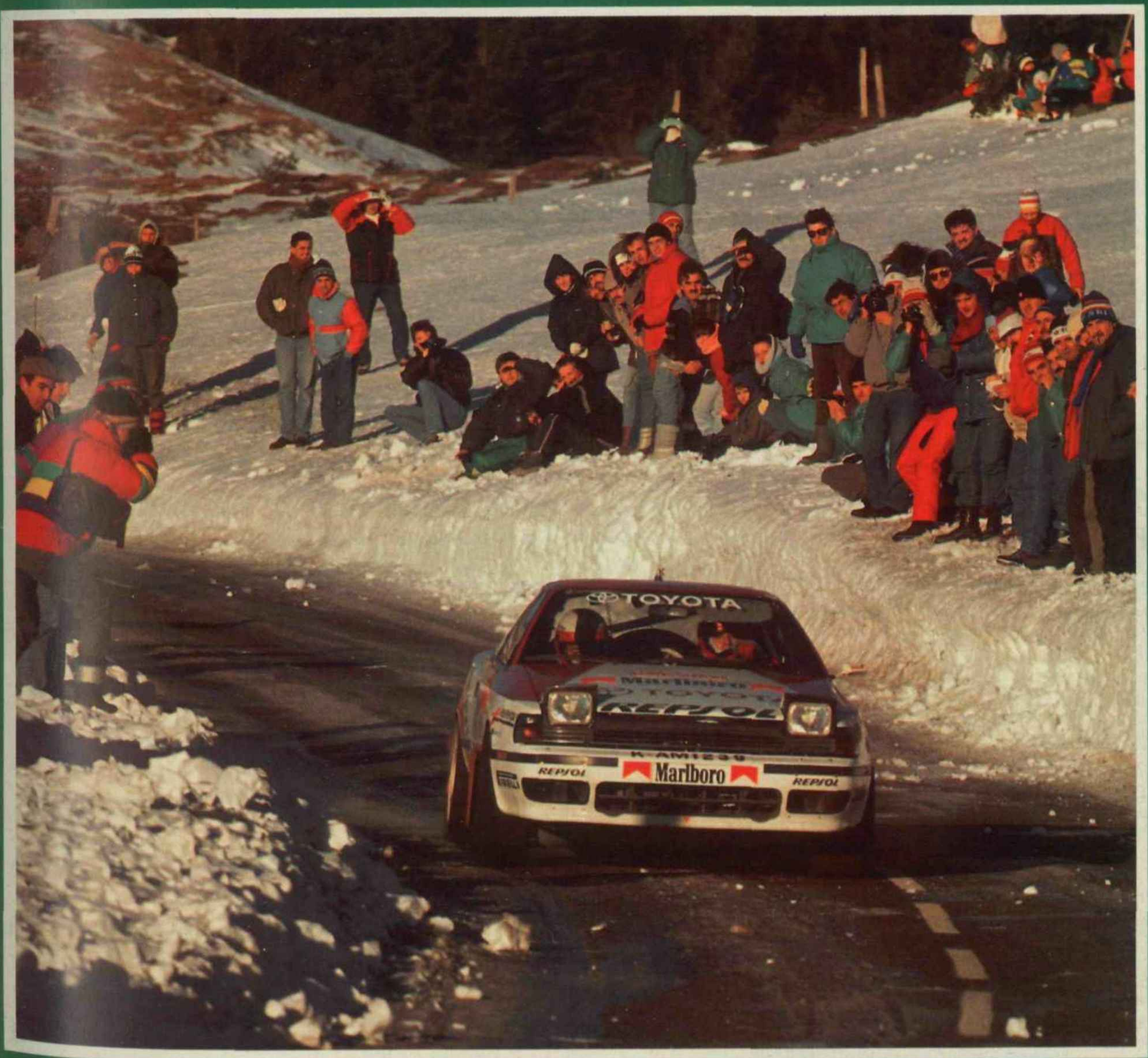
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FRONT COVER: *Carlos Sainz got his world championship defence off to a good start with a win on the Monte Carlo Rally.*

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MATTERS OF MOMENT

Speed

No, not the journal founded by the late Alan Hess and absorbed by MOTOR SPORT before the war (Hitler, not Gulf). Not a guess at what pace this year's F1 cars will attain. Not even a look-back at how splendidly Richard Noble regained the LSR for Great Britain.

Simply the speeds attained by ordinary motor vehicles on ordinary roads. Speed which is regarded by those who apply speed limits as *the* potential cause of accidents and the very thought of which sends many bureaucrats into hysterics. Thus at a time when responsible Police Chiefs are convinced that a higher Motorway speed limit would be a safety move, France is likely to reduce that on her *autoroutes* by the equivalent of 13 mph, on the excuse of following the EC requirement to save fuel, of which there is no shortage. Even so, the French limit will then be almost the same as the British blanket-limit introduced here in 1967! Then Norwich, Sheffield and Kingston set town limits of 20 mph last January, on some safety excuse (statistics can be made to prove anything), thus reverting to a pace regarded as safe 56 years ago and ignoring the improvements in brakes and tyre-grip which suggest that 40 mph would be more appropriate than the present 30 mph set for urban roads.

It is ironic that these authorities are reverting to a speed regarded as safe back in 1903 and that when this limit was increased by ten mph in built-up areas, no top speed was then applied to other roads. Yet now, in the 1990s, you can be fined and incur licence penalty points for exceeding 60 mph by a few paltry mph. Then there is our fatuous Motorway 70 mph restriction, applied regardless of the fact that these M-ways were constructed at vast cost expressly for the purpose of improving the traffic flow. Even this 70 mph speed limit can become a joke when the excessive number of delays caused by repairs to these expensive Motorways are taken into account, such as the disruption to the M40 so that it can take drivers to Birmingham instead of being extended to its original destination, Oxford, or the recent long delay on the M3 caused, not by an accident or road-works, but because two good lanes had been coned-off and the cones were not being removed until after 10am on a busy Saturday morning.

It is time those who get hysterical at the thought of speed realised that many other factors contribute to road accidents. What of antiquated roads, congestive parking, ill-placed direction signs, and so on? Even diversions due to road repairs, if not clearly indicated, can cause delays and frustration, and frustration can be a contributory cause of accidents. For instance, many drivers, truckers as well as commuters, were badly lost in dismal Bridgwater not long ago, due to the last-named lack of consideration for drivers.

It seems astonishing that although the "carriage without horses" has passed its first century, it is still savagely controlled, on the assumption that if it moves, fine it, if it doesn't, it must be fined for obstruction. You and I know that 100 mph done by a capable driver in a sound car in clear weather along a deserted stretch of M-way is not exactly criminal. But woe-betide him if he is caught and tried by those who fix the 20, 30, 40, 50, 60 and 70mph speed restrictions. Yet "the Ton" was first reached by a motor car 87 years ago and the driver came to no harm. In F1 and at Indy and Le Mans, it is more than doubled and *production supercars comfottably* exceed it. But the car still comes in for most of the accident blame. Drunk pedestrians can cause accidents and we suspect that there may be more of them than drunk drivers; but how often are they breathalised?

It is not only speed that is held against us. The Ramblers Association, via the Government, is trying to have off-road vehicles banned from country lanes (bridle paths perhaps, but lanes?) and the RAC is telling us that the forthcoming Road Traffic Bill imposes a serious threat to events like the Lombard RAC Rally. When, we wonder, will the Motor Age dawn? WB



Small run, but high profile: Alfa's SZ may soon have a successor.

Industry Insight

Mazda's next generation RX-7 will follow the continuing Japanese trend toward visible muscle and concealed power. Oriental factories are now waging a struggle to gain an edge over their rivals in a desperately competitive sports-car market where Japan is setting the benchmarks instead of following European leads. Nissan's powerful and exceedingly handsome 300ZX has made itself the current darling of western magazines, while Mitsubishi plans to leapfrog the Starion name from the previous coarse Capri-type coupé to an ultra-sophisticated all-electronic wonder called the GT3000.

In its climb up-market (inexorable for any model replacement), the RX-7 now faces this upper mid-range pair plus Toyota's forthcoming new Supra (to be revealed, like the new Mazda, at the Tokyo Show in November), as well as its current rival, the Supra's turbocharged 4WD smaller brother, the Celica. Power available for the reborn RX-7 jumps to 250 bhp, through a bi-turbo version of the faithful and very sweet twin-rotor wankel motor. Performance can be expected to be impressive, with 0-60 mph on tap in under six seconds.

Extensive use of aluminium, for example in suspension components, will keep weight low even though the new design is bigger all round. Width, length and height all increase, as does the wheelbase, now centred on new running gear front wishbone, rear multi-link layout, incorporating the sort of passive variable geometry built in to the current car. 4WD is not envisaged — Mazda's existing all-drive system is based on a transverse engine layout, as opposed to the RX-7's traditional in-line plan.

But in case the car is overtaken by rivals to come, Mazda has something up its corporate sleeve. Last year, for the Japanese market only, Mazda created the Cosmo, a 626-based coupé equipped with the first three-rotor wankel sold for the road. Fed by two sequential turbos, it was 'detuned' to 280 bhp, but is said to be able to churn out 360 if required. With somewhere between these two figures, a triple-rotor RX-7 could take another performance leap. GC

MX-5½

Further down the scale, but even bigger in promotional value, comes the pleasingly successful MX-5; already some 80,000 examples of the pretty 1600cc two-seater are on the road worldwide. As always with a good chassis, fans have called for a power increase, but Mazda's official position has remained that the little car is just fine as it is. Hence the proprietary options such as the 145 bhp Brodie-Brittan turbo kit now offered by Mazda dealers in Britain.

However, rumours reported in *Modern Motor* magazine in Australia suggest that Mazda is testing a 2-litre version, turbocharged to boot. Borrowed from the 626 range, the twin-cam 16-valve motor would offer a jump of 53 bhp to 167 bhp, silencing the speed-demons at least temporarily. To make room for the bigger block the diminutive car is claimed to have a new slightly longer nose with semi-retractable headlamps, said to take up less space under the bonnet. GC

BMW's Baby Sportster?

When it admitted the existence of the sensational Z1 to a surprised audience in 1988, BMW suggested that it would only build 5000 of the out-of-character roadster. In the event some 8000 will have been fed into an apparently insatiable market before production finally closes this summer.

But rumours persist that it will be followed by a cheaper two-seater in the mould of Mazda's MX-5. Late last year, BMW's research and development chief Wolfgang Reitzle asked for ideas on such a vehicle from all three of the company's product development units, including the main research centre, the Motorsport branch and the semi-autonomous BMW Technik (which proposed and designed the innovative Z1). Now reports from Germany speak of several prototypes being seen testing in Munich, apparently based on 3-series running gear and powered by the 16-valve 1.8-litre four from the 318is, though the company maintains that there are no definite plans.

Emboldened both by the attention given to the Z1, despite its minimal contribution



It may still be possible to order your Z1 before BMW stops assembly.



Judd ran this new V-10 at the factory opening.

to actual cash flow, and the number of potential customers hinted at by Mazda's experience, such a car would significantly alter public perception of a company which has prided itself on building cars which perform like sports cars but look like saloons. GC

Alfa Upfront

With the arrival of the new 75 at the Frankfurt Show in November, all mainstream Alfa Romeos will finally have gone front-wheel drive — only the unstoppable Spider will still be able to spin its rear wheels. And that may continue; the company says that current Spider studies propose a unique platform rather than borrowing from the saloon range, and definitely include rear as well as front and four-wheel-drive options. However, such a car will not appear before 1994. Also under consideration are another small-run coupé like the SZ, but even quicker, perhaps even boasting a V10, though inevitably very different to the still-born Procar unit.

Before that, though, the 75 must capture healthy sales in the mid-size sporting saloon bracket. Sharing much of its 'architecture', as the French say, with the Lancia Dedra, the car displays its parentage with a cleaner tail and a chamfered nose similar to the lately revised 33, although the general profile is otherwise similar to the Turin equivalent. Front suspension also differs from the Lancia to cope with sporting engines of four or six cylinders, as offered in the current 75, but stopping short at the 2.5-litre V6, leaving the 3-litre version for the 164. In the UK a Twin-spark four will be the base model, but in between there will be a new 'small' V6, presumably 2-litres as often rumoured before. 4WD will be available from the beginning, with an all-driven high-performance variant to top the range. GC

New Judd Factory, New V-10

Sir Jack Brabham recently opened Engine Development's new factory near Rugby. The 15,000 sq ft workshop is equipped with state of the art computerised machining equipment, and extensive testing facilities, which the company believe will put them on a more even footing with heavily financed Ferrari, Honda, Renault and Ford. Testing of the new V-10 has proved encouraging, and the engine will be supplied to the Scuderia Italia team in 1991.

MARCH FIXTURES

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

Date	*Organiser*	*Venue*	*Event*	*Type*
22-24 Feb	**De Lacy Mc Ltd**	**York, Yorkshire**	**Talkland International Rally**	**INT**
24 Feb	Lydden IMRC	Lydden Circuit, Dover, Kent	Rallycross	C
2 Mar	VSCC	Silverstone, Towcester, Northants	Pomeroy Trophy	C
3 Mar	BHRC	Brands Hatch, Fawkham, Kent	Forward, First	N
3 Mar	The 182 Classic & Rally Car Club	Longleat Estate, Warminster, Wilts	Longleat Historic Rally	N
5-10 Mar	**Automobile Club de Portugal**	**Estoril, Portugal**	**Portuguese Rally (WRC)**	**INT**
7-10 Mar	**RAC MSA**	**Bath to Torbay**	**1st International Rally of GB**	**INT**
8-10 Mar	**USAC**	**Phoenix, Arizona, USA**	**US Grand Prix**	**INT**
9 Mar	JRRDC	Donington, Castle Donington, Derby	Race Meeting	C
9 Mar	BMRMC	Silverstone, Towcester, Northants	Race Meeting	R
10 Mar	BARC (L&HC)	Lydden, Dover, Kent	Race Meeting	R
16 Mar	BRSCC	Oulton Park, Taporley, Cheshire	FF1600	N
16-17 Mar	VSCC		Wessex Trial	C
16 Mar	BRSCC	Oulton Park, Taporley, Cheshire	FF1600	N
17 Mar	BRSCC	Mallory Park, Kirkby Mallory, Leics	Race Meeting	R
17 Mar	BARC/MGOC	Thruxton, Andover, Hants	Production Cars	R
17 Mar	BRDA	Brands Hatch, Fawkham, Kent	Rallycross	N
17 Mar	**BRDC**	**Silverstone, Towcester, Northants**	**F3**	**INT**
22-24 Mar	**Confederacao Brasiliera de Automobilismo**	**Rio de Janeiro, Brazil**	**Brazilian Grand Prix**	**INT**
23 Mar	500 MRC	Kirkistown	Race Meeting	C
23 Mar	Peterborough MC	Silverstone, Towcester, Northants	Race Meeting	R
24 Mar	LIMRC	Lydden, Dover, Kent	Race Meeting	R
24 Mar	SRC	Snetterton, Norwich, Norfolk	Forward, FF1600	N
24 Mar	**BRDC**	**Mallory Park, Kirkby Mallory, Leics.**	**Vauxhall-Lotus**	**INT**
24 Mar	**BRDC**	**Mallory Park, Kirkby Mallory, Leics.**	**Race Meeting**	**INT**
27 Mar-2 Apr	**Safari Rally Ltd**	**Nairobi, Kenya**	**Safari Rally (WRC)**	**INT**
28-29 Mar	**BARC**	**Oulton Park, Taporley, Cheshire**	**BF3000, BTCC**	**INT**
28 Mar-1 Apr	**Ulster Automobile Club**	**Belfast, Ireland**	**Circuit of Ireland Rally**	**INT**
29 Mar	BARC	Pembrey, Llanelli, Dyfed	Race Meeting	R
29 Mar	BRSCC	Snetterton, Norwich, Norfolk	Forward, FF1600	N
29 Mar	BRSCC	Cadwell Park, Louth, Lincs.	FF1600	N
31 Mar	BHRC	Brands Hatch, Fawkham, Kent	Classic F3, Ferraris, MGs, Triumphs	N
1 Apr	BRSCC	Castle Combe, Chippenham, Wilts	Race Meeting	R
1 Apr	BRSCC	Mallory Park, Kirkby Mallory, Leics	Race Meeting	N
1 Apr	RSCC	Silverstone, Towcester, Northants	Thundersaloons, Historics	N
1 Apr	**BRDC**	**Silverstone, Towcester, Northants**	**Vauxhall Lots**	**INT**
1 Apr	**BARC**	**Thruxton, Andover, Hants**	**F3**	**INT**

Before going to a particular event, we strongly advise you check with the organisers that the scheduled meeting is taking place



Delecour gave himself, Ford, and the world a surprise by leading most of the event, even if the eventual 3rd place was a disappointment.

Monte Carlo Rally 1991

The fortunes of British teams in world class rallying have been pretty impoverished since the fruitful days of the Ford Escort RS. British teams using British cars, that is. First Peugeot began monopolising victory rostrums, then Lancia, and it was not until Toyota began to notch up wins that the Italian team had any opposition at all. Then came other Japanese teams, but there was a distinct absence of a British car capable of taking on this Euro-Japanese opposition.

Ford had a car with a powerful engine, and another with a good four-wheel drive system, but they were separate cars and a fusion of the two was not homologated. Eventually, a combination car appeared, but it still took some considerable time to complete all the testing and to produce a competitive machine with both a powerful Cosworth engine and four-wheel drive.

Its initial appearances were not startling, but last October, when the works Sierra Cosworth 4x4s performed so well in the Sanremo Rally, eyebrows were finally raised. True, they had various problems on that occasion and of the three entered only one finished, in eleventh place, but whilst they were running they certainly made their marks, often putting up the best times on special stages. At last, a British car was being noticed again.

Technological expertise is a commodity in which Britain is rich, and for which she is highly respected, both in the domain of design and development and in that of the mechanic on the ground, the latter field being one in which many British 'mercenaries', as they are commonly called 'within the trade', are gainfully employed by foreign manufacturers' teams.

It is an extraordinary, if not curious, circumstance that we British know how to produce successful competition cars, but have not actually been doing so with our own raw material for some time. The explanation no doubt lurks in the decline of the homespun British car manufacturing industry, usurped by unchecked imports which have eventually led to multinational manufacturing on British soil.

In this situation, British bred cars have not excelled in recent years, but the writing is on the wall. We all know that Ford is really American, not British, but historically American and British Fords have been poles apart. Can you imagine a 1962 Anglia being considered American, or a Galaxie British? More recently, the Escort, Orion, Sierra etc have all had their nursery beds scattered, but although Fords can be German, Belgian, even Spanish, as well as British, it is the Union Jack which flies over Boreham.

That Boreham was on its way forward with the Ford Sierra Cosworth could not be doubted after the 1990 Sanremo Rally. During the 1991 Monte Carlo Rally, it demonstrated that it had actually arrived. Against opposition from Lancia, Toyota, Mitsubishi and Mazda, the car showed a clean pair of heels to everyone and took a lead which it showed no signs of losing. And this is only an interim car, pending full development and homologation of the Escort RS Cosworth in readiness for 1992.

Who was driving the car which created such a talking point? His name was François Delecour, but who was he? Where did he come from? How and why did Ford sign him up? These and similar questions were being asked by many at Monaco when this 29 year old Frenchman from Lille took over the lead of the Monte Carlo Rally and held it until the very last special stage when a completely unexpected component failure caused a delay which dropped him to third place.





Carlos Sainz tightened his grip on the rallying world.

To his compatriots and many international observers, François Delecour needs no introduction. He has been driving in the French Rally Championship for several years and, although he has never won a single event, has made a name for himself as a spirited and talented competitor. In 1987 he drove a Peugeot in his national championship and finished ninth, but the next year he used a BMW M3, drove in just three events and had a lean year. In 1989 he drove for Peugeot Concessionaires and finished fourth in the French Championship, but was obliged to accept the services of a co-driver other than his regular partner, Anne-Chantal Pauwells.

In 1990 those at Boreham were told of Delecour's prowess by their Ford France colleagues and the outcome must have been as much of a surprise to him as it was to others. He was signed to drive in five of the nine World Championship events which Ford has on its programme for 1991, starting with the 1991 Monte Carlo Rally. He immediately contacted his former co-driver and persuaded her to rejoin him, which may have been a difficult decision for her as she is a commercial helicopter pilot.

Five major teams were tackling the Monte Carlo Rally this year. Ford's entry consisted of three cars for Malcolm Wilson, Alessandro Fiorio and Delecour. They all finished in the top ten, although Wilson's performance was hampered by a painful recurrence of the effects of an old leg injury.

Toyota also had three Celica 2000 GT-4s for Carlos Sainz, Armin Schwarz and Marc Duez who had joined the Toyota Team Europe team from the Fina-backed Belgian Ford team. There had also been a reshuffle of co-drivers. Sainz had his regular partner Luis Moya, but Schwarz was partnered by Arne Hertz who was replacing Klaus Wicha on Ove Andersson's advice on the grounds that the German driver would benefit from Hertz' considerable experience. Wicha had moved to join Duez.

There were five 16-valve Delta Integrales in the Lancia line-up, two entered by Martini-Lancia, two by Lancia-Fina and one by the Jolly Club. Driving the latter car in the number one position was 1990 winner Didier Auriol, whilst the Martini cars were in the hands of Massimo Biasion, Juha Kankkunen. The two Fina cars were driven by Bruno Saby and Yves Loubet.

Mitsubishi had two Galant VR4s from its UK Ralliart base, driven by Timo Salonen and Kenneth Eriksson, whilst a third from Mitsubishi Germany was driven by Ronald Holzer.

The Mazda Rally Team entered two 4wd 323s for Hannu Mikkola and the team's Spanish newcomer Jesus Puras, whilst two others had been entered privately by Finnish Lady driver Minna Sillankorva and the Belgian Gregoire de Mevius, the latter back in a Group N version of the car.

The only British crew among the 164 starters was Malcolm Wilson/Nick Grist, a far cry from years past when a long cavalcade used to set out from Glasgow's Blythswood Square. On the other hand, there were plenty of British faces among management and engineering staff, not to mention ice-note crews. The starting points this year were Rheims, Sestrière, Lausanne, Bad Homburg and Barcelona. There was no start at Monaco itself.

Some years ago the organisers introduced special stages at the end of the concentration runs in order that there might be a significant classification when the cars reached the Principality. This, they said, was in response to complaints from newsmen that the arrival fell flat because there had been no competition. This gave rise to a converging control somewhere in the Alps, and what was called a 'Classification Leg' to bring competitors to Monte Carlo. This year the Classification Leg took place after the first arrival in Monaco, and the Concentration Run was left without any special stages, as it used to be years ago.

The rally also began two days earlier than before, thus finishing on the Wednesday morning instead of the usual Friday. The concentration runs lasted from the Thursday to the Friday evening, after which the entire field set off from Monaco from 7 am on the Saturday. There were night stops at Aubenas, Digne and Monaco, and the competitive legs numbered three, containing six, twelve and nine special stages respectively.

The final night, traditionally in the Alpes

It's m
and ro



Above your head, clear blue skies.

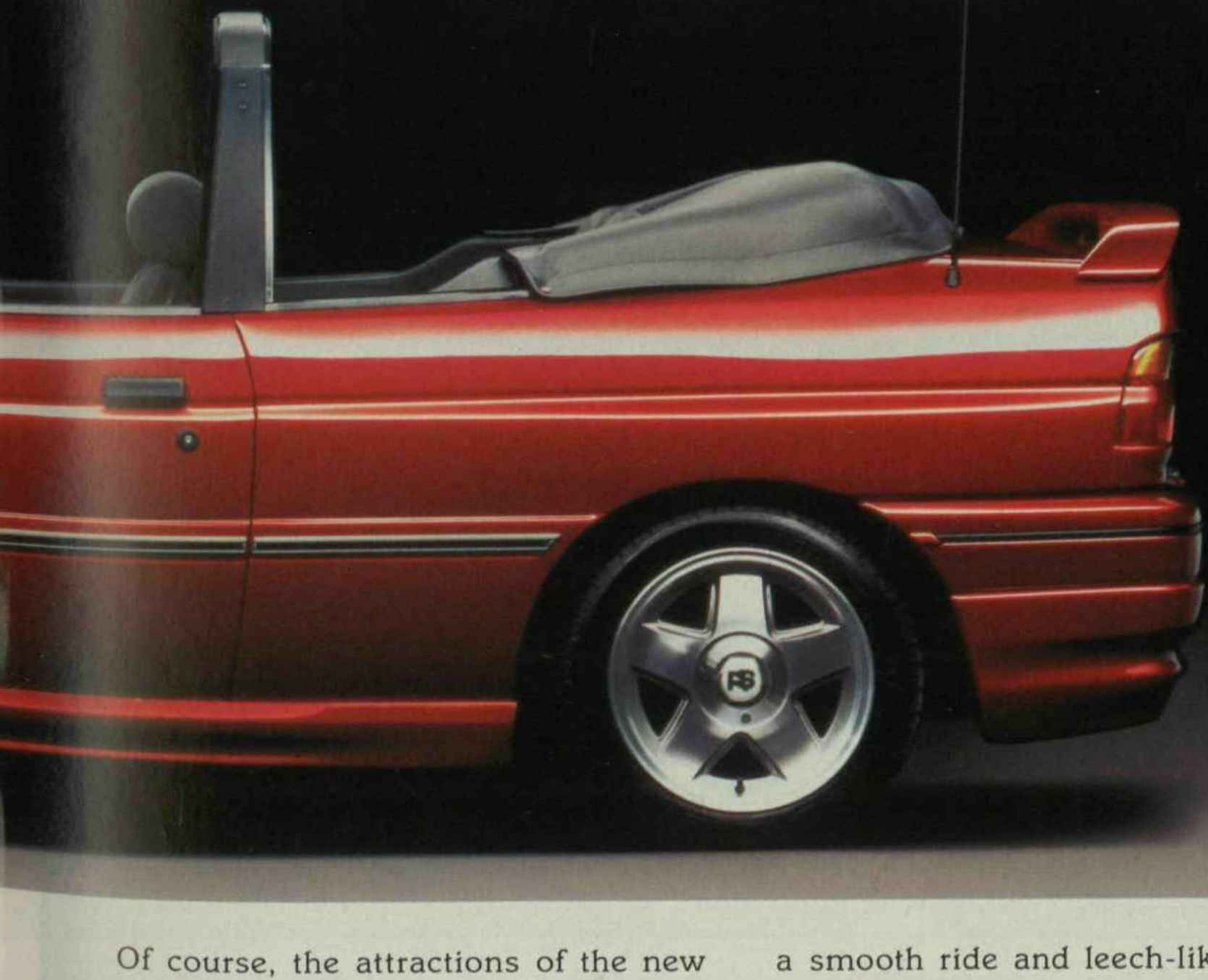
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The new Escort Cabriolet will accelerate from 0 to 60 in a shade over ten seconds.†

The power roof* will lower in a shade under eight seconds. The hood comes in five different colours to complement the colour of the body.

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†Ford test figures. *Option at extra cost. For a catalogue or the address of your nearest Ford dealer, call the Ford Information Service free on 0800 01 01 12.

Maritimes since the post-rally circuit race was abandoned in the Sixties, took place at night, looping several times to include two trips each over the Col de la Couillole, Col St Raphael and Col de la Madonne, and three over the Col de Turini.

Tyres play an important role in any rally, but in Monte Carlo they are crucial. Road surfaces can vary enormously, and it is vital always to have the type of tyre which provides optimum grip. The tyre suppliers aim to provide teams with enough variations of compound/size/tread/stud to cover all eventualities, but it is the ultimate responsibility of drivers to make their own choice from these varieties. Hence the need for ice-note cars.

It is not unusual for teams to have three ice-note crews per competing car, and all of them, armed with copies of their competitors' pace notes and a supply of coloured pens, drive over the stages as late as possible before they are closed by the police. Their job is to note every single feature of the road surface, marking the notes accordingly. Snow must be categorised — fresh, packed, slushy etc — and if it appears only in patches, then the exact positions must be precisely located in the notes, even down to whether the patches are on the left, centre or right, on the braking point into, the apex of, or the acceleration distance from a corner. Ice must be similarly pin-pointed and categorised.

A stage which is entirely covered by snow is easy to note. So are those which are entirely snow-free, although in the latter case wet or damp patches must be shown in case the temperature drops and they freeze. Temperature readings are also taken regularly.

After making their observations and carefully recording them, the ice-noters must then return to the stage start in order to give them to their competing crews, and that is not always easy along roads often thronged with spectators. It is possible to pass the notes by radio, but this is not the best solution as mistakes can often be made, and even the most slightly mislocated red line on the notes can very easily send a competitor flying off the road. Furthermore, it is always best for confidence that competing drivers talk personally to their ice-note crews before choosing their tyres for a stage.

This year, one British ice-note crew found its way back to a stage start hampered considerably by spectator traffic. It became obvious that they were not going to make it in time, so the enterprising navigator and note-maker of the crew stopped a passing motorcyclist who was more than happy to take him on the pillion to his team's pre-stage service point, where he arrived in time.

This year the surfaces of all the stages were predominantly dry, but there were patches of ice and snow, so accuracy was vital. There were also wet or damp patches and, with temperatures hovering around the freezing point, they too were just as important. The ice-note crews certainly earned their money this year.

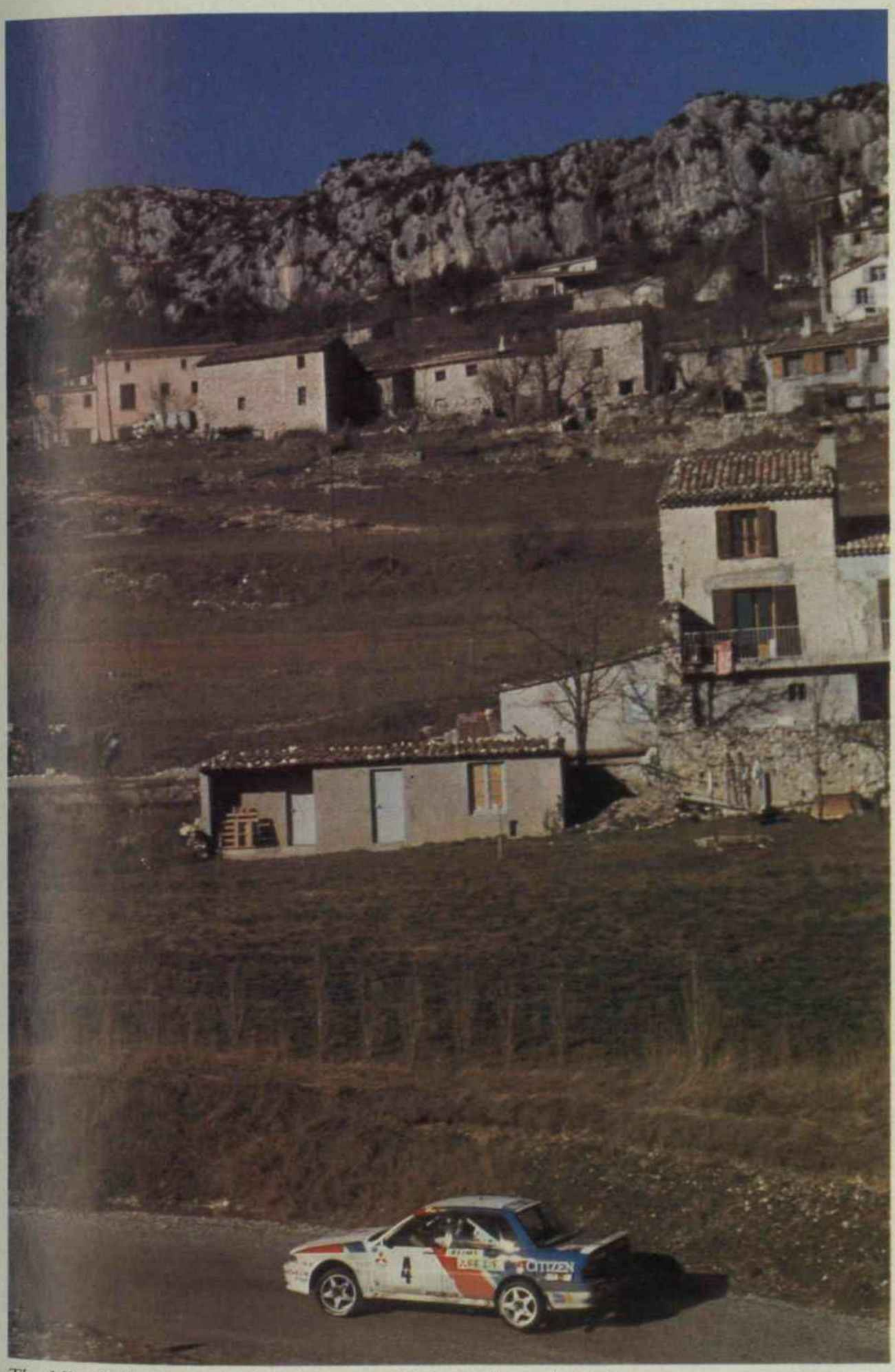
It was interesting to note that whereas a stage with many ice and snow patches would have been tackled on partly-studded tyres some ten years ago, the prominent choice for the same stage this year was slicks. This is due to advances in tyre development and the production of highly efficient rubber compounds. Tyre heaters were much in evidence, but Pirelli made much use of slicks made from its new 'C' compound which requires no pre-heating since it attains optimum temperature in less than a hundred yards.

The first special stage was a run up to the top of the Col de Turini from Peira Cava, along the road invariably used by spectators during the final night, when the other roads over the pass are used. Loubet commented afterwards, "There was more snow on the road than I had on my notes". Obviously, spectators had been indulging in some shovelling, a practice which was repeated several times during the rally, especially during the final night.

Salonen complained of understeering, Mikkola had his brakes catch fire, whilst Fiorio lost his turbo pressure. Ford mechanics changed the turbocharger, but on the next stage pressure was lost again. It



Armin Schwarz, hampered by punctures, still recorded some stunning times on his way to fourth place.



The Mitsubishi's never looked threatening. Salonen finished eighth.

was not until after two replacements that the engine ran properly at full power again.

Schwarz collected a puncture on the second stage, went off and badly damaged the front right of his Toyota. He emerged from the stage on the rim and various repairs were done, but the car handled badly for some time afterwards, until mechanics had the opportunity to replace the suspension. Later, the German driver suffered intercom failure and Hertz had to indulge in some loud shouting. Both Kankkunen and Saby spun on the second stage, the latter driver, who was not feeling at all well and was later sick, having to be pushed back to the road by spectators. Mikkola was slowed by what was said to have been a ignition problem. It certainly was not one which could easily be rectified, because he did not appear at the start of the third stage.

The third stage, over the Col de Corobin then on towards Digne, was very tricky indeed, with many patches of ice and snow. The number of bent and crumpled body panels at the end of the stage indicated that many had been off into banks and rocks. Delecour made such a hard landing after a jump that he thought he had destroyed all his shock absorbers. Ford at first said that they did not need changing, but later agreed that all of them had been replaced after the stage. Wilson, too, needed shock absorber attention. Stage Four was disastrous for Auriol. For no reason, his engine suddenly stopped and he was quite unable to discover the cause. He tried in vain many times to restart it, but it was not until after some nine minutes had passed that, equally suddenly, it burst into life again. Afterwards, virtually every electronic component on the car was replaced, but no-one was able to discover the cause of the failure. Later, the engine failed again, and this time Auriol was out. Actually, he went off the road, but this was caused by a sudden oil leak soaking his brakes.

Holzer needed a replacement gearbox, Eriksson had a rear brake catch fire and a hydraulic leak, whilst Delecour quite casually said that on the fifth stage he missed a gear several times and could go faster. Salonen had his front differential replaced.

At Aubenas there was a night stop signalling the end of the Classification Leg, after which the rally went on to the infamous stage on the high plateau above the small town of Burzet in the Ardôche, scene of several near riots in the past when snow stopped some two-thirds of the runners, and again when protesters deposited wickedly angled spikes on the road, causing a rash of punctures to police vehicles, officials and ice-note cars.

During practice there had been a light fall of snow on the plateau; not enough in itself to cause problems, but wind built up some bad drifts and for some time the road was completely blocked. Like the previous stages, during the rally it was predominantly dry, with snow and ice patches on the plateau and on the descent, which is on the shady side of the mountain. Tyre choice was tricky. Some chose studded tyres; others slicks, but most people were not quite happy with their choice.

Saby suffered fuel pump failure, whilst Delecour lost 15 seconds due to spinning. However, he was nevertheless very happy indeed to be in second place behind Carlos Sainz, a position he was determined to keep to the end. Fiorio lost front drive after just 2 km into stage nine, whilst Eriksson ran out of petrol after being misled by a defective gauge. He was fortunate enough to be near a friendly policemen who was very happy to let the Swedish driver have a couple of litres. All the time competitors were conscious of the fact that they had made their notes in standard cars. Many were having to upgrade them as they went along, mentally converting "fast" to "very fast" and so on. Alain Oreille, who was making ice notes for Loubet, told him, "You nearly killed me with your notes. You must have practised in a soapbox!" At the mid-leg stop at Digne, all teams carried out precautionary component changes, but it was perfectly obvious that Delecour's car was the one which needed least attention. It seems that he is quick, but also sympathetic towards his car.

Fiorio had had several problems, whilst Wilson was battling against the pain of his old leg injury and was certainly not in the

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best shape to repeat his sterling Sanremo performance.

After the restart, Schwarz had a slight engine oil leak, whilst Sainz needed his gearbox changed after two stages; Eriksson his rear differential. Holzer had retired after crashing into the side of a house, whilst Fiorio found himself fumbling when his gear lever knob came off and lodged under the pedals. Before arriving at Monaco, Delecour needed a new rear light cluster and bumper after going off slightly, but his determination to keep his second place had been so great that he had moved up to be just nine seconds behind Sainz. It was indeed going to be a close and tense struggle during the final night, provided unruly spectators refrained from upsetting the balance of talent by throwing more snow on the road.

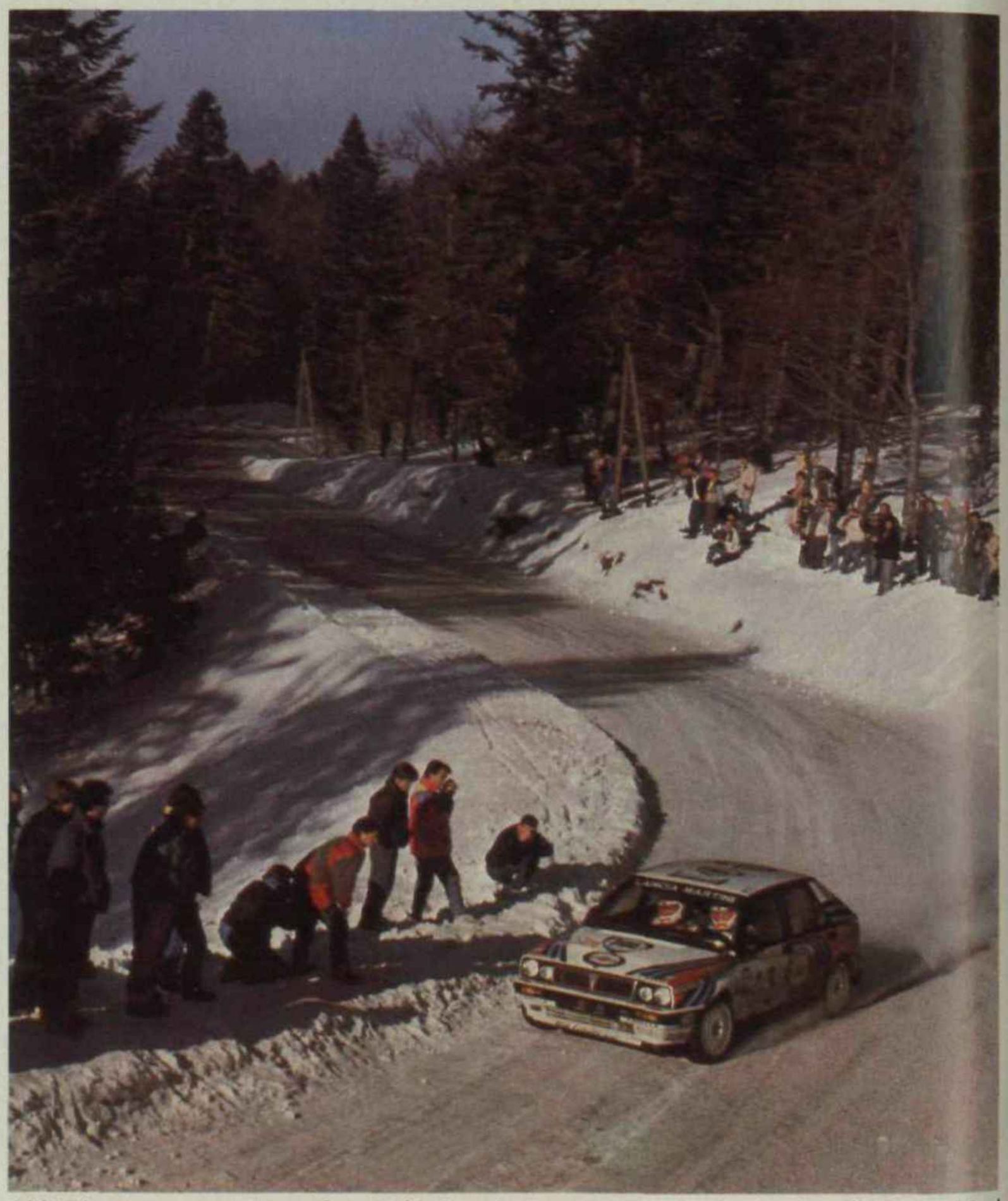
After a night and a morning of rest, the field restarted from Casino Square at 3 pm and it wasn't long before Delecour had made up his small deficit and moved into the lead. The reaction was immediate among the watchers. Here was a man who had never won a rally in his life beating the World Champion! In fairness, it must be said that Sainz had been more than a little peturbed by the snow which had been thrown on to the road and was probably keeping just a little in reserve in case he encountered an unexpected and un-noted slippery patch.

During the first half of the night, Delecour went on to extend his lead to 44 seconds, and it seemed that there was no stopping this Frenchman and his lady co-driver.

Eventually, Sainz declared that there was no more point in trying to recatch him, and he resigned himself to second place. In the second half of the final night the pattern continued, Delecour staying resolutely ahead of Sainz, with Biasion trailing some five minutes behind. It continued, that is, until the very last stage, the third run over the Turini, when everything changed again.

The first reports indicated that Delecour had gone off the road and stopped. Then it was said that he had collected a puncture. In any event, he had lost so much time that Sainz had been able to retake the lead. Later, Ford explained that the left rear suspension support rose joint had broken, causing Delecour to think that he had a wheel loose. He stopped near a knot of spectators and asked them to check whether his wheel was intact and on firmly. They confirmed this and he carried on, but when he hit an unexpected snow patch he could not control the car and it went off the road. He was able to carry on, but he lost some six minutes and dropped to third place.

It had been a most remarkable drive on Delecour's part, but we will not imitate the sponsor that said in writing after Sainz lost the 1989 RAC Rally to Airikkala due to a breakage in the final stages that Sainz had been the moral victor.



Miki Biason was never in top form in his Lancia, not at ease in the dry, but he still inherited 2nd position.

Morals don't come into it, and mechanical reliability is as much part of rallying as skill and tenacity. Cheating apart, there is no moral winner of a rally, just a winner, and in this case the victory went to Sainz and Moya of the Toyota team.

However, Delecour, Pauwells and the Ford team performed magnificently, and one cannot help but commiserate with them over their final stage misfortune. Delecour not only proved himself, but the car too, and we look forward to hotly contested rallies in the future, with no one team holding a vast advantage. GP.

Monte Carlo Rally Results

Monte-Carlo Rally, 24 - 30 January, 1991
Round 1 of 14 rounds, World Rally Championship for Drivers
Round 1 of 10 rounds, World Rally Championship for Makes

1. Carlos Sainz (E) / Luis Moya (E) Toyota Celica 2000 GT-4, Gp A 6h 57m 21s.
2. Massimo Biasion (I) / Tiziano Siviero (I) Lancia Delta Integrale, Gp A 7h 02m 20s.
3. François Delecour (F) / Anne-Chantal Pauwells (F) Ford Sierra Cosworth, Gp A 7h 02m 33s.
4. Armin Schwarz (D) / Arne Hertz (S) Toyota Celica 2000 GT-4, Gp A 7h 03m 52s.
5. Juha Kankkunen (SF) / Juha Piironen (SF) Lancia Delta Integrale, Gp A 7h 05m 07s.
6. Bruno Saby (F) / Daniel Grataloup (F) Lancia Delta Integrale, Gp A 7h 06m 34s.
7. Malcolm Wilson (GB) / Nick Grist (GB) Ford Sierra Cosworth, Gp A 7h 08m 36s.
8. Timo Salonen (SF) / Voitto Silander (SF) Mitsubishi Galant VR-4, Gp A 7h 08m 43s.
9. Yves Loubet (F) / Jean-Paul Chiaroni (F) Lancia Delta Integrale, Gp A 7h 10m 00s.
10. Alessandro Fiorio (I) / Luigi Pirollo (I) Ford Sierra Cosworth, Gp A 7h 21m 03s.

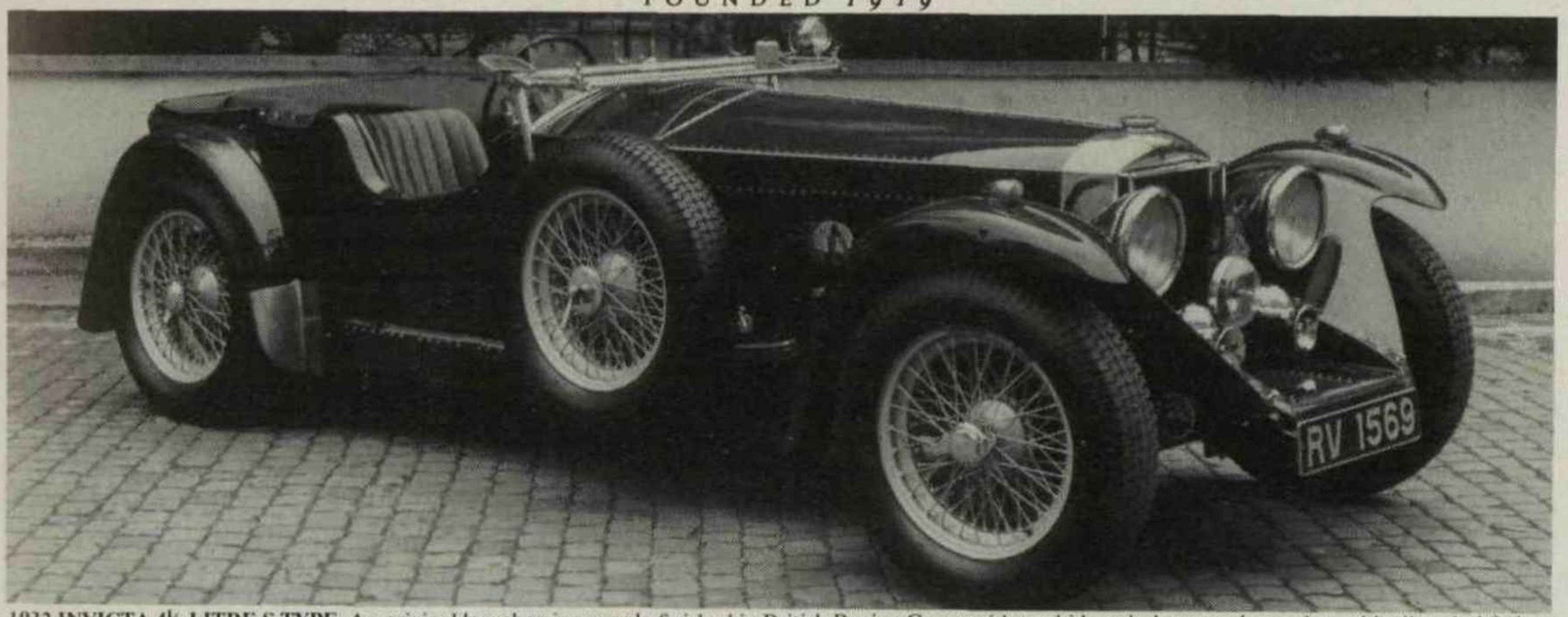
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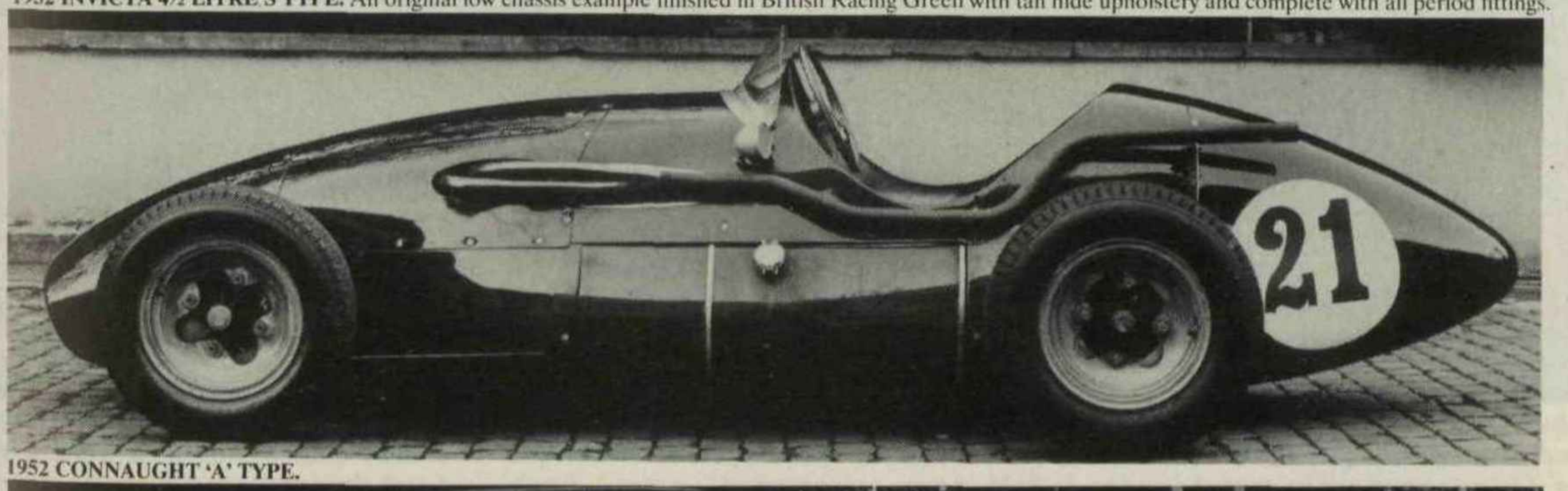
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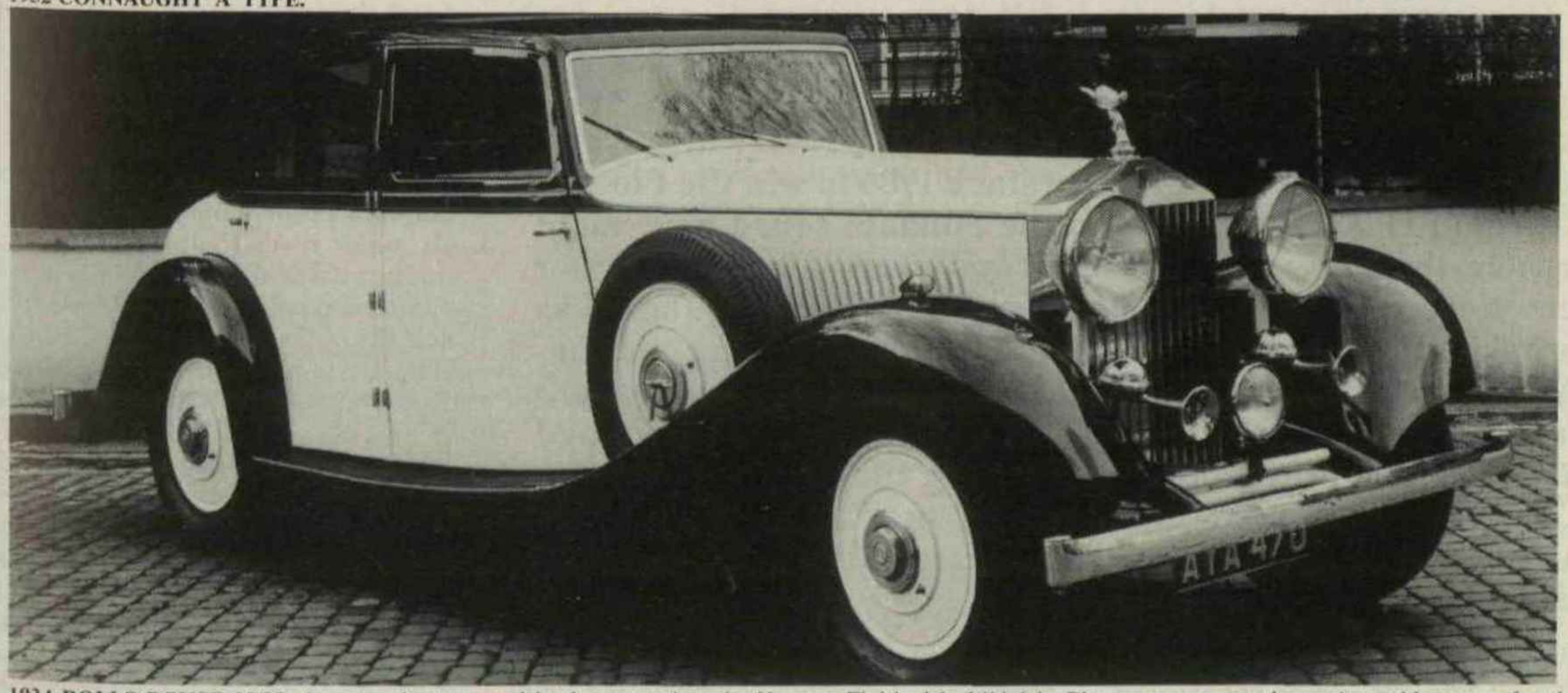
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1955 Jaguar XK120 Roadster
1937 Jaguar SS100 2½ Litre
1960 Jaguar XK150S Roadster
1956 Jaguar XKSS
1952 Jaguar C Type Replica
1935 Lagonda M45 Open Tourer
1938 Lagonda V12 DHC
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1987 Metro 6R4
1933 MG K3 Replica
1937 Riley 12/4 Brooklands Special
1923 Rolls Royce 20 HP Maharajah shooting car
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Ari Vatanen spearheaded the formidable Citroën team, the ZX Rally-Raid having seen constant development since its debut victory on the Baja-Aragon in Spain last year.

Citroën's Sand Dance

Mitsubishi had its best opportunity since 1986 to win the Pioneer Paris-Tripoli-Dakar. Not only did the Sonauto squad have more experience than its rivals, it soon transpired it had the better vehicle. Nevertheless, the rookie team, Camel Citroën, started as favourite and, despite a number of major set-backs, won comfortably. Ari Vatanen even reckoned it had been the easiest of his four victories he's achieved in the past five years. Mitsubishi entered Dakar in second, third and fourth places, and although it was a long way behind, it returned to its headquarters in Paris encouraged by the result. Others just returned to the drawing board.

His record on one of the world's most arduous events allowed Ari Vatanen to feel confident. After winning the prologue at Clermont Ferrand, he returned to his French home to spend two days with his family before heading off to Libya, for the true start of the event which would take the 406 competitors across five violent African countries in 16 days.

He spearheaded a formidable, albeit completely new, team. The Citroën ZX Rallye-Raid had surprised few with its debut victory on the Baja Aragon in Spain. The biggest shock was its failure on the following Pharaohs when the grease in the transmission couldn't cope with the ferocious heat and caused continual differential failures. Vatanen had been its top finisher in a lowly fourth, and while it illustrated to its raid rivals that its massive budget and manpower wasn't infallible, the French manufacturer returned a psychological counter punch by stating that the source of the problem had not only been found, but cured. It should have made for a close and exciting event.

However, when Citroën took an immediate initiative, it was obvious it was as powerful as Peugeot ever was. Indeed many, including Ullrech Brehmer, the Sonauto Team Manager, continued to call his major rivals Peugeot, and whether it was by mistake or professional annoyance didn't really matter. Even Vatanen agreed that the ZX and 405T16 looked similar, and although the former was an evolution of its sister PSA predecessor, it had very distinct Citroën characteristics.

When Thierry Sabine instigated the first Paris-Dakar 13 years ago, it was designed as the world's greatest challenge for man and machine. It was an event for adventurers, modern day explorers attempting to conquer planet earth's most inhospitable terrain. His father, Gilbert, has tried to continue that philosophy since Thierry lost his life in a helicopter accident. However, it has rapidly declined into an event purely for professionals with vast finances and back-up behind it. This year, four two-day marathon section where introduced, each day separated by an overnight *Parc Ferme* halt. However, next year the marathon section will be doubled. Top teams will completely rebuild their cars eight times, not four times as this year, satellite navigation will be allowed and the unsupported privateer element will be killed off completely.



After a liaison section from Tripoli to Ghadames, competitors were thrown into the first marathon section, containing 680 miles of tortuous sand and rock tracks without a minute's penalty free service time allowed. For many it was the end of the road, while others incurred massive time penalties. The under-financed Lada Poch team suffered badly when all its three drivers hit problems. Hubert Auriol lost an hour and a half with engine problems, ex-Formula One driver Patrick Tambay lost three hours when a front wheel fell off and Jeremo Riviere was excluded for obtaining illegal assistance from a Lada support truck which had already retired.

Sonauto Mitsubishi also had problems, albeit not as disastrous as the previous year when most of the team disappeared. Kenneth Eriksson immediately collected a puncture and then lost rear-wheel drive. "I get nearly panic," said the Swede. "I mean, I have to do 1000 kilometres and after 20 I've only two-wheel drive." As for his team-mates, Pierre Lartigue had spent a considerable amount of time up to his Pajero's axles in soft sand, while Jean-Pierre Fontenay had experienced transmission problems.

Not only had the privateers suffered badly, many of whom were already on their way home, but such a tough start had witnessed the field scatter, which also ruined the competitive element at the front.

At Tumu, the last port of call in Libya, Ickx led from Vatanen, who'd been driving well within his reserves. However, the fact that they were team-mates only fuelled their rivalry. The last time they both drove for the same team was in 1988, when Ari won the event for Peugeot in the farcical tossing of a coin. Vatanen had said before the start that he and Ickx would not be in a similar position this year. "Either I will be too far ahead or too far behind," he stated.



The privately entered Toyotas were no match for the Citroën/Mitsubishi teams.

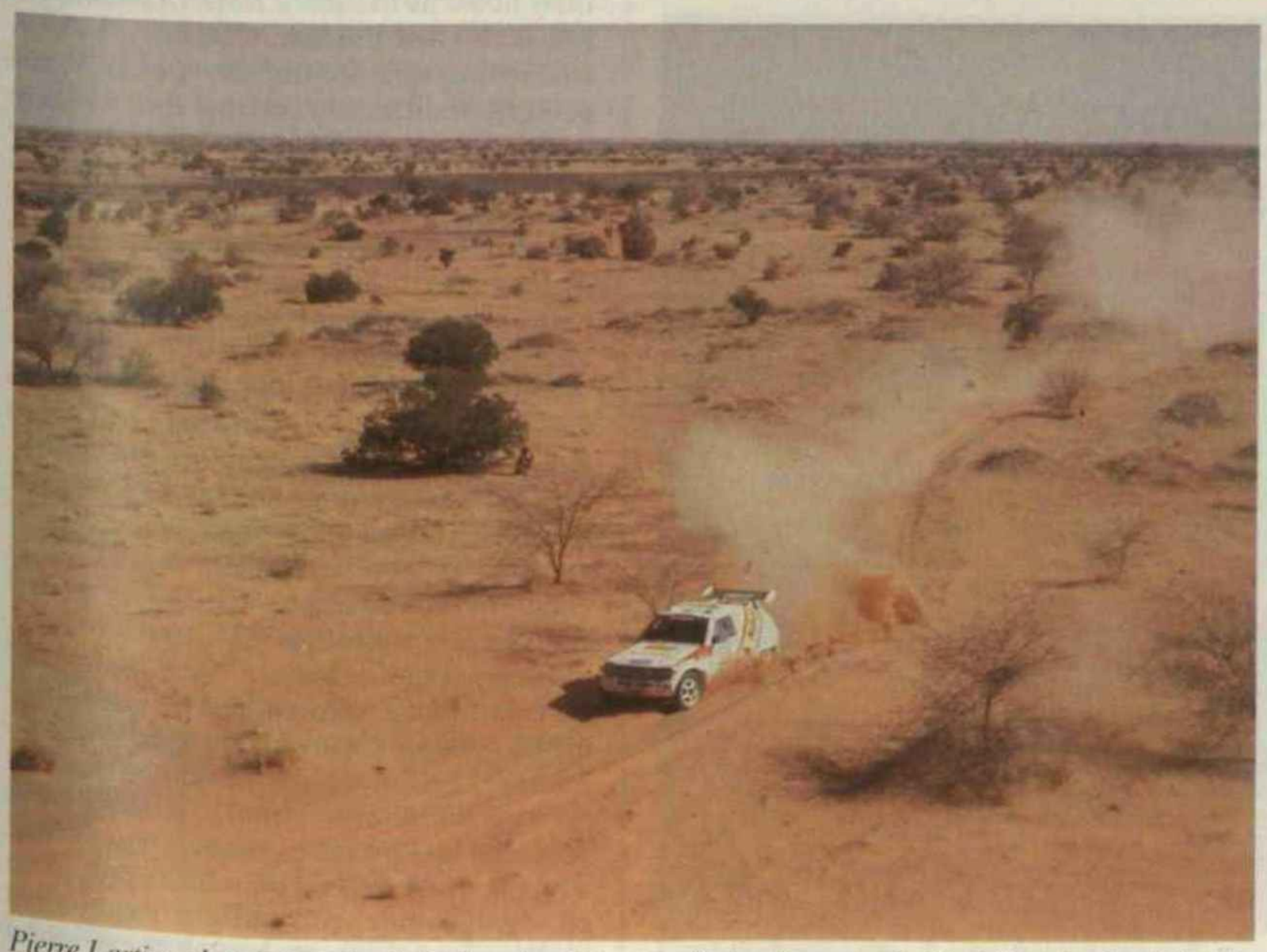
However, after four days of competition both had led twice, the Belgian holding a slender advantage.

Ickx was lucky to survive the following marathon section when the cam belt snapped and he had to wait for Citroën's fast support driver, Alain Ambrosino, to appear and reset the ignition timing. Far more terminal however, was shock absorber failure almost immediately after the race resumed after the traditional rest day in Agadez. The route due west to Mali transgressed the roughest terrain ever seen on the Paris-Dakar. Virtually everyone suffered from suspension failures, most dramatically Citroën.

However, suspension failure isn't new to the team. When Vatanen debuted the ZX in Spain last July, a rear shock absorber broke, allowing lubricant onto the brake disc and igniting a small fire. The catastrophic shock absorber failure that occurred this time was a result of the immense temperatures reached resulting from relentless pounding. Ickx was the first to suffer. The middle of three rear Bilsteins exploded with enough force to blow the wheel arch off. Oil poured onto the brake disc, and possibly the turbo, and when he stopped the flames quickly engulfed the car. Both he and co-driver Christian Tarin escaped uninjured.

Björn Waldegård suffered a similar fate a little further down the road as Ari Vatanen, thinking he was first car on the road after seeing the demise of one team-mate, explained. "Twenty minutes after we left Jacky we saw smoke at 10 o'clock. I thought it must be a bike, so we went over to take a look to see if he was okay. Then I saw it was a car and two yellow chaps standing next to it." Ari was convinced the failures were associated with speed for he'd taken things steadily and had no such dramas. "Björn said, 'Where have you been. I've been here for 15 minutes,'" continued Vatanen. "I said, 'Ah yes, but your car's on fire and mine's not!'"

However, Waldegård hadn't even noticed the rear of his car was on fire and was notified by an overtaking motorcyclist who pointed it out. When he stopped, the car, which had 300 litres of avgas on board, exploded into a ball of flames, leaving neither him nor his Irish co-driver Fred Gallagher any time to rescue personal items. When they both left the scene three hours later, the car was still ablaze. The loss of two cars was bad enough, but worse was to come. Before the start of the event, there had been a strong suggestion that the civil war in Mali could use the Paris-Dakar as a political platform to voice its problems to the world.



Pierre Lartigue headed a trio of challenging Pajeros, albeit a long way behind the winning Citroën.



One can only marvel at some of the routes the competitors were forced to travel through, in scenes unimaginable anywhere than in Africa.

With the uneasy situation in the Middle East, it had been a gamble to start the event anyway, and it went tragically wrong in InKadeouane, just over the Malian border 40 miles north of Menaka. A Camel Citroën Mercedes support truck was flagged to a halt in the abandoned village by reportedly six gunmen dressed in military camouflage uniforms, who then opened fire at the cabin. The driver, Charles Cabannes, died instantly with two bullet wounds, while his two companions miraculously escaped uninjured.

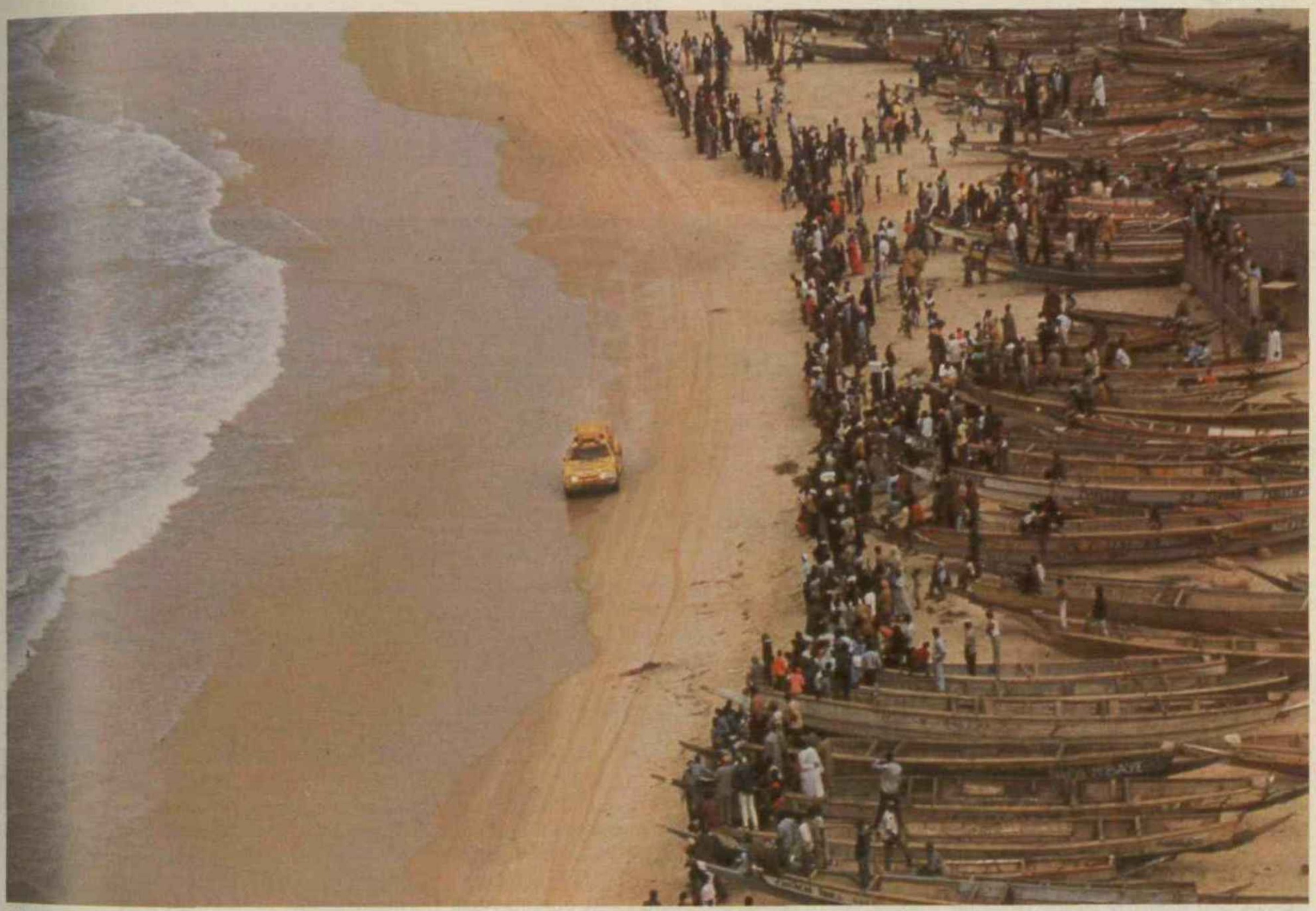
Sabine announced that the Paris-Dakar would continue. "It needs to," he said, just like it had done when his son was killed. But this was different. It was not only the 28th fatality on the event which was described in 1988, when six people lost their lives, as the *piste Race of Death*, but it was the first murder. One man, Sabine, was responsible for the safety of everyone present and despite the fact that we were in dangerous territory and about to enter Mauritania, an Islamic country which supports Saddam Hussein and would soon be allied to a country at war with the rest of Europe, the only thing that apparently mattered was the successful conclusion of the event in Dakar.

After the murder, the following crews were grouped and sent in convoy to camp Gao under military protection. The following day's competitive stage was cancelled and competitors continued in convoy on an asphalt road adjacent to the River Niger to Timbouctou. Thereafter, stated Sabine, it was business as usual.

Lartigue had inherited second after the demise of Ickx. However, a brilliant drive and hopes of victory were ruined by an amazing technical blunder by Mitsubishi. A precautionary clutch change had revealed a kinked aeroquip pipe which was the gearbox's oil umbilical cord. Even so, it wasn't replaced and when it snapped on the next competitive stage, the gearbox



Jean-Pierre Fontenay was the top Mitsubishi driver until a cracked gearbox caused him to lose time.



The Paris-Dakar Raid competitors were forced to travel through some of the toughest places on Earth.

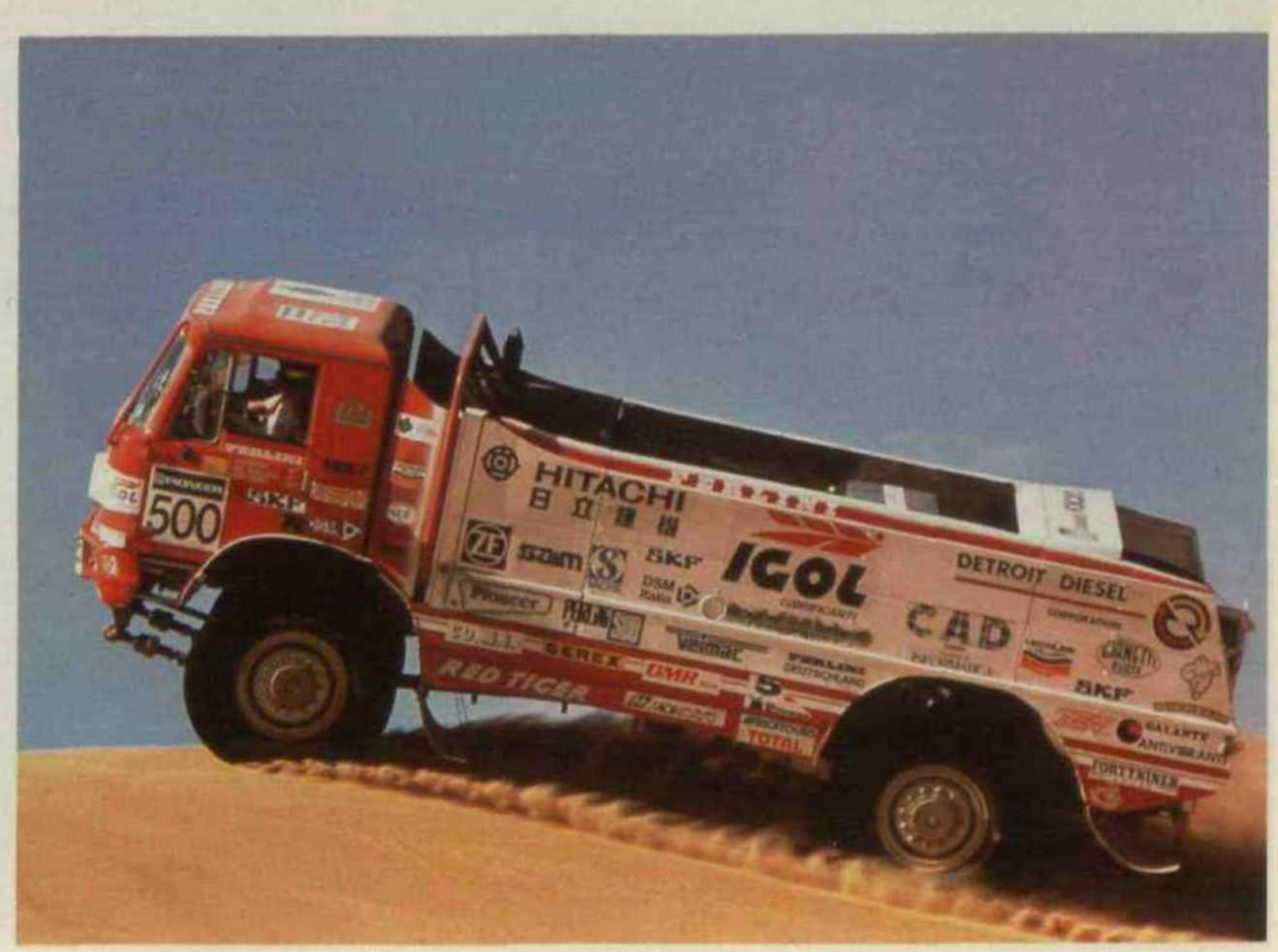
seized costing the diminutive Frenchman almost five hours.

The overall strength of the Pajeros, though, had been emphasised before Agadez. Kenjiro Shinozuka, confident with having set fastest time the previous day, left Gossololom in determined mood. The high sand dunes offered little indication of what was on the other side resulting in Shinozuka's erg-hopping exploits coming to a violent conclusion eight miles in from the start.

At unabated speed, his Pajero was sent high into the air as the dune beneath unexpectedly dropped sharply away on the other side of its summit. It landed on its nose, with sufficient G-force to give co-driver Henri Magne temporary blindness, and commenced a series of sickening end-over-end rolls which finally lost momentum some 250 yards later. Bruised and shaken, both crew members otherwise escaped unharmed, putting their helmets on the top of the dune as a warning to others.

It was generally accepted that Mitsubishi had developed a better car on rough roads, but it soon transpired it was also significantly faster. Powered by a Group A 2.2-litre Galant engine, it could reach a maximum speed of 225 kph, about 20 kph faster than the Citroën which had a spare Michelin tyre strapped to the roof.

On the open, horizontal sections, top speed was often reached by the brave. Eriksson confessed to driving absolutely flat out for 15 minutes once without a single lift of the throttle. When he questioned the possible consequences of an accident at that speed, he slowed to 190 kph, only for team-mate Jean-Pierre Fontenay to whiz past him. Happier in the knowledge that if anything untoward was hiding in the track ahead his French colleague would discover it first, he returned to maximum speed. The high-speed pursuit lasted until Fontenay hit a bump, putting his car perilously on its nose, and both finished the section at a



Even the service trucks are forced to compete in the event.

slightly more sedate pace.

Navigation was the only possible hope Mitsubishi had of victory as the final marathon section from Nema to Kiffa, via Tichit, was *extremely difficult to follow*. It contained the infamous Nega Pass, a narrow gap in a sea of sand which leads the only passageway from the top of a giant plateau to the bottom of a gorge.

A year ago Vatanen had failed to locate this and lost two hours so Mitsubishi's team orders this year stated that its three remaining cars run in convoy and try to find the pass and pull each other out of soft sand when necessary. The plan, however, failed even before they reached Tichet. Eriksson entered some large dunes and became stuck in soft sand. From behind, Fontenay realised what had happened and turned round to find another route. It was the last time either Lartigue or Eriksson saw their team-mate until much later on that evening. The gearbox casing on Fontenay's car cracked, allowing all the oil to come out. Before the unit seized, he stopped, took the gearbox apart and glued the crack together. After waiting for the resin to set he continued, fortunate to have been given some oil by a fellow competitor. It had cost him a great deal of time however and he was unable to follow his team-mates the following day. It had also presented victory to Citroën on a silver platter.

Vatanen did indeed get lost, but it wasn't important. What was more worrying, though, was that for the last 200 kilometres, he and co-driver Bruno Berglund had

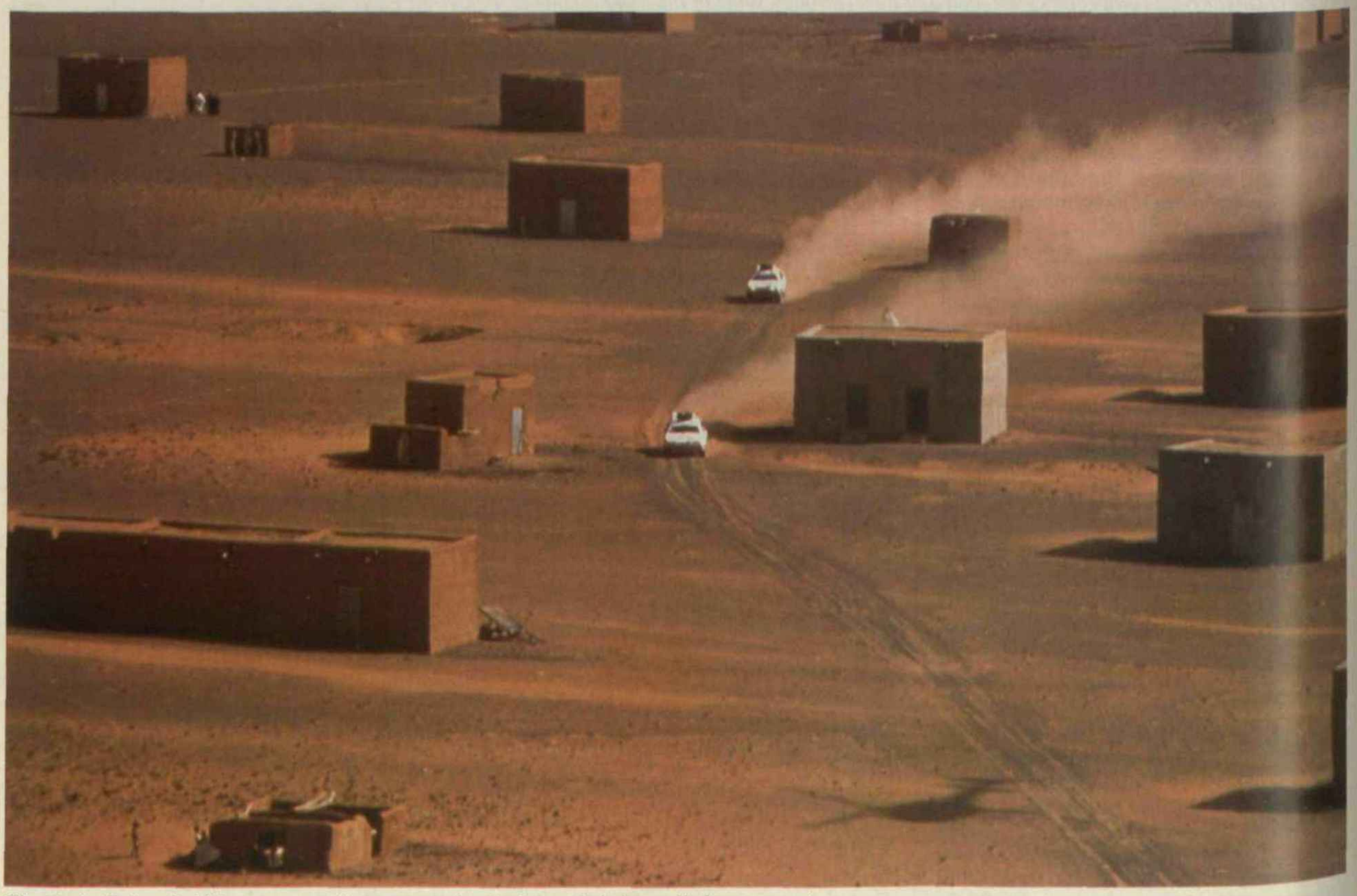


Ari Vatenen on his way to winning his fourth Paris-Dakar in five years.

no drinking water left, as the strict marathon *Parc Ferme* rules don't even allow the tankards to be re-filled, only the fuel tanks.

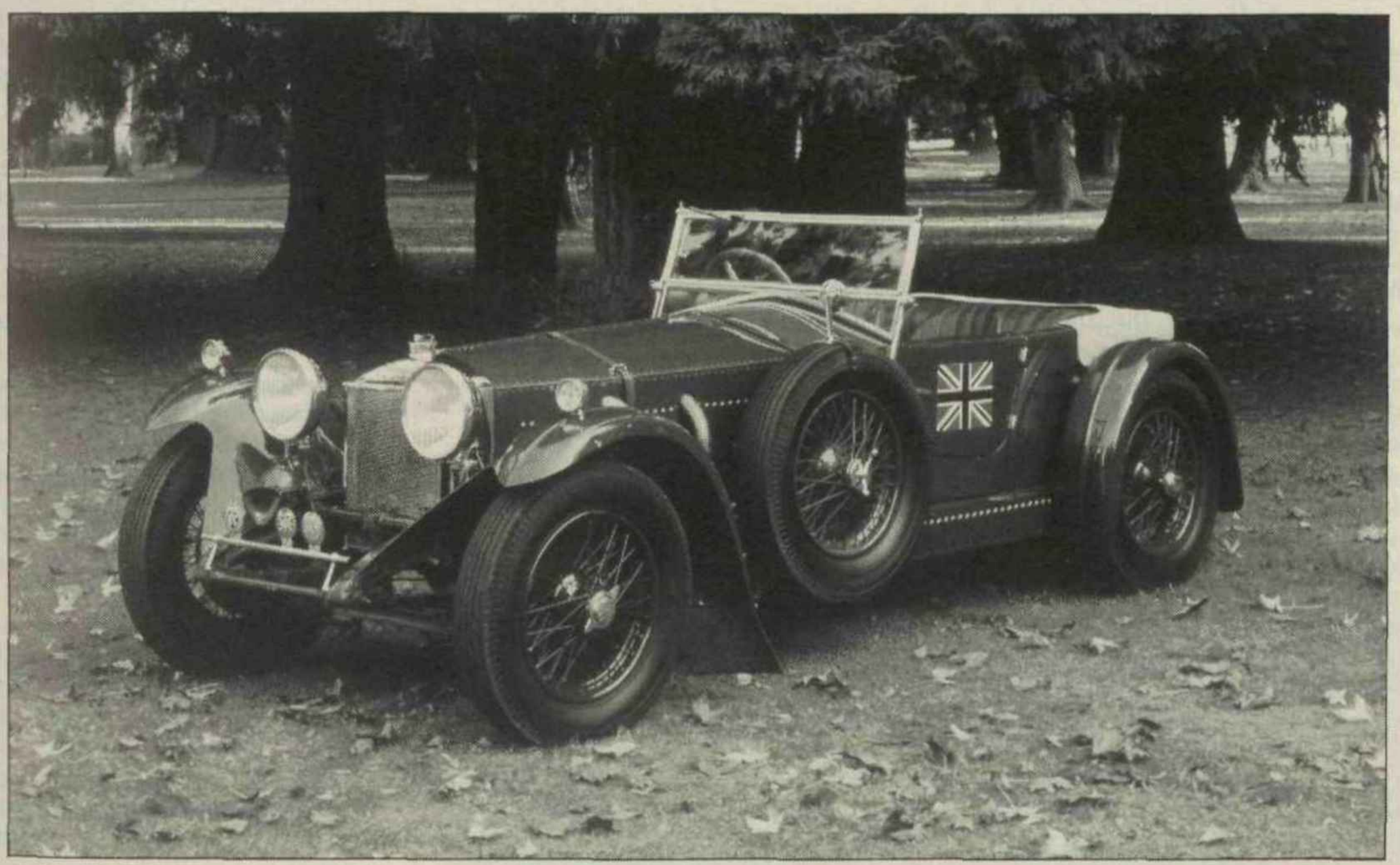
They arrived on the shore of *Lac Rose* for the traditional African carnival finish. Vatanen lifted his glass of milk and Finnish flag triumphantly, leaving the *Moet & Chandon* capers to Team Manager Guy Frequelin. It was a similar picture to 1990, but this event had been extra difficult. The murder had seen the tense overnight bivouac camps protected by armed guards in Mali, while war had broken out in the Middle East when the peaceful convoy was in Islamic Mauritania. Surviving the 13th Dakar had an extra sense of achievement attached to it, far beyond the acceptable levels of motorsport.

POE



The Paris-Dakar Raid is an extraordinary event, but its future is being called into question.

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This and That

Dear Reader,

Not surprisingly my list of "greats" among the top racing drivers of the past 45 years, which I published in the January issue of MOTOR SPORT, has brought forward a lot of response. Older readers asked why I had left out Fangio, while younger ones wanted to know why Prost was not in the list. Fangio won five World Championships and Prost has won 44 Grand Prix races, but my list of Ascari, Moss, Clark, Villeneuve and Senna was not made up from statistics or the use of hindsight, it was made from personal knowledge and experience of "how" they achieved things at the time, rather than "what" they achieved. Each was judged within his own time and in direct comparison with his contempories at the time, no nostalgia, no PR hype, no statistics. It was a case of observing their "greatness" as it was happening.

To observe the precision and judgment of Ascari, the speed and confidence of Moss, the versatility of Clark, the uncanny judgement and reflexes of Villeneuve, the confidence and brain power of Senna, were just a few of the things that were part of the overall analysis. Nobody has disputed that my five drivers were truly "greats"; it is more a case of the list not being long enough. I am not saying that drivers like Juan Fangio, Jackie Stewart, Mario Andretti, Jack Brabham, Niki Lauda and Alan Prost are not great drivers, it is just that they are not on my short list. Equally, I did not include any drivers from periods of racing that I did not watch, for undoubtedly many of those I read about in my formative years were also "great", such as Caracciola, Nuvolari, Lang, Rosemeyer and Wimille.

Believe me, it is very difficult to decide on five, or even six "great" drivers. You have to apply some pretty ruthless standards and guidelines, and I recommend you try it some time. It is probable that no two people will agree, which is fair and reasonable and makes for good healthy discussion, which can pass away many an after-dinner chat, so much more entertaining and enjoyable than a discussion of last night's television programmes.

Another subject that always raises comment is that of "fake" cars, these days so prolific that they almost outnumber the "real" ones! Although auction prices reached their artificial peak last year, and values have fallen dramatically, or are non-existent, old cars are still fetching prices by any standards, and few motoring enthusiasts can afford them even now, unless they have some "unreal" money from the sale of a family house or painting. People who have to buy what they want with money they have earned still have a pretty bleak outlook when it comes to buying an old car. Consequently there would appear to be a market for "fake" old cars, providing the price is reasonable and the sales talk is honest.

Peter Garnier, who used to be Sports Editor of *The Autocar* and with whom I had many European adventures thirty years ago, is now retired and living in Cornwall, viewing today's scene from afar. He wrote an interesting letter in reply to my article on "Buying a Fake" from which I quote:-

"Recalled a NASCAR saloon car racing story of the American racer who made an outwardly standard (stock) saloon that was something like 7/8 the size of the real one . . . his hope was to win by reason of lighter weight and smaller frontal area."

In an odd way I don't go along with the word "fake", although agreeing with you wholeheartedly that they are fakes. But the word "fake" has dishonest connotations, whereas the people who build them are being "open" enough in their sales talk — and only *just* open enough, mind you — for the *cognoscenti* to catch on. The ignoramuses, I suppose, fall for the blurb. Surely, though, 'reproduction' is the fair and honest description? My wife and I, in our time, have bought beautifully made pieces of reproduction furniture — openly advertised as reproduction and in no way intended to hoodwink the unwary. If you happen to like that sort of thing you can buy reproductions of Gainsborough's or whoever's paintings. You can also buy replicas — but those, by rights I believe, have to have been done by the "master's" pupils, under his eagle eye, and smaller than the original.

Now, that last sentence appealed to me enormously, and recalled a NASCAR saloon car racing story of long ago of the American racer who made an outwardly standard (stock) saloon that was something like 7/8ths the size of a real one, being careful to have it scrutinised when no other cars were about, and keeping it well out of the way in the paddock. His hope was to win by reason of lighter weight and smaller frontal area, so important on the NASCAR oval tracks. Unfortunately he got found out, which I always thought was a pity, for that imaginative "cheating" deserved to win. However, the idea of "replicas" of famous old cars being made to a smaller scale sounds like a good, honest and straightforward idea, especially as a lot of people who buy these sort of things only want them to look at or to "be seen" with. Equally we could make our "genuine replicas" larger than the original, like the vast green 2-seater Bugatti featured in our report of the Essen Motor Show in the January MOTOR SPORT. A car that size must surely be a genuine fake, though people tell me that Ettore Bugatti really did make a 2-seater car that size back in 1932, but it was not the one on display in Essen.

If fakes are to become 'respectable' by being described as "reproductions" I just hope the Trade and the advertising world call them "reproductions" and not "repros" — (abrevs avulg). Though I still prefer the simple word "fake". It cannot be shortened to become an advertising "in-word", it cannot be mistaken for anything else and if it has sinister, dishonest connotations, so be it. Mind you, there are some nice variations and degrees on the word, such as "very good", "poor", "honest", "perfect" and so on. You can also call them 'model cars, to 1 to 1 scale' or "full size model cars". I still prefer that all fakes, reproductions, replicas or whatever were made to ¾ scale, so who is going to be the first honest faker to make a ¾ scale Grand Prix Bugatti? Don't make it too small or it might be mistaken for a genuine Type 52!

To move into modern times (I know the 'repro industry' is of today!) the FISA who control Formula 1 Grand Prix racing have made some interesting rule changes, one in particular involving drivers and the World Championship, or 'points racing'. Until now the first six places in a Grand Prix collected points in the order 9, 6, 4, 3, 2, 1 and of the 16 races that are normally held, a driver can only score from 11, obviously his best eleven, so near the end of the season the media-mathematicians spend a lot of time calculating who could be World Champion. Similarly, some of these people get very excited after the first race when a relative newcomer finishes a lucky second, proclaiming: "He is second in the World Championship."

A true statement of fact, but fairly meaningless, like a lot of media wordage. Starting this year the World Championship "points system" has been changed. The winner will now score a good round metric 10 points, and the following five places will be unchanged, so Senna could amass 160 points during season, and whereas previously he could only have counted his best 11 scores, he can now count the best 14 races, or a maximum of 140 points.

There was quite a strong feeling that all 16 scores should count, but at the last moment FISA weakened and settled for 14; they don't like simple solutions, like only 1st place to count! The points scored by each driver during a season has a direct, but rather complex and obscure,

Continued on page 214

Corporate Cowardice

Already hard-pressed for business and profits, the world's airlines are now hit again by the Gulf war crisis. Many major international companies have forbidden their staffs to board international flights, and the first effect of this in motor racing was the absence of Olivetti's Rolando Argentero from Daytona, on the first leg of his contract to time the IMSA series.

This may be the first visible tip of the iceberg, so far as motor racing is concerned. Rumour had it, in Florida, that FISA has sent word to ACCUS warning that the US Grand Prix at Phoenix (March 10) is at risk unless the war is soon won. Some major corporations deeply involved in Formula 1 may forbid their senior personnel to fly the Atlantic, but it would be unwise to name them.

Goodyear was supposed to be one such company, but at Daytona Leo Mehl reacted with surprise: "I don't know how that story got about. It's not true. Goodyear is in the aviation business, and we do not have a ban on air travel. I flew here!"

Motor racing is a risk business, but statistically air travel is still safer than staying at home. Airline security is such that even today there might be less risk in flying than in crossing the road. So, is it corporate cowardice that puts a cloud over our sport?

Surely not. The broader picture shows us that the world economy is in a recession which may be deeper than that of 1980/81. Only the Germans have escaped, so far, but it will penetrate their economy too when the extremely weak dollar works its way through the motor industry. This is the time for cutting staff levels, cancelling discretionary budgets and eliminating all the frills. If a phone call will do the job of a business class air ticket, then get dialling!

The Gulf war is a convenient peg on which to hang these cutbacks. Mercedes has postponed a motorsport forum planned for March 1 "due to the current international situation", losing the chance to present the new C291 Group C car, and German Touring Car Championship (DTM) teams before the season begins.

Some people find the reason given for postponement difficult to accept, even allowing that Messerschmitt, part of the Daimler-Benz group, is out of favour, allegedly for helping Iraq to double the range of the Scud missiles.

There are good grounds for believing that the new 3.5-litre flat-12 engine isn't developing as well as Dr Hermann Hiereth hoped, due to oil scavenging problems. Engine speeds, and power, are below expectations, and in a recent test at the Ricard circuit, the C291 wasn't able to match the times of Cor Euser in a Spice-Cosworth.

Would Mercedes pull the plug on the entire racing programme? German and Swiss journalists, certainly, believe that this could happen. "Mercedes doesn't go racing because of the sport. . . . Mercedes goes to win" says one German commentator. If the chances of winning on a fairly regular basis are poor, so are the chances of Mercedes being a competitor.

All this is pure speculation. Deep down, we expect Mercedes to honour its commitment to FISA, to the World Championship, to Peter Sauber, and to its motorsports followers. Failure to do so really would be corporate cowardice.

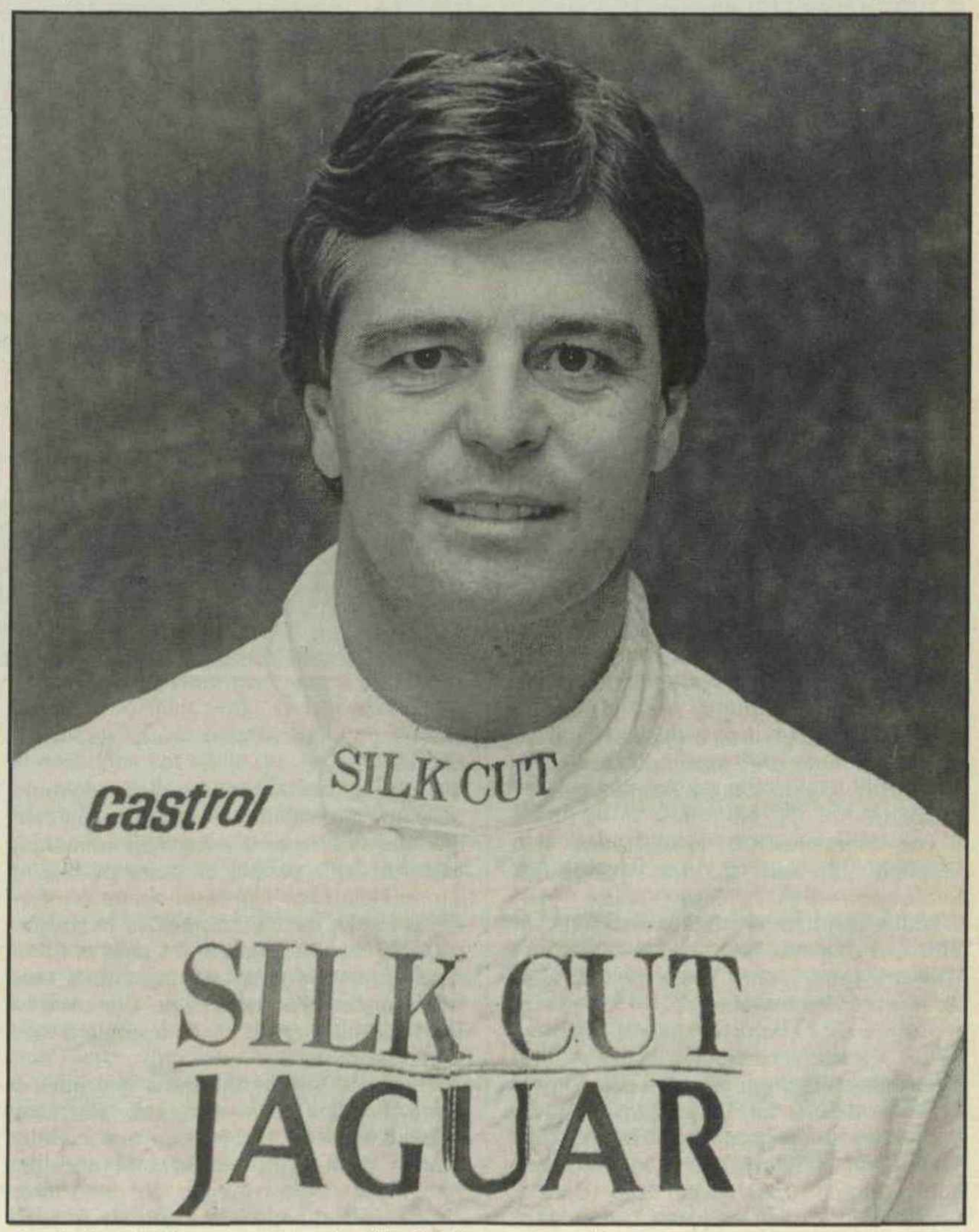
Two Jaguars

Tom Walkinshaw confirmed, at the end of January, that there would be two Silk Cut Jaguar XJR-15s taking part in the World Sportscar Championship. They'll be powered by a modified, JaguarSport version of the Cosworth-designed Ford HB, V8 Formula 1 engine, already a proven winner, and the cars themselves have been designed by Ross Brawn, formerly with Arrows.

Elements within Mercedes and Peugeot already concede that the Jaguars will be winners, perhaps World Champions by the end of the year. Derek Warwick and John Nielsen will be the lead drivers and they may compete single-handed in faster races, such as the Monza 420 kms which is likely to be over and done with in about 130 minutes.

Signals were put out, in December, that the Silk Cut team might be reduced to one car in 1991. Design and development work had been a very expensive business, and Jaguar's business is in a trough. No

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Derek Warwick has returned to the Silk Cut Jaguar team this year.

LETTER TO READERS

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bearing on how much money he can earn during the following season, so this new arrangement of points scoring means that winners will be able to earn more money, which seems a reasonable idea. That the points to money system is calculated, behind the scenes, from midway through one season to midway through the next, is not really of our concern.

Another FISA financial change is that new teams who want to register an entry for the 1991 World Championship series of 16 races have got to put down a deposit, as an act of faith and intent, of a sum of money that is 5 times as great as in 1990. *Inflation? No, safeguarding the creditability of the World Championship from new teams who might try to get on the bandwagon of Formula 1.* And to think that at one time teams used to be paid good money to help make up a full grid for a Grand Prix. Those were clearly "the good old days" that the "nostalgiaphiles" talk about, when everyone had a Cosworth DFV engine, except Ferrari, or was it when everyone had a Bugatti? Whichever it was, today is different.

While on the FISA numbers game it is interesting to see that the new Jordan Grand Prix team of Irishman Eddie Jordan has changed its new car type number from Jordan 911 to Jordan 191 and that they have won sponsorship from the soft-drinks brand 7-UP. Didn't Michael Bentine, or someone's, father spend years of experimenting making a fizzy non-alcoholic drink that he called 1-UP, but it was a failure so he tried a new formula and called it 2-UP, that was a failure as well so he invented 3-UP? This went on until he got to 6-UP, whereupon he got disillusioned and scrapped the whole idea. He died never knowing how close he was to success!

In these days of Formula One advertising "double-standard" over cigarette and alcohol advertising it is refreshing that Jordan had got a "soft-drinks" sponsor that is uncomplicated to the "do-gooders" in this world. "Refreshing" said the man in the green and red jacket "that's exactly what 7 UP is, have a can." The only unfortunate part of the business is that the Jordan Grand Prix team hope to field two cars, and they will both carry large number 7 on the side, which at the moment is Martin Brundle's Brabham number. the Olivetti-Longines electronic timing system won't be bothered by this, but think of the poor spectator who only goes to one Grand Prix a year, and Murray Walker trying to do a television commentary from a black and white monitor screen! "Spectators?" said the man from FISA, "what are they?"

Yours DSJ

COTTON ON

Continued from page 213

extra money would come from Coventry, that was for sure, but happily the budget has been stretched to cover two cars.

Two more drivers will be selected and should get to drive at Suzuka on April 14. Walkinshaw has a pretty good idea who they'll be, but isn't telling. "We'll test them in March and then we'll make our announcement," he disclosed. They'll be young, they'll be quick, with single-seater experience, but they won't be too proud to sit on the sidelines when told.

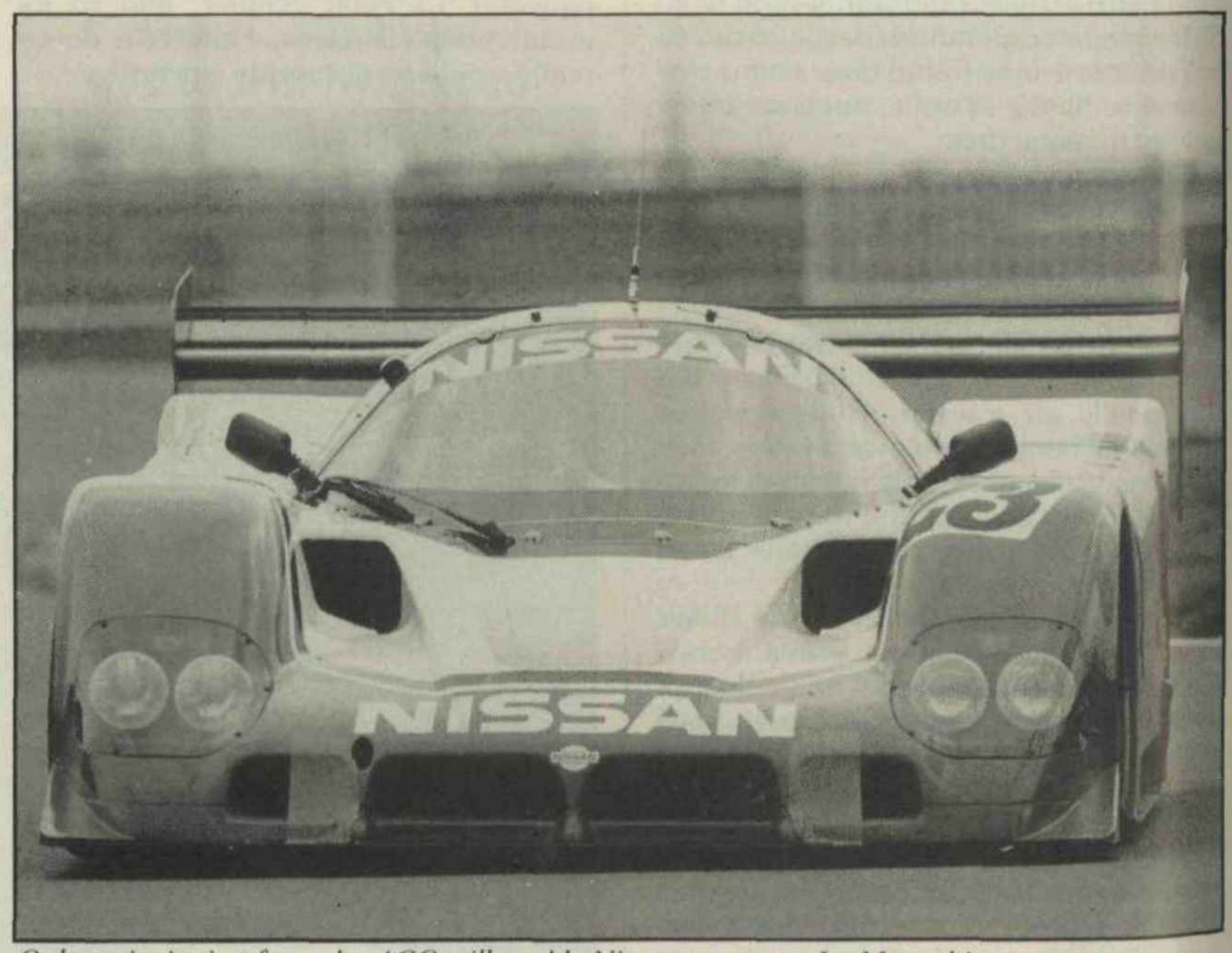
Brawn describes the XJR-14 as a "two-seat Formula 1 car," and says that the availability of six weeks to complete the development work will be a luxury. "I never had that long at Arrows," he maintains, saying he'd be surprised if the car needed much development anyway. British hopes rest on his expertise and confidence!

Mid-March deadline

FISA extended the deadline for World Sportscar Championship regulation to the middle of March, citing the Gulf war as the reason, but there's little prospect of attracting more entries. A reasonable assumption is for 19 cars on the starting grid at Suzuka.

Two Mercedes C219s will start with numbers 1 and 2, for Jean-Louis Schlesser/Jochen Mass and Karl Wendlinger/Michael Schumacher, two Silk Cut Jaguars at 3 and 4 for Derek Warwick and John Nielsen, with co-drivers to be nominated.

Then we'll have two Peugeot 905s for Keke Rosberg/Yannick Dalmas and Mauro Baldi/Philippe Alliot, a new Repsol Brun-Judd C90 for Oscar Larrauri, two Lamborghini-powered Wolf-Konrads for Franz Konrad/Harri Toivonen and, perhaps, Stefan Johansson/Paolo Barilla, Charles Hausmann's Spice-Cosworth for himself and Cor Euser (and possibly Tim Harvey on occasions), and an ALD-Cosworth.



Only an invitation from the ACO will enable Nissan to contest Le Mans this year.

Ten new cars battling for the lead would be a few more than we've had in the past few seasons! Years of Porsche domination, followed by a couple of years of Jaguar supremacy, then two more years of Mercedes might, have not appealed to spectators. Perhaps the sight and sound of these new generation, high-revving sports cars will bring the spectators back. There will be fears for the survival of the formula if they don't return.

The back half of the grids will have a more familiar look with two Porsches entered by Team Davey, and one each by Walter Brun, Antoine Salamin and the Almeras brothers, a Mazda 787 quad-rotor for David Kennedy and Maurizio Sandro Sala, a Cougar-Porsche from Yves Courage, and a Lancia LC2 from the new Veneto Equip in Italy.

It's hard to see how FISA will present the Automobile Club de l'Ouest with 50 cars for Le Mans. Any of the Porsche teams registered can introduce the Joest and Kremer teams to the 24-hour race, and with multiple entries the list could easily top 30. After that, the going will be tough.

The ACO wisely insisted on a clause in the FISA contract permitting the invitation of teams, in the time-honoured way, and it seems a near certainty that Nissan will receive such an invitation. So, too, might other teams competing in the IMSA and All-Japan championships.

That's just for 1991, though. What could the ACO do in 1992, when FISA will insist on the entry being restricted to new 3.5-litre cars? Controversy is not yet over! MLC



BMW M3s look set to dominate this year's championship in terms of numbers, but they will be facing stiffer opposition than ever.

The British Touring Car Championship has always been popular, but during the last couple of years it has become even more so. There are a number of reasons for this, but primarily it is the televising of every round in 1989 and 1990 on BBC TV's *Grandstand* that has brought the exciting and close racing typical of saloon cars into the living room of many an armchair enthusiast.

During this time the class structure of the championship has been streamlined so that this year, for the first time, there will only be one class. While the Ford Sierra Cosworths have been the only cars to win races over the last few seasons, the championship winners have not necessarily emerged from within their ranks. And if one is to keep the television pundit from being too confused, then the overall champion should be seen to drive a winning car.

While the Ford Sierra Cosworths were undoubtedly the star of the show last year and the years before, the championship had become too much of a one-make series even though there was often exciting racing going on in the other classes all the way down the field. The ruling which has outlawed the turbocharged Cosworths and restricted engine capacity to 2-litre (and required a minimum overall length of 4.2 metres/13 ft 10 ins to discourage 'hot hatches') this year has opened up the championship and encouraged other manufacturers to enter the fray, either with a works team or else through a dealer-backed equipe. There are also a number of privateers planning to enter different cars.

As in the 2-litre class last year, BMW is the most popular marque, sleeved-down M3s being entered by a good number of teams. Principally, though, it is the works assisted Prodrive team from Banbury which will be the one to beat. In 1988 they supplied the machinery for Frank Sytner to win the championship outright, and last year they helped him to a class win ahead of John Cleland in the Vauxhall.

This year they have dispensed with the services of the irrepressible Nottinghamshire driver and have instead recruited to their ranks ex-Zakspeed and Tyrrell pilot Jonathan Palmer in the number one car while the second car will be rotated between Christian Danner, Steve Soper and James Weaver. There is rumoured that there will be a third car for rally driver Jimmy McRae, but the outcome depends on available finance.

The other strong BMW team will undoubtedly be that of Vic Lee Motors. Last year they had a late start to the season with Jeff Allam driving an ex-Bigazzi car, but as they gained more experience, they began to get closer and closer to the front of the 2-litre class. This year Allam has left but VLM are committed at the time of writing to entering four cars in the championship.

Two of the drivers will be Laurence Bristow and Tim Harvey, the successful partnership of the last two seasons who may have transferred their allegiance from Ford to BMW, but have still retained the sponsorship of Labatt's, the Canadian lager, and look set to give the Prodrive cars a run for their money. The other two VLM M3s will be run for Ray Bellm and Will Hoy.

Frank Sytner, meanwhile, has moved to another BMW team and is rumoured to be teaming up with Finnish saloon car champion Hakki Salamentio.

Vauxhall Dealer Sport will be entering two Cavalier GSi 16-valves again for last year's mainstay John Cleland while they are welcoming to their ranks Jeff Allam. The cars will be prepared by Dave Cook again as they were last year.

It has been a long time since Ford have had to enter a team officially in the British Touring Car Championship, but since one of their machines is no longer *de rigueur* to win a race, they are compelled to organise a team to represent their interests.

There are a number of front running teams Ford could have selected, and they have chosen one of the best there is in Trackstar, last year's championship winners. Naturally reigning BTCC Champion Robb Gravett will be the number 1 driver but at the time of going to press, the second driver has yet to be decided. It would seem to lie, however, between Sean Walker and co-director of the team Mike Smith.

That Ford and the team are taking the championship very seriously can be

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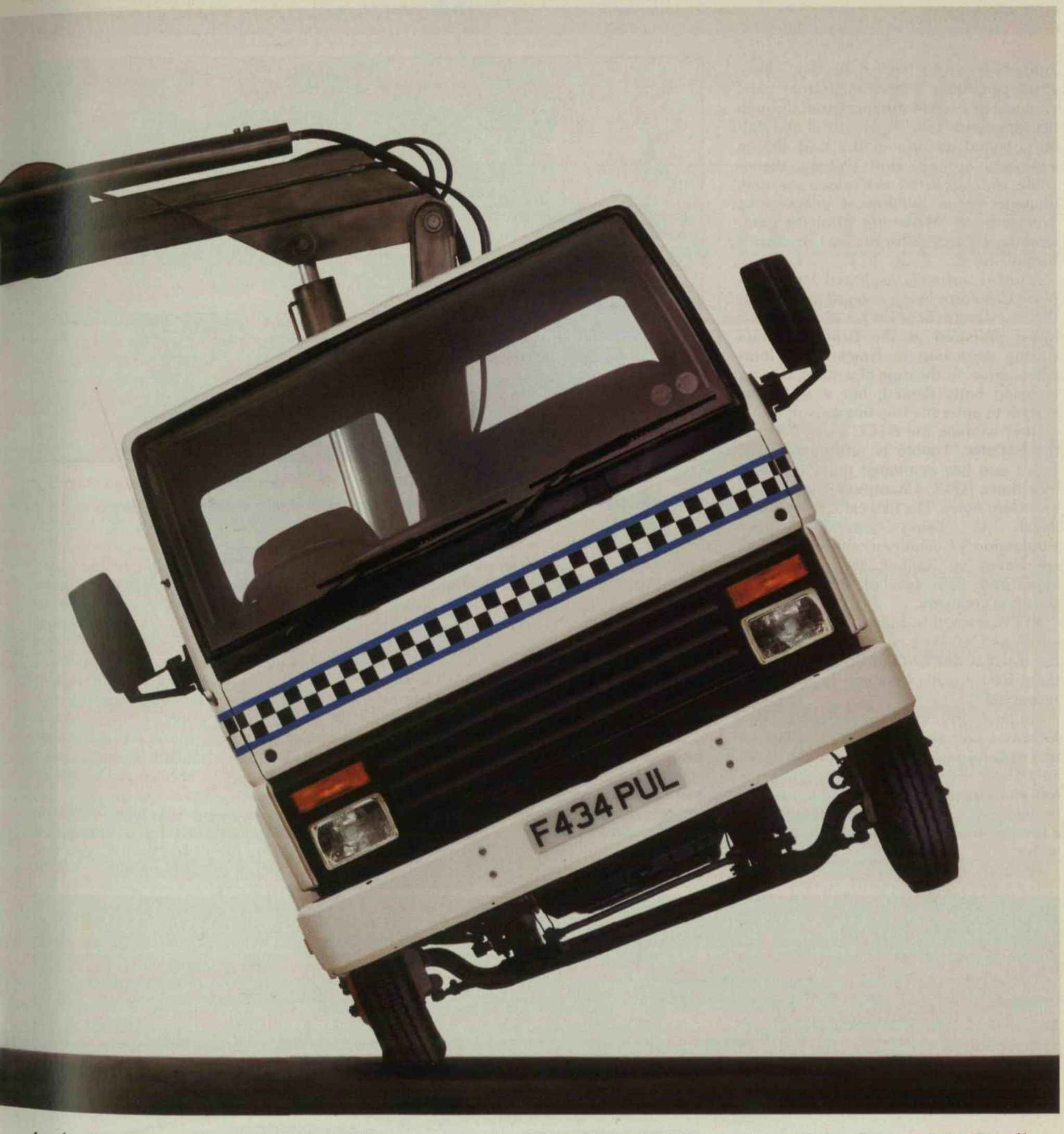
Up a steep gravel incline, for instance, it would split the torque as much as 40/60 in favour of the rear wheels. The same goes for icy roads, or muddy terrain. (This 4x4 is a confirmed mudlark.)

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judged by the fact that they have employed Allan Wilkinson, former chief engineer at Ford Motorsport and, through his experience with Toyota, Audi and Ralliart, hailed as one of the best design engineers around. Rod Vickery, meanwhile, who has acted as a saloon car team manager for a number of years, joins Trackstar as Marketing Director after working 18 years with Richard Branson's Virgin Group.

Another normally aspirated Ford Sapphire Cosworth being entered this year is that for David Brodie, but the machine being prepared at the Brodie Brittain Racing workshop at Bracknell is four-wheel drive. At the time of writing, this car is being hotly denied, but it is almost certain to enter the fray this season.

After winning the BTCC three times in the Eighties, Toyota is returning to the series and has employed the services of four times BTCC Champion Andy Rouse and Gary Ayles. The two car Carina team, which is being operated from Rousesport's Coventry workshops, will be sponsored by Kaliber, the alcohol-free lager and ICS, two of Rouse's long-standing sponsors.

At this stage it is difficult to assess their worth as Carinas have not been seen on the track at this level in Britain, but anything Rouse turns his hand to has to be respected.

Japanese interest in the series has been increased with the participation of Nissan and Mitsubishi, a Primera entered by Janspeed and a Lancer by Maguire. Again it is too soon to pre-judge the teams or their mounts, but it is certain that they will have a tough time against the well sorted opposition.

We can also expect to see a Renault,



Adversaries from a few years ago, David Brodie and Andy Rouse will still be battling it out on the circuits in 1991.

Lancia, Peugeot and Rover participating if plans succeed for the multitude of private entrants, but they are unlikely to be among the front runners. It is known, too, that in one or two cases the manufacturers whose products are being campaigned are rather anxious about this and are putting on a lot of pressure to dissuade the entrants from pursuing their quests.

Despite last minute ructions about tyre sizes, which illustrates just how far the governing body have to go in controlling one of their premier championships, the series is shaping up to be a classic one this year.

Both the Drivers' and Manufacturers' championships will be fiercely contested, but the points' system is different in each.

Only the best-placed car of each manufacturer will receive points, and then it must be amongst the top 10 home. A win brings the manufacturer a maximum of 10 points while tenth place receives just one point.

The Drivers' championship, though, is more widely spaced. The winner of each race receives 24 points, second place is awarded 18 points, third place 12 points, fourth place 10 points, fifth 8 points, sixth 6 points, seventh 4 points down to 1 point for tenth place.

The season-opener is at Oulton Park on March 29th, followed by a meeting at Snetterton on April 14th. We just hope that the taste is as good as the smell! WPK



The Vauxhall challenge will again be spearheaded by John Cleland driving the Dave Cook-prepared Cavalier GSi 16-valve.

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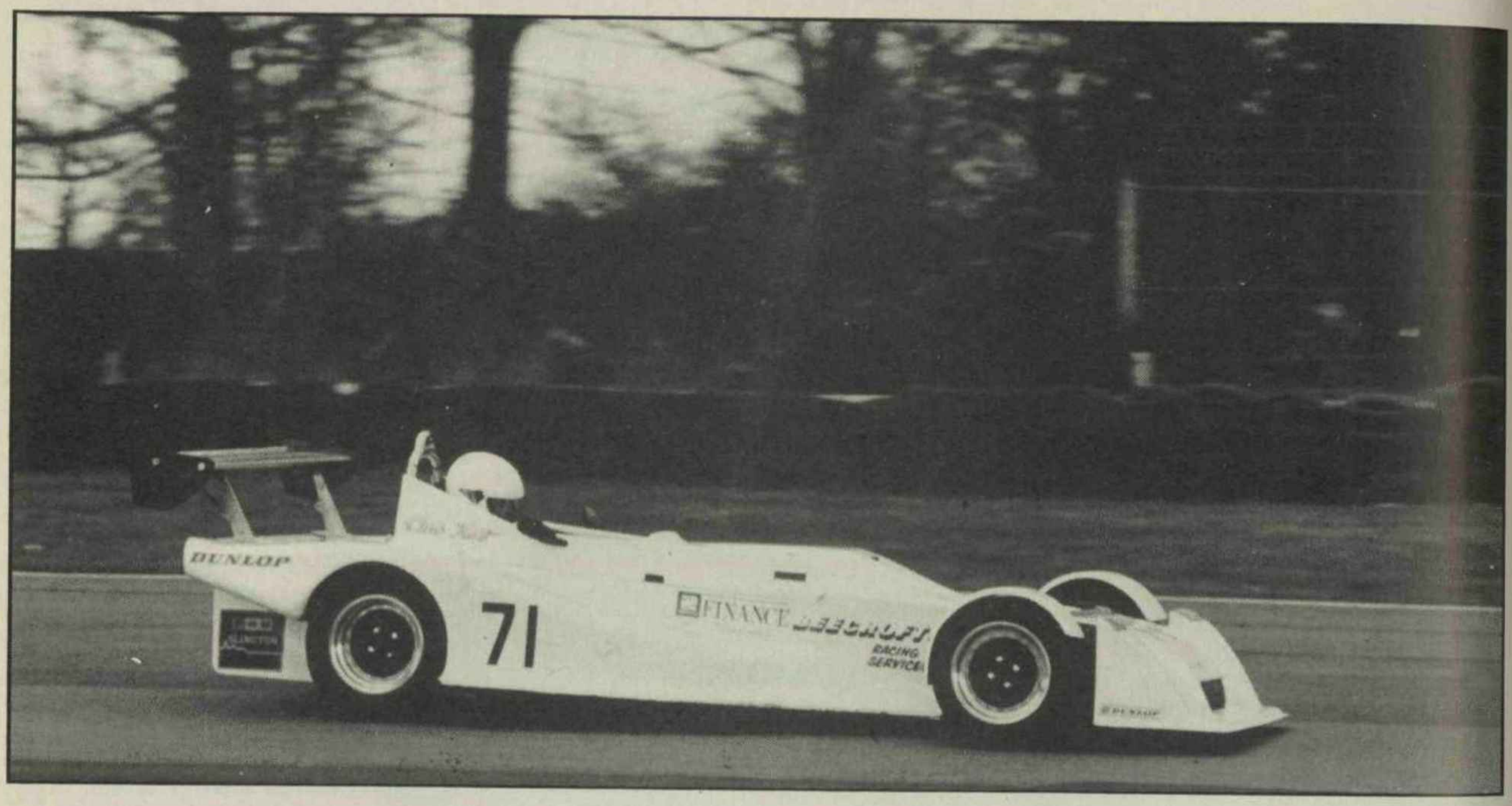
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Twenty Five Years On

In response to WPK's article on Clubman's racing in the November 1990 issue in which some aspects of the cars in use came under criticism, Ray Mallock has written a robust justification of the formula, the cars and the technology employed.

1990 celebrates the 25th year of the Clubman Formula. Barring the 750 and 1300 Formula, with which it shares some affinity, it is the oldest national formula in the world. That it has survived this long and indeed is flourishing, can be attributed to the fact that it holds a specific and all but unique position in the motor racing world. WPK in his article in the November issue admits to not understanding what this is, so perhaps the time has come to remove the light from under the bushell.

In 1965, Tin Top racing was in its infancy, little more than a giggle to keep the spectators amused. Outside the International Appendix J classes, there were no proper formulae for sports cars, so if you did not own a Lotus 19 or the recently introduced 23, or the like, sports cars were restricted to the small club meetings with no proper classification.

The 750 and 1172 Formulae catered for the 'impecunious enthusiast' but in 1965, the unreliability of the Ford side-valve engine had reached crisis point, whilst a maximum power of 66 bhp gave hardly electrifying performance. Rod Mansfield, (until recently chief engineer with Ford Advanced Vehicles and now with Aston Martin) organised a petition with 26 competitors' signatures calling for a change to an unmodified Ford 1500 GT engine, but the 750 Club Board decreed that their Senior Formula was primarily for engine tuners. 26 competitors lost interest and the now 1200 Formula went into decline.

The Owner/Driver/Designer/Chassis Engineer to whom the engine was a necessary evil black box, had nowhere to practice his craft. The BRSCC recognised the gap and cunningly filled it with the Clubmans Formula.

Several expensive front-engined kit cars were already on the market, notably the Lotus 7 designed by Colin Chapman, the Terrier by Len Terry and the U2 by the author, soon to be followed by the Chevron (Derek Bennett), the Dino (Rod Mansfield), the Blaydon (Brian Lyles, recently moved from Tyrrell to CART), whilst Maurice Phillippe modified his Lotus 7 and Harvey Postlethwaite and Patrick Head did the same for their U2-based specials. There may not be many Sennas in the list as Engineer/Drivers have an aversion to bending their own designs but on the engineering front, the list reads much like a Formula 1 designers' *Who's Who*.

In 1965, the Class 'A' engine was a 1500 Ford push-rod, with a 'soft' bottom end. Anyone who could grind in a valve could get 120 bhp (comparable to F3 power of the period and quite enough to keep the chassis designer on his toes) just by bolting on a set of Powermax pistons, a pair of Webers and an A6 Cam. Reliability was 100% and there was no tyre war, as the Dunlop 'L' was the only suitable tyre on the market. Class 'B' was intended as a novices class with 1000cc, mostly BMC 'A' series engines.

Today, the position of the Clubmans Formula, now 'Sports 1600' and 'Vauxhall Sport' is even clearer. The meetings are full of 'Spec' Formulae and one-make series. Even where the chassis is not closely regulated, such as F3 where you buy a Ralt or a Reynard, or F3000 where the choice is Reynard or Lola, there is little scope for engineering. 'Spec' formula in all but name. Likewise Historic and Classic classes specifically ban any changes. The insistence on a front-engined layout means that the engineer cannot just copy current technology, but must develop his own ideas. Although variety is not what it was (seven makes in Vauxhall), no two cars are the same and almost to a man the drivers own, prepare and engineer their cars with help only from family, friends or semi-professionals.

Keith Duckworth is quoted as saying: "The success of any formula is closely related to the availability of a reliable, competitive engine." I would add "at an affordable price."

Clubmans has had its ups and downs in this respect. Sports 1600 has had a control engine and tyres for some years and now its success is almost too good for its health. Well-heeled teams, disenchanted

with the tyre and engine wars in class 'A' tended to make 'B Sport' an end in itself, rather than a category for novices, learners and simply those who wanted to race for fun at low cost.

All this has now changed with the introduction of a control tyre and the wonderful 2-litre engine as used in the Vauxhall Lotus Challenge which costs no more than a new FF engine and lasts for ever! Class 'A' grids have risen from as few as 5 to 25 and more, whilst 'B' now serves its intended purpose.

In hillclimbs, the Senna/Prost parallel is much closer. The list of hillclimb champions is dominated by names like Douglas Osbourne, Cramer, Griffiths and Bolsover, all of whom served their apprentiship in Clubmans, known as "The Formula 3 of hillclimbs." But then in hillclimbs, every man is his own engineer.

The handling of Clubmans Formula chassis is well illustrated by the speedtrap numbers shown at the last Prescott meeting at the exit of the first blind left hander. None of the big single-seaters could break the 80 mph barrier with 500+ bhp, but Richard Thompson's 1700 push rod with perhaps 185 bhp was fastest of the meeting by a substantial margin of 84 mph.

I am not too sure what WPK means by "lack of Space Age Technology." Certainly many of the Sports 1600s are mid-'70 designs, but current cars are State-of-the-Art or ahead of it in several respects. Take ground effect. When this was invented, the sums said: "Use the largest possible, smoothest, tunnel area — the closer to the ground the greater the downforce." Only the IMSA Ford Probe took the obvious choice and went front-engined, but Clubmans already had the engine in the right place! At first, Formula One decreed that it was impossible to run tunnels close to the ground, but today's flat-bottom technology proves otherwise.

A current Mallock develops its sprung weight in downforce at 135 mph. This is well into the C1/F1 area. Half of it comes from the underbody. Single wheel bump rate is another area where we lead the field. A stiff double wheel rate is needed for stable attitude ground effect, but for good ride single wheel rate should be soft.

This is difficult to arrange with conventional independent suspension, where single rate is often twice double. F1 designers are just beginning to tackle the problem. In Clubmans, it is already solved. What other technology is "Space age"? Push-rod linkages help to achieve a one to one motion ratio. We have had this, combined with upright wheels for 25 years!

Carbonfibre is correctly banned from chassis construction on cost grounds. The rules for chassis rigidity are simple enough. Mr Batho says concentrate the maximum amount of the most suitable material as far from the neutral axis as possible. This is exactly what our hybrid spaceframe/monocoque chassis achieves. Aluminium honeycomb has no advantage in a front-engined layout and at 6000 pound feet per degree, our rigidity is in line with the best non-carbon layouts.

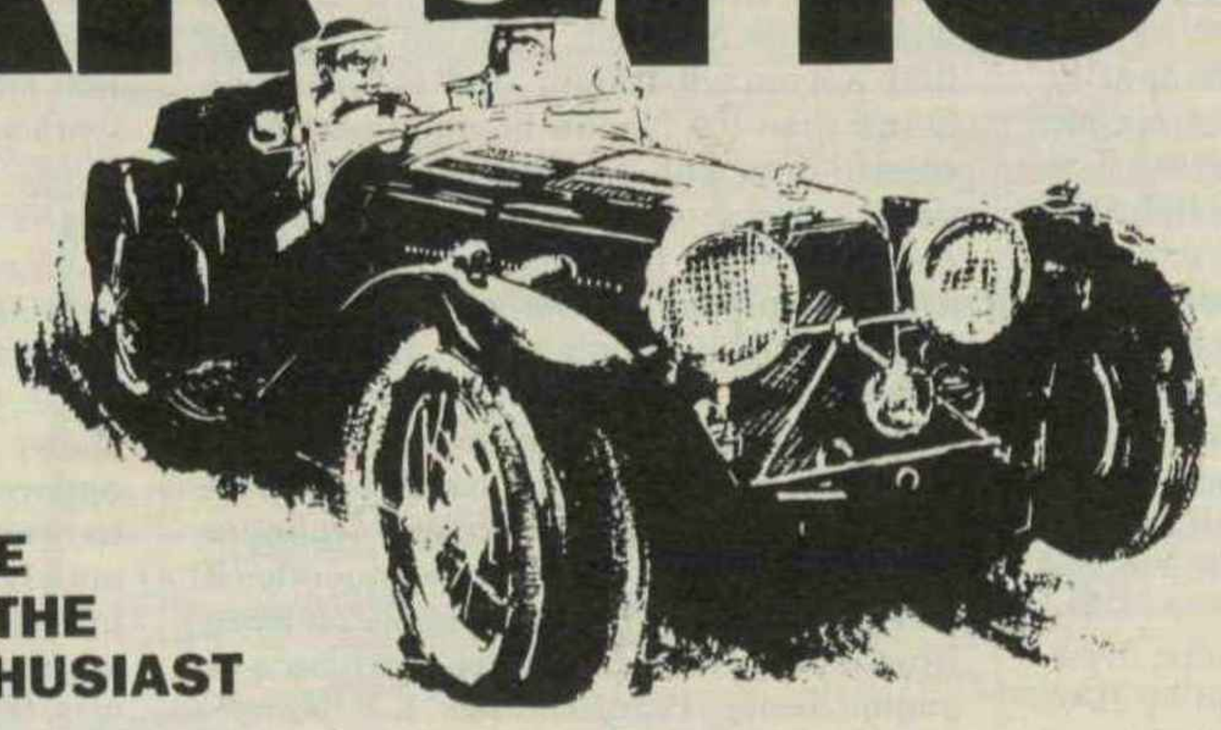
Aerodynamic research is one area where we must be slightly "off the pace" as wind tunnel time costs call for ingenuity to substitute for budget. Mike McDermott gets excellent answers from 50p's worth of plastic tubing and coloured water. Jim Yardley tried a dozen such manometers until Silverstone Sid took exception. Our preferred alternative is Brunthorpe at £15 per hour.

Any aerodynamicist will confirm that wind tunnel results are notoriously unreliable, especially in a low clearance ground effect context. Every workshop holds a digital volt meter with a point one per cent resolution, so tiny changes in suspension travel can easily detect the smallest downforce change without ambiguity. Another ploy is to join forces with a friendly team to use the unexpended portion of an hour's wind tunnel time. You can get a lot of runs in twelve minutes with practice.

Our Mk 22 was not a commercial success. It seems there is a limited market for front-engined Formula Fords, but it was successful on the track, as with all our FF designs. In 1968 our Mk 7 set more lap records and won more races than any other car except Tim Schenken's Merlyn, and the Mk 9 won four of its last five races including the first UK FF race at a race average over 100 mph.

At one Castle Combe FF race, Mk 9s finished 1st, 2nd and 3rd. The Mk 22 was later converted to Clubmans spec and won the Class 'B' Championship at its first attempt. RM

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Valve Angles, Cylinder Heads and their Designers

One hopes that WB's obsession with valve and cylinder head design is not subject to cure. His articles on the subject over the years have been much enjoyed and his most recent contribution has served as inspiration for some research and reflection on my part.

Readers might like to know that the unusual cylinder head shown in the 1921 patent illustration was employed almost without change on the 'Stromboli' engine designed by Ettore Lanzoretti Spina for ELS Engines Ltd, a small engineering consultancy with offices at 29 Spring Gardens, Whitehall. One of the directors of the ELS Engines Ltd was Hedley Thomson, who was also the General Manager of Peter Hooker Ltd, an old, high quality engineering works located in Walthamstow.

Hedley Thomson had come from Arrol-Johnston of Glasgow, as had Frank Halford and John Brodie, who, along with Dr Eric Moult, Rod Banks, and WC Devereux, formed part of the galaxy of engineering talent resident at Hooker's in the early 1920s. All later became prominent in the British aero-engine and motor industry. During the 1914-18 war, Hooker's built Gnome rotary engines, and in the postwar period — until the bankruptcy of the firm in 1927 — they acted as something of an extension of the Royal Aeronautical Establishment, Farnborough. Because the RAE was prohibited from building engines of its own design, work was farmed out to private companies like Hooker's.

Not only was the 'Stomboli' actually built in Peter Hooker's shops, much of the development, and all of the testing, was done at the Walthamstow works. The 'Stromboli' was a giant of an engine, a tall in-line six-cylinder petrol (a diesel version was planned) engine of 170 litres capacity. It was designed as a powerplant for airships, a follow-on to the Beardmore Tornado used in R101, but it never left the test bench, nor did it ever produce its expected output of 1500 bhp. At first, this deficiency was attributed to weaknesses in the design of the engine's crankshaft and crankcase. After a few minutes on the test bed, running at only 60% power, most of the bearings were left, in the words or DR Pye of the Air Ministry, "hanging like elegant bracelets on the shaft."

The bottom end problems were eventually cured by a major redesign by RAE engineers. In fact, the RAE went further and designed a completely new and elegant lightweight crankcase based on Warren truss principles. There were also problems with the top end, but these were never remedied before work ceased altogether following the loss of the airship R101. Each cylinder (300mm x 400mm) had a head much like the one pictured in the illustration (MOTOR SPORT, November, 1990, p 1222). There were eight 66mm valves (72mm were intended for production versions), four inlets and four exhausts, disposed in two groups peripherally around the head with their stems converging toward the centre at an angle of 30° (later reduced to 28°). Each group of valves was operated by pushrod and rocker arm bearing on a sliding sleeve. One of the few differences between the patent drawing and the actual engine was the shape of the rocker arm which in the 'Stromboli' was given a long swan neck. In fact, the valve gear was a main source of trouble; the rocker arms twisted under power, and the resulting force was transmitted unevenly to the valves, causing frequent breakage. The volumetric efficiency of the design was quite good, but the shape of the combustion chamber left a lot to be desired. Even on the engine's normal 20% benzol (74 octane fuel), predetonation took place often enough so that testing had to be done in the end using a brew made up of 50% benzol.

As WB pointed out, the second name on the patent used in design of the cylinder head of the ELS engine was KJ Thomson, who, with his brother Hedley, became involved with JG Parry Thomas, remembered now chiefly for his land speed record attempt and racing exploits of the 1920s. However, Parry Thomas had been Chief Engineer at Leyland's during the Great War. There he designed an highly innovative, double-row X-8 OHC aero-engine of 16.67-litres. The engine was designed to meet the same requirement for which AJ Rowledge of Napier's designed the W-12 Lion. The Leyland engine was in many ways an ambitious and advanced design, and it went one better than the Napier having four banks of cylinders with a shaft and bevel gear-driven overhead camshaft for each cylinder bank. Four valves per cylinder were employed, disposed at a very modern, narrow angle of 30°, the same as WO Bentley would later choose when he built his 3-litre car. The engine was also unusually advanced in another respect having massively oversquare cylinder dimensions (6" x 4.5"). Consequently, it possessed a quite remarkable piston area/frontal area ratio. In almost every area of engine design, Parry Thomas' X-8 demonstrated individuality and complexity. A two-throw, three-bearing water-cooled crankshaft and air-cooled pistons were among the distinctive features given the Leyland X-8.

Work began at Leyland in May 1917, but progress was slow. By April 1918, however, development work on a single-cylinder test engine was advanced enough for Parry Thomas to anticipate that his X-8 would produce at least 420 bhp. Peak horsepower on the test cylinder measured 53 bhp at 3500 rpm, and at normal ratings, and a developed eight-cylinder engine was expected to produce 450 bhp at take-off and 300 bhp at 10,000 ft. When a complete X-8 engine was at last assembled towards the end of 1918, it was commendably light, weighing only 549 lbs (about 660 lbs with radiator, etc), one pound under the design weight, but this was about its only achievement. On the test bed, weaknesses of the design soon became apparent. Valves broke frequently, a fault that was only remedied by changing the camshaft profile and by introducing a modified head with smaller and lighter inlet valves of 1.75" (the same size as the exhausts) replacing the original 2.25" ones. Pistons, rings, and gudgeon pins also broke repeatedly during test runs. By early 1919, the engine was still in trouble and had not yet been run at full power. When at last an attempt was made in April 1919 to run the X-8 full throttle, it ended in disaster. The white metal main bearings were run, the master rod broke, and four-cylinder liners were smashed as the engine virtually destroyed itself. By this time, especially now that the war was over, the Ministry had had enough and saw little need to continue support for the project. In any case, Rowledge already had the Napier Lion giving a reliable 450 bhp.

Though the X-8 engine was cancelled, this wartime design left something of a peacetime legacy. At the 1920 Olympia Show, Leyland displayed a luxury motorcar powered by a straight-eight 7.3-litre engine designed by Parry Thomas. This engine was also an OHC design and used the same and very unusual multi-layer leaf springs found on the X-8 aero-engine to close the valves (only two per cylinder in the automobile engine). That Parry Thomas decided to use this type of valve gear is not too surprising since this was one of the few features of the X-8 which had shown itself under test conditions to work satisfactorily.

The design and development histories of the ELS 'Stromboli' and Leyland X-8 engines tell us something about the engineering knowledge and skill of their respective designers. For example, the valve mechanism of Lanzerotti's design shows ingenuity of a sort; there is an apparent economy in the way he managed to open 48 valves with only one camshaft and 12 pushrods. Such economies result in lightness, a primary objective of any aero-engine designer and the 'Stromboli' was light for its size, weighing in at an estimated 4000 lbs in its final version, with aluminium heads and replacement crankcase. But apart from the valve mechanism, the rest of his design had little to recommend it. The shape of the combustion chamber was horrible and shows little understanding of thermodynamics or

the combustion process. Even with four spark plugs per cylinder and relatively high octane fuel, combustion in the 'Stromboli' cylinders was — to put it mildly — erratic.

The bottom end of the original (Lanzerotti) design was even more of a nightmare. Here, lightness again was the overriding objective.

Lanzerotti went so far as to cast holes in the main webs! Like many Italian engines of the period, much effort had been expended in making it appear attractive from the outside. Less thought, however, had been given to the strength of internal machinery and stressing seems to have been a skill unknown or unpractised by the designer. All that can be said in favour of the 'Stromboli' is that it was an engine that lived up to its name; when Rod Banks was running tests on the single-cylinder 'Stomboli', the head fractured and was blown off like the plug of a volcano (after which it was named). On another test, this time of the six-cylinder engine, Banks watched the flywheel describe an ellipse before twisting the crankshaft into something resembling a pretzel.

The Leyland X-8 aero-engine of Parry Thomas displayed even greater signs of ingenuity; it positively bridled with innovations and showed scant regard for convention. Clearly, here was a designer with a lively mind, eager to innovate, but also one lacking sufficient discipline and concern for tried and true engineering principles. For example, as the Ministry's resident engineer noted, there are easier and simpler ways to keep main bearings cool than by employing a water-cooled crankshaft. Several of the engine innovations were considered unnecessarily complex and unlikely to yield additional power. Moreover, some aspects of the design had not been examined thoroughly in advance. The question of valve size illustrates this criticism. When, as the result of experiment, it was found that smaller valves and higher gas velocity produced better results than the oversized valves of the original design, Parry Thomas seemed surprised that gas velocity might be critical, as the Ministry's engineer observed.

If all this discussion of aero-engines and their designers seems somewhat remote from the world of automobiles, one must remember that in the period up to the Second World War a very considerable overlap existed between these two worlds of piston engine design. Parry Thomas designed engines for both aircraft and automobiles. Roy Fedden of Bristol's and Rowledge of Napier's did the same, and, of course, WO Bentley and Sir Henry Royce demonstrated their engineering skills in both arenas. By examining and comparing aero-engine designs, one can see in better perspective the talents and accomplishments of Britain's motor engineers of this period.

The aero-engines produced by both Bentley and Royce, for example, were outstanding. Bentley's BR1 and BR2 designs for the Admiralty were undoubtedly the best rotary engines of the war, and Royce produced three highly successful wartime designs. He had the Eagle up and running (and running reliably) in less than seven months! In contrast, the Leyland X-8 of Parry Thomas was still unable to complete a test run at full power after two and a half years of development. Few cases better illustrate a classic dictum of motor engineering that development is design done slowly and expensively. Looked at another way, a comparison of the development histories of the Leyland X-8 and the Rolls-Royce Eagle gives telling proof of the thoroughness with which Royce studied a design problem in the preliminary stage and his exceptional attention to detail throughout the design process. In contrast to Parry Thomas, Royce eschewed innovation, preferring instead to achieve his targets, as Donald Bastow observed, by taking "limited steps from a known main basis of proved reliability." Much the same could be said of the engineering philosophy of Bentley. With this in mind, it comes as little surprise to learn that in the postwar period several of the very best automobiles in terms of performance and reliability came from the design offices that had produced the most successful wartime aero-engines: Rolls-Royce, Bentley, and Hispano-Suiza.

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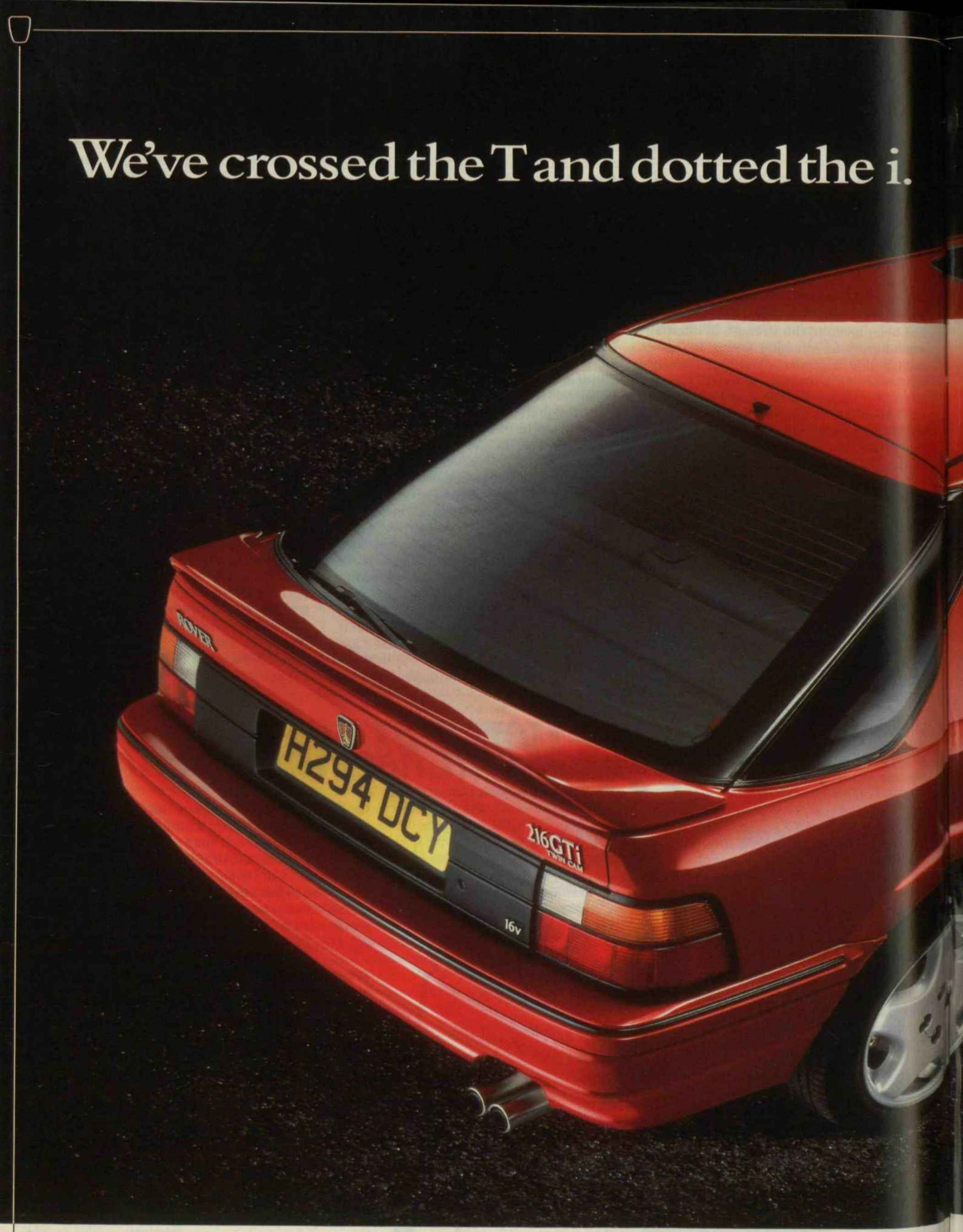
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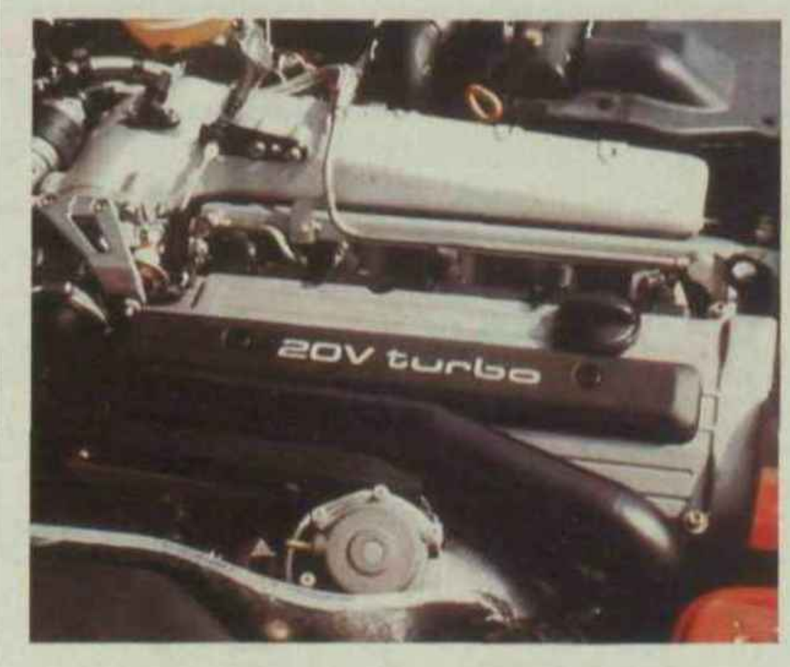


The new Audi Coupé S2 looks elegant, compact, and purposeful.

Lifts and Separates

Audi call it the "Practical Supercar". Whether those two terms are mutually exclusive is something you'll have to decide for yourself. There is, however, something awe-inspiringly clinical about the new Audi Coupé S2. Teutonic efficiency has produced a machine that is truly capable in all respects and yet which somehow lacks the inspirational spark. It is without the charm of flawed genius. In some ways a supercar should be defined by its single mindedness. Its appeal lies in an uncompromised blend of speed and beauty. The Audi could be said to cater for too many eventualities. But it could also be argued that a supercar is only defined by its practical capabilities: by having useable speed, that is dependent upon active safety specifications, and an ability to cope with wet leaves and a muddy road as well as dry smooth tarmac and a clear sweeping corner.

Whatever the arguments, in terms of performance alone the Audi Coupé S2 is certainly well within the lower half of the supercar envelope. It can accelerate to 60 mph in 5.7 seconds and go on to achieve a top speed of 154 mph. But you and I know that those figures are fairly meaningless at the best of times: what is far more impressive is the way in which the power is delivered. After staring confusedly for several seconds at a power graph supplied by Audi which claimed that peak torque came at 6000 rpm and peak bhp at 1950 rpm, I realised that they were keeping their light firmly hidden under a bushel and were even trying to confuse the journalists. The peak torque of 230 lb ft at 1950 rpm and the peak 220 bhp at 6000 rpm adds up to an engine of astonishing flexibility, and I would be the first to admit that this makes sense on the road. The car will pull from 1200 rpm in fifth, but more practically it means that frantic gear changing to keep the engine in the power band is completely unnecessary in order to extract serious performance from the car. Third gear provides excellent overtaking capabilities in the 50 - 80 mph region, and will produce a constant surge of acceleration from 2000 rpm to 6000 rpm. Not only does this allow for relaxed overtaking, when you might be white knuckled and sweating in a more 'peaky' car, but it also means that the machine is much more useable on an unfamiliar road. One gear will cater for a wide range of speeds on a strange corner: if it is faster than expected the engine won't get breathless on the way out, if slower you



don't need to throw it down a gear to get decent speed back onto the straight.

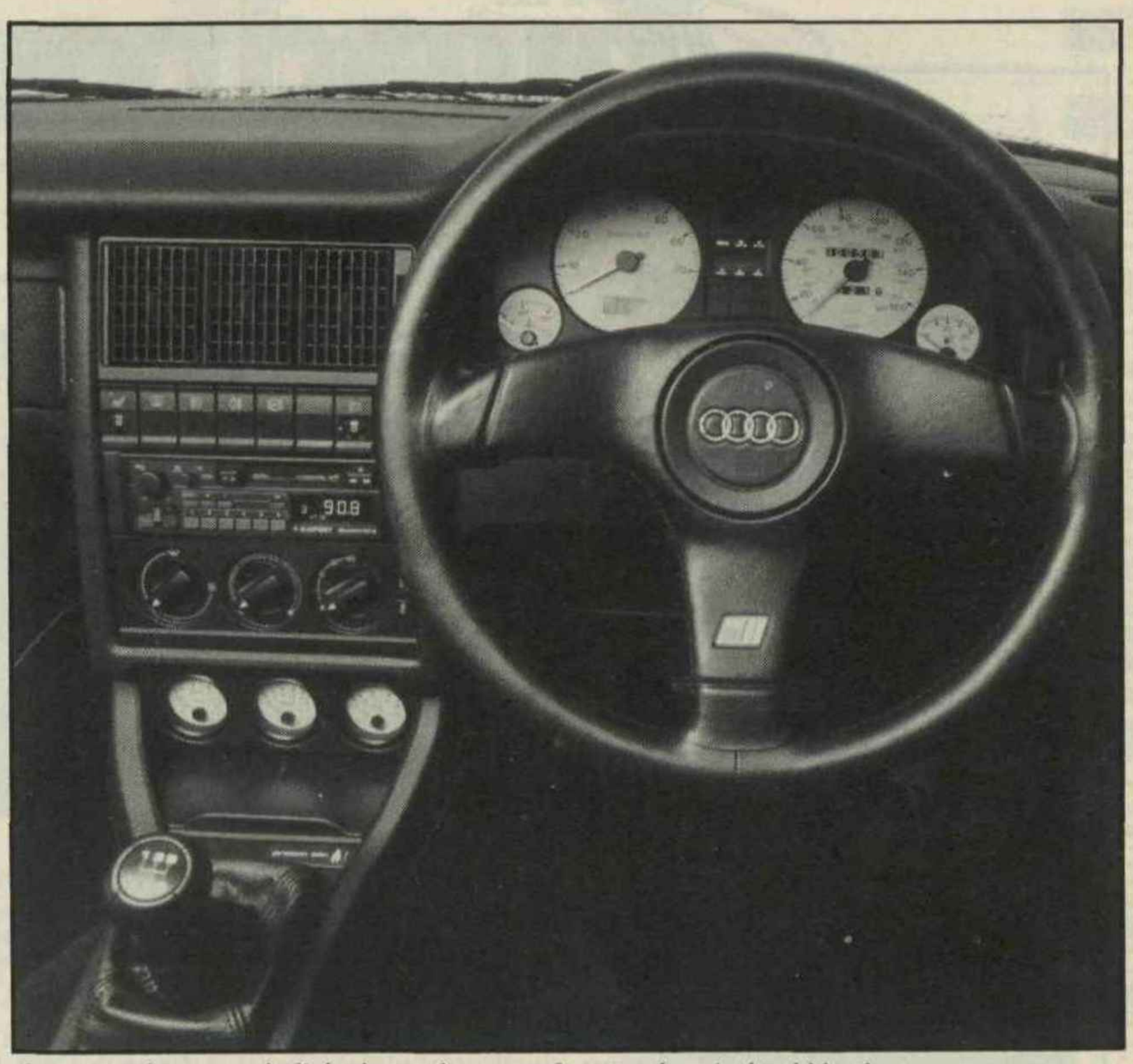
The water-cooled turbocharged five cylinder engine has a capacity of 2226cc and a relatively high compression ratio of 9.3:1. It is essentially a development of the engine that powered the original Audi quattro, and then the 20-valve engine used on the Sport quattro. In adapting the unit for the 200, the quattro 20-valve and this Coupé S2 the camshaft gears were replaced with a roller chain, and the solid valve lifters with hydraulic tappets. A smaller turbo was fitted and the breathing, timing and compression were revised in order to increase torque.

Yes, the various car names are confusing. Audi say that they would be the first to admit that they have nomenclature problems. I would be the second. That is why they have called this machine the Coupé S2, even though it is the spiritual heir to the Audi quattro throne. Of course as such it only comes with four wheel drive. It is fitted with a Torsen differential system, which is weight and space saving and has relatively low friction for a four wheel drive system. The power split is normally 50:50, but according to available traction this can vary up to 75:25 front/rear or vice versa. The Torsen differential has an additional advantage of allowing for variation in rotation speeds between the wheels, and so the ABS is always effective, except of course when the rear diff is manually locked.

The wide track suspension at front and rear comprises of MacPherson struts and triangular wishbones with an anti roll bar. The S2 is also fitted with twin tube gas filled shock absorbers, and a stiffening strut between the front suspension turrets. The brakes are 276 mm discs all round, ventilated at the front, solid at the rear, and of course the ABS system can be switched off to cater for certain conditions like gravel or snow.

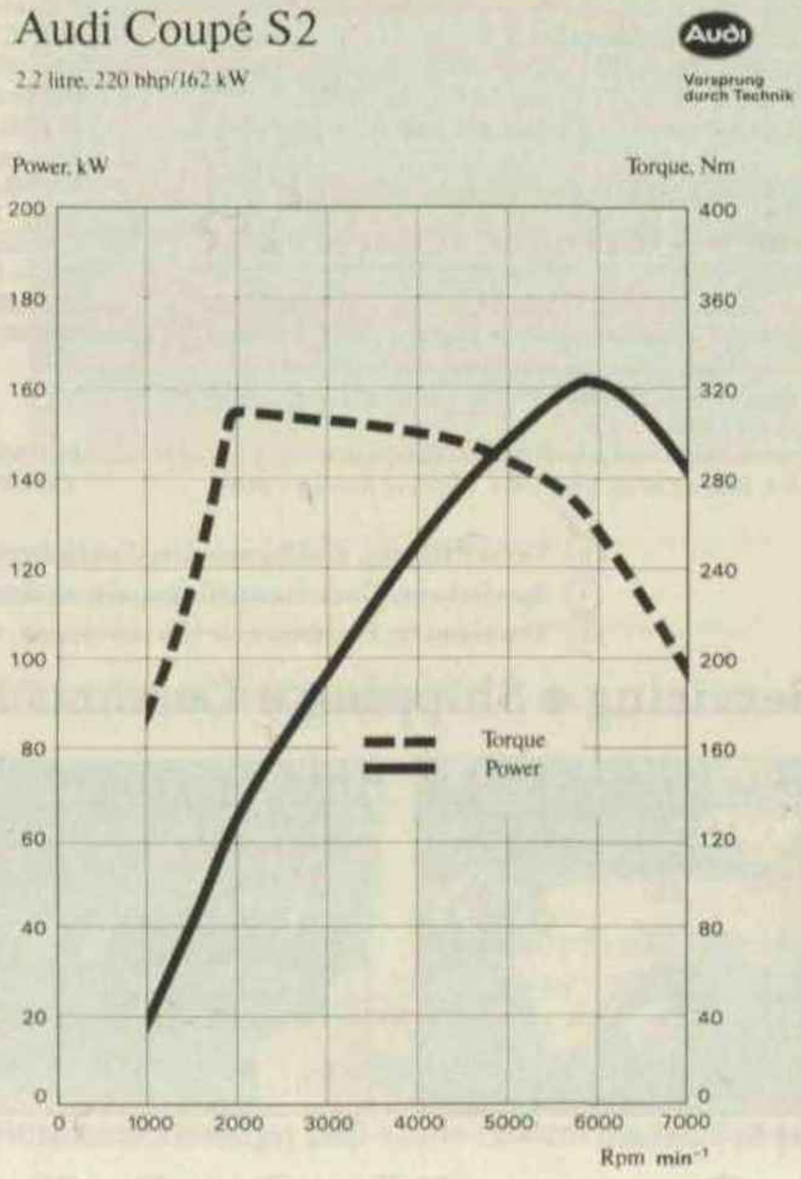
The Bosch Servotronic steering system was particularly impressive: it varies the amount of steering assistance according to the speed of the car. At parking speeds the assistance is considerable, and the steering very light, at high speeds the steering becomes pleasantly heavy and communicative. Although the compromise means that its not as accurate or responsive as a more direct manual system can be, the Servotronic set-up stands favorably against many other contemporary power steering systems, which can all too often make the driving experience comparable to playing the guitar with gloves on.

On the move the Coupé S2 is precisely what it set out to be; an extremely practical sports car with impressive performance and handling. The engine will fling you toward the wide blue yonder with all the enthusiasm you could wish for, and yet the exhaust note is as inspired as Beethoven's 10th symphony. The four wheel drive provides for tenacious grip even on a damp unpredictable road, and yet there is rarely the sense that you are pushing up against



Attractive chronograph dials show other manufacturers how it should be done.

the limits of the car's ablility. At this point it will lapse into controllable understeer; wild tail wagging has to be deliberately provoked. The frequently used words to describe the S2 were safe and civilised. It will never necessitate a change of trousers as you tread the ragged edge of life itself (unless of course you drive it off a cliff, in which case you won't be worried about the trousers), but it will always get you from A to B in extreme comfort, and surprisingly



The power curves: with modified key.

quickly. Surprising, because you can slip past 100 mph and still think you're doing 70 mph; testament again to the nature of the car.

On the inside the S2 has one big additional plus: the chronograph dials. The speedo, tacho, petrol, water temp, oil temp, oil pressure and battery charge gauges are all attractive light grey dials with red and black figures and slim needles that really do enhance the sporty nature of the cockpit. The interior is good in most other respects, being tastefully designed and well arranged. The attractive steering wheel is at the correct height and distance from the body, the gearstick a comfortable drop of the left hand away. The seat provides good thigh and side support, but not enough for the shoulders or head. The pedals are correctly weighted, and well spaced, with a useful clutch foot rest. The stalk controls are attractive, and have a pleasant feel to them, as do the buttons on the central console. Visibility is superb, and there is even back seat leg room.

For those people torn between a Porsche, a BMW, and a Volvo, the Audi Coupé S2 would seem to provide the perfect compromise: it is fast, civilised and safe. There is a strong argument for the fact that high performance should be tempered with a consideration of the realities of everyday road conditions and everyday use. But a compromise it is, and as such you lose out on some of the unalloyed pleasure of absolute performance, as much as you do on luggage space. You pays your money and takes your choice, in this case £29,394.20. CSR-W.

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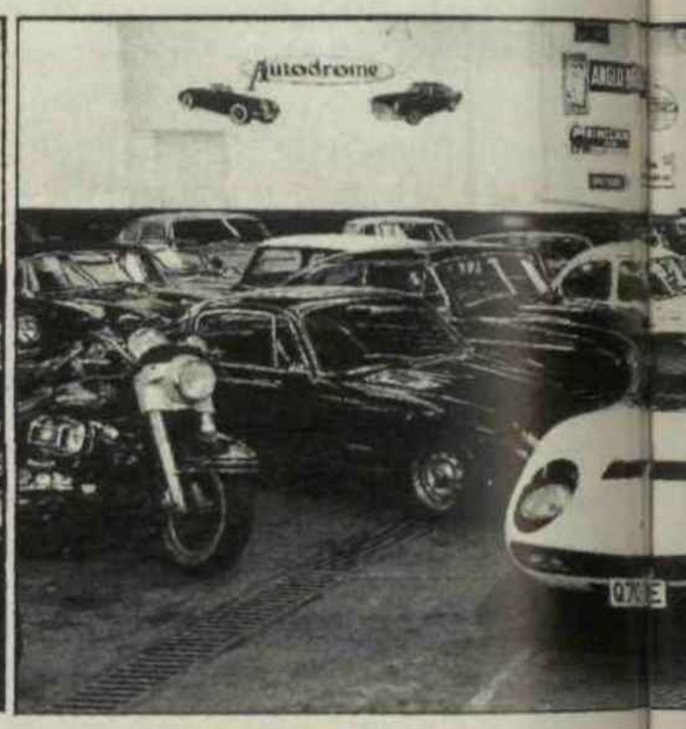


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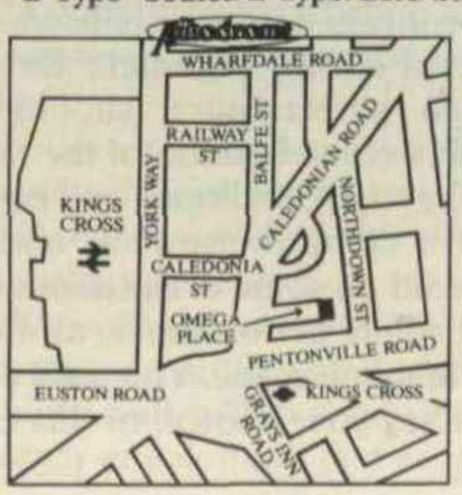
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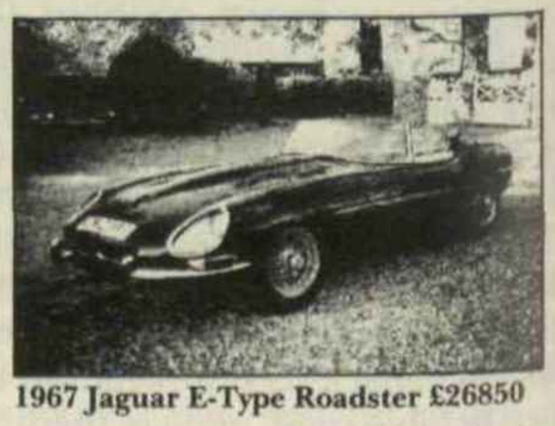




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Uncertain?

In spite of expectations of a post-Christmas lull, the war in the Gulf and the general complexion of the economy (as attractive as a bull-dog chewing a wasp) the market is extremely active in certain areas.

Inert: Jaguar XK, E-Type and Mk II, all Maserati, MG A, B, Triumph, Porsche, unless at prices that all but a fool would walk away from. Not interested in anything but good, original stock.

Moving: Bristols, across the range except late cars, Astons sensibly priced 6 cylinders and V8s, '74 – early '80s only. Ferrari, if below "main dealer" prices and if specification and mileage are good.

The pace of the market though altogether slower than previous years is not as stagnant as in the last few months.

Demand for what many would have considered untouchable in this period of economic decline or at least duress, such as Testarossa and Vantage Volante, is specific, well-determined and strong when there. Any car will not do. Use is always the key factor with regard to a sensible price viewed as offset to the realisation that a smallish loss may have to be borne at the end of a medium period of ownership. Serious enthusiasts who would not have bought cars at last year's prices because of cost, will buy now. Buyers seem prepared to pay for their fun as the price will be considerably lower and the bill will come after the ride if at all.

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Nothing for Granted

"You must be mad," "You need your head examined," "It's a long way to go for illicit sex" were just some of the remarks made as I left on a 600-mile round trip to Stockton-on-Tees to visit Mike Smailes and learn about Jowett Jupiters (see page 238 et seq).

"Why don't you take the train?" pleaded my wife, concerned that the ominous snow and storm warnings were going to make my journey too hazardous. But I would not be deterred. The reason, you see, was that two days before I had taken delivery of an Alfa Romeo 164 Lusso, our new long term test car. If the weather was going to be inclement, then it was an ideal opportunity to see how the car behaved.

I set off on the Wednesday afternoon, bright, sunny but cold, and headed for the M1. The car was comfortable and acceptably nippy in urban traffic conditions, making short work of the journey through north London to the beginning of the motorway. I had already punched in my preferred temperature on the digital display (in celsius or fahrenheit, the flip of a small switch determining the display), adjusted the 3-way, electronically controlled seat and adjusted the electric wing mirrors, before setting off.

After a brief stop in Watford, the skies began to darken and the road surface shine as rain, and then snow, settled on the surface. It was as if I was cocooned, though, the cosy environment I was ensconced in only disturbed when I stopped for petrol in Yorkshire, cold wind taking my breath away as I filled up. Actually I didn't fill up because the pump I had selected was so sensitive that unless I let the fuel trickle in, the automatic cut-out would operate and stop the pump from spilling its contents. What I was worried about was whether it was caused by the small lid at the neck of the fuel pipe or else it was an oversensitive pump. If it was the former, then I was in for a lengthy filling session each time I called at a petrol station, but subsequent fill-ups have laid that worry to rest.

Once at my destination, it was interesting to note reactions. Mike Smailes is an Alfa man, having had a number in the past, but he rather disliked the 164's shape, dismissing Pininfarina's design as too big and shapeless. While this has been the view of some, the car's look is generally well received, but more so, surprisingly, the build quality. Alfas have suffered in the past for their poor quality, but with the 164, they are obviously trying very hard. The four doors close with a reassuring click, the interior trim is well fitted and even after 2000 miles, all the electrics are in order.

The return journey from the North the following day was slow and dangerous, the motorways clogged up with ice and the blizzard-like conditions demanding a top speed of 40 mph. This speed in fifth gear in some cars would have been too painful, but such is the torque of the 3-litre V6 engine that it coped in this gear all 270 miles back to London. The only distraction of the entire journey was the light on the dashboard which lit up warning that the windscreen washer bottle was getting low in liquid.

The Alfa has now covered a total of 2000 miles and we have yet to discover any faults. But it is still very young, and as the past owner of a number of Alfa Romeos over the years, I am not taking things for granted. WPK



Vauxhall Lotus provides graduate drivers with a real alternative to Formula Three but at half the budget.

Acid Test

October '88. The 'old' Silverstone Club circuit, a cold drying track, few cars and no spectators. A novice racer carefully exits the pit lane in a sleek and potent machine. It is this young racer's first taste of slicks and wings and most of all, of power! In just ten brief laps the driver dispenses with his novice tag, the last and tenth lap stops the clock, half a second adrift of the regular pilots' time. This is Formula Vauxhall Lotus and when I drove in this formula in 1988 it considerably widened my perspective.

On that occasion my mentor was Eugene O'Brian, a driver I respect in mainstream single-seater racing. My experience of Vauxhall Lotus in 1990 was somewhat different. Equally positive but viewed from the vantage point of considerably more experience. In 1988 the machine had seemed like perfection compared to my regular mount, a Formula First. In 1990 the concept's unique character showed through, shortcomings and all.

Launched in 1988, Vauxhall Lotus has firmly established itself in International racing. What is it. . . . and why is it? A prestigious and senior one-make single-seater formula, monocoque construction, aerodynamic wings, Bridgestone slick tyres, Hewland gearbox and best of all, GM's delicious 160 bhp 16-valve 2-litre power unit from the Astra GTE that has an almost unheard of (in racing car terms) durability. The engines are sealed, there is no choice of suspension and there are just two gauges of springs, but all this equates to economy and places the emphasis right back to where it should be — on driver ability.

Silverstone once again was the choice for my second acquaintance with the Formula. The car I sampled was Victor Lopez's GM Euroseries Repsol version as prepared by the front running John Village Equipe. The team's attention to detail was first class. My drive was preceded by an obligatory seat fitting, quite a luxury for a journalist! My mechanic for the day, Richard Greenleaf explained that the car was still on Jerez gearing and also sported carbonfibre brake pads in deference to Lopez' extremely heavy breaking style.

John Village (himself a former race driver of some repute) fully briefed me on the Formula. I would guess his wealth of experience makes him an excellent team manager and coach to his young charges (Scott Lakin and Niky Hart). Scott then ran me through the gears and projected handling of the car. Soon it was time to get down to business.

The controls and driving position of the Vauxhall Lotus are nothing short of excellent. Rarely have I felt so immediately at home in a race car. The engine is already warm as I exit the pit lane. Ooops! the engine may be warm but the rubber isn't! Lopez' car kicks into a hard oversteer as I floor it coming off the Copse apron. Very embarrassing, I must concentrate! Two laps later I start to get into it. The car feels quite fast, the engine runs strongly to 6800 rpm in all the gears (aided by the incorrect 'Jerez' ratios). What impresses most is the engine's flexibility, generous torque and its willingness to rev. It really is a superb unit. Such a shame that the car's brakes are relatively indifferent. The pedal lacks feel and is uninspiring. Late braking is something of a hit and miss affair, more and more pressure, not actually stopping the car quickly until the lock up point. Braking into corners is difficult to judge accurately, overshooting the turn point to Becketts hairpin on several occasions. Perhaps the carbon pads are to blame, but I doubt it.

As I settle in I begin to explore the handling characteristics of the Lotus designed, Reynard built chassis. It is too soft in ultimate terms, the spring and damper combination limit the machine's cornering potential, particularly apparent at turn-in, where the chassis feels slow and ponderous. Once the car is turned in (to a fast corner) understeer is prevalent. Too early with the power at Copse succeeds in pushing the car right up the exit kerbing. Attempts to unsettle the chassis into a 'neutral' state tend to prove unsuccessful, but once the midpoint is reached, the balance quickly switches to oversteer, a limiting factor for the slow turns. Becketts in particular requires the car to be consciously straightened before full power is applied. A combination of bodyroll induced wheelspin and excessive torque (for the available traction) could easily produce a *Dukes of Hazard* style power slide, an excellent way for an aspiring racing driver to learn the discipline required to control more powerful racing cars.

JVA's car feels very well set up, inspiring considerable confidence. I turn 30 laps in Lopez's car finally getting down to 1 min 11.2, a second slower than Lakin's best time. I actually feel that it is possible to go even quicker still without risking the car, but after the second session we unfortunately decide to switch the carbon fibre pads for a regular set. This turns out to be a bad move as we inadvertently fit a set of ex-Lopez race pads that Victor had thoughtfully roasted to perfection. Stopping becomes a major problem, so any chances of a better time are squandered.

My enduring impression of the formula has to be positive. These cars are huge fun to drive in a Formula Ford sort of way. The promotion of the championship is excellent and one cannot fault the concept either. Vauxhall Lotus provides graduating drivers with a real alternative to Formula 3 but at half the budget. The cars can also compete in the prestigious GM Euroseries, a sponsor's delight supporting many Grands Prix in Europe and introducing young chargers to the circuits they will encounter as they progress into the higher formulae.

The only major complaint I encountered from both drivers and teams centred around certain individuals apparent ability to find some form of technical advantage, an occurance which should not be possible in such a strict control formula.

My sincere thanks to all at John Village Automotive, Julian Berrisford (PR), Silverstone Circuits (and Paul Stewart Racing with whom I tried to do this earlier). The acid test of course is would I as an aspiring driver compete in the Vauxhall Lotus Challenge this year? Damn right I would!

SD

Eye Opener



A 16-valve Warrior engined Caterham: it goes like a buttered pig.

Following the reference last month of a development of Rover's K series engine by a Warrior Automotive Research Ltd of Uckfield, we received a number of enquiries at the office requesting more information on the company itself and the work they carried out.

So with an appointment subsequently confirmed, it was with intrigue that we headed south to pay them a visit, for one never knows quite what to expect on such occasions, especially when visiting engineering companies. Were they hiding any sort of light under a bushel with their low key approach, which was in complete contrast to the highly publicised opening of Engine Developments' new 15,000 square feet factory in Rugby on the same day, or was it going to be a wasted journey? If size was the criteria, then I had picked the short straw.

Although the company can boast two directors, Warrior is very much the baby of Russell Pain, an engineer who was able to perfect his craft in the cauldron of Weslake Engineering.

It was before things started to go wrong for that company that Russell made his move and created Warrior, a company which not only brought him headlong into contact with the wider automotive world through the consultancy side, but also enabled him to discover the wondrous things that could be done with the Ford Pinto engine. A fateful discovery as it turned out as it shaped, and still continues to shape, the way the company evolved.

Despite Pain's background, the business was slow to grow, caught in the one-man band syndrome in that it was handicapped both by lack of capital and the lack of time that could be devoted to different projects. It took more than a couple of years, for example, to get the Pinto project from drawing board to running the first engine and even then he was only producing the Warrior 16-valve, as it became known, on a one-off basis. And this was another aspect which stunted potential growth as it required a longer lead time to supply the customer and this in turn squeezed profit margins.

It was a difficult period altogether as Pain knew his problems but lacked the wherewithal to expand his business any more quickly. Its only chance of greater growth, he concluded, was less work on engines to sell, and more on the development of the consultancy side. This was the route which led to the next chapter in the company's life.

Kearns Richards was a well established machine tool manufacturer based in Altrincham, Cheshire which had become involved in the automotive world with the refurbishment of Jaguars and the production of high-performance road versions. Pleased with the business this was bringing his company, the Managing Director wanted to go one step further and assert his company's authority as a Jaguar specialist by introducing a product which he could offer uniquely. Naturally cylinder head conversions were considered and in this context Warrior's name cropped up. The decision taken to go this route, it was not long before Pain was hired to develop a 4-valve cylinder head specifically for the Jaguar engine.

As worked commenced, the 4-valve head became the 5-valve head, a decision made partly to pre-empt TWR's rumoured own 4-valve project and partly because of the engineering challenge it represented.

So successful was the relationship that it was not long before Kearns Richards offered to buy Warrior from Pain so that he could devote all his energies to their products. Pain, though, retained his independence by remaining in Uckfield with a drawing office and a couple of staff while the production side of the business moved North.

The prospects were good. Kearns Richards were generally able to improve the product by virtue of spending more money on pattern equipment as well as installing various systems into place which Pain had hitherto been unable to do. But it was not to last, for Kearns Richards' main activities failed them in mid 1988 bringing a very abrupt end to the promising growth of Warrior.

Pain was left with the decision of whether to acquire Warrior back from the

receivers or turn his back on it and go and do something else altogether. It was at this stage that Richard Ives entered the frame.

Ives was one of Warrior's first customers before the intervention of Kearns Richards and had used a Warrior 16-valve in his self-built 4-wheel drive Escort rally car. Fortunately for Pain, Ives had just sold his Nissan dealership and was looking around for another project in which to get involved. He knew the product, he knew the man and, most importantly, he had the finance. Jointly they proceeded to negotiate with the receivers to acquire Warrior back and bring it back to Uckfield.

The acquisition of Warrior from the receivers was a relatively protracted affair with the result that its products were off the market for more than six months, especially damaging as it was at the time when the Cosworth was being seen as a very viable engine for the clubmen. The success of their rival's product, together with their own enforced absence, caused a knock-on effect which took the company several months to overcome.

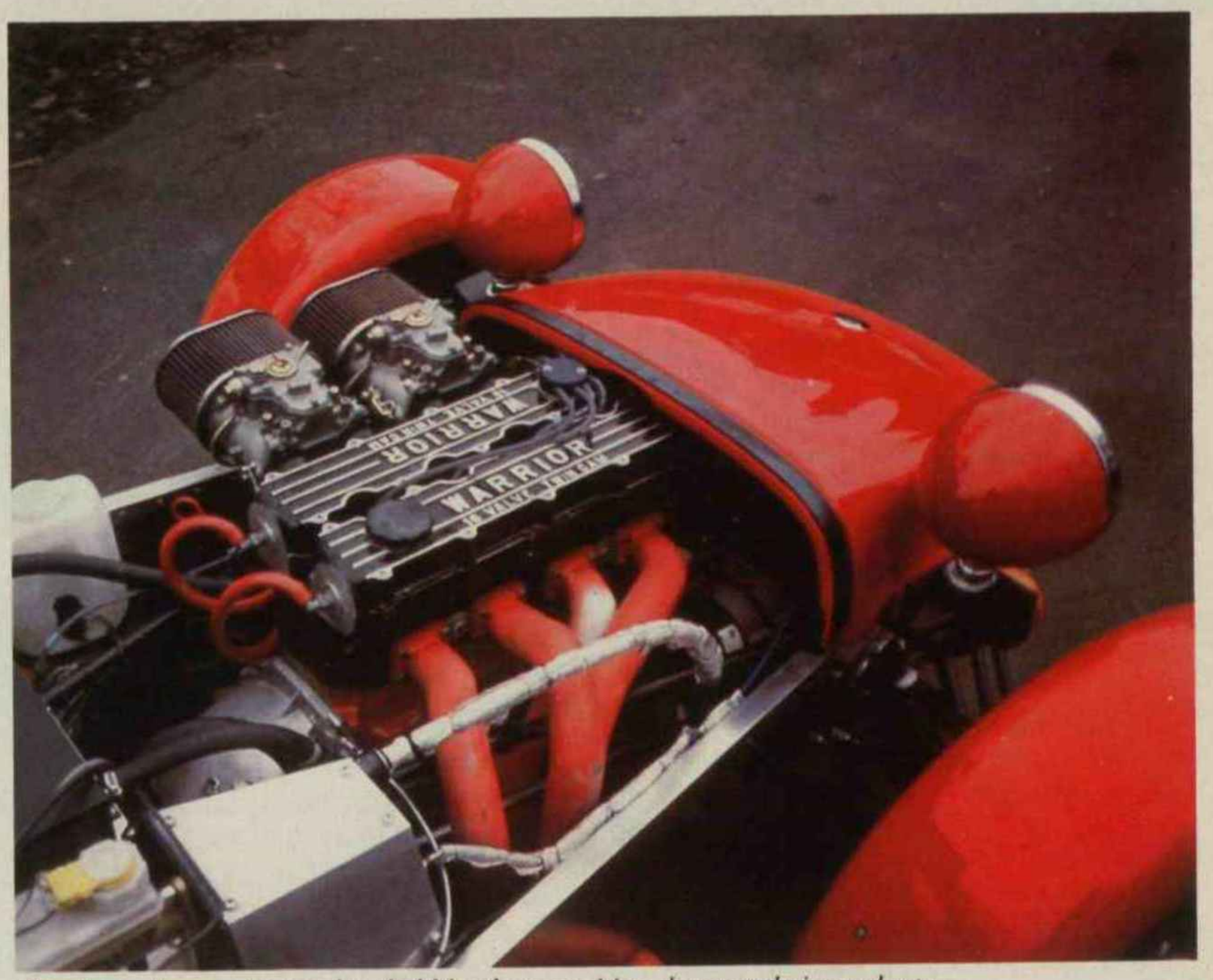
Once the business was theirs, though, the first decision they made was to put everything on hold and market the Warrior 16-valve as hard as they could, both to raise the company profile and earn some money.

As the business finally began to get back onto the right track again, Pain began to have time to cast his eye around for a new product and came to the conclusion that the future lay in the development of a new engine. It was then that Rover's new K series engine was selected.

"The K series," Rover's designation for its latest unit which ranges in capacity from 1100cc to 1400cc, "is certainly very good and absolutely state-of-the-art," asserts Pain. "People are very quick to say 'well I expect its just a copy of the Concerto engine' because of Rover's involvement with Honda, but nothing could be further from the truth. Both are alloy and both are twin-cams, but there the similarity ends.

"The K series is something that's obviously been designed with a clean sheet of paper and it encompasses some bold ideas which has made it an engine with a great deal of potential. It's always difficult with modern engines because manufacturing technology has improved to such a state where they can be so exact in executing a design as far as castings are concerned that it makes modification very limited, but it's a unit with a great deal of future. It should also be taken into account that the Kent engine is on its last gasp, the BDA is historic and unserviceable and there is nothing of its ilk available. The K series fulfills the need for a new generation engine."

The fact that it already had a 4-valve head meant that there was little scope for replacing it with one of their own design, so instead Pain has subjected it to a development exercise, a departure from Warrior's usual activities which, as with the 1.6-litre Honda engine, involves a total stripdown and rebuild with several new components.



Warrior: a bumpy history has held back recognition, but not their products.

Where the Pinto-based engine was traditionally sold as a kit, Warrior have made the decision to steer away from this aspect because "the cylinder head kit arriving for someone else to build is in some cases like a time bomb waiting to go off. There is no trouble if it goes to a *bona fide* engine builder, but in some instances it goes to an enthusiast whose ambitions are greater than his ability. We very much like to steer those people towards a full engine build."

The other aspect of the business, and one which is currently helping the turnover in these troubled days of recession, is the consultancy work. "I find it very fascinating," states Ives, "that there are so many projects we get approached about to which people have dedicated their entire lives. There is one scheme, for example, that has been alive for nearly two years in which the originator is planning to utilise four twin-turbo 60-valve V12 engines to power a contender for the land speed record for wheel-driven vehicles. He spends all his waking hours endeavouring to raise finance, go wind tunnel testing with models and testing all the design and development work around it."

Warrior is also undertaking work for another person who is working towards a record bid in the 1100cc wheel-driven vehicle class. This is in addition to the work they have been contracted to carry out on cylinder heads for what is likely to be a front running, works assisted Touring Car team in the British Touring Car Championship and the enquiry from a French based manufacturer who is planning to enter the supercar league using Warrior's multi-valve Jaguar engine.

At what stage, though, do Warrior decide that they can give a project before drawing the line and possibly losing a lot of money? "Because we are small," says Russell Pain, "we cannot speculate too much and we have to make our time effective. It would be too easy spending too much time on a feasibility study without getting a commitment from the potential client. You have to make some sort of value judgement on who the chap is, how serious he might be, how experienced he looks and the money he might have, before going too deep into any project." Rather like a bank manager in fact, but without the security.

Although they receive a number of calls from individuals, it is the corporate work they receive which really pays the bills. One of their more exciting projects in hand at the time of writing is the work they are carrying out on a well respected, and rather ancient, British engine for a Japanese company. While this has not yet reached the production stage, and there is no guarantee that Warrior will be awarded it even when it does, it has been a great fillip to the company that the Japanese have turned to them to come up with solutions. The irony is that it is possible that unless the cars these engines are destined to go into come to Britain, Warrior's work will never be recognised in their own country.

It remains to be seen whether Warrior will ever reach the stage where it is recognised by a manufacturer in the way Cosworth has been by Ford and Mercedes-Benz but, if a brief driving spell in a Warrior 16-valve engined Caterham is anything to go by, then a Warrior-badged Rover 216 GTi would be quite an eye-opener.

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In recent times owners of unregistered older vehicles who did not comply with the DVLC's imperious command that they obtain V5 forms by a certain date lost the use of the original Reg Nos. They might be allocated two-letter plates, but not the original ones. Now this is to some extent being corrected, at all events in the case of those who can prove to Swansea that they possess vehicles of particular historical merit, backed up by the recommendations of motor clubs on a rather curiously drawn-up list.

Originally the Motor Car Act of 1903 allocated Reg Nos to the owner rather than to the car and if the owner, for sentimental reasons, wished to transfer the number to a subsequent car he or she could do so, on payment of a fee of £1. The best known example is that of the number A1, first issued to Earl Russell's Napier and subsequently seen on Alfa Romeo, MG, Morris Isis, Daimler, Singer, Jaguar, Sunbeam-Talbot 90, Austin A90, Humber Hawk and Jaguar XJ6, according to Noel Woodall, the famous "autonumberologist." However, in 1921 the new Roads Act, under Sir Eric Geddes, altered all that. It stipulated that a Reg No applied to the vehicle (or more particularly its chassis) to which it had been issued and was to remain on that vehicle until it was broken-up or otherwise destroyed, or exported. A fee of £4 was charged for issuing a number to a newly registered car. This immediately gave rise to considerable dissatisfaction, especially among pioneer drivers. For instance, the person who had had A12 issued to his Panhard and had transferred this to successive cars, covering over 100,000 miles with it, was against having to forfeit it, as was an 1898 motorist who originally had R47 and in January 1920 had this transferred to a Morris Oxford, but on changing to a new Morris Oxford coupé in March, was told he had to have R 6331. Equally disgruntled motorists included Admiral George Neville who had had Y3 on his 15/20hp Mercedes since 1905, and naturally was loathe to part with it, Lt Col H Hurlbutt, who had used DM 1 on car after car and would be very aggrieved not to be able to have it on his next car bought to replace his 15.9 Humber saloon, and the user of P 161, which he had had on four different cars. Another car owner with similar views had had BJ 54 on a belt-drive two-cylinder Pick, which was laid up for ten years and the number then put on a 1920 Riley and BJ 956 which he had had on his 12/18hp Riley since 1906.

Now, in these greedy times, we have the undignified selling by the Government of "cherished number plates" from cars which may or may not have been broken-up, aided and abetted by private number plate vendors who publish long lists of letter/number combinations most of which do not seem to me to have much sense or any sentimental value. They can somehow be obtained from existing vehicles, and traded for very high prices. In comparison, how nice and simple the old system was, between 1903 and 1920; or for that matter, in 1962, when it was decreed that old numbers would not be re-issued! WB

The Home Office has decided to promote Crime. During the week commencing April 15th, it is likely that you will be hearing quite a bit about the Government inspired Crime Prevention Week, the latest initiative to highlight the 13 per cent rise in recorded crime in the 12 months ending June 1990.

One of the days naturally highlights car thefts, since this aspect has shown a remarkable growth rate in the last few years. Even MOTOR SPORT has been hit with the theft of an editorial Ford Escort RS Turbo from right under the nose of the user, the thieves overcoming every obstacle put in their path by using a low-loader and sneaking off with the car in the middle of the night.

Police reaction: "Another day, another car. . . . We're sorry, but that's all we can do." It was reported, filed. . . . and forgotten. It would seem to us that the Government needs less to educate the public and more to educate the police on crime prevention. We are reaching the stage where some cars are hardly worth owning as they have become such targets. It was the fourth time that the Escort had been attacked in as many months, the thieves each time foiled for one reason or another, but of the three Cosworths on the fleet, two have been subjected to break-ins and attempted thefts while we have heard of horror stories of desirable cars being stolen by the score on the RAC Rally.

"Crime — Together we'll crack it" goes the logo. Who's kidding whom? WPK



Claire Sheridan wrote an illustrated book on her journeys by Renault tourer in the Sahara.

Forgotten Journeys

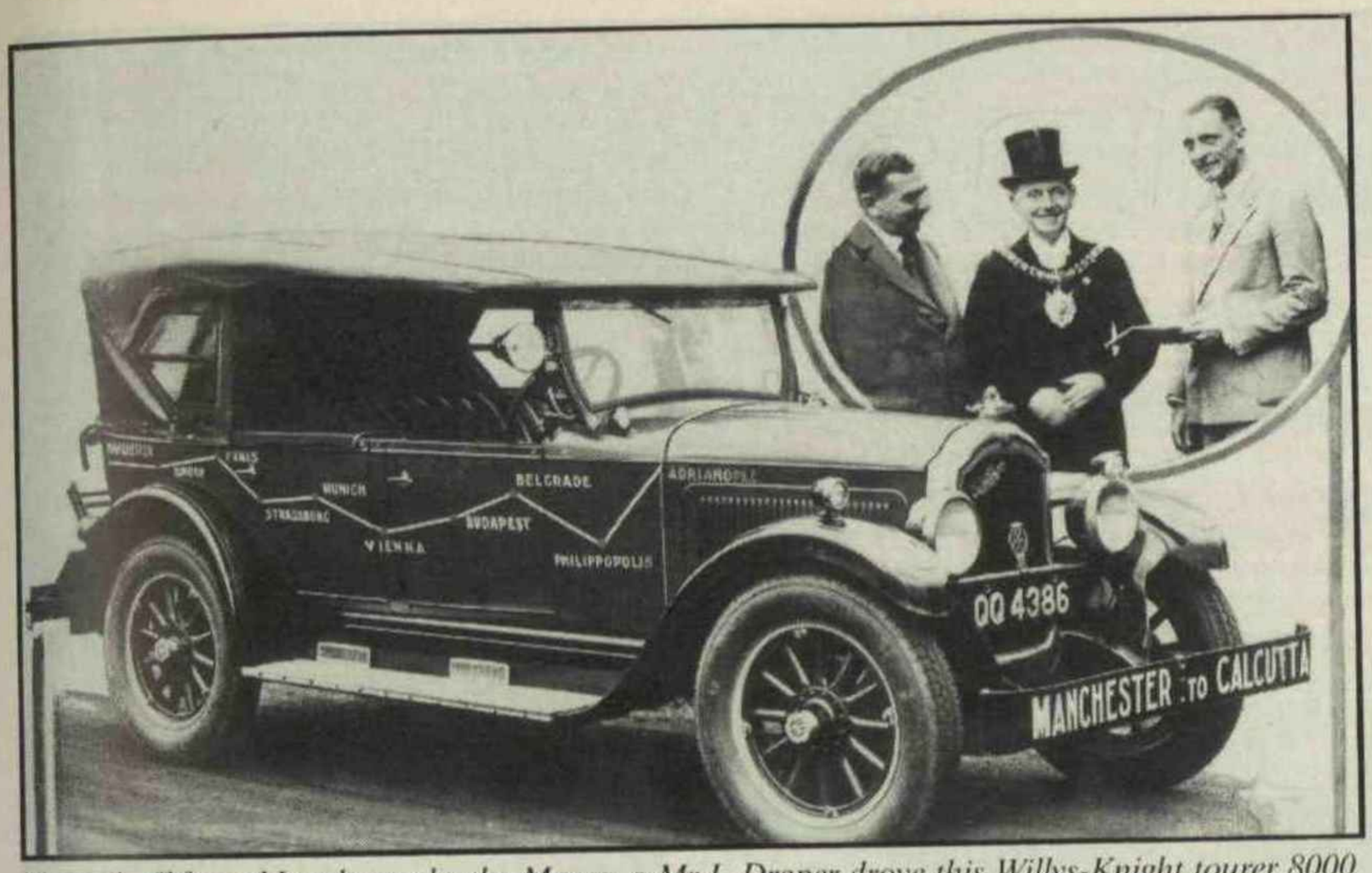
A long time ago, when the MOTOR SPORT offices were somewhat closer to the traffic-flow along the City Road than they are now, there existed a secondhand bookshop a few doors away. Browsing there, I came upon *Self Portrait* by Gilbert Frankau, which did not interest me until, glancing at a list of "Some of the People in the Story," I was astonished to find the names of SCH Davis, Sir Dehane Segrave and "Reggie" and WE Rootes. That was different and I purchased the book for 2/- (10p). Another book which I found in this fascinating shop was *The Defence Of London 1915-1918* by Col A Rawlinson, CMG, VBE, DSO, who had raced Darracqs and a Hudson in the 1914 IoM TT and had commanded the vehicles mounted with machine-guns that rushed about London and its environs trying to shoot down Zeppelins. I got this for 1/- (5p) and was amused to discover that Rawlinson's fleet of Daimler, Lancia and De Dion Bouton V8 vehicles had been stationed, when not out on duty, at the Moorgate Barracks, immediately opposite the bookshop. There was another, larger, book on the shelves, depicting a Renault in African settings, on fine colour-plates. But the price was in the region of 3/6d (17½p), which I thought too expensive. Then, realising this was a rare motoring subject, I returned a day or two later, but it had vanished, either sold or removed to an elusive shelf, which I have ever since regretted. Incidentally, the Gilbert Frankau autobiography was published in 1941 and its different colour pages were presumably the result of the war-time paper shortage, which must surely now make it a collector's work?

I have since found out more about the travels illustrated in the book I failed to buy. The author was Clare Sheridan and her car was a secondhand 1926 13.9hp Renault tourer, the type with the four-cylinder, side-valve, 2121cc engine, three-speed gearbox, and transverse rear springing, rated in France at 11hp. She called it *Ranee*. In it, accompanied by her school-age daughter and young son, she set off from Biskra to Ourgla, as far, she was told, as a normal car could go, before the Sahara closed in. Her car was too heavy for desert travel, she was informed. She was conscious that Citroën was competing with Renault in the Sahara, with the lighter Citroën claiming the last word.

The lady was unable to afford the four inner tubes, two new tyres and extra spare wheel she was recommended to take with her. She reassured herself that Ourgla was only 300 miles away and instead of the second spare wheel took an Arab mechanic, being herself quite ignorant of mechanical matters, a shovel, and two inner tubes. The first objective was Touggourt. The French Commander-in-Chief. General Neaulin, left at the same time, but by train! The Renault proceeded at about 45 mph along the good road to the oasis town of Sidi-Okba. After that, the road became an execrable track, first chalk, then sand, reducing speed to between 5 and 10 mph. Soon they were stuck in the sand and to add to the difficulties, the old Michelin on a back wheel punctured. (There were new Goodrich tyres on the front wheels, a new Dunlop on the other back wheel). Arabs from a camel train pushed, to no avail. Later another camel train was spotted, but nomads' women were on the camels, which thus could not approach to provide a tow. However, 17 of the gun-carrying nomads pushed and out *Ranee* came. Then the Dunlop punctured!

Clare Sheridan let the Arab mechanic drive, after a long delay when the jack gave trouble. In the end the wheel had been changed, but the rough going, which made the bodywork "squeak and whistle and rattle and groan", had also broken the headlamps, so they had to drive on side-lamps, the Sahara at night "so lonely, so still, so vast, so unfriendly." It was in these conditions that the old Michelin expired again. That was mended while Clare's son kept look-out, with his gun. They finally got to Touggourt after the festivities for the General had just ended, after a 3½ hour journey. The night was spent in the Oasis Hotel, as the Transatlanique Hotel was too expensive.

Before continuing the journey visits were paid to Semail, Kaid of Touggourt,



Flagged off from Manchester by the Mayor, a Mr L Draper drove this Willys-Knight tourer 8000 miles solo to Calcutta.

and to Hama Sghir, Kaid of Ouled-Amor. After much entertainment the latter arrived the following day in his 11hp sports Peugeot to escort the Renault to Hadjira. He owned two of these cars "and he swears by them." A metal lid encased his engine to protect it from the sand and his balloon tyres, smaller than those on the Renault, gripped better. In the end both sports Peugeots and the Renault started the run to Timbuctu and they soon met another Peugeot, owned by the Kird of Temacine, the next oasis town, who was meeting the General; he was persuaded to join the cavalcade until the General's car was met (the train had taken him as far as it went).

A night was spent at the Kaid's house, where a shingled American girl in love with the desert, was also staying — but although the Kird liked a modicum of modernisation, his wife, who was his cousin, had never looked over the outer wall. At tea, in order that she could unrobe sufficiently to drink a cup, the Kird tactfully left the room. He smiled cynically as Mrs Sheridan drove off with her children over the open plain. By now she had got used to keeping a constant pressure on the accelerator and letting the car surge forward as it left sand dunes for hard going. "At one moment," she said, "I took both my hands off the wheel and waved them wildly in the air and accelerated as hard as I could; it was so childish, and such fun."

The 120-mile run was successfully accomplished and the night spent in the only hotel, very clean, very cheap, and providing the best dinner eaten since Clare had come to live in Algeria. It was owned by a French couple who had been stranded there by the fortunes of war.

The Renault was garaged in the barracks, creating much interest, as tourists were few in this isolated outpost of a French colony, occupied by the officers of the garrison.

Before starting the return journey from Ourgla to Tourrourt Mrs Sheridan and her children were invited to the Kaid Adda ben Yussuf's tent; they found room for him and his mass of bulky burnouses in the overloaded Renault. It must have seemed insignificant in comparison with his caravan of 3000 camels. Then a call upon the French Commandant, who told them that soon the El Golea *piste* would be open but only to cars in close company, for safety's sake. For the return home a remote track was used, against the advice of everyone except the Kaid Hama Sghir. It was marked with triangles on posts, showing how to progress from sand-dune to sand-dune. After 20 agonising miles a good road appeared, but with it came clutch slip. This *cone d'embrayage*, lined with leather, was apparently apt to wear out or burn after too-frequent gearchanging, but this time it was possible to adjust up the slack and they went on, at 35 mph.

The run then became "Dreadful, dreadful monotony without end, hour after hour," across a flat, grey, scrubby space to a distant horizon. All went well for the rest of the trip. Prior to this, however, Mrs Sheridan had set off with her daughter, to visit Dick at his school, Algiers to Biskra. They were happy to cruise at around 30 mph on the wide, smooth road when the gears jammed, in reverse. A bus-full of Arabs, unaccustomed to seeing women alone, jeered but a Jew stopped and hammered the gears into submission, leaving the girls to replace the floorboards. Lunching at Palestro, where the Renault had once broken down, they were remembered and the hotel owner gave Mrs Sheridan two cartridges for the 16-bore gun she was taking to her son as a Christmas present. Four hours of good running, then a puncture and as Mrs S had never changed a wheel, she drove on, at 8 mph, ruining both tyre and tube! Next, no third gear so in the dark they went on in second, "the engine emitting a strange smell of burning!" However, Mrs S eventually hammered things back into working order and made the Orient Hotel at Bordj-bou-Areridge safely. Next day Ramsey MacDonald was to sleep there. . . .

Continuing in the morning, camels held the Renault up and as it started off it again stuck in second gear or *coincered*. Spanish and French mechanics at a garage explained that a bearing had failed and that the box might have been incurably damaged. They worked on it all night, while Mrs S and daughter Margaret stayed at the Hotel Touring at Setif. A long delay while a new part was made, a bill for 500 francs, but they were assured that never again would *Ranee coince*. And, of course, ten miles from Barika, more camels, second gear engaged and it again refused to come out. But hammering of the gearbox internals by the girls cured it. Until, that is, a hill made another drop into second essential, and the box jammed again. Help was complicated, involving an Arab after money, the crew of a steam-roller (surely an odd encounter, with its gypsy van, so close to the Sahara?) the promise of horses, and finally an American's chauffeur of a large Renault, who got out, got under, and put matters right. Nor was that the last of it. Manouevering in a garage yard after buying petrol reverse jammed three times; but by now the girls knew the drill, took out the floorboards, and cured things by themselves.

So much for motoring in the desert in vintage times! But who was this Clare Sheridan, who professed to know nothing of cars, but who journeyed where mostly only caterpillar-track vehicles ventured, and remembered, when the going got rough, the Hartford shock-absorbers on her brother's car?

Another presumably forgotten journey was that made in 1926 by a Willys-Knight tourer (QQ 4386) from Manchester to Calcutta, an 8000-mile trip with only one driver. I have always thought of the Willys as a very good car, but there were those who were dubious of its Knight double-sleeve-valve engine; perhaps this journey was intended to allay any doubts. "Flagged-off" by the Lord Mayor of Manchester, L Draper left on October 7th and got to Calcutta by January 3rd, 1927. Delays were incurred by the Turkish authorities, a rock which damaged the sump oil-well, terrible roads from Beirut to Baghdad, with a gallon of water drained from the crankcase, and straightening a bent front axle. Like Mrs Sheridan, Draper also had a touch of fever. There were 700 miles of desert from Tehran to Quetta. The car, which had a map of the route painted on its sides and "London-to-Calcutta" emblazoned on its front bumper, apparently gave no trouble. WB



It was on the 1990 Targa Rusticana that a Jowett Jupiter made the classic car headlines when Mike Smailes took his example to overall victory.

The Little Beauty

". . . . I must take you to task over a statement which you made in the December 1990 issue of MOTOR SPORT in the *Triumphant Trio* article when you stated 'after all, where else are you going to get an everyday sports car which takes you to a race meeting, is partially stripped, etc, etc.'

Well the Jowett Jupiter is one such car. . . . My particular Jupiter, which I have owned since 1971, served us as everyday transport as well as being used as a competition car in the early Seventies. After a rebuild completed in 1983 the car has been continuously driven in competition and for everyday use. We have had numerous class wins, including one on the 1988 Pirelli Classic Marathon. In 1990 my season consisted of four races (3 class wins and one second), 1 hillclimb, 2 sprints (1 class second) and first overall in the Targa Rusticana Rally.

The car was driven to and from all the events. As a sop to my navigator on the Targa (he didn't want to get his maps wet) I fitted a hood to the car for the first time in 15 years.

Of course all this motoring has not been entirely trouble-free. I have retired from two Coronation Rallies in Wales and in 1989 I broke a valve on the A1 en route for Brands Hatch. In this instance as the piston was still serviceable, it was only necessary to change the cylinder head (loaned by a fellow Jowett competitor). We then continued to Brands where I won the class and afterwards drove the 300 miles back home. That pock-marked piston is still in use today.

Together with Jowett enthusiasts who also use their cars in a similar manner, I'm proud that the car can be used in this way — an ideal historic clubman's car."

So wrote Mike Smailes in response to my article on the Triumph TRs in the December, 1990 issue.

A challenge! There is nothing better to stimulate an article than the gauntlet being thrown down. First though, a little background research was called for.

MOTOR SPORT and the Jowett Jupiter go back a long way together. Indeed the Managing Director had two such examples in the Fifties. A check through some back copies of the time, one of which was printed in Edmund Nankivell's book *The Jowett Jupiter — the car that leaped to fame* (Batsford 1980), show with what affection the Jupiter was held.

"A heavy shower of rain had fallen and the sun was just beginning to shine through as I caught sight of my red Jupiter standing in the market place at Stamford, quietly waiting for me. My first impression was 'You little beauty!' and as time has gone by that first impression has grown until for me it is the prettiest car on the road. . . .

". . . . Twelve months have quickly slipped by and the speedometer reads 25,750 miles, the last 20,000 being very nearly trouble-free — 20,000 hard miles, for all of them have been completed in the service of MOTOR SPORT — trials in the West Country, hillclimbs in the North, large and small race meetings, and speed trials at very nearly every track in England and Scotland. Thousands of miles in torrential rain, snow and fog, and most of them in darkness. Never once has the little red Jupiter failed to get us to the meeting —

never once has it failed to get us home again. . . .

". . . . To sum up, any motor car that, after completing 1600-odd miles over the rough roads of north and north-west Scotland, runs 375 miles with one stop of an hour at an average speed of 50 mph, with such smoothness and such airy lightness of control as to leave driver and passenger as fresh as when they started, has indeed qualified to be considered one of the finest cars in the world — and I submit that, on the evidence, the Jupiter is definitely in that class."

Clearly the Jupiter had made a good impression. . . . but what happened to Jowett? Why do we no longer have the marque around, and why, after such a glowing report, is it not regarded with the same esteem as Jaguar, MG and Triumph?

The Jowett marque was one of the earliest names in the motor industry, brothers Benjamin and William Jowett setting up in business, with extra capital borrowed from their sister, to make motor cars.

Their first car was actually made in 1906, but it took another five years for a product bearing their name being sold publicly, only for production to be interrupted by the Great War. It was for this reason that it almost became a forgotten make, its early post-war products being hailed by the motoring press of the day as a "great new find" and their fame slow to spread.

In fact their cars of the Twenties and Thirties were neither exciting nor glamorous, but were nevertheless worthy little machines, a compromise between the cyclecar and the light car. Few were of a sporting calibre although they did do well in the Scottish Six Days Trial of 1921 and in 1928 a specially built lightweight car made a successful attack in the hands of JJ Hall and AH Grimley on the International Class G 12-Hour Record at Brooklands at 54.86 mph.

The company refused to be a slave to fashion, though, which probably accounted for its survival during the turbulent years when those manufacturers who survived the onslaught of the Austin 7 then had to face the uncertainty and lost sales of the Depression years.

Despite its individuality, it is surprising that the company did survive. During this time, for example, Jowetts used hopelessly inadequate two-wheel brakes. The foot brake operated a contracting band on the transmission and the handbrake contracted a band on the rear wheels resulting in the lengthy stopping distance of 44 feet from 30 mph. Fabric bodies were offered until 1933, long after that style of body had been given up by every other manufacture, and the Jowett customer had to wait longer than most for the arrival of mechanical fuel pumps, 12 volt electrics, hydraulic shock absorbers, a four-speed silent third gearbox and centrifugal clutches and free wheels. Synchromesh finally arrived in 1940.

Jowett's gimmick through all this was their small flat-twin engine, a unit with enormous power and longevity which Jowett advertised as "The Little Engine with the Big Pull." It was a design of engine which the Idle works at Bradford in Yorkshire continuously produced in various guises from 1911 to 1953.

In fact the original 816cc unit, enlarged after the Great War to 907cc and then to 946cc, was not particularly powerful, but because it was responsive at low engine speeds, it had good acceleration by the standards of the time and it was flexible and also quite robust.

1930, though, marked a significant occasion in Jowett's history for it marked



Mike Smailes and MOTOR SPORT*'s GC on the Longleat Stages Rally.*



Mike Smailes uses his Jupiter in every condition, including the recent snowy weather.

the arrival of a new engine. It was not the four-cylinder vertical engine the company had been experimenting with for some time, but a 1192cc flat-four with twin downdraught carburettors. It was this engine which saw the company up to and through the War years of 1939-1946 and was to be the basis of its post-war production until Jowett went out of business in 1954.

If anyone had forecast at the time of the Armistice that this Yorkshire company was going to go out of business within eight years, then they would have been regarded as a poor business analyst. Jowett had been quick off the mark with a modern post-war car and displayed great optimism for the future. Whilst other manufacturers leant heavily on their pre-war designs until they had time to bring out more modern models, Jowett introduced a sports saloon at the 1949 London Show that was quite simply out of character for this conservative, staid manufacturer. True, it bore more than a passing resemblance to the late Thirties Lancia Aprilia, but there was nothing wring with that. And it went as well as it looked, a modern saloon with a lively performance. By this time, though, ownership of the company had passed from the Jowett family to Charles Clore in 1945 who in turn sold out to Lazard Brothers, the merchant bank, in 1947.

Although the Javelin, as it was called, was never intended by the company to be rallied or raced, it was soon being entered in various events to see whether it had any potential and, somewhat surprisingly at first, successes soon came its way both in rallying and in racing.

It was Tommy Wise who can take the credit for first seeing the car's potential and talked Jowett into entering one in the first post-war Monte Carlo Rally. Wise and co-driver Harrison were joined Gerald Palmer, the car's designer, although Jowett, typical in its tight Yorkshire way, suggested that they should pay their own way and be reimbursed later. To date, Palmer is still waiting for his expenses to be paid!

the other two would not let the designer drive thinking that he would be too gentle on his car, but in fact he ultimately proved to be a godsend. At the finish, the Jowett was classified as second in class, but it was Palmer who discovered that the organisers had made a mistake in computing the results. In the corrected version a few hours later, the order was reversed and Wise and Harrison had come found that had won the class while Gatsonides came second. It was too late to claim the £75 prize money, that had already been spent by the jubilant although the Hillman driver was able to hand over the trophy. There were another class win on the Lisbon Rally in 1949, and a class win in the 2-litre touring category of the Belgian 24-Hour Race at Spa, averaging 65.5 mph and lapping at a very creditable 74 mph. It was proving to be a good all-rounder whilst their flat-opposed four was proving reliable and turning out to be one of Britain's finest small competition engines in a car that was the very opposite of what a successful racing or rallying car should be. It was ironic, therefore, that it was faults with this engine in production form that so tarnished the marque's image that ultimately contributed to its demise.

The Javelin was principally the work of Gerald Palmer, but the open two-seater Jupiter which derived from the stylish saloon, was the brainchild of journalist Lawrence Pomeroy and, in the initial stages, the handicraft of ex-Auto Union engineer Robert Eberan von Eberhorst. Its credentials were therefore good and its prospects looked promising, especially in the export markets. Naturally it was used the same 1486cc flat-four powerplant from the Javelin, but the chassis into which it was put was quite different.

The importance of the export market to British car manufacturers after the war cannot be overstated. Material, most of which was in short supply and rationed by the Government, was only awarded to those companies which were exporting their goods. Therefore all British car manufacturers were keen to exploit that fact and all eyes, with very few exceptions, turned to the United States for sales.

Americans liked sports car, and they liked, for all their quirkiness, British sports cars. In 1947 ERA was bought by Leslie



The T Register Championship is the best for the Jupiter.

Johnson who had a close friendship with Pomeroy. The journalist strongly counselled Johnson on the need to manufacture a sports car. At this time the Javelin was beginning to make its mark on the motoring world, it seemed to have a proven engine and it had all the makings of forming the right basis for a sports car. If it was to succeed, however, it was important to have the right engineer tackling the job, and von Eberhorst became the two men's first choice.

It took a trip to Italy in a Javelin to convince the Austrian of leaving Cisitalia and joining ERA for the Jupiter project, but by May, he was installed in England and working on the contract between ERA and Jowett to design and build six prototype chassis.

The design was highly unusual, but very effective. The chassis consisted of two chrome molybdenum steel tubings running the length of the car, braced with an x-shaped tubular member in the rear. In the front, a built-up section of tubes carried the radiator, which was located to the rear of the engine, the footboard and the wishbones for the independent front suspension. Springing all round was by torsion bars, longitudinal in front, transverse in the rear, damped by Woodhead Monroe telescopic shock absorbers as on the Javelin. It was a cleverer design than at first appeared, for by placing special emphasis on the front suspension arrangement, chassis steering and suspension steering were virtually eliminated, unlike contemporary MGs, which suffered from the former, and HRGs, which suffered from the latter vice.

The fuel tank followed the practice used by Triumph at the time and was mounted as close to the centre of the car as possible so as to minimize changes in weight distribution between front and rear as the petrol was consumed.

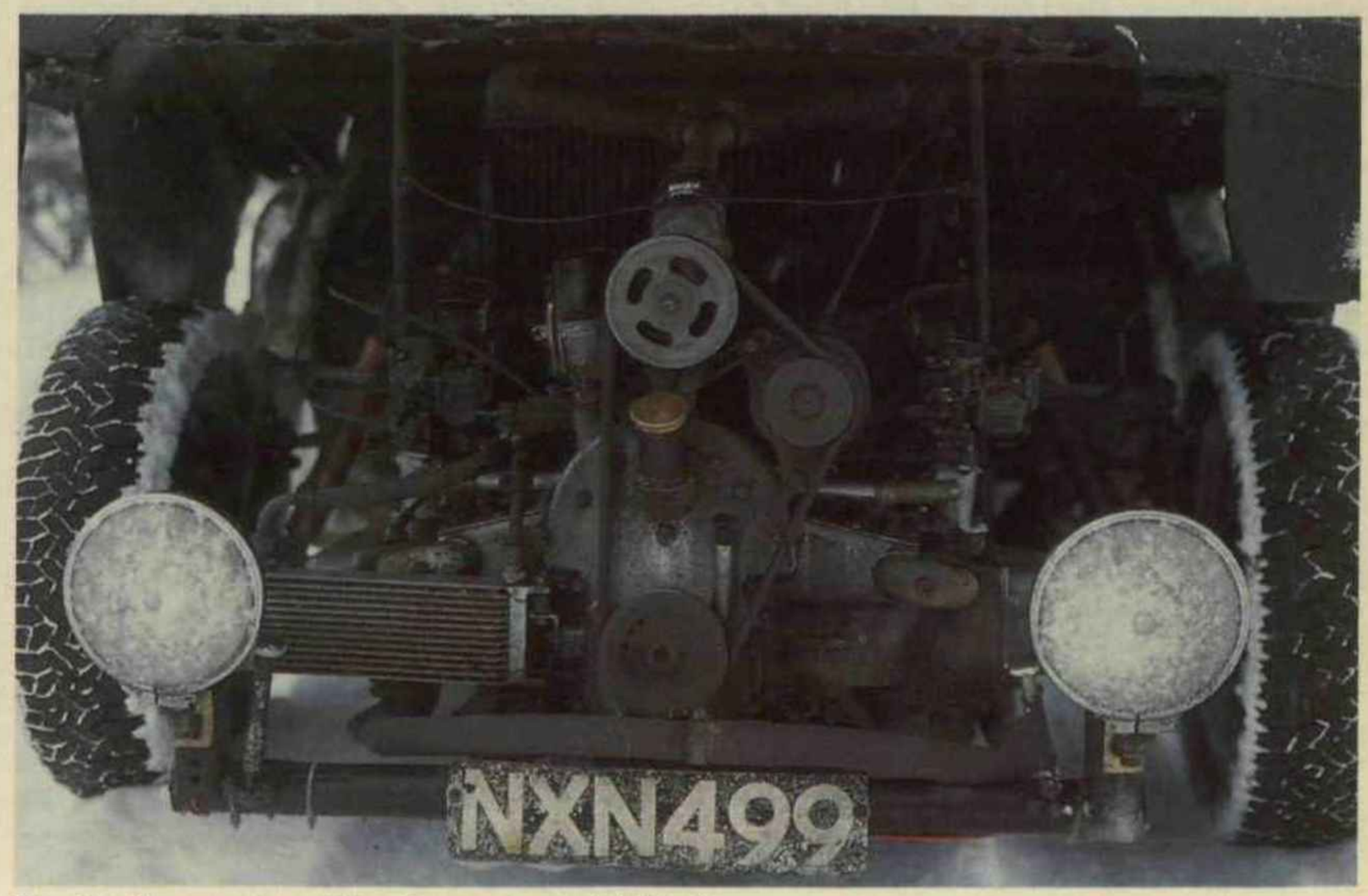
The 1486cc engine, with a bore and stroke of 72.5mm x 90mm respectively, had an initial compression ratio of 7.2 to 1, but by 1953, it had worked its way up to 8 to 1. This and other modifications, such as the alteration to the twin carburettor set-up, the re-siting of the SU fuel pump lower down to overcome vapour lock in hot weather, twin air filters replacing the single air cleaner, and the banishment of the ERA specified oil cooler, ultimatelt led to quite a refined engine. Before ERA could commence work on the coachwork, however, Leslie Johnson was paid a visit by Wilfred Sainsbury, one of Lazard's men on the board at Jowetts, and told that the contract was henceforth terminated. From that moment on, the Yorkshire company would be manufacturing their own chassis and designing their own bodies, the design of which was entrusted to Reg Korner who was instructed to use the Jaguar XK120 as the role model. The result was not as striking as that from the pen of Sir William Lyons, but it was nevertheless one which met with the general approval of the majority of pundits at the time.

Hopes were running high. America was being viewed avariciously by the directors and there was talk of selling as many as a 1000 Jupiters there a year before the car had even got into production in reports of a "90 mph car sold out a year ahead and it is not even in production." At first only rolling chassis were made available for British customers with four exceptions: WJ Tee of MOTOR SPORT being one of them.

Top speed of the Jowett Jupiter was in fact 85 mph with the 8 to 1 compression ratio, not a surprising figure, and one that made it a pleasant road car, but hardly a serious sports car for competitors.

It proved, though, to be good enough when the company went seriously racing for the first time, choosing to compete at Le Mans with a virtually standard car in 1950. Wisdom and Wise's victory in the 1500cc category may have been a little empty, there being only one other finisher in the class, but it was nevertheless a useful fillip for the whole organisation especially as their average of 75.84 mph was a 1.5-litre record for the Sarthe Circuit.

"The design was unusual but very effective."



The flat-four engine with radiator situated behind.

1951 was an even more encouraging year. Ellison/Robinson and Wilkins/Baxter were first and second in class on the Monte Carlo Rally, Nogueira scored an overall victory in the Lisbon Rally, Armangaud was overall winner of the Rallye de l'Iseran, Hadley and Wise were first and second in class in the TT, Weaver was first in class in a race at Watkins Glen and Becquart/Wilkins followed up the previous year's triumph with another class win at Le Mans, this time though in a special sports/racing model designated the R.1, although it was tempered by the fact that it was slower than Panhard and Porsche entries in the 1100cc class. The driving duo, though, were reunited the following year and succeeded in notching up yet another class win in the R.1.

In 1953 the Mark 1A Jupiter appeared, but it was little more than a slightly more comfortable version of the original and access to the luggage space being through a boot.

The final development of the Jupiter came a year later and marked a more important change. The R.4 succeeded the Jupiter 1A and featured a completely new all-enveloping, highly streamlined body. On the prototype this was of aluminium but production bodies were to be in fibreglass. The wheelbase was 9 in shorter than the earlier Jupiter, and kerb weight was very low, down by 5 cwt while improvements to the suspension meant that semi-elliptic springs replaced the torsion bars.

It used the same engine, but the compression ratio had been boosted to 8.5 to 1 with an optional 7.5 to 1 head available. The engine produced 64 bhp at 5000 rpm but at 6000 rpm the factory claimed that, mated with an optional overdrive, a maximum speed of 100 mph was attainable. Its introduction, however, coincided with Jowett's problems and in the event only three R.4s were built, the aluminium prototype and two 'production' fibreglass cars.

Although the original dreams of building 1000 cars a year were never realised, Jowett was undeniably successful in its few years as a sports car manufacturer from the technical point of view. Unfortunately it was not a commercial success for a total of 831 standard-bodied cars were made by the company during that time, of which 736 were Mk 1 and 95 Mk 1As. An additional 68 fully equipped rolling chassis were supplied for bodywork for various constructors and coachbuilders. In 1954 the company ceased trading.

Mike Smailes, the sender of the letter which prompted this article, who not only owns a Jupiter, but also has some small claim to fame by being the Competitions Manager of the oldest one-make car club in the country, the Jowett Car Club. He has also contributed to a forthcoming book on the history of Jowett being published by Haynes this month.

By no stretch of the imagination can his Jupiter be classified as being in Concours condition, but his is a car that is used almost on a daily basis and taken to race meetings, rallies and hillclimbs up and down the country. The day I saw him the snow had fallen by the foot, and yet he had not the slightest qualm in producing his car to go for a drive around the countryside in. I was thankful, though, for the hood he had put back on the car last year, because it was bitterly cold, but I still got a face full of spray now and then as we intrepidly overtook lorries when charging down the main road as he had dispensed with the windows and winding mechanisms years ago.





The conditions were simply not safe enough to go faster than 60 mph, but at this speed, the car felt stable and fairly surefooted despite the icy conditions underfoot. It was when we turned off the main road into a picturesque side road that we could really play with the car. As Mike pointed us towards the distant hills, the snow making it hard to distinguish between field and road, I had visions of getting stranded in the middle of nowhere.

We came upon a slightly more steep gradient than we had hitherto ascended, and at last the sturdy little Jupiter was defeated. No matter which way we tackled the slope, the car would not go any further. The tail slid one way and then the other, the grip from the 15 inch Michelins not enough to propel the car up the slope.

In fact Smailes uses both 15 inch and 16 inch wheels, but prefers the smaller wheel size because of the greater choice of tyre. When travelling long distances, however, he does fit 16 inch Kingpin tyres, which are actually designed for taxis, as they are more economical and in fact are good cruising tyres. For competition, though, he fits 15 inch Michelin MXLs.

Smailes has had his car since 1973 when he used it as his sole means of transport. After a few years' use, it went into cold storage until he started to campaign it regularly in various events in the early Eighties. At first he competed in an HSCC road sports championship for early cars, especially as it had a class split at 1500cc which suited the Jowett quite well, but then the class structure was changed so that he was running in the 2-litre class. He finally bowed out from this particular championship when it was opened up to become an unlimited road sports race. He found it then pointless turning up.

He then did the odd races and the Sytner series for a couple of years before emabarking on his first, and to date, only Pirelli Classic Marathon in 1988. Although he was unable to win an Alpine Cup, he managed to chalk up a class win.



Since then he has had a cross-section of races and rallies, finding that the MG T Register provides a good series in which to race, although his greatest success to date has been the overall win in the Targa Rusticana last autumn.

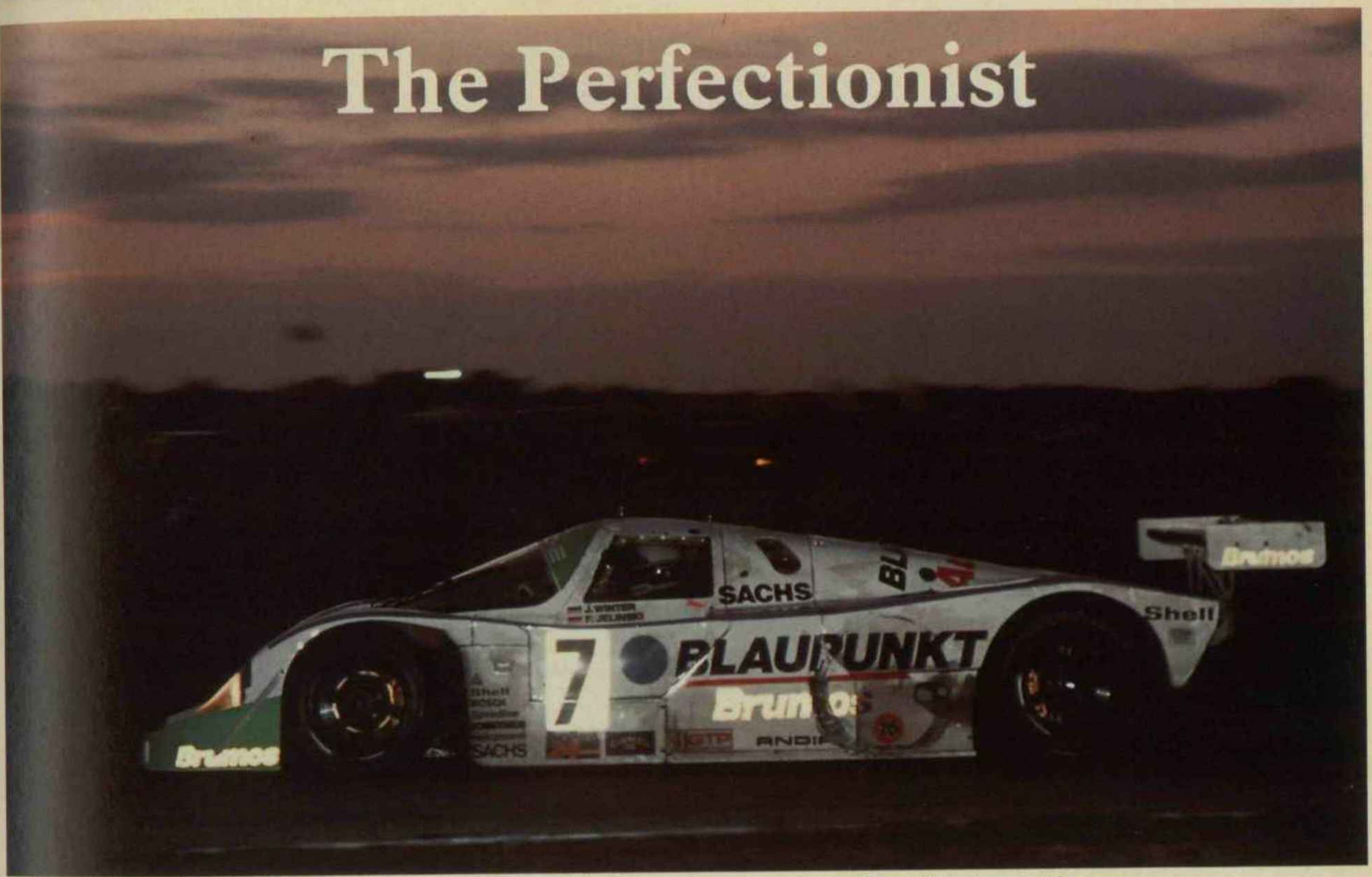
The car itself is virtually as it came from Jowett. There have inevitably been some alterations, some modifications, such as the use of Koni shock absorbers, an improved carburetion system, higher compression, lightened flywheel, balanced combustion chambers and a higher back axle ratio, but the column mounted gearshift and gearbox remain as original as does the rest of the body and chassis.

Having extricated ourselves from the snow, we turned about and proceeded along another lane, through a ford and then the car began to splutter and cough. Nothing too major it turned out, just a carburettor which had decided to ice up, a common enough fault in these cars. A brief stop, a wipe with the cloth under the bonnet and we were on our way again. Somehow this typified the charm of this style of motoring. If you're in a hurry, or on your way to a wedding, the last thing you want is to crawl about under the low opening bonnet and tap things and wipe parts, but otherwise it's just one of the hazards of driving a 40 year old car in tricky weather conditions.

We arrived back at base cold but satisfied. The Jupiter may lack the looks of the Jaguar XK120 and the charisma of some of its other contemporaries, but it is nonetheless a good clubman's car, one that can be enjoyed in competition without huge expenditure.

It's my age I suppose, but as I headed back south at the end of the day in my Alfa Romeo 164, I was still quietly glad that I wasn't making the same journey in an open Jowett Jupiter. WPK

The Perfectionist



The Joest Porsche of Jelinski, Pescarolo, Haywood, Winter and Wollek won as faster contenders fell by the wayside.

The Daytona 24-Hour race began as a test of speed and ended as a feat of endurance won, not unexpectedly, by Porsche. With the factory teams of Jaguar, Nissan and Toyota out of contention on Sunday morning it was left to Reinhold Joest, the perfectionist, to orchestrate the success. . . . the 18th Porsche win at Daytona since 1968, and perhaps the hardest to achieve. The drivers of the winning car were Frank Jelinski, Henri Pescarolo, Hurley Haywood, 'John Winter' and, for a couple of hours, Bob Wollek, whose own Joest Porsche had retired with a water pump failure.

A man of few words is Reinhold Joest. A leading Porsche driver in his own right until he retired on winning the Kyalami 9-hours in 1982, Joest is rarely away from his Porsche pit, and is rarely without a look of intense concentration. He allows himself a smile after a good result, but never relaxes until well away from the circuit.

Such dedication has kept the Joest Porsches to the fore in good times, and even in the declining years of the 962. The team's 956/117 won the 24-Hours of Le Mans in 1984 and in 1985, and signed off its career by winning the Fuji 1000 Kms in October '85.

Against the odds Joest's 962C achieved a famous victory over the Mercedes team at Dijon in 1989 and now, deeply disillusioned by FISA's treatment of the World Sports-Prototype Championship, the Abtsteinach entrant has turned his back on the world series to concentrate on the IMSA championship. FISA's loss is America's gain, as Reinhold Joest made perfectly clear.

Four times in the last five years, the winning team at Daytona has gone on to win at Le Mans. Some entrants have an almost superstitious belief in this, and in any case a 24-hour trial of equipment is a valuable experience, so Nissan decided to entrust the Group C R90C model to NPTI, the Californian subsidiary which has cleaned up the IMSA championship in the past three seasons.

IMSA created a special Group C class, hoping to attract more than one disaffected European team, but started a rumpus among their own members when they realised that the Nissans could be two seconds per lap faster, and that this margin would be enough to offset the extended refuelling stops, at 1 litre per second. The matter was settled when IMSA barred the Nissans from the front row of the grid (Julian Bailey, Geoff Brabham and Derek Daly were all quicker than Bob Wollek and Davy Jones, who did start from the front), but allowed them to score full points.

As things stand Nissan will have no entry for the new-look World Sportscar Championship and will have no right to compete at Le Mans, now under full FISA control. The ACO has reserved the right to invite non-championship teams should FISA not provide a full entry of 50 cars, and since that's a near impossibility it seems to be only a matter of time before the Japanese manufacturer receives a gilt-edged card.

Jaguar's chances of winning for the third time in four years were halved when John Nielsen crashed heavily his V12-powered, Bud Light sponsored XJR-12 just 15 minutes into the first practice session. For a change the weather conditions were predominantly wet (the Floridians apologised time and again for the unseasonal weather!) and, with wet shoes, the Dane had a mighty accident when his foot slipped off the brake and onto the throttle pedal in the middle of the fast chicane on the banking.

Team director Tony Dowe had been explaining that the XJR-12D (for Daytona) is now as perfect as a 24-hour car can be, but that didn't allow for any imperfections in the driving expertise. Jaguar's Le Mans team of three V12s will be prepared in exactly the same way, and modifications included new suspensions which make far better use of the softer compound Goodyear tyres, a recirculating overflow system for the water header tank, and ceramic coated exhaust pipes to reduce underbonnet temperatures.

With Nielsen feeling dizzy and his car wrecked, Derek Warwick joined Davy Jones, Scott Pruett and Raul Boesel in the remaining car, perhaps wondering why there wasn't a spare for this great occasion. Warwick hadn't even sat in a Jaguar XJR since the day he nearly won the World Championship at Fuji in 1986, and came out of the cockpit on Thursday evening full of smiles. "It's wonderful," he exclaimed. "The only trouble is, I'm used to cars that



The Andretti family were troubled by a number of technical faults, but finished fifth.

rev to 13,500 rpm. . . . this one stops at 7000, so I've been on the rev-limiter rather a lot."

Dan Gurney's All American Racers Eagle Toyota team made the usual optimistic predictions for the 2.1-litre, four-cylinder powered turbo cars, and had to be taken seriously because Juan Manuel Fangio II, nephew of the great man, had won four IMSA sprint races in 1990.

AAR put on a good show for Toyota, but both cars retired with terminal engine failures, Fangio's after two hours and Rocky Moran's on Sunday morning, when eighth, and Gurney summed up: "It's awfully hard to run a four-cylinder turbo here, but the guys did a great job of nursing them around."

Andy Wallace, winner in a Jaguar last year, has left Tom Walkinshaw's team after three eventful, but under-rated seasons and joined Toyota, where he found the Daytona car "not bad, a lot better than I expected."

That left the Porsches, of which there were fewer than usual but of higher quality (only 46 cars altogether started the race, an ample number for the 3.56-mile course but well down on previous years, especially 1986 when 70 cars started).

The late Al Holbert got his Porsches as close to perfection as anyone could imagine, and it seemed likely that Reinhold Joest would set an equally high standard once he gave the American series his full attention. Joest's line-up looked a little strange, in European eyes, as Kremer's Porsche Cup winner Bernd Schneider joined the team, and so did Massimo Sigala, taking Torno sponsorship from Walter Brun's team.

Rob Dyson's Porsche is the best of the American prepared cars, and was in some races last year the only Porsche taking part. The 962 has been substantially developed by Dyson Racing and, with a weight reduction permitted by IMSA midway through the 1990 season, became a front runner again.

James Weaver, winner at Tampa last October, again leads the team with an almost emotional endorsement from Dyson: "He's sterling, he's a wonderful







driver, a fine person, an excellent mechanic too. . . ." Tiff Needell and John Paul Junior made up a fine and wonderful trio, good enough to keep the Dyson Porsche at the forefront until daybreak on Sunday.

So far as the Americans were concerned, though, only two entries mattered. The Andrettis and the Unsers, dynasties in the States, were signed up astutely by Jochen Dauer, the Nürnberg entrant, with backing from BF Goodrich and had two brand new 962s at their disposal.

The cars were, in fact, too new, and the teething problems created a good deal of stress within the team. The car for Mario Andretti, and his sons Michael and Jeff, was still being built the previous Sunday when a pre-race test session had been arranged, while Al Unser Senior, with son Al Junior, and nephews Robby and Bobby, had to watch the paint dry on Thursday morning.

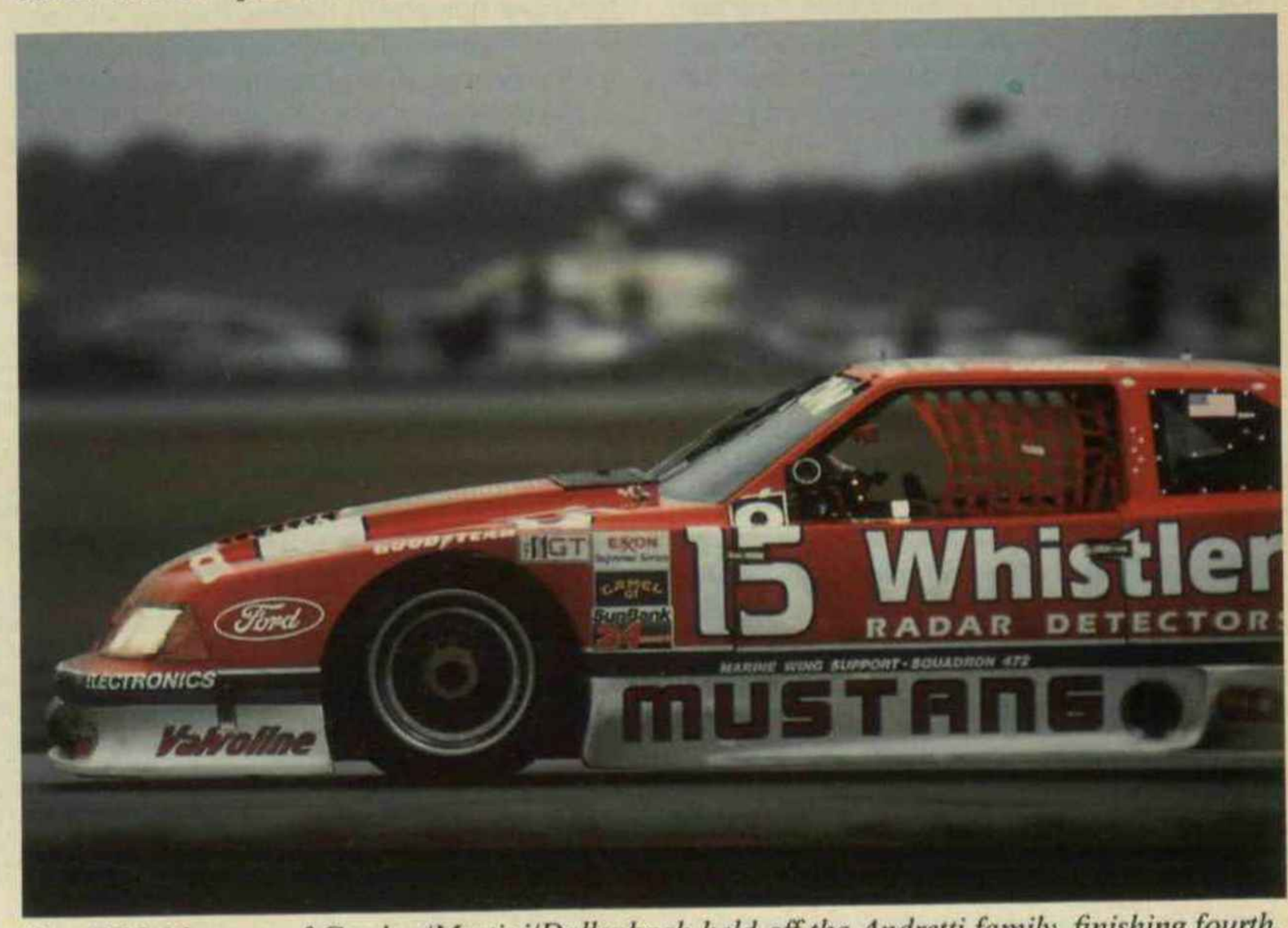
None of this was good for Dauer's state of mind, and he had good reason to be grateful for help from visiting Europeans Ian Dawson (now managing the new BRM project) and Wiet Huidekoper, the Dutchman working on Lola's new Group C car.

Two more Porsches of note were John Hotchkis' 962 which was lapped once or twice every hour, but finished third after a reliable run, and the Gunnar Porsche Racing 966, a carefully worded appellation designed not to annoy the Porsche factory. Britain's fledgling dynasty, Derek Bell and his 22-year-old son Justin, raced the 966 with John 'Jay' Cochran, and they were a well-placed seventh when the open car was withdrawn on financial grounds after two hours.

The Porsche spyder was a project undertaken by Al Holbert before he died in September 1988, and he and Derek Bell would have raced it the following season. Not, almost certainly, at Daytona, where a coupé's aerodynamics are a major advantage, but builder Kevin Jeanette wanted to give the car an airing.

The 966 has a Jim Chapman honeycomb monocoque with substantial siderails, and one-piece bodywork which makes it stiffer than a 962 coupé. It might be the ideal car for the sprint events, starting at Miami on April 7, and the Bell family will remain involved.

Once the car had been withdrawn, members of the public were invited to autograph the white bodywork with felt-tip pens, and BFG put up a dollar for each of the estimated 6000 signatures. The money is going to the families of American servicemen in the Gulf, and Cochran took



The GTO Mustang of Gordon/Martini/Dallenbach held off the Andretti family, finishing fourth.

the 966 back into the race for the last half-hour to complete the exercise.

Support for American and allied forces was very high at Daytona, with messages on many of the cars; the Jaguar bore the legend '41st Squadron, RAF Coltishall', the unit that pitted the Jaguar fighter against the Jaguar XJR in an acceleration test last year.

The first hour of the race provided more excitement than a whole season of Group C racing as the top American and European drivers drafted past each other at over 200 mph. Michael Andretti snatched the lead from Wollek and Davy Jones, as if by right, but found that his black, Texaco backed 962 had more downforce than speed and dropped back to third.

Arie Luyendyk came from way back to join the leaders, and forced his way to the front with some very aggressive moves amongst the back-markers. His was the third Nissan, and true to the team's form he was there to provide an insurance policy against an early breakdown. Unlike Bailey (who spun on the opening lap) and Earl, he had no need to save fuel, and made the most of it.

The end of the first hour saw the Nissan and Porsche teams intact, with the Jaguar nicely placed fourth, but a threatening, ground-level cloud curled over the east banking early in the second hour and plumes of spray came from the tyres.

An accident seemed inevitable. Calvin Fish, an Englishman abroad, spun his Mazda GTO into the wall, bounced off and went without stopping to the pit for lengthy repairs. A Porsche 911 spun and stalled broadside across the track, and Mario Andretti had no place to go but across the broad swathe of grass in front of the pits, sideways.

Andretti collected the 962 in time to stop at his own pit, where the plug leads were changed to cure a misfire (the Unser's Porsche needed a similar remedy), and next time around the American stopped again to have the right-rear suspension corner replaced. That dropped him half an hour, and the Andretti family drove the next 18 hours at a furious pace, reaching first place for a while on Sunday morning.

While the track was wet the speed of the Nissans surprised even the NPTI team, and went so far ahead that the Bailey and Brabham cars remained in the lead even after their pit stops. The Jaguar, and the Wollek and Dyson Porsches, went with them and the contest seemed as open when darkness closed in, shortly before seven o'clock, as it had at the beginning.

The Bud Light Jaguar speeded during the evening, as a dry line appeared, and was a lap ahead of the Nissans at quarter distance. Brabham's Nissan was ahead again at midnight, when a pit stop could still change the order, but Jones and co still seemed to have the upper hand until the eleventh hour, when the Jaguar's temperature gauge suddenly went into the red.

A cloud of steam was the last thing the Jaguar team expected in this race, and it was a broken water pump driveshaft that caused it. Such a breakage had stopped the XJR in the Saturday morning warm up, and again it was a case of removing the V12 to replace the pump. Hours later, when the Jaguar went back on the track, the third pump broke its drive, forcing team engineer Ian Reed to the conclusion that he had a bad batch.

By this time Bailey's Nissan was overheating too, due to a leaky radiator, and when Steve Millen ran over some debris the team had to carry out major repairs. The radiator was changed and the body mountings had to be repaired, putting the car ten laps behind the Dyson and Wollek Porsches, and would retire later when the transmission broke, and then an engine mounting failed.

Brabham and Daly both owned up to hitting track debris, and their Nissan lost nine laps having the front and rear bodywork changed. Robby Unser was the innocent cause of all this, spreading his Porsche across the landscape when the lights suddenly failed as he tackled the last infield turn.

Wollek's Porsche led at half distance, but shortly afterwards the water pump failed when Schneider was at the wheel, and a piston collapsed by the time the car reached the pit. The Dyson Porsche then went into the lead, despite having run most of the race with poor brakes, and losing fourth gear soon after midnight.

Weaver, Paul Jr and Needell coped with these disabilities with aplomb, but a broken alternator bracket was the penultimate straw. Dyson's crew changed the battery, but when the lights finally failed they had to hold the car in the pits waiting a few minutes for sunrise. Soon afterwards a broken connecting rod despatched the long-suffering 962.

Into the lead went Jelinski's Porsche, with the Andretti family hot in its wheel-tracks. They, too, had lost fourth gear but their lap times hardly suffered, and at the 18-hour mark they were within shouting distance of the Joest Porsche. A routine stop for Jelinski put the Andrettis ahead for three laps, but their race was shattered when a bolt fell out of the flywheel and entered the clutch.

The repair took an hour, and the hard-worked engine was losing power as the race neared its end. Brabham's Nissan needed more taping-up every time it stopped, but lost more time when the battery box broke, and attention turned to the Joest Porsche which needed water each time it stopped.

Not for the first time in the 962's history, a water rail had sprung a leak. "The engine is not overheating," said Pescarolo, "but we have to be very careful to look at the temperature gauge." When all the Porsches were air-cooled the only concern was that the fan should keep turning, but these days racing drivers have to watch the water temperature like everyone else, and the leak was very reminiscent of those which haunted the factory team at Le Mans in 1988.

The entire Joest team was on tenterhooks for the last five hours of the race. Brabham's Nissan was far behind, a dozen laps at least, but there wouldn't be enough cushion to take the Porsche apart in order to change the leaky water rail.

Way behind the Nissan, the Andrettis charged back into the fray to take third place from John Hotchkis' Wynns Porsche, only to stop again with a dire lack of turbo boost. Mario took the 962 back for one last shot, but lost a duel with one of Jack Roush's marvellous GTO class winning Ford Mustangs, and wisely parked the car with a secure fifth place.

In IMSA racing a car doesn't have to be running to be classified, in fact it can be a smoking wreck on the far side of the course, and by the same token a car can be totally rebuilt in the garage, and still return to the contest.

The mighty Mustangs, V8 powered, 6-litres, 600 horsepower and with road car lookalike bodywork cladding spaceframe chassis, rumbled to fourth and sixth places with astonishing reliability. Various Ford types prepared and entered by Roush have won the GTO class at Daytona for seven years in succession, and the only difficulty this year was a fractured oil pipe which forced a gearbox change, in no more than half an hour.

Honda were very pleased with their weekend's work, too, winning the Lights class with the Acura-powered Spice on its debut run. The engine is a 3-litre V6, and the car driven by Parker Johnstone, Doug Peterson, Steve Cameron and Bob Lesnett had a clear run, apart from having a rear corner changed after a collision in traffic.

Similar grids are expected at Palm Beach and Sebring, two more traditional Floridian events in March, and then the IMSA championship will take on its more familiar format at Miami, on April 7, when the Nissan, Toyota and Jaguar teams all expect to run revised cars. Reinhold Joest will be at the majority of races, and his Porsches will be very tough competitors indeed. MLC

RESULTS

Daytona 24-Hours, Florida, February 2-3
(1st round, IMSA Camel GT Championship)

1st: Frank Jelinski/Henri Pescarolo/Hurley Haywood/'John Winter'/Bob Wollek (Joest Porsche 962) 719 laps
2nd: Geoff Brabham/Chip Robinson/Derek Daly/Bob Earl (NPTI Nissan R90C), 701 laps
3rd: John Hotchkis/Jim Adams/Chris Cord/Rob Dyson (Wynns Porsche 962), 692 laps
4th: Robby Gordon/Mark Martin/Wally Dallenbach Jr (Roush Ford Mustang GTO), 672 laps
5th: Mario Andretti/Michael Andretti/Jeff Andretti (Dauer Porsche 962), 663 laps
6th: Dorsey Schroeder/Max Jones/John Fergus (Roush Mustang GT0), 658 laps
7th: Parker Johnstone/Doug Peterson/Steve Cameron/Bob Lesnett (Spice Acura, Lights), 654 laps
8th: John Jellinek/John Grooms/Michael Greenfield/Peter Greenfield (Kudzu Mazda, Lights), 632 laps
9th: Michael Dow/Andrew Hepworth/Hendrick ten Cate (Spice Buick, Lights), 620 laps
10th: Jim Stevens/Jim Jaeger/Craig Bennett/Tom Grunnah (Ford Mustang GTO), 619 laps

Winner's average speed: 106.633 mph



The traditional lines of Jaguar's latest XJ6 saloon appear even more conservative when compared to its exotic stablemate, the XJ220.

Suave Speed

"Dear Sir/Madam, Your new luxury car need not cost the earth. Especially if it is one of the new 1991 Jaguar saloons. This range features a new catalyst exhaust system and, for more spirited driving, an exciting sports handling pack is available as an option." The "junk mail" letter, addressed to the writer from what is now Lancaster Jaguar Reading Ltd, was an aggressive missive, spattered with capital letters, but it was also a welcome reminder; a prompt as to the continued value for money offered in the latest XJ6 series, which are priced from Ford Scorpio levels, from £23,750 upward.

The beautiful, dark green Jaguar XJ6 3.2-litre residing in our care was the most impressive of the XJ family we had tried since a similarly shaded XJC V12 coupé passed all-too-briefly through our hands in 1976. The 1991 model came complete with West German Getrag five-speed gearbox and the expensive (£2900), but effective, Sports Handling Package mentioned in that sales letter.

The result is a combination of the smoothest power yet extracted from the comparatively young AJ6 engine series, handling that allies firmly Teutonic damper discipline with pampered British luxury ride at speed, and a driving appeal that remains the preserve of Jaguar in the blending of civilisation with speed. Certainly there are snags, items that we explore in detail below, but the 3.2-litre Jaguar XJ6 is a triumph of evolutionary engineering, one which deserves a wider buying audience than our current economic climate allows.

Although the angular current outline for the XJ6 saloon remains as it has since the original was superseded in October 1986, engineering progress on the in-line AJ6 replacement for the hallowed XK motor series has been made. Jaguar has now replaced the original 2.9 and 3.6-litre units with 3.2-litres and 4-litres. The 3239cc unit marks the most significant customer step, for the old 2.9-litre and its two valves per cylinder layout were not really up to the task of propelling a substantial chunk of Coventry metalwork with the grace and pace anticipated by customers in this category.

Technical Analysis

Based closely on the 4-litre unit, the Jaguar 3.2 has markedly superior power and torque in the now standard catalytic convertor trim. Compared to its 2.9-litre predecessor, both output figures for the 3.2 are increased by more than one third, both developed at slightly lower crankshaft rpm. Jaguar engineers point proudly to the fact that output and consequent performance is comparable to that of the earlier 3.6-litre unit, but most potential buyers will also be glad to know that Jaguar generally offer more power for less money than their BMW and Mercedes 7-series and S-class (publicly replaced at the March Geneva Motor Show) opposition. From the subjective customer's viewpoint, it is also worth knowing that the shrunken 4-litre Jaguar engine has the smoothest power delivery of any of the variations on the AJ6 theme that Jaguar have yet offered.

Compared to the 4-litre unit, a 3.2 shares the bore dimension, but the stroke shrinks from 102 to 83mm. It is still slightly biased toward a longer stroke, but this abbreviated stroke and its associated replacement 9.75: 1 pistons and connecting rods could be a strong contributory reason for the AJ6 unit reaching the standards of refinement that were lacking when this engine series made its debut in 3.6 XJ-S coupés. It is also encouraging to note that the crankshaft, like that of its 4.0 elder brother, is now of steel and the cylinder head is a shared 4-litre item with twin overhead camshafts activating 24 valves.

Other hardware that is interchangeable between the 3.2 and 4.0 includes the "twin low loss catalyst exhaust" and recalibrated Lucas electronic management of fuel injection and ignition. The latter was not satisfactory in the manual transmission car of our performance tests, but we do not think that it was a general fault as



The Sports Handling Package is available as an option and transforms the car's handling, but it still accommodates uneven surfaces with grace.

three other 3.2-litre models that we have experienced ran faultlessly at all engine rpm. The examples we drove in the winter of 1990/91 were all equipped with the optional limited slip differential, a multiple plate unit that is standard upon the Sport suspension option that we assessed or a worthwhile £250 option. Our test car was performance tested in 5-speed manual form, but there is an £850 option for the also West German sourced ZF4HP22 4-speed automatic, which we found entirely satisfactory in alternative Jaguar press fleet examples.

In the latter case the "Randle's Handle" dual gate transmission (named after development chief Jim Randle) provided a convincing lower cost contrast to the Porsche Tiptronic transmission. It has acceptable performance and economy losses for those who have to motor to the centre of a city on a daily basis, and provides a measure of manual gear selection that is noteworthy within the constraints of a conventional automatic gearbox. Externally the Sports Handling Pack's presence is most obvious from a slim coachline and broader 8 x 16 inch "forged lattice" styled alloy wheels. These are from Germany, but are not the product of the inevitable BBS factory; rather the forged aluminium process should be familiar to some Porsche owners, because these Jaguar wheels are from Fuchs. The tyres sound like familiar Pirelli P600s, but Jaguar engineers under the ride and handling leadership of Mike Cross have co-developed a cover unique to Jaguar. Its 225mm breadth was described by engineers as, "the largest we could fit under our wheel arches with an 8mm legal clearance that no aftermarket system can offer."

Little is now said about the relationship with Tom Walkinshaw Racing (TWR) and the JaguarSport co-owned company which already offers a series of modifications for the Jaguar range. From the



The 3.2 has superior power and torque to its predecessors.

individual path that Jaguar Engineering have trod on XJ6, and the XJ-S sporting suspension, we can take it that the company still feel they can provide a less radical customer alternative "in-house".

Important suspension changes centre upon substantially increased coil spring ratings. Up front the rise from 56N/mm to 84N/mm represents a sharp 50 per cent step toward firmer control. The rear is not so radical, just 11 per cent elevated from 72N/mm to 80 N/mm. Front and rear ride heights are reduced by a minimal 15mm/0.60 inch and 10mm/0.4 inch respectively. The stiffer suspension philosophy is also extended to a 58 per cent bonus in front anti-roll bar action and unspecified "tuned to suit" detailing of shock absorber valving "reducing float and pitch." At the unfortunately unchanged steering wheel an increase in spring rates and subtle "steering rack mounting and control valve modifications," supply the majority of sporting information and pleasure to the driver.

Action

Despite spluttering from 5000 rpm upward to the tachometer warning line of 5500 rpm, the 1.77 ton Jaguar performed entirely in line with its maker's claims. The maximum speed is unlikely to impress the Germans at little more than an honest 130 mph (208 kph). However, we were impressed by a 0-60 mph time of less than 9 seconds, for it was achieved in damp conditions that endorsed the effectiveness of the limited slip differential and Pirelli tyres, being within 0.4 second of the manufacturer's claim in perfect conditions. Not unexpectedly the latest 3.2-litre also lies within tenths of the performance levels achieved by the pre-1989 3.6-litre Jaguar XJ6. The Jaguar was happy to romp up to 110 mph on our one mile test straight in little over half a minute.

Under stress, the gearchange remained the amiable and accurate friend that we had also discovered when ambling

through London traffic. Gone are the days of big car/truck gearbox engineering strategy, thankfully. The six black and white dials lie unhappily alongside the green digital displays of mileage and computed information (average speed, fuel consumption, remaining fuel range and so on). However the large 150 mph speedometer and 7000 rpm tachometer do reveal the long striding ease of Jaguar performance.

A 100 mph pace is delivered without power train stress at marginally less than 4000 rpm, but at this point the body does begin to allow wind noise to intrude. Even so, the police will doubtless testify to the number of Jaguar drivers they find in the 100 to 120 mph bracket who simply "didn't realise how fast I was going, officer." It really is a very deceptive car in which to judge cruising speed, and we would unhesitatingly pick the 3.2 XJ6 as a long distance journeyman, although our 15.5 mpg average would allow less than 300 miles between safe refuelling points.

That figure betrays the fact that the performance session was included, a subsequent Oxfordshire to Birmingham brim-to-brim fuel check revealing 16.4 mpg; the computer was not the most accurate we have used, optimistically reporting 18.3 to 22.7 mpg to emphasise the varied mileage tackled.

The straight six cylinders sounded delightful in the 2000 to 4000 rpm band, gradually slipping from the urbane cough of an English butler to the civil echo of past motor racing glories, especially when extended beyond that 4000 rpm guideline.

Jaguar standards of cabin luxury were emphasised by extensive use of walnut veneers, these conquering the fascia, central console and doors in an exploratory manner that is unmatched by brands beneath the Rolls-Royce/Bentley sector. The test car was superbly finished with an optional £600 leather trim that suits the Jaguar character well, a compliment that cannot be paid to the determined heavyweight plastics of a bulky two-spoke steering wheel, or the cheap-calculator appearance of LCD (Liquid Crystal Display) digits.

The controls are individual, but inefficient because of that determination. For example, the light switch is unlike that of any other current car, operating on a rotary switch that hides on the edge of the instrumentation cowling, whilst the flashing indicators are still activated on the "soft touch" system that omits the basic safety measure of self-cancelling. Also clumsy is the provision of two internal light switches and the ventilation is complicated by the use of "mode" buttons to divert air to driver or screen. Once mastered, the system is effective, as is the 9-button computer, but the marriage between tradition and the era of elec-tronics is unhappily arranged.

Apparently, an enormous three year effort was devoted to the Jaguar and Alpine co-operative design and installation of radio and cassette player. We spent an inordinate amount of time listening to Pavarotti and a popular medley from the depths of the boot-mounted Compact Disc player unit, all because we simply could not drive safely and tune the unit to the stations required. Redeeming aspects are high quality sound and thorough integration into the centre console.

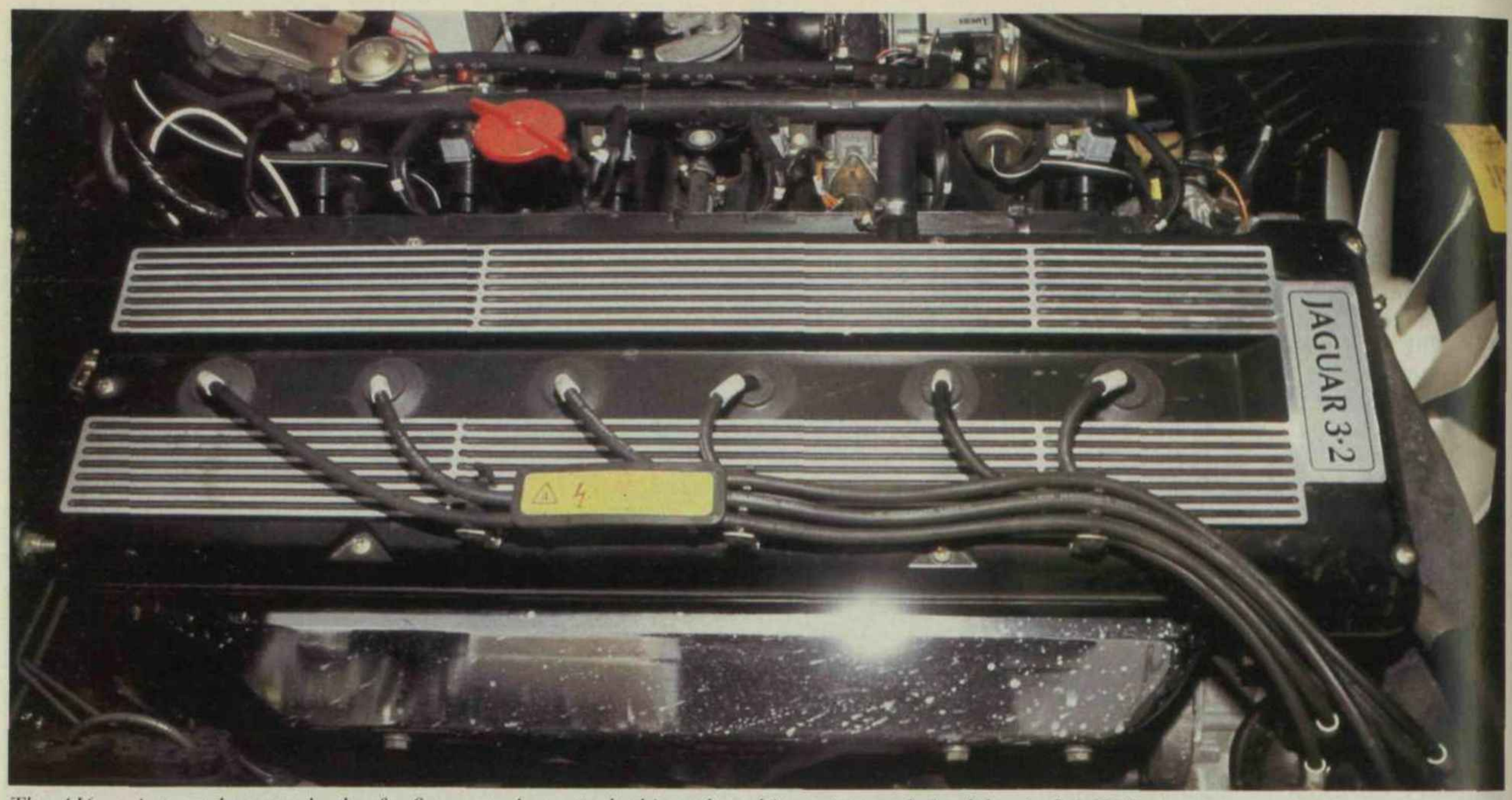


Once in motion, such carping ceases. The engine swiftly settles to an even 900 rpm idle and progress up to a mile a minute is almost spectral in its unearthly ease. The test car makes its presence known through the modest feedback of stiffened suspension at town speeds, the steering responding to bumps and adverse cambers with the mildest of tugs upon the steering rim.

Exceed 35 to 40 mph and the sporting Jaguar suspension accommodates bumps with grace, never allowing its long wheelbase to be shifted out of line by such obstacles. Increased steering sensitivity and broad tyres allow the Jaguar driver to know that this sports suspension example is travelling over a road surface, rather than floating in ethereal numbness, but anyone bred on BMW or Mercedes ride and handling characteristics will merely feel that Jaguar comfort has been complemented by a long overdue return of driving pleasure. The sporting suspension proved impressive in conditions that exercised the limits of the single front screen wiper. When the Oxfordshire and Northamptonshire lanes were awash with standing water, the Jaguar was not embarrassed. It almost bore comparison for unflustered downpour progress with the now (sadly) obsolete Audi 20v quattro turbo that was our Christmas transport.

The writer was genuinely surprised by the effective traction from a standing start, although provocative tactics would always ultimately reveal that power, or more importantly torque, does arrive at the rear wheels in sufficient quantities to yield wheelspin. Stability over standing water was exemplary and the reporter drove another (automatic) example over ice and snow without noticeable increase in heartbeat.

Where the Jaguar is not so confident is at speed in motorway crosswinds, passage past heavy lorries requiring notable reflex



The AJ6 engine reaches standards of refinement that were lacking when this engine made its debut in 3.6 XJ-S coupés.

action at the steering rim. Previously, we might have hesitated to describe Jaguar XJ6 handling at all, for who amongst those automatic transmission saloon customers truly explored the limits of their comfortable steeds? Now the adhesion of lower profile rubber can be exploited enjoyably and the near 4000 lbs *barouche* sheds its parking clumsiness for a turn of country road speed that has not been offered in production Jaguar saloons since the era of the 3.8-litre Mk II.

Verdict

Even the addition of more than £4000 in extras does not disguise the extraordinary value that Jaguar Cars continue to offer under their new ownership. In fact the starting price of £23,750 is a positive embarrassment to many mass producers, including Ford who have more expensive Scorpio derivatives in their range. Jaguar also continue to offer a unique blend of civilised speed that many seek to emulate. Meanwhile, the engineers at Allesley hint that they would see a more sporting edge to their range in the firmly controlled ride of the test car.

Styling is a subjective matter, but the writer feels strongly that the company should have been braver in the evolution of the XJ6 body; it badly needs to be lighter and sleeker to maintain the Jaguar reputation competitively in this sector; a reputation that is deserved in 1991 and one that reflects full credit on the Jaguar Cars engineering team. Unfortunately life is unfair and their World class product may suffer from adverse factors outside their control. Toyota have already displayed an aptitude for silent travel in the large Lexus that has furrowed a few executive brows at Jaguar Cars. This worrying Oriental competence, plus an extended Gulf war, could leave Ford and the new Jaguar car buyer equally embarrassed over the resale price of large luxury cars. JW

MOTOR SPORT TEST RESULTS: JAGUAR XJ6 3.2 (MANUAL)

Test conducted at Millbrook Proving Ground using 1990 Correvit electronic measuring gear. Weather conditions: Damp, overcast.

ACCELERATION

0-30 mph	2.9 seconds
0-40 mph	4.6 seconds
0-50 mph	6.4 seconds
0-60 mph	8.9 seconds
0-70 mph	11.4 seconds
0-80 mph	14.5 seconds
0-90 mph	18.9 seconds
0-100 mph	24.1 seconds
0-110 mph	32.9 seconds

GEAR SPEEDS: at 5500 rpm

First	35.1 mph
Second	50.4 mph
Third	76.0 mph
Fourth	107 mph

FLEXIBILITY

Third gear 50-70 mph	4.9 seconds
Fourth gear 50-70 mph	8.1 seconds
Fifth gear 50-70 mph	12.9 seconds

Standing 0.25 mile/400 metres: 16.5 seconds @ 84.5 mph

Maximum speed: Millbrook 2 mile bowl: 128.7 mph

Best observed speed: 131.5 mph

Overall Fuel Consumption Test : 15.52 mpg

Government mpg figures Urban: 17.9 mpg
@ 75 mph: 29.1 mpg
@ 56 mph: 36.2 mpg

SPECIFICATION

ENGINE: Water-cooled, light alloy in-line six cylinders and DOHC 24-valve cylinder head. Capacity: 3239cc (91 x 83mm). Lucas electronic ignition and fuel management; 9.75: 1 cr. **Max power:** 200 bhp @ 5250 rpm. **Peak torque:** 220 lb ft @ 4000 rpm.

TRANSMISSION: Getrag 5-speed. Rear wheel drive, Salisbury limited slip differential. Final drive, 3.77: 1.

GEAR RATIOS:

First	3.57	
Second	2.06	
Third	1.39	
Fourth	1.00	
Fifth	0.76	26.6 mph per 1000 rpm

BODY: Steel monocoque 4-door saloon. Petrol tank of 86.4 litres/19 gallons. **Drag coefficient** 0.37Cd.

DIMENSIONS: Wheelbase, 113 in/2870mm; front track, 59.1 in/1500mm; rear track, 59 in/1498mm; width, 79.3in/2015mm; length 196.4 in/4988mm; height, 54.3 in/1380mm. **Kerb weight:** 3969 lb/1800 kg.

FRONT SUSPENSION: Unequal length wishbones, uprated Sport Pack coil springs and revalved telescopic shock absorbers; 23mm Sport Pack anti-roll bar plus ride height lowered 15mm. **Steering:** Power assisted , 2.8 turns lock-to-lock, rack and pinion, 40 ft 8 inch turning circle.

REAR SUSPENSION: Lower wishbones and driveshaft utilised as upper link in independent layout; uprated Sport Pack items: concentric coil springs and telescopic dampers; ride height lowered 10mm.

BRAKES, WHEELS, TYRES: Hydraulically power-assisted, vented 11.14 inch/283mm diameter front discs; solid rears of 10.35 inches/263mm; Alfred Teves electronic anti-lock braking. Light alloy 8J x 16 inch front wheels, 8J x 16 rears. Pirelli P600 225/55 ZR 16.

PRICE: £23,750, UK taxes paid. Priced options on test car were: Sport handling package, £2900 (includes limited slip differential, replacement wheels and tyres, plus coachline and self-levelling ride height); headlamp power wash, £350; leather trim, £600; Compact Disc player £560. Total car price with options, £28,160.

MANUFACTURER/Importer: Jaguar Cars Ltd, Browns Lane, Allesley, Coventry, CV5 9DR.

CLAIMED PERFORMANCE: Max speed, 132 mph; 0-60 mph, 8.5s.

* Our thanks go to Corinna Phillips of Silverstone Circuits, Tom Walkinshaw Racing personnel for allowing us to photograph the exciting new Jaguar/TWR XJR-15 and our test XJ6 at the official opening of the new Grand Prix layout.

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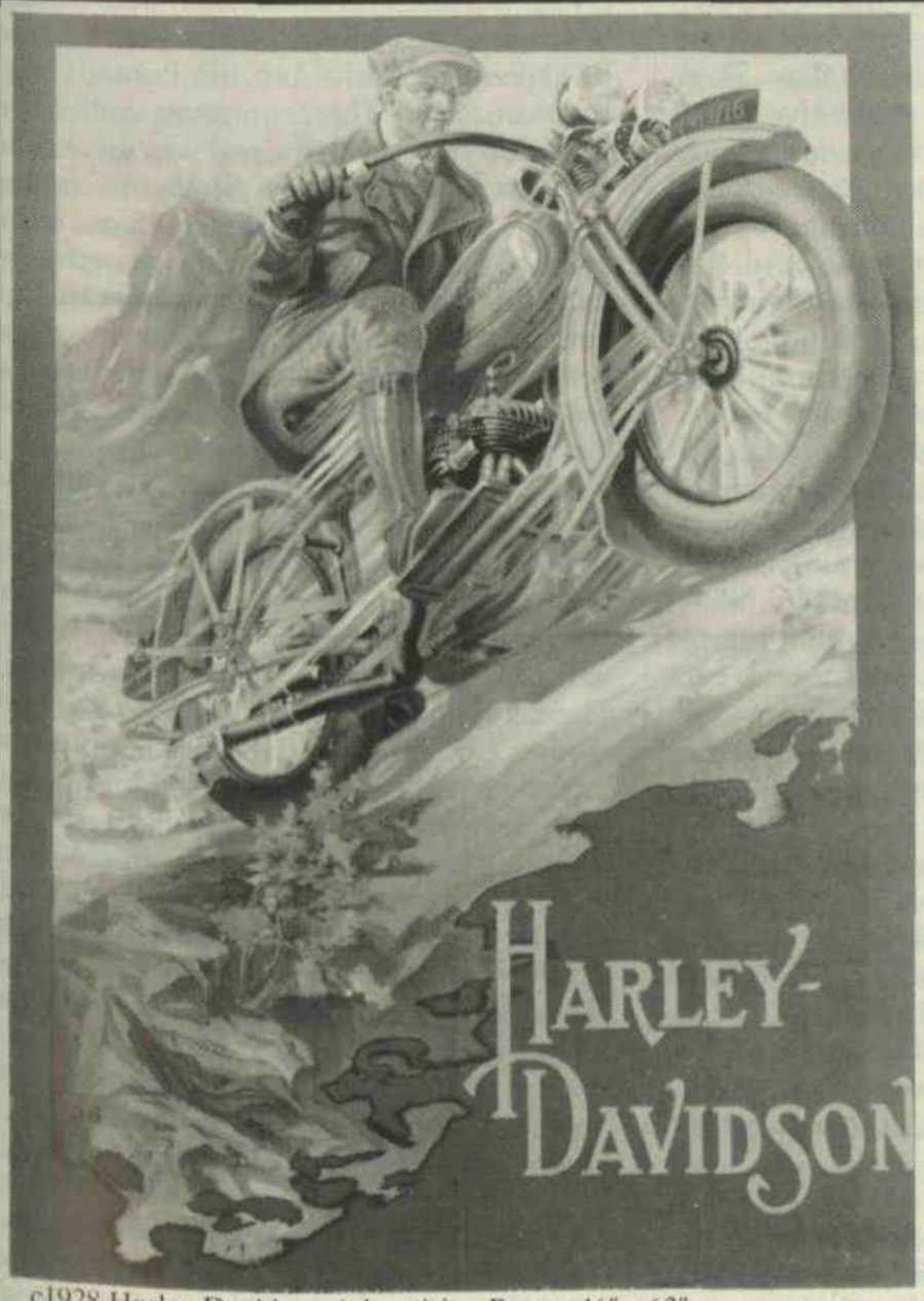
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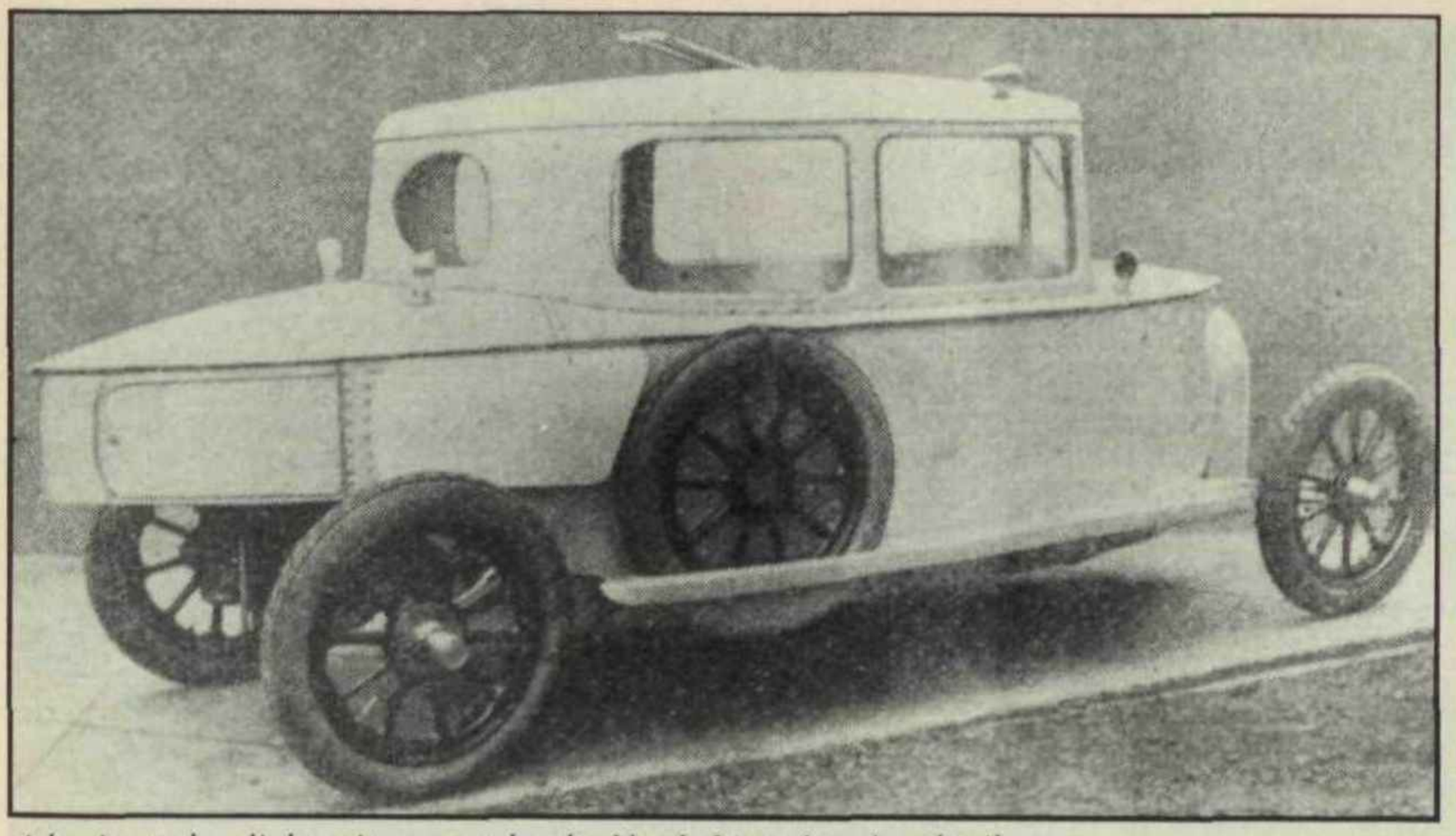
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A horizontal radial engine set under the North-Lucas's pointed tail.

Forgotten Makes No. 98
The North-Lucas

Every so often some inventor or abnormally ingenious designer comes up with an unconventional car and in recent years we have become accustomed to seeing "dream" creations on the Motor Show stands of the more ambitious manufacturers. Such an out-of-the-common-rut car was the little North-Lucas of 1922.

It had no association with the great Birmingham electrical components' manufacturer, its name deriving from those of Mr OD North who designed it and Mr R Lucas of Blackheath who commissioned it, he himself having been responsible for the Lucas valveless engine. The appearance was fully in keeping with the advanced specification of the North-Lucas, because the saloon body was so formed that the car appeared almost the same at both ends, a streamline theme perhaps fostered by the German Rumpler, although that streamlined saloon was much larger and of more flowing, smoother outline — open streamlined Rumplers were also raced, as we described some time ago.

The engine of this startingly "different" North-Lucas was a five-cylinder air-cooled radial of 70 x 76mm (1460cc). Quite why such an engine was chosen and from where it originated if Mr North did not design it, constitutes something of a puzzle. The only virtue of installing in a car a radial engine with the cylinders fanned out around the crankcase would seem to be the very short crankshaft, a space-saver under bonnet or boot; except that space saved lengthwise would be offset by the extra height of such a power unit. Anyway, in the North-Lucas, the engine was mounted with the crankshaft vertical. Even so, some degree of compactness was claimed by mounting the engine above the gearbox/rear-axle unit, with the flywheel topping this decidedly odd power-pack.

Radial engines have been used in other cars, a three-cylinder in the Cosmos, Lafitte and Kendall, a five-cylinder one in the Enfield-Allday. Odd nevertheless. That of the North-Lucas was a side-valve type, long pipes connecting the inlet valves with the inlet manifold, which must have caused some starting problems one would have thought. These inlet pipes and the valves were uppermost on the aluminium crankcase, and inclined sparking plugs were set above the inlet valves, fired by a magneto. Above all there was the coned flywheel which carried small blades to cool the cylinders and exhaust-valve pockets, admirably placed to cut off one's hand when the engine was running..

The thing may have been faintly familiar to those who had been flying behind rotary and radial aero-engines, but not to car users. A vertical shaft driven from the bottom of the crankshaft operated the valves through an ingenious cam-ring. Four of the five con-rods were pinned to the master rod and lubrication was by forced-feed from a Rotoplunge pump via the drilled crankshaft to the bearings and up the aforesaid vertical shaft to the cam-ring. Mounting a radial engine in a car is not easy but in the North-Lucas the whole engine/transmission unit was bolted to the rear seat bulkhead of this rear-engined car.

The single-plate clutch was beneath the engine, and the three-speed gearbox beneath that had vertical shafts, lubricated with some difficulty to the designer by utilising a screw-thread on the layshaft inside a bronze casing, so that oil from the reservoir in which it was submerged, was taken into the box, to flow over the constant-mesh and other pinions. Another reservoir on the gearbox-casing contained the engine oil. Final drive was by a vertical worm, half submerged in oil, and there was a differential, and inboard rear brake drums. Still not content, Mr North devised all-round independent suspension for the North-Lucas, by means of attaching the wheels to the body with long arms, connected to short shafts turning in ball-bearings and having at their extremities segments of a pinion which engaged the teeth of plungers sliding in cylinders having at one end strong spiral springs and at the other end short pistons acting on oil in the cylinders.

The drive to the rear wheels was through shafts with pot-joints and universals, later familiar in irs designs. As there was no front axle, the steering connections went direct to the front wheels.

The four-window two-door body had a vee-windscreen and oval windows in the bowed rear panel, pointed tail covering the engine, with side access doors. A spare artillery wheel was carried on either side, behind and clear of the doors. The front mudguards were of cycle-type, turning with the wheels, but the running-boards were integral with the body, which was made partly of aluminium panelling, partly fabric. A single central headlamp occupied a box on the pointed nose of this unusual car, inscribed "NLR" for North-Lucas Radial. Construction was undertaken for the sponsor by the Robin Hood Engineering Works Ltd, of Putney Vale, London, SW. This company had been started before the (Kaiser) war by K Lee Guinness, the famous Sunbeam racing driver, to supply sparking plugs more suited to racing cars than those generally available. His mica-insulated KLG plugs became as famous as the cars he drove but the factory had surplus space and was to assemble Malcolm Campbell's Napier-Campbell LSR car in 1924/5.

The North-Lucas was ready to startle the motoring world late in 1922. It was registered XL 4791 and ran on 710 x 90 tyres. Because of its pointed prow the side lamps were mounted on the roof, which was provided with an openable ventilator. The tax rating, high for a light-car, was £15 a year. By removing the front lamp panel the steering-box was revealed and the front bonnet covered fuel tank, horn and battery. The roof was of a translucent fabric, Lucas lighting was used and the seating was on the two adults/two children syndrome. By December 1922 only one other person, a journalist, besides Mr Lucas, had been offered a drive. He found the car to be vibrationless (that vertical flywheel, he said), the engine like a turbine, and the North-Lucas light, airy, lively, well-sprung and quiet, with a smooth clutch and a definite gearchange. From a cruising pace of 35 mph it picked up well and it climbed the easier side of Guildford High Street to the Hog's Back in

top gear, which was only just impossible in the reverse direction. It proved impossible to overheat the engine, the springing was "really excellent" and on a wet road heavy braking caused no skidding, whereas a car that was following slid sideways. Top speed was 55 mph, and despite a rich mixture some 33 mpg was obtained. In 150 miles this tester "did not have to touch a single part," which is a sad reflection on his opinion of the reliability of 1922 light-cars! The steering was very light and the suspension almost set a new standard of comfort.

Maybe this gentleman-of-the-Press felt he had overdone the praise a trifle, because he concluded that "he did not pretend the North-Lucas was perfect, for nothing is." He then criticised the low build which made getting into the seat somewhat difficult, the noise of the speedometer drive above the quiet engine and the fact that he could not signal, because the windows did not slide.

Later no less an expert than H Kensington Moir, the Aston-Martin and Bentley racing driver, defended the North-Lucas against criticism and early in 1923 another tester bestowed similar praise on the North-Lucas, although he found that while the engine would pull away from four mph in top gear, its pick-up was slow (10-30 mph in 2nd took 12.4 sec, 18 sec in top) and on the Brooklands Test Hill the average speed was 10.53 mph, but the car did not seem happy on the 1-in-4 section. It was suggested that the gear ratios of 13.5, 7.27 and 4.4 to 1 were perhaps too high for the weight of 15 cwt 2 qr 18lb. It was also thought the carburation was not correct — those long induction pipes? The short vee-nose gave the driver the impression of nothing in front of him — just like most modern cars! — except for the very end of the nose, and it would have been nice, he said, to see nothing at all. The geared-down starting handle made it easy to swing the five-cylinder engine.

Mr Lucas had not intended to go into production with his advanced car, but after so much praise he began to contemplate it, at a price of £600; nothing more was heard of the project, however. I wonder what became of that lone North-Lucas? WB

How to Motor Trade!

New cars being virtually unavailable for some time after the end of the 1914/18 war, those vending used vehicles were in a comparatively happy position. The demand for 'wheels' being considerable and the prices of the more desirable pre-war cars extremely high, with keen bidding for good early 40/50hp Rolls-Royces and the like, traders could dispose of almost anything that ran, however bad, however obscure the make or ancient the model, which is perhaps why some of them put more than a modicum of humour into their advertisements.

It was not to last, and quite soon the bubble burst, and it must have been difficult and depressing trying to dispose of the motley collection of odd motors that had been stocked, in the hope of passing them on quickly to those avid for the legendary open road. It is amusing now to look at how some of the more prolific stockists used to advertise their wares. For instance, there was Douglas S Cox, a demobilised officer, who claimed to have a vast display of available cars and commercial vehicles on his premises at Landsdowne Hill, West Norwood, facing Norwood Cemetery in SE London. In 1919 he billed himself as "The Absolutely Straight Motor Man" and his yard must have been enormous, to hold the 70 advertised bargains, although when I went to live in the district some ten years later I saw nothing of it. Not just used cars either, for the ambitious Cox said he would soon have some new cars to sell, "at list prices, with no premiums charged." Meanwhile, there was his stock of used cars of all kinds. Among them a "ducky little Baby Peugeot van, suitable for hanging on a watch-chain" (£85), a 6hp Rover two-seater, "quite a nice little car" (£65), and a 10-cwt Minerva van, "a bit pre-war but useful," at the same two-figure price.

Douglas Cox predicted a boom in the spring of 1920, so urged his customers to "buy NOW." Many of his bargains were "better than new". He guaranteed his dating and that all cars were in good running order, of well-tried makes. Yet such oddities as a sporting 1915 Argo and "a just sweet little 6.8hp Charonette baby two-seater, painted Parma violet," at £285, a Colibri, and a "1913¼" Sizaire-Naudin were to be found in what must have been acres of motor emporium. Cox had apparently been trading since 1902 and had lorries as well as cars to sell, of which a Beaver, a Sulton and a Thames may or may not have seemed well-tried makes to those who paid a visit to the yard, "17 min by train from Victoria, or take the tube to Stockwell and then a tram to Norwood Terminus and walk 200 yards, open 8.30 to 6.30 everyday except Sundays." It all sounded very business-like. But one notes that at the end of 1919 he was willing to dispose of his own "ex-Olympia Show model 15/45hp Hispano Suiza egg-shaped Mulliner baby-saloon, 5ft 6in high, and capable of 65 mph and 22 mpg," for £1625, (say £50,000 today).

Why West Norwood seemed to attract the dealers I know not but there too at this time was Stanley J Cook's Paxton Car Depot where, for post-Armistice Christmas transport, you were offered anything from a Warne cyclecar to a 16/20hp Humber lorry on Rubberine solid tyres, the latter a strange beast, surely? To digress, my own favourite Norwood memory is of going with a friend to Rowland Smith's in Hampstead to buy our first motorcycle, with 25/- (125p) to spend. We came away with a vee-twin Zenith Gradua, and spent three evenings, after work, pushing it home. Unable to afford a rubber-belt for its variable-pulley drive and discovering that whittle-belting broke, we abandoned it in the shed we had rented for it, never claiming it. Many years later I read of how PA Clare — proprietor of that great all-makes spares depot at Tulse Hill, who had become an avid collector of old motorcycles, had had the good fortune to unearth a derelict 1920 Zenith Gradua, in a shed in — W Norwood!

In 1920, Cox was still going strong, with some poems in his ads which are too silly to publish, followed by the long lists of bargains. Where did he amass them all from — Baby Gregoire, Trumbull, Arden, Horbick torpedo, Vinot, RMC, etc? Not overlooking a battery-driven Electromobile landaulette and a 100hp Clerget 9-cylinder rotary aero-engine — "make a deuce of a stir in your Morgan or useful for Ford camouflage (use 3 cylinders and dummy the rest), cost £400, £40 or no reasonable offer refused." The Hispano was unsold when Cox went on holiday that summer. A sign of bad times ahead? One might have hoped that Cox's policy of spqr (work it out for yourselves) would have made him a fortune. Alas, by 1922 he was proclaiming that he could not afford to advertise a full list of 60 cars (18 at under £100), but if you would send him a postcard. . . .

It seems that Douglas Cox may have had a rival, also in W Norwood, or it could have been a family ploy. At all events, an Oscar V Cox traded there, as "The man who shows Douglas S how to buy," a "Mivvy,", and as the "two-seater ferret who scents out 2-seater bargains all over the British Isles, the Scilly Isles, church isles, Ireland, etc and factors them to my clients for the weeniest profit." What was so special about a two-seater he did not disclose, and as his "loads of them" were also near the tram-terminus, one wonders whether Doug and Oscar were one and the same person.

As their adverts faded, another trader with a sense of humour arrived on the scene in the late 1920s. I refer to a Mr Chick, whose premises were closer to the centre of London, at Larkhill Rise, Clapham, SW. The trend of his small ads was crude but ingenious. Trying to dispose of a tiny Mathis with "the dinkiest little landaulette body" he continued "it comes of leaving a Rolls and a big Daimler in the garage one night, and I always thought a Rolls was a gentleman." A pair of 25hp Talbots (£80 each) would "hop along with the fattest family on board" and there was a Silver Hawk described as "Just right if you fancy the girl, you have to squeeze up so close to both sit in, very fast, and looks 100 mph; now come

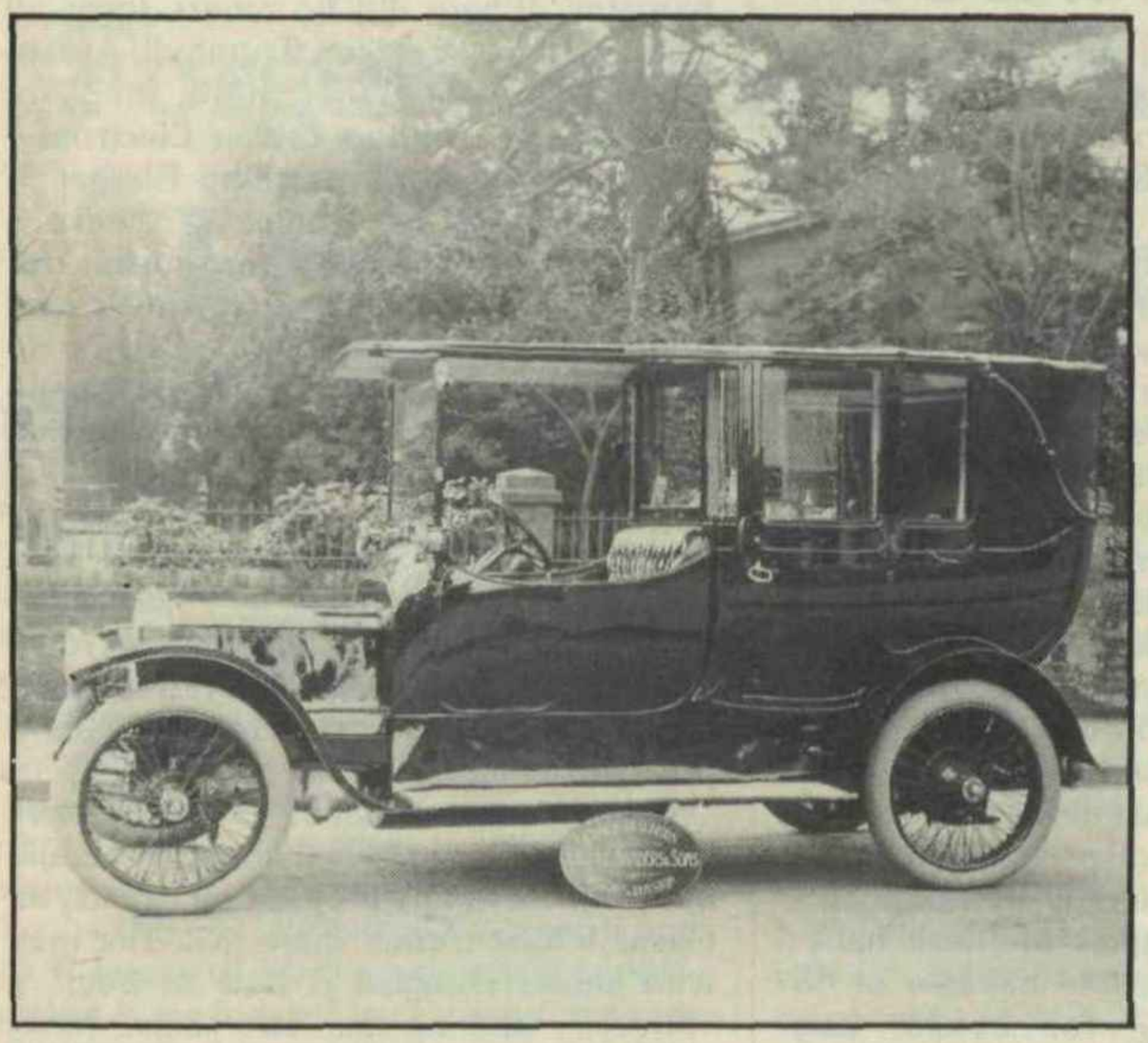
along, kid yourself you're Segrave, for £57." Of a Bignan (£77) it was "Very hot, just right for plus-fours and skimpy skirts."

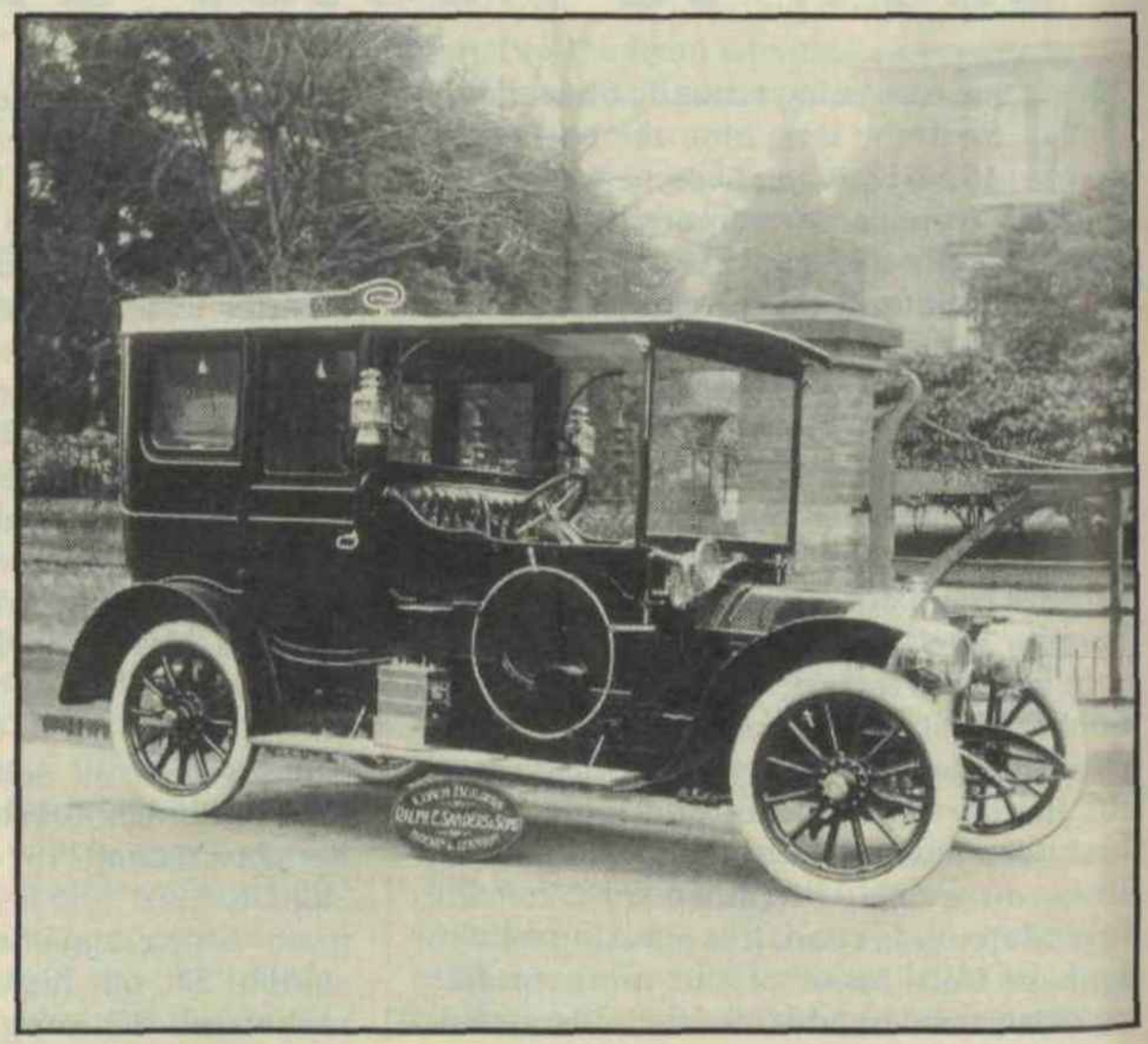
He had several Voisins, explained as "Where do we find them! Well, I don't mind telling you it rains Voisins in our street sometimes." When Chick had landaulettes to sell he became "The Hire-Car Man" but advertised in the same fashion. Thus a plum-coloured Opel drew the comment "The fruit season has now started" and a Minerva was described as "a nice juicy plum." Of a 14/40hp Delage for sale in 1928 at £95, Chick remarked that at the price he would be giving them away by 1932. Trying to find a buyer for a 1921 Daimler Light-30 Cole all-weather a more dignified approach is noted:" . . . . the thing for one who wants to glide in silence and wants a car to look £500, not the £119 we ask, with two new rear Rapsons; cost over £2500."

Nothing has been quite such fun since David Scott-Moncrief in his MOTOR SPORT advertisement in 1930, had us print a photograph of Chitty-Bang-Bang II upside down, captioned "As seen from the Brooklands' bar." WB

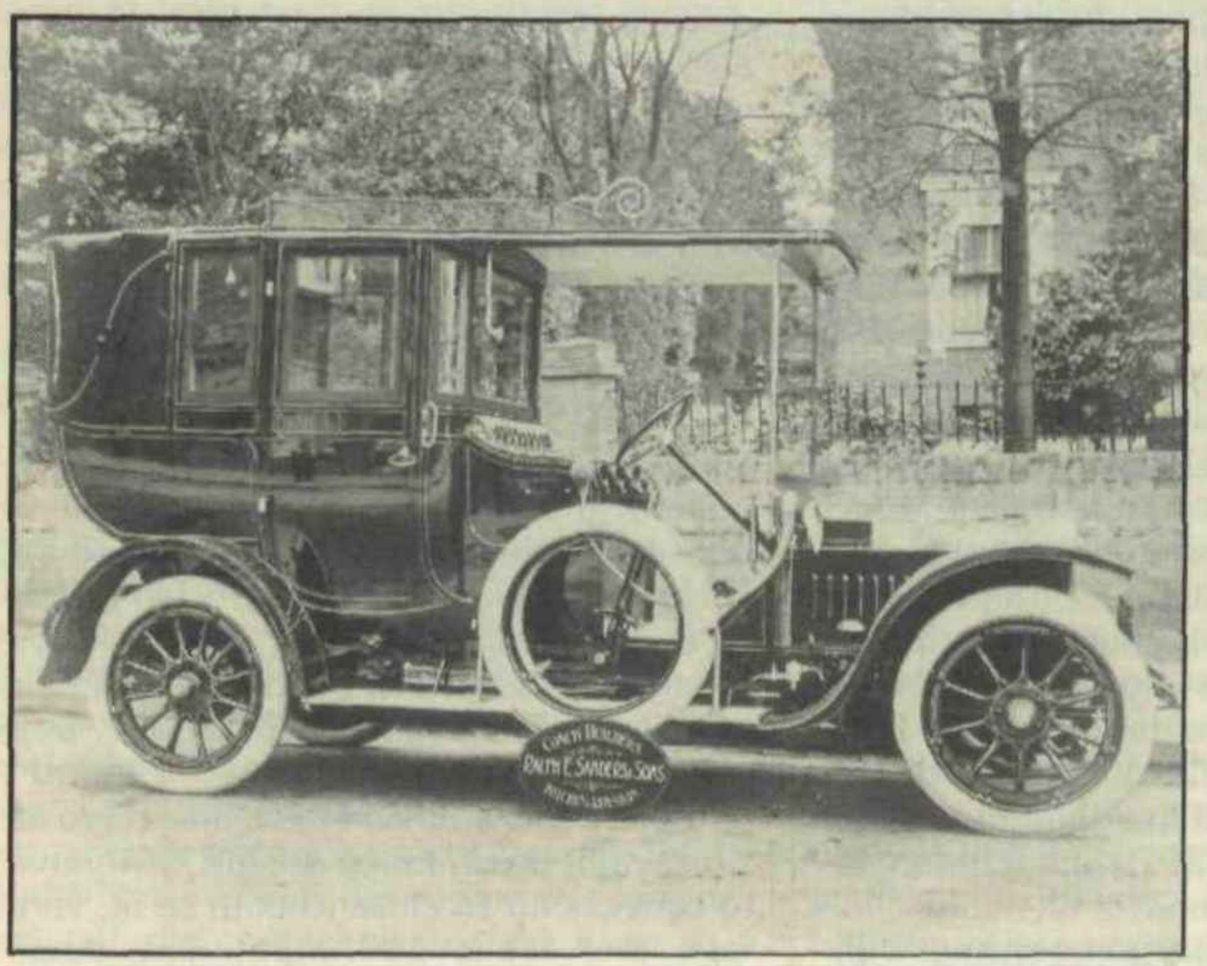
Ralph E Sanders and Sons

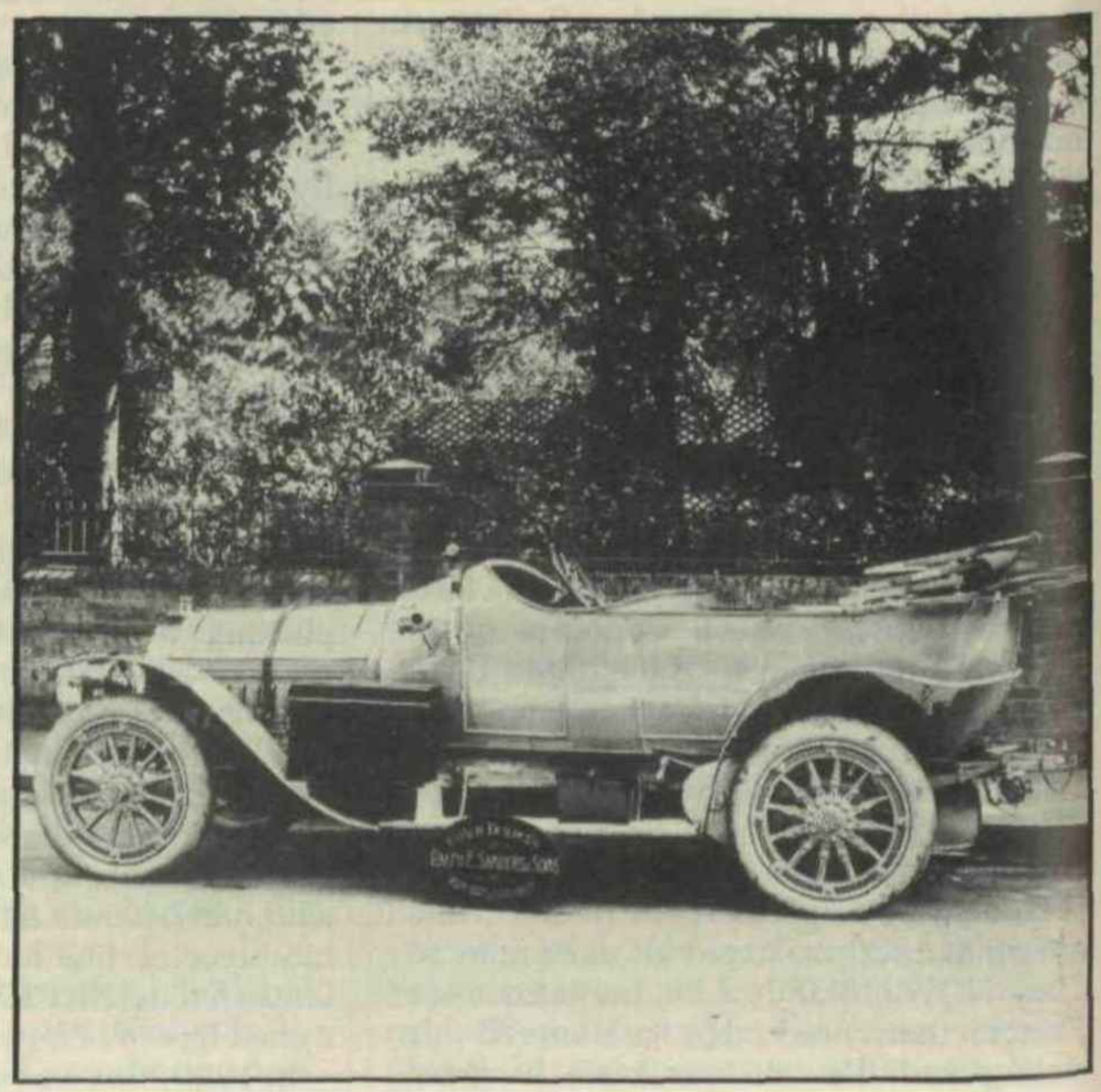
David Brodie of Brodie Brittan Racing has sent us some old photographs found in the Hitchen garage which his partner, Ken Brittan, took over in 1932. They are very interesting, as depicting cars with bodies made by Ralph E Sanders & Sons, Coachbuilders, of Hitchen and Royston in Edwardian days, another coachbuilding concern for those who study such things. The cars photographed, with the usual coachbuilders' plaque in front of them, are a small Daimler, a Napier, and what is probably a Lancia, all with handsome closed or landaulette bodywork. There is also a most imposing chain-drive 1911 40hp Cottin-Desgouttes, with a huge stowage box on its n/s running board. WB





The four cars with coachwork from Ralph E Sanders & Sons of Hitchen and Royston. Clockwise from top: a Daimler Landaulette, a Lancia, a 1911 Cottin-Desgouttes and a Napier.







Nice to see ladies having a go at VSCC competitions. Here Mrs Hayes competes in her 1936 Alvis.

The VSCC at Barton Stacey

Having been very thoroughly rained on at Brooklands last year, for 1991 the VSCC returned to the spacious and conveniently laid-out Army camp near Andover for its February 2nd driving tests meeting. The entry stabilised at 70 pre-war cars, which seems to be the VSCC saturation number these days.

Frost and mist having given way to the VSCC's usual good, sunny weather, all was set for the competitors to try the ten difficult tests, named after adjacent towns and places. So scattered were these tests that it was easier to concentrate on the cars rather than on how they performed, although out of the corner of an eye one noticed Mrs Hayes considerately refusing to rush her Alvis, even permitting it a reverse, in Test Four, which involved much to-and-fro 'garaging', whereas one heard David March abusing reverse gear selection in order not to lose a fraction of a second in the same frolic with his Brescia Bugatti. One also spotted that G Breckett's 1930 Ulster Austin had its own covered waggon in which to go home, and the 1926 'top-hat' A7 saloon conducted by P Stainton and then by Miss Poat had modern spotlights with which to combat a foggy journey. Garfitt and Moore were in their smart Frazer Nash-BMWs, the latter somewhat late due to a long hold-up on the Great British motorway system.

Incidentally, the competition numbers had been well, or coincidentally, allocated. Thus, Conway's Type 44 Bugatti was No 44, and unfortunately retired with suspected little-end enlargement, and No 38 applied to A Lupton's handsome Corsica bodied Lea-Francis which is a 1938 Motor Show car. The well known 1915 Hudson wasn't entered but American Edwardianism was represented by David Roscoe's smart 1913 5.2-litre Overland two-seater, recently imported from the USA and sporting Toledo Ohio gas head-lamps, carriage-type spot-lamps and with a transverse sliding accelerator below its man-size clutch and brake-pedals — tricky it might seem, but David seemed very happy with his new toy.

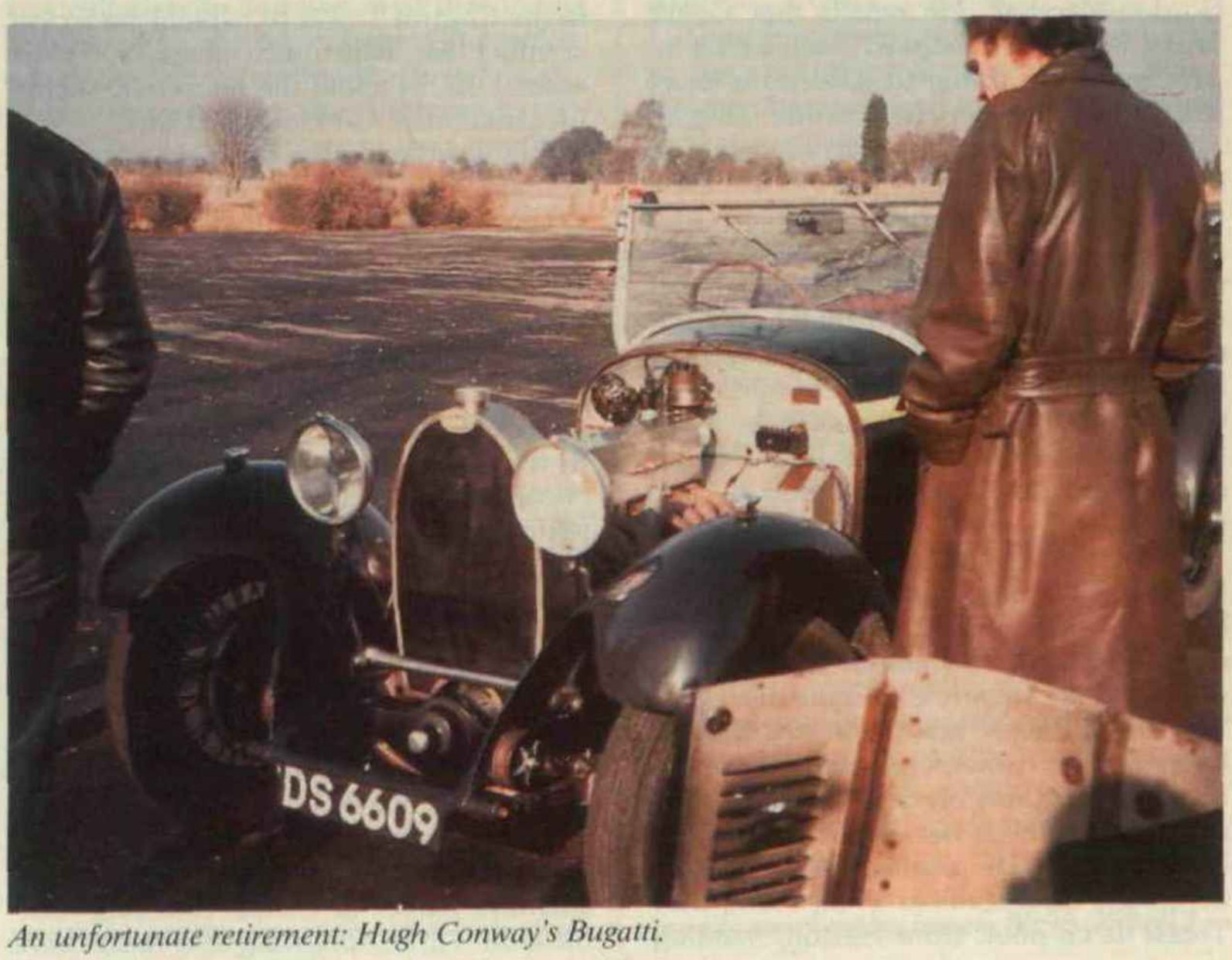
The entries embraced three open Singer Nines, Peter Hull was driving appropriately a 12/50 Alvis, Wood his modified high-chassis Invicta, Roger Collings and Lees their Bentleys, but the only 30/98 was N Streeter's nice 1922 fast tourer. There were half a dozen Frazer Nash drivers to show how it should be done, W Mahany's 1100 HRG was a Godfrey-link along with Barry Clarke's Austin 7/GN, and the Goose's AJS was out again; spectators' cars included a very smart Roesch Talbot. The results must tell the rest. WB

VSCC Provisional Results

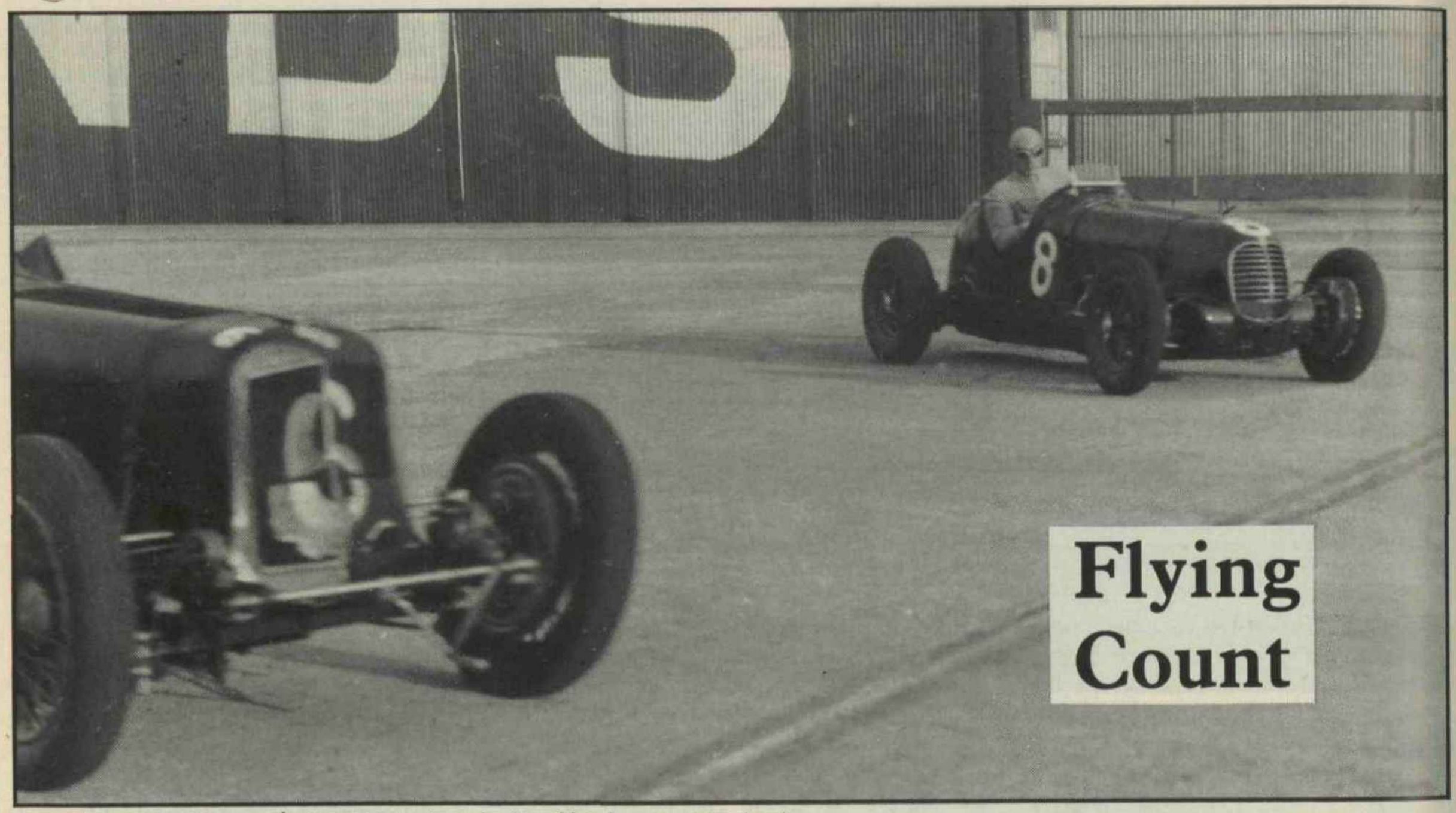
Class 1
1st class award: A Jones (A7);
2nd class awards: A Marsh (A7); A Ritchie (Riley); C Hamilton-Gould (Ford)
3rd class awards: T Rosoman (A7); T Threlfall (BSA)
Touring award: A Bennet (A7)
Saloon award: P Stanton (A7)
Light car award: Miss A Marsh (A7)

Class 2
1st class award: D March (Bugatti), P Gardener (MG)
2nd class award: A Moore (FN-BMW); B Savile (Singer); R Wheatland (Singer)
3rd class award: R Smith (MG); A Pugh (Frazer Nash)

Class 3
1st class award: P Blakeney-Edwards (Frazer-Nash)
2nd class award: M Garfitt (FN-BMW); T Tarring (Frazer-Nash)
3rd class award: W Mahany (HRG); J Bevington (MG); C Pack (Riley)



An unfortunate retirement: Hugh Conway's Bugatti.



Flying Count

Count Trossi (No.8) in a 1½-litre Maserati on the Brooklands mountain circuit.

Followers of Grand Prix racing will know that Count Felice Trossi was a successful driver of 8C, Monza, and P3 *monoposto* Alfa Romeos and of Maserati cars before the Nazi war and a successful driver in the Tipo 158 Alfa Romeo team after peace had broken out. As an engineer Trossi built the ill-fated, but advanced, 16-cylinder radial-engined FWD Trossi Special GP car in 1935. His other loves included speed-boats and flying.

The latter interest is the subject of some notes given to me by the late Philip Gordon-Marshall. He recalls that Count Trossi had a DH Leopard Moth which he wrecked when trying to land on a short jetty at Genoa, where he was attending an official function of some sort, as there was no suitable aerodrome nearby. Undeterred, Trossi teamed up with his friend Gino Rovere, the Maserati exponent, and together they bought a Gipsy Major-engined Miles Whitney Straight side-by-side two-seater, G-AFCN, painted in Italian red, from Whitney Straight, with whom Trossi had fought a duel in the 1934 Vichy GP, his *monoposto* Alfa Romeo beating the American's Maserati by five seconds.

Whitney Straight was encouraging flying clubs and building up an aeroplane business, with which Gordon-Marshall was associated; Straight, of course, went on to become Deputy Chairman of BOAC. The Trossi/Rovere aeroplane was used in Italy on a *carnet*, to circumnavigate import restrictions prevailing at that time. G-M used to fly it between England and Italy for them. He recalled flying the new aeroplane on December 17th, 1937, with Trossi as co-pilot, from Heston, heading for Lausanne, in foul weather. With the Count peering out of an open window and shouting instructions, they managed to reach Le Bourget and spent the night in Paris (Trossi was a marvellous and generous host). Next morning they tried to get to Lausanne but visibility deteriorated and for nearly three hours they navigated as best they could, Trossi naming railway stations seen from zero height. He was optimistic they were making progress but in the end, *sans* radio, they were obliged to return to Le Bourget, landing in extremely limited visibility. They were summonsed to the Control Tower to explain such rash conduct. So, with much laughter, Trossi rushed off, to avoid the interview, saying he would meet G-M later, in Paris.

The weather failed to improve, so the aeroplane was left at Le Bourget, the Count boarding a train for Italy, G-M getting back to England by train and boat. The following February Rovere, whose great ambition was to beat Trossi at motor racing, was in England and he and G-M flew to Le Bourget in a Lockheed Electra to collect the Miles Whitney Straight and fly it to Italy. They had a pleasant flight to Nice, landing at Lyons on the way, G-M letting Rovere navigate without helping him, to make him concentrate and learn. He was an inexperienced but very keen pilot. At Nice they were met by Rovere's wife, who had driven from Turin in a new Lancia Aprilia. G-M was allowed to borrow this to visit friends at Beaulieu. Next day they flew to Turin via Genoa, where G-M gave flights to Rovere's friends before they continued to Masazza, where they met Count Trossi, who lived in a splendid palace at Biella. G-M then flew back to Turin, following the *autostrada* (along which Trossi had once cruised at over 100 mph in his Alfa Romeo while G-M flew a hundred feet behind in the Miles Whitney Straight, getting a lead for Milan). This time it was home by the Rome express to Paris and an Imperial Airways Short Scylla to Croydon.

Gordon-Marshall also recalled the attractive office suite at 30 Conduit Street, W1, with a pleasant little drinking club beneath, from where the Hon Brian Lewis (Lord Essendon) ran his pre-war aviation interests, Tim Rose-Richards, the Earl of March and John Cobb among the visitors. He remembers Trossi and Rovere (who also raced here, and who was living with his wife and daughter at Bordighera when G-M last saw him) as "great friends and joyous company." Alas, Rovere was imprisoned by the Italians during the war, until released by the Allies, and Trossi died of cancer in a Milan clinic in 1949. The Miles Whitney Straight was impressed in October 1939 and scrapped in 1943.

Another facet of those days which G-M recalled was occasionally flying the black-painted DH Gipsy Moth-2 owned by Selfridge's, which had the discreet legend on its sides "Selfridge's Aviation Bureau," that store maintaining a small department devoted to private flying at their Oxford Street branch. Gordon Selfridge, Jnr was an enthusiastic pilot and part of Brian Lewis's aviation business, but this Moth was usually flown by aerobatic expert Christopher Clarkson, at flying displays; it was equipped for inverted flying. Gordon-Marshall was found dead in his drive beside his well-liked VW Beetle in a snowstorm some years ago. The end of an era, one might say.

WB



V to C Miscellany

We hear that the Coventry-Climax-engined Lotus IX, XPE 6, which Colin Chapman raced in 1955, and which MOTOR SPORT road tested that November, spent 20 years in a complete, but dismantled state in Australia. Last year it was acquired by an American reader who is having it meticulously restored by Mike Brotherwood in this country. The car was owned for a time by the Sydney motoring journalist Graham Howard.

The last issue of the well-contrived Journal of the Morris Register for last year has the usual interesting collection of pictures of Morrises of all ages and types, and a six-page discourse by Harry Edwards on the Morris Léon Bollée.

A lady whose grandfather made the PDA cyclecars with two colleagues, Darby and Allday, in 1912/13 is hopeful of obtaining more information about them than is contained in contemporary descriptions. Built at Bristol Street, Birmingham, the unusual feature of the PDA was that universal joints were dispensed with in the transmission, it was said to conserve power, but no doubt manufacturing costs were saved. This was achieved by mounting the engine, clutch and two-speed back axle on a sub-frame which was hinged to the front cross-member of the single-piece pressed steel chassis. Thus, when the back wheels lifted, the whole assembly rose, but only by 1/64th of an inch for 3" of back wheel movement. The back axle was well constructed and the gear ratios were 9.7 and 4.7 to 1, with an 11 to 1 reverse gear.

Suspension was by a front transverse spring and rear quarter elliptics. The steering was direct, with an adjustable column. The unusual transmission was patented. The idea was to use the latest 80 x 95mm 50-deg vee-twin air-cooled Blumfield engine in the 6ft 10in wheelbase chassis (one inch longer than that of an A7 Ruby), sell the PDA for 105 gns, and run one at Brooklands. Plans appear to have changed, with a 90-bore oh-inlet valve JAP engine put into the prototype, which by early in 1913 had been tested for 5000 miles. It is believed that 12 or 13 of these cyclecars were made and if any more is known we can forward letters.

Last month we published the provisional results of the VSCC Measham Night Rally. The only change is that in the final results Parker (Alvis) gets a 3rd not a 2nd Class Award, Wilson (A7) no award, and the PVT Award was won by J Harris (LG45 Lagonda). It should be said that A Jeddere-Fisher presented the Light Car Award, won by Cattell's Riley 9.

January's 'Forgotten Makes' article on the DFP resulted in a call from a West Country reader who has found a crated-up car of this make which it is his intention to restore and fit with a replica of the body used by WO Bentley on his 1914 TT DFP.

Mr Jenvy of Bridgewater saw a large tile on a wall in Seville advertising a 1920s Studebaker tourer. The crazing on the tile indicates that it is original, so the premises it adorns were presumably once a car dealer's showrooms.

Already the Haynes Publishing Group is advertising its Classic Road Run for cars from the late '40s, '50s and '60s, scheduled for May 5, starting from Longleat House. Entry fee £19.50. Details from Sparkford Motor Museum, Yeovil, Somerset, BA22 7LH.

The Anglican Sporting Classic event at Wimpole Hall near Royston on June 2 will embrace the National Triumph TR Day, when the TR Register hopes to attract the majority of TR5s that are still running. Various events and displays will take place, the public can enter for one section of the Concours d'Elegance, and two leading charities will benefit from the £5.00 per car admission fee. Information from Mike Norton, on 0487 831946.

The 1991 Mille Miglia Repro is due to happen on May 2-5.

The award gained by the Bentley was inadvertently omitted from the table of results of the 1925 MCC Exeter Trial, published last month. To put Bentley men out of their misery, we hasten to say that WL Douglas's car did get its 'gold'! Other slips which we would like to correct are that in this year's VSCC Measham Rally Saxl drove a Dodge-6, not a Dodge with five cylinders as implied, and that it was another A7, not any of the Chummies, which had a home-made closed body. Then, reverting to the Vintage Exeter Trials' article, the picture of the Coventry-Eagle combination was taken during the 1924, not the 1934, event. In 'Book Reviews' the R-R Olympus 593 turbo-jet engine should have been described as in Concorde, this not being part of its name, and AA Rubbra's book on R-R aero engines was obviously published, not written by him, after his death!

Finally, the 1930 Irish GP, TT and BRDC races were won, respectively, by Mercedes-Benz, Alfa Romeo and Austin 7, not by Talbots, as stated in the Talbot 105 article.

While we are allowing most of our historic industrial buildings associated with the Motor Industry to deteriorate, in Italy the Lingotto factory, 500 metres long, five stories high, with a test track on its roof, which Fiat occupied until moving to Mirafiori in 1982, is being restored as a scientific centre, museum and industrial block for Turin. The first large reinforced concrete building in Italy, designed by architect Giacomo Matte-Trucco and built over four years, from 1916 to 1920, it was planned so that raw materials entered on the ground floor and cars were progressively assembled until they emerged for testing on the roof track.

The history is sought of the prototype Cooper-MG now owned by a reader in Scotland. It was used by John Cooper in the 1950s and may have been rallied by Ken Wharton. It was then registered OHA 437 but is now ??? 195 and was sold by Blakes of Liverpool around 1952/53. Letters can be forwarded.

The Jaguar Drivers Club, the Jaguar Enthusiasts Club will both be providing cars for a Jaguar Show to be held at Chatham Grammar School for Boys on Sunday, 12th May.

Last year the show attracted over 80 Jaguars and twice as many cars of other types. This year the exhibition and show will include films and videos about Jaguars and a display of Jaguar component suppliers while all the cars will be segregated in a one-make car park.

The cost of entry to the show will be £2.50 per person with children free. A colourful programme of events will also be available.

This Ecurie Ecosse Historic Motor Tour, scheduled to take place from Thursday, May 9th to Saturday, 11th May, is aiming to raise £40,000 for the Royal National Lifeboat Institution, specifically for a Crew Facility at Invergordon.

This year's entries have come from all over the world including a Jaguar C type from Omaha, Nebraska, an Alfa Romeo 8C Le Mans (team car) and a 1927 Delage, both from Germany, and a Lancia from Italy.

Apart from being able to see these cars on the road, there are four venues where they can be viewed more closely. They will call for lunch at Drum Castle on Thursday, May 9th and tea will be at the Culloden Visitors Centre by Inverness. On Friday lunch will be at Inverewe Gardens and on the last day, their final tea is at the House of Dun.

For further information of the Tour, please contact John Foster, Estate Office, Craigie Farm, Leuchars, St Andrews, Fife, KY16 0DT. Tel.: 0334 839218.

Holloway's are holding their third annual sale of Automobilia, Vintage and classic cars on Saturday, 18th May just outside Banbury. Entries of all types of items from vehicles to memorabilia related to transport are now being invited.

Catalogues will be finally prepared in early May and all enquiries should be directed to Tim Holloway on 0295 253197. There is a 24-hour message recording service and the firm can be readily reached by fax on 0295 252642.

Fair's Fair

During the great freeze up the media implied that transport was almost at a standstill and that cars should only be used if essential. But surely praise was due to many Councils who so effectively kept roads open? The PM got to Scarborough by Daimler when a helicopter couldn't, another MP to Chester and back by road in lieu of a train, and our staff journeys including my no problems run from Surrey to mid-Wales via Cheltenham, Ledbury and Hereford.

I recalled with some relish, at a time when BR trains were delayed by frozen doors, points, signals, brakes and damaged engines, those InterCity TV ads which made snide objections to almost every facet of travel by private car. WB

Those enthusiasts who find themselves in New York in the next month or so may find that a trip to the *l'art et l'automobile gallery* may be worthwhile. It is there that nearly one hundred years of automotive history can be traced in an extensive collection of vintage posters (from 1895-1970) and model and toy cars (1900 to present). The show will include everything from turn of the century French posters to 1930's midget racers and 1990 scratch-built Jaguar models.

The Model and Toy Exhibit and Vintage Posters will be on display until April 6th alongside one of the world's largest collections of automotive art and memorabilia including books, sculptures, paintings, period posters, lithographs, toys and model cars.

A gallery catalogue is available for $20.00 from L'art et l'automobile gallery, 120 East 34 Street, Suite PHG, New York, NY 10016.

Staying in America, the Imperial Palace Hotel and Casino in Las Vegas has completed a $50 million expansion of their car collection, boasting 25 Duesenbergs in the toe-curling "It's a Duesie" exhibition.

The 200 car display is located on the fifth floor of the Imperial Palace Hotel.

Obituaries

Cecil Clutton

As we went to press came the devastating news of the death of Cecil (Sam) Clutton, CBE in a London church, presumably from a heart attack. No-one was better known in VSCC circles than the 100% amateur enthusiast. Clutton was that Club's President from 1954 to 1956 and had edited very entertainingly its *Bulletin* from 1935 to 1951. He raced his famous 1908 GP Itala over a span of 60 years, an unique record.

He was an accomplished organist, and knowledgeable about antique clocks and watches. On all these subjects Sam had written books in which his no-nonsense outlook was much enjoyed. He wrote for MOTOR SPORT and owned many vintage cars, including the 10½-litre Delage. Last year Clutton was still competing with the Itala and his vintage Frazer Nash, at the age of 81.

Our very deep personal sadness, almost unbelief, on hearing that it has all ended will be matched by the whole vintage movement and in other spheres beyond it. WB



The late Sam Clutton in his Itala.

Peter Hampton

CWP Hampton died from a hear attack on February 11th. He was a meticulous restorer of better historic cars and to visit his immaculate garage by his house in Bolney was an unforgettable experience. It contained examples of most of the Bugatti cars and other makes such as a 36/220hp Mercedes-Benz, a 45hp Hispano-Suiza, his baby Peugeots etc. Peter's attention to detail was unsurpassed, every car in Concours d'Elegance order. It had been thus since he first owned cars, then Amilcar, Rileys, Talbot 90 and 1922 Targa Florio Mercedes, but Bugattis were perhaps Hampton's main interest. He was Vice-President of the Bugatti Owners Club and edited *Bugantics* from 1948-1954.

An officer in World War 2, Peter lost the use of his right arm on the last day of the conflict, which in no way diminished his driving ability. The friendly unassuming non-motor trade enthusiast was always helpful to MOTOR SPORT (some of his cars are described in the 1943 volume). To his brother John, a fellow enthusiast and to his great many friends, our heartfelt condolences. WB

HR Slater

Roy Slater, who was Hon Secretary of the Alfa Romeo Section of the Vintage Sports Car Club from 1959 to 1965, died very suddenly in Italy on January 10th, at the age of 71. Roy's long interest in Alfa Romeos began in 1930 when he heard a radio broadcast of the Tourist Trophy race (when Alfa Romeo 6C 1750s finished first, second and third) and from 1931 onwards he became a keen spectator at Brooklands. After War service, Roy was demobbed in 1946 at which time he and his wife Edna bought their first Alfa Romeo — a 1928 6C 1500 Sport with Zagato four-seater bodywork. Roy's interests extended to other makes: Alvis, Bugatti and Lancia in particular, but Alfa Romeos remained his first love.

He collaborated with Peter Hull on *Alfa Romeo, a History*, which is still the best overview of Alfa Romeo history published so far and with Luigi Fusi, he was co-author of *The 6C 1750 Alfa Romeo*.

In the late 1960s he and Edna moved to live in Italy, where Roy was for several years involved with the organisation of the Registro Italiano Alfa Romeo. ALC

Colonel Arthur Cyril Roy Waite, MC

Arthur Waite sadly died on the 25th January 1991 aged 96 after failing eyesight and crippling arthritis for so long.

Born in Adelaide on the 9th April 1894 he married Irene, Lord Austin's daughter on the 16th October 1918 and raced 'Black Maria', the fast Austin Twenty. In 1923 he formed the first Austin Seven racing team and in 1925 developed the first blown Seven with Austin-built three-lobed Roots-type supercharger. He returned to Australia in 1926 to take charge of Austin activities there winning the first Australian Grand Prix in 1928. In 1929 he came back to join the main Austin Board taking control of sales, Service, Publicity and Completion.

After crashing whilst driving in the TT race he ceased active racing and recruited Murray Jamieson to design those beautiful 'Twin Cam' racers and he created the 'Grasshopper' Trials Cars. FTH

Club News

As mentioned last month, the 70th MCC Land's End Trial will take place on March 29th/30th. For those who wish to spectate, the starting places are Basingstoke, Okehampton and Bristol and the first motorcycle riders should get to Darracott at 7.20am, Crackington at 8.20am, Warleggan at 10.30am, Bluehills Mine at 12 noon approximately, on the Saturday, after a 7.30pm start on the Friday, finishing at Hendra Park, Newquay. Entries close on February 27th.

The Teeside Yesteryear Motor Club is celebrating its 25th anniversary this year and are having a reunion for all past and present members on Monday, April 8th at Norton Cricket Club. They are hopeful of a memorable and pleasant occasion.

The Lea-Francis OC's magazine *LeaFlet* had an interesting photograph recently, showing eleven Ruston Hornsby cars outside the Ruston factory in Lincoln, the link being that three later Lea-Francis executives, LT Delaney, CB Wardman and HE Tatlow, had held important positions producing Ruston Hornsby cars.

The Chairman of the Wolseley Register is Geoff Craggs and the contact to whom enquiries should be addressed is G Watson, 6 Ezard Street, Newtown, Stockton-on-Tees, Cleveland, TS19 OBZ.

It is encouraging when clubs catering for cars of which not a great number have survived nevertheless lead an active, enthusiastic existence. Such is the Trojan OC, of which the new Secretary is M Luscott-Evans, Thomas Blount Cottage, Hurcott Village, Kidderminster, DY10 3P.

The Historic Rally Car Register continues to see an enormous influx of members into its ranks, which obviously mirrors the increasing interest in historic rallying. From April 1st, membership fees will rise to £20.00 for the annual fee with a £5.00 once off joing fee. Joint membership can be had for a reasonable £25.00.

At present, club membership stands at 1260, but with an average of 7 new members joining a week, that figure will already be out of date.

Details from Alison Woolley, Tibberton court, Tibberton, Gloucester, GL19 3AF. Tel.: 0452 79648.

To celebrate its 90th birthday, the Motor Cycling Club has come up with the ambitious idea of holding a three day, 860 mile trial from May 30th/June 1st, starting from Silverstone on the Thursday afternoon and finishing at Brooklands, with special tests on the Saturday afternoon. The route will take competitors to the Midlands and Derbyshire, with observed sections Haydale and Priestcliffe, then will turn SW to Bristol, Devon and Cornwall, where three more observed sections redolent of the Land's End trials will have to be tackled, namely, Hustyn, Old Blurhills and Ruses Mill, while there will be a special test at Exeter, reached after the lunch-pause at Land's End on the Friday, where there will be a special test. Restarting on the Friday, after tackling Windout and Stafford in Devon, the finish at Brooklands will embrace three more tests, including two or more ascents of the Test Hill.

Those who do not wish to do the Celebration trial can opt for the Banking Trial on the Saturday, involving the special tests. The average speed of the full trial will be 30 mph, but mainly on Class A roads. This may determine the age of the older vehicles taking part. It sounds a most enjoyable affair. Those interested can obtain details by sending an sae to G. Margetts, Haven Bank, Madresfield Road, Malvern, Worcs.

The Brighton & Hove Motor Club have announced that the 1991 Brighton Speed Trials will be sponsored by Frost's, the Lotus Carlton dealer for Sussex.

The event will take place on Saturday 14th September on the famous Madeira Drive and the entry list is expected to open towards the end of May when the Supplementary Regulations are published.WB

The Lancashire Automobile Club will soon be distributing entry forms for its Manchester-Blackpool Veteran Vintage Car Run on Sunday, June 2nd.

The event has three distinct routes for Veteran, Edwardian and Vintage cars of 50, 58 and 65 miles respectively across Greater Manchester and Lancashire. This is not as Sunday jaunt, they say, as it includes pre-set average speeds and full rally timing. The route is issued at the start and varies a little each year to keep the competitors on their toes. The route card, however, is easily followed. Along the route are secret controls where the cars are timed to the nearest minute. Both the Edwardian and Vintage cars call at Lancashire Police Headquarters and take part in a driving test where they are timed to the nearest 100th of a second for a special award.

As well as the road section there is also a Concours d'Elegance where condition and originality are assessed.

The entry fee is £17.00 which includes membership of the Lancashire Automobile Club and two free meals at the Blackpool finish. Entry forms are available from Alwyn Davies, 320 Preston Old Road, Blackburn, BB2 2TX.

The Morgan Sports Car Club is staging a double celebration in a series of events scheduled for June and July. The cause is two-fold: the 40th anniversary of the introduction of the Morgan Plus 4 and also 40 years since the formation of the Morgan 4'4 Club, forerunner of the MSCC.

Details of the summertime events can be obtained from the events co-ordinator Malcolm Lamb, 7 Rodman Close, Edgbaston, Birmingham, B15 3PE. Tel.: 021-454 7677.

The Jaguar Car Club's Donington Park Race Meeting on June 8th/9th is being used as the occasion to celebrate the 30th anniversary of the E-type Jaguar. Apart from a full race programme (which includes a joint clubs "1000 E-type rally", there will also be an E-type race.

While there are several interesting and historic E-types promised, the Jaguar Car Club is keen to hear from anyone who owns or knows of a racing E-type that might be encouraged to attend, as well as from drivers who competed in them in the Sixties and Seventies.

TH Rowe, the Competitions Secretary would like to hear from you at 11 Fairview Road, Timperley, Cheshire WA15 7AR. Tel.: 061-980 3413.

After the success of the Bentley Drivers Club race at Montlhéry last June, the organising committee, the Association Sportive Automobiles des Vehicules d'Epoque, have decided to widen the scope a little.

Along with the Bentley Boys, invitations have been extended to Invictas, Delahayes, Maseratis, Alfa Romeos and, naturally, Bugattis. The event will take place on the weekend of June 29th/30th and will be run at a classic car meeting for which the organisers are hoping to attract up to 2000 vehicles.

Further information can be obtained from Philippe Lorthoir, 132 Rue de le Louvière, 59000 Lille, France.

The Triumph Spitfire Club have announced the 9th International Spitfire weekend at its usual venue at Klein Vink in Arcen in Holland on August 31st/September 1st. Further information can be obtained from Mieke Luijten, Kastanjelaan 131, 4902 RL Oosterhout, Holland.

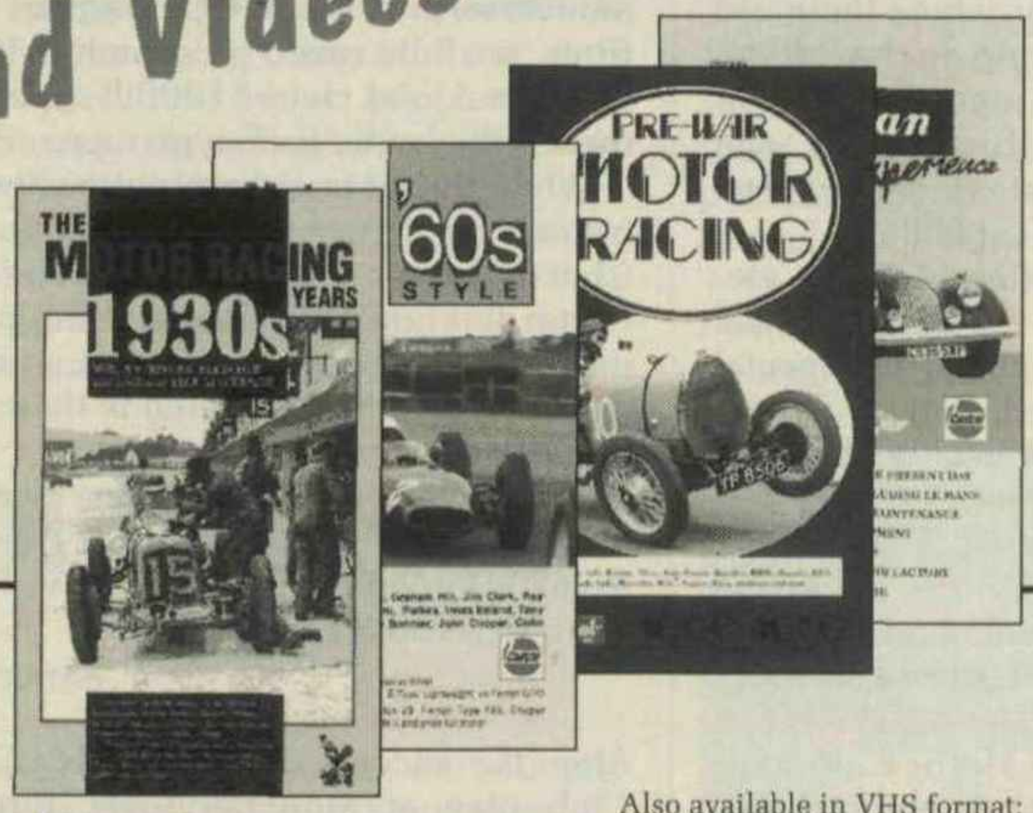
A new insurance scheme has just been launched, aimed exclusively at the Triumph owner. Backed by Lancaster Insurance Services, the insurance brokers behind the MG Owners' Club policy that now cares for nearly half their 52,000 members, the company has now branched out to include Triumphs.

The scheme will run in tandem with the MG's in which the policy can be tailor-made for the individual's requirement and also at the same time offer it at a competitive price. The company also claims to have a good track record for dealing with claims efficiently and quickly.

To tempt all Triumph owners to apply for a quote, Lancaster are offering a free key fob to every Triumph owner who telephones. Call 0480 300023 and a leather-backed key fob will be sent by return of post.

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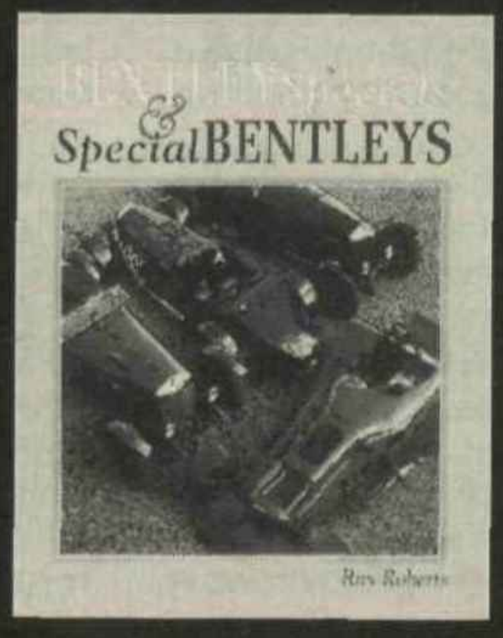
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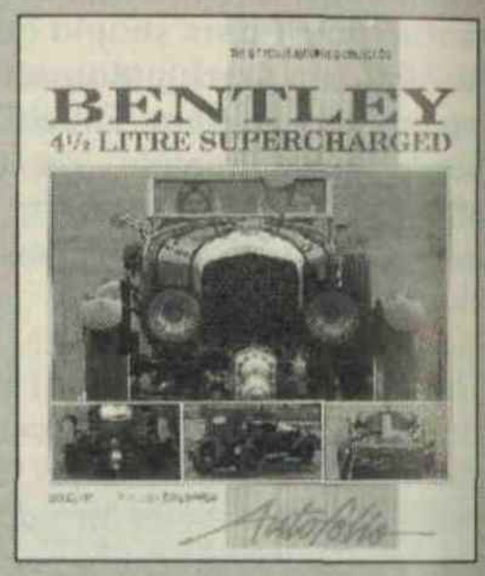
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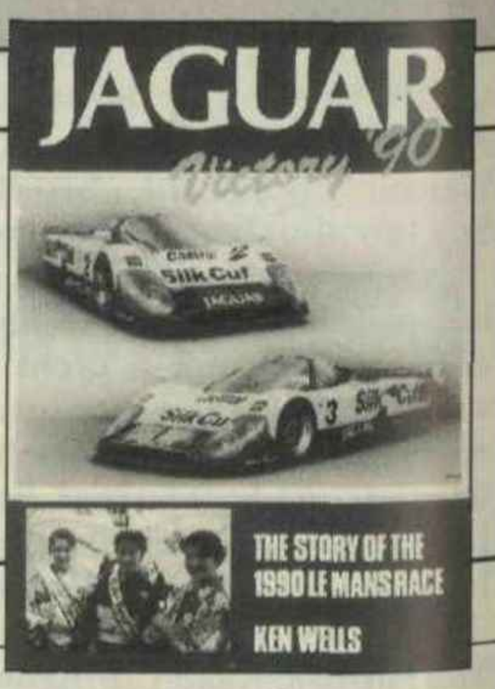
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Bentley Special & Special Bentleys
by Ray Roberts. 440pp. 11" x 8". GT Foulis & Co Ltd, Sparkford, Yeovil, Somerset, BA22 7JJ. £75.00.

First impressions could be so wrong in respect of yet another impressive book about Bentleys. The idea of Bentley Specials conjures up thoughts of Mk VI saloons cut down into Specials when perhaps they should have been restored to their original state.

While Ray Roberts' book covers such Bentley Specials, indeed deals with a great many of them and their amateur and professional constructors, these are by no means the only non-standard Bentleys to be described, and illustrated with some of the clearest black-and-white photographic reproductions I have seen for some time.

There is some repetition, of how WO Bentley raced his DFPs and built the great Cricklewood cars, and each edition of the illustrious make is described in basic form, down to the Derby cars. Indeed, there is interesting information about all manner of Bentley matters, such as model Bentleys, including the pedal cars, mascots and badges, badge colours, experimental cars, even details of marine Bentley Specials and how the Bentley name has been used. Then dashboard layouts get six pages to themselves, showing 19 well-stocked examples, and here the clear photographs are seen to great effect. However, in the main it is the Bentley Specials which are detailed and illustrated, and how the author, who is Chairman of the Midland Region of the BDC and a bookseller of out-of-print transport titles, was able to gather all the data together is quite remarkable. It is an incredible feat, each Bentley dealt with under its Reg No, with statistics of engine and chassis numbers, engine size, and date of first registration, followed by descriptions of each car's modifications and history — I can only use again the description "formidable," so fully justified in this case.

The Special Bentleys side of the book brings in such cars as the Forrest Lycett 8-litre, "Bluebelle" and suchlike, masses of them, all entirely fascinating and informative. Even comparatively standard cars used in competition are not overlooked, Bevan's 4½-litre for example, which was raced at Brooklands and is mentioned in my Brooklands History — I am taken to task for not identifying the car, apart from saying it was a 4½-litre, but, sorry Mr Roberts, no engine or chassis numbers were available to me in the BARC records.

Space precludes listing the vast number of Special Bentleys and Bentley Specials which Ray has laid bear for our edification, but the book's scope can be appreciated when I say that the index lists no fewer than 740 personalities! In addition there are chapters on guide-lines for Club racing, notes on the BDC, a brief illustrated racing history of the Bentley, a chronology of Bentley happenings, an amusing miscellany of accidents and incidents, a table of the 100 mph 3-litre cars, and Bentley references listed by chassis numbers, etc. Did I say formidable? It's almost too much to absorb at one sitting. The drawings and photographs exceed 750 and there are fine colour plates to embellish each section. One of the most satisfying Bentley books ever, with so much hitherto unpublished information to explore. The price must be regarded in that context. The BDC's Patron, Stanley Sedgwick has written an appreciative forward. WB.

The Memoirs of a Motorsporting Clergyman
by Rupert Jones. 123pp. 7¼" x 9⅜". Richard Netherwood Limited. £17.95

The interest in classic rallying would not be what it is in Britain today were it not for the likes of people like Marcus Chambers, Peter Riley, Pat Moss, Les Leston and Peter Jopp who pioneered the sport in the Fifties when it was in danger of going into terminal decline. Of all these, there is one name which will not be familiar to many but who typified the gentlemanly approach to the sport in that era - Rupert Jones.

'The Bishop' as he soon became known because of his religious beliefs and his avowed intention of joining the Church, was born into the sport. Even as a youngster he was embroiled in competitive motoring, acting as ballast in his father's three-wheeled attempts in early post-war MCC trials before joining the army and forming a motorcycle trials team.

Although his subsequent career in motor sport activities was not particularly distinguished, it was obvious that he took to it like a duck to water. While at Cambridge University he became involved with students who had a similar passion for motor racing and this encouraged him to go even further.

It was a phone call from Peter Riley which propelled him into international rallying and a long association with Austin Healeys and then Minis in various rallies which today are honoured as classic re-runs.

This book is written in a light-hearted style and imbues the text with the spirit of bonhomie which was so evidently abroad in international rallying in the Fifties and Sixties. WPK

Academy Books are a new motoring publisher and are producing the type of books that will be of serious interest to many MOTOR SPORT readers.

Two such recent titles are *Lanchester Cars 1895-1956* by Tony Freeman and Daimler and *Lanchester - An Illustrated History* also by Tony Freeman. The former is an A4 softback book which sells for £11.95 while the latter is a hardback book of the same dimensions which retails for £19.95.

Since the books seem to overlap in content, one may be tempted that the books interlock too much and might be tempted to go for one and not the other, particularly if Lanchester is the preferred marque, but to do so would be missing out on a great deal of well presented research. Each publication contains a number of reprints from contemporary magazines which give a view of the cars at the time while Freeman's knowledge in this sphere comes through in the rest of the text. The publishers have been clever in acquiring a good number of contemporary photographs which are liberally printed throughout the book. Both books should appeal to all motoring historians as well as enthusiasts of the Daimler and Lanchester marques. WPK

Autocourse
Edited by Alan Henry. 288pp. 9" x 12¼". Hazleton Publishing, 3 Richmond Hill, Richmond, Surrey TW10 6RE. £22.95

This is the motor racing annual which blows every other one in the same field out of the water because it is so concise, analytical and interesting. Apart from the valuable race by race report, illustrated with some of the best colour photographs around, there are a good number of timeless interesting features to read including the Editor's top 10 drivers.

What I personally found particularly fascinating were the Technical Files by Giorgio Piola which neatly explains each car's modifications as the season progresses. It may be the aerodynamics, a suspension set-up alteration or the use of a new designation engine, everything is recorded for posterity down to the minutest detail and explained so that even those with minimal knowledge can understand.

The book finishes with a review of the United States scene, including an IndyCar top 10, and reviews of Formula 3000, the World-Sports Prototype Championship, European Touring Cars and Formula 3.

1990 Esso British Touring Car Championship
MCEG Virgin Vision. 180 mins. £9.99

Presented by Steve Rider and with commentary by Murray Walker, this three hour video is every bit as exciting as 78/71 . . . A Clear Decision!

Although the Esso British Touring Car Championship only had two winners last year, the racing was always exciting and close. One of the many strengths of the video is the fact that it does not concentrate on the leading group, but highlights the fascinating battles that took place for the 2-litre championship. Frank Sytner in his BMW M3 is always in the thick of the action up against his main adversary John Cleland in the 2-litre Vauxhall Cavalier.

The in-car footage is fabulous, both from the rear facing camera as well as from the front, and it has been perfectly edited to match outside shots.

At £9.99 this video is almost at a giveaway price and should be a must for all fans. WPK

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Railton Request

Sir

At Christie's auction of unrestored motor cars at the Beaulieu Auto-Jumble, I purchased a 1933 Railton Terraplane, perfect in every way, apart from a couple of things; firstly the Perkins P6 diesel engine fitted in 1954 and secondly the substantial garage which fell on it in 1987.

The car, universally slated by the historic Motoring Press, turns out to be one of only three surviving Ranalah-bodied tourers, and prior to the auction was unknown to the Railton Owners Club. I feel sure it is a car which some long-time reader of MOTOR SPORT will know, and I am anxious to trace the car's history.

Reputedly one-owner until 1989 when sold and exported to France, its registration number is ALU 601, a London series. I am not sure, though, whether it is the original, or the car was re-registered in 1954 when the Perkins P6 Diesel engine was fitted. The car also has a Wilson pre-selector gearbox, has always had blue upholstery and I think was originally painted black. It was subsequently painted red, maroon and finally green.

If anyone knows of this car's past history I would like to hear from them; likewise from anyone who has a spare Essex Terraplane 8 engine or 1934 or 35 Hudson Eight and would like it to go to a good home.

Nigel Plant,
Norwich, Cheshire.

Mediocrity

Sir

After whingeing about the use and misuse of something being unique, perhaps DSJ would care to contemplate the phrase "Mediocre in the extreme". (MOTOR SPORT January 1991, p6).

D Bagshall,
Toot Baldon, Oxford

Trackside View

Sir

Maybe DSJ's trackside view of Formula 1 racing allows him an appreciation (October 1990) of Ayrton Senna's driving above the level of less fortunate mortals who must make do with TV. Would I were so fortunate.

Nevertheless, Senna's inevitable progress to the top of his trade has a relentless, tedious quality about it that on television has helped reduce the sport for this follower to a level of sameness not seen for many years. Perhaps Senna is a genius and that quality is the mark of genius, but if it is, I'd rather have the Rosbergs, Mansells, Alesis, Prosts et al who at least do appear fallible and therefore human for at least some for the time, but in the process offer a degree of excitement and unpredictability that lends interest to the spectator.

Every person to his or her own opinion but while Senna is undoubtedly an exceptionally talented driver the attributes which appear to have got him where he is now are not always so admirable.

Phenomenal strength of determination, concentration and dedication to the task go hand in hand with a refusal to let anything get in his way, and a degree of impatience which, together, have been demonstrated many times in his overtaking tactics. These could variously be described, depending on one's point of view, as very brave, lacking in judgement, highly intimidating, very aggressive, rather reckless, just plain dangerous, and so on.

The overall impression one gets from television is that most drivers simply play safe and get out of his way, but the few who do stand up for themselves when they think they are entitled to the racing line through a corner are likely to get run down or 'pushed' off the track.

It seems we are going to have to put up with all this until such times as Senna betters everyone else including Fangio. Let's see now — six drivers' Championships means four more years at least!

JF Day,
Scullin, Australia.

McLaren Defence

Sir

I feel Colin Routen's letter about chances for British Formula One drivers was a little harsh on McLaren. They are after all a business and as such are responsible to their sponsors to win the World Championship. To ask them to recruit inferior drivers because of nationality would be like turning down Honda engines because they are Japanese.

On the other hand their involvement with various schemes to encourage British talent in young drivers, and in particular their interest in Alan McNish, would suggest the lack of British talent does concern them, and they are looking to have a British Champion in the future.

Ross D Herbert,
Virginia Water, Surrey.

Sir

I was interested to read Colin Routen's letter on British drivers and their lack of encouragement by constructors into the higher echelons of Formula One.

I must take issue with his statement that during the Eighties, Britain produced three world class drivers: Mansell, Warwick, and Brundle. I know it is always debatable as to how we define world class, but despite Warwick's best efforts, and all that we still hope Brundle will become, Mansell stands some distance above them.

There is, however, another British driver who rates above at least two of Colin Routen's choice — John Watson.

Has he forgotten that Watson won four Grands Prix in the early Eighties plus, of course, another in 1976. He came close to the World Championship in 1982, finishing joint runner-up with Pironi. If we have three world class drivers in the period, we certainly had four!

Denis R Bell,
Belfast, N Ireland.

Blue Train Rover

Sir

As a reader of MOTOR SPORT for over 40 years, I was interested in the article on the Rover Blue Train.

We purchased a light six Rover new from T Baker of Reading to replace a large Renault which was written off in a fog by a Hovis Steam-wagon on the A4 near to where Heathrow airport is now located. I drove the Rover for 76,000 miles with no mechanical trouble, not even a brake reline.

I had served my time at a country garage where I learned to drive on a Stellite when I was 14 years old. The cars we dealt with are mostly unknown today — De Dion, Mars, Calcott, Clyno, etc. I frequently went to Brooklands with my boss, who was a friend of Tim Burkin, in the Rover or an HE 2-litre; on one occasion I rode as a passenger for a few laps in the Bentley when on practice before a big race. In the 1930s I drove a Morgan 3-wheeler (VY 9599) in a clubman's event but retired when the rear tyre deflated; the Morgan had previously been driven by Sammy Davis *(it must have been Gwenda Stewart's car -Ed).*

During the war I served with the RAF and had many interesting experiences in various parts of the world, and after, I was a regular visitor to Silverstone. Now, though, my days with exotic cars are over and I only drive a Volvo automatic — but I would like to see Brooklands once again.

FC Hine,
Reading, Berks.

The 'If Only' Club

Sir

I read the letter entitled 'If Only' from your correspondent Mr Robert Soper, in the December issue of MOTOR SPORT, with considerable interest.

There is no doubt in my mind that he should consider starting a branch of his Club here in South Africa where there are a considerable number of eminently suitable potential members who enjoy their racing on virtually every day of the week on the local roads.

These potential members are principally, but by no means exclusively, using 3 Series BMWs and most VW models.

Pick-up trucks, called 'Bakkies' here, and the large Mercs and BMWs also participate with great abandon. Most of these of course are company vehicles.

The rule of the road here is the same as in the UK, but that doesn't count, these overlooked F1 pilots weave in and out of any space that presents itself in the traffic flow, overtaking on the right or the left, and when really hard pressed using either of the hard shoulders in true racing fashion.

Even the cars know they are racers as they all have brake lights, but winkers are non-existent. Needless to say the Growth Industry here is the Panel Beating Trade, who, come to think of it would make excellent sponsors for the Club, one with a vested interest.

If your readers think that the above is an exaggeration then consider this: the road death toll over the Christmas/New Year holidays in South Africa was, at the last count, at least 318, and this with a vehicle population a fraction that of the UK. This figure is not exceptional but is par for the course.

Kylami Grand Prix course is nearby and Mr Soper could help DSJ organise one round of his Serendipity Championship for cars that never were, with an abundance of local talent, opening this up towards World Status.

S Comley,
Johannesburg, South Africa.

Enhanced Road Safety

Sir

With reference to your article concerning high level rear window brake lights, there is no question here that this is one of the best devices to be adopted for enhanced road safety.

We have had this system in Canada for 5 years now and it really works well. Canadian speed limits cause bunching highways but as an expat, I'm sure it would be even more effective in "Tailgating" Britain.

The key is not so much that you get more warning from the car ahead, but the one (or two) ahead of that, due to visibility right through the glass of the car immediately ahead.

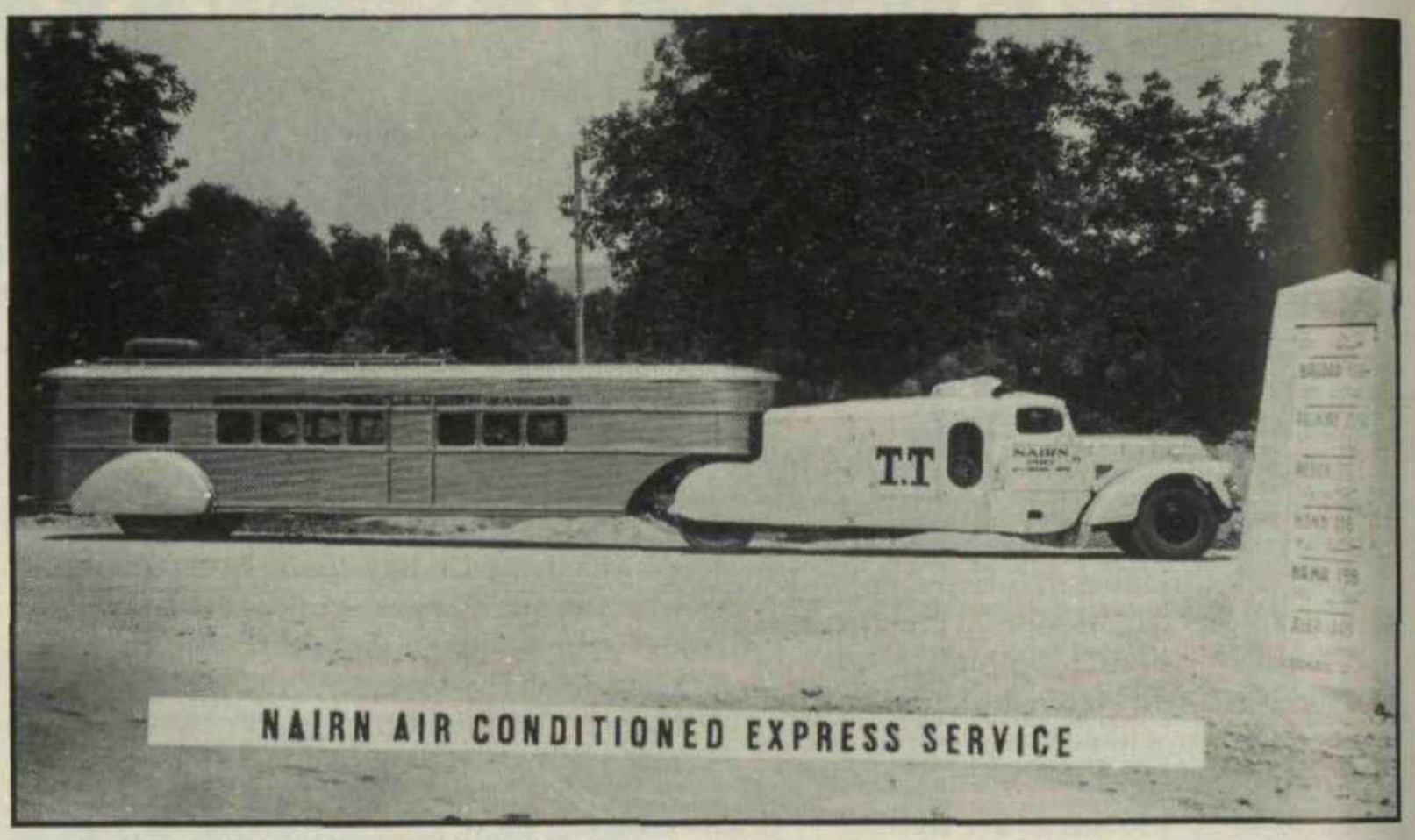
Think about it, "rear ends" are caused by the 2nd or 3rd vehicle ahead and so it *has* to help if you know these cars are braking. Naturally this is not foolproof, but in answer to your question "Does it pay to have a high level brake light?" the answer is an emphatic *yes!*

Bernard R Lewis,
Victoria, BC, Canada.

Baghdad Bound

Sir

I wondered if these photographs of the Nairn bus mentioned in "Looking Back" in February's edition might be of interest.



Before the last War there was no road between Damascus and Baghdad (not Beirut), the journey being covered over open desert by a track marked by oil drums. Two New Zealanders, the Nairn brothers who had served in those parts in WW1, set up the bus service.

I saw the Express Coach in Damascus, but alas when I crossed in late 1942 I was carried on one of the older buses, and a very rough and dusty ride it was!

Damascus to Beirut was a very different journey, over two mountain ranges. As I had patients in hospital in Beirut I had a good excuse to visit them from Damascus, and used to do so whenever I could coax a motorcycle from the Transport Officer. *Real Motor Sport!*

Dr GE Pinkerton,
Huntingdon, Cambs.

Old Number One

Sir

I have followed with great interest the story of the Bentley Speed Six 'Old Number One' which has been aired in MOTOR SPORT. Walter Hassan's book is most informative on the subject.

In addition to the references you quote in your article in the September edition, Hassan also states that after the fatal accident to Clive Dunfee at Brooklands in 1932 "What was left of the new track car was down through the trees on the entrance road below." He also says that Barnato had a garage in Belgrave Mews West which had been used "to build up the special 8-litre in which Clive Dunfee had been killed in 1932."

Interestingly enough, later on the book says that the Pacey-Hassan Special completed in 1936 used the engine and chassis numbers of another vehicle in an attempt to beat the handicappers at Brooklands. Perhaps this is how the 1932 track car acquired the chassis number and registration number of 'Old Number One'. The builders not anticipating that two cars would become merged into one historic entity 58 years later.

CNA Williams,
Trowbridge, Wiltshire.

Speed

Sir

On the subject of speed; surely every racing circuit that does not include at least one 2 kilometre long straight is second rate.

FISA has decreed a 2 kilometre limit but why not allow more than 2 kilometres for slower racing cars; those that can reach speeds no higher than 300 kph? Two heroes of speed who should always be remembered are Roger Dorchy (WM-Peugeot) fastest on the old Mulsanne Straight at Le Mans, and Bill Brown (Ferrari P4) fastest on the old Con Rod straight at Bathurst.

Keith Gaymer,
Wollongong, Australia.

Silverstone Thanks

Sir

On January 29th I received a telephone call from Mick Linford, the manager of the John Watson rally school, inviting me if I was free, to attend one of their advanced Rally training days the next day to make up for my disappointment re Silverstone Rally School, (see previous correspondence, February, 1991).

I accepted with alacrity and had a wonderful day with the school. Ramon Ferreyros and Tony Ornstien were our teachers and nobody could have asked for better, both in their driving skills and in the way they imparted their knowledge.

May I take this opportunity to say a big "Thank you" to all concerned in restoring my faith in human nature and, in particular, to Silverstone!

John Starkey,
Meriden, Coventry.

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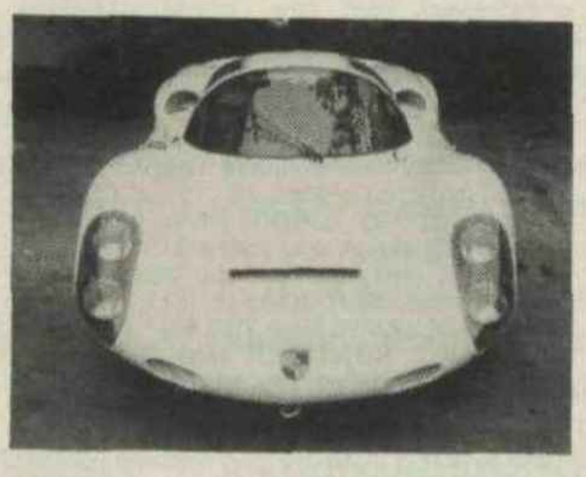
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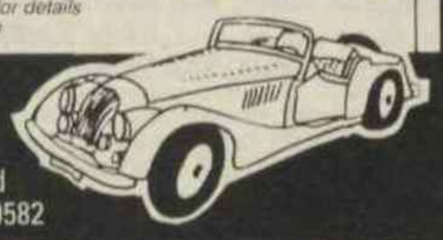
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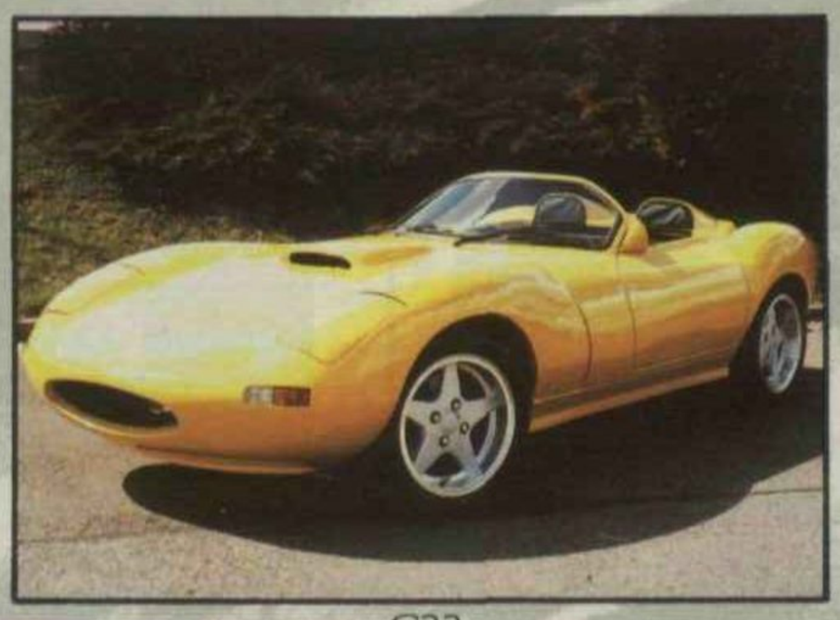
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1958 AC ACE-FORD RUDDSPEED 2.6. Coupe des Alpes entries 1958/9; ex-Ken Rudd. 170 b.h.p. Stage V Mays engine. 45,000 miles. *(Photo)*
1963 AC ACE-FORD RUDDSPEED 2.6. One owner since 1968. 180 b.h.p. Stage V + Rew engine. O/drive. Bare chassis restoration. *(Photo)*
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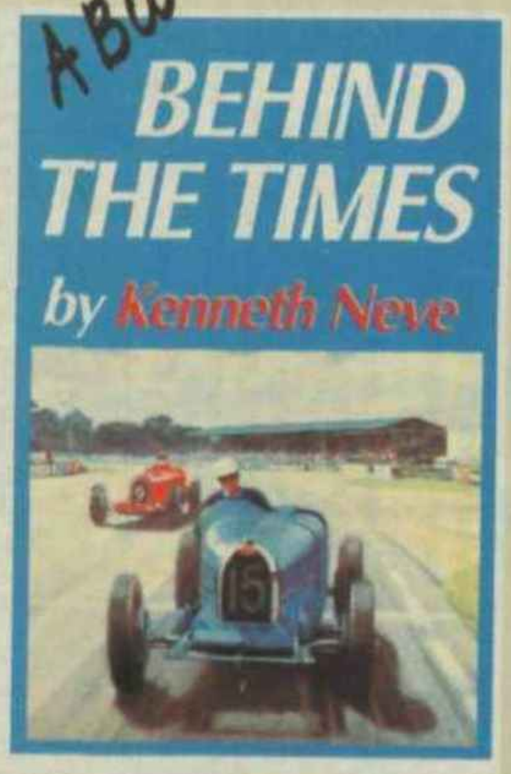
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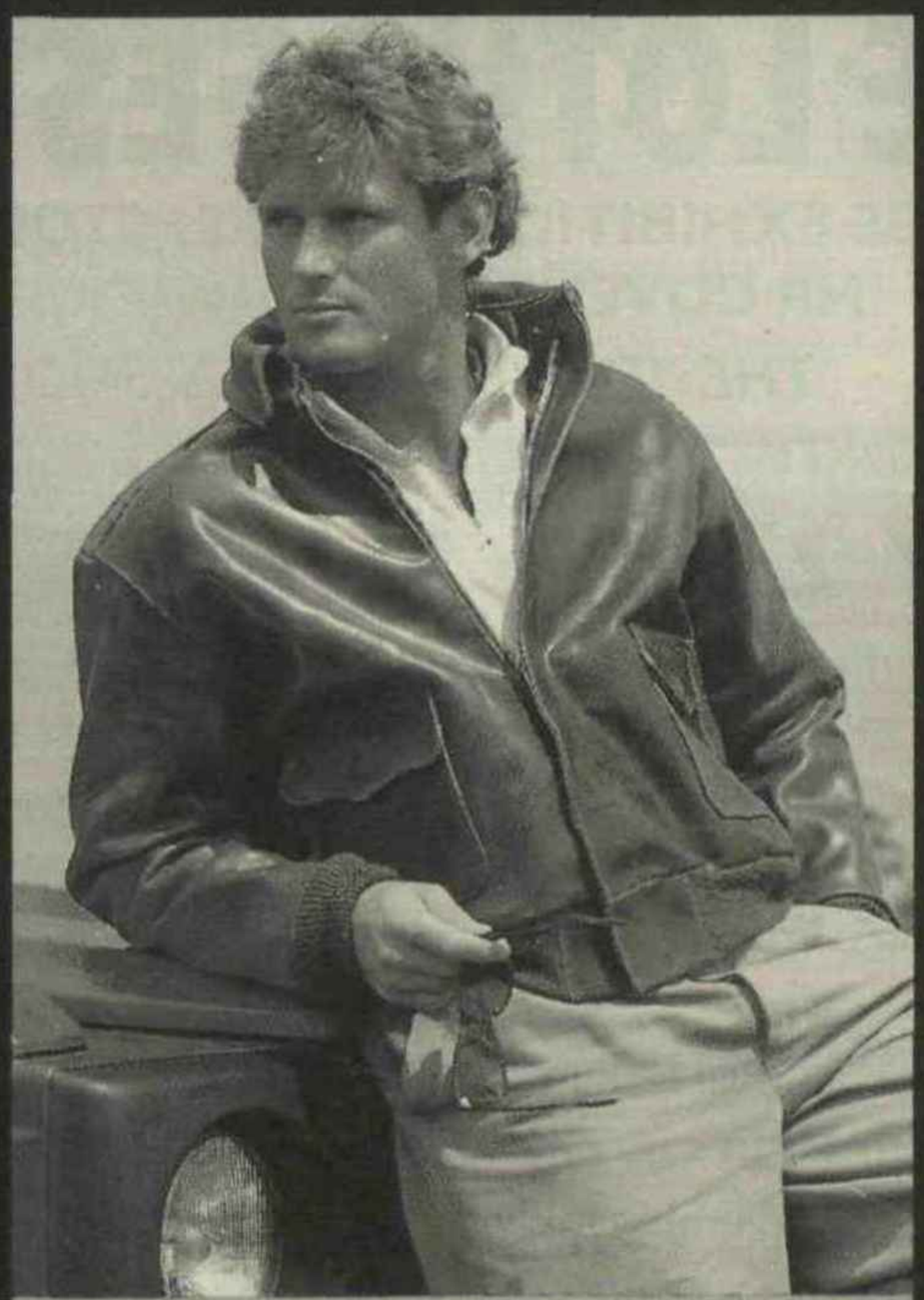
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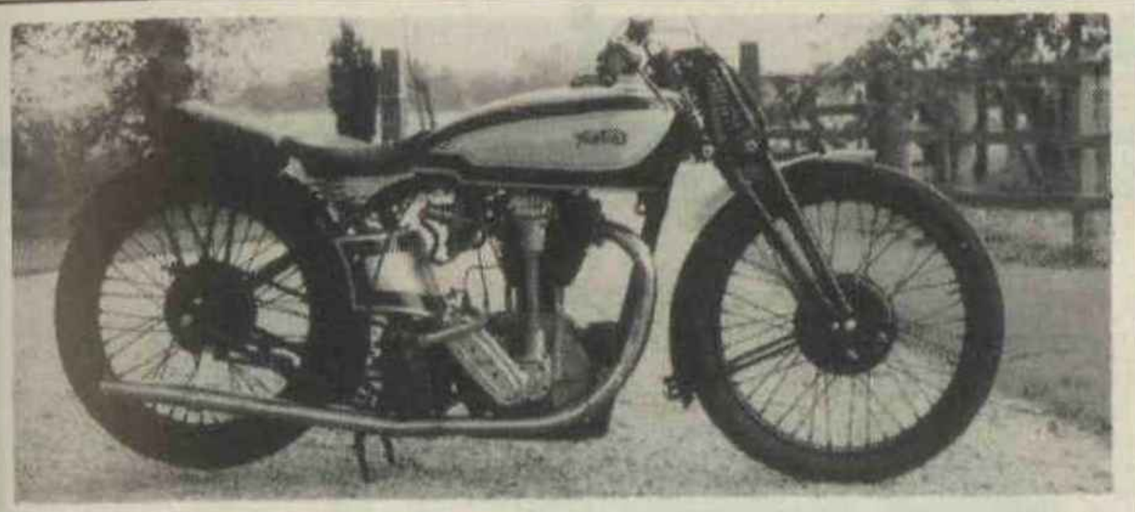
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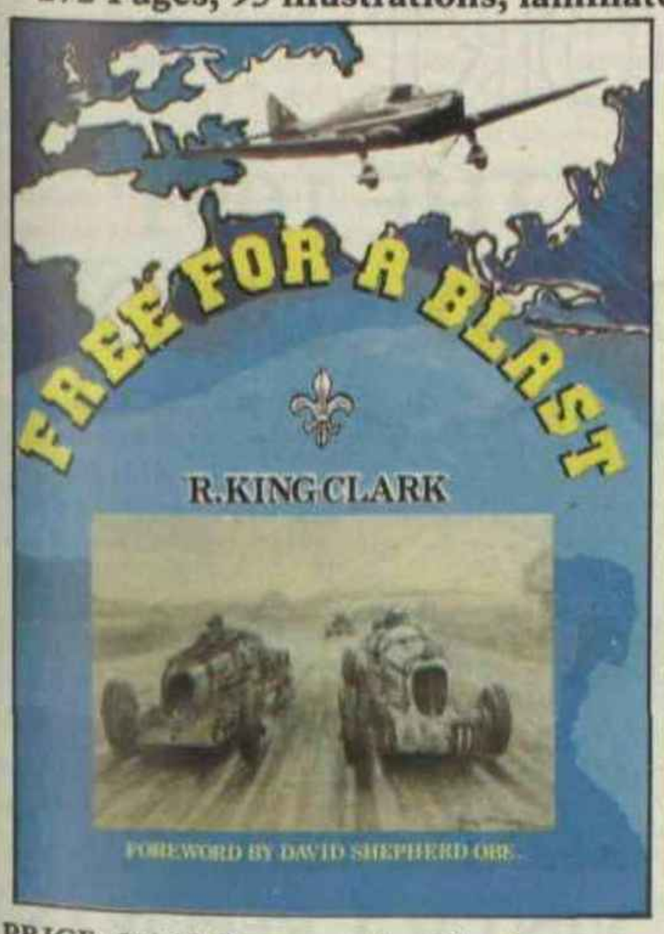
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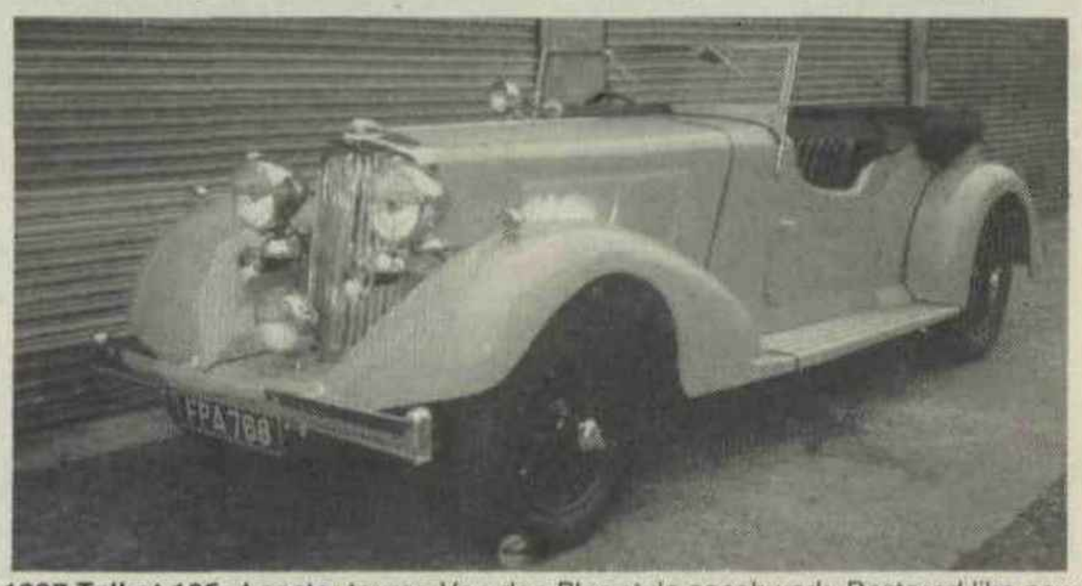
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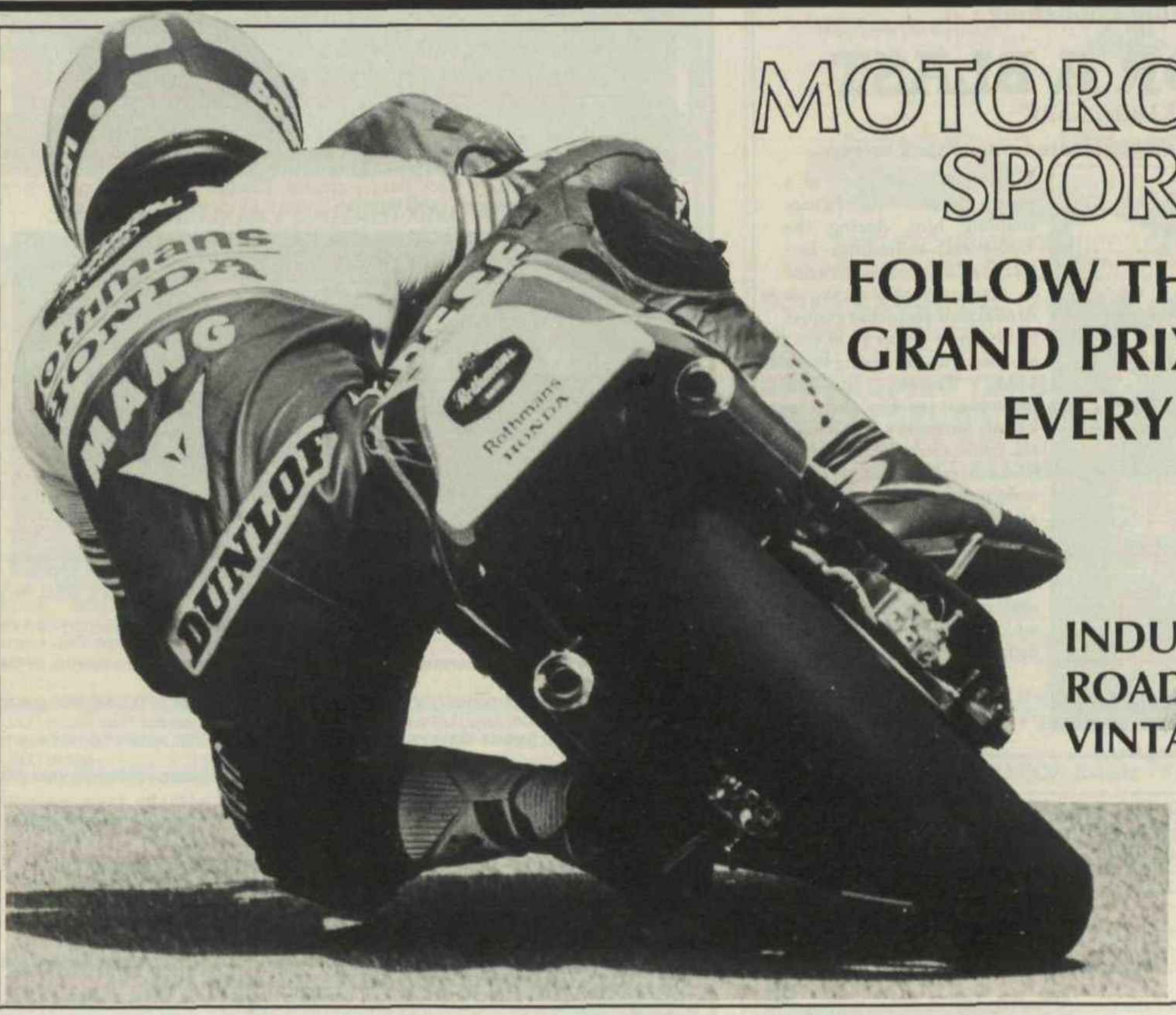
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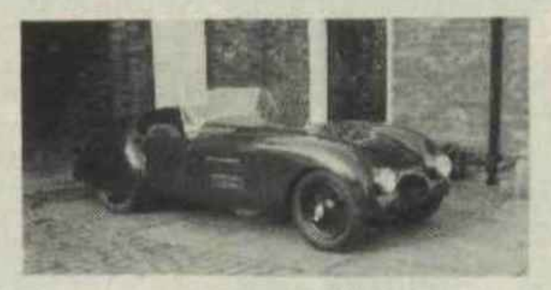
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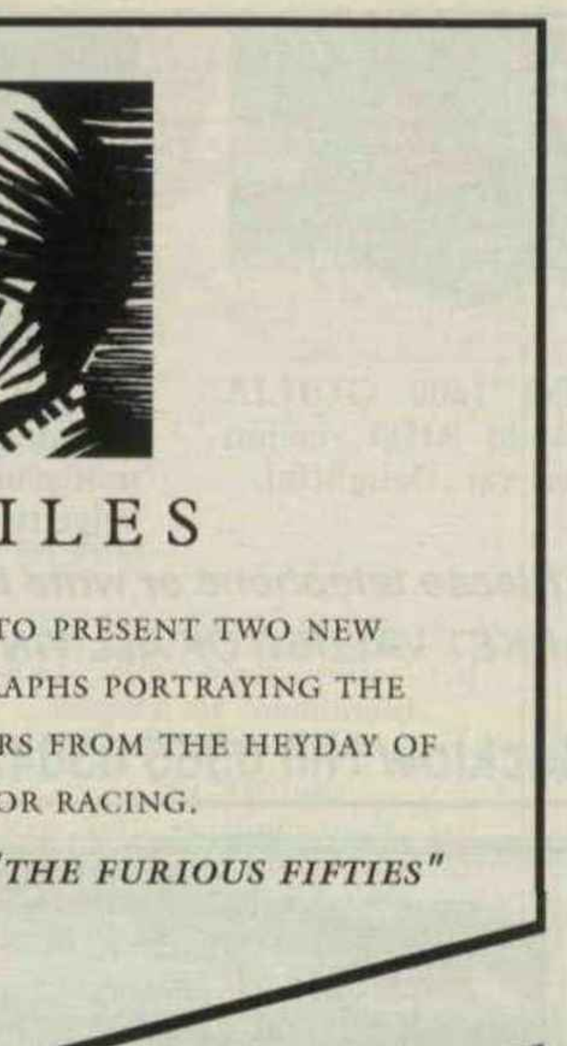
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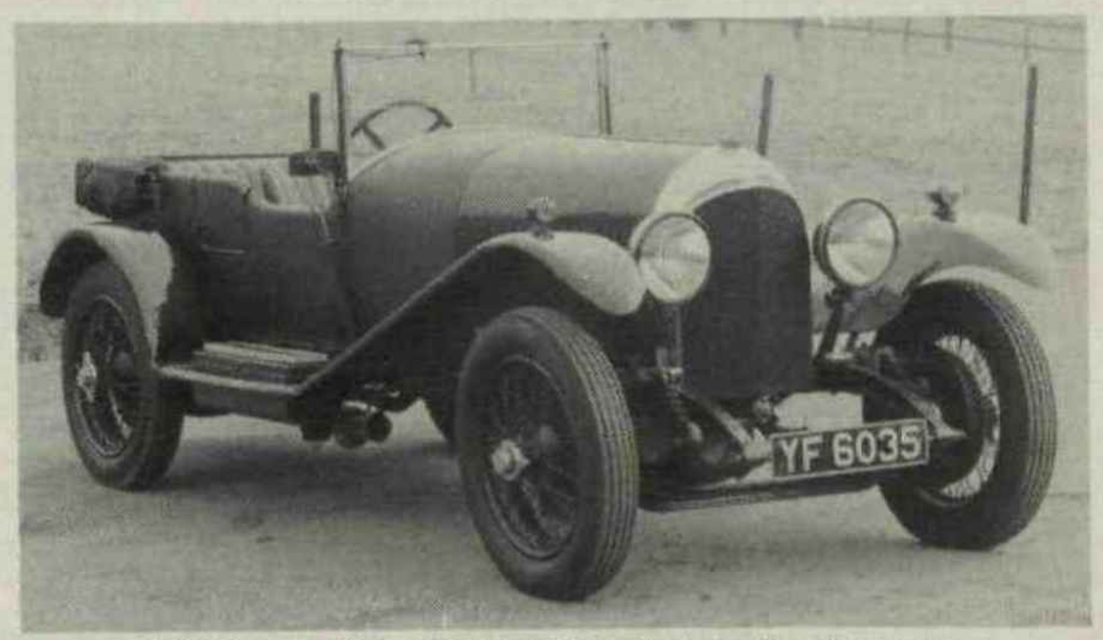
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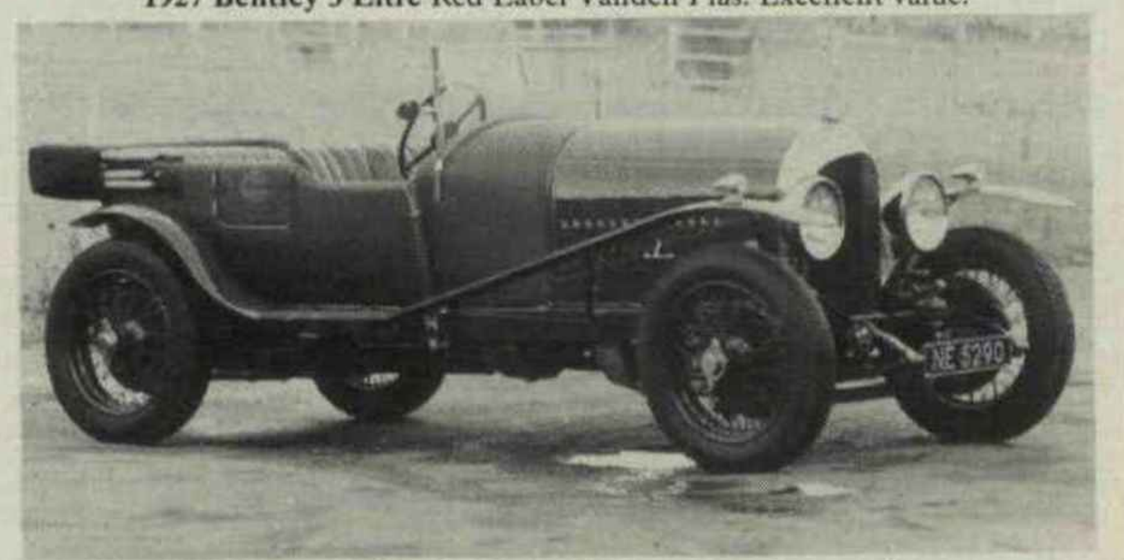
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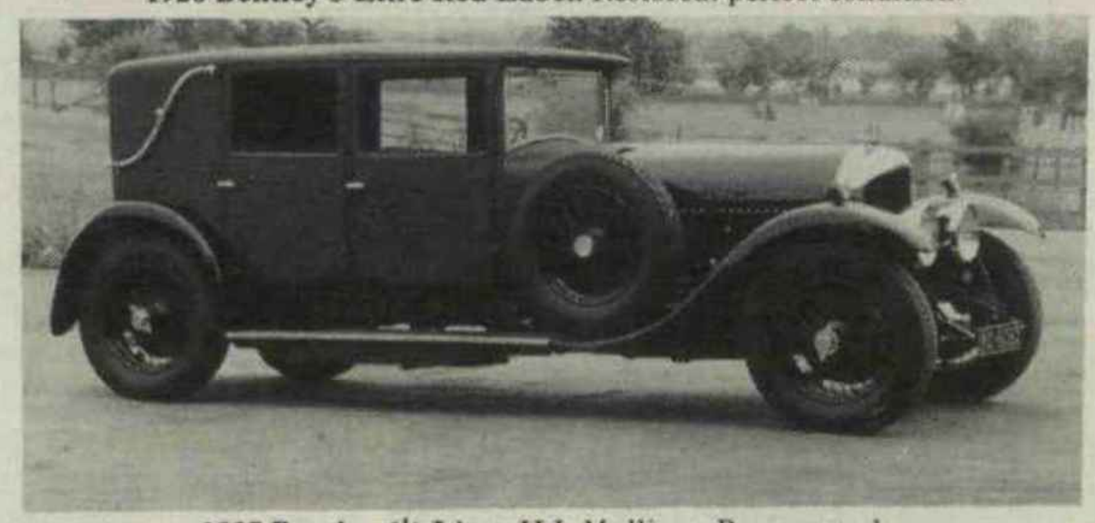
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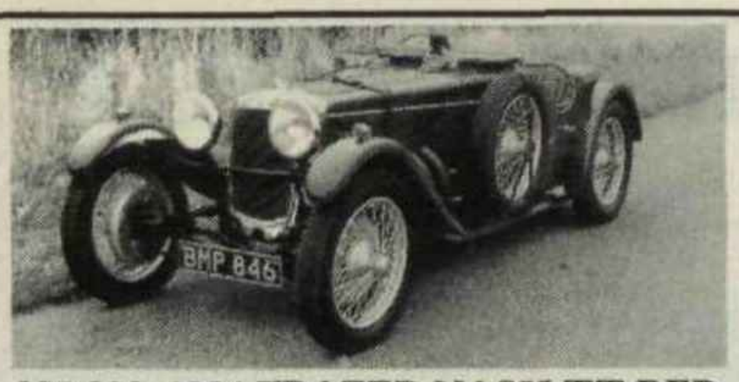
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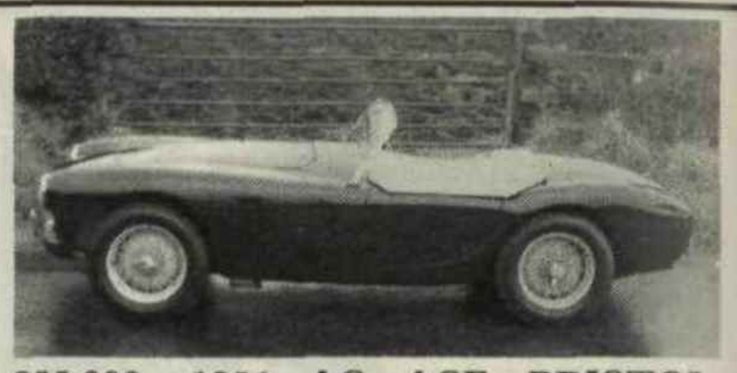
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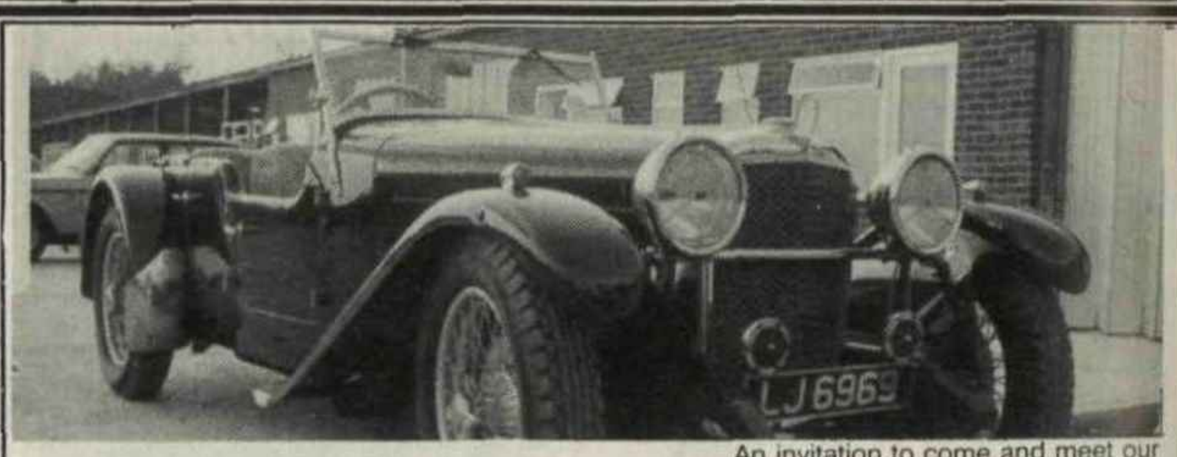
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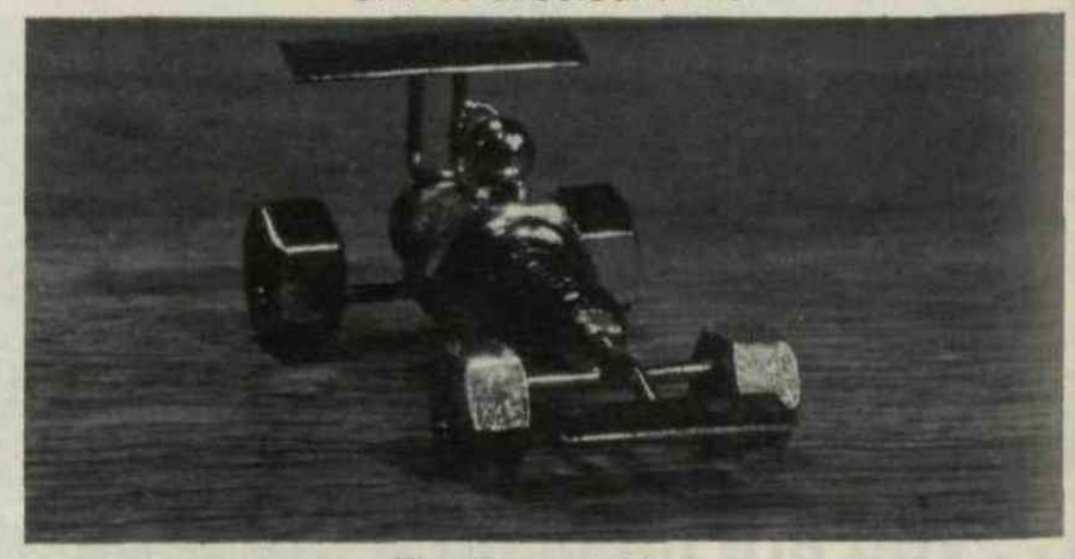
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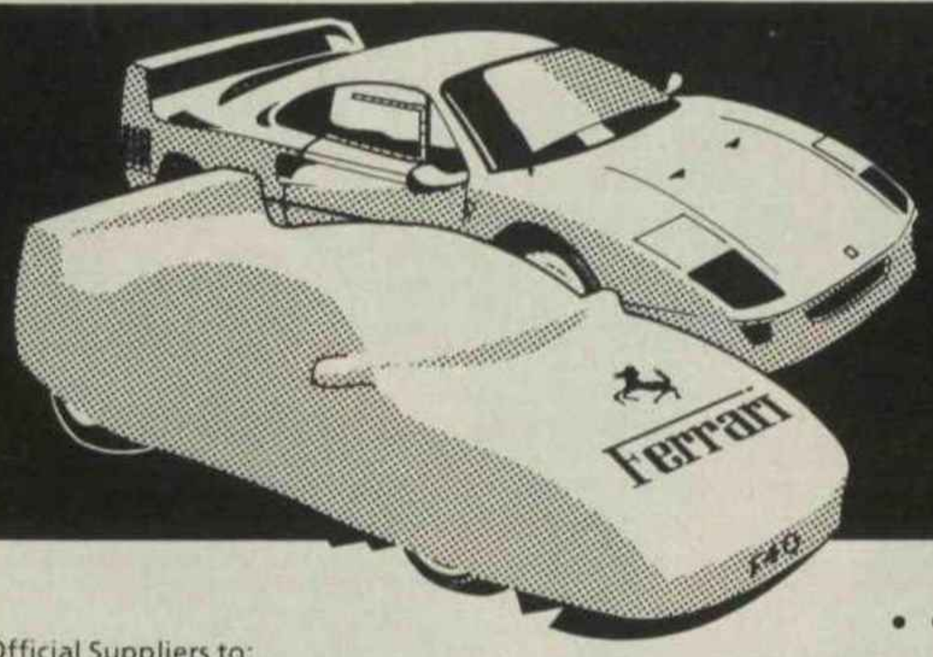
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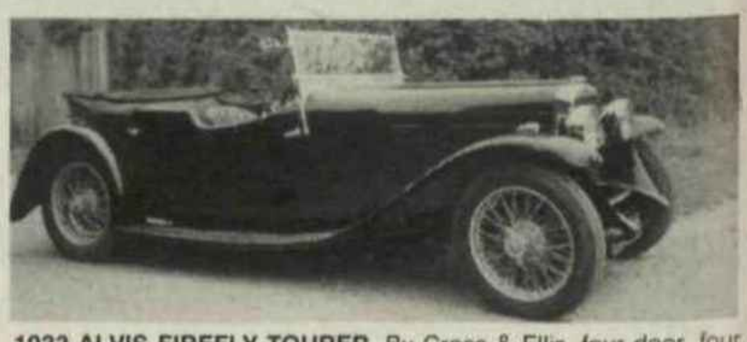
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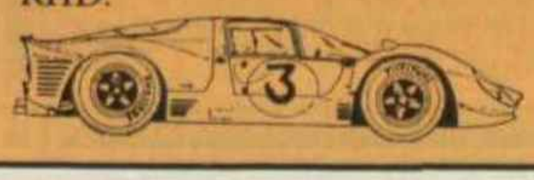
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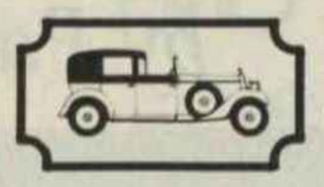
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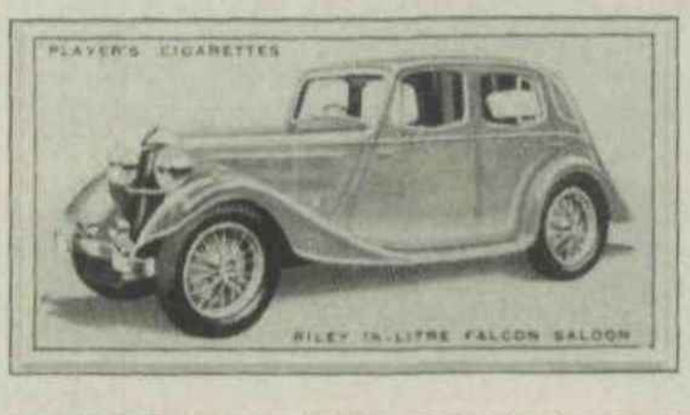
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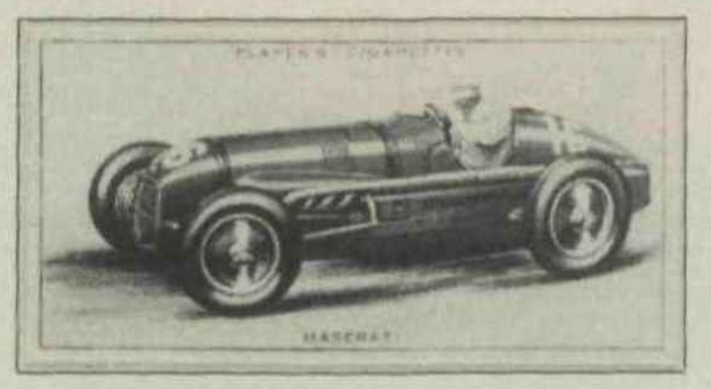


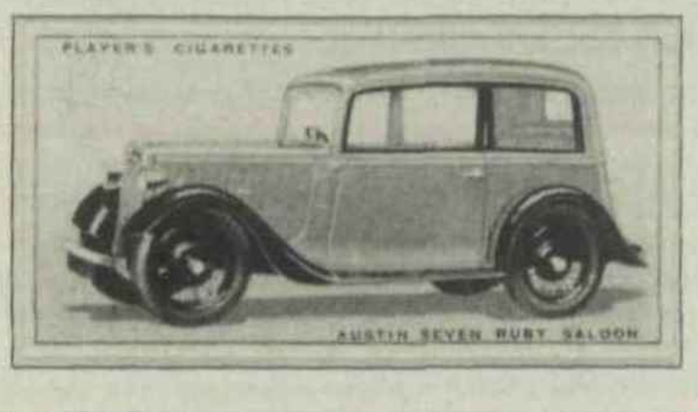
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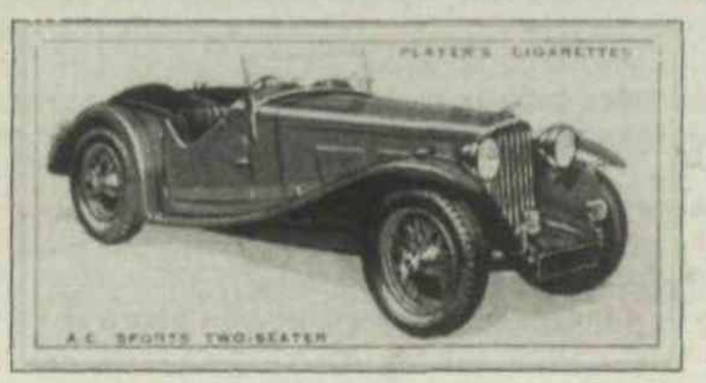
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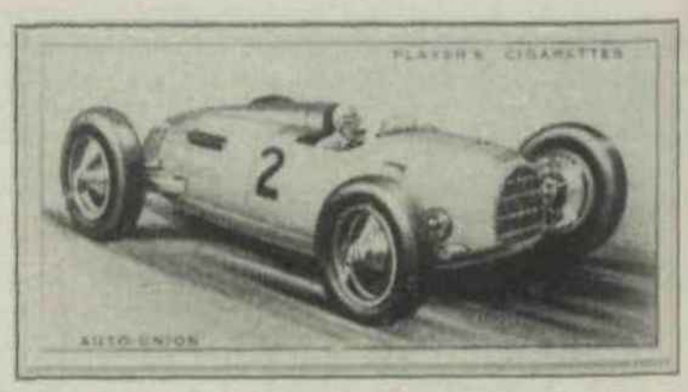
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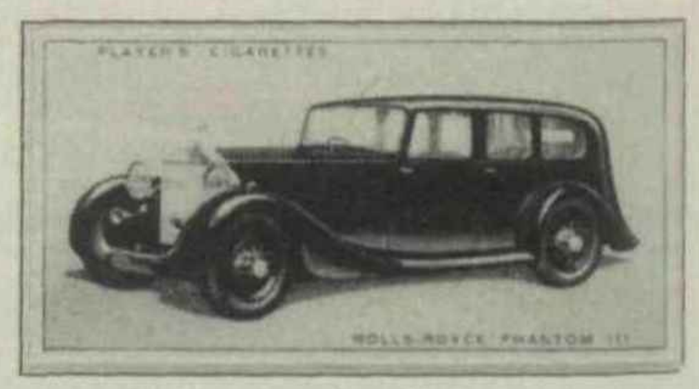
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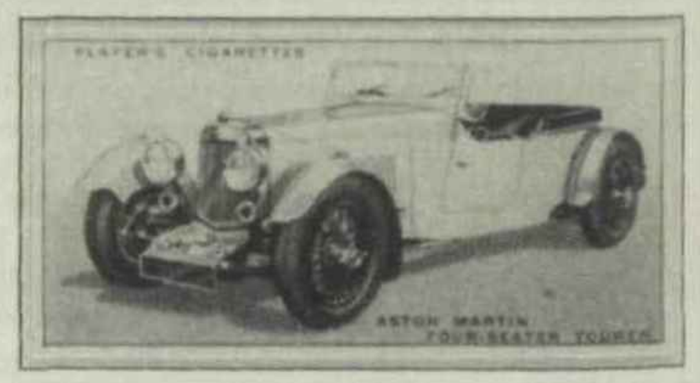
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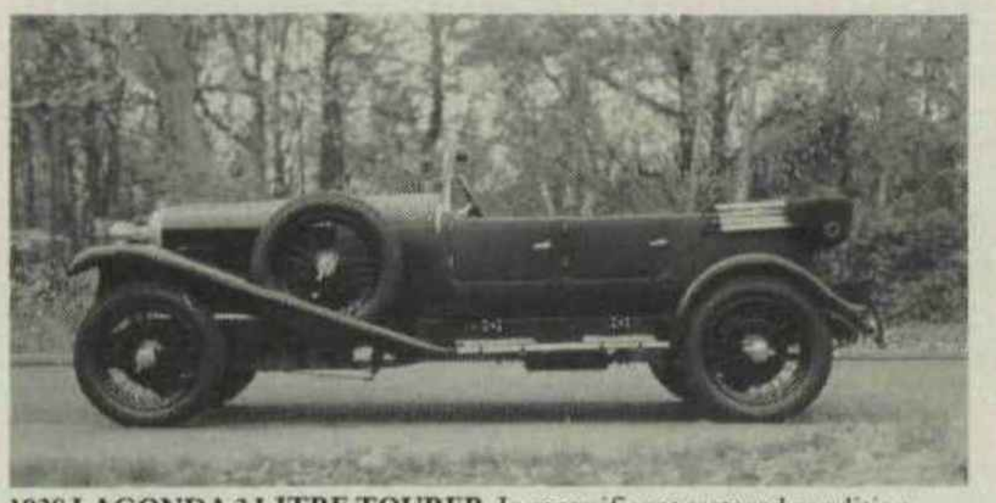
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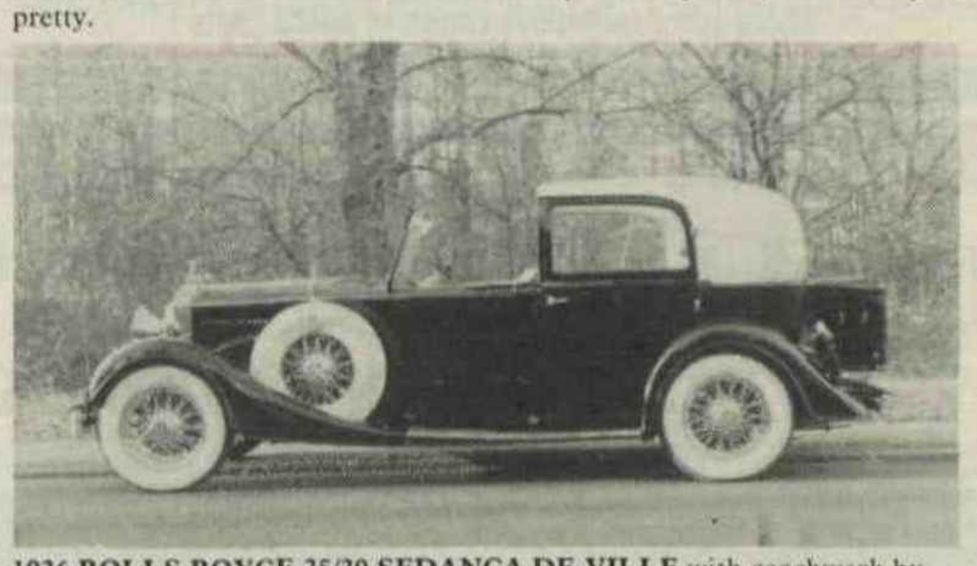
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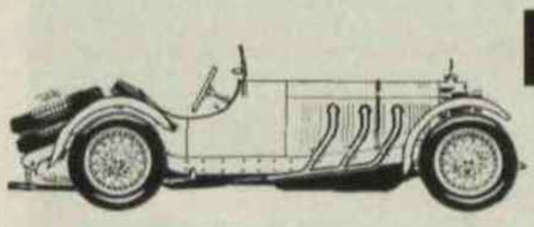
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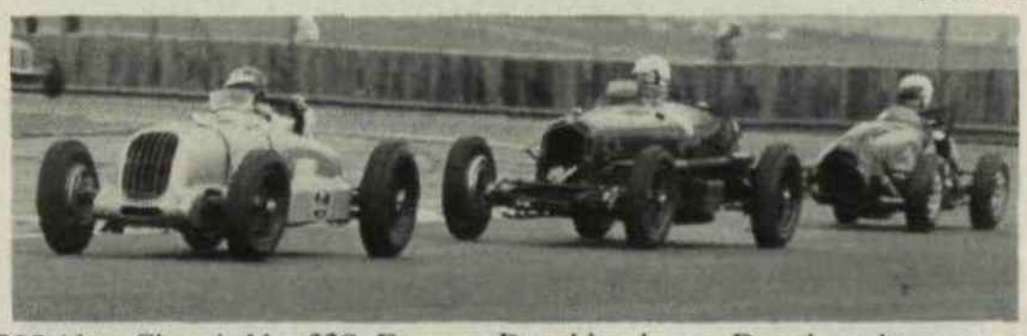
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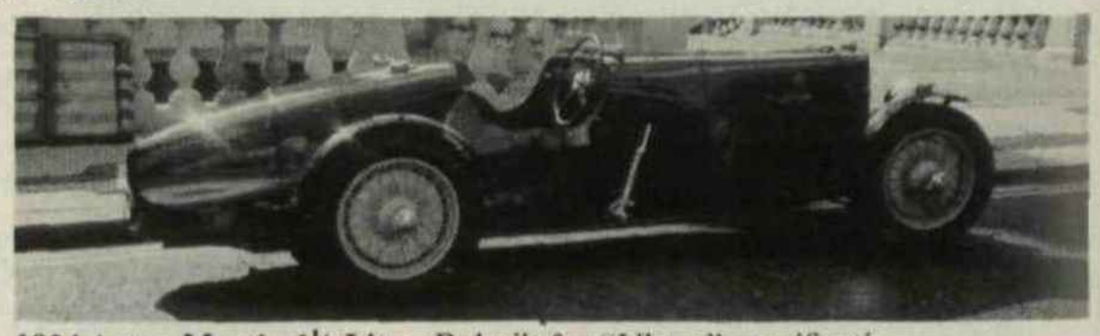
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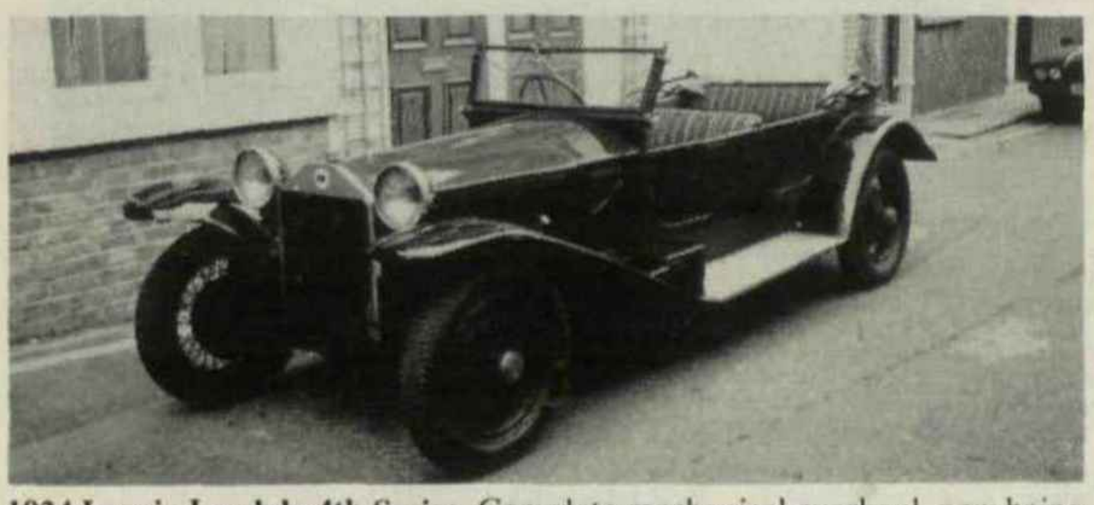
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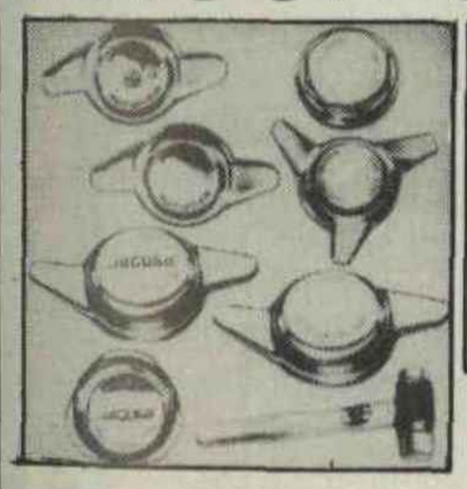
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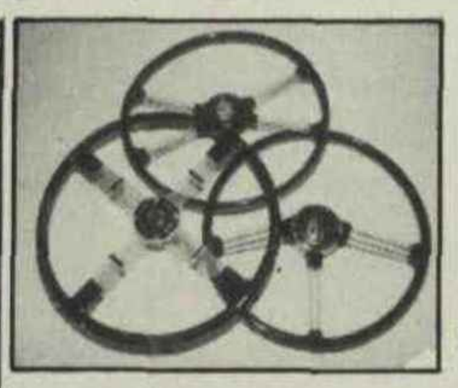
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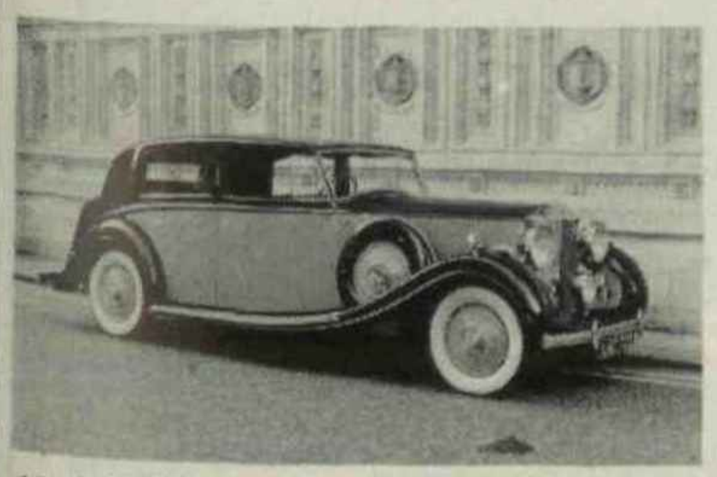


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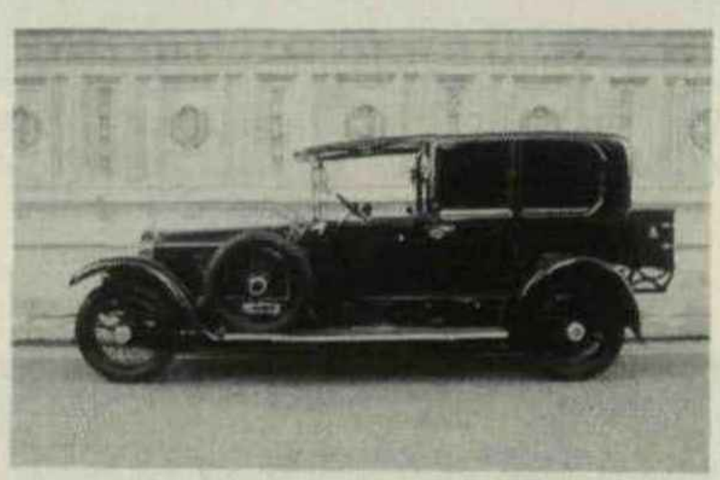
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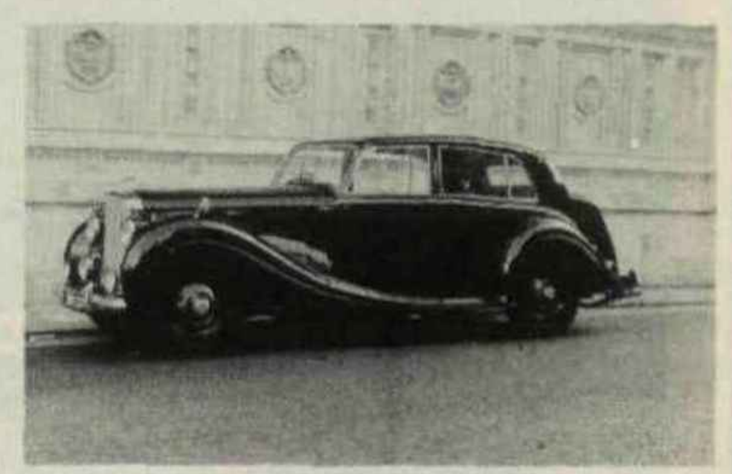
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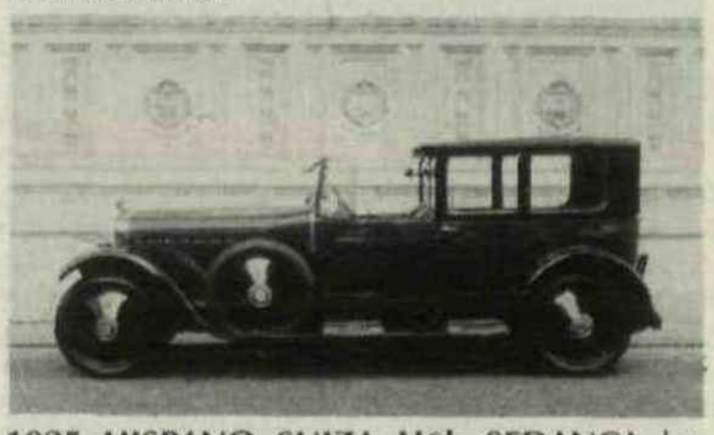
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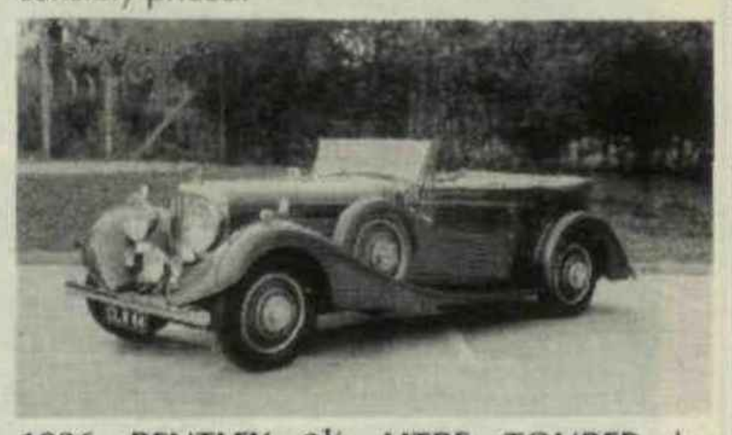
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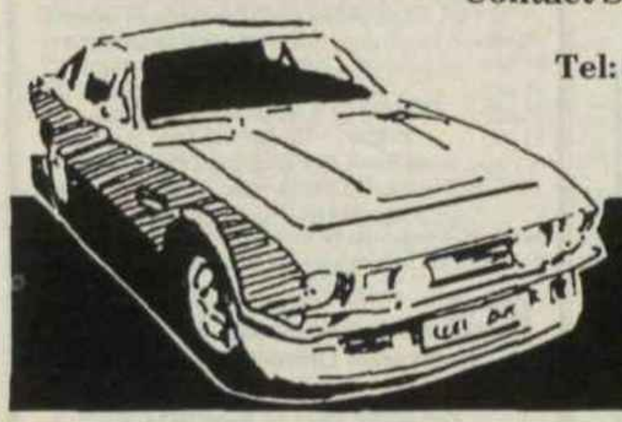
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Part exchanges considered. Callers preferably by appointment. Enquiries welcome.





1901 **LINON** 4½ hp Vis-a-Vis	£30,000	1935 **ALVIS** Silver Eagle drophead coupe	£32,000
1925 **REO** Speed Wagon charabanc	£25,000	1936 **B.M.W.** 329 type I cabriolet	£23,000
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*1926 **FORD** T 4-seat tourer. LHD*	£15,250	*1950 **RILEY** RMB (2½ litre) saloon*	£9,750
1926 **FORD** T 4-seattourer. LHD	£12,500	1953 **LANCHESTER** 14 saloon (28,000 mls)	£5,000
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1929 **AMILCAR** GS 2 + 2 sports	£18,750	1955 **CITROEN** 11BL saloon. LHD	£5,850
1929 **MORRIS** Oxford Empire tourer (Photo)	£18,000	1958 **ROVER** 90 saloon	£2,000
1929 **CITROEN** AC4 4-seat tourer. LHD	£8,950	1962 **A.E.C.** Regent 5 double deck bus	£6,750
1930 **LANCHESTER** straight 8 limousine	POA	1964 **A.E.C.** Regent 5 double deck bus	£4,950
1932 **CITROEN** C4 IX saloon. LHD	£4,750	1968 **JAGUAR** 3.4 Mk.II. O/D, W.W. LHD	£10,950
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1932 **R.R.** 20/25 drophead coupe (Photo)	£54,000	**NEW TYRES STOCKED — CARS SOLD ON CONSIGNMENT**	

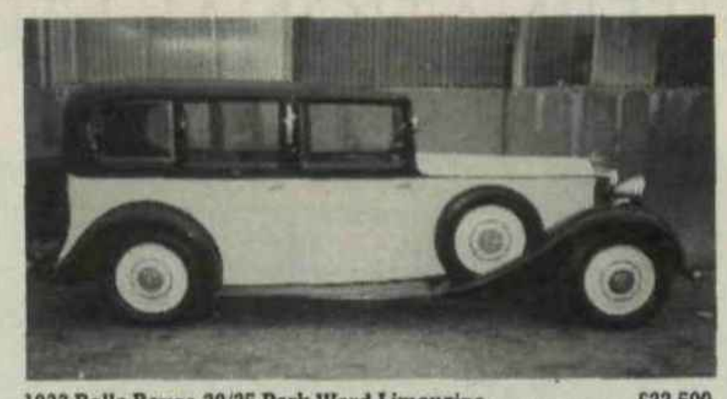
WANTED: Nice examples of interesting cars & motorcycles, vintage, PVT or classic

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1927 Renault NN Saloon RHD **£2,850**



1933 Rolls Royce 20/25 Park Ward Limousine **£22,500**



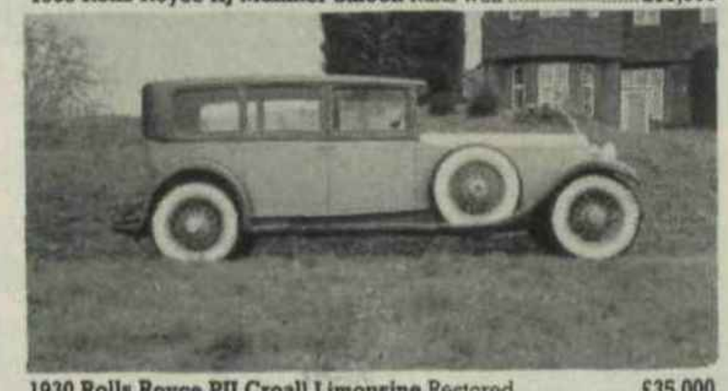
1935 Rolls Royce HJ Mulliner Saloon Runs well **£17,000**



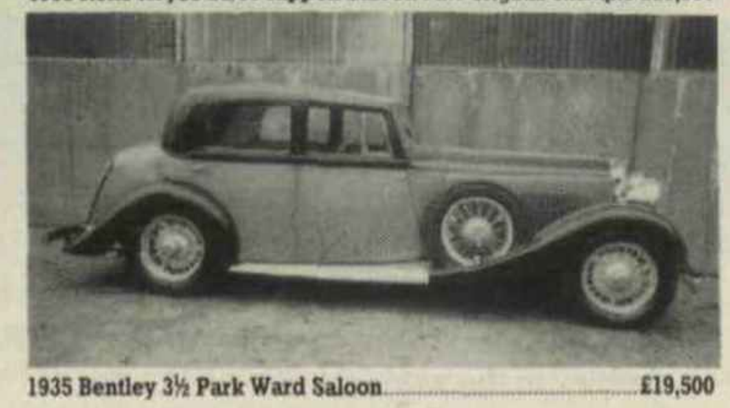
1938 Rolls Royce 25/30 Rippon Saloon Fine original example **£28,500**



1928 Morris Van **£11,250**



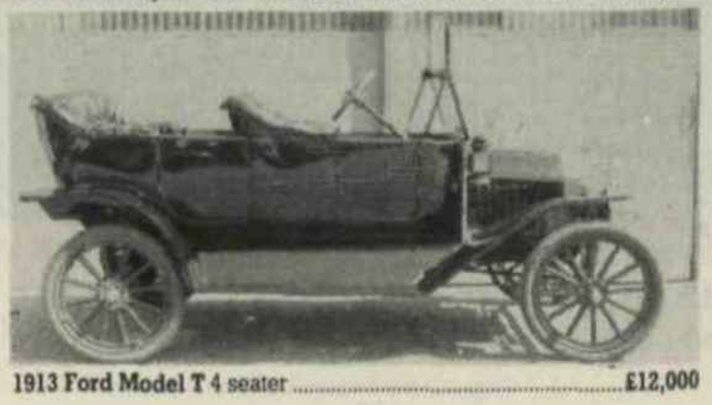
1930 Rolls Royce PII Croall Limousine Restored **£35,000**



1935 Bentley 3½ Park Ward Saloon **£19,500**



1962 Jaguar 'E' Original right drive, restored **£34,500**



1913 Ford Model T 4 seater **£12,000**

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Paradise GARAGE



1925 W.O. BENTLEY 3 LITRE VANDEN PLAS TOURER. Short chassis Speed Model. Recent full engine rebuild.



1929 W.O. BENTLEY 4½ LITRE VANDEN PLAS TOURER. An original example restored to exacting standards.



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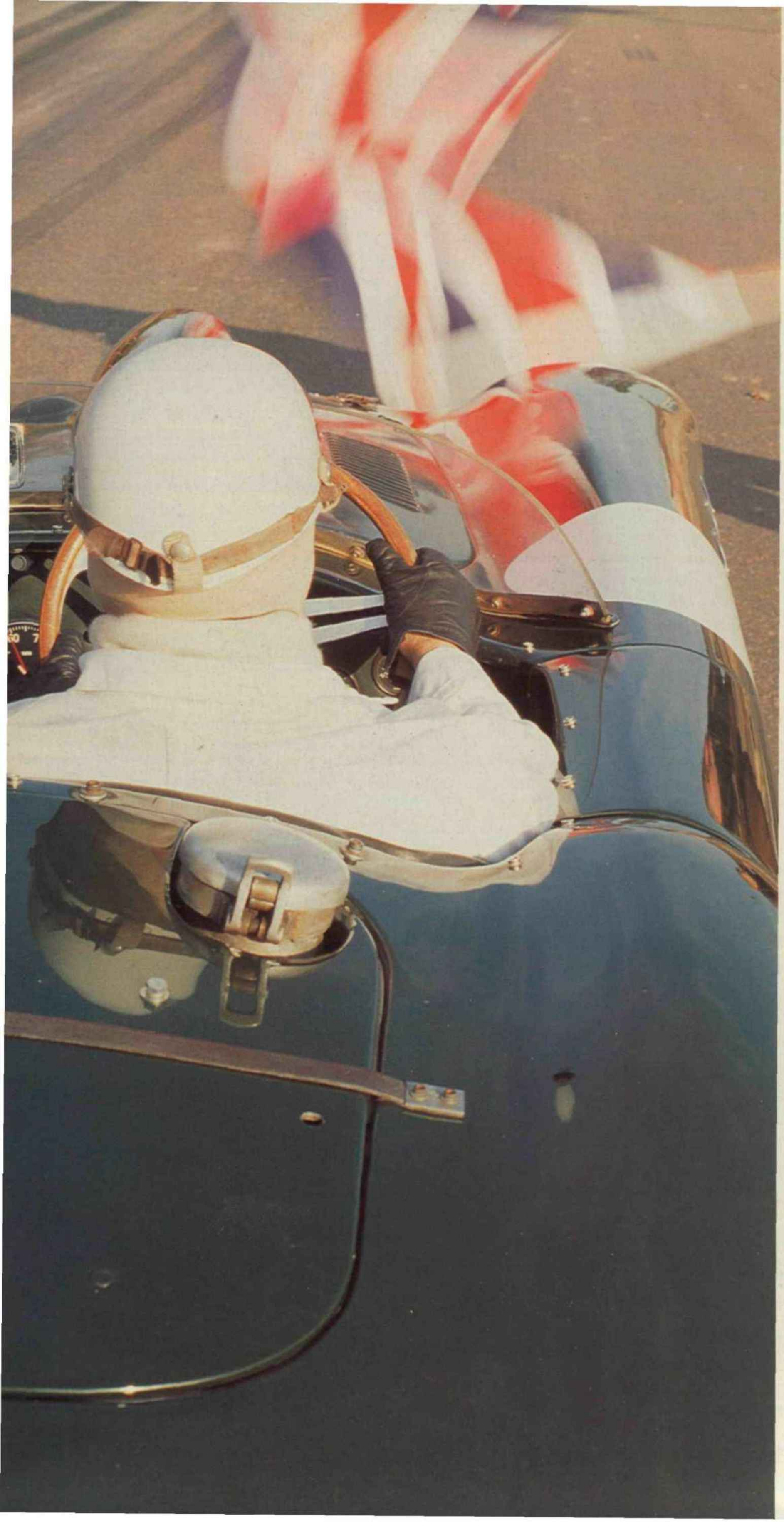
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