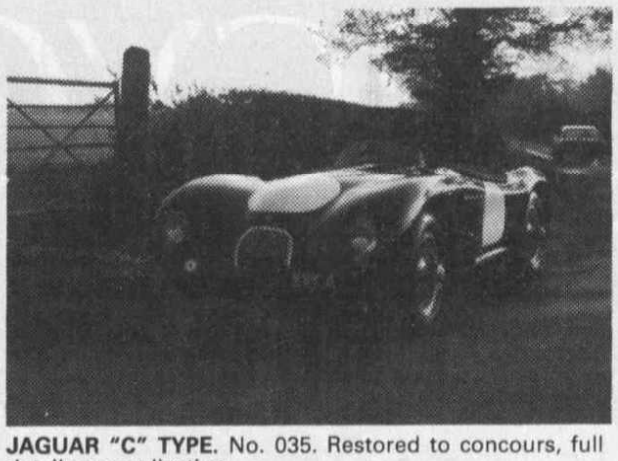
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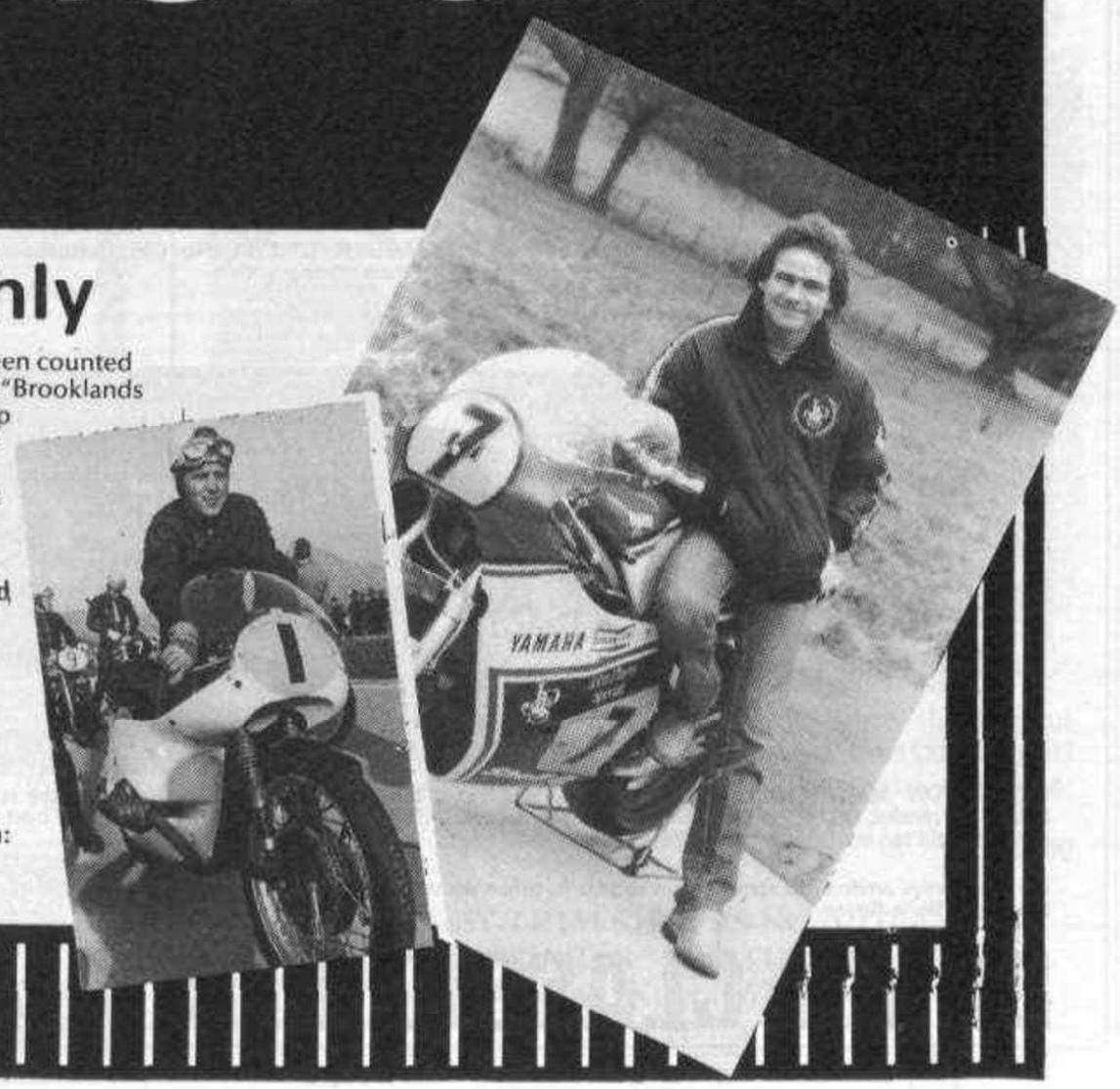
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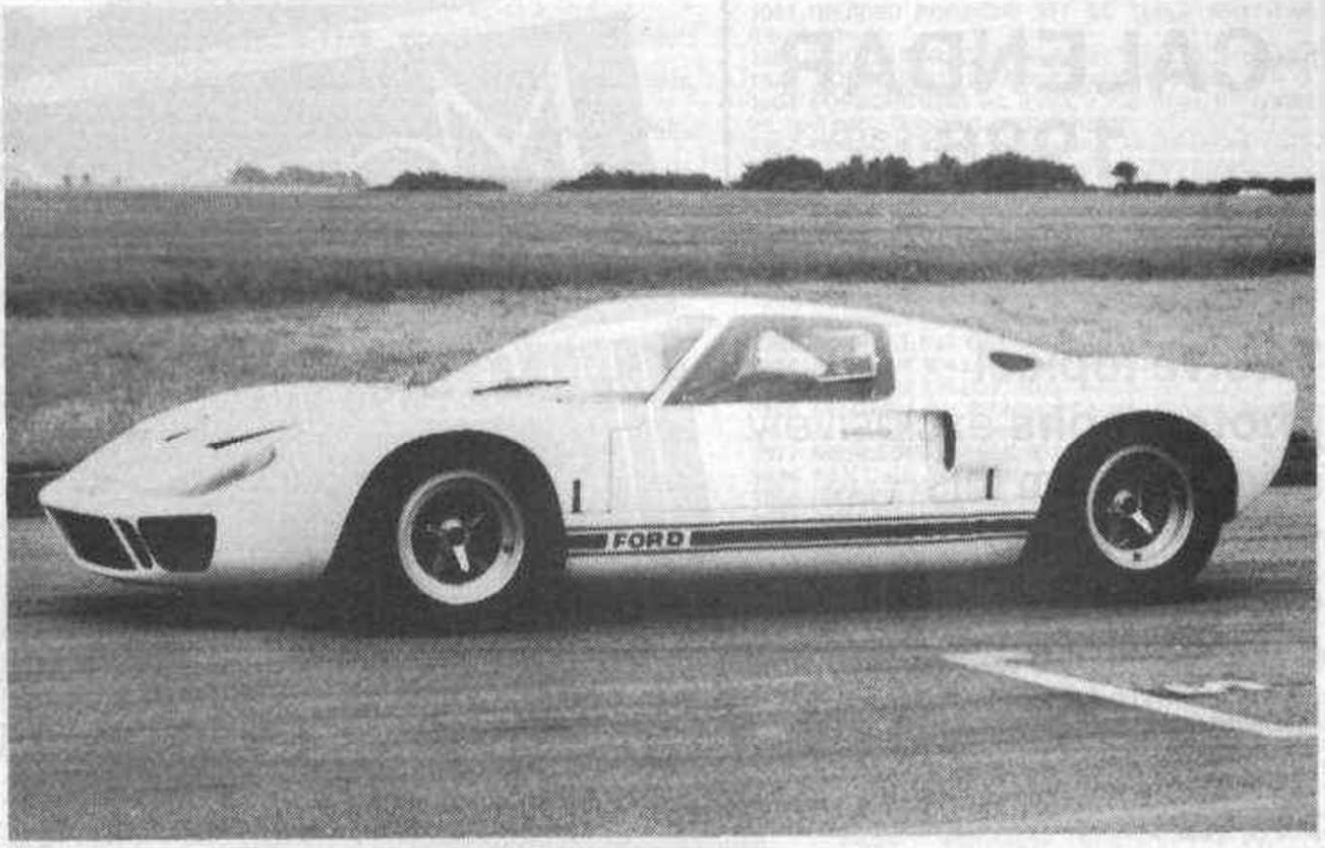
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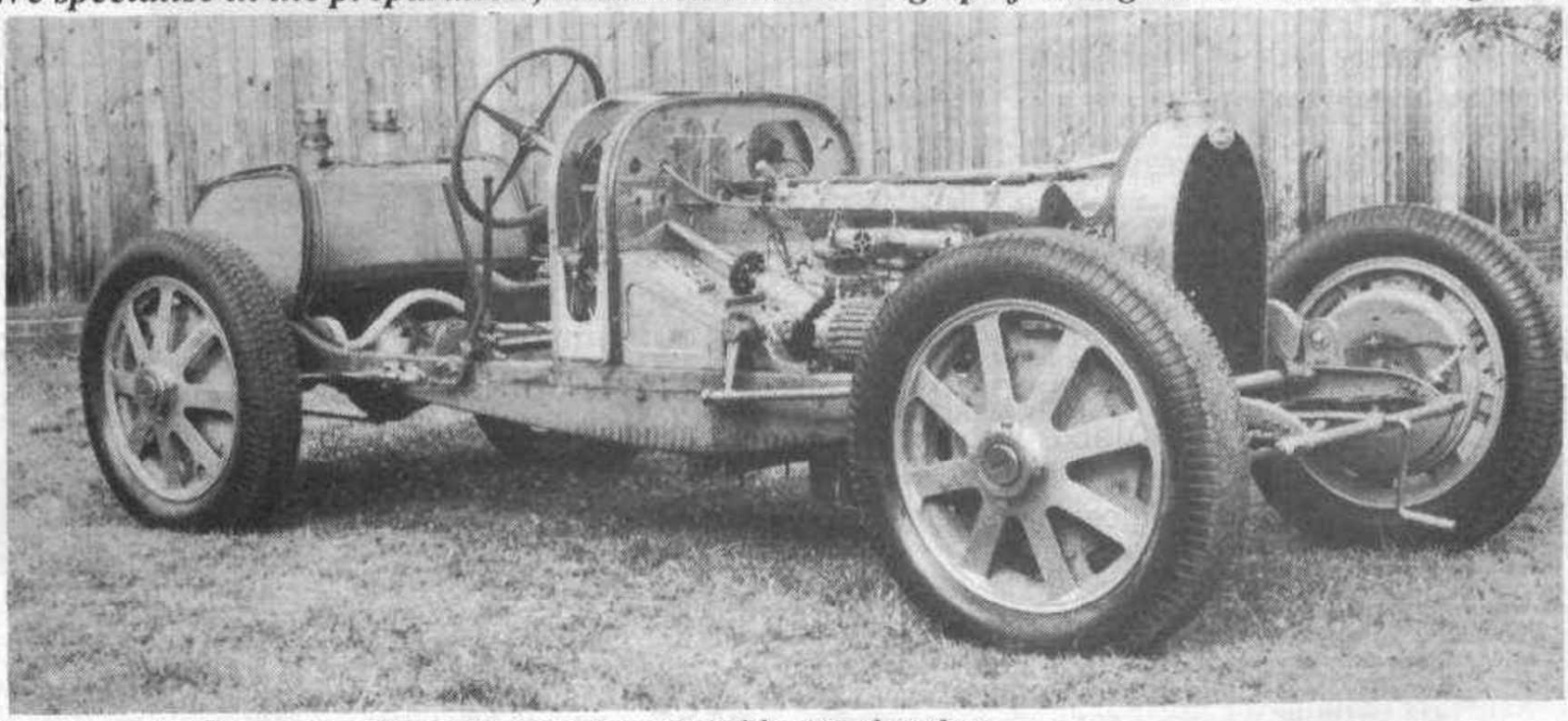


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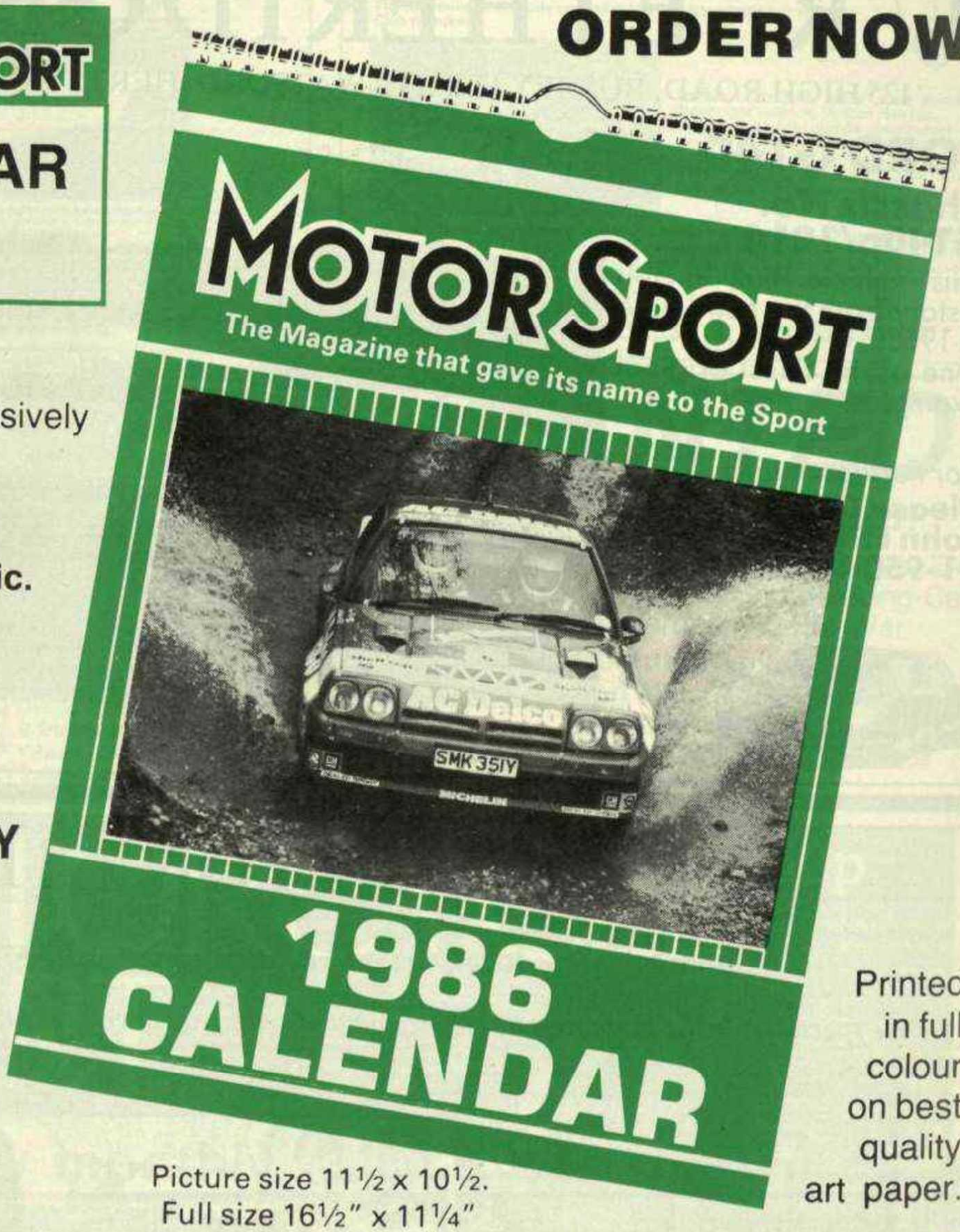
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ALFRETON AUTOJUMBLE. Sunday 30th March (10-4.30). Leisure Centre Alfreton, Derbys (3 miles junction 28 M1). Tel: B. J. Parkin (0623) 752412 for enquiries. (91500

EVENTS — continued

BUXTON AUTOJUMBLE at the Pavilion Gardens, Buxton, Derbys. Sunday 9th March, 1986, 10am-4.30pm. Stalls £10 each. Enquiries: C. M. Smith, 87 Worthington Road, Fradley, Lichfield, Staffs. Tel: (0543) 263992/253508. (91400

CHESTER AUTOJUMBLE at the Northgate Arena, Chester. Saturday 29th March, 1986, 10am-4.30pm. Stalls £10 each. Enquiries: C. M. Smith, 87 Worthington Road, Fradley, Lichfield, Staffs. Tel: (0543) 263922/253508. (91400

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Entry forms are now available from Sandwell Recreation Department, Hales Lane, Smethwick, Warley, West Midlands (021 558 5611) for vehicles, toy fair and autojumble.

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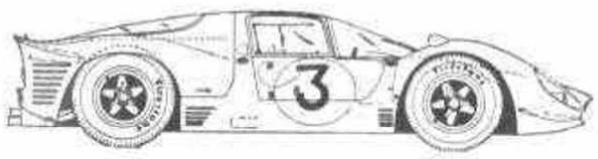
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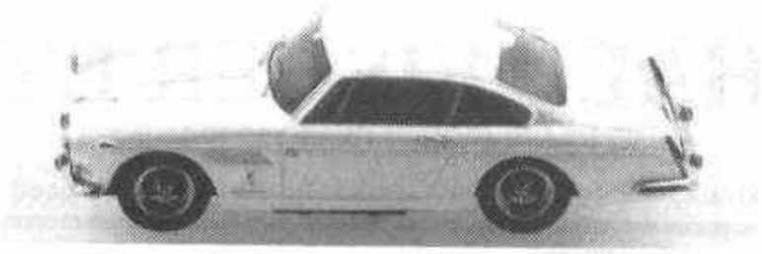
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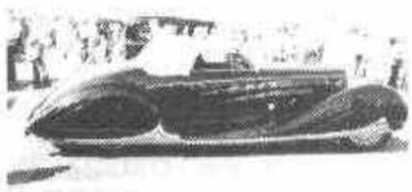
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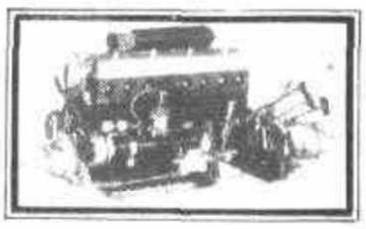
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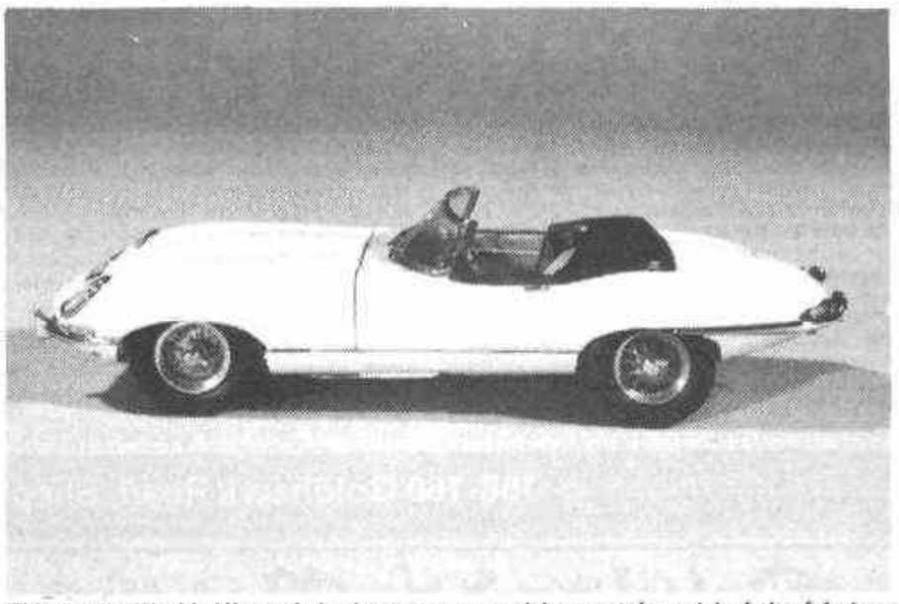
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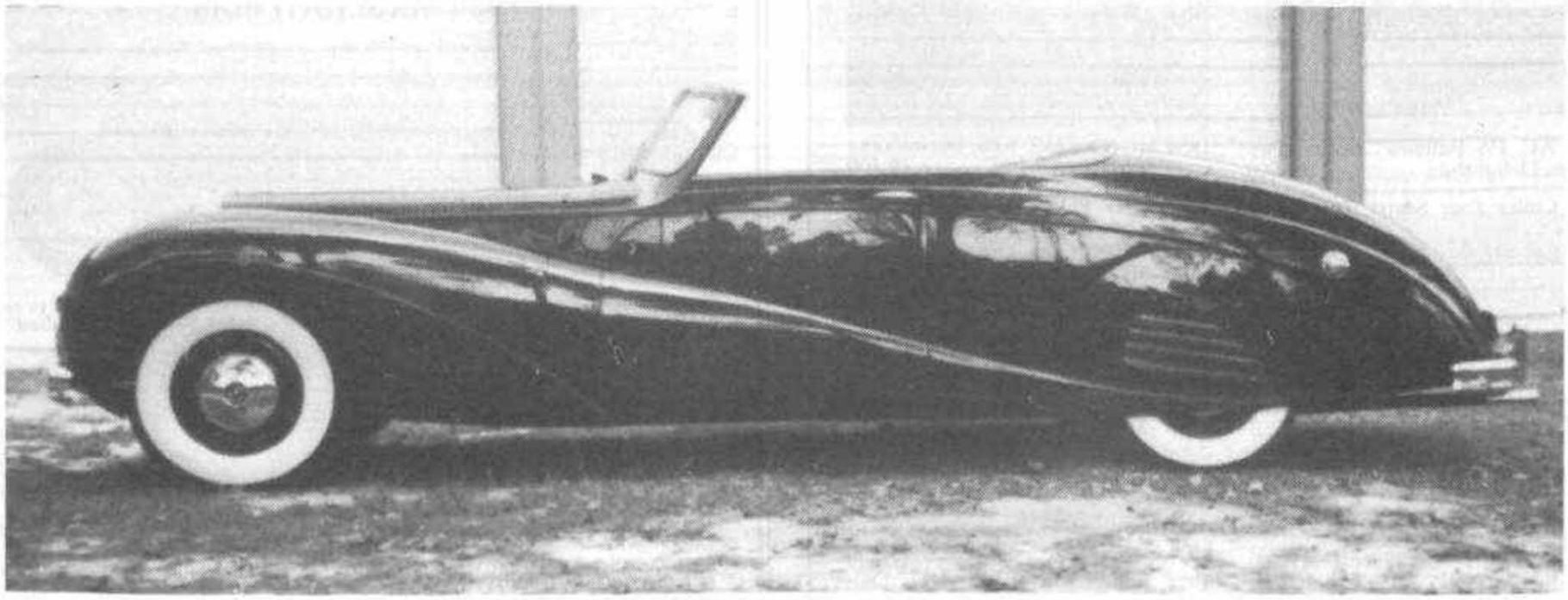
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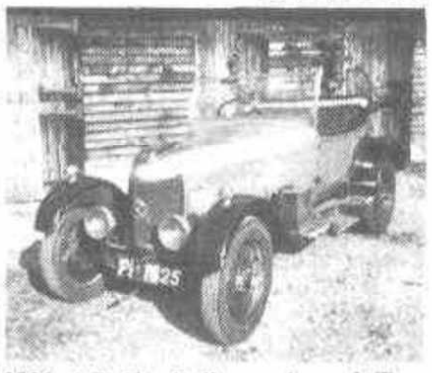
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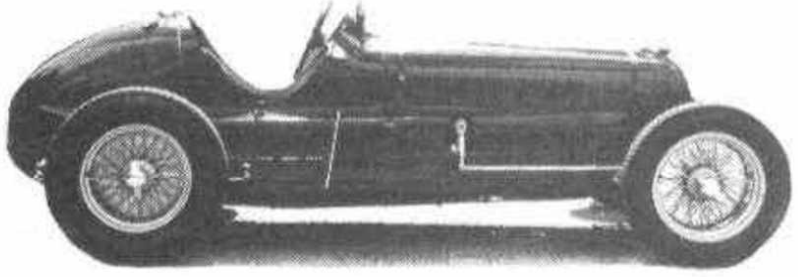
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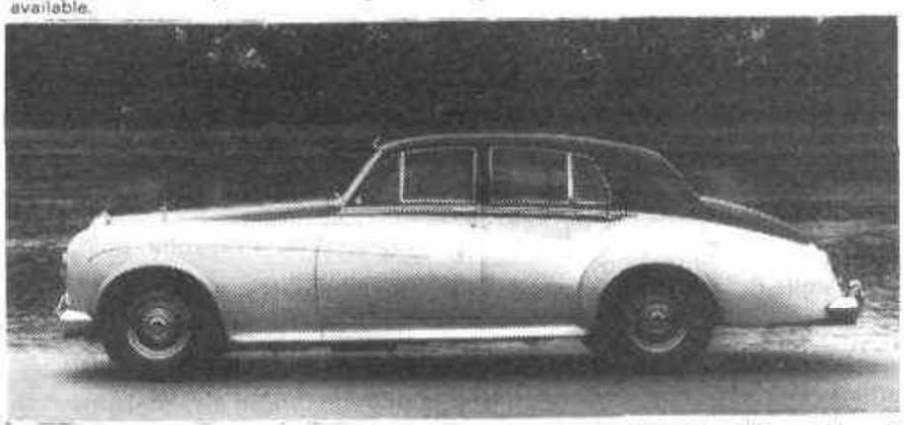
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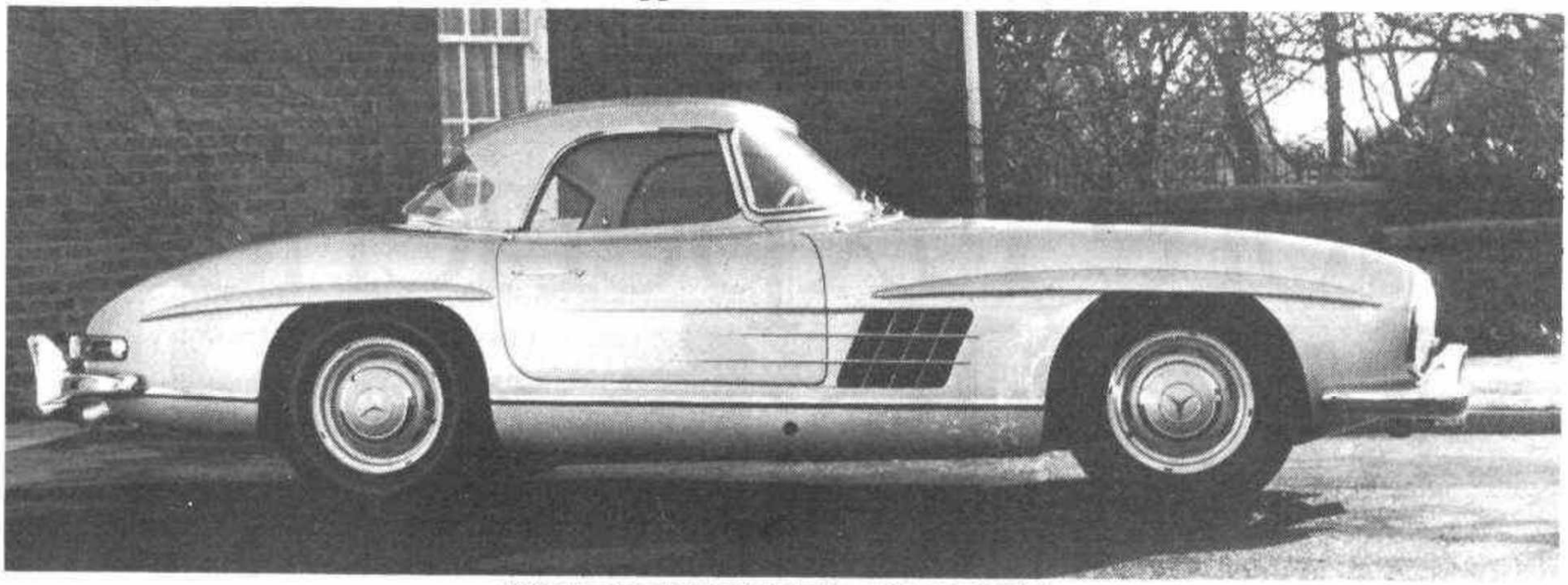
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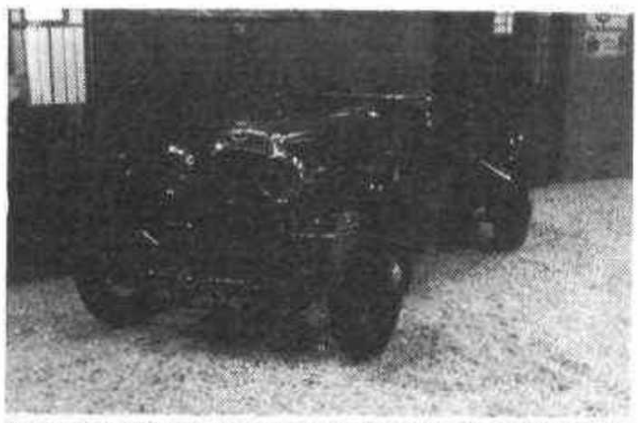
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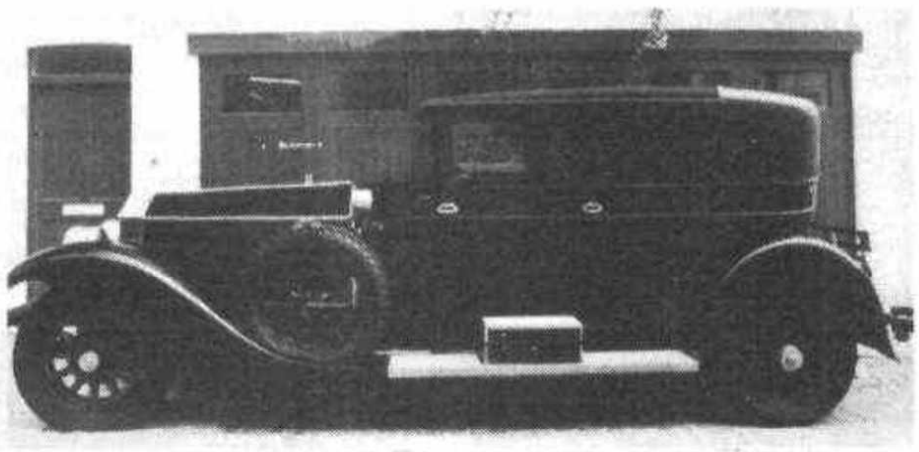


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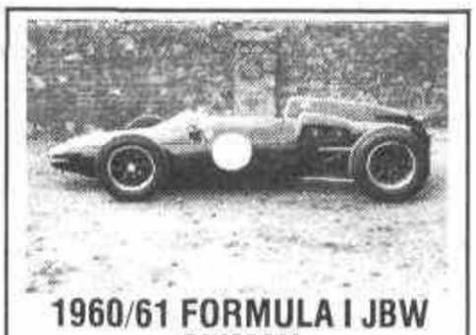
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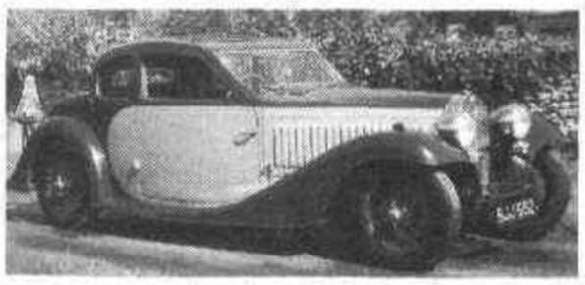
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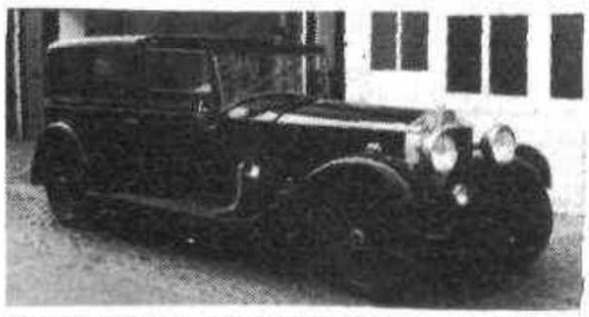
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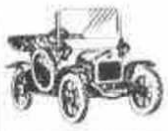
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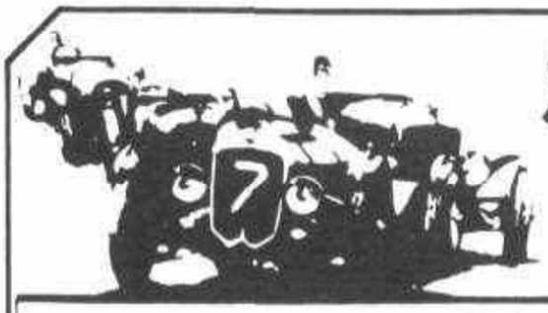
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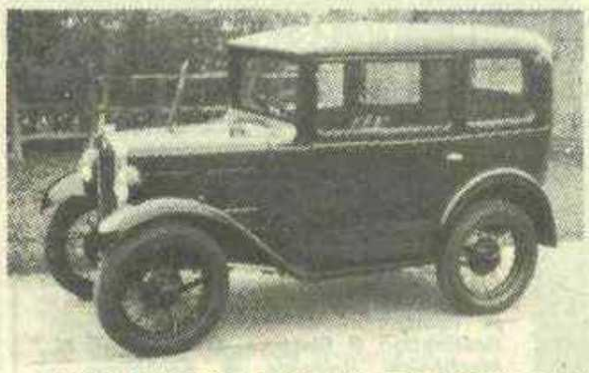
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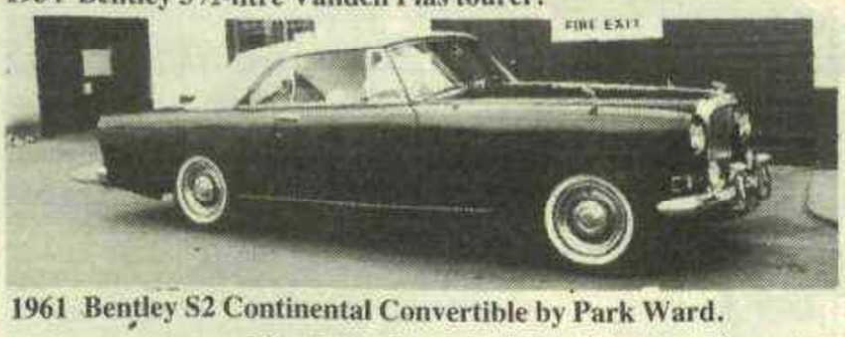
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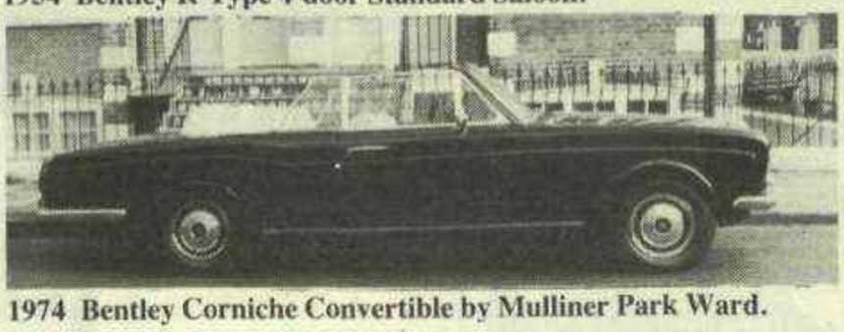
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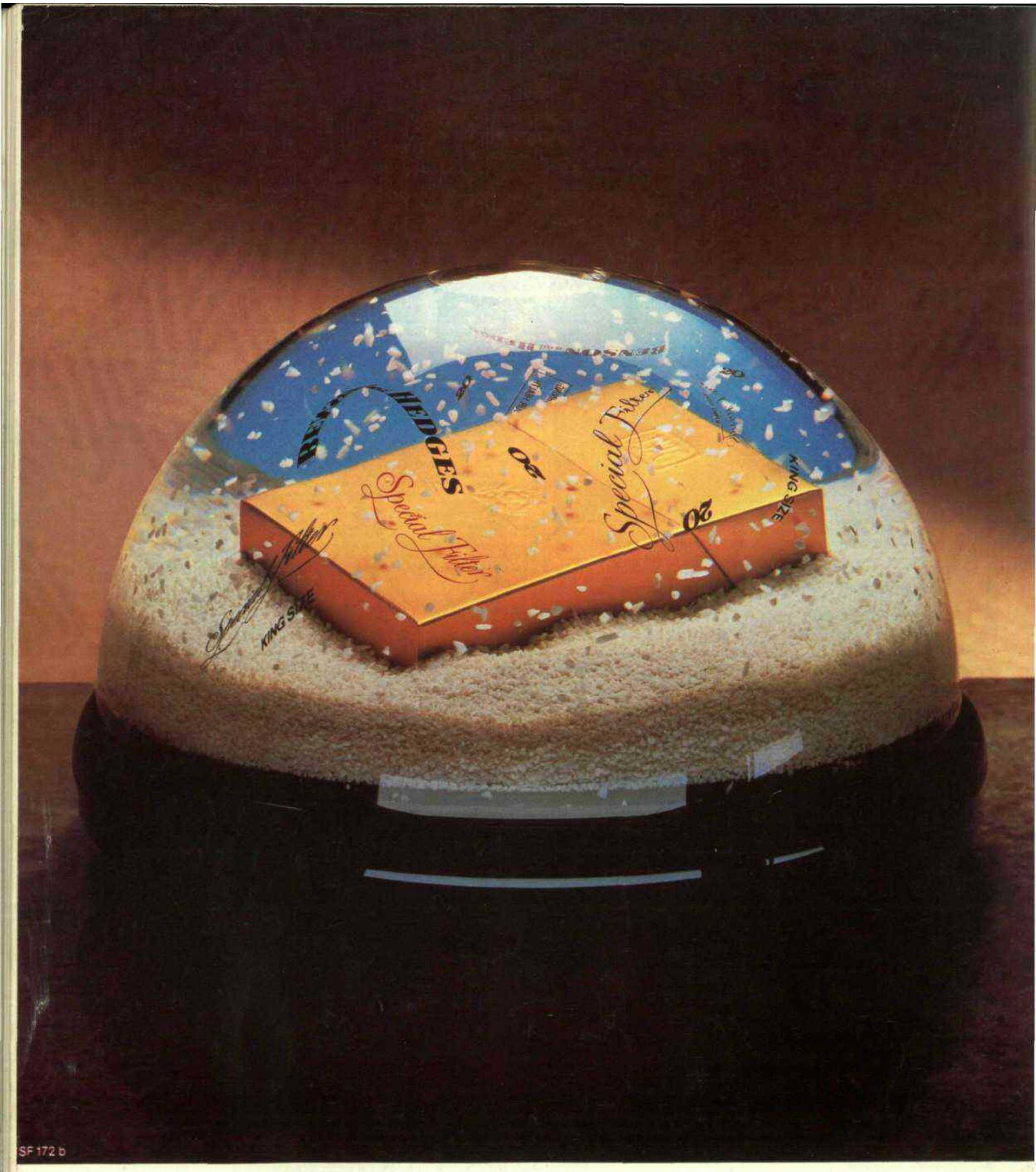
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