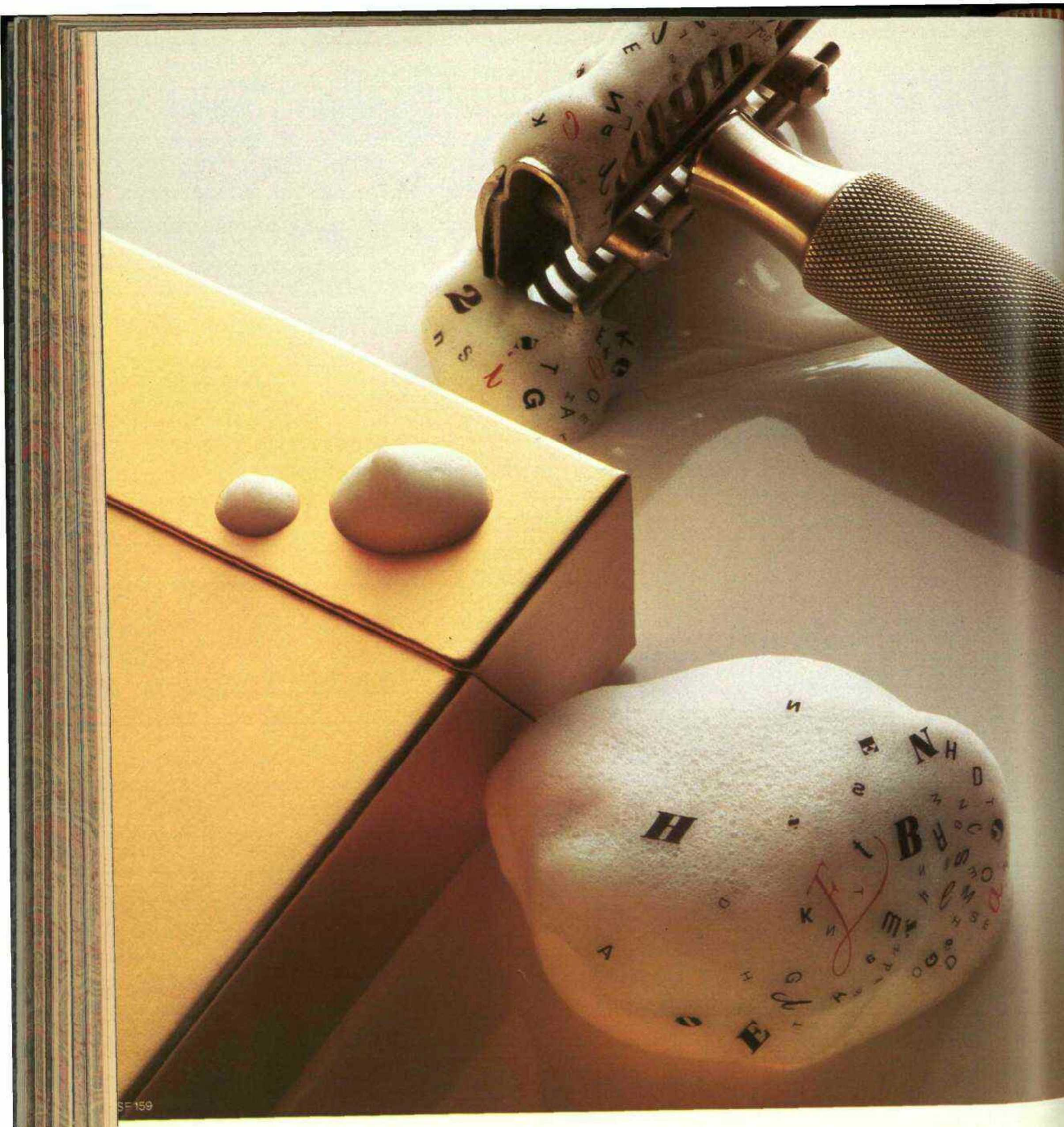
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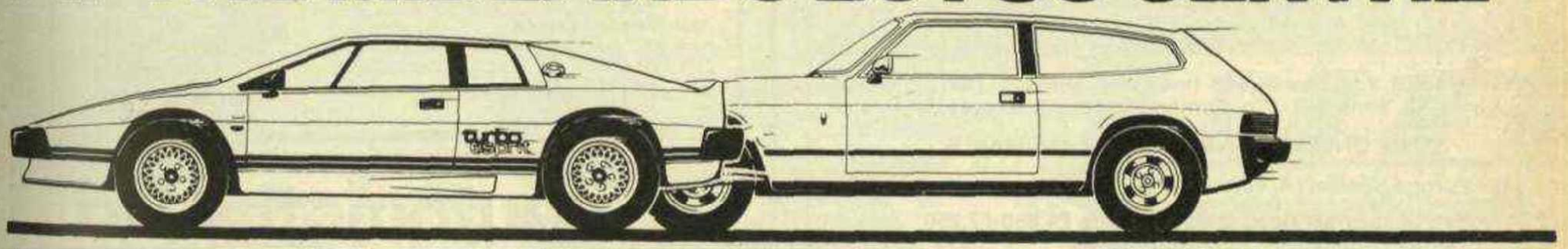




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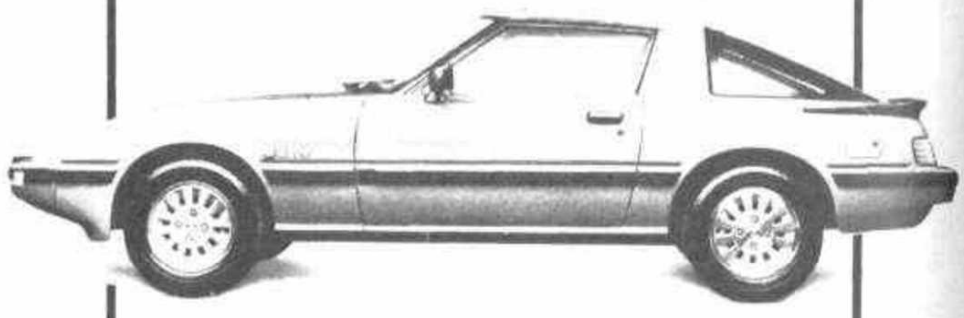
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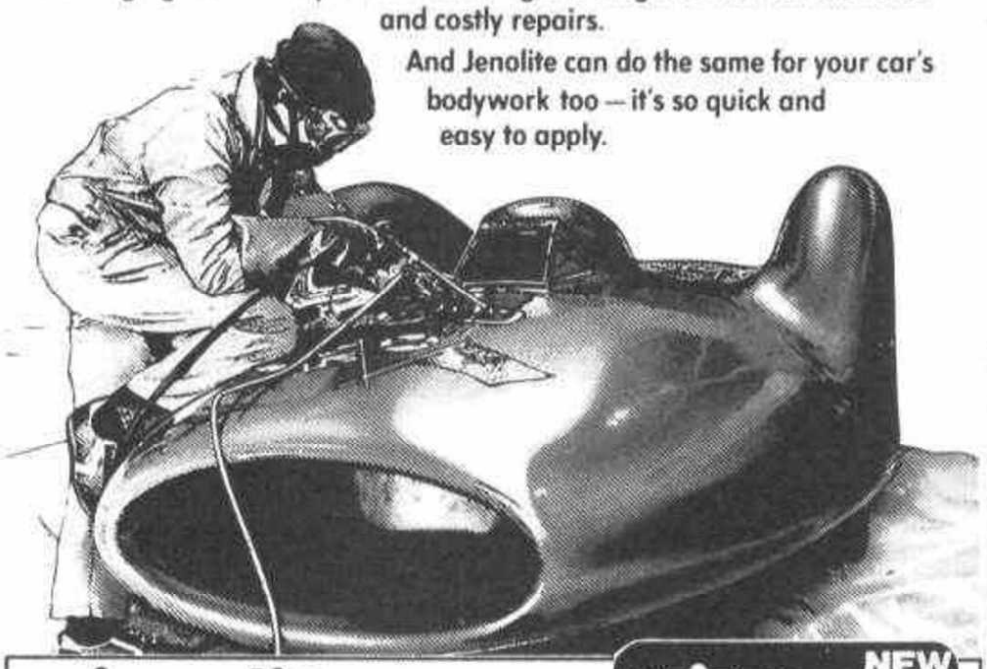
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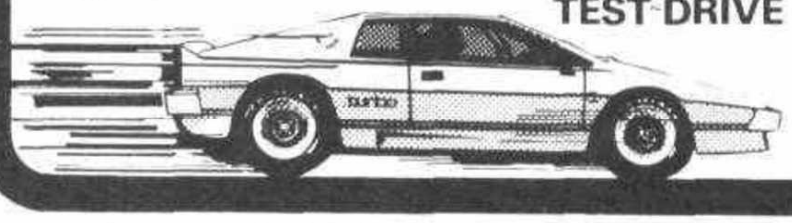
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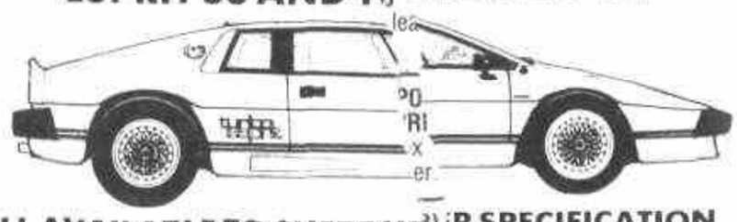
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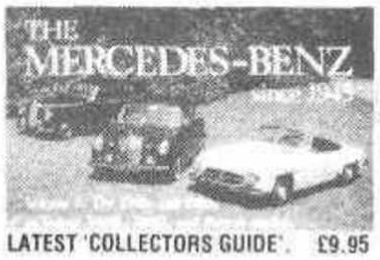
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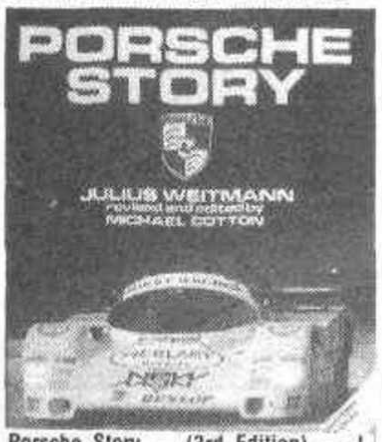
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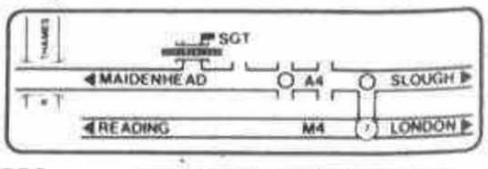
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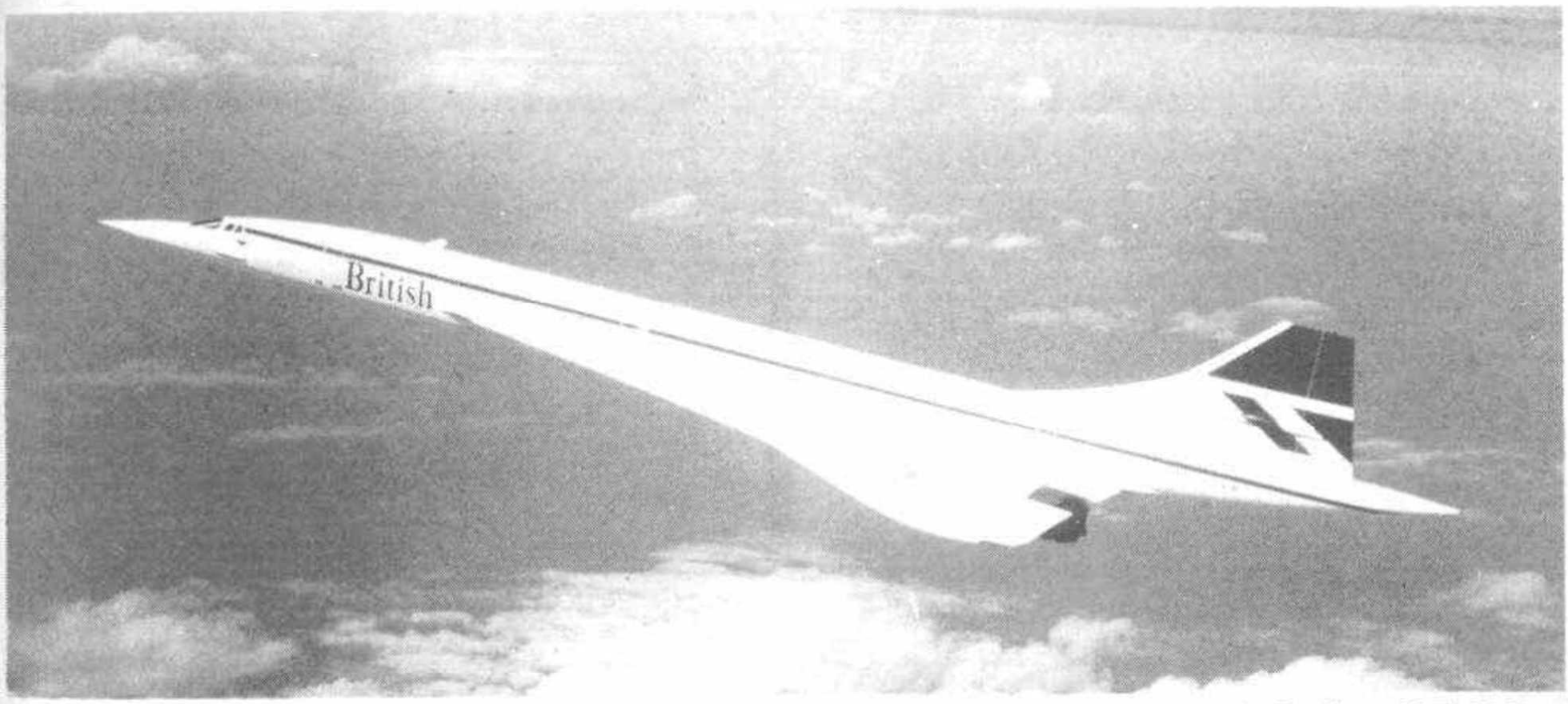
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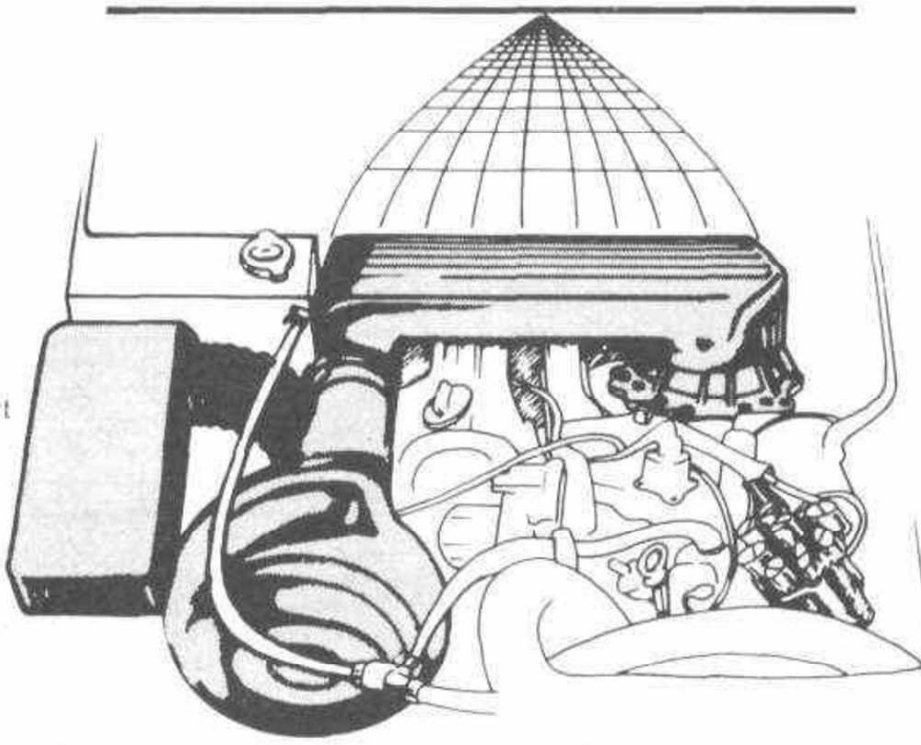
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82 Model 928 S Auto. Chiffon, full hide, s/roof, fsh. **£18,950**
79V 928 Auto. Minerva blue, pasha int, 40,000 miles, fsh. **£11,950**



82 Lotus Esprit Turbo. Red, full black hide, 2 owners. **£13,950**



81X 911 Turbo. Ice blue, with dark blue & cream hide, full service history. **£23,950**
80W 911 Turbo. Black with white hide, 22,000 miles. **£20,950**
79 911 Turbo. Minerva blue, with black hide, full service history. **£16,950**



83A XJS HE. Cobalt blue with biscuit hide, 4,000 miles, full service history, one owner. **£17,950**
81X XJS HE. Silver with black hide, 33,000 miles, full service history. **£12,450**
84A XJS HE. Claret with doeskin hide, 2,000 miles, full service history. **£19,950**



82X 911 Sport Targa. White with black and white check, full service history. **£18,450**
81 911 Sport Targa. Guards red with check int., service history. **£16,950**
81X 911 Sport Targa LHD. White with black hide, 1 owner, 38,000 miles, full service history. **£15,950**



83A Audi Quattro. White with black, sunroof, two owners, full service history. **£14,950**



83Y 911 Sport Coupe. Guards red with black Berber, 18,000 miles, full service history. **£20,450**
79 911SC Sport Coupe. Guards red with tan, air con., 56,000 miles. **£12,950**



82Y 635CSi Auto. Baltic blue with grey hide, TRX's, ABS, sunroof. **£16,950**
80W 635CSi Auto. Henna red with black hide, 23,000 miles, sunroof, alloys, full service history. **£12,750**

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TIP OF THE MONTH

Bothered Discs: Just a thought for you budding racers. The season's started, and soon you'll be coming in from your first practice or test session, brakes glowing nicely. Remember -
The cooling down lap is as much for the brakes as anything. Don't stop in the pits and keep your foot on the brake pedal, as this is likely to cause heat distortion or cracking of the discs. Park it in gear if possible, leaving the hand-brake off. Always remember to pump the pedal before starting off again, as you get local 'boiling' in the calipers when stationary. And should the pedal go to the floor as you approach Woodcote at 130 mph, don't panic. It won't help.

Electric Spring Sale! (And fuel bits) **up to 25% discount**
Discount valid for all pre-paid orders placed before May 30th 1985, or whilst available stocks last.

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All prices include VAT



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1968-68 911/912 FRONT each (normally £71.01) **Sale Price £53.25**
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1969-on 911/930 Rear, light body, each (normally £89.24) **Sale Price £51.93**
Light lens each (normally £25.23) **Sale Price £18.92**
Front indicators, 1974-on 911/930, light unit (Normally £26.24) **Sale Price £19.68**
Headlights, H4 bulb, 1972-on 911/930 each (Normally £53.82) **Sale Price £43.06**
N.B. will retrofit straight onto 1965-71 911/912
Headlight lenses, reflectors, rims, rim covers also available separately

FUEL SUPPLY/INJECTION **All prices include VAT** Fuel pumps
1969-73 911 (+ 2.7 Carrera). Carbs or mechanical injection (Normally £74.52) **Sale Price £55.89**
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Mechanical fuel injection pumps. **Reconditioning** service only (Normally from £345.00)
Sale Price 15% discount
K-Jetronic fuel metering heads **Exchange** service (Normally £166.54) **Sale Price £124.16**
K-Jetronic injection warm up regulators (Normally £82.47) **Sale Price £61.85**
Also air slides, by-pass valves, pressure regulators, injectors, etc.

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All prices include VAT
C.D. Ignition box exchange service:
1969-77 911, 3 pin (Normally £80.52) **Exchange Sale Price £67.89**
1978-on 911/930, 6 pin (Normally £107.15) **Exchange Sale Price £80.36**
1975-77 930, 8 pin (Normally £134.22) **Exchange Sale Price £100.66**

Alternator / Starter Motor, Exchange Service
911 Alternator (state year/model) (Normally £97.75) **Exchange Sale Price £73.31**
Starter Motor, 0.8 H.P. (most 1966-71 911) or 1.5 H.P. (most 1972-77 911/930) **(both interchangeable).** **(Normally £97.75) Exchange Sale Price £73.31**

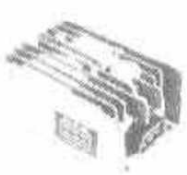






Distributors, 1969-77 (Normally circa £112.90) **Sale Price, less 25%, circa £84.68**
Distributor caps, points, rotor arms, etc. Also available
Charge Regulators, Universal suppressed (Normally £25.58) **Sale Price £20.46**
911/930/924/928 Sale extends to many other electrical / fuel system items not listed. Please 'phone stores to enquire.





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1985 Porsche Action Photos. Road-going Porsches, UK Club Competition Scene ONLY.
And action means NOT pointing in direction of travel! £10.00 for each we can print in an 'Action for Fun' corner.



Some nameless hooligan (who me?) disorientating the opposition '84 Inter-Marque, AMOC July Silverstone. No, its NOT the current owner! P.S. We're Curoflex equipped.

CARS FOR SALE



International Group B Endurance Racing 3.3 Turbo. Built up for 1983 season from standard Left-Hand Drive road car, hence retains steel panels, glass, most interior trim, electric windows, etc. to comply with weight limits. Class win '83 Kyalami 1000 kms. Placed in 5 other endurance events. Engine currently being rebuilt to full 380 bhp Group B spec. All other mechanics recently overhauled and updated. 935 brakes, central-lock BBS rims, adj. brake balance, front oil cooler, full endurance fuel system, safety equipment etc. etc. Grand Prix white, black trim, spares incl. 2 sets wheels / tyres. Could be easily registered for road as well as track use. Price v. dependent on spec. inc. VAT. circa **£30,000**



1979 (model) 3.0 911 SC Sport Coupe. Black with black interior. Three owners, FSH, 58,000 miles. **£12,250**



1980 3.0 911 SC Sport Targa. Ice blue metallic, blue pasha trim. Just serviced by us. Three owners, full history, 72,000 miles, hence **£13,000**

1981 924 Lux. 5-speed, Mauritius blue, brown berber trim, 50,000 miles, one owner, FSH, PDM, factory sunroof. **£7,950**
1981 (model) 924 Lux. 5-speed, Minerva blue, brown berber trim, 2 owners, FSH, PDM, 42,000. **£7,750**



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International Ferrari



84A 944 Manual. Guards red with black berber sunroof, pdm, 8,000 miles, full service history. **£15,450**

82 Mod 924 Lux. Manual, Met red with grey berber sunroof, pd mirror, full service history. **£8,950**



1964 Silver Cloud III. Sage green with beige hide, 1 owner from new with only 46,000 miles, full Rolls Royce Service history. Superb exportable example. **POA**



82Y 5128Bi. Red with magnolia hide, 15,000 miles with full service history. **£34,950**



79 Rolls Royce Silver Shadow. Red label, shell grey with dark blue hide, 40,000 miles, full service history. **£17,950**

77 Rolls Royce Silver Shadow. White with black hide, 36,000 miles, full service history. **£15,450**



83Y 308 GTS QV. Rosso red with black hide, 14,000 miles, full service history. **£25,950**

82Y 308 GTSi. Blue with beige hide, air con, full service history. **£19,950**

81W 308 GTBi. Rosso red, black hide, 38,000 miles, full service history. **£16,950**



84B Range Rover. 4 door, 5 speed, Vogue, gold, Elec. and Int. pack, tow bar, 5,000 miles, full service history. **£15,950**

80 Range Rover. Tuscan blue with beige, Option Pack, tow bar, full service history. **£5,750**



83Y 500 SL. Lapis blue with blue hide, 12,000 miles full spec, full service history. **£23,450**

79V 450SLC. Brown with brown velour, one owner, full service history. **£12,450**



1984B Lotus Caterham 7. Finished in red with black hood, fitted with 1,600 cc twin cam Lotus engine. As new 511 miles only. **£7,950**

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We are especially pleased to offer the following selection of very high quality Used Porsche this month. May we invite you to phone for fuller descriptions, prices and appointments to drive.

1984 'A' PORSCHE 928S2 AUTOMATIC. Simply the state-of-the-art Grand Tourer. In Light Bronze Metallic with Black Partial Leather Interior. Just 13,000 miles.

1983 'Y' PORSCHE 928S MANUAL. Now add a few components like Sports Suspension and Limited Slip Diff., you have a very sharp performer indeed. This car has covered just 7,000 miles and finished in spotless and sinister Black with Black Partial Leather Silver carpet Interior.

1983 'A' PORSCHE 928S AUTOMATIC. Glacier Blue with beautiful Dark Blue Partial Leather Interior again with Limited Slip Diff. and Sun Roof. One owner for 30,000 miles.

1981 'W' PORSCHE 928S AUTOMATIC. A really marvellous advert for the Porsche marque. This S covered 65,000 miles and yet drives like 20,000 miles. Full service history and one very satisfied owner. We've just freshened the paint work in Silver with Dark Blue Partial Leather Interior and with Sun Roof. So much performance for so little money.

1984 'B' PORSCHE 911 CARRERA SPORT COUPE '85 MODEL. Metallic Iris Blue with Dark Blue Flannel Interior and equipped with Top Tinted Windscreen, Passenger Door Mirror and Central Locking. 3,000 miles only. How much better is it possible to make a 911?

1983 'A' PORSCHE 911 CARRERA SPORT COUPE 1985 MODEL. Metallic Silver with Burgundy Partial Leather Interior and equipped with Sports Seats and Passenger Door Mirror. One Owner and 18,000 miles. A beautiful car.

1982 'Y' PORSCHE 911 S.C. SPORT COUPE 1983 MODEL. Totally specimen condition finished in Light Bronze Metallic with Brown Berber Interior and equipped with Front Fogs and Passenger Door Mirror. This car has not yet covered 6,000 miles.

1983 'Y' PORSCHE 911 S.C. SPORT COUPE. The Red one. Guards Red with full Red Leather Interior with Red Carpets and even matching Red Wheel centres which actually is all very tasteful. Sold and Serviced here from New, two owners for only 15,000 miles (now both in Carreras).

1983 'Y' PORSCHE 911 S.C. SPORT COUPE. Sparkling Kiln red with Black Check Interior and equipped with Passenger Door Mirror. Just one owner. Sold and Serviced here for 29,000 miles since new.

1983 'A' PORSCHE 911 S.C. COUPE. Pristine Grand Prix White with Burgundy Cloth Interior. Passenger Door Mirror. 21,000 miles. This gentleman's on his ninth 911! This one is a peach.

1983 'Y' PORSCHE 911 S.C. TARGA. Spotless Moss Green Metallic with Moss Green Wheel Centred Alloys and P7s. Plain Black Interior. A unique and very mildly used example. Just 12,000 miles covered.

1983 'Y' PORSCHE 911 S.C. TARGA. Grand Prix White with Black Berber Interior and equipped with Passenger Door Mirror, Sports Seats and Front Fog Lights. One Owner, 29,000 miles since new, tended here throughout of course.

1979 'T' PORSCHE 911 S.C. COUPE. A gem. Finished in Metallic Black with Beige Pinstripe Interior and equipped with Stereo Radio Cassette, Passenger Door Mirror. Full 3 ownership history from new with us here. Good 911 number too.

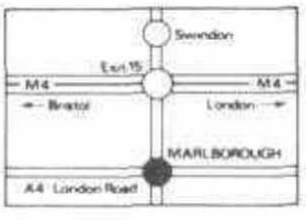
1985 'B' PORSCHE 944. Jet Black with Grey Beige Leather Interior and equipped with Leather Sports Seats, Air Conditioning, Sports Suspension, Sports Alloys, Front Fogs, Cassette Holder, Tinted Screen, Alarm. Coat new over £22,000 today. 4,000 miles only.

1984 'A' PORSCHE 944. In Metallic Ruby Red with Grey Beige Porsche Cloth Interior and fitted full cloth Sports Seats, Electric Sun Roof, Passenger Door Mirror, Front Fogs and Cassette and Coin Holder. 23,000 miles, one owner.

1982 'X' PORSCHE 924 LUX. Pewter with Brown Berber Interior and equipped with Passenger Door Mirror and Sport Seats with 31,000 miles and One Owner.

1980 'V' PORSCHE 924 TURBO. Silver over Blue with Black Check Interior and equipped with Sun Roof, Passenger Door Mirror and 53,000 miles. Ideal for Porsche Club Production Race Series. Fresh head, turbo exhaust job. Very quick indeed.

Our entire stock of 28 Used Porsches has each been sold and serviced by our workshops here in Marlborough from the time they were delivered new. This is perhaps the best source of peace of mind when purchasing such high performance vehicles and perhaps our best advert. The answer is "YES"!



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VOL. LXI No. 4 APRIL 1985

MOTOR SPORT

INCORPORATING **SPEED** AND THE **BROOKLANDS GAZETTE**

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FRONT COVER PICTURE: FOR A DECADE Citroën's CX has been a familiar sight on the road. In its latest and fastest guise, the 25 GTi Turbo, a tail spoiler is its only aerodynamic concession to younger competition. How does it fare against newer rivals? We test it on page 385.

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MATTERS OF MOMENT

TAXING INFORMATION

For months before the Chancellor's budget speech, speculation was rife that he might propose putting VAT onto books, magazines and newspapers which would have been, in effect, a tax on learning and information.

When the Chancellor decided to impose VAT "only" on magazine and newspaper advertising, there was general relief; things were not as bad as everyone had feared they might be. The imposition of the tax caused hardly a murmur — yet VAT on advertising is still a tax on information. Advertisements do not necessarily generate business but they do inform us that products and services are available.

If we road test the Jehu 123 GT and find it wanting, the manufacturer has the right to buy advertising space to state a different view and, perhaps, quote opinions opposed to ours. This is fair and healthy. There should be no tax on opinions.

In this issue is an advertisement placed by Reliant which includes a list of dealers where one may see the new Scimitar SS1. That is information which many motoring enthusiasts will appreciate whether or not they are in the market for the car. When you buy a new car you pay car tax and VAT on it, but should tax be levied on an advertiser for simply passing on information?

By every post we receive news of new products and services and had we space, would use the majority of the information in our editorial columns, for most of it is of interest. Unfortunately, we do not have enough space in our editorial columns, but businesses can still pass on information through advertisements. How can it be right to levy a tax on someone who is merely trying to let potential customers know that he can offer such and such a product or service?

When Dr Johnson defined "excise" he wrote that it is "a hateful tax levied upon commodities". It's not one of his more vigorous definitions, but taxation tends to deaden the imagination. If Dr Johnson were editing the "Rambler" today, however, he would certainly accept advertising, for no magazine can survive without it. If Johnson were suddenly told that not only was there to be a tax on information but that he was to act as an unpaid tax-gatherer, then might the epigrams fly!

There's nothing to be done, of course. There never is when it comes to taxation. It is worrying, though, when the exchange of information attracts duty. It seems like the thin end of a large wedge.

ROUGH JUSTICE

Despite the creditable fall in inflation which the Government delights in proclaiming, motoring does not come any less expensive, with petrol at over £2 per gallon, much of this absorbed in tax. Fines for the enormous variety of driving offences which the Law has evolved are also up, for justice has to be paid for like any other commodity.

Justice, however, should be seen to be done, and in view of rising costs it is unfortunate that, where drivers of motor vehicles are concerned, it appears to still be largely invisible! What we mean is that fines and penalties bear little relationship to offences committed and vary widely up and down the land, as consultation of any local newspaper will confirm — and how these papers love to publish items about motorists' misfortunes. To be specific, we have read recently of a driver being fined £20 for using a car without an excise licence and of another driver, who claimed a 44-year clean driving record, being fined £45 and awarded two penalty points for nudging another car that had been parked too close to his Land Rover as he left a parking space. It seems likely that, in the first case we are quoting, the car-owner knew he was evading the Law by not having a licence on display, whereas to mildly scrape another car in a parking lot would, in better times, usually have ended merely in an exchange of addresses and payment for the mild damage done. That apart, it is the more than doubling of the fine that smacks of rank injustice.

Continued overleaf

Motor Sport Fixture List for April

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
April 4th/5th	**BARC (NW)**	**Oulton Park Circuit, Nr Tarporley, Cheshire**	**Thundersports Trophy (INT/R)**	—
April 4th/8th	**Safari Rally Limited**	**Nairobi, Kenya**	**Safari Rally (World Rally Championship round) (INT)**	—
April 5th	BRSCC	Snetterton Circuit, Nr Attleborough, Norfolk	Race Meeting (R)	—
April 5th/6th	MCC	Oxford, London, Bristol and Lewdown	64th Land's End Trial	—
April 5th/9th	**Ulster AC**	**Belfast, Ireland**	**Circuit of Ireland Rally (Euro Rally Championship round) (INT)**	—
April 6th/7th	BARC	Barewood Hill, Stockton Farm, Harewood, Yorks	Hill Climb Championship (N)	—
April 6th/8th	**BARC**	**Thruxton Circuit, Andover, Hants**	**European Formula 3000 (INT)**	13.30
April 7th	**Confederacao Brasiliera de Automobilismo**	**Rio de Janeiro, Brazil**	**BRAZILIAN GRAND PRIX (World Championship round) (INT)**	—
April 7th/8th	**BRSCC**	**Brands Hatch Circuit, Fawkham, Dartford, Kent**	**Race Meeting (INT/R)**	—
April 7th/8th	BRDC	Silverstone Circuit, Nr Towcester, Northants	Race Meeting (N/R)	—
April 8th	HDLCC	Loton Park, Alberbury, Nr Shrewsbury	Loton Park Speed Hill Climb (N)	12.00
April 12th/14th	**ASAC DE Grasse**	**France**	**Rally Alpin Begra (European Rally Championship round) (INT)**	—
April 13th	VSCC	Silverstone Circuit, Nr Towcester, Northants	Race Meeting (C)	13.15
April 14th	**AIM srl**	**Mugello Circuit, Italy**	**World Endurance Championship round (INT)**	—
April 14th	BARC	Donington Park Circuit, Castle Donington, Derby	British Formula Three Raceday (N/R)	14.00
April 14th	BARC	Lydden Hill Circuit, Dover, Kent	Race Meeting (R)	14.30
April 17th/20th	**Costa Smeralda Hotels**	**Italy**	**Rally Costa Smeralda (INT) (European Rally Championship round)**	—
April 19th/20th	**ARBO-Wien**	**Austria**	**Arbo Rally (INT) (European Rally Championship round)**	—
April 20th	JDC	Oulton Park Circuit, Nr Tarporley, Cheshire	Race Meeting (R)	—
April 20th	Aberdeen & District MC	Aberdeen	Granite City Rally (N)	08.01
April 21st	**Automovel club de Portugal**	**Estoril Circuit, Portugal**	**PORTUGUESE GRAND PRIX (World Championship round) European F3000 (INT)**	—
April 21st	**Vallelunga ACI Sport SpA**	**Vallelunga Circuit, Italy**	**European Touring Car Championship round (INT)**	—
April 21st	BARC	Snetterton Circuit, Attleborough, Norfolk	Race Meeting (N/R)	14.00
April 21st	BRSCC	Silverstone Circuit, Nr Towcester, Northants	Race Meeting (R)	—
April 26th/28th	**ADAC Nordhein eV**	**Nürburgring, Germany**	**European F3000 (INT)**	—
April 27th/28th	**AC Milano**	**Monza, Italy**	**World Endurance Championship round (INT)**	—
April 27th	750 MC	Oulton Park Circuit, Nr Tarporley, Cheshire	Race Meeting (R)	—
April 28th	BARC	Brands Hatch Circuit, Fawkham, Dartford, Kent	Race Meeting (N/R)	14.00
April 28th	BARC	Cadwell Park Circuit, Louth, Lincolnshire	Race Meeting (N/R)	13.30
April 28th	VSCC	Donington Park Circuit, Castle Donington, Derbys	Race Meeting (R)	—
May 4th/6th	**ASAC de la corse**	**Ajaccio, Corsica**	**Corsica Rally (World Rally Championship round) (INT)**	—
May 5th	**SAGIS AC Bologna**	**Imola, Italy**	**San Marino Grand Prix (World Rally Championship round) (INT)**	—

MATTERS OF MOMENT

Continued from previous page

This kind of thing is happening every day, all over the country, and it seems high time that some sort of standardisation of punishment and penalty was arrived at. One remembers the days when a car might be driven a trifle exuberantly and go off a slippery road. No harm done to anything but the driver's pride, you would walk home and retrieve the vehicle next day. Now, if the Police find it, Swansea is contacted, the owner traced, and a "careless driving" charge is likely to result. Whether this makes for the best of relationships between vehicle owners and the Police, who need all the help from law-abiding citizens they can obtain in this unhappy age of increasing crime, is debatable, except that the answer is abundantly clear. Note that in the two cases we have referred to no question of an accident in the proper sense of the term, no injuries, even, were involved. Yet a car tax evader is fined £20, an obviously careful driver who made one minor error of judgement was fined £45 and his driving licence penalised. Think about it!

Club News

YET ANOTHER MG event, this time organised by the **Octagon CC,** will be the "Wings Run" on Sunday June 16th. Starting at the Syon Park museum, up to 200 cars will set off for Abingdon, the home of MG's, and membership is not necessary to take part. There is also a concours. Entry forms from Harry Crutchley, 36 Queensville Ave, Stafford, on receipt of sae.

The **Dundrod Retrospective Tour** is the climax to a week of motorsport to mark the Diamond Jubilee of the **Ulster Automobile Club,** and Stirling Moss, will drive the Jaguar XK120 in which he won the 1950 TT over this same course. The Tour, on August 10th, will be preceded by a hill-climb, a sprint and a race meeting, all leading to the Ulster Trophy, while many Fifties sports-cars are expected to attend this reminder of one-time Tourist Trophies. The club's address is 3 Botanic Ave, Belfast BT7 1JG.

Goodwood on Friday May 17th will become a mecca for Ferrari fans, when **Modena Engineering** hold their annual Driving Day at which owners can indulge their thoroughbred charges.

In the magazine of the **Historic Rally Car Register,** the Chairman, Don Pither, makes some possibly provocative comments about building replicas of defunct works cars, which he suggests is "not at all distasteful" as long as genuine works parts are used. Otherwise the historic rally car movement seems to have gained ground, with stage rallies being held for Big Healeys and Lotus Cortinas etc, which is rather more exciting than the usual concours events. The magazine also includes a picture of W.B. testing a 1934 Singer which is the oldest car in the Register.

Bugatti OC European Rally

THE Bugatti Owners' Club announces that the 1985 BOC European Rally will be based in this country, from May 20th to May 24th, Rally HQ being the Royal Victoria Hotel in Sidmouth, Devon. The driving and social events will be enlivened by driving tests at Wiscombe on the Tuesday and the event will conclude with Centenary Celebrations at Silverstone on May 25th, when a very big concourse of Bugattis may be expected to assemble, for the delectation of those who are partial to the *marque*. Opportunities to see European-owned Bugattis mingle with those from Britain, in this Island, are rare, and we should make the most of it.

Spectator Service

SPECTATORS at major races frequently feel that they do not receive sufficient information about what is going on. To go some way to satisfying this need, Victor Lustig Associates will be selling fact sheets, for 20p each, after each qualifying session and race.

The sheets will give the chassis number of the car used, times set, reasons for retirement or stoppage, and a potted interview with each driver.

A French journalist, Avril Poisson, will speak to every driver, not just the stars, but for economy and reasons of space, the salient points will be reduced to a set of numbers. The full list has yet to be announced but typical examples might be as follows. 1, My best lap was ruined by a back-marker. 2, The car lacks balance. 3, I had difficulty turning in. 4, The car was oversteering. 5, The car was understeering. 6, No problems, the car is perfect. 7, For sure, we'll be there or thereabouts on race day. 8, The team has made a lot of progress, we're getting there. 9, Silverstone is my favourite circuit. 10, I love racing in Italy, the crowd is so enthusiastic, and so on and so forth.

By this means, spectators will be able to enjoy the privileged information which normally only motor racing journalists receive. — M.L.

Formula One Preview

THE 1985 season of Formula One Grand Prix racing gets under way in April after a pretty busy winter of testing by most of the teams. The only serious change in the regulations has been that the rear "wings" have been clipped, the additional side "winglets" that most people have been using have been outlawed so that rear aerofoils have now become quite tidy and neat contraptions. A major change for many teams, not caused by regulations but by the withdrawal of the Michelin Tyre Company from Formula One, has been having to adapt to Goodyear tyres; for Lotus and Williams there were no problems in that department as they were already on Goodyear tyres. Most of the teams produced their 1985 models for the past testing months, or at least an "interim" car and while the scene looks strong for the coming season, in some circles it does not look impressively healthy, but only time will tell whether the symptoms noticed in the winter months were true or misleading.

After three prevarications the FISA finally issued the official list of "riders and runners" for their 1985 World Championships of Drivers and Manufacturers for which points are scored throughout the season in the various Grand Prix races in the nominated list; a list that is far from complete or stable, but ignoring "pie in the sky" ideas all the well established events are in the list. Before looking at the teams in detail it is worth listing the FISA nominations:-

1. McLaren — Niki Lauda
2. McLaren — Alain Prost
3. Tyrrell — Martin Brundle
4. Tyrrell — Stefan Bellof
5. Williams — Nigel Mansell
6. Williams — Keijo Rosberg
7. Brabham — Nelson Piquet
8. Brabham — Francois Hesnault
9. RAM — Manfred Winkelhock
10. RAM — Philippe Alliot
11. Lotus — Elio de Angelis
12. Lotus — Ayrton Senna
15. Renault — Patrick Tambay
16. Renault — Derek Warwick
17. Arrows — Gerhard Berger
18. Arrows — Thierry Boutsen
19. Toleman — Stefan Johansson
20. Toleman — John Watson
21. Spirit — Mauro Baldi
22. Alfra Romeo — Riccardo Patrese
23. Alfa Romeo — Eddie Cheever
24. Osella — Piercarlo Ghinzani
25. Ligier — Andrea de Cesaris
26. Ligier — Jacques Laffite
27. Ferrari — Michele Alboreto
28. Ferrari — Rene Arnoux
29. Minardi — Pier-Luigi Martini
30. Zakspeed — Jonathan Palmer

In the above list I have named the team by the simple names that you and I know them, and refer to them when in discussion at club night or in the bar. I know that Murray Walker on TV and Anthony Marsh on the public address both do their best to "keep faith" with various sponsors by always referring to ". . . the John Player Special Team Lotus car. . . ." or ". . . . Skoal Bandit Formula 1 RAM car. . . ." but in reality normal people call a Lotus a Lotus, a Ferrari a Ferrari and a Williams a Williams. "How are the Ferraris going to do this year?" people ask me, or "Are the Williams going to do better this season?" or "Those McLarens were impressive last year, weren't they?" all of which gets motor racing conversation going between enthusiasts, and for forty years I have been writing in MOTOR SPORT as one enthusiast to another, and I don't intend to change.

On April 7th we have the Brazilian Grand Prix on the not-very-exciting circuit outside Rio de Janeiro, a long flying trip from wherever you start in Europe. Very few of the teams will have the excuse of not knowing the circuit for there have been regular "test-sessions" organised by Goodyears and Pirelli during the last month or two, in order to glean knowledge of this year's cars for the 1985 rubber requirements, and the teams have been testing engines, gearboxes, chassis, drivers, aerodynamics in profusion and some drivers took it all so seriously that they had accidents in their endeavours to be heroes, but luckily no one was hurt. The Brazilian Grand Prix used to be held on a lengthy but winding circuit at Interlagos before it moved to Rio de Janeiro, and from all accounts everyone enjoyed Interlagos and preferred it, so the Grand Prix is held at Rio de Janeiro! Of the teams listed above the new Zakspeed team made it clear that it could not go to Brazil, so it was not eligible for the Championships, but is being allowed to take part in the races from Portugal onwards, though will be unable to score any points during the season. All this involves the ubiquitous "Concorde Agreement" which says that teams must take part in ALL the races. This first race of the season is going to be interesting on many counts as there are a number of drivers in new teams for this season, some of the teams have been giving an air of progressing since the end of last season and the McLaren team has an incredible reputation to live up to. Missing from the FISA list this year are Teo Fabi, Marc Surer, Jo Gartner, and Johnny Cecotto, while additions are John Watson (more about him later) and Pier-Luigi Martini. Of those no longer in the scene only Fabi and Surer were full time runners, and while Fabi has been dropped by Mr Ecclestone and looks like returning to American racing, Surer decided to opt out of the Formula One "rat-race" to enjoy life driving other things. The amiable Swiss driver just loves driving cars, fast road cars or racing cars, like Derek Bell or David Hobbs and I am sure everyone in the pit lane will wish him luck and lots of enjoyment.

McLaren International Ltd

By reason of winning all the championships last year the McLaren drivers move up to numbers 1 and 2, Lauda taking precedence naturally, as reigning World Champion. In the Porsche Club of Great Britain February newsheet there appeared the following:-

"Issued by Porsche to Sales Management Staff — Due to increasing enquiries concerning the possibility to use the racing successes of Marlboro McLaren International in the current Formula One World Championship, we should like to inform you of the following situation —

1. Porsche designed, developed and produces a Formula 1 engine as an outside engineering order for the company "Technique d'Advantgard (TAG)".
2. The result of this engineering order must thus not be referred to as a Porsche engine, but solely as a "TAG Turbo made by Porsche" (abbreviated designation: TAG Turbo PO1).
3. The TAG Turbo PO1 engine is used in a "Marlboro MP4/1E" chassis.
4. The car's designation is "Marlboro MP4/TAG Turbo".



JOHN WATSON testing the Toleman TG185 on old crossply Avon tyres. With no tyre contract for 1985 the team has had to withdraw from F1.

5. The Marlboro MP4/TAG Turbo is entered in all Formula 1 World Championship events under the entry of "Marlboro McLaren International".

The engineering contract between Porsche and TAG neither provides any possibility by Porsche and / or its agents (importers / dealers) to use the engine's success in connection with the Marlboro MP4/TAG Turbo victories nor are there currently any contractual agreements between Porsche and Marlboro McLaren International. We are, however, currently investigating possibilities to explore the sensational success of our Weissach engineers without any pictorial or print references to the Marlboro MP4/TAG Turbo or to Marlboro McLaren International. Should there be a positive development we will, of course, inform you so immediately. In the meantime, we must ask you to abstain from using any Marlboro MP4/TAG Turbo successes or victories in any of your Porsche advertising. Additionally, we must ask you to use solely the above listed designation in all external or internal communication in respect to engine, chassis, car and / or team. Your respective cooperation will be appreciated."

So now we know! Complicated isn't it? But Ron Dennis has never been a simple chap to understand, he says "ongoing meaningful dialogue" when you or I say we are "having a chat". Anyway, when you read McLaren-Porsche in MOTOR SPORT you'll know what we really mean, and in the pub try referring to Niki Lauda's "Marlboro MP4/TAG Turbo" and see how far you get. This year the team will be starting off with B-versions of last year's cars, which means no startling changes, merely a tidy-up and alterations to suit Goodyear tyres and the new aerofoil regulations. Lauda has signed for the team for one year and Prost has signed for three years, and Ron Dennis has started an ambitious project with Mansour Ojeh of TAG, called TAG/McLaren Research and Development which should be self-explanatory. The ramifications of TAG outside of motor racing are enormous and virtually world-wide and they recently published a very handsome brochure covering all their activities. They are too widespread to deal with here, but if anyone is curious a note to McLaren International Ltd, Boundary Road, Woking, Surrey GU21 5BX will procure a copy I am sure.

So, remember, it is Marlboro/TAG for the car but TAG/McLaren for the new firm (and there are still people who find the hyphen in Frazer-Nash confusing!)

Tyrrell Racing Organisations Ltd

Uncle Ken is back and all is forgiven. The FISA tightened the screw round Ken Tyrrell's neck to the absolute limit before it was announced that they were all friends again. He has had to promise to withdraw all his legal actions against the world of Formula 1 and FISA and to be a good boy and not make any more waves, like protesting, being odd man out, getting caught cheating or generally being a nuisance. His two drivers have been given numbers three and four and his "friends" in FOCA are going to let him join in the cheap-airfares deal in spite of not qualifying officially for the concession. Just before all the fuss was ironed out Ken Tyrrell and Renault announced they had done a deal for Renault turbocharged engines to be used in the new Tyrrell 014 cars, due about June. In the meantime Bellof and Brundle will soldier on with last year's Tyrrell-Cosworth V8 cars. The engine supply will be similar to that made last year with Lotus and Ligier, so later in the season there could be eight cars with Renault power on the grid. Regie Renault really do need to start winning races with their engine. So all Ken Tyrrell has to do now is to shut-up and get on with the racing. He really can be quite good at racing, as his past record shows.

Canon Williams Team

All Saudi Arabian connections with Frank Williams team have now gone and he is totally committed to the Far East, with Honda supplying their V6 Turbo engine and Canon the camera people supplying a lot of money. Honda's involvement is here to stay if the engine factory they have built next door to Williams Engineering Ltd is anything to go by. The Williams factory itself is quite impressive and in line with Patrick Head's philosophy everything possible is being made "in house". To this end they have a huge oven in which they can bake their own cakes in the form of the carbonfibre composite monocoque of the FW10. These completely new cars, ending the honeycomb era at Didcot, together with a drastically revised Honda engine should put Rosberg and Mansell in with a chance. Last year Rosberg never lacked horsepower, he usually had too much at the wrong time, while Mansell has never been short on bravado or enthusiasm.

Motor Racing Developments Ltd

This highfalutin' title actually means Ecclestone-Brabham, which in turn means Brabham-BMW, which really comes down to Murray-Piquet. (Formula 1 is complicated, isn't it?) Waiting until the very last moment Mr Ecclestone finally announced that his number two driver would be the Frenchman François Hesnault, but please don't ask why. Hesnault is a nice lad who behaved with excellent decorum last season in the Ligier team and made lots of friends in his first year in Formula 1, so good luck to him, this is his big chance for there aren't many teams better than Brabham, and if there is a better driver than Nelson Piquet I'd like to see him. In a masterpiece of "luck" Ecclestone tied up a very good deal with Pirelli for tyres this season, and they seem do have done a million miles of tyre testing during the winter. Power will come from the four-cylinder iron-block BMW from which Paul Roche has extracted more horsepower than seems possible, but the engine must surely be near its development end. Last season there were lots of breakages due to overstressing and the fact that nearly every one was something different suggests the end of the road. Anyone who is getting long in the tooth, like me, will remember the Rolls-Royce Merlin engine development that went on and on, and on, but eventually had to give way to the new Griffon. When we shall see a Griffon from Munich is not known at the moment, but . . .

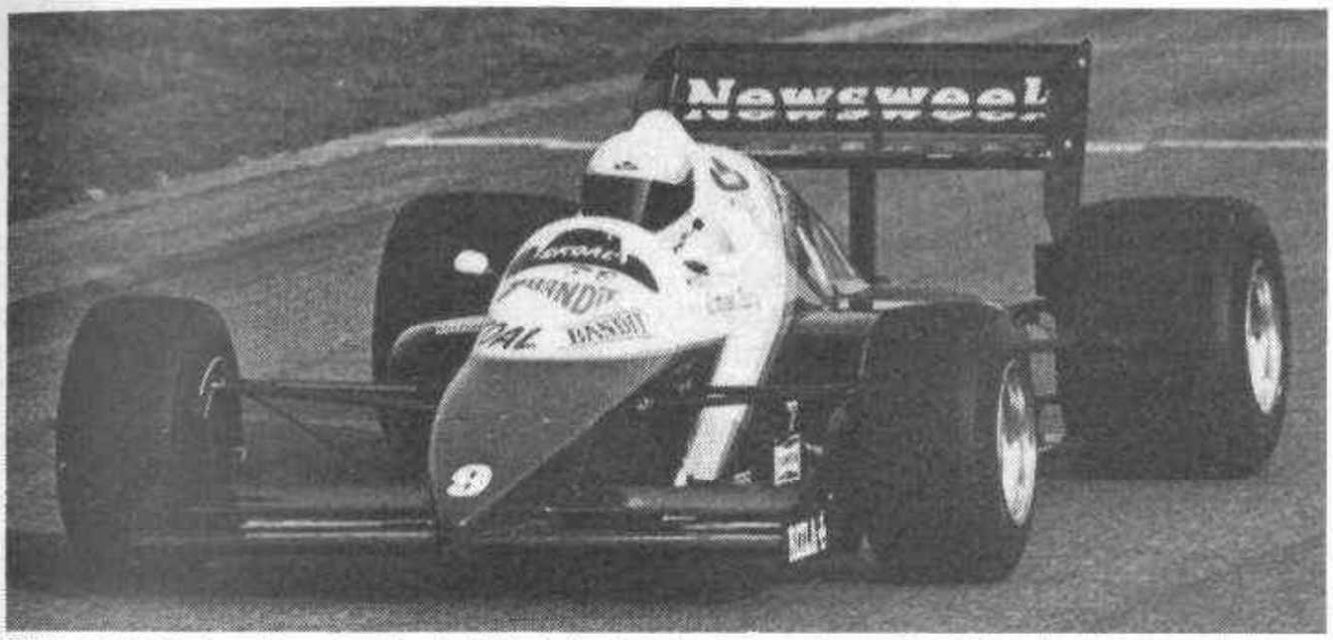
It will be odd to see Piquet with number seven on his car, but we shall soon get used to it, and Hesnault is number eight. Their season will start with "interim" cars from the basis of the BT53, soon to be followed by the all-new BT54.

Skoal Bandit Formula 1 Team

You might well ask, what are Skoal Bandits? They look like small tea-bags which by all acounts you put in your mouth and they give you all the satisfaction you would get from smoking a cigarette! As smoking cigarettes is something that has never appealed to me I don't think I'm going to start stuffing things like tea-bags into my mouth. However, it would seem that millions of people like doing this and US Tobacco International Inc manufacture and supply Skoal Bandits so successfully that it has money to spare to spend on motor racing as a means of advertising its product. Last year it scattered its money about in different forms of racing, but this year it has consolidated all its support into Formula 1 and Mick Ralph and John McDonald (the R&M of RAM) are the lucky recipients. The young German designer Gustav Brunner, who did the nice looking ATS last year, has joined RAM together with the ebullient German driver Manfred Winkelhock in number 9, while Frenchman Philippe Alliot remains as second driver with number 10. Brunner's new car is a neat and tidy looking package, very striking in its Skoal colours of rich green and white, and with Brian Hart's 1985 engines giving an honest 680 bhp this has got to be RAM-Racing's year for making progress, for everything is on their side.

John Player Special Team Lotus

Last year the Lotus 95T looked to be a very good car, but it never won any races and it was not easy to decide why, other than it lacked driver force. The car was quick and there was never any lack of power from its Renault engine, indeed it was invariably quicker than the works Renault cars. Following on from that car Lotus have built a developed and improved version called the 97T and in winter testing it has looked very good. On the driver front they have replaced Nigel Mansell with the promising young Brazilian Ayrton Senna and have retained Elio de Angelis for yet another season. De Angelis will race under number 11 as usual and Senna will take number 12. Much is expected of Senna as he does seem to be a



THE RAM 03, here driven by Manfred Winkelhock at Donington, features revised cooling arrangements.

naturally fast driver, though occasionally his lack of experience shows rather badly, and in Rio de Janeiro testing he was so obsessed with being the hero of the day, rather than learning something, that he had a big accident and collided with Nigel Mansell who was busy "testing" a Williams-Honda! Don't be surprised if Senna leads the Brazilian Grand Prix. Whether he wins is another matter. As many drivers have said through the years, "you don't win races on the first corner, but you can lose them there".

Gunther Schmid's ATS Team

ATS used to run a car for Manfred Winkelhock under number 14, but this has disappeared from the official list and the team has been closed down.

Renault Elf

This is the official works team from the Renault factory, run under the name of Renault Sport with backing from the French industrial giant ELF, whose world wide ramifications are enormous and varied. In spite of the strong backing that the Renault team has, success has not been its strong point. Like so many other teams last year it did not win a single race, but equally, had the McLaren-Porsche team not been there Renault would have done quite well! Apart from designing and building a new car for 1985, the RE60, the Renault team has also designed a new version of their turbo-charged V6 engine, with smaller bore and longer stroke but this will not be ready to race until later in the season, so the new cars will use development versions of the 1984 engine.

In the management there has been the major change of Gerard Larrousse leaving and his place at the head of the team being taken by Gerard Toth, an engineer from Renault's Research and Development department. Drivers remain unchanged with Patrick Tambay at number 15 and Derek Warwick at number 16 and this season really must see Warwick score his first Grand Prix win or a large section of his followers will begin to lose faith.

Barclay Arrows BMW

No, it is not Barclays Bank spending our money on Jack Oliver and his Milton Keynes team, this Barclay is the cigarette company. About a year ago the acquisition of BMW turbocharged engines convinced Oliver that his cars were about to move up into the top league, but it didn't turn out that way, they were still also-rans. He had overlooked the fact that everyone else had powerful turbocharged engines so that the whole scene had moved ahead by a big leap. The Arrows A7 was designed and built in a bit of a hurry so they never viewed it as a proper turbo car, but now they have built the A8 from scratch as a turbocharged car so look forward to a better season. Arrows has replaced Marc Surer in car number 17 by the Austrian driver Gerhard Berger, and has retained the Belgian Thierry Boutsen in car number 18.

Toleman Group Motorsport

The Toleman Group is the very big transport firm belonging to Ted Toleman and when he gave the go-ahead for his racing department to move up from Formula 2 to Formula 1 it was an ambitious move. They came in with new cars, an engine new to Formula 1, a tyre company new to Formula 1, an organisation new to Formula 1, and drivers new to Formula 1. Everyone admired them for their courage and as they made steady progress throughout their first season we all cheered. It was very much an all-British team, apart from the Pirelli tyres, and the way that Rory Byrne's design powered by Brian Hart's four-cylinder turbo-charged engine made progress was most satisfying. Everything was going fine and in 1983 they began to score some worthy "places" but then Renault wooed Derek Warwick away from them and early in 1984 there was a very distasteful break between Toleman and Pirelli at Imola, and they made a contract to use Michelin tyres. Driven by Senna and Johansson the Toleman cars gave some good performances in 1984, but never looked like winning a race. It began to look as though their "learning curve" had flattened out and worthy third and fourth places were all they could really hope for. When Michelin pulled out the Toleman team were left high and dry on the tyre front for it had never been on Goodyear's short-list and Pirelli did not want it back. The fact that Senna left the team to join Lotus did not help, nor did the fuss that ensued due to the manner in which Lotus conducted the affair.

Rory Byrne designed a new car for 1985 and Brian Hart was to supply his very latest engines that were giving well over 700 bhp and Stefan Johansson had signed as number one driver, so all looked well except that there were no tyres available. After a winter of discontent and some sporadic testing on tyres "scrounged" for the occasion the month of March arrived and still there was no contract being offered by Goodyear or Pirelli. The Goodyear firm were fully committed to leading teams and their long-term faithful teams like Tyrrell. Formula 1 racing is only a very small part of Goodyear racing committment, its main effort being directed to Indianapolis and CART racing as well as NASCAR and drag-racing in America. Had the Toleman team been guaranteed winners with a Prost or Piquet in the number one car it might have been a different story, but a Toleman Formula 1 car has yet to win its first race, and up at the top of Formula 1 it is winning that matters. Not surprisingly Pirelli did not want them back after the distasteful affair at Imola last year when Toleman virtually walked-out on the Italian tyre company. In addition the Pirelli contract with Ecclestone's Brabham team specified that no other top team should be supplied with Pirelli tyres, and Toleman had long since moved out of the realms of the alsorans. As the winter ended there was a small flurry of interest when it was announced that John Watson had signed to drive the number two Toleman this year, even though there was still no tyre contract, and hardly had the ink dried on Wattie's signature than it was announced that the team was being withdrawn from the World Championships due to its inability to find a tyre supplier! Sad really, because the Toleman team has always provided an interesting part of the Formula 1 scene and has been a friendly and uncomplicated team. Life at the bottom of Formula 1 is comparatively easy; at the top it is very hard work, and in the middle it can be very fraught. What will happen to the Toleman Team is something that is unsure, we will just have to wait and see. Cars 19 and 20 will not appear in entry lists.

Spirit Enterprises Ltd

This two-man band run by John Wickham and Gordon Coppuck seems to live from day to day, only their drive and enthusiasm keeping them above the surface. With very little money or facilities, changes are few and far between, but with Toleman not appearing it is possible that they will benefit by having better Hart engines than previously. Mauro Baldi is the designated driver of car number 21, but his position depends on sponsorship rather than ability, so anything can happen.

Benetton Team Alfa Romeo

There are no major changes to this strange consortium that struggles to regain the glory that once was Alfa Romeo. Still run by Gianpaulo Pavanelli's Euroracing organisation, with engines supplied by Autodelta-Alfa Romeo and money by the Benetton clothing manufacturers, it has retained its same drivers for 1985, Riccardo Patrese in number 22 and Eddie Cheever in car number 23. Although Carlo Chiti left the team last year, his compact V8 turbocharged engine continues to provide more than enough power, but economy is another matter, and high-technology engine-management systems still seem to elude the team.

Osella Squadra Corse

If Enzo Osella's team was ever to win a Grand Prix there would be rejoicing all along the pit lane for it is a happy little family which loves racing. They get on with the job without upsetting anyone or making enemies and keep themselves very much to themselves. Backed by Kelémata these very personal cars of Signor Osella fill out the field, but this year they have only nominated one car, their usual number 24 for Piercarlo Ghinzani. A wander down to the lower end of the pit lane during practice will always see Enzo Osella adjusting one of his Alfa Romeo V8 turbocharged engines, or merely warming it up while his driver puts on his helmet and gloves preparatory to going out to practice. All his life Enzo Osella has been an "engine man" and you can see that as he starts and runs one of his engines.

Ligier

This is another team that has its owner's name on the car, for Guy Ligier has been a life-long motor racing enthusiast, turning to construction after he retired as a driver. His early days in Formula 1 were structured around Jacques Laffite, who at the time looked to be a potential top driver. Laffite left the Ligier team to go to Williams, missing the moment of truth that would have put him amongst the Laudas, Picquets, Prosts et al, but he still loves driving racing cars so has returned to Ligier as number two to Andrea de Cesaris. The team could be heading for a good season as Gerard Larousse has joined them as team co-ordinator and Michel Tetu has joined them from Renault to direct design, the cars once again being powered by Renault V6 turbo engines. De Cesaris leads the team in car number 25, with "Happy Jack" Laffite in car number 26.

Ferrari SPA

What should one say about Ferrari? To me it will always be the *Scuderia Ferrari* regardless of any changes to the official title, and without a Ferrari entry a Grand Prix cannot be taken seriously. Last year they never looked like winning a race, neither at Imola nor at Monza, and that is bad for the morale of Italy as a whole. Because the McLaren team set such a new high in standards last year, even the Ferrari team looked pathetic, in spite of being better than they had been in 1983! By mid-season Mauro Forghieri had been removed from the top of the racing department and moved sideways into "special projects" while our own Dr Harvey Postlethwaite took control. The 1985 cars have a very different look, for the twin turbochargers previously mounted above the vee of the 120-degree engine have been moved to the sides of the unit. This has meant a complete revision of the engine design, for whereas previously the exhaust ports were on the inside of the vee, to feed the turbochargers, they are now on the outside, with the inlet manifolding in the middle. Basically this has lowered the centre of gravity of the power unit and allowed a smoother air flow to the rear of the car. In typical Ferrari fashion, while they were about it they designed and made a complete new gearbox. To try and change the team's fortunes Mr Ferrari decreed that the new cars would have a change of numbering. Previously the turbocharged series were called 126, referring to the 120-degree V6 layout, and had reached a C4 specification. Now they are called 156/85 indicating 1.5 litre 6 cylinder, and we are now up to C5. Suggestions that Ferrari was thinking of having the cars painted white and red (like a McLaren) were not true. There is no change on the driver front, Michele Alboreto being in number 27 and Réne Arnoux in number 28.

The much-vaunted four-cylinder engine seems unlikely to be used, as though it has proved a beautiful little power unit for use on the test-bed, its application to use in a chassis is another matter. It won't be the first time Ferrari has carried out an engine development project that never went into a chassis. Back in the dark ages I recall Peter Collins showing me a beautiful little 1,100 cc four-cylinder Ferrari engine that had been thoroughly tested on the dynamometer, so that Ferrari engine men knew all about 1,100 cc racing engines. This was because it had looked as though 1,100 cc sports car racing might catch on in European circles, and if it did Ferrari intended to be ready. As it turned out 1,100 cc racing remained virtually a British national affair so he abandoned the project. If there was a suggestion in the circles of power that Formula 1 rules might come up with a rule demanding broad-arrow two-stroke engines you can be sure that there would be one running on the Maranello test-bed before anyone else heard the rumour. Enzo Ferrari has been in racing a long, long time. I will always remember Carroll Shelby saying "Man, you've got to get up real early in the morning to beat old man Ferrari". Shelby was trying to change the state of GT racing with his Shelby-Cobras.

Minardi Team SPA

This small Italian group is taking the plunge from a strong position in the lesser formulae into the big time, with a single car powered by a brand new turbocharged V6 engine. After Carlo Chiti left Autodelta Alfa Romeo he was soon at work on a V6 version of his V8 Alfa Romeo engine for a new concern called Motori Moderni (Modern Engines!) and in less time than it takes some people in Formula 1 to sign a cheque, the engine was on the test-bed and the Minardi car has been entered for Pier-Luigi Martini to drive. Most people in England say "Minardi, who is he?" No doubt similar people in Italy have said "Macdonald, who is he? RAM, what is that?" Everone has to start somewhere.

Zakspeed Formula Racing GMBH

The name Zakspeed has long been respected in European saloon car racing, rather like our own Broadspeed establishment used to be. Erich Zakowski is the man behind it, his racing supported by a very strong Ford dealership. Like Brian Hart who started tuning and developing Ford engines, until he was able to make his own Hart engine, Zakowski has been doing similar things and now feels confident enough to enter the Formula 1 arena with a single car, powered by his own turbocharged four-cylinder engine. It has all the "state of the art" design features, including CFC construction, but like Toleman his tyre supply is his big problem. On the assumption that all will be well Jonathan Palmer has signed up as works driver, but we shall have to wait and see how things develop. The team never had any intention of going to Brazil, but it does intend to start the season at the Portuguese Grand Prix at Estoril on April 21st. A certain section of the media got all excited when Palmer signed as driver of the Zakspeed, putting it into the same context as Stirling Moss joining Mercedes-Benz, but I don't think it quite like that! My colleague A.H. said to me one day "I've been thinking about the Zakspeed Formula 1 car, it's a bit like Perrys, the big Ford Dealers in Essex, going into Grand Prix racing." I can't help thinking it is a bit more serious than that.

On the face of it, the Formula One Scene still looks very healthy, with a variety of cars and engines the like of which we haven't seen before. The driver line-up seems to have settled a bit, having gone through the stage where anyone who won a Formula 3 race was considered to be a potential Formula 1 driver. It never has been as simple as that, and there is only one name that is entirely new to the scene, and even he had a try at qualifying on one occasion in the past. If we have lost Toleman for good, it is sad, but we have lost teams before now and someone has always taken their place. Do you recall Team Surtees, Penske Racing, Vels Parnelli, Hesketh Racing, even BRM? They come and go.

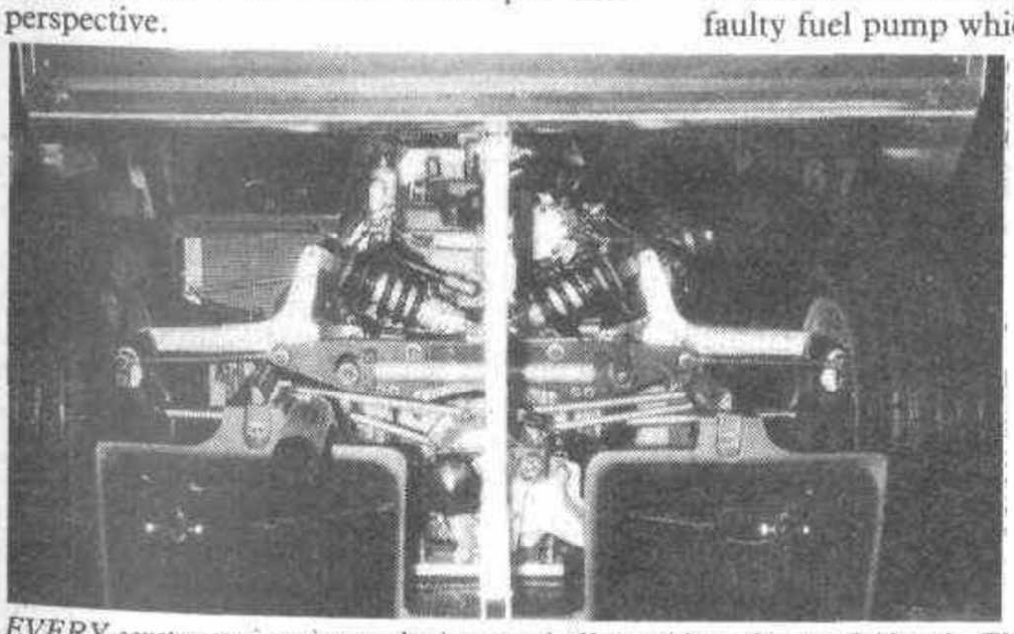
I am convinced we are going to see the names of BMW and Renault with us forever, though if the Regie Renault pulls its factory team out it will probably continue to supply engines to Lotus Ligier and Tyrrell.

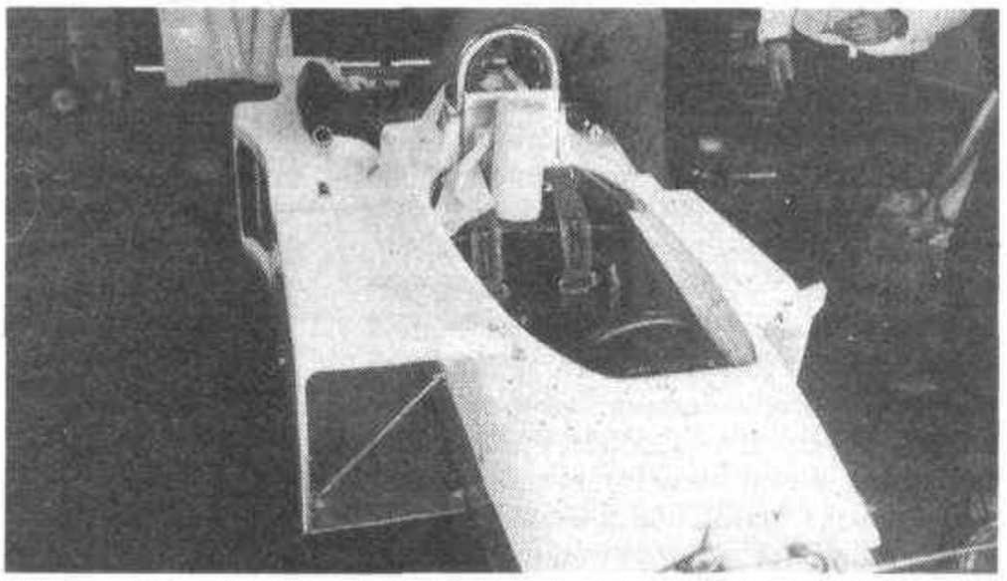
D.S.J.

Formula Three — A Fresh Start

THE 1985 British F3 championship promises to be the best for many years and the opening two rounds have seen large grids, close racing and a greater variety of machinery than we have been used to lately since Formula Three has been basically "Formula Ralt".

On the strength of the first two rounds, the Renard 853 is the pace-setter, having scored first and second both at Silverstone and Thruxton but the Ralt RT30 driven by Mauricio Gugelmin started from the front row and set fastest lap in both races. The new Anson SA6 has yet to be fully sorted but improved impressively in the week between the two races while the new Magnum 853, which has been much admired by everyone in F3, has so far been in the hands of two novice Finns who have not been able to exploit the potential of the car. By the time this article appears, however, it should have been tested by Johnny Dumfries so it will have been put into perspective.





EVERY constructor is trying to obtain ground effects without the use of sidepods. The Magnum 853 (left) features these air tunnels with the spring / damper units mounted well out of the airstream. The new Anson SA6 (right) with its reverse "coke-bottle" shape is claimed to generate more than 50% of the downforce of last year's ground effects car.

Of the drivers using up-dated 1984 cars, only Dave Scott has been able to make an impression, running as high as second in the rain at Silverstone and displaying all his old hunger for success after an unhappy year in the Japanese F2 series.

At the time of writing, the two Madgwick Motorsport Reynard-Saab cars have been disappointing. The first problem was that the very clever electronic management system was not quite clever enough and someone at Bosch failed to see that the hot wire which monitors incoming air and feeds information to the management system might sometimes have to deal with rain. At Silverstone, water cooled the wire which duly sent the wrong messages to the management system with the result that the engines ran chronically over-rich. The right-hand sidepod of these cars is designed to ram air into the 24 mm restrictor which is located in the pod but a questionmark hangs over its effectiveness. In order to protect the hot wire Maurizio Sandro Sala's car had a series of baffles put into the pod at Silverstone with the result that the air was starved of fuel.

At Thruxton, Anthony Reid's car retained the original system and struggled round in 12th place possibly starved of air while Sandro Sala's car was fitted with a Lucas system and he spluttered around at the tail of the field for two laps before expiring in front of the pits. Since these engines are backed by both Saab and Nicholson-McLaren Engines, they should not be written off and I confidently expect to see them on the pace, and even winning, before long. A conventional air box is among the routes to be explored.

The opening rounds have not only seen new cars winning, but also new teams. Andy Wallace won the opener for Swallow Racing which has newly graduated from FF2000. The relative inexperience of the team showed itself at Thruxton, however, when Wallace's cars twice blew engines due to a faulty fuel pump which delivered a too-lean mixture. In his one flying lap, on fresh tyres, Wallace was able to set a time which took him to fifth on the grid which indicates that his Silverstone performance was no flash in the pan even though he was unable to start at Thruxton. Tim Davies in the team's other car came sixth at Silverstone and second at Thruxton with a broken rear roll bar after initially leading.

Russell Spence, who was a race winner last year with Glenn Waters' Intersport Racing Ralt RT3, is this year run by another new team, PMC, whose main activity in 1985 will be F3000. Spence came second at Silverstone in an unsorted Reynard and won at Thruxton, having overcome his bogey circuit with tuition by Ian Taylor who runs the racing school there.

In 1985 we are witnessing the end of the myth that to be successful in F3 one must drive a Ralt prepared by one of the establishment teams who possess wonderful ways of making it super-competitive, with lots of secret preparation tricks.

That myth was demolished last year by Ross Cheever who drove a standard RT3 and won on several occasions. But, in fact, the widely-believed rumour that certain teams had a special way with Ralts was open to question anyway. When you saw a driver demolish his car on a Friday and sit in a brand new car on the Sunday and go as fast as ever, then you knew that nothing special had been done to the car, it had merely been bolted together properly. The Ralt RT3 was good enough to win in standard trim and close enquiries showed that teams generally prepared them to Ron Tauranac's specification, but did not make that fact public — why spoil a good story and perhaps lose customers?

The great thing about the new regulations is not that they have significantly slowed the cars, for they have not, but that there is a re-emphasis in the skills needed by the drivers to be competitive. Ground effects in F3 was a skew in the formula's progress. An F3 car with around 160 bhp and running on control rubber could not fully exploit ground effects, though the position was a little different with some of the softer compounds allowed in the European Championship.

Ground effects in F3 did not radically improve times, what it did do was to put a different emphasis on drivers' skills while, at the same time, making passing more difficult. Ground effects reduced straight line speed (current runners are finding a typical 250 rpm extra along the straights), the cars were subject to severe understeer when running in close company, and braking distances were shortened. Because they gripped better in the corners, they were easier to drive through bends. They were not significantly faster over a lap and a look at the records will show much more progress made in the five years prior to ground effects cars than in the five years following their introduction.

Ground effects cars only *appeared* to be quicker because Ron Tauranac had designed a good, but not sensational, chassis and had avoided the mistakes of his competitors. Because he had produced a marginally superior car, everyone bought it but it was really a case of chassis and suspension work

aided by a change of tyres, not aerodynamics. Last year, Gary Anderson, who designs the Anson cars, told me that he felt that the best car he could design for F3 was a slim, low-drag, model, rather like the successful FF2000 cars after constructors for the formula had entered a cul-de-sac in 1980 with ground effects. He said then, "The trouble is that if I did that, nobody would want to know. They are interested only in buying something that looks like a Ralt."

We will never know if he was right. The new regulations demand deformable structures on the car and the regulations were framed with the best of intentions, to allow and encourage bodywork up-date kits for the dozens, hundreds, of existing Ralts, Ansons, Magnums, Martinis etc. Having been invented, though, ground effects cannot be un-invented and so most constructors are exploring ways of creating "negative lift" in combination with low drag, for the new situation.

The Magnum 853 cars do this with two sidepods, an enclosed body and wind funnels at the rear of the car. John Robinson, whose sons, Ian and Stuart, were largely responsible for the design (everyone at Magnum answers to the name "Robinson") estimates that the new car has up to 75% of the downforce of previous Magnums. Detail attention to air flow extends even to thin aluminium plates over the lips of the front uprights.

The new car follows previous ones in that it is constructed from aluminium honeycomb and has rocker-arm rear suspension with the spring / damper units mounted laterally over the gearbox. Push rod suspension is used at the front and the whole package looks so neat and integrated, and is so well finished, that it has won the praise of everyone though the inexperience of the two works drivers has yet to allow the car to shine.

On previous designs, Robinson used a shaped fairing over the right-hand "empty" sidepod to reduce drag. Nobody paid much attention to this except one of the Ralt race-hire operators, sorry, leading team managers, who blanked off the right-hand pod of an RT3 only to realise, too late, that that pod housed the oil radiator. Both pods on the new Magnum are designed to generate downforce and are mentioned because what has happened with the Reynards.

After much time in the wind tunnel, Adrian Reynard's new car appeared and part of the aerodynamic package featured an underwing at the rear which, it was claimed, generated a degree of ground effects. The Reynard was described in last month's MOTOR SPORT but before the issue appeared two things had happened. The first was that Tim Davies had proven the strength of the composite monocoque by emerging unhurt from an almighty end-over-end crash at Goodwood (as later did Reid in practice for the Silverstone race) and the second was that Reynard had found an advantage by blanking off the right-hand "empty" sidepod. This modification, which encourages the air to pass under the car, is temporary and we can expect a new right-hand sidepod from Reynard shortly. At present there is an extra square foot of frontal area presented by taping over the right-hand pod and I would not be surprised if we shortly see an asymmetrical Reynard along the lines of the Ralt RT30.

While both the Magnum and Reynard use the fashionable "coke bottle" style of bodywork, the Anson SA6, with an Irish designer, uses an Irish coke-bottle shape in which the rear bodywork flares out rather than in. In this outward flaring are house radiators on both sides. The monocoque is of aluminium honeycomb, following previous Anson practice, while the sidepods are larger than they need to be to conform with the regulations. There are air escape vents along the top of both pods and, rather than use a shaped undertray to act as an underwing, Anderson has shaped the underside of the top part of the rear of the sidepods. Wind tunnel testing has shown that a model of this design gives over 50% of the down force achieved with the full ground effects car (over 600 lb at a hypothetical 150 mph as opposed to 1,200 lb with last year's car).

The car does not look elegant but Anderson defends the shape by saying that it works and works-supported driver, Keith Fine, came close to scoring points at Thruxton having spent the wet Silverstone practice sessions shaking the new car down and coming to terms with suspension settings which were far too hard.

The new Ralt RT30 follows some of Ron Tauranac's previous thinking in that the monocoque is made of sheet aluminium with honeycomb strengthening around the front bulkhead. The RT3 had the reputation of being a "lazy" chuckable chassis which was ideal for drivers making the transition from the Ford formulae. A senior man from Ralt has expressed the view that the new car has lost some of this characteristic and is perhaps not chuckable enough in the new circumstances. Traction seems to be the main problem at present, however.

The front suspension is by push rods and so is the rear except that the spring/damper units are not mounted vertically as on the Anson and on last year's Ralts but are fixed longitudinally on top of the gearbox. The asymmetrical design consists of a honeycomb platform on the right-hand side, which takes care of the regulations calling for deformable side structures while on the left there is another platform with the water radiator mounted on it and enclosed in a shaped cowl rather than a sidepod. Under the car is an upwardly sloping tray at the back which acts as an underwing, though the push rod rear suspension does get in the way a little.

In order to achieve slimness, a new exhaust system has been devised for the VW engines which are now used by all the serious runners, apart from the two who have Saab units. Engine men will tell you there is no power advantage with the VW engine over the previously popular Toyota but VW-powered cars won last year so everyone is using them this year.

Instead of the pipes running level with the exhaust ports they now dip down and exit over the rear underwing, the pipes themselves being partly exposed to the airstream.

Everyone is trying to present a clean rear end to the airstream, which is the reason for so many ingenious mountings for the rear spring/damper units, and the Ralt goes one stage further in having very slim rear bodywork.

The established race-hire operatives have been upset by the success of the new Reynard and three protested the cars at Thruxton. The basis of their argument was a technicality of the car's construction and not related to the sort of infringement which would lead to a performance gain. The protest was thrown out.

For the past few years the leading Ralt teams have formed an unofficial club, doubtless motivated by trying to serve the best interests of the formula. The new Reynard, in a relatively undeveloped state and run by new teams who are still learning about F3, has upset the status quo. The potential customer has now a far greater perceived choice of team and the myth of which I have written has started to crumble.

With the exception of DPR, the establishment has committed itself to using new Ralts, as it has done in the recent past. Team managers, or race-hire operatives, have not had to give serious thought to the cars they have chosen and, as for engines and gearbox tweaks, that too has been resolved by the simple formula of copying whoever has been winning.

The formula is currently in a state of flux with not only the dominance of Ralt under threat. If we tot up the total points scored during the first two rounds, we find that the drivers run by new teams have scored 38 while the drivers run by the establishment have scored 16. No wonder the protests went in at Thruxton!

I'm glad that the whole F3 scene has been given a thorough shaking for it has long needed it. The formula needs fresh blood not only among drivers but among teams, it needs innovative chassis and engines. It is certainly getting them and this year's series promises to be the best for a long time.

The only question waiting to be answered is whether the new cars will be quicker than last year's cars. To judge by the times being currently set and by the amount of development still to do, I will guess that we will see lap records broken this year and that F3 will recover from going up the cul-de-sac which was ground effects to give closer racing to allow the truly talented drivers and teams to demonstrate their worth. — M.L.



Looking Back With . . . Brian Henton

BRIAN Henton was one of the most popular, and controversial, drivers of recent years. Among team managers he had a reputation for arrogance, a quick temper and unreasonable demands — it was a reputation which was probably deserved early in his career, but the Henton I've known over the past six years has been the antithesis of that reputation, a charming, humorous man, with no side and completely lacking in "bull". He's a man I've seen going out of his way to be generous to young drivers and who has always made himself available to fans. Indeed, he is the first British driver I can think of who had his own fan club. As a driver he did everything except score a single World Championship point. Robin Herd, one of the most shrewd judges of driver ability in the game, once told me he rated Henton as the finest test driver in the world, bar none.

Until I visited Brian to finalise this article, I hadn't seen him for nearly two years. The last time was not long after he had brought the Theodore home fourth in the 1983 Race of Champions, after he had had his clutch pedal snap off. During the close season 1982/3 he had been trying to stitch together a deal which would have involved buying the Ensign team and running the cars with Hart engines. He'd an Italian sponsor lined up and Raul Boesel had money to bring for the number two seat. Then he found that while he'd been away racing with the Tyrrell team, the recession had bitten deeply into the businesses he's always had to run in order to fund his racing. He had a choice, go ahead with the team he had set up and ignore his businesses, with the possibility he'd lose both, or else take a rest from racing and turn his attention to his financial affairs, "I didn't own businesses, I was *sponsoring* them."

Two years ago, he said: "As for running my own team, it seemed to me notwithstanding my experiences in 1977 when I'd run the prototype March 761 as a privateer, that it seemed crazy not to put all my knowledge of motor racing to good use. People have spent millions of pounds teaching me the business. I've seen it from the inside, I've travelled the world, I know most of the people in racing.

"At the end of my year with Tyrrell in 1982, it was clear that I hadn't excited anyone enough to be offered even a number two F1 drive, though I'd wheeled and dealed. Buying my own team seemed a good way of doing things, but then I found myself in the Catch 22 situation, I need the team to go racing but I needed a healthy business in order to pay for it."

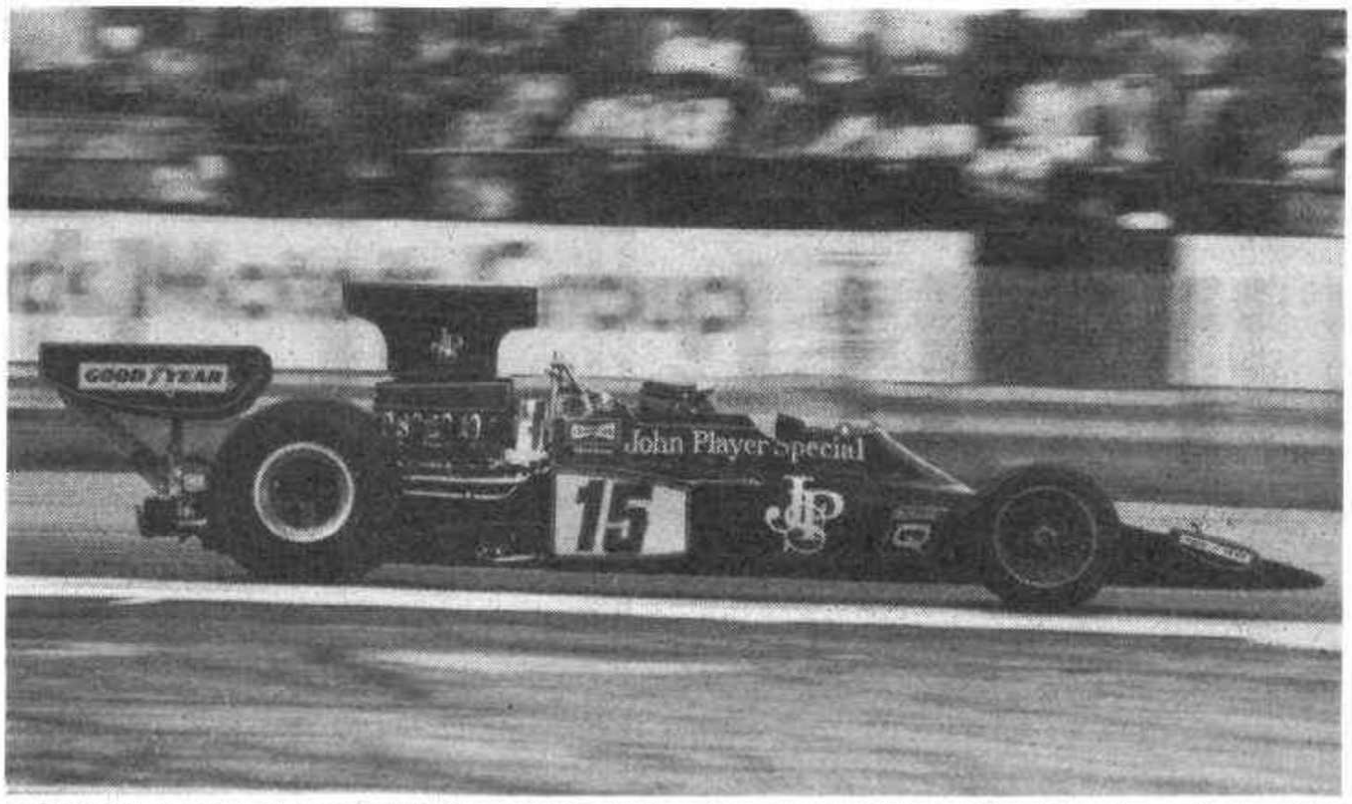
At that time he'd been talking, too, with some Indy teams, "They wanted a lot of money which I didn't have, and it was impossible to raise sponsorship. In the States they don't know me from Micky Mouse. I wanted only to do the sort of racing which would keep my name in front of the public so that in the event of the "distress factor", a driver becoming injured, I might be offered a Grand Prix drive. I've been in the game for 13 years and passed through the stage of driving for the sake of driving, I'm only interested in winning. There is no thrill in this world like beating someone on the race track. It's the pinnacle of all emotions especially since it was initially so hard to attain those heights.

"If I haven't got a drive by this time next year (1984), all the pictures and trophies will come off the wall and be stored in the attic. Some time in the future, I'll take them down, show them to my daughters and say, 'Your Dad was once a racing driver.'"

When I phoned Brian a few weeks ago, I asked him if he had retired. "I suppose I have," he said and, with typical enthusiasm started to tell me about his latest involvement with a property company which is renewing derelict housing and factories. When we met, he said, "I suppose I have retired, yes I have, though I don't like using the word. I'm still going through the process of de-tuning my mind. Nothing is going to replace motor racing and I haven't got over it yet. I've not been to a race since I stepped out of the Theodore at Brands Hatch in 1983. I suppose I'm half afraid that I'd go along and get involved all over again which, in view of what I've got going for me now would be a negative thing to do."

Brian Henton was born in 1946 and grew up in humble circumstances. When he was 10, Brian suffered the loss of his father in an accident at work and it was a bitter blow to him. Two years later, he was introduced to motor racing in a curious way. "It was coming up bonfire night and my mum had forbidden me to buy any fireworks. I went out anyway to the corner shop and bought a penny banger. I had nothing to light it with but we had one of those electric wall heaters so I turned it on and lit it against that. It started to fizz and I panicked so I rushed to the loo, which was part way up the stairs, and threw it in there. There was this big explosion and it shattered the lavatory pan. My mother then came through the door and was met by all the water from the cistern gushing towards her. She was terrified we'd be evicted.

"As a punishment, she forbade me from watching Derby County, took away my scarf and rattle. I was hanging around the middle of Derby one Saturday with nothing to do when I saw this bus going to Mallory Park so I hopped on." From that day on, Henton was committed to the idea of being a racing driver. He recently considered buying Derby County. "I'm a competitive person, I



HENTON fulfilled his prediction that he'd be with a top team by 1975 and he drove Lotus 72s on three occasions. In his own words, it was a case of the wrong man being in the wrong team at the wrong time.



A FAMOUS victory. After a wasted year with the Wheatcroft R26-Abarth F2 car which proved chronically unreliable, Henton came back into the spotlight by taking the Boxer 276 to victory in the 1977 Easter Monday Thruxton F2 race.

need to be involved in a competitive sport. It would be quite a challenge to take the Rams back to the first division. . . ."

There were two serious problems facing the young Henton's ambition, money was one and the other was his physique. "When I left school I was three stone overweight. I remember we used to have an annual cross country race at school in which everyone took part. I used to dread it for by the time the great blubbering whale, me, had finished the course, everyone else had packed up and gone home. Getting myself into the right shape took a long time and a lot of physical effort and mental anguish." Now Brian lists athletics among his hobbies.

In 1980, he was invited to take part in the televised "Superstars" contest. "I was down for a round at Peterborough but thought I'd be clever. I pretended to be ill and so was slotted into a later round, as I knew I would be. I spent my time weighing up the opposition, how they acted what standards they set. They were a great bunch and we had a lot of fun but were footballers and the like, not specialist athletes. Then I went away and trained hard in all the events because I wanted to do well for motor racing. I got myself into shape which would have got me into the top three in every event in Peterborough and sent off to Wales — and came last in the competition.

"The trouble was that all the stars came back from the Olympics and believe me, though 'Superstars' looks relaxed on the box, everyone takes it seriously. I'd be tucking into a big steak and a pint and there were these athletes with their trainers telling them what to eat, one glass of orange juice and half a carrot. Allan Wells' thigh muscles were bigger than my waist! I couldn't believe it. Still, I was placed in some events and at the end some of the guys came up and shook me by the hand and said they'd never seen anyone *try* so hard."

Henton left school at 15 without a single qualification and began as an apprentice in his father's old firm. "I remember turning up with 30 others at the works in my blue overalls, with my mashy can, two foot steel ruler, 40706 Apprentice, Henton, B. It seemed I walked through an avenue two miles long and 600 yards wide, with smoke and stink bellowing everywhere and thinking 'How is this going to make me a racing driver?'

Brian was not an ideal apprentice. It would be irresponsible of me to repeat some of his japes on the grounds that they might corrupt young minds. His ambition to be a racing driver, however, was undiminished but how could that be achieved on a weekly pay of £2? "I had this friend, Joe Cain, and we did anything which would make us money. We stood in Belper market and sold wallpaper and paint. We started a company "Art Metal" and sold things made of wrought iron, lamp stands and such. We bought and sold the odd car. I remember getting a 1929 Rolls-Royce Phantom I hearse for £30 and stripping it down to the last nut and bolt and restoring it. It took five years and I reckon our labour charges worked out at a penny an hour!"

On his 21st birthday, Brian left the works and drove his TR4 past the clapped-out Morris 1100 which belonged to the poor, put-upon, Apprentice Supervisor. "The poor bloke was glad to see me go but never did work out how I owned such a car."

It is commonly believed that Brian's first season was in F Vee but, in fact, he started with an Austin Healey 100/4. "I'd made some money supplying labour to building sites, the Lump it was called, when this chap said he'd written off his Healey against a tree. All he'd done was to rumple the body and bend the steering arm. I took it off him for a fiver and it took all of five minutes work to straighten it. I was going to go racing so I went along to this chap who'd got a load of old tyres and so on and selected a set of secondhand Dunlops. The trouble was I'd four tyres in three different compounds, blue spot, green spot, you name it. Then someone sold me a set of 'ex-Ferrari' Borrani wheels. What I didn't realise was that the rears had been offset 1½in and we managed to put the two offset wheels onto one side of the car. Having sorted out the handling we went for the engine.

"Someone got the biggest SU carburetters you've ever seen, probably off an aircraft engine. We raised the compression ratio, fitted a hot cam, added a racing distributor and filled it with Castrol 'R', the works, and by the time we had finished it could do an absolutely genuine 75 mph. A loss of 25% of performance.

"Still, we got it going and took it down to Castle Combe on the back of a caravan trailer. It fell off and damaged the tow car but I nearly won my first race — by wiping out the field.

"I started mid-grid but quickly spun it as I'd done a dozen times in practice. The marshals pushed me back on the track but it had been raining and the car was clogged with mud. First I sprayed the marshals and then put the rest of the mud on the track. Round came the pack and they were everywhere. Unfortunately they ordered a re-start or I reckon I'd have had a début win. I was the only one still on the track."

The Healey was replaced with an early Marcos. "I didn't think it was handling right so I asked this friend what tyre pressures he used. He said 40 psi at the rear, but he drove an Aston and I was in the Marcos. First time at Copse, when there were banks at the corners at Silverstone, off went the Marcos and spread itself for hundreds of yards along the track. There is a photograph



PRIVATE effort, Henton ran a secondhand March 761 during 1977 but qualified the car only once.

somewhere of the crowd at that corner and over the heads of the crowd is a pair of legs, me. As I staggered back, the crowd parted like the Red Sea. We took the car home in the back of a small van."

That put Henton's racing career back for a couple of years and he diversified in business making, among other things, those plastic cones we all love to see along motorways.

1970 saw him in a Formula Vee Austro and after already having spun three times during his first two racing laps at Cadwell, managed to wipe off two wheels against a marshals' post on the third lap. However he went on to finish second in that year's championship, winning it the following year.

"Nobody ever heard of anyone who won in FVee you had to do well in Formula Ford to get noticed. So I spoke to this journalist I knew and asked him how I should capitalise on my success. Muhammed Ali was all the rage at the time and being quick off the lip and it hadn't done him any harm. This chap, who is still a friend, told me I had to make myself known. So I stood up and predicted I'd be with a top Grand Prix team by 1975, which I was (Lotus), and would one day be World Champion. It certainly made people notice, if only to say, 'Who is that crazy idiot?'"

Unfortunately the ploy also offended some people and laid the basis for Brian's subsequent reputation. "When I started, I had the biggest possible chip on my shoulder, and that was my motivation."

1972 saw Henton in SuperVee where he finished runner up in the British Championship and the following year he entered F3 with a GRD 373. "We had a great deal of fun with one of Girston's Racing Disasters. We went all over Europe, my mates and I living in the truck. We'd fill up with diesel before we left England and when we were getting low would stop by road works and wait until the workers knocked off then we would refuel from contractors' vehicles." Henton's car was unreliable but he picked up some money but eventually it ran out and his career was saved only by some good late-season runs in the works F3 Ensign.

He had done enough to be offered the works F3 March in 1974 and had a truly successful season, winning 17 races, two championships, and holding the F3 lap record at every circuit in Britain. Seventeen F3 wins in one year is impressive by anyone's standards even if most of the best young chargers were in Formula Atlantic.

"By 1975 I had a works-loaned F2 March (Henton led the Thruxton race until a tyre blew) and there were some overtures from March F1 and Frank Williams, Lotus was going through a lean patch, Jackie Ickx had despaired of the team and left, and I was asked to test the car at Silverstone.

"The Lotus 72 looked a million dollars but was one of the worse I'd driven at the time. When I got out, Colin Chapman asked me what I thought. Well, I was feeling so confident, I'd had these overtures, nothing in the world was going to stop me from being World Champion, I was a cocky young blighter, and I told him it was a load of crap, the worst thing I'd driven.

"Colin's face cracked into a grin and I was more or less offered the drive there and then. He knew the score and all the other drivers who'd tested it had told him how marvellous it was and he was relieved to find someone who talked straight.

"I did three races with Lotus and it was a case of the wrong driver in the wrong team at the wrong time. A year earlier, a year or so later, and who knows? There was no new car on the horizon. John Player were thinking of pulling out. I couldn't stand the pressure at that stage of my career and, besides, I thought it would be easy to get a drive elsewhere." Some of the rows between Henton and Chapman are legendary.

"I wrote to Colin telling him I wanted out and waited to slot easily into another team, but once you've been in F1 and come out, it's hard. It's only since I've left motor racing that I've come to understand what a small world it is. Word went round on the grapevine that I was bolshie, impossible to work with and so on, and I got no offers. You could say that bad PR ruined my career. Being quick is only one tenth of getting on, there are so many other factors. I'd got a bad image and found it difficult to lose.

"Having said that, there was some truth in the rumour. Leaving Lotus like that knocked me off my pedestal and the following years knocked a lot of the rough edges off. It changed my attitude to racing, and people in racing, and prepared me as it were for my re-birth in 1978/9.

"I could have stayed with Lotus and I will never forget Chapman saying to me, 'You will never, ever, drive a Formula One car again.' Two years later I nearly blew my brains out trying to prove him wrong when I ran a private March. Mind you, when Ronnie Peterson died I could have had the Lotus drive for less than the £25,000 which Jarier put up, but I didn't have the money. Jarier had been written off but the two drives he had at the end of 1978 with Lotus put him back on the road again."

Tom Wheatcroft tried to come to the rescue with the Mike Pilbeam-designed Wheatcroft R26 F2 car with its chronically unreliably Holbay / Abarth engine. "A very nice car, but the engine was underfinanced. We practised but never saw a race." Later in the year Brian had a few outings with the F2 Boxer PR 276. At Thruxton in 1977, Henton took a sensational win in the Boxer and then funds ran out.

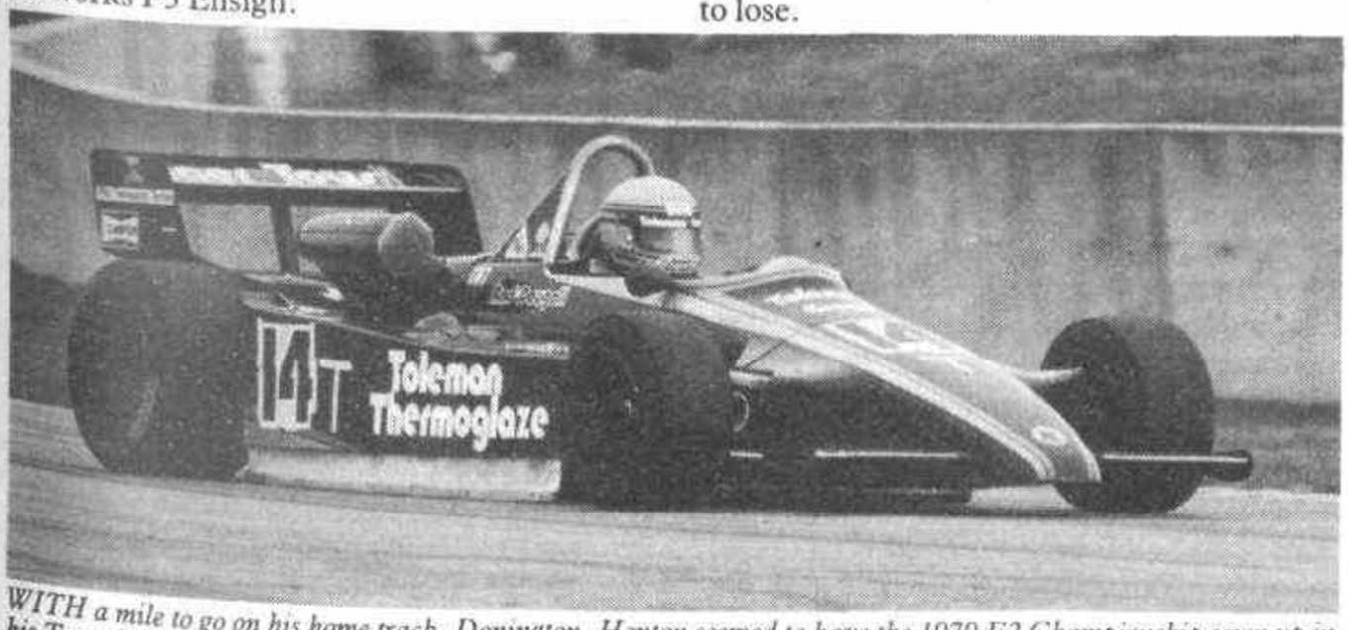
Meanwhile he had formed the British F1 Racing Team Ltd (nothing like a modest title) with Derby playwright, Don Shaw. "We had one engine and the prototype March 761. Our transporter was an ex-Gas Board van we bought for £250. We had five mechanics, three of whom got paid." Brian then went into a series of hilarious anecdotes involving the Greek "gofer" who lived in a tent in a field and whose burning ambition was to design F1 cars for Surtees, no other team would do.

A promising tenth at Long Beach was followed by a series of DNQs in Spain, Britain, and Austria. "A couple of years later the guy who kept bumping me off the grid told me how he had done it. It wasn't exactly cheating, it was marginal. I nearly thumped him after all the heartache. But I wish I'd thought of it myself."

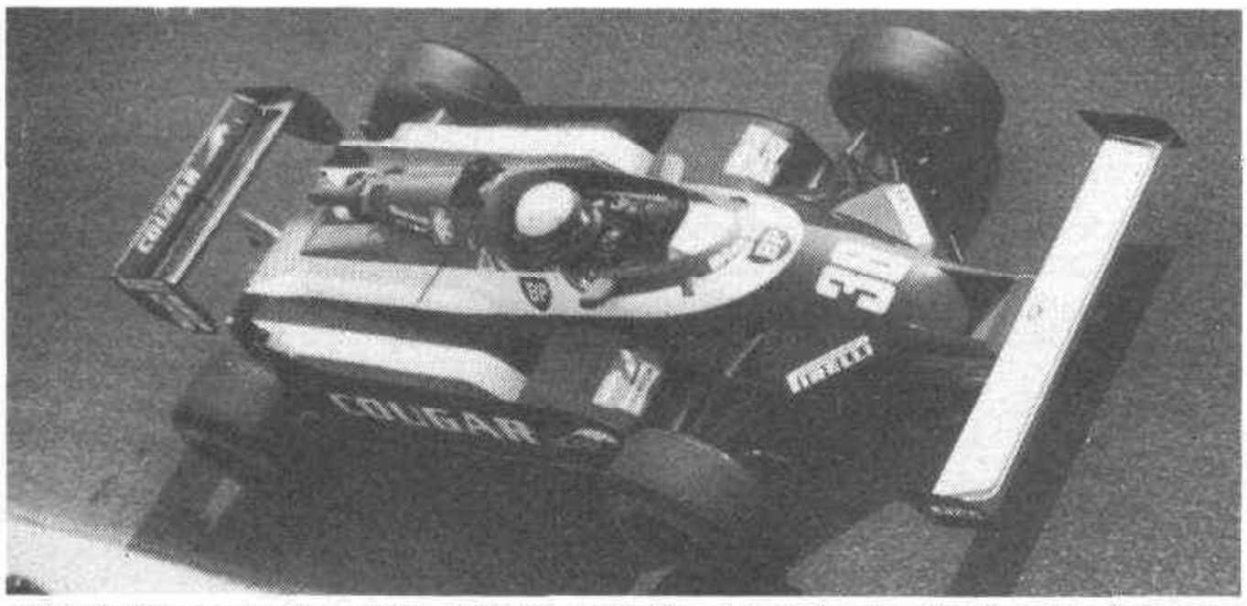
A drive with Ensign in Holland saw him take the car up to seventh before spinning and being disqualified for receiving a push start. The season ended on a down note when he failed to qualify the Boro Ensign at Monza.

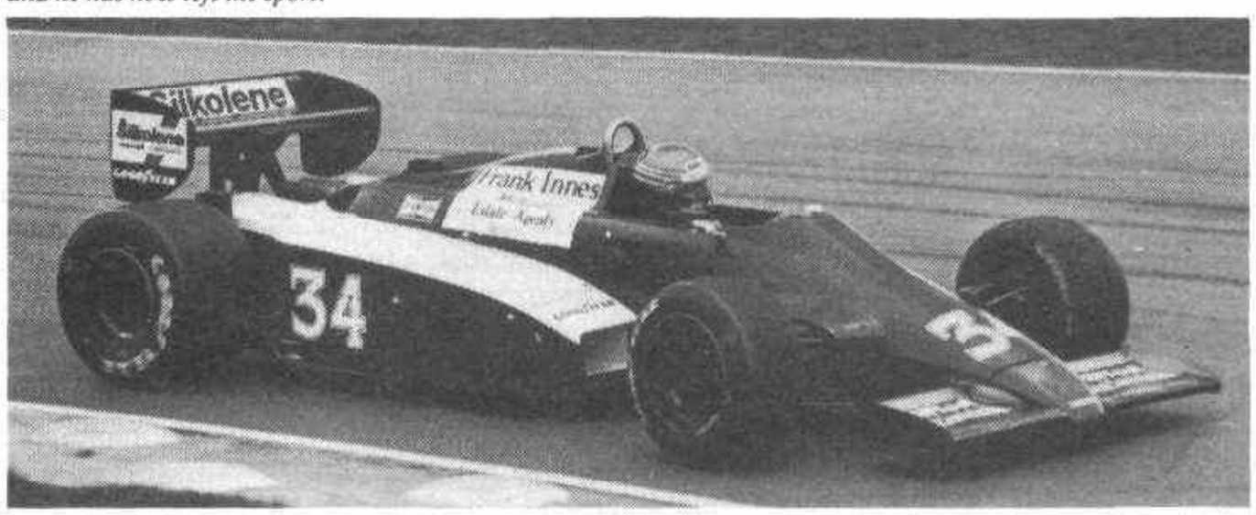
1978 saw him back with a private March 782. "The best moment in my career was setting pole at Pau ahead of all the works cars." On stretched funds he qualified ahead of Tambay, Giacomelli, Cheever, Prost, Lafitte, Daly, Ghinzani and Winkelhock and a look at other grids that year see him faster on occasion than Rosberg, Mass and Surer. Sixteenth in the series after endless DNFs was poor reward for the effort but the manner of his driving saw him invited to lead Rad Dougall in the Toleman-run Ralt RT2s in 1979.

At Mugello and Misano he was first over the line but was disqualified, contro-



WITH a mile to go on his home track, Donington, Henton seemed to have the 1979 F2 Championship sewn up in his Team Toleman Ralt RT2 but a spin handed the title to Marc Surer.





(ABOVE) The first time that a Toleman TG 181 qualified for a Grand Prix was when Henton made the grid at Monza in 1981. (Below) There were no thoughts of retirement in Henton's mind as he brought the clutchless Theodore MN 18 home in fourth place in the 1983 Race of Champions. However, no further drives came his way and he has now left the sport.

versially, for missing the chicane at Enna, though he took the flag. At the last round, Donington, he led the race and the championship until a mile from the end when he had brake failure and spun, passing the title to Surer. Sitting, shattered, in his pit afterwards, he decided he would never again race with a green helmet, and has since worn a blue one. Then, typically, he put on a smile and went to congratulate Surer and to take the commiseration of his fans.

The entry of BP into the Toleman team in 1980 saw Brian out in the cold, for BP wanted to push its young protégés, Derek Warwick and Stephen South, Henton lined up to go with Paul Newman's Can-Am team and then South took unofficial leave from Toleman testing to try a McLaren. The upshot was that South was out (he took over the Newman drive and ended his career in a crash) while Henton was given another chance.

"My contract at Toleman made me number one, but I made it clear from the start that I wanted Derek to have identical equipment. If I won the Championship, I wanted to do so on merit, not team orders. Derek and I drove on the limit the whole year. It was no-holds-barred stuff, we were more intent on beating each other than beating the opposition. Yet off the track, Derek and I had and have a really good friendship, we're similar in nature and background and think alike."

This part of the Henton story is too recent and, because it was successful, too well-known to need much reiteration. Brian won the championship with 61 points, 19 clear of Warwick, who finished second. It was not an effortless win, Henton had to re-motivate himself to prove himself once again in a category in which he'd already done so much. Warwick's subsequent performances have shown just how fierce a rival he was and though the team's Pirelli tyres were undoubtedly superior to the opposition, more than once Henton drove to the line with his tyres shot, grittily picking up places.

In the winter of 1980/81, Toleman equipped on of the F2 cars with a turbocharged Hart engine and then went ahead with a full F1 design. The muletta had promised much but the TG 181 was overweight, ill-balanced and, from the start, suffered installation problems. "The hybrid is the quickest car I've ever driven. There were times at Goodwood when the F2 brakes got so hot that I thought I'd finish up in Bognor Regis. Stepping from that into the TG 181 was like stepping from F1 into Formula Ford."

The team started way off the pace but by mid-season were close to qualifying. Henton looked as though he might do so at Silverstone but had a huge shunt at Woodcote which demolished the Toleman and sidelined him. "There was such a great atmosphere in the team that I felt I'd willingly die to put them on the grid, and I very nearly did."

Henton and Warwick each qualified only once in 1981, Brian at Monza and Derek at Las Vegas. "Though I never won a Grand Prix, or even scored a point, I know what winning must be like. Our Italian sponsors were at Monza in force and when I qualified, they kissed each other, cried, and brought out the champagne. The car went onto three cylinders soon after the start but I managed to bring it home tenth."

The sponsors wanted an Italian driver for 1982 and since Brian had only a one-year contract he was out, although his qualifying times were overall better than his team-mate, Henton qualifying faster than Warwick on eight out of the 12 occasions the cars appeared.

In 1982, he raced three times with Arrows and then completed the season with Tyrrell in the shadow of Michele Alboreto, the one highlight being fastest lap at Brands Hatch.

A 36-year-old Grand Prix driver who has never had a points finish is not likely to be on the top of anyone's list and yet the fire was never diminished. "As soon as I heard that Reutemann had retired I got in my car and drove down to see Frank Williams for whom I've done a lot of testing. It was in a blizzard, a total white-out with the motorways closed and accidents everywhere. Frank was surprised I'd made it at all, but I wanted that drive."

After the one race in 1983, in the Race of Champions, there was nothing and Brian has not been near a race circuit since. With hindsight, it's easy to see the mistakes he made in his career, but equally, given the way in which he had to tackle his career, working to finance himself, it's easy to see how those mistakes were made. In the realm of business, he is a self-made man but in racing was always dependent on the decisions of others.

There must be a question mark over whether he might, given the right car at the right time, have made it to the very top, for he never was, and didn't. He says, with a grin, "I know within myself that I could have been World Champion, the trouble is convincing everybody else."

Talk to him of his new business venture and you are at least convinced he has lost none of his edge, he becomes animated as he shows you plans and models and is so convincing I nearly leased an office from him until I considered the distance from Sheffield to Standard House. There are still a few "Ifs" and "perhaps, in a couple of years. . . ." but you know he's finally retired even though the bug has not yet got out of his blood.

As we left he pointed to his car, a second-hand Rolls-Royce Silver Shadow, "That's me these days, a rich bloated capitalist pig driving a Roller, none of your sports cars," but it's said with a deep chuckle. "Superhen" never quite hit the top but will be remembered with affection as one of the great characters of British motor racing.

— M.L.

Toyota MR-2

A Sports Car for the Eighties



THE TOYOTA MR-2 has been a tantalising prospect for some time. First we heard news from markets where it had been launched, and the news was good. Then we were able to see it at the NEC, and most of us liked what we saw. In January I was able to drive it in Portugal, and two to three hours at the wheel confirmed all the reports and earlier impressions. Toyota has built an extraordinary motor car, the car MG or Triumph should have been allowed to build.

This will be a brief report for we hope to have one for a full test shortly, though it will probably cause strife in the office as everyone clamours to drive it.

Toyota's 1,587 cc dohc 16-valve 4A-GE engine is mounted transversely amidships and is mated to a 5-speed gearbox. The same set-up is used in the fwd Corolla GT about which I wrote enthusiastically last month. The engine is remarkable for its smoothness and the way it revs freely up to 7,600 rpm, giving maximum power (122 bhp) at 6,600 rpm and 105 lb/ft torque at 5,000 rpm. The gearbox is crisp, light and positive and in combination the two units are exhilarating.

Only one level of specification will be sold in Britain and for £9,295 a buyer receives every option which can be put on the car, a detachable glass sunroof, electrically operated windows, central door locking, alloy wheels and a good quality radio / cassette player.

As with all mid-engined cars, storage space is restricted. Much of the front space is occupied by the spare wheel though it is possible to add items such as overcoats and a few small packages. There is no space behind the seats but there are generous cubbyholes in the doors and a rear boot behind the engine will take two small suitcases. If packing for a holiday for two, careful thought is therefore needed.

Though it is a small car, entry is easy through the wide doors. Seated at the wheel, everything feels right: the seats, the style of trim, and the way in which the controls are set out, for nobody designs a better dashboard than Toyota.

The first thing which strikes one when on the move is the grip under take-off. I drove it over cobbles, and worse, and the car coped admirably under all conditions. Handling and ride were exceptional and road and wind noise low, though engine noise could be irritating at high revs.

Braking (discs all round, ventilated at the front) is excellent, as is the steering which communicates with a driver. Conditions did not allow adventurous exploration of road-holding, but the impression the car gave was that it was having fun with the driver and would forgive any indiscretions.

It was not possible to take accurate performance figures, but a top speed of 122 mph seems about right along with 0-60 mph in around eight seconds. Economy in the region of 30 mpg overall with a higher figure, say around 35 mpg on a long run, would seem to be about the mark.

With no fewer than four bulkheads, the MR-2 has been designed with strength, safety and rigidity in mind, and these virtues are conveyed to the driver in the way the car feels solid under all conditions.

Leaving aside the admittedly restricted carrying capacity, inherent with a small mid-engined coupé, and accepting that my experience of it was on a launch and not living with it for some time under workaday conditions, I feel that the MR-2 is well nigh faultless. — M.L.



Lancia Y10

— a "piccola" surprise

IN ITALY and France the Y10 will be called an Autobianchi, elsewhere in Europe the Lancia Autobianchi Y10. It may not be the best of starts for a promising mini-size newcomer from the Fiat group, but success in the UK market is going to transform Lancar's ailing fortunes from June onwards. The Heron Group company will follow up with the Thema models in the autumn, spelling out that Lancia's UK registrations can only go one way . . . up!

Lancia make no bones about calling the Y10 an ideal second car for people who want prestige finish and fittings. The seats are luxurious, the instrumentation comprehensive, and the more expensive versions will have such items as central locking and power-assisted windows.

The packaging of the 11 ft 1½ in car is very neat, with expansive glass area, flush glass, and a markedly wedge-shaped body boasting a drag coefficient of 0.31. Lancar expect to sell three versions at between £4,500 and £5,700, ranging from the 45 bhp "Fire" engine model to the 85 bhp Turbo, with the 1,050 cc normally aspirated version (55 bhp) in between.

All three have a five-speed gearbox (with double selector rods for easier gear-changing), rack and pinion steering, disc / drum brakes with a powerful servo, MacPherson strut front suspension and an interesting "omega" rear suspension system with long trailing arms hinged at the centre, with variable rate bushing.

The omega suspension makes no demands on interior or boot space, and rear loading is made easier by pantograph type hinges on the door, swinging it forwards as it goes up.

Even the 45 bhp version of the Y10 is quick enough to be mildly interesting, and smoothness is a notable feature. A maximum speed of 90 mph is achieved without any strain, while the Brazilian Fiat origin 1,050 cc, 55 bhp model is quite entertaining. Though seen primarily as commuting cars, the piccola Lancias certainly wouldn't make a chore of longer journeys.

A top speed of 111 mph, and a dash to 60 mph in around 9.5 sec, will mark the Turbo version out as a latter day Mini Cooper. Performance is good throughout the range, the little IHI turbocharger, allied to a Weber twin-choke carburetter, giving the top model potent acceleration even at 80 mph or more.

Stiffer dampers and wider tyres (155 section rather than 135) seem not to spoil the excellent ride, one of the Y10's best features — especially when compared with other short wheelbase "mini GT" models like the Fiesta XR2. Designed for the more sophisticated customer, perhaps already a Lancia owner, the Y10 is quicker, quieter and more comfortable than most rivals.

Judging by the number of top-spec Polos, Metros and Fiestas sold in Britain, there is a clear market for the little Lancia with some excellent features built in, rather than added on. Lancar's plans to import 2,000 in the second half of 1985 should not be too optimistic. — M.L.C.

RALLY REVIEW

The Swedish Rally

CRICKET squares are not shaped that way by accident. The cherished centre of a ground is made deliberately larger than a game requires so that wickets may be moved along when necessary, allowing a worn surface to recover and providing a fresh one for the next match.

Alas, the same cannot be done with the surfaces on which rallies are held, and if the passage of 10 cars causes wear which diminishes adhesion, the driver of the 11th simply has to grin and bear it. Furthermore, there's not much an organiser can do about rutting and other surface damage caused long before the start of a rally by the considerable recce traffic passing over special stages in order to make and perfect pace notes. Practice could be banned, of course, but such a rule would be unpopular with drivers and difficult to enforce in countries where public announcements of road closures have to be made in advance. In any case, FISA forbids practice bans on World Championship rallies.

It is a logical assumption that a Winter rally in Sweden will take place on snow, ice or a mixture of both, and planners usually prepare for such conditions. But the good strategist, a cut above an ordinary planner, would know that Mother Nature is rarely logical. He would also know that the Swedish Rally has a history of "uncharacteristic" conditions, and would prepare for surfaces other than just ice and snow.

Since the Rally to the Midnight Sun moved from the Summer and became the Swedish Rally, cars have become more powerful and tyres far better at putting that power to use. The pounding given to the rally's stage surfaces has increased, and for many years it has not been unusual for a road's covering of snow and ice to become worn very quickly down to the gravelly dirt and even into it.

There may even be deep ruts and potholes, and car builders have to consider that not all the going will be polished and smooth. Audi claimed to have been caught by surprise when stages on February's Swedish Rally were mixtures of ice, snow *and* dirt, often rutted badly, but this might just as well have been an admission of bad planning, for these conditions have been pretty frequent in our experience — and the history books are there for all to read!

Roads worn down to the dirt are also disastrous for tyre studs. Although they remain sharp and firm on ice and snow, hard running over abrasive gravel chips will soon blunt, deflect or even dislodge them, seriously diminishing their effectiveness on whatever ice or snow may follow. This was probably the worst hazard of the rally, and it was clear to all that adhesion near the start of a stage was generally better than near the end.

At least one driver, Blomqvist, made an effort to diminish the hazard by employing a crew to drive through the stages just before the roads were closed, to record the exact positions of dangerous gravel patches or ruts; similar work to that of the ice-note crews of Monte Carlo. It was not a new ploy, however, for others have done the same in both Scandinavia and Africa — in the latter case to record mud holes.



FIRST two-wheel-drive car home was Ingvar Carlsson's Mazda RX7, eighth overall.

The best surface for a snow rally is one where packed snow covers a thick layer of solid, well-established ice. For this to happen, the temperature should fluctuate between plus and minus, the former to melt the snow and the latter to refreeze it into ice, thereby adding laminates which wear better than snow, no matter how firmly packed. This Winter the temperature had been too low for too long, the snow had not melted, and the ice layer was on the thin side. Mild conditions can produce the same result, of course, and have often done so; opposite cause, same effect!

But however difficult the conditions, it was reasonable to predict that the winning car would be one of five — three Audis and two Peugeots. After all, four-wheel-drive was going to be an immense advantage whether the snow and ice would be tainted by gravel or not. Four of those cars finished in the first four places; the fifth retired.

The Peugeot 205 Turbo 16s were driven by Vatanen / Harryman and Salonen / Harjanne, the former, after their many victories since the middle of last year, firm favourites even though only once before had the Swedish Rally been won by a foreign driver.

Audi's hopes were pinned on World Champions Blomqvist / Cederberg, very much on home ground, and they were backed by Mikkola / Hertz and Röhrl / Geistdörfer, the latter comparatively inexperienced on Scandinavian rallies.

Others of note were Eklund / Whittock and Lampi / Kuukkala in long-wheelbase Quattros, and Carlsson / Mellander in a Mazda RX7, not to mention a respectable British contingent braving both the cold and the cost.

Throughout the 29-stage event, based at Karlstad and packed into 24 hours between the mornings of Friday and Sunday, there was no doubt that Vatanen was in complete command, confident, relaxed and showing no concern that Blomqvist was striving to get ahead. When Quattros first made their appearance, they were unspectacularly stable compared with sliding Escorts and Opels. Things have changed, for the Peugeots are now the sure-footed ones and the Quattros slide and bounce all over the place.

Little by little, Vatanen steadily opened out a lead during the ten-stage first leg, returning to Karlstad a minute and a quarter ahead of Blomqvist, who in turn was 36 seconds ahead of Salonen. Röhrl was fourth, followed by Mikkola, Eklund and British driver Malcolm Wilson in a Quattro.

Eklund had been experiencing a bad misfire and power loss, cured to a certain extent, after much searching, by replacement of both battery and alternator. His lack of power brought Röhrl close behind him, but the German also lost time as it was very difficult indeed to overtake through the clinging white mist known as "ice dust". A two-minute interval applied to the front runners, but even this was not enough when a car experienced trouble and slowed.

Mikkola came very close to retirement when he slid into a ditch, but rather than stop and begin a digging operation he blindly kept his foot down and, some 40 yards on, was rewarded when the car leaped back to the road again, miraculously undamaged.

Lampi wasn't so lucky; when he went off it took them half an hour to dig their way back again, dropping to 88th place. He completed that leg, climbing back to 46th, but then decided that it was futile to go on wasting effort and valuable tyres, so he promptly withdrew and returned to Finland to prepare for the Hankiralli the following weekend. Welshman Dai Llewelin got his Quattro into a deeper predicament, and took all of three hours' spadework to regain the road, by which time it was too late to

continue.

After a seven hour night stop, Audi men were delighted when the Saturday morning brought a steady snowfall, for the Quattros were suffering more from stud damage, expecially on front wheels, than the Peugeots, explained by the fact that Audi has an equal power division between front and rear, whereas Peugeot can reduce front and increase rear.

Fresh snow is always difficult, but it made no difference to Vatanen even though he was first on the road. His car was not immune from stud damage, however, and he lost half a minute in an encounter with a snowbank. But instead of digging, he was able to reverse out quite easily and he stayed ahead of Blomqvist. Team-mate Salonen went off twice, but held on to his third place.

Towards the end of the second leg Röhrl stopped rather dramatically when, without warning, his engine blew up. Complex, to say the least, Quattro engines have seldom been trouble-free, but it was unusual for one to succumb in quite that way. Röhrl had been doing very well, but we get the impression that his early return to Karlstad was not tinged with much disappointment on his part, or his co-driver's for that matter.

Another Audi driver to stop with engine failure was Wilson whose turbocharger, strangely enough, was said to have been affected by ice. In ninth place halfway through the second leg, he was able to continue for a while but eventually retired when the engine seized.

At the end of the second leg, Vatanen's lead was only four seconds more than it had been at the end of the first, but he was firmly entrenched and Blomqvist could do nothing to shake him. As expected, the final leg produced no drama among the leaders, and that was the way the rally finished, Audi dismay being such that stories began circulating of a withdrawal from rallying unless results in Portugal and Kenya were more encouraging. This is something that the Ingolstadt board must be considering, for the coming of the new Peugeot has put a sudden end to Audi supremacy, and no-one likes losing after all. There is also talk, not denied, that work is being carried out on a rear-engined car for the future.

The Group A tussle between Ericsson and Pettersson, both in Audi 80 Quattros, became very close indeed at times, but the former had his hopes dashed when, after spinning, hitting the snowbanks and thanking his stars that he hadn't left the road, his engine lost nearly all its power, found later to be the result of snow blocking the air intakes. Pettersson ended as group winner, with sixth place overall. Best placed Britishers were Lovell / Davis who were 24th in a Ford Escort 1600. Jackson / Orrick were 27th in an Opel Manta 400, Rose / Vegel 35th in a Nissan 240RS and Nicholls / Jenkins 48th in a Vauxhall\Astra GTE.

By the time this issue of MOTOR SPORT is published, one more World Championship qualifier, the Portuguese Rally, will have taken place and teams will be embroiled in preparations for Easter's Safari. Those two events could well produce changes in the championship situation.

Results

1st:	A. Vatanen / T. Harryman (Peugeot 205 T16 GpB)	4 hr 38 min 49 sec
2nd:	S. Blomqvist / B. Cederberg (Audi Sport Q GpB)	4 hr 40 min 38 sec
3rd:	T. Salonen / S. Harjanne (Peugeot 205 T16 GpB)	4 hr 42 min 15 sec
4th:	H. Mikkola / A. Hertz (Audi Sport Q GpB)	4 hr 50 min 32 sec
5th:	P. Eklund / D. Whittock (Audi Quattro GpB)	4 hr 55 min 50 sec
6th:	G. Petterson / A. Pettersson (Audi 80 Q GpA)	5 hr 02 min 03 sec
7th:	M. Ericsson / I. Johansson (Audi 80 Q GpA)	5 hr 03 min 16 sec
8th:	L. Carlsson / B. Mellander (Mazda RX7 GpB)	5 hr 08 min 35 sec
9th:	M. Jonsson / A. Gustavsson (Opel Ascona GpB)	5 hr 09 min 07 sec
10th:	K. Eriksson / B. Thorszelius (Opel Kadett GpA)	5 hr 10 min 22 sec

115 starters, 15 finishers

Hankiralli

JUST a week after the Swedish Rally there was another Nordic winter event, Finland's Hankiralli, a qualifier in both European and Nordic Championships. It didn't attract the works teams which went to Sweden, but it was nevertheless a slick, highly competitive event, its 24 hours packed with 450 km of special stages, some of them long with not much time for service. By comparison, the Swedish had 510 km in 48 hours.

The rally was based at Kalastajatorppa, a luxury foreshore hotel on the Helsinki outskirts where parking facilities, on the scarce side at the best of times, were made more so by roadworks and the presence of a visiting African president and his entourage in the building next door. The hotel is the weekend Mecca of enthusiasts, as the Laajavuori Rantasipi is during the Thousand Lakes, but spectators out in the woods were much fewer than during the summer event, perhaps because of the bitter cold and perhaps because the World Championship event attracts more well known names.

The cold was intense, the lowest temperature being about 30 degrees below zero, but many a popular spectating point was warmed by a bonfire around which grateful watchers gathered at intervals to thaw their numb feet, hands, noses or whatever. The snow had not had a chance to thaw, refreeze and consolidate, so the passage of each car left a trail of "ice dust" which made overtaking hazardous except in clearings where there were no trees to obstruct the wind.

Among the leading entries were Lampi / Kuukkala and Laine / Huolman in Audi Quattros, whilst a similar car was driven by the president of the Finnish Automobile Sport Federation, Kari Sohlberg. His protégé, Sebastian Lindholm, drove an Audi 80 Quattro (with the number AIN 1 — *ain* means always!) and we feel it worth suggesting his might be a name to watch in future. Many a good professional, champions among them, have been first spotted in Finnish events, and during the rally Lindholm showed just as much promise as people like Vatanen have in the past.

Pitkänen / Mänttäri drove a Nissan 240 RS, Jonsson / Gustavsson an Opel Ascona, Gröndahl, the former Saab and Toyota engineer, a Citroën Visa and Toivonen (Harri, not Henri) / Wrede an Audi 80 Quattro. Andervang / Schoonenwolf drove a British Escort RS rented from Tony Maslen, whilst the only Britishers were Russell Gooding and Hywel Thomas from South Wales in a Rover Vitesse in which they plan to tackle the European Gp A series this year.

If the Swedish result was predictable, in Finland it was certainly not, for right through the rally Laine and Lampi indulged in a tremendous fight with very little to choose between them, each changing tyres as often as he could afford in order to chip split seconds from his stage times.

The manner in which the duel was resolved was strange indeed; first Laine went off the road into a snowbank, losing a little time getting the car back to the road. Recovery complete, off he went, leaving a gaping hole in that snowbank. When Lampi came along he went off in exactly the same spot and went through that very same hole. Without any bank to slow the car down, it went much further off the road, and the digging operation, helped by just four spectators, took some seven minutes, a delay which put paid to all his hopes of a win.

Pitkänen stopped, after a variety of troubles, when his gearbox jammed, Andervang when his Escort's crankshaft split, and Gröndahl when a driveshaft broke, allowing the oil from the combined engine / gearbox / diff system to leak out.

Gooding, after a sensible drive in a big car with a diff ratio that seemed too high and a camshaft which produced the power somewhat too far up the rpm scale, came to a premature end when he bounced between the snow the snowbanks and rolled the car over, causing some suspension damage in the process of sliding on its side along the road.

Mats Jonsson put up a stirring drive to take third place and the Gp A category, whilst the young Lindholm finished fourth. Both visiting Icelandic crews finished in their identical Toyota Corollas, thoroughly enjoying their first experience of the way Finns combine friendship with rivalry. Pauli Toivonen won the Veterans' event, but his compatriots thought he took it too seriously by driving an Audi Quattro whilst they were in Saab 96s, Skodas, Beetles, Avengers, Escorts and the like.

Finland is by no means a cheap country, but if you plan to tackle a snow rally next winter, this is one to consider, for you'll get a warm welcome, cut-price studded tyres will no doubt be available, and you won't have to meet the hefty costs of a long practice session. — G.P.



VAN DIEMEN'S reputation was established when Don MacLeod switched to an FA73 midway through the 1973 season. Above, MacLeod on his way to victory at Silverstone.

The Constructors — 3

Van Diemen

THERE is an old chestnut about a young man being interviewed for a job at Ford. "Tell me, what do you think we make here?" he was asked. "That's easy, sir," the interviewee replied, "you make cars." "Wrong!" he was told: "We make money and we make money by making cars."

Much the same could be said of the Snetterton firm, Van Diemen International Racing Services Ltd. Its founder, Ralph Firman, has seen dozens of constructors come, and most of them go. Yet, after 13 years as a constructor, his company will soon join Lotus, Lola and March as a member of an unofficial but exclusive club, those makers who have produced over 1,000 racing cars. Van Diemen has restricted its sights to just the Ford formulae but still manages an annual turnover in the region of £1,000,000.

The aim of this series is not only to profile individual constructors but to examine, through them, the British motor racing industry which, last year, provided the cars which won over 95% of all single-seater races in the world, excluding purely national formulae. We began by looking at the recent struggles of Richard Owen Engineering and Design, a company in the process of establishing itself. Last month, it was the turn of Reynard Racing, which is trying to progress from being merely a Ford formulae constructor into F3 and F3000, with F1 as the stated goal. Van Diemen has been chosen as the third to be examined because it provides a contrast with its predecessors. Unlike Richard Owen's company, it is established with a long record of successes and a firm dealer network in every country where racing is taken seriously. It also has an entirely different, but equally successful, philosophy to that of Reynard Racing.

Unlike Reynard, Van Diemen has no ambition to progress beyond the Ford formulae, which it knows so well. It is true that this year there will be a Van Diemen Can-Am car but the company has acted as co-ordinator in this project, subcontracting most of the work, including the design. It will, however, assemble the cars which will bear its name and take overall responsibility for them. While Reynard tries to build everything in-house, Van Diemen subcontracts 70% of components mainly to small firms run by ex-Lotus men which are dotted all round Norfolk. Part of the work undertaken by Glenn Waters' Intersport Racing, for example, is subcontract work for, among others, Van Diemen — it helps to keep the most visible part of his business, his F3 team, on a secure financial footing. Since Van Diemen places large orders (the company built 121 cars last year, exactly the same as Reynard Racing, not counting the 30 Reynard kits supplied to Rondeau to start FF1600 in France), Firman can negotiate keen prices while the subcontractor has the assurance of a fairly substantial amount of work over the year.

Van Diemen's total workforce numbers 20 and like all racing car manufacturers faces problems of assembling most of its products during the short "building season" over the winter months. Subcontracting the bulk of components means that the company is not overmanned during the relatively slack period from May to December. It is not unusual for racing mechanics from the smaller teams to spend the winter months working for constructors during the "building season" while some teams retain their men and have them assemble new cars in the constructors' workshops.

At the time of my visit to Van Diemen, mechanics from the Silverstone-based British Racing Prospects team were preparing their 1985 cars, something which is beneficial to both parties. It enables the team to obtain its finished cars more cheaply, to retain the mechanics over the winter, to give the men the chance to know the last nut and bolt on the new cars and to incorporate the minor modifications which every team likes to make to a standard car. Van Diemen benefits by having the assembly of a number of cars taken care of.

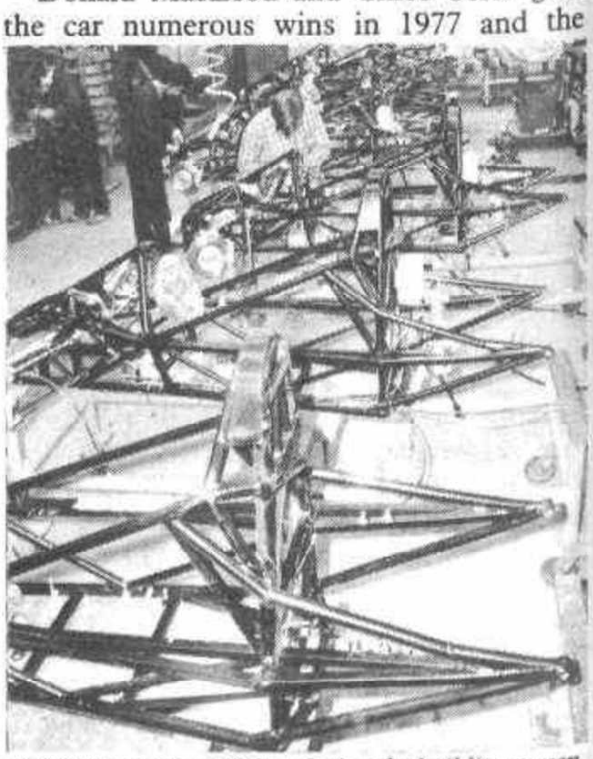
Look at many constructors and you will find a partnership of two complementary talents: Frank Williams and Patrick Head, Ron Dennis and John Barnard, Adrian Reynard and Rick Gorne, John Wickham and Gordon Coppuck and so on. In the case of Van Diemen it is Ralph Firman, who founded the company, looks after the business side and who runs the works teams, and Dave Baldwin, the designer.

Firman began life as a mechanic and, while employed by his brother-in-law, Jim Russell, worked with Emerson Fittipaldi when the great Brazilian came to Britain in 1969. He subsequently set up his own race preparation business and ran Carlos Pace in F3 in 1971. Two years later, he teamed up with a Tasmanian, Ross Ambrose (Van Diemen's Land is the original name of Tasmania) with a view to building racing cars and also a hot water cleaning system which Ambrose had designed. The partnership lasted only three months and Ambrose left, taking his cleaning system with him.

The FF1600 FA (Firman Ambrose) 73 was one of those cars which was right straight out of the box and Donald MacLeod switched to one mid-season and proceeded to win the BOC Championship. The same design, now named the RF (Ralph Firman) 74, was extremely successful the following year but started to flounder in 1975 which was the year in which a number of rival makers started to produce cars with the first significant development modification in Formula Ford — new engine mountings. Previously, standard Ford side mountings had been used but then came mounting the engine at the front and using it as a semi-stressed member to produce a more torsional rigidity.

1976 saw few FF1600 cars made and the firm was kept going by building ten variants of the GRD 763 F3 car after GRD collapsed. At the end of that year, Dave Baldwin designed a new car, the RF77, which became the mainstay, with modifications, of Van Diemen up to the end of 1983.

Donald MacLeod and Chico Serra gave the car numerous wins in 1977 and the



A VIEW of the workshop during the building season.



AS WITH most motor racing car manufacturers, Van Diemen depends on the complementary talents of two men. Ralph Firman (left) runs the business and the works team and Dave Baldwin (right) designs the cars.

following year saw it successful both in FF1600 and, to a lesser extent in F2000. In 1980, inboard front suspension was introduced followed by inboard rear suspension the following year and so on, with small changes up to the end of 1983.

There has been a suspicion in motor racing circles that Firman employs a press gang in South America for a large number of talented South Americans, especially Brazilians, have come over and driven for the works team: Senna, Gugelmin, Roesel, Mansilla, Serra, Guerrero, Moreno and Toledano with Paulo Carcasi joining Mark Blundell in this year's works FF1600 team. In fact, it all operates by word of mouth, a new driver coming to Britain naturally feels reassured that a fellow-countryman, such as Ayrton Senna, has successfully gone the same route before.

Psychology plays an enormous part in racing, hence the small differences between each year's new cars. The RF77 was basically the same machine as the RF83 but customers like to feel they're getting the latest and, therefore, the best. If a car runs with side radiators one year and a radiator in the nose the next, the new location has got to be quicker, whether or not it actually is so. It's important for a driver to feel that he is driving the best machine.

Most production racing car constructors make these changes year by year to encourage new buyers. Sometimes the modifications give improved performance, frequently, however, they are cosmetic. If a new car works better in a spaceframe formula like FF1600 it is often because all the components are fresh and the car is bought by a serious competitor, not because of an inherant design advantage.

In thirteen years, there have in fact been only four basic Van Diemen designs, 1973-76, 1977-83, the slim-line car of last year and the new RF85. The tightness of the regulations in FF1600 gives a designer little leeway, he is a painter of minatures where every brush stroke has to be precise, rather than the painer of large-scale landscapes where occasional lack of attention to detail is not noticed.

Under normal circumstances the RF84 would have had at least a three year production life but last year, a new American design, the Swift came good. The design had been widely admired by British companies when it appeared in 1983 but America does not have the same motor racing industry and many thought that the company would not be able to produce sufficient cars at the right price in order to pose a threat to British dominance. The Swift company proved doubters wrong, partly by buying components from Britain, and it is now the design to beat. Since the American market accounts for a substantial percentage of the sales of most British FF constructors and F2000 is being introduced there this year, Van Diemen is effectively building its 1987 car now. So seriously is the challenge from Swift taken that Calvin Fish has been recruited to drive a works FF1600 car in the States.

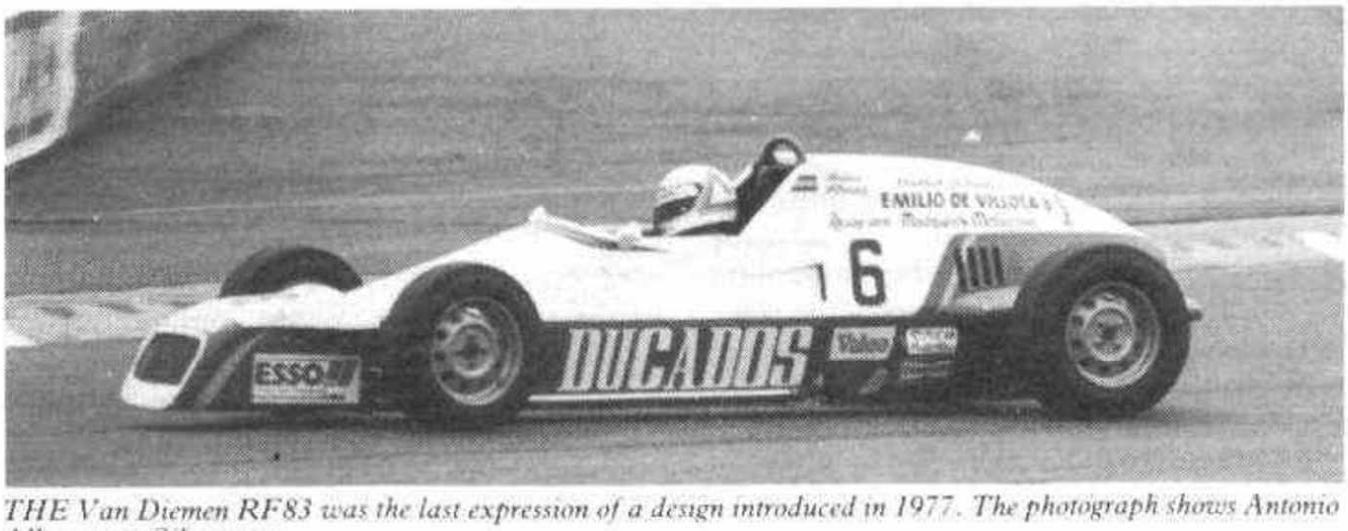
The RF85 has an unusual front suspension layout with the dampers mounted vertically just behind the dashboard and operating via levers onto the front rockers. This helps to achieve a very small frontal area, for reduction of drag is currently the most important design variable in the Ford formulae and Baldwin has recently been spending time with a wind tunnel. At the rear of the car, the bulky front end of the Hewland gear box has been cut off to reduce drag and the box is now mated to a casting which contains the oil tank while, underneath, an aluminium sump bolted to the front of the casting gives greater stiffness. The spring / damper units of the rocker arm rear suspension are mounted within this casting well out of the air stream.

Dave Baldwin expands on his design: "We have constantly to look at costs and so the specification of the front dampers was chosen because we happened to have 300 of them in stock. We have to make a compromise with the car so that it will work for European FF1600 which uses a single compromise tyre, Dunlop in Britain, Avon in most of Europe; American FF1600 which allows for treaded and slick racing tyres; and F2000. This year the matter was further complicated by the proposed introduction of Formula Turbo Ford. FTF now seems unlikely to happen but, at the design stage, I had to take account of it for it is only financially viable for us to produce one frame to cover all formulae.

"Last year, our 1600 cars were very successful in the major British championships but Reynard overwhelmed us in F2000 because their design compromise had a bias towards the bigger category while ours was towards to smaller. Our new F2000 car has gone very well in testing but Reynard has had some initial problems so a number of teams will be running last year's cars initially to see which way the wind blows before putting in their orders. We know we will build well over 100 cars this year, including 25 for Ford for use in the 'Champion of Champions' race at the British Grand Prix meeting and those cars will then launch FF1600 in Portugal, but we have no way to knowing how many will be for F2000."

Like most racing car designers, Baldwin is a straight-forward man. Now just turned 44, he served his apprenticeship with Pye, the television people. "I was so lucky, I had a super grounding. When you think of television you think of wires but Pye are a good general engineering company involved in, among things, fighting vehicle design for the Ministry of Defence. Most of my work involved jig and tool design and I got a grounding in fabrication as well as precision engineering."

At the age of 24, he answered an advertisement in *The Times* and found himself working at Cheshunt for Lotus Components, the division of the company



THE Van Diemen RF83 was the last expression of a design introduced in 1977. The photograph shows Antonio Albercete at Silverstone.



DAVE COYNE enjoyed an immensely successful season last year with the works' RF84. The car was scheduled to have a three year production life but competition from the American Swift design caused a premature re-design.

which built the production racing cars. He previously had had no special interest in racing but soon caught the disease. As a junior design engineer, his experience covered single-seaters, sports cars and the racing Lotus-Cortinas. In 1971, he spent a short time with GRD and worked on McLaren's Indianapolis cars before returning to Hethel, this time with Team Lotus during the last days of the Lotus 72.

An approach from Mo Nunn, whom he had first met when working on the Lotus F3 cars, saw him designing the Ensign 176 which was driven by Ickx and Amon. This was a widely admired design which, despite the team's small budget, was generally to be found just behind the leading bunch. Before he completed the Ensign 177, he moved to Fittipaldi and designed the FA5 which had a strong resemblance to his Ensign cars.

"To succeed in F1, you have to be 100% committed. My wife became ill and I could not make that commitment, being away from the family so often." Baldwin then became a freelance working for Van Diemen from the end of 1976 and joining the company full time in 1980. Among his projects was designing a new chassis for the Panther Lima. "The original Lima was based on a Vauxhall floor pan and was not very stiff — if you parked with one wheel on the kerb, you couldn't open the doors!"

For a company to produce 1,000 racing cars of any type is a remarkable achievement and it shows how well the Firman / Baldwin partnership works. Baldwin sometimes regrets not competing against the very best designers in F1 but has his priorities, and his family comes first.

Firman has seen too many small firms over-reach themselves by attempting to move into the higher formulae and has made a decision to stay in the world he knows and in which he has been very successful. "We have our ups and downs, sometimes we're on top, other times we're coming second. Coming second doesn't damage us, though coming third might. In the past, we haven't always taken F2000 seriously though we had a great year in 1982 with Ayrton Senna.

"Part of my motivation is to work with young drivers at an early stage in their careers and it's good to follow their progress later. I knew from the start that Senna was going to be sensational, he was not only quick, he had the right approach to racing. Some people say that running a works team in FF1600 is unfair because you're competing against your customers but every manufacturer runs works teams, except that some have special relationships with particular outside teams and drivers. Everyone has to have these relationships, you naturally want the best drivers to use your cars."

Baldwin says, "Look upon it as a research and development team. We are not competing so much against our customers as against other manufacturers. If we come up with a new setting, we can pass it on within days, a new component takes longer but, in the end, our customers benefit."

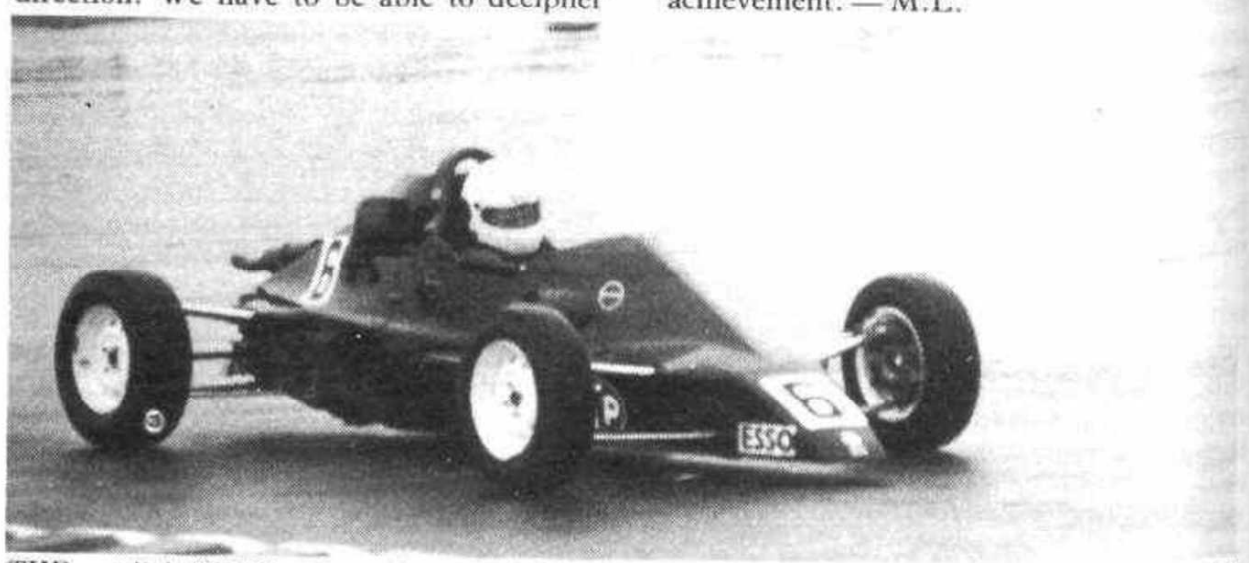
One problem which FF1600 teams have is that they are dealing with relatively inexperienced drivers who might diagnose oversteer in a car when really they may be inducing oversteer by turning into corners too soon. "Some don't know the difference between oversteer and understeer," says Ralph. "Sometimes," says Dave, "they'll ask us to change settings and we'll pretend to, or else change them in the opposite direction. We have to be able to decipher what's really going on with a driver before we can act on it. This is where a really promising driver, like Senna, shows himself."

FF1600 is a tight little world within the broader context of motor racing. As I've written before, its overall health is important to the British motor racing industry as a whole for the sheer volume of work it generates keeps so many subcontractors in bread and butter business, so they are there when teams from the higher formulae need to use them. Firman estimates that Van Diemen keeps 50 subcontractors' employees occupied full time on work it farms out.

In view of Jenks' recent articles about fake historic cars, it's interesting to comment that there is a sub-industry in producing low-cost replacement parts, nose cones and the like, for almost every volume-produced racing car. These "pirates" do not have to offset research and development costs and so can undercut manufacturers. "I bet," says Dave Baldwin, "that someone is offering RF85 nose cones even before the season starts." In years to come when an RF85 becomes an "historic" (collector's item, must appreciate) I wonder whether there will be arguments over fake period nose cones!

1985 will be a crucial year for the company, for many people will buy the RF86 on this year's performance. In F2000, to which Van Diemen is now committed, it must claw back some of its reputation and customers which were lost to Reynard last year. In America, it must show that it has the measure of the Swift or it may start to fall behind in that crucial market.

Sentiment plays no great part in motor racing and if the Swift continues to lead the way in the States, then you can be certain that examples will soon be seen in Britain and Europe. My hunch is that 1985 is going to be a good year for Van Diemen for the RF85 is a clever, elegant design, it may not dominate but it should be competitive and, of course, some time this year we will see the one thousandth Van Diemen. Even if the car wins no championships, then the building of car No 1,000 will still be a remarkable achievement. — M.L.



THE neat little RF85 has begun the season in fine form, taking the majority of the early races in both FF1600 and FF2000.

BOOK REVIEWS

THE ORDNANCE SURVEY has published a second edition of its large format paper-backed *Motoring Atlas* which has several improvements. Most of the country is now shown at a very detailed 3 miles: in, with the exception of the north of Scotland, and the place names are now in a more legible, if less attractive, typeface. Colouring appears to be less distracting than on the first edition copy which we reviewed, while a wide range of symbols indicates items of interest; there are also clear town maps and a large index. With its large pages, the Atlas covers an area of 65 x 45 miles per spread, which reduces page-turning during solo drives. The price is £3.75, and the publisher is Newnes Books.

Even more comprehensive is the *AA 3 mile road Atlas*, which, though to the same scale as the OS offering, comes as a thick, heavy and expensive hard-backed volume of 282 pages at £14.95. Generously endowed with town plans (central Whitley Bay even!), it also sports an introductory section of the sort the AA specialises in — Living with Motorways, From Village to Town, and other cheery articles. Fine to read once perhaps, but not necessary in an atlas. Otherwise it is clear, if not as pleasantly coloured as the AA's own 4 miles: in maps, and it shares with the Ordnance Survey atlas the advantages of National Grid references, essential for following the RAC Rally, for example. One novel feature is the provision of a clear plastic overlay with arrow stickers to assist route-finding — potentially rather useful. The book is ideal for office or home reference, but really too bulky for day-to-day use in the car. It is available from AA Centres, bookshops, or by post at £16.40 including postage from the AA, Mail Order Dept., PO Box 51, Basingstoke, Hants RG21 2BR.

* * *

I really did not expect to enjoy a book called "Muscle Cars", but the cheerful Introduction to John McGovren's book of that name rather caught my attention.

The meat of the book actually makes very interesting reading, for apart from describing the Chargers, GTOs and Road-Runners, it discusses their marketing and the effect this performance image had on the big manufacturers of Detroit, with a brief digression about European equivalents — such as the Chysler-engined Bristols. No mention of the big Iso cars, or of the Pantera, but Facel Vega is included. Mind you, I thought the particular model illustrated was called the *Facel* II, but perhaps the publishers were making a point in their caption which calls it the *Fecal* II. . . .

Another interesting chapter is one on "Alternatives", which oddly includes any of those American cars which have ever had pretensions to being what we might call "real sports cars" — the Corvette, the Cobra (yet again Carroll Shelby gets most of the credit for these astonishing machines in which AC actually had a vital hand) and the Shelby GT350, the Mustang-based supercar which undoubtedly was Carroll Shelby's own project, and which was one of the few genuinely fine-handling cars to come out of America.

Apple Press (Gray's Inn Road, London) have done a fine job of the generous colour illustrations, and have kept the price to a very reasonable £5.95. — G.C.

* * *

The industrious Graham Robson has been compiling an MRP "Rally Library", No. 3 of which is now out, covering in picture and text the story of the Talbot Sunbeam-Lotus cars, which really got off the ground with Tony Pond's 4th place in the 1979 San Remo Rally, which a colour plate in the soft-cover 64-page book recalls. Specifications of the cars and a table of how they performed, in this case from 1978 to 1982, set off this useful record and all rally-fans will need these little publications to relive great days. Motor Racing Publications Ltd, 32 Devonshire Road, Chiswick, London W4 2HD offer it at £4.95, the previous books having covered Audi Quattro and Vauxhall Chevette HS and HSR. — W.B.

* * *

Some highly desirable cars, in the guise of the YJ-series Jaguars and the 1945-1985 Rolls-Royces and Bentleys, are the subject of the latest informative books in the "Collector's Guide" publications from Motor Racing Publications Ltd, 28 and 32, Devonshire Road, Chiswick, London, W4 2HD. The Jaguar book is not unexpectedly by Paul Skilleter and the other two, divided into two volumes of which the first is about the standard-production R-R and Bentley cars up to 1965 (omitting Bentley Mulsanne and R-R Silver Spirit). The second volume taking in these makes in *coachbuilt* form up to this year, are by Graham Robson. These very attractive "Guides" cost £9.95 each.

W.B.

* * *

Bob Stearn has had the ingenious idea of compiling a book about car makers in the area in which he lives, called "Croydon Cars", although we believe other titles, related to regional manufacturers, are contemplated. It will be interesting to see what historians make of his first effort. The book covers more than 25 makes from AC to Wingfield and although coverage of many is necessarily brief, new facts emerge, such as the first fatal accident to a motorist and the first fatality to a pedestrian by a motorcar allegedly happened in the Borough of Croydon. The book covers the Trojan in some detail, including the Company's Elva and McLaren connections. It is not quite certain whether its brief is to include commercial vehicles or not but there is much of interest and 30 illustrations. Minor criticisms are that there was more in AC history between the Sociable and the Light-6, although this belongs to Surrey history, and Austin hardly pursued a "one-model policy" after introducing the A7. It is also news to me that De Sotos were assembled at Croydon — I would have said at Kew, and in my younger days the exciting General racing car would have been called a GMC. However, here is another book for old-car buffs to buy, by sending £2.25 to Stearn Publishing, PO Box 297, Croydon, CR3 3TZ and it was clever of Bob to get Oxo among his advertisers, as the present Brooke Bond (Oxo) Company once had 2,000 Trojan vans. — W.B.

Cars In Books

A STAUNCH reader, Mr S. H. Simpson of Leicester, has sent me an extract from "Living In Lakeland" by Tom Smithies (Robert Hale), describing how Beatrix Potter used to visit Mary Fell, clad in shawl and clogs, but nevertheless arriving in a chauffeur-driven Rolls-Royce. There is also a story of two old lady friends of the author who were waiting for a 'bus to Elterwater at Skelwith cross-roads when a car stopped and the rear door opened, and someone got out. The ladies climbed in and thanked the driver for stopping, whereupon he intimated that he had only stopped to drop a passenger and had not intended to give them a lift! Very different was their experience a week later, again waiting for a 'bus, the ladies were offered a lift by the driver of a Rolls-Royce. They were going to a whist-drive in the Co-Operative Hall at Chapel Stile but felt this was no explanation to give the Rolls' owner, so made an excuse and got out at the hotel, saying they were visiting a sick relative. At the whist-drive, however, there was the Rolls' owner and his wife. "Your relative made a remarkably quick recovery", he said!

Another thoughtful person has sent me a copy of "One Last Glimpse" by James Aldridge (Michael Joseph, 1977), which is a fictional version of an actual journey Ernest Hemingway wrote about in his book "A Moveable Feast", when he drove *circa* 1929 from Lyons to Paris with Scott Fitzgerald. Aldridge makes the famous writers take a journey from Paris to Fougères in Brittany, with himself, the book being in the first-person, and an English girl named Bo. There is also a green, Isotta-Fraschini owned by rich American friends of the girl, described as "large, sparkling, rich, beautiful, fast, self-contained and powerful." It is depicted on that dust-jacket as being driven by a cloche hat, and having four small-bore uncharacteristic vertical exhaust pipes on the off-side of the bonnet.

The car Aldridge makes Hemingway and Scott Fitzgerald do the journey in, with all its adventures, is a 1928 Fiat. It figures prominently in what is, apart from that, a very readable book.

I have no means of knowing whether Hemingway used a Fiat on the journey described in "A Moveable Feast" but I intend to investigate. The Fiat in "One Last Glimpse" crashes in the end into a lorry and the girl is killed, rather as the girl in the glamorous Hispano Suiza died in Michael Arlen's book "The Green Hat". . . . Assuming that Aldridge had some information about Hemingway's and Scott-Fitzgerald's cars and the latter was in fact a Fiat, it is amusing to gather the clues and try to decide what type it was. It is quoted as a 1928 Fiat, a make the young man recounting the story had driven once before — giving the sense of the important place this held in the 1920s — a little blunt-nosed car. This made me think at first that it must have been a 501 tourer. But the 501 was not made after 1926. The boy, asked if he can drive it, enquires whether it has "gate gears". Scott doesn't know, having borrowed it only the day before from the niece of the Isotta's owner, who turns out to be Bo. In the event, however, they all drive it.

Accepting that it could not have been a 501, and the "blunt-nose" more applicable to the Rolls-Royce-like radiators of later Fiats, could it have been an overhead camshaft 509, accepting that the later version of the 501, the 503 with square radiator compared to the more rounded contours of the 501's radiator, as out of production by 1928? Further clues are that it seems to have had good brakes, as when Hemingway braked hard in a temper the occupants were flung about, Scott onto the floor, that it is described as having a "little singing engine" (the 990 cc 509 was very low geared), and it was clearly a tourer, with a canvas hood. In one place its nose is called "aggressive", which could just suggest a vee radiator or at all events a larger "blunt-nose" than a 503 would have. Also, it was said to be able to do about 70 mph, alarming Bo. . . . If it suggests anything, the Klaxon horn was sounded with a button in the centre of the steering-wheel . . . I wonder what the historians of the Fiat Register might make of it? [N.B. I have since read Hemingway's "A Moveable Feast" (Jonathan Cape, 1964).] It confuses things by the author saying that if preferred the book may be regarded as fiction but that such a book of fiction may throw some light on what has been written as fact, and the car Hemingway says Scott used for the journey is a small Renault (one assumes a 9/15) with no roof, this having been cut away after it had been damaged in some manner at Marseilles — so now a very odd looking object with its saloon top removed. It also apparently required new piston rings and had been run without enough oil and water, causing it to overheat sufficiently to burn paint off the engine. The sump seems to have held two litres of lubricant. Perhaps on second thoughts what was implied was a tourer on which the hood had been damaged and therefore removed, but Scott refused to let the garage in Paris where the car was being serviced replace it (could they have replaced a *saloon* top?), saying his wife disliked cars with tops, in consequence of which they had to stop and take shelter every time it rained. The only other car in the book is the old Model-T Ford of Gertrude Stein's with which she was having some ignition trouble. This causes Hemingway to wonder whether the inept boy mechanic who was working on it had ever been conveyed in such a Ford converted into an ambulance, which used to burn out their brakes going down the mountain roads during the war with a full load of wounded, necessitating braking in low and finally using reverse, until the last ones were driven over the mountain-side empty, so that they could be replaced with big Fiats with a good H-shift and metal-to-metal brakes. Which could be where James Aldridge got the idea of a Fiat from, in *his* novel. . . .

I am indebted to interested readers for some of the material in this long-running feature. For example, my attention has been drawn by Mr J. Petter of Melton Mowbray to some intriguing motoring items referred to by the great historian, A. J. P. Taylor, in his book "A Personal History" (Hamish Hamilton, 1983). Mr Taylor recalls his grandfather carrying a rope in his first car, so that horses could pull it up hills if necessary, and that gentleman is first remembered as owning an enormous Talbot-Darracq, presumably before WWI, so perhaps a Darracq was intended. A huge open car used in the Derbyshire dales during the First World War is said to have gone at 60 or 70 mph, in which it was always very cold. In Taylor's second term at Oxford, when his Communist sympathies had been accepted, his father gave him a sports Rover, with fish-tail body, perhaps a 9/15, thought to be the only car in Oriel apart from Cartwright's Lancia.

The Rover is remembered as having frequent magneto trouble and being a brute to hold on the road. It had an exhaust cut-out that slightly increased its maximum speed, which was probably well under 60 mph, but seemed like the wind, after the passenger had been told to "give her the cut-out" . . . In the late 1930s Taylor had a series of open cars, which he drove in all weathers, snow and fog alike, using a train in England only when deep snowdrifts made it impossible to get his car out of the lane to the main road. In winter he drove them wrapped in a rug with a hot water bottle on his lap, one of these cars being a petrol-thirsty Ford V8 used up to and during the war. Petrol was then very cheap and Taylor bought ROP or ZIP, the two grades of Soviet petrol — MOTOR SPORT used to accept full-page advertisements for the former, I remember. By the age of 50, in 1956, Taylor was very contented with his Ford Zephyr convertible, which he drove 15,000 miles a year.

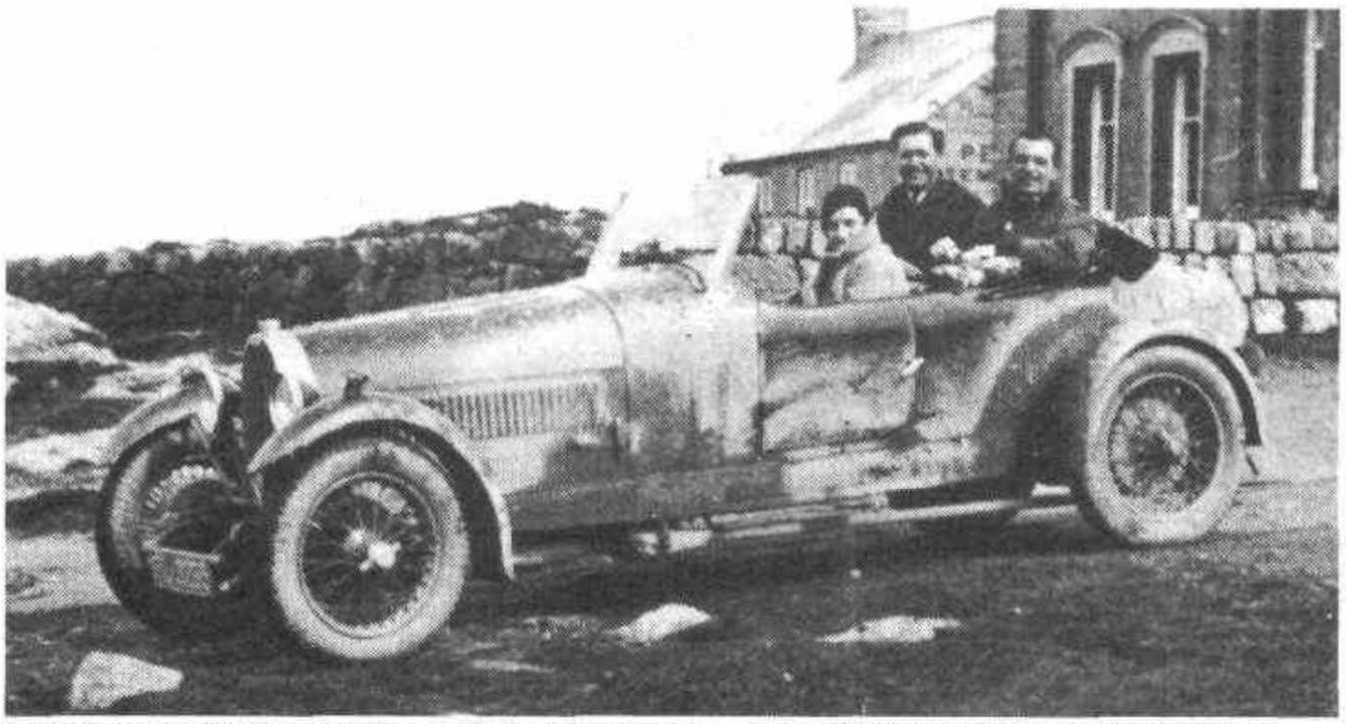
Another reader, Claude Bernard of Brussels, has sent me extracts from the pages of *The Wellsian*, the journal of the H. G. Wells Society, from which one learns that he had a house, called "Lou Pidou", built in the south of France to share with Odette Keun, where they had moved *circa* 1927. Their house-keeper complained it was a long way from the market, so Wells bought a Citroën, believed to have been a B12. Wells later bought a Voisin and unknown to him M. Voisin followed him with another Voisin to make sure the new car, scarcely run-in, got home satisfactorily. H. G. Wells was interested in industrialists and later André Citroën was a guest at Wells' house. All of which I find very interesting.

Reverting to fiction, "The Kidnapping of the President" by Charles Templeton (McCalland & Stewart, 1974) is a very readable adventure tory, but I think Templeton is being too optimistic in thinking that, when an old Ford special-bodied armoured bullion-van is found sitting in a scrapyard, at least 15 years old, rusted and without licence plates, and is rushed to where the kidnapped President of the USA is trapped in a similar van, the three door-lock flip-switches on the dash and the electric ventilation system would still have functioned — but it is a nice compliment to Ford, or rather, to the builders of the body!

One would not expect cars to feature, necessarily, in "The Lyttleton Hart-Davis Letters" edited by the latter (John Murray, 1984), but in fact there is an interesting example of how the opening of the M1 Motorway helped ordinary drivers, in Vol 6 of these absorbing literary letters. Rupert Hart-Davis hired a Ford Anglia in 1961 for a holiday journey from London to Kisdon Lodge at Keld in Westmorland and by using the then-new M1 from its beginning to the Northampton turn cut 40 minutes off his total journey time, the Ford going "like the wind". Although the mileage was the same as by the former route, they "flashed through Bawtry" at 7.40, long before the hotels were open. They were able to breakfast at Boroughbridge and whistle through Doncaster before traffic had assembled in its bottleneck — how well I remember those hold-ups there, not helped by the level-crossing, during the war. Hart-Davis was clearly pleased with the improvement but wanted a way of "avoiding the loathsome Leicester". A later letter says they "got home in record time", thanks largely to the M1. To which I can only add that it is a great pity, and an awful waste of the enormous cost of such efficient roads, that later the still prevailing 70 mph speed limit was clapped on them. — W.B.

The Type 38A Bugatti

[Following MOTOR SPORT comments on the Type 43 Bugatti, that great enthusiast, V. L. Seyd, who tells us he is still riding his Honda 400/4 F2 motorcycle at the age of 77, recalls the Type 38A with which he had much fun and of which perhaps three came to England. — Ed]



LESLIE SEYD'S Type 38A Bugatti in the 1932 MCC Land's End Trial, in which it won a Gold Medal.

IN HIS authoritative and excellent book "Bugatti", Hugh Conway dismisses the Type 38A with the remark "There have been more successful models". Of course he is right and, compared with the Type 43, it was in most ways an inferior car although as the photo of my Type 38A shows, apart from the absence of the Bugatti cast aluminium wheels, the cars were identical in appearance. As Conway says "The standard model had a Molsheim-built body of narrow torpedo shape with four seats and a single left-hand door and a removable hatch in the tail which gave access to a luggage compartment, and this applied to both the Type 38A and the Type 43. It was, of course, in the engine department that the cars differed, the Type 38A having the three-bearing crankshaft originally used in the Type 30, which was the first eight-cylinder two-litre car which Bugatti introduced, in 1922. A three-bearing crankshaft carried on three large ball-bearings was not a recipe for a smooth, vibration-free, eight-cylinder engine, and this became apparent at engine speeds of over 3,000 rpm. So how did I become the owner of one of these cars? From the time when I became interested in cars at a very early age the Bugatti always seemed to me to be the perfect motor car, and I remember, when on holiday with my parents in Belgium in about 1922, that a young Frenchman used to run up and down the front at Wimereux in a Brescia with a very skimpy body and a copper petrol tank at the back. How I envied him, and how I longed to own a Bugatti. But it was some years before my ambition was realised.

When the Bugatti OC was founded in 1929 I had a supercharged Ulster Austin Seven and, as at that time the Club was organising Hill Climbs and Sprint Meetings, I joined the club to enable me to compete in these events, in which I was sometimes quite successful. It was through the BOC that I met Colonel Giles and his brother Eric, who ran a very successful and high class interior decorating business in Queen Street Mayfair. The Colonel was a charming and very good looking man in a typical military manner and was the Club's Chairman. A bachelor, he lived in one of those delightful houses in Regents Park Terrace. In the garage underneath, the Colonel housed his immaculate Type 43 and also a Type 35 two-litre Grand Prix. As I was living quite near, in Hampstead, the Colonel, who was pleased to "talk" Bugattis with any enthusiast, would invite me round for a chat and a drink, when a very pleasant evening resulted. On a fine evening, and without much persuasion, he would start up the Grand Prix Bugatti and we would do a few laps of Regents Park, which was an exciting and vivid experience for me at the age of 23.

One of the great Bugatti enthusiasts of the time was the late L. G. Bachelier who had a garage and workshop in Durnsford Road Wimbledon. There, in the "Thirties", Bachelier and his two sons built, and rebuilt, numerous Bugattis including several Type 35s, and a Type 49, and even a Type 54 4.9-litre racing car which he converted for road use by fitting a two-seater body on it, similar to the standard Type 55 Bugatti. It was also through the "Club" that I met another Type 43 owner, Keith Faulkner who also owned a Type 46 5-litre single overhead-cam saloon, which provided very comfortable motoring indeed. Before he had the "Two Three" Keith had a Type 38A and this car found its way to Bachelier's Garage where I first saw it. How much does Faulkner want for it I asked Bachelier? For £180 it's yours, he replied and I am happy to give it a respray. Of course I should have had it painted in its original Bugatti blue, but feeling "patriotic" at the time I chose "British Racing Green", a great mistake, it looked awful. And so, at last I had become a Bugatti owner, not a great car but at least one of the "Great Marque" Bugattis. One of the joys of ownership was the pleasure of opening the bonnet just to look and admire that beautiful piece of machinery, all shining steel and polished aluminium. In this respect it took a Bugatti expert to appreciate the difference between the engines of a Type 43 and a Type 38A. Only the experts would see that the blower on the Type 38A was smaller, since this was the blower normally



THE Type 38A as a trials-car. Leslie Seyd climbing Grass Park in the 1932 Land's End.

fitted to the four cylinder racing car, the Type 37A.

During the winter in the "Thirties" as well as the Monte Carlo Rally the great sporting event was the London to Land's End Trial organised by the MCC. Having won a "Gold" in the 1930 and 1931 events with a Cup Model Austin 7 and a Lea-Francis, I was delighted when Bachelier suggested that we made up a team of Bugattis for the 1932 event, comprising, Colonel Giles, Kenneth Bear, and Keith Faulkner on "43s" and myself with my Type 38A. In the event all the cars went beautifully and the team gained the coveted "Gold". As already explained, the Type 38 engine was not a high-revving engine, but the blower gave it considerable "torque", so when it came to the test hills we were able to treat them more like speed hill-climbs, much to the joy of the spectators, who applauded as we roared up Beggar's Roost, scattering stones in all directions, which caused *The Autocar* cartoonist of the day to caption his drawing: "That was a BUG that was". During two year ownership of the Type 38A it never once let me down. On advice from Bachelier I used Champion C3 sparking plugs, which never oiled-up or failed, while an Autovac ensured that petrol was always available at the carburetter.

Indeed, my experience showed that, properly maintained and looked after, a Bugatti can be as reliable as any other car, and not, as is sometimes thought, a box of tricks that requires constant tuning and adjustment. My car was used daily, often taking me through City traffic to my office near Tower Bridge, and in the evening to the theatre and restaurants.

So when I eventually sold it back to Bachelier for £150 I reckoned that I had enjoyed nearly two years' Bugatti motoring for just £30. How fortunate one was in those days to be able to enjoy owning a Bugatti for so little money! So perhaps Hugh Conway was a little unkind in his assessment of the Type 38A. I look back on the many splendid miles of Bugatti motoring that it provided for me with great affection.

LESLIE SEYD

VINTAGE POSTBAG

Pomeroy Trophy Competition

Sir,

I will try to be brief and not too earnest on a matter intended only to provide fun for time-warped motoring enthusiasts.

The Pomeroy Trophy Regulations make the Trophy winnable by any car which is unusually powerful for its year and engine size, and unusually long in the wheelbase. The ideal contender for this "ideal touring car" competition should therefore combine a racing engine in a touring chassis: in a word, the Type 43 Bugatti.

I do not know how a supercharged car of the 'twenties with a roller-bearing crank whose life — so my Bugatti friends tell me — can be as short as 5,000 miles, can claim to be any sort of touring car, let alone an ideal one. It would not be very ideal for a New Yorker, who could not leave for San Francisco without arranging for an engine rebuild in Illinois on the way home. Nor do I think (though there must always be one exception somewhere) that any of these cars were bought for purposes other than competition.

However, the Type 43 has another enormous Pom advantage. Until recently the general category of the competition was confined to catalogued production cars, and the Type 43s must have been as close to complying with this as any of the entrants.

This brings me to Simon Phillips and the case of the 328 BMW. 328s we see in present day competitions, BMWs we do not. Over the past thirty years they have been "Bristolised" with engines which, though visually identical, are much more powerful than their BMW ancestors. An "as catalogued" 80 bhp 328, with its tiny 7 ft 10 in wheelbase, would never, I think, have been very competitive in the Pom. The 328 was probably the best sports car ever made, but the Pom is about touring, not sports cars.

My own Talbot BGH 23, with 150bhp in a 9 ft 6 in chassis, was just about the equal of the Type 43 in Pom terms. It competed five times and was placed 2nd and 3rd (after driver errors) on the first two occasions, and first on each of its last three appearances — in one of which it beat Harry Rose's 4½-litre Le Mans Bentley, another well-handicapped car, only because the Talbot exhaust failed to register on the decibel meter used in the "Noise Test" that year. BGH 23 was then ruled out of any further participation in the general category, on the entirely proper grounds that a 1934 105 with a 110 engine fitted in 1936 was not a catalogued model, even though the more powerful engine was identical apart from cylinder bore and had been installed in the factory. As this had always been the case, BGH 23 should presumably never have won the Pom at all, so that like Simon — though for reasons the reverse of his — I was very pleased to win the Trophy again in 1974 with a 105 Team car GO 52, even though this was almost entirely due to the absence of most of the strongest competitors, who had wrongly assumed that there would be no Pom that year on account of the international fuel crisis. This had fortunately by-passed me, as I had filled my 35 gallon tank six months earlier and was thus able to manage the whole competition and the 500 mile road journey to Silverstone and back entirely on pre-crisis petrol.

I leave it to you to decide whether the 1974 Pom was won and lost at Fox and Nichol in Tolworth, in Callington, Silverstone, or the Persian Gulf, but certainly all the best contests are won as much off the battlefield as on it. [Like the Battle of Britain over Calshot Water! — Ed.]

The Pom is a great competition. The rules are not perfect, for they fail to take into account such vital touring car qualities as passenger accommodation and convenience, but these are impossible to apply in practice and attempts to do so can only spoil a unique event. Much of whose pleasure derives, in the end, from the fact that it really proves very little except that there are some mighty fine cars in the Vintage Sports Car Club.

Callington ANTHONY BLIGHT

[And copy for MOTOR SPORT! W. F. Bradley used his Type 43 for 6,000 miles in France and Col. G. M. Giles ran one for 18,000 miles in this country, but whether or not the cranks were re-rollered I do not know — W.B.]

The Speed Model Hillman

Sir,

I read with great interest WB's article on the Speed Model Hillman.

My late father owned one of these cars in the mid 1920's when he lived in the New Mills area. Although not used by him for competition it was at very sporting trim with its polished aluminium body with long pointed tail and the name "Silver Bullet" on the bonnet. I know nothing of its history prior to his ownership but I do know it finished its days towing the gang-mower at High Lane golf course in the late 20's.

Warrington GEOFFREY A. W. CLARKE

[These cars were quite popular in their time — one Guildford owner decked his out for a flower carnival and a team of these competed in a 1923 speed trial apart from others I referred to — Ed.]

Thoughtful Gesture

Sir,

Like, no doubt, a number of other one-make clubs, the Amilcar-Salmson Register received a letter from GKN Pistons Ltd, who are ceasing operations, offering to donate original piston drawings. The offer was taken up with gratitude, and a valuable collection of drawings is now in our possession, and will be of great use to our members in the future. I feel that this generous and thoughtful gesture on the part of GKN Pistons should receive wide recognition. Locating the relevant clubs and then sending off the drawings must have involved quite a lot of work for the officials of the company, and it would have been all too easy just to throw them away. A Mr Hessey was the person involved and we are most grateful to him.

Wanborough Manor J. F. WILLIS
The Amilcar-Salmson Register

Memory lane starts at junction 3 on the M42

Classic car enthusiasts will be able to travel back through 100 years of cars, motorcycles and commercial vehicles at the National Exhibition Centre, Birmingham, on May 4, 5 and 6.

Sponsored by Thoroughbred and Classic Cars magazine, the show will include a special display staged by the Museum of British Road Transport to celebrate the British contribution to 100 years of motoring. Plus there will be hundreds of cars on club stands, an auction of classic vehicles by Coys of Kensington, an autojumble and displays by specialist companies selling everything the classic car enthusiast could ever want.

The NEC is the country's largest exhibition complex and easy to get to by road — including the M1, M6, M69 and M42 motorways — rail and even air. So come and enjoy the classic motor car era. When you arrive, we promise they'll take you back . . .



The Latest Alfa Romeo Alfetta



I WAS able the other day, after long experience of an Alfa-6, to spend a few days driving the latest Alfa Romeo Alfetta Gold Cloverleaf, courtesy of Huntsworth Garages, Marylebone. It seemed right to be in a *twin-cam* Alfa again, for this was the traditional type of engine of the sporting car from Milan since the "double-wipe" 1500 was introduced in 1927 to give Alfa a good firm grip on sports-car races. The modern Alfetta saloon uses this configuration in the well-known slightly long-stroke (84 × 88½mm, 1,962cc) four-cylinder, alloy-head, five-bearing engine which has been updated with Bosch Motronic fuel-injection (although the choke-out warning-light remains on the fascia panel!) and electronic ignition, both controlled from a central computer, the sensors of which ensure maximum running efficiency. In addition, there is the ingenious new VIVT variable inlet-valve timing, which by hydraulic means varies valve opening by some 16 degrees from around 1,650 rpm. This has made fifth speed less of a cruising gear, but the Alfa engine remains one in which power falls away at low speeds, as one would expect with maximum torque (134ft/lb) developed at 4,000 rpm. Although the engine will pull from about 1,200 rpm, nothing much happens until past 2,500 rpm, so it pays to use the gearbox. The gear change has been called ponderous but I found it acceptable, apart from the rather long lever movements, including across the gate, a baulking first gear and a knob that for slipperiness matches the simulated wood rim of the steering wheel.

The revised power-unit gives 130 bhp at 5,400 rpm, and goes to 6,500 rpm before the ignition cuts. This is enough for a top speed of over 110 mph and 0-60 mph pick-up in 9.7 sec and in 5th 60 mph (when the needle of the Jaeger speedometer is upright) equals just under 3,000 rpm. The first impression is that the notably flexible suspension, torsion-bar double wishbones in front, coil-sprung De Dion axle at the back, does not spoil the road-clinging, although its liveliness makes the ride rather tiring. This is typical Alfetta springing, now somewhat dated. More troublesome is the way in which the manual steering becomes heavy when combating the pronounced under-steer. This changes to oversteer when cornering really fast, and might develop into a spin-off on a race-circuit. Having said that, there is no question but that this Alfetta cornering is very well-balanced and the road holding excellent. Appropriately, the test-car was on Pirelli (P5) 185/70HR 14 tubeless tyres. The all-disc brakes, inboard at the back, are usefully powerful.

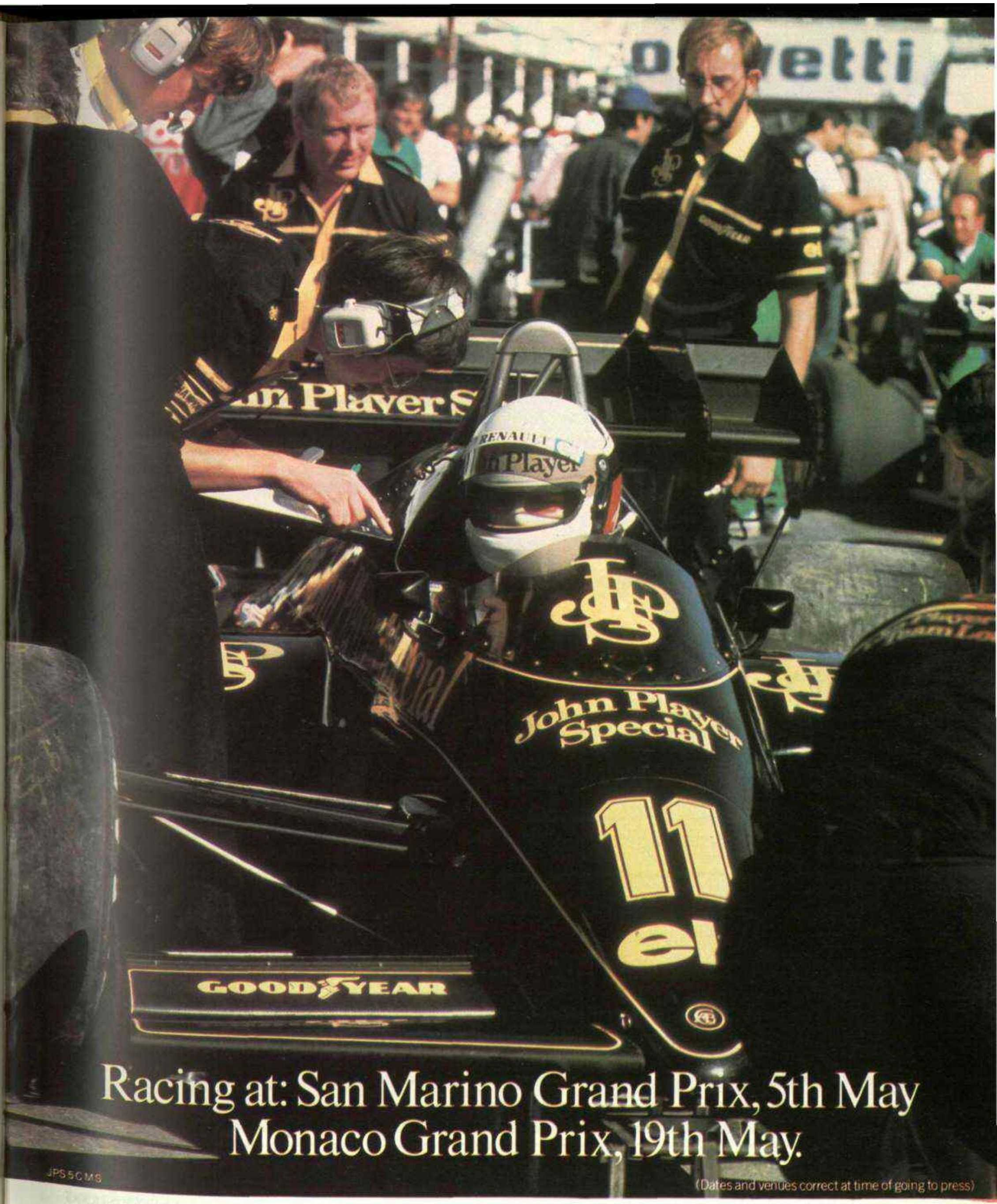
The Alfetta Gold Cloverleaf is more a car for the enthusiast than for Mr Average-Driver, the willing response and sure road grip pleasing in the Alfa tradition. The four-door saloon has been given alloy wheels with plain knave-plates, and is somewhat restyled, but the four small but powerful Carello headlamps are retained. The Alfetta's interior is of high quality, with wood surrounds, neat switches, and a new fascia. The Jaeger square-dial main instrumentation has over-many lines pointing to small green digits but the main readings in white are clear, when not blanked by the steering wheel. Triple control-stalks are retained, stowages are minimal, the door "keeps" ineffective. The effective heater incorporates five double-flapped outlets and variable-speed fan and the boot is openable only from a lever beside the driver. Seating is extremely comfortable.

If the price of £9,515 seems high for this somewhat dated offering, it has to be remembered that you get a De Dion transaxle incorporating the gearbox, central door locking, electric adjustment of the front-seat squabs and the height of the driver's seat, electric window lifts (with the controls, and those of the roof lamps and map light unusually but conveniently "in the ceiling", as Alfa put it) two internally-adjustable exterior mirrors, an electronic check-panel, and a multipurpose digital clock. Instrumentation includes a commendably accurate and absolutely steady-reading fuel-gauge (unlike the horror on the Alfa-6), a heat gauge normally reading 80 deg C, and an oil-gauge showing 6 bar. The rack-and-pinion steering takes 3.6 turns, lock-to-lock, and really needs power control; I would also have liked the accelerator set slightly more to the right. I was unable to do full fuel-thirst checks but was getting roughly 33mpg; the tank holds 11 gallons. The test-car had a Pioneer radio / stereo and the girls will love the full-width vanity mirror on the inside of the cubby-lid. I enjoyed being back in a twin-cam Alfa and one must hope that the revised Alfetta engine and the six-year anti-corrosion warranty will put new life into Alfa Romeo sales. — W.B.

Martini Lancia Delta's New 24-Hour Record

IT WOULD be a pity if the once flourishing pursuit of records became moribund, so it is good to learn that a Pirelli-shod Martini Lancia Delta HF Turbo saloon has set a new National British 24-hour of 103.15 mph. It betters the old record by 620 miles, the Martini Racing hand-out says, and nine other records fell as well. It was done at the 2.7-mile MIRA banked track, the closest there is today to Brooklands where so much record-chasing took place before the war. The Lancia was driven by a team of four women, who thus add their names to those of Mesdames Stewart, Descolles, Bruce, etc. The hand-out caddishly quotes their individual ages but let us just say that these total 148 years!

It should be explained that this ranks as a National British record because it was made on British soil; the nationality of the car, or the drivers for that matter, is immaterial. The first such record (which was then also the World's record) was set at Brooklands at 65.91 mph by Edge and his Napier in 1907 and this stood as a British record until quite recent times. The Lancia's new record recalls another feminine feat, when at Montlhéry in 1929 the Hon Mrs Victor Bruce drove a "Double Twelve" 4½-litre Bentley for 24 hours at an average speed of 89.57 mph *without a co-driver*. Other comparisons with the Lancia's record are that, up to 1940, the International Class-E 24-hour record stood at 99.79 mph to the credit of an Adler-Trumpf, the World's 24-hour record was at over 161 mph, and a 9-litre diesel-engined car had done 97.05 mph for two rounds of the clock. Now a production-type saloon driven by les girls, has more than caught up. . . . — W.B.



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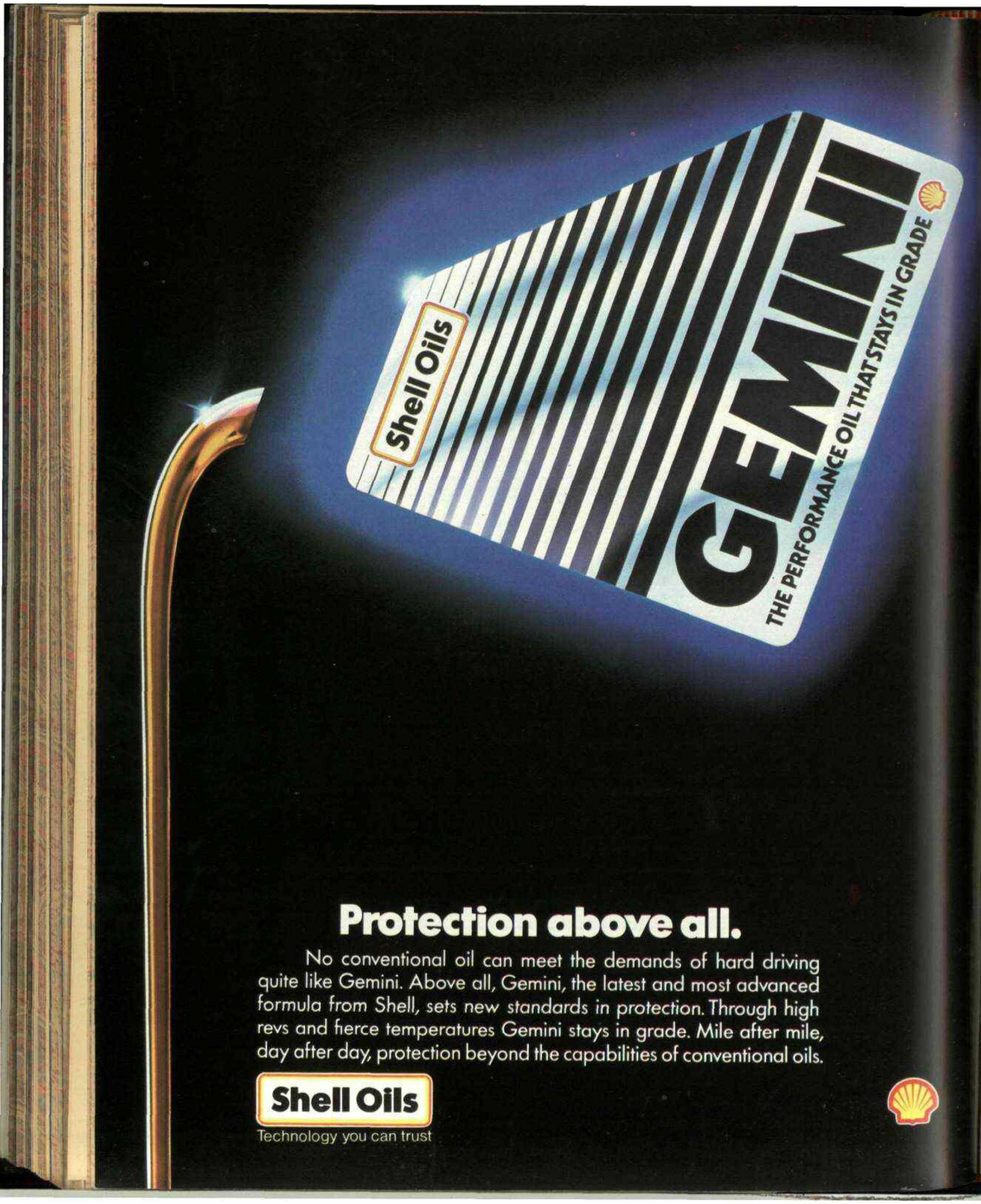
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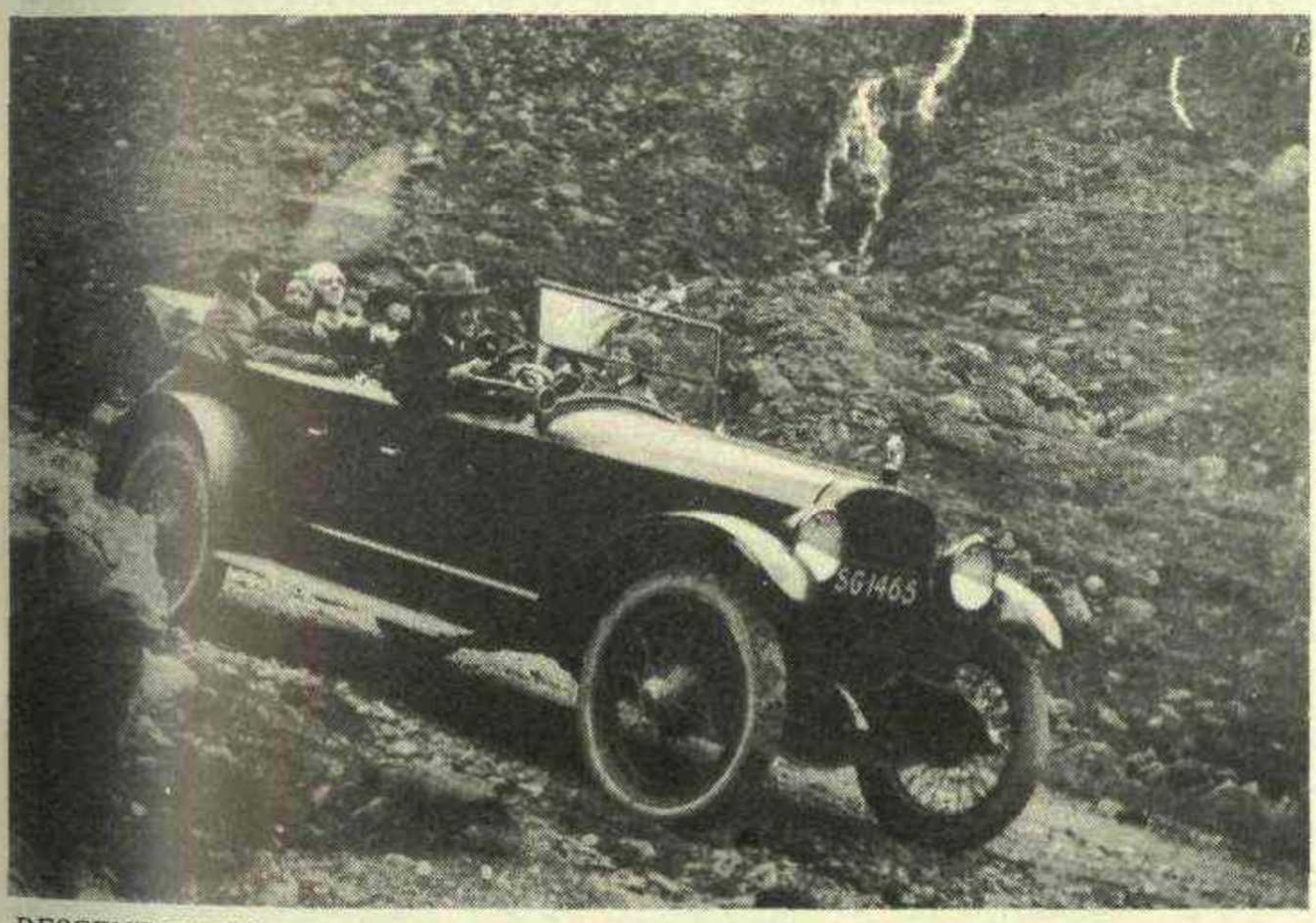
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VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO OLD CAR MATTERS



DESCENT FROM HONISTER. — After reading "The Motor Mountaineer" in January's MOTOR SPORT, Leslie Thompson of Edinburgh has sent us this picture of his father at the wheel of a 30 hp (4½-litre) Chandler descending Honister Press in 1923. The rubble road is of 1 in 3 gradient.

A Few Words Of Caution. . . .

THOSE thinking of taking up the hobby, pastime, obsession or whatever you care to call it of running an old motor-car should think carefully before taking the plunge. Those who are already active members of the VSCC or other old-car clubs need read no further — they well know of the pitfalls as well as the pleasures of the game. What follows are a few words of warning directed at those contemplating joining in, particularly the dilettantes to whom this somewhat exacting pursuit is not altogether suited.

D.S.J.'s recent remarks on the fakes of the old-car world sound the first warning. He made the point that a fake D-type Jaguar would be worth £30,000, while in "Trade terms" a genuine D-type might be worth £130,000. How would you feel if, having spent the latter not inconsiderable sum, you ended up with a bogus car, unacceptable among the experts in the appropriate one-make clubs, or at rallies? Especially as it would not then be all that easy to recoup the outlay. . . . That apart, old-car ownership involves a good deal more than just buying and driving an aged vehicle. Sooner rather than later, Sod's Law being what it is, such a car will play up, prove temperamental, or worse. It may start with quite simple tricks, perhaps boiling the fuel in a petrol-line on a hot day, or developing mysterious ignition lapses smacking of petrol starvation but actually connected with a faulty condenser within an early coil, both of which have ruined rallies for me in my own vintage cars. Such things are simple to cure but if your old car develops series defects rectifying them may well prove very expensive. If you have chosen a car of which a Club exists holding plenty of spares, these will keep you on the road, at a cost. Remember, for instance, that a new cylinder head for a Rolls-Royce 20 or 20/25 will cost £1,880 and a used one can cost about as much and crack as soon as it is hot. . . Then there is the pitfall that parts for, say, a 1933 car may not fit a 1930 model of the same make, which can lead to further problems and delays in getting back on the road.

If the bits needed to get your car back into running order are unobtainable they will have to be made specially, which can be a costly process; even when specialist Clubs have batches of parts made, this is so. It may be cheaper to make the bits yourself, but this involves having a workshop equipped with lathe, drill, welding equipment and the like, costly in itself, and assuming you are qualified to use such equipment. If you are not, you are in the hands of the small engineering concerns and while some are excellent, others are not. The firms claiming to supply parts for individual makes of the older cars do not always come up with bits to original specification either, in my experience. In this context, I hear that the Riley RM Register has been having problems with brake master-cylinder seals supplied under a Club part no., which the makers say are within the prescribed limits. . . .

So, having invested in an old car, it may turn out to be a fake, or too difficult to keep on the road when spares are required, giving you a feeling akin to that of the chaps in the TV advertisement who, having brought various expensive modern cars, discover that all the individual qualities they sought are combined in the Mazda 626. . . ! Then there is the matter of tyres. Sooner or later your old car will need new ones. But those in the funny sizes most old vehicles use are becoming ever dearer, even harder to find. It is good news that Sumitomo, who has hived off a large part of the former Dunlop empire which was formerly the main British source of tyres and tubes for the older cars, says it will go on making them. But we do not know how soon, or at what prices. And other sources sometimes have tyres safe only for vintage cars no more demanding than a farm trailer, and definitely unsafe for more tha 60 mph or so, especially in the case of many remoulds.

Another deterrent is the inflated values now placed on almost all old vehicles. In this respect, I never fail to wonder why people pay high prices for cars of a kind which were not very nice to drive when they were new, selling in fact only because of their then low purchase prices of around the £100 mark, and which are unlikely to have improved simply because they are now around half-a-century older! Yet these little horrors, which now have more exacting traffic conditions to contend with, are now marked up anything from about £3,000 to £4,500, and more. I have used such vintage ironmongery myself, but only when the price paid was in the region of a hundreth lower. So think about this before falling for one of these mechanical calamities at today's values. And as the discerning Paul Frère observed recently in *Motor*, of far, far better examples. "However good a car was in its time, one should never be tempted to drive one again, after so many years". As with women, cars can be a disappointment as the years roll on. . . .

Supply and demand control the high prices asked for the better vintage and so-called classic cars but it can be a sobering thought that nowadays an average 12/50 Alvis or similar commands much the same price as a sad Silver Shadow. So, before the dilettante old-car buyer parts with hard-earned cash he or she should reflect on how pedestrian and hard-work-to-drive many of

these heavy, underpowered "heirlooms" can be. If you are contemplating long, happy days driving to far-afield rallies ponder on this, because unless you are a dedicated "vintagent", such low mph allied to a heavy gear change might well drive you bananas. In this context I remember a friend who before the war used a vintage-type car, a Riley 9 Gamecock as it happened, for regular, long-distance business journeys. He maintained that unless such a car could cruise at at least 55 mph it was useless. How many owners of vintage cars, rich 30/98, Bentley and Frazer Nash men apart, can say, hand on heart, that you can still cruise that fast? To do it on big-engined old cars is one thing, to be able to do this with a small vintage car is unlikely, unless it is highly tuned, when it will be apt to be temperamental, and probably better off on a trailer, whereas the whole point of owning a vintage or pvt car is to enjoy *driving* it to and from events.

That the older cars can be exacting to rebuild and to maintain is reflected in advertisements that read: "Dismantled, requires finishing"; "Ripe (how ripe?) for restoration"; "Excellent chassis, no body"; or "Basket-case, all parts for making a delectable ———— ————", the trouble with the last being that however accommodating the basket, it is difficult to be sure everything is in it. You find the sar problems among the model engineeri fraternity, where such explosive ads. are a to appear as: "Scale-model loco, no tend boiler untested".

So, unless you are truly dedicated, and good mechanic, you might do better spend your money on a modern car! N fakes, you see, no devious chassis-number plenty of available spares and replacemer tyres, no nasty "It's not original, old bo sneers, plenty of performance to test yo skills, and a guarantee into the bargain. . If you completely disagree then you ma really and truly be ready for the VSCC.

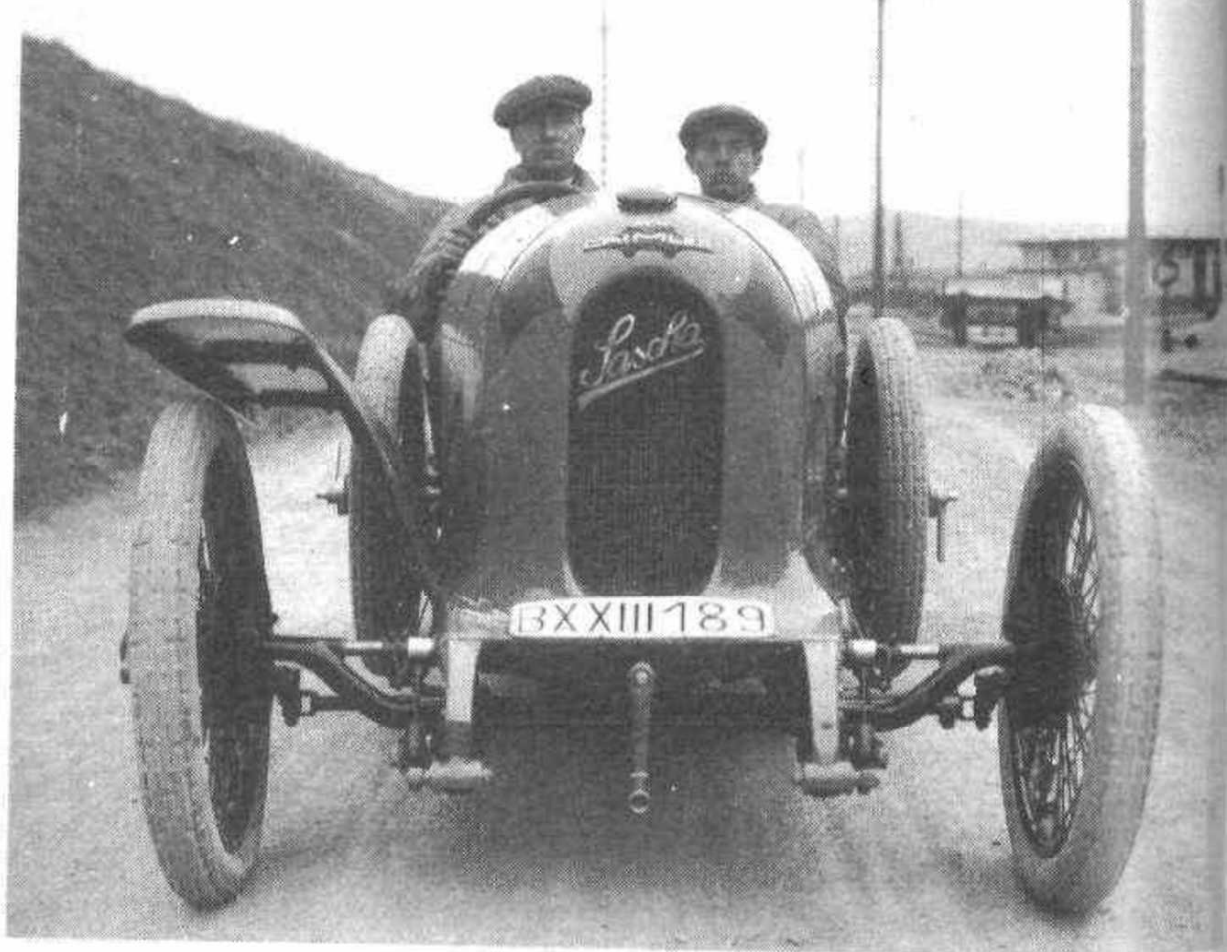
W.B

The Racing Austro-Daimlers

MY PIECE last month on the sports 19/100 hp Austro-Daimler is a reminder that several purely racing cars of this famed Austrian make came to this country, between the two World Wars. Dr Ferdinand Porsche who was with the A-D Company in the immediate post-war period liked motor-racing and for the 1922 Targa Florio he laid down some very advanced 1,100 cc cars. They were called the "Sascha" Austro-Daimlers after Count Sascha Kolowrat, a well-known Austrian film-producer and sportsman, who was to lead the team apparently, some reports saying he has sponsored the building of these cars, and one that he had been partly responsible for their design.

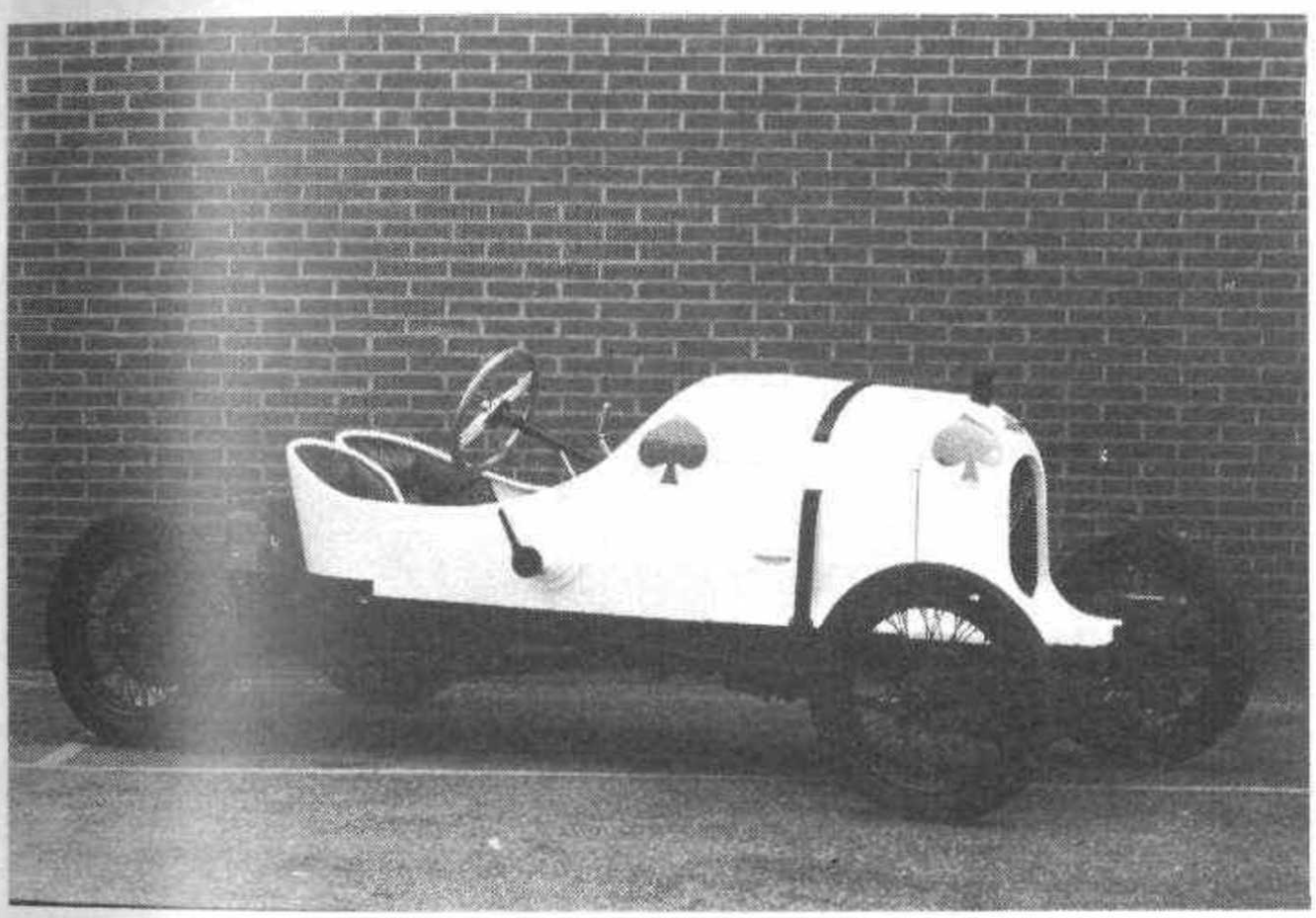
These "Sascha" A-Ds had a four-cylinder, 88.3 × 75mm (1,097 cc) twin-cam engine with two valves per cylinder (although several writers quote four-valves, a reminder of D.S.J.'s theory of how time distorts history) in a ci head, an aluminium cylinder block, and two plugs per cylinder fired from dual coils and distributors, with a generator driven from the vertical shaft at the front that drove the camshafts through helical gears, and also a large fan, cooling being by thermo-syphon. The chassis had a wheelbase of 8 ft 2 in and a track of 4 ft 4 in and was unusual for such a small car in having cantilever rear springs, with the longer part of their leaves ahead of the pivots. The fuel tanks were carried on each side of the propshaft, the central-control four-speed gearbox was in unit with the engine, and there were pedal-operated four-wheel-brakes with a bias on the back wheels, which had the larger drums. The brake operating-shafts were carried neatly through the extremities of the front axle. A cowled radiator gave these "Sascha" A-Ds a handsome frontal appearance but bodywork consisting of little more than two small bucket seats and sometimes a brief, airship-like tail, presented an unbalanced rear aspect.

As twin-cam cars in 1922 these A-Ds ran parallel with the Salmson and I am surprised not to find them referred to in Griffith Borgeson's book "The Classic Twin-Cam Engine" . . . It has been suggested that the intention was to sell them in sports and racing forms to ordinary customers; apparently a price of £450 was quoted for the "Sascha" in London, but not many appear to have found buyers. In the tough Targa Florio Count Kolowrat retired with a seized engine but Alfred Neubauer, later to become the most famous Team Manager of all time after he had joined Mercedes-Benz, but who was then a tester at A-D's, won his class in one of these 1,100 cc cars, finishing 19th overall at 34.6 mph, with his team-mates Kula and Porcher respectively 22nd and 24th. It seems that the team cars were identified by emblems well-known to card-players, Neubauer's being the "Ace-of-Diamonds".



THE neat radiator cowl which characterised the racing Austro-Daimlers is seen in this shot.

For the 1922 Italian Gp in September Dr Porsche prepared a team of four 2-litre four-cylinder, 74 × 116 mm (1,996 cc) twin-cam sixteen-valve racers, as well as a 72 × 92 mm (1,496 cc) version of the "Sascha" model for *voiturette* events, using the same chassis. Whereas the 1,100 cc engine developed 40, 45 or up to 50 bhp at 5,000 rpm depending on whom you believe, the 2-litre GP engine was credited with 90 bhp at this crankshaft speed. However, Monza proved unfortunate for Austro-Daimler, because one of their drivers, Otto Hieronymus, was killed while practising for the Grand Prix and the team was withdrawn and in the earlier 373-mile small-car race Porcher and Haiden were last, flagged-off at the end, behind the four Fiats, as victorious as the Turinese make was to prove in the Gp, and a Chiribiri. After which the A-D Company lost interest in racing with Dr Porsche's departure, although not before it had claimed 43 victories and eight second places in 51 events; it is always difficult to know how such statistics are arrived at and in this case events must have been involved



A RESTORED Sascha Austro-Daimler, carrying the "Ace-of-Spades" emblem as on the car used in sprint events by Malcolm Campbell in the 1920s.

which those in this country did not know of.

The closure of A-D's racing department did not prevent these advanced-design cars appearing here. In fact, the 1922 Targa Florio had been run in April and by the summer Francis M. Luther of Beardmore's was driving a 1½-litre Austro-Daimler in speed trials. It carried an Ace-of-Spades but whether it was an actual Targa Florio car with a later engine the mists of time have obscured. However, the link with the Beardmore Co is easier to understand. It resulted because it had built the in-line six-cylinder ohc Austro-Daimler aero-engines under licence, an engine owing something to Dr Porsche's pre-war very successful competition cars and said by one British aeronautical journal to be quite the best aero-engine of the First World War. These engines had also been made by Crossley Motors but mainly by Beardmore's, the celebrated general-engineering company, in Scotland. Later Beardmore worked with Arrol-Johnston in turning the A-D engine into the 230 hp BHP aero-engine, its initials representing Beardmore, Halford (Frank Halford, of later DH Cirrus and Gipsy engine and Halford Special racing-car fame), and Pullinger (T. C. Pullinger, General Manager of Arrol-Johnston Ltd). Eventually the BHP engine became the Siddeley Puma, used in such machines as the DH9, the original four-engined Bristol Braemar, the twin-engined Avro Manchester, the racing Avro Baby and the Short sporting seaplane, before Armstrong Siddeley changed to radial aero-engines. In 1918 the Puma sold for £1,089. Siddeley-Deasy built 2,000 Pumas after the war but there was initial trouble with production of dependable aluminium cylinder blocks, from which the Arrol-Johnston / Galloway engines were immune.

So Beardmore had a useful link with the Austrian Company and as the high-quality Beardmore taxicabs operated in London, necessitating a service depot at Hendon, it is not surprising that Mr Luther of Beardmore's, who had had earlier direct associations with A-D, was in a good position to import and service any A-D racing cars in which British drivers showed any interest. This in spite of A. D. Motors Ltd having their own premises in Great Portland Street for selling new touring and sports-cars. One of the drivers who was interested was Capt (later Sir) Malcolm Campbell. He drove a 72 × 92 mm 1½-litre white car with red wheels and that "Ace-of-Spades" insignia at the Brooklands Whitsun Meeting, lapping at 81 mph without being placed, took it to Saltburn, where it was third in its class behind Capt Nash's GN and Raymond May's Bugatti, ran it at the Holme Moss speed-hill-climb and was entered by Luther for the Essex MC Brooklands Meeting, where Campbell won the Junior Handicap at 76½ mph, from Oates' Lagonda and Woolf Barnato's Ansaldo, and was second in the Junior Long H'cap, behind George Duller's Ansaldo. Campbell ran the car again at the August Brooklands' races for Mr Luther but it went slowly, and the presumably newer A-D Campbell had ordered for the JCC 200 Mile Race failed to arrive in time.

In sprint events there were good results, When Luther himself wasn't competing Cyril Paul (who was to break the Shelsley Walsh record in 1924 with a Beardmore — note the connection) was taking third place in his class at Southsea, doing the S.S. kilo at 58¼ mph, and climbing Shelsley Walsh in 60-sec beaten only by H. K. Moir's Aston-Martin, and H. K. Lewis was running on the sands at Portcawl, the A-D fitted with horizontal wings, after he had driven it stripped at the Caerphilly hill-climb, where it ran wide on a bend.

The following year that well-known Northern sportsman, Geoffrey Boston, bought what was almost certainly the ex-Luther car, which he repainted dark blue, driving it at Angle Bank and Sutton Bank, while in Scotland R. B. Tennant had notable successes in sprint events with another of these cars, very smartly painted in cream and red, and in 1924, the last full season of public-road speed-events. However, this would not have prevented A-D asking Mr Luther to dispose of any of their racing cars for which they no longer had any use but which could well appeal to Brooklands' competitors, at that home of lost causes and fascinatingly mixed types of motor cars. . . .

Thus at the BARC Whitsun Meeting of 1923 we find Luther entering someone known as R. K. Cooper to drive one of the 2-litre Austro-Daimlers for him in a 100 mph Long Handicap, or maybe this gentleman was a prospective customer who believed that if you were trying out a racing car you should do so in its natural habitat. Anyway, this car, in the A-D colours of white and red, got away much quicker than the straight-eight 3-litre Ballot Campbell was now driving and lapped as fast, at 92.23 mph, but was unplaced. No more was heard of it at the Track that year, but it was probably the car with which H. G. Sissons took two third places in class at the Ringinglow hill-climb that August.

By 1924 Lucas-Scudamore was racing one of the true 1,097 cc "Sascha" cars at Brooklands, in the same colours, even if it never lapped at more than 66.39 mph before taking on the role of habitual non-starter. This was far from the end of the Austro-Daimler at the Track, however, for not only did a Major Bradshaw nominate R. Sahl to conduct what was probably the Scudamore "Sascha" (at under 70 mph lap-speed), but at that 1925 Whitsun Meeting J. P. Turner appeared with one of the 2-litre GP Austro-Daimlers. As it was in grey paint it may well have been the car Luther was trying to dispose of, awaiting refurbishing in Turner's orange finish. On this initial appearance it lapped at nearly 82½ mph before failing on the first lap in its second race. But better was to follow.

At the Summer Meeting the twin-cam A-D arrived in orange and red, with black wheels, and took second place in the 75 mph Short H'cap. Re-handicapped, it repeated this in the 90 mph Short H'cap, behind Ropner's 30/98, its lap-speed up to over 88 mph. Not content with that, the wily Turner, who had gradually increased his speed during the afternoon, to fix handicapper "Ebby", although made to owe the field 8 sec., pulled off his third 2nd place of the day, after lapping at better than 92½ mph. Then, remarkably, Turner scored another 2nd place at the August races,

behind Parry Thomas in the big Lanchester single-seater, the A-D's lap-speed creeping up to nearly 95 mph.

By this time the popular Euston Road motor-dealer George Newman, having got over the excitement of an aerial honeymoon by Avro 504 and racing his Salmson, became interested in the 2-litre A-D. At the last BARC Meeting of 1925 he entered the orange and black car for Turner to drive. It had to give 18 sec to Purdy's quick 12/50 Alvis but as they swept into the Finishing-straight Turner was coming up fast, to claim a dead-heat. A frustrated "Ebby" piled on the penalties after that, yet Turner got his fourth 2nd place later that day, after going round at 97.65 mph. Finally, in a third race, although now lapping at just over 98 mph, the handicap proved too heavy for a place. . . Incidentally, many of these 2nd places were in the nature of "photo-finishes".

For the 1926 Brooklands' season Jack Dunfee was campaigning the 2-litre A-D, letting its former owner J. P. Turner enter it. It continued the 2nd place tradition, taking this position in the Easter 90 mph Short H'cap, and with it Dunfee lapped at not far short of 100 mph. The reason why Newman had forsaken his 2-litre A-D was because he now had a 3-litre. This was built, I believe, in 1921, using a six-cylinder twin-cam engine with four-valves-per-cylinder, of 74 x 116 mm (2,996 cc) and a chassis of the same dimensions as that of the 2-litre GP cars, with the same half-elliptic springing, the front axle underslung but long, straight rear springs about the back axle. Originally the power output was 109 bhp at 4,500 rpm. This A-D was referred to as a Targa Florio car and it may have been built with that race in mind, but I cannot trace that it ever ran in one. At the time most events were barred to "enemy" makes but it is said to have gained a number of local victories. At Brooklands it had two Zenith carburetters feeding into three-branch inlet manifolds on the n/s, ignition by twin Bosch magnetos at the rear of the engine, each one supplying three plugs, and drove through a 3-speed gearbox.

When Newman first had it, it was in the expected white, with red chassis, clearly imported from Austria. This was soon altered to crimson and I used to think this A-D was one of the best looking cars at the Track, with its handsomely-cowled radiator, slightly staggered seats, long tail, and the silencer beneath a tunnel on the n/s of the body, with the compulsory fish-tail protruding. The brakes, as on the other cars, had smaller front than rear drums, and cable operation. The detachable scuttle was strap-retained and the car ran on Aviation or Ethyl petrol.

Newman was paid the compliment of being put on the scratch mark in his second race with the 3-litre A-D and it immediately responded by lapping at 105.74 mph. On its next outing, at the 1926 Summer Meeting, it copied its smaller sister's habit, taking a 2nd



HANS VON STUCK breaking the Shelsley Walsh record in 1930 in the special 3½-litre hill-climb Aust Daimler, which also ran in the Monaco GP and other races.

place, behind Barclay's Vauxhall and at the August races it took another 2nd behind Howey's Ballot, its lap-speed up to 107.34 mph. (Incidentally, I believe the chassis and gearbox of the 2-litre A-D were used for the Laystall Special that made its début at the Track in 1928.)

For the 1927 season Clive Dunfee took over the 3-litre S-D, painting it crimson (I have heard that the cylinder head had warped and had to be changed, which shows that spares were available) and it was to stand him in very good stead. It wasn't until the Autumn 1927 Meeting that the car was going properly, but unplaced. In 1928 it finished second to its former owner, Newman, in his Salmson, in the Easter "75 Short", and discarded its fire-extinguisher in its next race, a reminder of how bumpy Brooklands was. Continuing the A-D Brooklands' tradition, Dunfee took two 2nd places during the 1928 season. Then in the 1929 President's Gold Plate H'cap Dunfee was on scratch, but putting in the fastest lap it ever did in a BARC race, at 109.22 mph, the old Austro-Daimler came up fast, to finish second to Spero's A7, after doing the best ss lap of the race, at 88.62 mph. For that it was penalised an additional 1 min 11 sec in the Gold Star 25-mile H'cap but managed to come in third. By this time Dunfee was spending less time on motor racing and the crimson A-D was offered for sale at £250. Apparently there were no takers, for Clive ran the car at the 1930 Brooklands Club Meeting, fulfilling expectations by netting 2nd place in the Racing Short H'cap, followed by a 3rd place, the speed still well up to standard. It appear once more, unsuccessfully, in Clive's hand before he was so tragically killed driving t 8-litre Bentley in the 1932 BRDC 500 m Race. R. E. O. Hall then acquired the c which I used to see in a showroom Merton, where the fwd BSA-base Paln Specials were made. By 1932 £100 wou have bought it but much as I coveted the A-D, which still looked every inch a racer hadn't that sort of money. I wonder wh became of it?

Another Austro-Daimler which caused considerable stir when it came to Gre Britain was the special sprint car, wi engine based on the 19/100 hp sports-ca but enlarged to 3½-litres, said to installed in a 1921 chassis, with which Ha von Stuck won the 1930 European Hi Climbing Championship. At Shelsley Wal it quietly and unexpectedly broke Raymo Mays' course-record with the supercharg Vauxhall-Villiers by no less than 2.8 s Indeed, it took until 1933 for this new figu to be bettered, and then only by 1.6 sec, Whitney Straight and his blown Masera Before this Stuck had made ftd at Zbrasl at 76.89 mph, at Barina at 41.25 mph and Semmering at 57.29 mph in the 1929 Eur pean Hill-Climbing Championship, with t Austro-Daimler. Stuck also used the car GP racing, as at Monaco in 1930 when t brakes proved inadequate. The engine w said to give 120 bhp at 5,500 rpm and son reports speak of 200 bhp.

Those were the only racing Austr Daimlers of any significance to come to t country between the wars. — W.B.

AC

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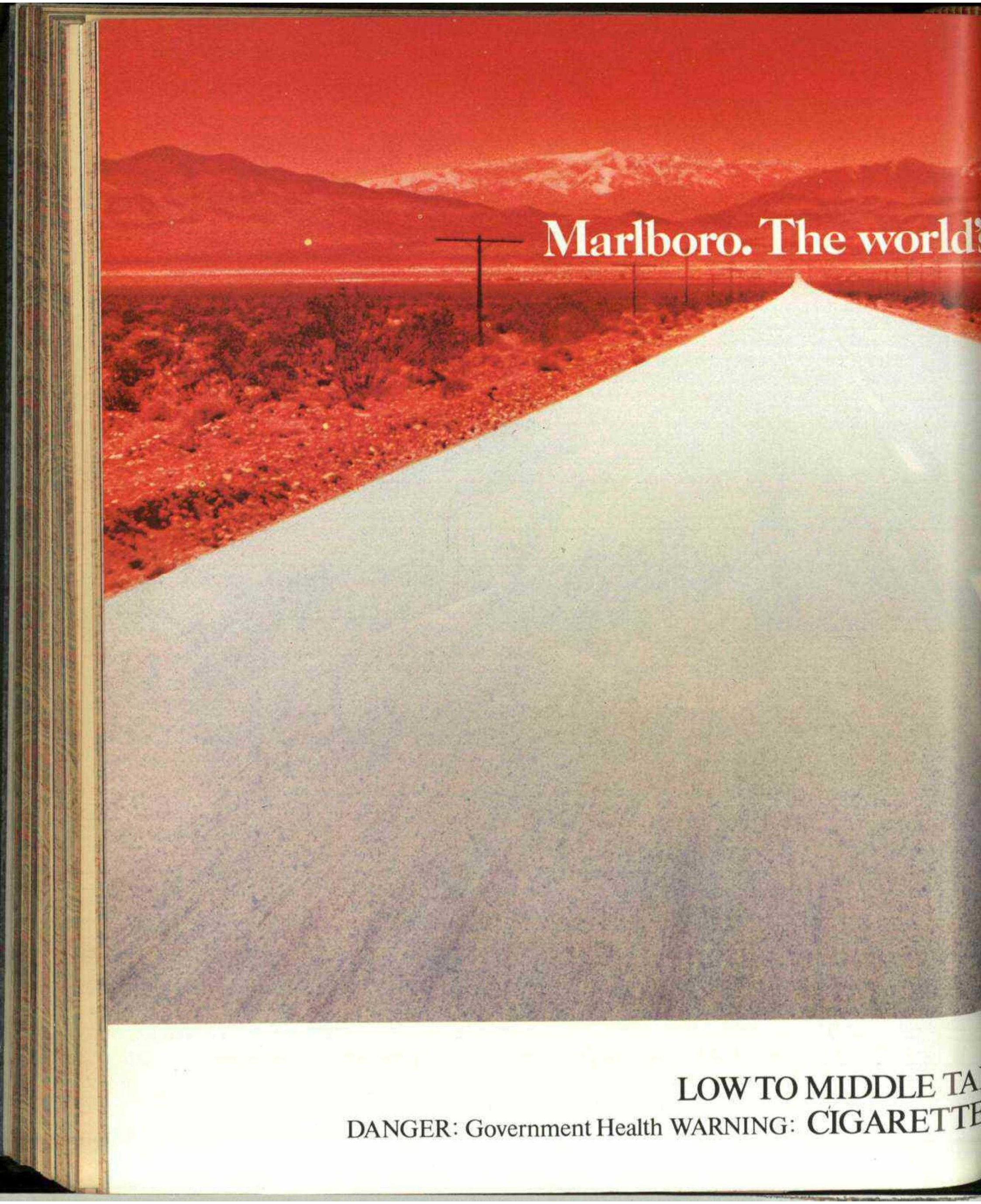
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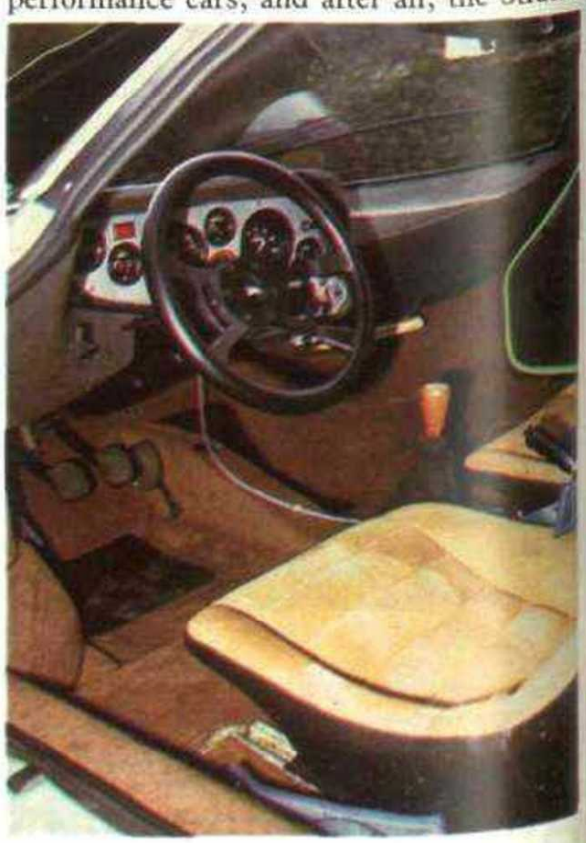
Lancia Stratos

I WAS quite frankly relieved to climb out of Alex Moore's Lancia Stratos — my shoulders were stiff, my gear-changing arm ached, and my fingers were numb with the pummelling through the steering wheel. And I was hooked. As soon as I had straightened up, an intense compulsion to leap into it again gripped me — to subject the ears to that blood-curdling wail, the body to that powerboat buffeting, and the senses to mere fleeting images of the ordinary world. For driving a Stratos is not an ordinary experience. The metaphor of the jet-fighter returns irresistibly as hedges peel away on each side of that semi-circular screen, and the alarmingly narrow flight-path unravels before the invisible nose of the machine.

It was built for one purpose only — to beat all other manufacturers in the international rally field and give Lancia the World Championship for Makes. It did that in 1974, 1975 and 1976, and despite being replaced in the Fiat / Lancia group's promotion strategy by the more commercial Fiat 131 Abarth in 1978, continued to win at international level for several years, including a fourth victory in the Monte Carlo Rally in 1979. That was its only purpose, and the fact that homologation required 400 cars to be built was simply an expensive headache for the company. But that same requirement meant that a few lucky enthusiasts, two or three hundred at most, were able to buy a car which not only performed like a racing car, but looked sensational too.

Those striking lines are the work of Bertone, who unwittingly landed themselves the project by presenting an astonishing car at the 1970 Turin Show using Lancia Fulvia V4 mechanicals. That vehicle, called "Stratos", caught the imagination of the Lancia competition team under its boss Cesare Fiorio just at the time when the need for a purpose-built mid-engined rally-car had become undeniable, and while the old Fulvia engine was inadequate, Lancia's recent acquisition by Fiat allowed them to tap the resources of Ferrari, also by now part of the giant Fiat empire. The fruit of this corporation composite was revealed at the Turin show of 1971.

Only the name Stratos was carried forward; the new body was beautifully balanced and broke new ground in styling terms, using a narrow semi-circular cabin on top of a broad wedge with almost flat front wheel arches. While these elements had already appeared in 1969 on a Bertone project for an open 2-seater, the Autobianchi Runabout, that was nothing more than a show-car. But now the Carrozzeria were proposing to build hundreds of these stubby coupés — and with Ferrari engines! It seemed like a fantasy, but in Fiorio's eyes here was the perfect power-unit. The 2.4-litre V6 had been in relatively large-scale production to power both Ferrari and Fiat Dinos, and in the former utilised the ideal transverse layout with a five-speed gearbox. It was a strong unit with plenty of tuning potential, though obviously expensive, and for a while Lancia management played with the idea of offering the car with a Fulvia V4 or Beta 4-in-line engine to broaden its marketing prospects. Possibly to allow for this scheme, the figure of 1,000 units was mentioned at Bertone, where the shells were to be manufactured, but estimates of the final number assembled range from 430 to 490. It seems extraordinary now that many of these sat unwanted at the Lancia plant for several years after assembly, which started in 1974 and finished the following year, and that the Stratos was listed as available new as late as 1978, but the oil crisis had hit high-performance cars, and after all, the Stratos



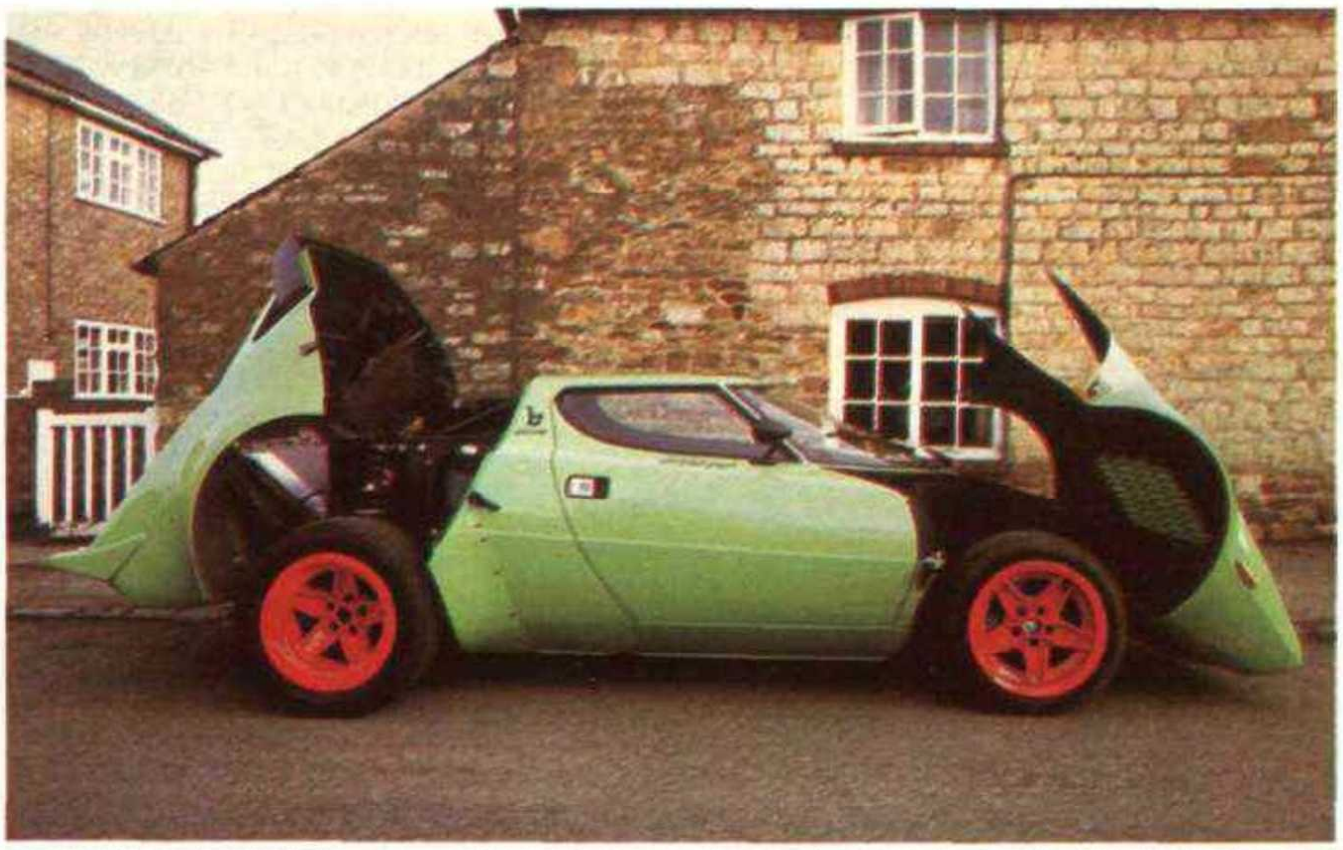
THE ONLY luxurious touch inside is the suede-finish on the seats. White cable in front of gear-lever leads to external ignition cut-out.

fell short of its supercar rivals from Lamborghini, Ferrari and Porsche if you worried about noise or comfort.

It was engineered to be tough and to cope with very rough surfaces. Thus the structure centred around a steel cockpit of great strength with a forward frame to carry the front suspension and a rear cradle for the engine / suspension package, leaving the fibreglass outer body-panels unstressed. These, when tilted open for maintenance, show just what a compact chassis the Stratos has, its short 85.8 in wheelbase only slightly overhung by its 12 ft length. Many parts from Fiat group were used — some obvious such as the X1/9 doorhandles, and some less visible, like the Lancia Beta struts at the rear. The fabricated front suspension used a strong transverse arm and a brake reaction strut to form the lower of the two wishbones, while the bottom of the rear strut was located by a reversed wishbone and reaction strut. All suspension settings were fully adjustable. With a radiator in the nose and a full sized spare behind that, the private owner must be grateful for the small boot in the tail which will take a weekend's luggage, but together with the enormous door pockets this makes the car quite useable.

Between 16 and 22 Stratos are thought to be in Britain, but amongst all examples of the make, that owned by Alex Moore of Bedford is unique. Instead of the 190 bhp of the standard car, with its Weber carburetters, it boasts a four-valve head with Kugelfischer fuel injection which results in 265 bhp at 8,000 rpm. Add to this fully rose-jointed suspension and works rally pattern magnesium alloy rims with huge Countach-sized Pirelli P7s, and the result is one of the most exciting road machines imaginable.

Although 24-valve engines were used by the Lancia team, Moore's car sports a rare big-valve set-up, developed by an Italian hill-climb team, which he purchased to replace the 12-valve heads. The car was bought by him in standard road trim in 1979 with only 1,854 km recorded, but in 1980 the original 12-valve engine was replaced by a competition 12-valve unit including a Group 4 gearbox. However, when spares and components from the Italian hillclimb team became available, Moore's company, Rosso Corsa Ltd, started to rebuild it to a much higher specification. Although purchased at different times, the injection system and the 24-valve heads proved to be part of the same unit, which made the reassembly slightly easier. The whole system, though, was an unknown quantity, even for Rosso Corsa, who specialise in Ferrari and Stratos restoration. (Interestingly, the company are currently rebuilding a prototype 24-valve engine which Ferrari built for the Dino but did not produce.) Certain items had to be specially made, including pistons from Cosworth, while oil cooling is by air rather than the water system used on the team cars.



MECHANICAL ACCESS is generous, as the tilting panels can also be removed easily. Windows pivot down at the front to provide much-needed ventilation.

Drive ratios can be changed easily on the close-ratio competition 'box, and a triple-plate clutch drives to a ZF limited slip differential. Mounted on the magnesium alloy wheels (8 in front, 12 in rear) are P7 tyres, the fronts being 205/50 VR 15 and the rears an enormous 345/35 VR 15. Carrying a proper spare is out of the question, so a "spacesaver" of 18 in diameter sits in the nose; it also improves the airflow through the twin electric fans behind the front radiator.

As the car was intended for some hill-climbing, the suspension was rebuilt to tarmac specification, all rubber being eliminated, and a high-ratio steering rack fitted. The interior was also refurbished, the original flimsy carpeting replaced, and a new dash made with a more legible layout.



WIDE-ARCHED rear panel came from the Chequered Flag, who rallied a Stratos in Britain. Roof and tail spoilers were standard on later cars.

All this work took place in 1984, and when the Stratos was finally ready in January of this year, MOTOR SPORT was invited to drive it. For a long-time enthusiast of the model this was a rare opportunity, and I have to say that my heart quickened as Alex Moore rolled the lime green projectile out of the Rosso Corso premises, a one-time laundry in the village of Bromham, Beds. It readily burst into clattering and whirring life, and after a gentle warming-up of a few miles with its owner at the wheel, it was my turn to slide across the wide sills into the tall narrow bucket seats. Plugging in the four-point harness, I looked around.

The driver sits shoulder-to-shoulder with the passenger in the middle of the vehicle, a long way away from the bulging side panels. Like all Stratos, it is left-hand-drive; the nose is invisible, and so is everything behind that cannot be squeezed into the view of the tiny door mirrors. The interior mirror gives a close-up of the air-cleaner. A stiff clutch pedal is balanced by a very heavy throttle — is it going to prove a horror in traffic? But no, we move off easily enough, feeling incongruous amongst Cavaliers and Metros. Before long, that quick steering asserts itself — glance toward the further mirror and the car follows, risking catching a kerb or bollard with those huge projecting wheels. The stiff gearchange responds best to double-declutching up as well as down, and the car prefers to potter through town in fourth rather than be kept in the lower gears. It all seems quite uncritical — until a multiple stall at the traffic-lights brings me down to earth again. Can it be that this is going to prove a disappointment?

No. At last we find open roads, and the little car comes alive. Intake and cam noise accompany each gearful of acceleration. Trees and traffic blur in the slanting side windows, while you concentrate fiercely on

Continued on p.393


B575EBL

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A special appeal



FROM THE point of view of a road tester, assessing any Citroën model is a task fraught with more hazards than usual. The word *idiosyncratic* might have been coined specifically with the respected French marque in mind. Truly, owning and driving a Citroën is not only a way of life, it is also a state of mind. Devotees are incredibly loyal to the company, if not necessarily fanatical motoring enthusiasts. It can be argued that Citroën's name and reputation was founded not on the production of an invigorating, high performance sporting saloon, but on levels of ride comfort and accommodation which the buyer would find impossible to find elsewhere on the market, at any price.

Citroën owners are loath to change their marque loyalty. On the other hand they seem more than content to buy a succession of variations on a single model, a factor which must surely have accounted for the longevity of the Light 15, and the DS and the CX range — the three large saloons which have served this manufacturer so effectively since the Second World War. It is over 10 years since the CX range finally supplanted the DS, but there is obviously still plenty of life in Citroën's current big saloon yet as our recent experiences with the CX25 GTi turbo definitely indicate.

Free-revving, long-legged performance has always been a hallmark of Citroën CX behaviour, the earlier models being relaxed and reassuring at high speed although they had to be rowed along quite energetically to get them up to speed in the first place. The advent of the CX25 GTi turbo changes all this, endowing this capacious four door saloon with a top speed in the region of 135 mph and 0-60 mph taking around 9 sec.

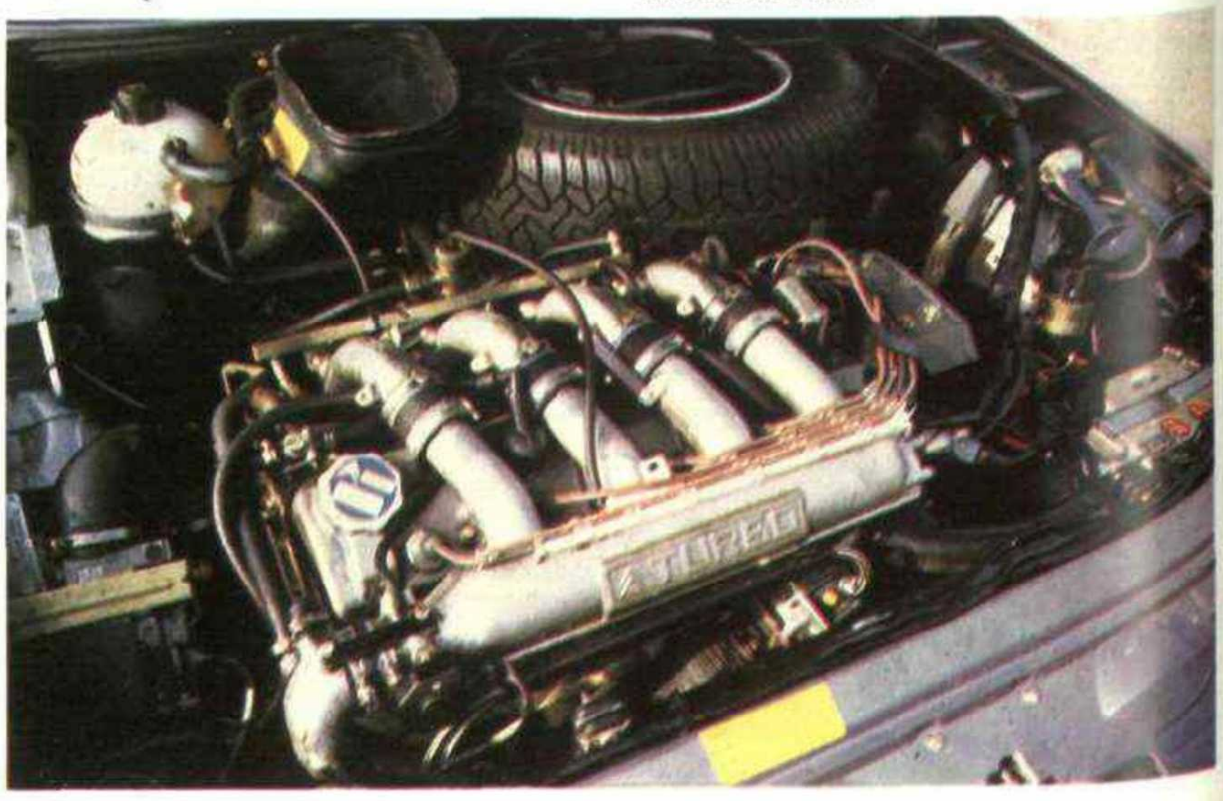
The 93 × 92 mm, 2,500 cc four-cylinder engine is equipped with a Garrett T3 turbocharger which boosts its output to a very respectable 168 bhp (DIN) at 5,000 rpm, and the incorporation of new integrated electronic ignition has helped contribute to significantly improved torque figures of 217 lb/ft (DIN) at 3,250 rpm which makes the car more flexible, less frantic and altogether a more relaxed proposition in traffic.

Although the engine performs well enough, and revs quite freely, it is not the smoothest engine in its class. But it has been matched to its turbocharger extremely effectively and there is no obtrusive throttle lag to make life tedious: in fact, there is only a slight whine from the turbine to indicate that this is not a normally aspirated machine, even though the performance very definitely suggests otherwise.

Few people would deny that the Citroën CX has an attractive, wind-cheating profile which set standards of aerodynamic excellence in the mid-1970s that many other cars have even yet failed to match. Lack of wind noise and impressive directional stability are aspects of this Citroën's behaviour which prove hard to dislodge from one's memory, but there are other features of its road manners (dare I say *quirks?*) which require a little more acclimatisation.

In terms of interior equipment, the CX has grown up considerably since its arrival on the market. The velour-trimmed seats are supportive and unquestionably luxurious, offering splendid levels of comfort although, with energetic cornering in mind, we would have appreciated a little extra lateral support. The fascia is dominated by a single spoke steering wheel of distinctly Citroën style, while the old digital instrumentation has given way to a neatly laid out

DESPITE injection trunking and a turbocharger, there is still room for the fat spare tyre to nestle behind the transverse block.



selection of legible circular dials for speedometer, rev counter, turbo boost, water and oil temperature and oil pressure functions. Tinted windows are standard all round and the whole interior is re-styled in predominantly black trim. At each outer extremity of the instrument binnacle immediately in front of the driver are a selection of controls which can easily be reached by the fingertips when the driver has his hands at the traditional ten-to-two position. I confess that I remain totally bewildered that such a well-equipped car comes with flashing indicators that have to be manually cancelled, although, having said that, they are no hardship.

The gearchange controlling the five-speed 'box feels a little rubbery at first acquaintance, but once you learn to utilise the full length of clutch travel, selection of the individual ratios becomes no problem at all. Dramatic, tyre-burning starts invoke a measure of sudden torque reaction from the front-wheel-drive configuration, but once on the move the legendary Citroën stability takes over and progress is confident and reassuring. Strangely, the CX25 GTi turbo does not feel particularly quick off the mark, but when its progress is checked against the stopwatch there can be no questioning its competitiveness.

Citroën's excellent hydropneumatic suspension system incorporates height correctors all round, enabling the suspension to maintain constant ground clearance no matter what load is being carried by the vehicle. In the case of the GTi turbo, the specification includes stiffer anti-roll bars and dampers all round and the result is a ride sufficiently firm to complement the car's performance but not harsh enough to detract from the inherent comfort provided by the hydropneumatics system. The manner in which this Citroën suspension soaks up the bumps never fails to amaze some and a trip up a local farm track which connects two sections of tarmac lane could be accomplished in comfort at around 40 mph in conditions where 15 mph is a spine-cracking affair in a Capri 2.8i.

Initially, trying to drive energetically whilst getting used to the variable feel, rack and pinion power steering demands a great deal of concentration. Once on the move the steering is finger light, increasing in feel as the speed builds up, but there is an inevitable temptation to use excessively large wheel movements at first acquaintance. The problem is that one tends to grip the wheel too tightly and it takes quite a time before you realise to relax and feed in just the most gentle input with one hand whilst steadying the rim with the other. Once this technique has been mastered — and it *does* take some time — the GTi turbo can be thrown into corners with a reassuring degree of confident abandon, understeering progressively and rolling quite considerably, but sustaining high levels of ultimate adhesion thanks to its 210/55 VR390 Michelin TRX radials mounted on wide alloy rims, the trims of which are of a flat design for low drag.

The braking performance is well in keeping with the rest of the car's performance with discs all round, ventilated at the front, solid at the rear. There is a powerful servo which tends to catch out the unwary: one barely needs to *brush* the brake pedal in order to unleash the most generous deceleration. What is more, because maximum rear brake pressure is controlled via the suspension system, the GTi turbo maintains normal braking performance under all load conditions.

A week in the company of this top-of-the-range Citroën brought me to the stage where I was just feeling confident and familiar with its very particular handling qualities. It is not a car like a high performance BMW or Ford where one hops in and feels safe and secure, well able to get the most out of it, within a few miles. It is one of the few cars left in which one has to consciously adapt one's technique to produce the best of its character. Drive the Citroën GTi turbo like any other large saloon car and progress will be ineffective, possibly disappointing. Concentrate hard, make the effort and the experience becomes rewarding — not to mention relaxing and highly efficient.

With a 15 gallon fuel tank, the GTi turbo is capable of covering somewhere around 430 miles on one fill-up, an average consumption of just below 30 mpg which is clearly quite feasible on a lengthy run. Ducking and diving in and out of London's rush-hour traffic, mixing a smattering of Motorway cruising with some acrobatics through tiny rural lanes, the GTi turbo returned an average of 25.9 mpg during its time at Standard House. That seemed impressive enough to us, bearing in mind the ease in which this oh-so-very French performer can cruise for mile after mile in the region of 110/115 mph.

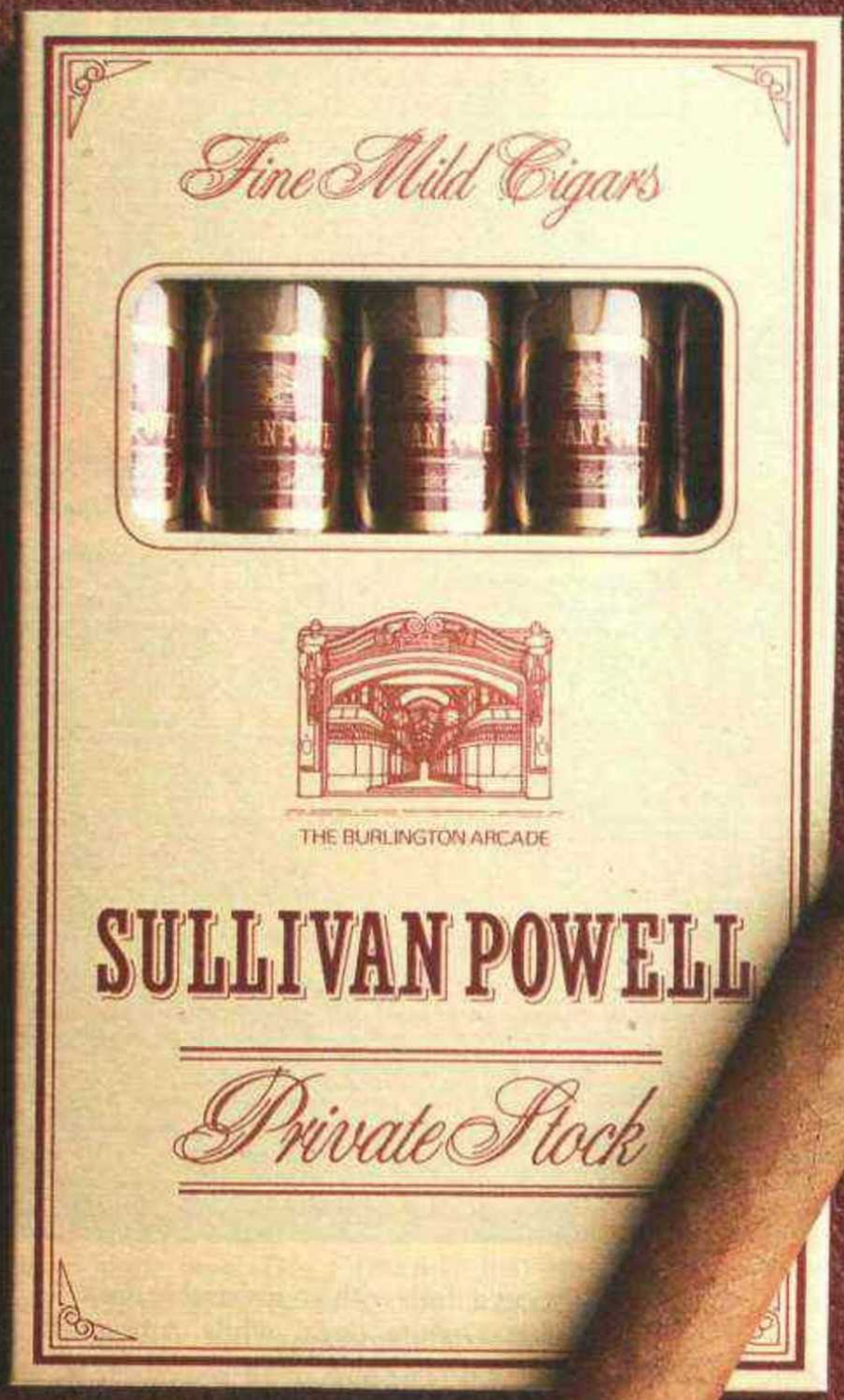
Bear in mind, also, that this is a very well equipped high performance saloon. Standard equipment includes electric windows front and rear, front and rear head restraints, central door locking, laminated windscreen, front brake pad wear warning light, rear sun blinds, tinted windows, rear spoiler, height adjustable driver's seat and front driving lamps. All of which adds up to a quite impressive package with a price tag of £12,990, taxes paid, particularly for those with a life-long devotion to this manufacturer of technically sophisticated French cars. — A.H.





THRUXTON F3 THE 1985 British F3 Championship has seen a major shake-up of the previous F3 establishment with Reynard 853s entered by teams new to F3 scoring 1-2s in the opening two rounds. (Above) Tim Davis (Reynard 853) leads Mauricio Gugelmin (Ralt RT30), eventual winner Russell Spence (Reynard 853) and Dave Scott (Ralt RT3) into the first corner at the second, Thruxton, round. (Left) Gugelmin in the asymmetrical Ralt RT30. (Below) The Magnum 853 has impressed everyone by its construction and attention to detail, note the blanking off of the inside of the front uprights to reduce turbulence. (Bottom) Cathy Muller in an up-dated Ralt RT3 (left) loses seventh place on the line to Keith Fine's Anson SA6.





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MOTOR RACING HERALDRY

WHEN Damon Hill began racing at the end of 1983, it was entirely appropriate that he wore the blue and white helmet colours of his distinguished father. Coats of arms are passed from father to son and helmet livery is a form of heraldry. Both have a common root: the identification of an individual whose face is covered by a helmet and visor, and both have passed beyond simple utility to embrace emotive connotations.

Helmet livery is a relatively new art. Pre-war, there was no demand for it — drivers frequently went bare-headed or wore cloth hats and, besides, there was a far greater diversity of car shapes to aid identification. As helmets became mandatory, most drivers opted for a single colour, usually the colour the manufacturers supplied. In the Vanwall team, for example, Brooks used a brown helmet, while Moss and Lewis-Evans both wore white ones, so Moss' car sported a white nose band to distinguish it from Lewis-Evans, a solution not easily possible in these days of sponsors' liveries. Mike Hawthorn cut a dash with an invariable dark helmet with a white peak, while Alberto Ascari, for superstitious reasons, always wore pale blue — and was killed on the only occasion he drove a racing car without his "lucky" helmet.

Blue is still the most popular colour among drivers, though few will admit to being superstitious. One former GP driver told me: "I'm not superstitious, I just felt happier wearing blue, in the same way I felt happier driving a car bearing the number seven." Most drivers are far too cool-headed to be superstitious, they are just "happier" if they have a particular talisman, a particular colour or number. The number thirteen rarely appears on the sides of cars but the reason for that is, of course, that the number is usually not issued. It's nothing to do with superstition.

Green is traditionally an "unlucky" colour and it must be mere coincidence that it is the colour least likely to be seen on a driver's helmet. When Lotus went to Indianapolis in 1953, the car caused consternation, not just because it looked good but because it was painted green! The Lotus was the first green car ever to appear at the track. When Brian Henton lost the 1979 European F2 championship on the last lap of the last race of the series, one of the first things he said on returning to the pits was that he was never again going to wear a green helmet — and he never again did so. The following year he appeared with the same helmet design, but in blue, and he won the F2 Championship handsomely. Brian is ready to admit to being superstitious — and who can say he's wrong?

In the sixties, helmet livery became increasingly important as the drivers became less visible. For Jackie Stewart, for example, the band of clan tartan around his helmet was not only a means of identification, it was a personal statement, part and parcel of his professional approach of presenting himself. It was, if you like, part of his corporate image, as indispensable as a company's trade mark. When Stirling Moss drove a Brabham at Brands Hatch in 1983, it never occurred to him to do other than drive it in his pale blue overalls, white helmet and goggles, by which every enthusiast instantly recognises him.

Two men have become pre-eminent in the rather esoteric field of helmet painting, "Sid" in Brazil and Doug Eyre. Between them, they have sprayed the hats worn by many of the world's leading drivers. Sid's trademark is an air-brushed mosaic effect, something which is also part of Doug's repertoire. The two men have never met, though each is known to admire the other's work. It's a strange occupation, the sort to beat the panel on "What's My Line?" Yet it's one of those apparent peripheries of motor racing which, in the end, tell you a lot about the sport since its essence is the conversion of subtle undercurrents into a tangible form.







DOUG EYRE (left) in his studio. (Above) By their helmets shall ye know them — Mike Wilds, Edward Nelson and Allen Berg.

Doug Eyre was trained as a commercial artist, specialising in advertising and display. He then went on to become a technical illustrator with the aircraft industry producing those "artist" impressions' and "exploded" drawings before setting up his own concern. An early contract, which involved painting 10 ft high beer bottles on the side of a fleet of trucks, led to a request to paint the trucks and racing cars of the Roy Winklemann F2 team. This led, in turn, to a commision from the fabricator, Maurice Gomm, which led to an approach from John Wyer to have a Ford GT40 drawn on the side of the JW Automotive transporter. Team McLaren was the next customer and for eight years, Eyre produced liveries, letterheads and logos for McLaren. In the meantime he became involved with Graham Hill, first with his Jaegermeister-sponsored F2 Brabham, later with the Embassy-Hill F1 team. When Walter Wolf began GP racing with the WR1, Eyre it was who produced the distinctive flowing paint job.

Certain cars catch the imagination because they first catch the eye and much of the credit for that rests with the livery designer. Could you imagine a puce Ferrari? It doesn't bear thinking about. If you close your eyes and think of a Jaguar D type, you will surely picture it in bottle green or Ecurie Ecosse blue. A D type Jaguar finished in the livery of a cigarette or beer company would not be incongruous, it would be offensive.

In much the same way, going through Doug Eyre's records of helmet designs, one is struck by the incredibly high proportion of designs which are instantly recognised. For years we have taken this form of identification for granted, the logo has become as familiar, recognisable, and as ignored, as a person's nose or walk. Helmets are only part of Doug's work, which covers a wide spectrum of commercial art: brochures, illustrations, stickers, logos, van painting, motorcycle liveries, cartoons and caricatures and so on, but helmet painting is the interesting aspect, because it is so *intimate*.

With his growing involvement in motor racing, on which he had always been keen, Doug became aware, in the mid-'70s, of a need for a helmet service. Drivers from abroad who had come to Britain, had tried to find local sign-writers to reproduce examples of their headgear. It was rare when they found everything to their satisfaction. It was generally the case that the artwork was good and the lettering poor (over 90% of helmets carry lettering) — or vice versa. Or the finish was good and the artwork not — and the reverse.

Drivers get very attached to their helmets and a reproduction which doesn't match the original is liable to upset them. In much the same way, Doug recently had to produce three helmets to satisfy one driver. The driver had approved the shade of blue presented in roughs but, on the helmet, it did not exactly match what he had in his mind's eye.

Having seen a need for his services, Doug, with typical thoroughness, spent a year experimenting with materials. He obtained a supply of shells from a manufacturer and tried out various finishes. In order to prove his results, he subjected them to various tests, like firing air gun pellets at them, to simulate the effect of stones thrown up by a car's tyres, or putting them in a weir and gauging the pounding they took, for his clients include off-shore power boat racers, canoeists, skiers and the like, as well as racing drivers. He even tried protecting them with the sort of tape which is used on helicopter rotor blades, but found it had a tendency to discolour. After discussions with paint manufacturers, which are continued, he finally settled on polyurethane paints and, while accepting that these are by no means the ultimate solution, this revelation is one of the few trade secrets he is prepared to divulge. So closely does he guard his techniques that nobody outside of his family is allowed to know how his helmets are produced.

ONE of the first drivers to have an instantly recognisable helmet was Graham Hill, seen here at the wheel of his Lola T370 during practice for the 1974 Dutch Grand Prix. Doug Eyre designed the livery of the Embassy-sponsored cars.





AN intimate art — drivers take a great deal of interest in their helmets and everything has to be just so. Above, Jonathan Palmer makes time in his busy schedule to discuss with Doug Eyre the exact lettering and position of a new sponsor's name on his helmet.

There is a safety film, shown on television, which has a young motorcyclist going into his local bike shop with his helmet on which he has proudly painted his name, "Kevin". He is told that he has made the helmet unsafe. "There are two basic helmet materials, glass fibre and polycarbonate. If you paint a polycarbonate helmet, the solvent changes the chemical structure of the material and makes it dangerous.

"Safety is the paramount consideration. I will not touch anything a manufacturer has put on one, even if it only *appears* to be trimming. Whatever it is, it's there for a purpose. I recall a famous driver at Indy having a hole drilled into the side of his hat so he could take a drink while racing. Immediately, the whole structure was weakened. I believe the man's life was worth more than a drink.

"The one time I broke my rule about not touching the structure of a helmet was when someone brought me one he'd painted himself with the question "What do you think of that?" It was a top-of-the-range helmet from a leading manufacturer, and it *looked* fine. In painting it, however, he'd allowed some of the paint to get inside, through one of the vents which many helmets have. Paint contains solvents which melt polystyrene, and polystyrene is used as the main shock absorbent within the shell. This shock absorbent is perhaps the most important part of a modern helmet. The paint had risen up underneath the absorbing layer and rendered it useless. I pulled it out to show him. That helmet was lethal."

Doug is frequently asked to refurbish helmets at the end of a season, after they have been pock-marked by flying stones. As an example, he produced one belonging to Calvin Fish. "I go over it with a strong magnifying glass before starting work. Under my art work is the manufacturer's finish, beneath that the filler and then the main, working, structure. If I find that the filler has been penetrated, I won't touch it. In exactly the same way, I will hardly ever repaint a helmet which has first been painted by someone else. I have to know exactly what materials were used on the original.

"Incidentally, when Calvin first came to me, he was in karting. It's one of the pleasures of the job to be associated with a youngster in junior racing and to be with him as he develops and progresses. Of course, many of the star drivers have their helmets supplied free, and ready painted, by the manufacturers, but often they are to my original design.

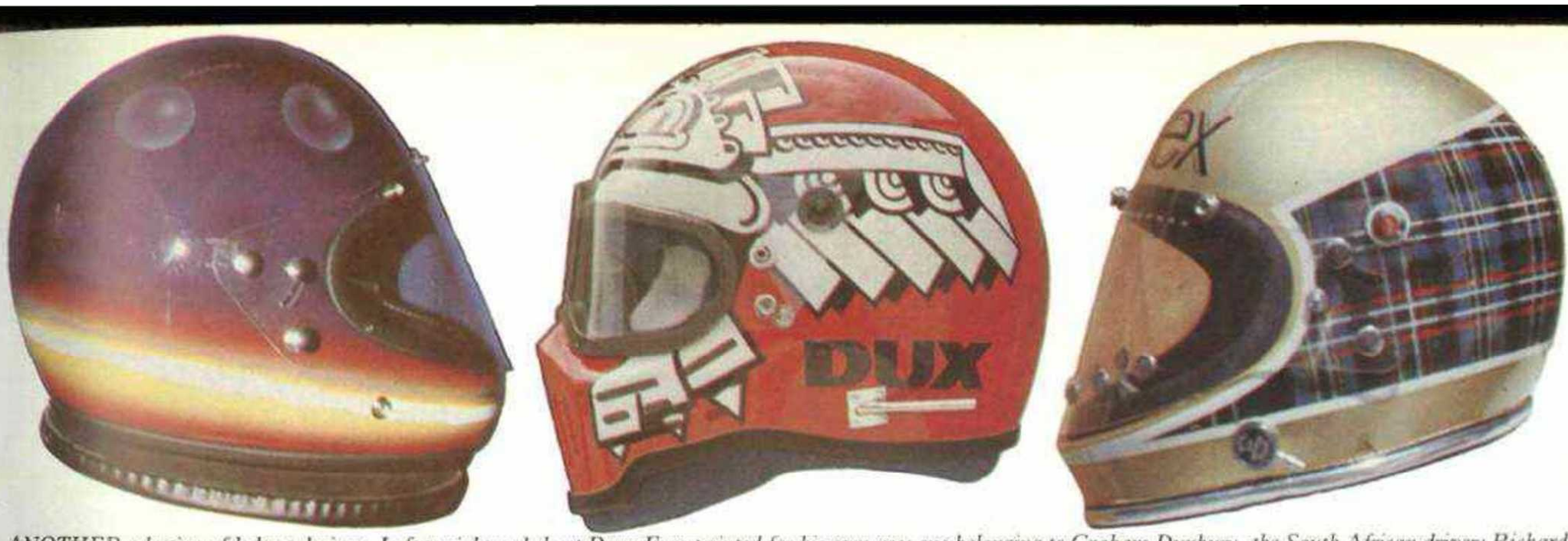
About half the drivers who approach Doug for a helmet have some design in mind. Sometimes they have an idea, which is made concrete through the help of his sketch pad, sometimes they bring a book of sketches. "The other half have no definite idea, so we talk it through together. I will ask a lot of questions in order to find out more about them, so we can fit a design to a personality. Some will suit something simple, some something flamboyant. One F1 driver for example, came to me and asked for a helmet in fluorescent paint. After one race he was back because he did not feel comfortable with it, it didn't after all, match the image he had of himself. We finally settled on a simple, rather sober, design in blue, with his name on the side.

"This point about image is important. A driver may start off being quite happy with a plain helmet, then he progresses and wants something to make a statement about himself. Sometimes someone will request a copy of Rosberg's helmet, or Tambay's. Actually, they don't really mean that. What they mean is that they have decided the time has come to make their own statement. They've looked through the magazines and one design has caught their eyes. So we talk it through and arrive at a design which captures the elements which first attracted them, but which is not a copy."

"I refuse to copy any driver's helmet unless it is for a collector and he has the driver's permission. It offends me to see a current driver wearing a helmet which is a copy of Peter Revson's."

I put to him a hypothetical situation. I would like to commission a new design, which will set me back about £150 (repeats cost around £100). I intend to go historic sports car racing and would like a dramatic design. My favoured colours are green (this boy's not superstitious, touch wood) and various shades of brown, perhaps off-set by hard white. "As soon as you say 'historic', I immediately think of the word 'dignified'. So, given your colour choices, we might start with contrasting shades of green which might blend into each other with, perhaps, a darker background design woven in. I would then prepare three or four colour sketches, any more would tend to confuse rather than illuminate. I'd first try to discover if there was any association in your background, perhaps a family crest (I've worked from crested spoons and signet rings), a business logo or national emblem, as in the case of McLaren for whom I produced the 'speedy kiwi'.

"If I became excited by a particular design, that would be edged your way first, with the others held in reserve. If you didn't like anything I showed you, we would either



ANOTHER selection of helmet designs. Left to right; a helmet Doug Eyre painted for his own use; one belonging to Graham Duxbury, the South African driver; Richard Scott's helmet complete with tartan. Though Doug did not design the other famous tartan helmet, Jackie Stewart's, he has executed 30 helmets for the former World Champion since 1971.

sketch our ideas or else I might show you my book of photographs until you found something on the lines of what you wanted."

But what if I came up with a suggestion which was aesthetically offensive? "We'd talk it through until we reached a mutually satisfactory solution. Once someone asked me to paint a helmet which looked like a female breast. That was a job I turned down for my work carries my name. Then, a rather hippy American asked me to do a design in the colours of a junior rass, which turned out to be a garish Hawaiian fish. The trouble was that, from a distance, the irregular lines made it look like a poor job. Eventually I did agree to do it, but made sure that it had the best finish you've ever seen.

"I get all sorts of ideas thrown at me, including, once, the end of a tie in company colours. On that occasion, when I sent the sketches, I included a cartoon showing the board of directors, each with his tie hacked off, examining a pile of tie ends. They liked that and I got the job. Sometimes, too, I am requested to incorporate lucky talismans. One power-boat racer had two bookmaker's tickets painted on his helmet. He was not a gambler but had twice in his life placed large bets on horses. One lost, and cost him a lot of money; the other won, and gained him a lot of money. The two tickets represent, for him, the two faces of luck.

"Sometimes, too, I have requests for a complete change of car and helmet livery. A driver may be going through a rough patch and is convinced that a change of design will bring a change of luck.

"People get very serious about it, and take a lot of trouble to get everything exactly right. One of my favourite jobs was for Edward Nelson, a former driver who now rides bikes for fun. He had 'his' and 'hers' helmets for himself and his wife. On the 'his' helmet was his side of the family crest and, on the 'hers', Mrs Nelson's. He had the BRDC badge at the back, while she had the emblem of the Dog House Club. While I was preparing the helmets, Mrs Nelson gave birth to a daughter whom they called 'Daisy' and he rang me up to request a daisy be incorporated into the design. It's nice when people are that serious.

"Of all the designs I've done, though, my current favourite is the one I did for Tommy Byrne in 1983. It appears to be a plain white helmet over which there are a pair of hi-fi headphones."

Between them, Doug and Sid attract only a small percentage of all the people in motor sport, though a huge percentage of those who make good. Most people still get their helmets done by the chap round the corner who paints their cars and, from a distance, the difference may not show. One thing which Doug can offer is continuity of service and the ability to reproduce exactly an original design.

Doug Eyre's art is, at first glance, a narrow one. After all, helmets all conform to a similar shape and the design parameters are constant. "The secret is harmony, harmony of line and colour. Each curve or pattern has to complement the rest. Then it must show up well in photographs, be they monochrome or colour. It has to be clear at speed and sharp enough to be easly identifiable. Sometimes, too, you have to incorporate a sponsor's name for a season, and this must be done in such a way that it neither spoils the original concept nor sells short the sponsor who, after all, is paying for it."

On the other hand, several times a week, Doug has to come up with an original idea. He has the challenge of conceiving part of a driver's image, matching an abstract design to a given personality and producing a unique expression. It is that part of the job which can cause it to be properly called "an art". It is that part which keeps the man going. Once the final design has been settled on, then he uses his experience and training to translate it from a flat piece of paper to the curves of a helmet, which are often irregular or compound. There he uses eye-experience as he prepares the shell, making fine adjustments to the masking material so the final product keeps the spirit of the sketches.

Of course, you don't have to be a racing driver to have a bespoke helmet. Once a racing enthusiast, and keen motorcyclist, had a pair of helmets painted. They were particularly nice jobs and, as soon as he had collected them, he headed towards Brands Hatch to watch a meeting. There he locked them onto his bike only to find, on his return, that someone had cut them off.

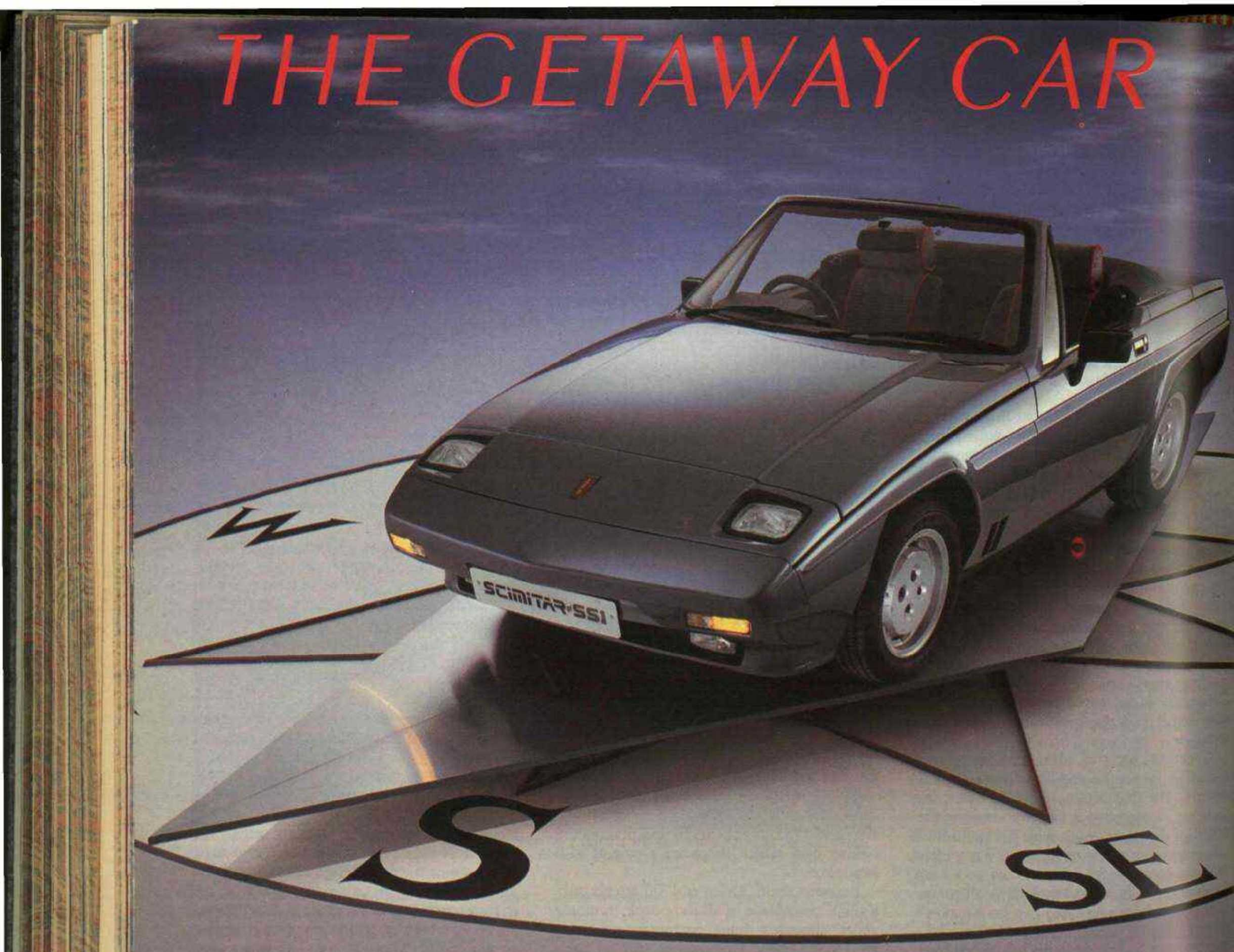
Shortly afterwards a policeman apprehended two youths larking around in an East End of London graveyard. What caught his eye was the fact that each was wearing an exquisite helmet, with no straps. Their arrest led to the recovery of another 40 helmets and 10 motorcycles.

In a small way, it was a vindication of Doug Eyre's art. After all, he would have failed if his work, tailored to individuals and extraordinarily executed, had not attracted the policeman's attention. — M.L.



JODY Scheckter in the Wolf WR1 during practice for the 1977 Monaco Grand Prix, which he won. Both the car and Scheckter's helmet were liveried by Doug Eyre.

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LANCIA STRATOS — continued from page 381

steering. Imagine throwing away the wheel and grabbing a steering arm in each hand — that is how responsive it feels. In the corners it is perfectly weighted, sketching out every camber, but you can guide it just as well with the right foot —even with the tyres gripping perfectly the nose flicks in if you feather the throttle. There is an odd contrast between the delicate wheel movements and the sheer effort of pushing the lever through the gate. But if your choice of gears was right, and you kept the throttle open, it corners with utter confidence — no roll, no drama, just time to glance ahead and snick the next gear home without a pause in the headlong rush. The occasional car seems to shoot backwards towards us and is swallowed up in the wail of exhaust after a squint in the mirror and a twitch of the wheel. A touch on the horn offers notice of our intended overtaking — the pop-up lights are too slow for flashing. This is a car which feels *safe* on the road, not just fast. With its great reserves of power, grip and braking, its driver can allow good margins of safety in all situations — at least in the dry: a surprise tight bend suddenly proves that a Stratos will understeer if provoked. On wet roads, presumably, a great deal of skill is going to be called for.

For once, passing through the odd small town is welcomed as a chance to get one's breath back, but although the Ferrari engine is not exactly temperamental, its gaping twin 35mm inlet valves make car and driver impatient to escape again, even though after several glorious hours, my muscles are beginning to complain. The Stratos does not pretend to be comfortable; it was and is a competition machine, with minimal sound-proofing (wonderful!), a hard ride (of course), and few comforts.

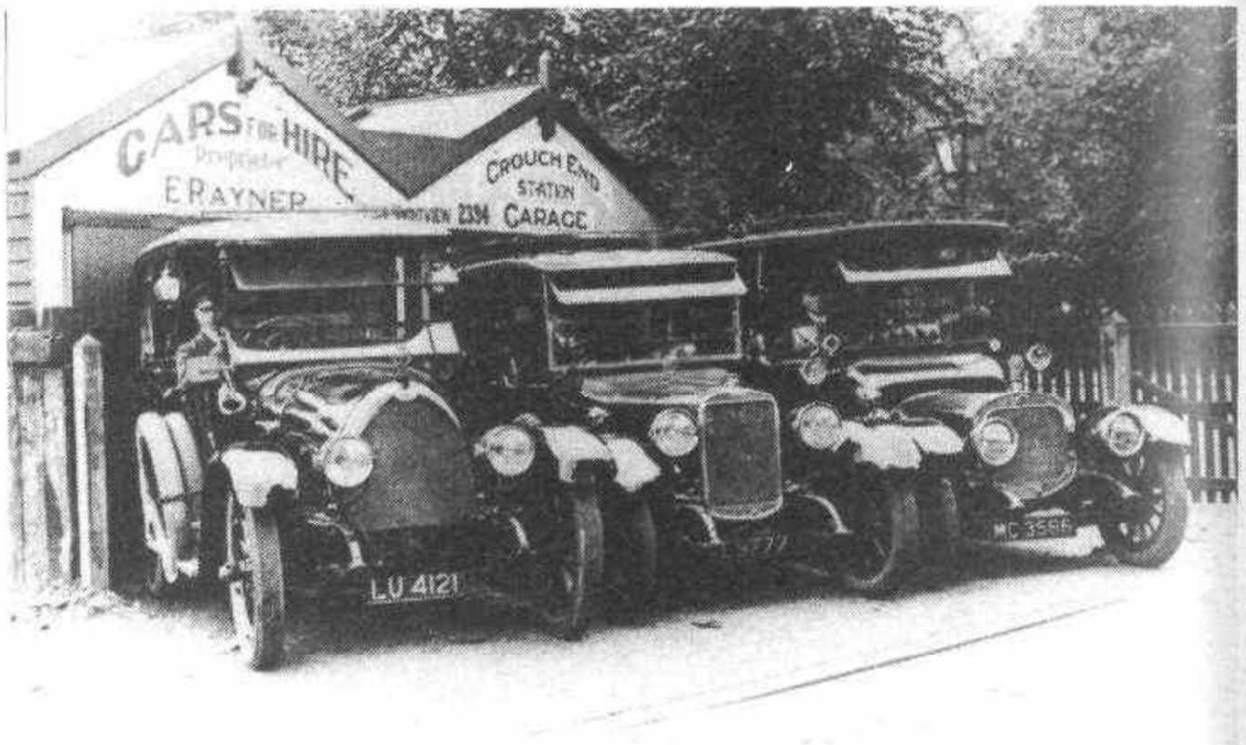
Few distractions, in fact, from the business of covering a lot of ground in a short space of time — but preferably in short bursts. It would be difficult to drive this car all day in the way it deserves to be driven. Sheer exhilaration helps to cover up the effort of changing gear, fast and positive but stiffening up as it gets warm, the ringing in the ears of that characteristic twin-cam noise, and the continual sudden changes of direction up, down and sideways. Now, as then, there are cars which are faster, smoother, quieter, and certainly easier to drive, but this is a challenge, a sort of Formula 1 Lotus 7.

Alex Moore has made good some of the rather scrappy original details, such as the windscreen surround which he has replaced with a neat aluminium one, and has had to fabricate an exhaust system which looks a little agricultural under the slender tail. But the vital element is undoubtedly that engine. Stretching the needle around to 8,500 rpm (still leaving 500 revs in hand before the cut-out) will propel you to 61 mph, with successive ratios giving 86, 109, 136 and a theoretical 167 mph; having felt the pull at high revs I imagine that stability (or the driver's nerve) is going to fade before the engine does, whatever the actual top figure.

Heading homewards is the worst sort of let-down. Tea-time queues and traffic-lights conspired to replace adrenalin with bile, when all I wanted to do was aim the little green projectile along some moorland road. Like a thoroughbred hunter, it resented being reined in, and it made me feel like a champion jockey, but in the same way it would probably appreciate being wound down slowly, as would I . . . One final blast back to Bromham and it only remained to thread it carefully between a pair of gateposts and reluctantly switch off. What remains is the recollection of just how intense the various sensations were; it is at its best under full throttle, nervous in light braking but foursquare when the 10 in. vented discs are really biting. Although unservoed, braking effort is nothing compared to the other pedals, but it is only on stepping out of the car that one realises how tiring it can be. Nevertheless, I can only envy owners of these eyecatching machines their access to a sort of motoring drug which must be hard to kick.

This was the first of the "homologation specials"; it was simple, sturdy, and effective, and surviving examples continue to be so. Engine work is costly, panels are rare, windscreens extremely precious, but most owners drive and enjoy their slowly appreciating toy. How easy will it be to keep a Ford RS200 or Lancia's own Delta S4 running in 10 or 20 years time? And will I have saved enough to buy a Stratos by then? — G.C.

Motoring as it was



TYPICAL 1920s scene — three cars, obviously hire-cars, seen outside the Crouch End Station Garage, a pre-1914 Sunbeam, an early 1920s Sunbeam Sixteen, and a large Fiat, probably a Tipo 510 20/30 hp, all with landaulette coachwork. Note the two spare tyres as a safeguard on the heavy Fiat. (Photo by courtesy of Demaus Transport Photographs).

TO SET the period we have arrived at in following the motoring of Owen John, as we have been doing in this look-back to the 1920s, we are at the point in his diary where he was praising Mr Lionel Rapson for having won the Dewar Trophy in 1923 with his punctureproof tyres and Gordon England's A7 for having done so well in that year's 200 Mile Race at Brooklands. I have heard this O.J. described as not much of a writer but he hit the nail squarely on the head in the latter instance by saying that, good as the winning Alvis was in that third JCC long-distance race, it was the A7 that was the true hero of the day. O.J. saw in it, and those motor-gliders that had just ceased performing at Lympne, forerunners of the time when economy in power would entail economy only in extravagance. When you regard the sheer efficiency and performance of today's smaller cars, from the VW Golf GTi downwards, how true this was!

As for the Rapson tyre, I have dealt fairly fully with the remarkable inventor, Mr Rapson in these pages in the past, because he belongs to history. But back in 1923 the Rapson was *the* tyre for carefree motoring, only a few years had elapsed since 3,000 miles was a fair life's work for any tyre. Rapson changed all that and provided protection against punctures into the bargain. You get a good insight into what it was like to motor in the old days where O.J. says: "Early tyres were impossible . . . new ones, like some new gloves, split in the putting on, the tubes were a fluke, tyre valves were a gamble, jacks were idiotic, and on top of all these horrors a tube had to be changed *in situ* wherever one one might be or what o'clock it was, patches had to be pasted on every size and kind of hole, in the days before detachable wheels or the Stepney." It was true. Even in detachable-wheel times the second blown out of the day meant recourse to exposing the tube, and those patches. . . .

As a motor-mad schoolboy I can remember how frequently happy holiday jaunts to the beach, say from Penarth to Porthcawl, were delayed while a wheel was changed or a tube mended. And how the chauffeur in a relation's motor house seemed to be forever repairing tubes and picking Welsh flints out of worn-smooth covers. Even when I had bought the second car I ever owned, some 12 years or more later, and its well-used beaded-edge tyres gave out on the run from Worcestershire to London, wayside garages still had vulcanisers at the ready for patching the already patch-infested tubes. So we 1981s car owners should be grateful at our immunity from tyre trouble, which may be why jacks have hardly improved in keeping. Mark you, O.J. also made the sage observation that when a tyre lasts six times as long as it used to (and the figure six can be increased when comparing 1920 with 1980) only one tyre would be sold instead of six. Which is why what one might suppose might be an always thriving tyre industry is ailing at the present time, with even Dunlop in the doldrums, apart from bothers its reorganisation is causing Sir Michael Edwardes. . . .

Another worry O.J. was expressing at Motor Show time in 1923 was that although at last this country had begun to protect its home Motor Industry against imports, with a 33⅓rd duty on foreign cars, but those from Canada let off a third cheaper, how far some American cars were made there and how far they were assembled in the Dominion? Even Mr Justice Darling, it seems, had wondered out loud why a farmer must buy an American car because the roads of Wiltshire were becoming unsafe for horses (If ever my idea of a book about "Cars In Court" gets going I shall have to try to discover in what context that arose). O.J. said he had seen how much British stuff was added to Fords (it was the age of the Model-T) in the course of their erection at Grafford Park and he had heard that a Ford paid not more than £3 in import duty. He tried to get out of this by saying he did not regard a Ford as a meance or a rival of any British car because the majority of Ford owners would never have owned any car at all unless the Ford had existed at its price. It had created automobilism out of a class that never otherwise would have dreamed of driving cars. Indeed, O.J. went on praising the Ford, even to suggesting that Henry Ford might be made President of the USA — there, Mr Regan! But the threat of the imported car was dawning. It is a problem we face today with Japanese imports, and with Nissan hastening to build such cars in this country. In fact, there are not so many inter-links between one manufacturer and another, from Mercedes-Benz downwards, set on exchanging technical information, components, and more or less complete designs, in the interests of improved cars, between makers and Nations, starting with the Orientalised BL models (*pace* Rover!), so complicated to unravel, that I wonder if this is why all cars may be getting better and better but are also becoming inevitably more alike? Back to the 1920s, to a time a very long while back, when Rolls-Royce were just adopting four-wheel-brakes — and now they have such brakes *power-applied*, O.J. was observing that the dickey-seat was just about out-dated; he could not think of a more uncomfortable sitting-place but fortunately what he described as his luxuriant dimensions and ferocious appearance had so far kept him from being offered such a riding-position. Now, by the end of 1923, the "chummy" body or four-seater with adjustable seats had arrived so that all in it were covered by the hood. (These days we drool about those makers brave enough to list models which can be opened up, like those tourers of old, to all the winds that blow. . . .).

Which I suppose is what led O.J. on to tell of a friend of his who wants a new car, a *saloon* car, but could not find such a car in Bond Street, so went on to Pall Mall (this is still late 1923, so those sleuths among us can, if they wish, have a go at deciding what makes were involved) where the famous car he sought was available in closed form only in the big models, whereas something of about 14 hp was required. So O.J.'s friend moved on to Great Portland Street, where he bought what was needed from the agents, arranging to take delivery in a day or so. But when he drove off he got as far as the Park when it "turned rainy", and both the windows refused to go up. He took the car back and disappointed his son, for whom the new car was intended as a surprise

package, by arriving at Eton on St Andrew's Day in one of his pre-1914 cars. I put this in as a reminder poor pre-delivery checks are not a malady entirely of the 1980s. . . .

Before 1923 was out O.J. had his first proper experience of four-wheel-brakes, on a 15 hp Darracq lent to him by Col. Warwick Wright. His description of setting off from London in the rain and gathering dusk along the route out through Brentford and past all the villages that had sprung up by the wayside of the once flat, dull plain that was known to his forefathers as the fearful and desolate Hounslow Heath, the new Great West Road not yet being open, and of discovering just how wonderful the new brakes were when a schoolchild fell in the mud in front of the Darracq after stepping off the pavement without looking, conveys what an often forgotten gap there is between motoring then and now. O.J. says he "trod on the brake" and the car just stopped dead. No skid, or any suspicion of one. These days, when we start and stop all the time on that sort of road no-one would expect to skid when braking from that kind of crawl. And mud? In Hounslow?

The Darracq Fifteen proved a very nice car but one that would have been better for a four-speed gearbox. Next day it was taken over the Cotswolds into Worcestershire in a fog that the 4WBs deprived of much of its terrors. Alas, near Alcester the Darracq stopped with a cough, because a bolt had broken and the petrol pipe between the tank and what passed on a French car for an Autovac fractured. A chauffeur-driven Rolls 20 splashed by as fast as it would go but the driver of a Ford stopped to help with the dismantling of the vacuum-tank in the gathering darkness.

Four miles further on the Darracq stopped again. Again the vacuum-tank that the French could hardly call an Autovac ran dry and was again filled from O.J.'s spare can. In Redditch the broken pipe was repaired at Messrs. Pitts — the town where they once excelled in fish hooks and needles until Germany made them more cheaply, but now circumnavigated by a confusing new ring-road. O.J. then continued along the black, tram-ridden, dark, greasy road through Bromsgrove, Stourbridge, and Halesowen to his destination at Brierley Hill. Trams? Next day found a further test for the Darracq's all-wheel braking on the Oldbury, Smethwick, Birmingham road at its greasiest. That set him off enthusing over 4WBs as today people do after having experienced the ABS anti-lock braking systems. Perhaps it was not quite coincidence that at the time of these observations by O.J. a photograph surfaced of the back of A. H. Pass's new 20/60 hp Sunbeam (Reg. No. XP 9) with a notice over its number plate reading "Attention, Four Wheel Brakes". . . .

Apparently Warwick Wright had expected more praise for the Darracq than O.J. had accorded it, because he wrote to say that on its return he had had it "taken down" and it had been found that the ignition advance and retard wasn't working. So the amateur tester was to have another stab at it, which is more than has happened to MOTOR SPORT on occasions when similar things have gone wrong with road-test cars; for instance after a 1½-litre RM Riley suffered from sticking valves we returned it to the agents, Jimmy James Ltd if I remember correctly, and never saw it again. . . .

O.J. had, however, waxed very keen over the brakes of that Darracq and he now confessed to having had a skid so bad as to raise a considerable claim on the Autocar Insurance Company (has it survived?) due to an accident caused, according to O.J: by his having been sent out on a test car with a deflating tyre — which I think must have been a Studebaker Six. So perhaps naturally he was all in favour of brakes you could slam on without them making the car deviate from the path intended by its driver. And come to think of it, how seldom do we have to do such full emergency braking, these days.

In the New Year, that is to say 1924, O.J. had cause to think about the cars he had owned as he was giving up his faithful friend the 1920 25 hp Crossley in favour of a new 19 hp of the same illustrious make. Looking back, the car had never let O.J. down on the road though it had twice in a month run a big-end (and when did you last experience bearing failure with the ordinary sort of modern car?), the radiator had given some bother, but it was an early 1920s brand and improvements had been made since. But at Christmas 1923 the old car was still giving good service, if by then decidedly shabby, like many of the RFC Crossley tenders still to be seen then out and about on the roads. O.J., who wrote motoring ghost stories must have loved the ending. He drove his old car out to dinner five miles from his Berkshire home, on to a hunt ball, then back late at night into its garage, waiting for the new owner to depart in it next day; it was then that it started to Klaxon all it could and O.J. had to open its bonnet and tear off the connection to stop the noise!

What previous cars did O.J. own up to? His first was a 1903 two-cylinder Mutel-engined, chain-drive Brush. There followed two good and sound Talbots, the Zedal which I referred to not long ago in this column as taking O.J. into Paris with a box containing the seat and other vital parts intended for its new chassis (he had in 1923 met Mr Beal, the British Zedal concessionaire and had tried the very beautiful 1924 Zedal), after which there were cars of all sorts of odd sizes and kinds that burnt no impression on the heart (incidentally, the man who departed on the Zedal never paid for it), and after O.J. had disposed of an Overland he bought his first Crossley. All open cars, I believe, which again dates this piece. — W.B.

V-E-V Miscellany. — The High Peak HVC is holding its annual High Peak Historic Vehicle Run on June 2nd, starting and finishing at Buxton. The route will cover about 50 miles; entry forms from J. G. Tait, 5 Somerset Close, Buxton, Derbyshire SK17 9XB. The Packard AC of Australia holds its 20th Anniversary Rally at Victoria, from November 2nd-5th. All Packard owners will be welcome; details from: K. Andrews, PAC of A, PO Box 02, Villawood 2163, Australia. A reader has sent us copies of two pictures which appear in "Lytham-St Annes" by Kathleen Eyre, in which it is stated that W & H Williams' garage collected, after the race the 70 hp Panhard-Levassor with which Henry Farman had won the 1900 Paris-Vienna for its new owner, a Mr Clifton, Walter Williams driving it in from Paris to the docks, and then to Edinburgh where the Relief of Mafeking was being celebrated, and to St Annes *via* Ullapool. It seems that Squire Clifton had ordered a Scottish-built racing Darracq and had appointed Williams to maintain this and other cars at his hunting lodge in Ullapool. In 1903 Clifton went off on a tour, telling Williams to bring the Panhard, his Darracq and Daimler down to St Annes, using the coachhouse, or if that was not sufficiently spacious, the stables behind the Clifton Arms Hotel. In 1904 Walter Williams and his brother Henry founded their garage business, specialising in Vulcans before WWI. The garage is today a Fiat and Citroën agency.

It has been reported that a rare 1926 9/20 hp Rover with boat-tailed sports two-seater body, Reg No NF 2720, chassis no 50791, was stolen from Chingford last year. Arising from the recent article on the Welch overhead-camshaft engine patents, a reader reminds us that these engines were used in the big Welch cars made in Pontiac, Michigan, up to 1911 and that there are survivors in America. A 1933 11.9 hp Morris-Cowley two-seater, bought new from the Wicliffe Motor Co in Cheltenham by a lady who wanted it for an adventurous journey from London to Basra in the Middle East, is still in use in Rome. It accomplished the return run to London in 1933, through Turkey, covering in all on that trip 11,000 miles, of which a bad 28-mile stretch took eight hours, suffering seven punctures but retaining its original Dunlop tyres. The Morris had been stored with a lot of furniture for many years but has been restored by a dentist who had already restored two Fiat Topolinos — story from *The Journal of the Morris Register*. The *Bulletin* of the Morgan Three-Wheeler Club is running an account of the return to the scene of the 1934 International Six Days Trials in Germany and Austria by the owner of a Matchless MX2-engined Morgan three-wheeler that was driven as a new works car in that event by G. C. Harris, when in spite of breaking a valve rocker it completed the event. It is pleasing to learn from the first

instalment that on this 50th anniversary of the Trials the Morgan ran faultlessly across the Continent from Calais to Garmish, where a taxi driver was found who remembered the 1934 event and showed them some of the original places where Harris had photographed the Morgan all those years ago . . . We regret to learn of the death, at the age of 51, of Sir David Gamble, Bt, who ran a 4½-litre Invicta in VSCC events. Our sympathy goes out to his widow, son and two daughters.

One of the premier events of the VMCC, for vintage motorcycles, the Banbury Run, takes place this year on June 16th. Terence Barnes has sent us a photograph of one of the vans once used by North Worcestershie Garage, which was a Vauxhall based on the same chassis as that used for the Duple-bodied four-seater open-sports Vauxhall Light Six, which sold before the war for £297 10/-. The Council for recording interesting buildings associated with the Road Transport and Aircraft Industry met late in January at the Naval & Military Club, when A. B. Price chaired a general discussion on how best to assist in the preservation or continuing use of such historic buildings. The Council has the backing of Lord Montagu of Beaulieu, Chairman of the Historic Buildings Commission, and support from the SMM & T and the Coventry Civic Authorities. The meeting noted that the old Fiat factory in Turin with test-track on the roof has been saved by altered useage and the Council propose to seek the support of the motorcycle industry through Bob Currie and the BAC *via* Hugh Conway. Those present were A. B. Price, Lord Raglan, M. W. Merrick-Taylor, and Nick Baldwin and apologies were received from W. Boddy, D. Patterson and Air-Comdr. Banks; funding will be discussed at the next meeting. It is hoped that buildings from the Talbot factory in Ladbroke Grove, London, and the Argyll factory outside Glasgow, to lesser factories, will be saved from demolition. Wolverhampton's Millenary, or first 1,000 years, happens this year and a parade through the town happens on June 9th will include locally-made vehicles, so owners of Sunbeams, Clynos, Stars, Guys, etc may care to contact the Wolverhampton Town Council. Segrave with the 4-litre and "1,000 hp" LSR Sunbeams figure on the publicity material and, of course, the STD Register has paraded members' cars through the town, with a police escort, for many years. — W.B.

VSCC Silverstone

On April 13th the VSCC has its first 1984 Silverstone Race Meeting, with a High-Speed Trial preceding the eight or nine races, which include the 10-lap Pre-War Racing, Vintage Racing, Vintage road-trim sports-cars and All-Comers' events. There will be a Parade of pre-1931 Lanchesters beforehand and racing will commence at about 1.15 pm. Admission costs £4 per person, Paddock transfer £1 extra. No dogs. Those who tend to live in the motoring past should make a note of this always enjoyable day. It will be repeated in essence, but at Donington Park, on April 28th. — W.B.

The Mags

ONE-MAKE Club life is earnest and often intense these days and from this stems a wide range of quite excellent Club magazines. To refer briefly to only some of those we have been reading recently, the MGCC's *Safety Fast* takes in most facets of the MG magic, and *Sidevalve News* does likewise for the Ford SVOC. The *Magazine of The Austin Seven* is a most interesting survey of A7 historic material, of which No. 1985A has already appeared. *Citroenian*, the professional-looking journal of the Citroën CC has recently been concentrating on the early days, with one piece on the one-time Brook Green premises of the famous Company, and the Armstrong Siddeley OC not only has its glossy *Sphinx Magazine*, but its *Newsletter* as well, reminder that these are no longer the unwanted cars. As ever, Harry Edwards has plenty of nostalgic material in *The Journal of the Morris Register*, including splendid period pictures of the "Looking Back to the 1920s" kind, and his Winter Number carried articles about driving the D-type Morris Commercial, looking back at an Essex garage, how Lord Nuffield graciously accepted a wooden bowl made from part of his old Manor house, and useful hints about repairing vintage wiper motors — plenty of variety, you see!

The Singer OC's *Singer Owner* is packed with data about all the Singer cars, and I note some of these can now be picked up for a few hundred pounds in running order, which could be good news for impecunious newcomers to the game, while the duplicated magazine of the Wolseley Hornet-Special Club is starting a series on well-known competition drivers of the past, No 1 being about the indomitable Mrs Morna Vaughan, who rallied Hornets among other makes, climbing Shelsley Walsh in a saloon in 80.8 sec at a 1930 meeting. — W.B.

V-E-V Odds & Ends. — The Austin Ten DC held its AGM at "The Spread Eagle", Thame, last month and was seen to be in a thriving condition. Its 1984 "Driver of the Year" was Bert Wallace with a 1936 Austin 16/6 Hertford saloon. The Club's National Day will be held this year on July 27th / 28th. The VSCC of Australia celebrates its 40th Birthday this year, rather as our VSCC had its Jubilee Celebrations last year, with a week of special events and a proposed book of photographic memories. It operates much as the VSCC here, and we note that among the cars winning 1984 awards for its members were a 30/98 (the 2WB Trophy), an Alta, a Lagonda Rapier, an M45 Lagonda, a Type 39 Bugatti and Bentley and Delage; the Clubs aim is to see vintage motoring "down under" come alive in '85. We also note that in this Club's Geelong Speed Trials there were four sports A7s and nine racing A7s competing. . . .

The Esso Bristol to Weymouth vintage vehicle run of the Yeovil CC takes place over a 73-mile route on June 9th, starting from the City Council House, Bristol, at 9 am. The Pre-War A7 Club has its Autokarna at Wollaton Park, Nottingham on June 2nd, in conjunction with the City Corporations's Festival Fortnight. Admission and parking is free. The Wolseley Register's Sheffield Park Rally on May 5th, coincides with the Register's 21st birthday and the 25th Anniversary of the Bluebell steam railway. A breakdown of membership of the Lagonda CC showed that last year the number of those owing pre-war Lagondas stood at 530, compared to 57 with post-war cars, the most popular pre-war model being the 2-litre. A thriving lost-cause, if that is not a contradiction in terms, is Swift and on June 22nd/23rd, owners of 1901-1931 cars of this make will rally at Sandringham House. Entry forms by ringing 0953-850804 (Lt Col West). The Standard MC has a *Review* that contains much history, road-test reprints, advertisements for quite inexpensive used cars, etc and expects to have its National Rally this year at the Cotswold Wild Life park on July 20th/21st. The Secretary is R. Morris, 194 Lawrence Street, London, NW7. Vintage commercial vehicle enthusiasts should not forget the HCVC's Brighton Run, starting from London on May 5th, sponsored by Wincanton, or if living further North, the Tyne Tees Run on June 2nd, from Stockton to S. Shields. The Rover Sports Register has its Crich, Matlock, Rally on June 15th/16th and its National Pre-1950 Rover Rally at Belvoir Castle on August 18th. Details from: Sue Couldry, on 0602-811222. The 50th Anniversary of the Brough Superior car will be celebrated on June 27th/30th at Wollaton Park, Nottingham. The Pre-50 American AC hold its National Rally at Milton Keynes on July 28th. — W.B.

VSCC Goodwood

The first main VSCC event of 1985 was the driving-test meeting at Goodwood on January 27th. — W.B.

The results were: **1st Class Awards:** A. Jones (A7), T. Britnell (IS De Dion Bouton), D. Marsh (Brescia Bugatti), P. Gardner (J2 MG), E. Leith (A7), G. Smith (Riley Lynx). **2nd Class Awards:** B. Clarke (A7), S. Diffey (Humber), G. Still (Frazer Nash), B Harding (Frazer Nash). **3rd Class Awards:** Mrs Threlfall (BSA), M. Gillies (Riley Kestrel), G. Wright (Singer Le Mans), S. Stretton (Frazer Nash), P. Cobb (Frazer Nash), P. Baker (Riley Special), M. Garfitt (Frazer Nash-BMW). **Light Car Award:** T. Threlfall (BSA). **Saloon Award:** B. Gillies (Riley)., **Touring Award:** M. Ryley (Riley 9).

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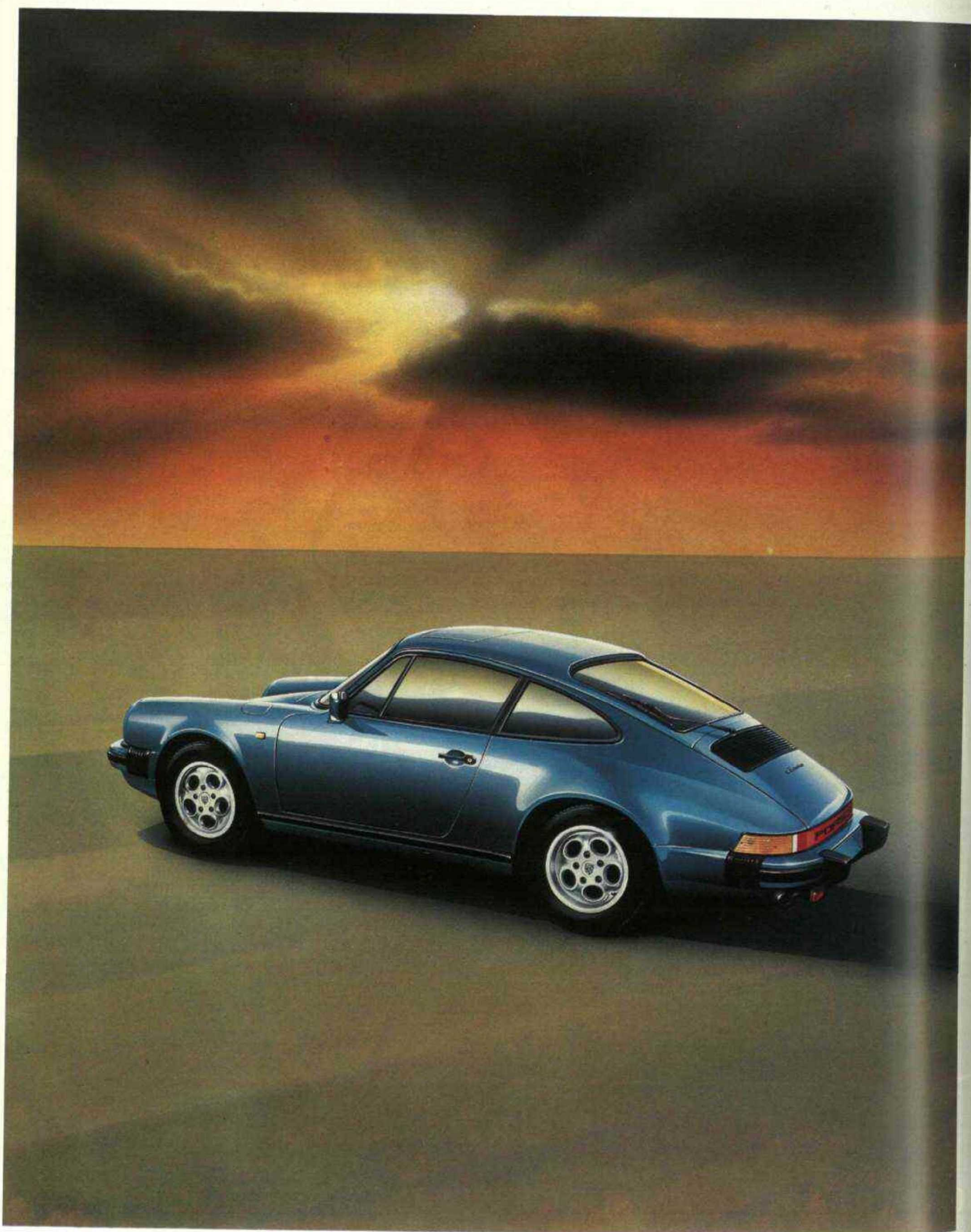


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READERS' LETTERS

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

Emery

Sir,

Perhaps I can add a little detail about the time in the 60s when Paul Emery was operating in Fulham.

The TwinMin was an interesting exercise, bedevilled by its gearchange. Various possibilities were tried, one using more rose joints than one would have thought possible, another with rather clever aircraft push-pull flexible cables, and a final version using hydraulics. None was really satisfactory, and the first intimation that all was not well was when the pair of rev counters went out of phase. At moderate speeds it didn't seem to matter much whether both engines were in the same gear, but we used to worry considerably about the possible effects on high speed handling. The front engine, incidentally, carried the only dynamo and its box had the only reverse gear: the trick was to fire up number one, manoeuvre out of the yard, light up the back engine and get on with it. The absence of reverse on the back engine was a safety precaution: even Paul was a trifle bothered by the possibilities of push-me/pull-you motoring!

One problem with double-ended Minis is where you put the petrol. Paul made the luggage pockets on either side of what had been the back seat more or less fuel-tight, and provided loose lids. So one motored in the middle of staggering noise, the occasional spark, and a strong smell of 5-star.

The Emery GT was a much better idea. The original alloy car was built in Fulham and later raced by John Markey. It soon acquired a Ford engine (I think, finally, BDA) in place of the Imp, which gave much more power but destroyed the concept of an ultra-light GT. An oddity was the sills (and therefore doors) were significantly different in depth from one side to the other, a minor error brought about by the uneven floor on which it was built. Paul pointed out, perfectly reasonably, that nobody could see both sides of the car at once, so it didn't matter. My recollection is that three glass fibre cars were produced, one of which certainly went to the States, but these were significantly heavier than the alloy original.

Development of the Imp engine went hand in hand with the GT project, and the later hot Imps. It's not quite true to say that Paul modified reject blocks. The fact is that the Imp block is not strong enough to take much power increase, and at first there was continual trouble with head sealing. Paul argon arced stiffening on the sides of the block and used substantially beefed up allen bolts to retain the head: in conjunction with Wills rings this worked exceedingly well, but certainly did involve a lot of machining time. As revs went up and turbos went on something more elaborate was needed, so Paul machined the complete centre out of an Imp block and inserted a single cast iron slug forming the bores: this gave a very stiff engine and banished head problems once and for all.

The limiting factor on Imp engines at this stage was probably the crankshaft. Some Rootes Group engineers were helpful with parts and advice, but I think it is correct to say that Paul never received any official aid whatsoever. It would seem that a very limited supply of nitrided cranks was made available to certain competitors, overcoming lubrication problems at high speed and giving a safe (well, fairly safe!) 11,000 rpm. None ever came Emery's way and Tufft-riding, while an excellent process, wasn't quite as effective as a crank made from nitriding steel.

A considerable amount of work was also carried out on the road cars. Paul marketed a set of lowering links which made the front suspension of the Mk I Imp much less frightening, and which were, in principle, copied by the factory for the Mk II. He also offered a front suspension lowering mod which owed more to expediency than science. The trick was to put a torch on the lower coils of the spring until it began to collapse under the weight of the car: this not only gave the required lower ride height, but provided a dual rate spring! There was also the cut and shut Emery Imp, which reached the market before the works fastback Stiletto. This was the full saloon with the pillars cut and welded to lower the roof: quite a pretty little beast, but basically the work involved on welding and trim made it too expensive.

As you say, the Emery GT and the precursor of just about all the Mini specials appeared at the same Racing Car Show. The latter was strictly speaking the DART, for Dizzy Addicott Racing Team, and yes, you're right, the acronym came first and the explanation afterwards. The long wheelbase prototype exhibited was alloy, not glass, and I believe it went to Jem Marsh for productionising: Dizzy fell out of the project shortly afterwards, but I have no idea about the commercial details. Interest at the Show was immense, and the idea clearly had a future.

Wheels were an Emery preoccupation, and very nearly put him in the money for the first time. The pretty alloy wheels on the earlier competition cars were exclusive to Emery, and the patterns, when rescued and brought to Fulham, took up an excessive amount of space. It may have been this that started Paul thinking on a wheel using a cast centre with a separate steel or alloy rim: production was simplified, and changing rim width and offset was easy. Pilot production started, a number of wheels went on hot Imps, and Paul made a determined effort to sell the concept to Ford, but it never really took off. The final blow was when the suppliers of the special alloy needed for the rims would only quote for a large, and frighteningly expensive, delivery.

Workshop facilities at Fulham were quite good, with a reasonable machine shop. Paul is a first rate machinist, but I always rated his skill as a welder as outstanding. One is used nowadays to beautiful welds in new alloy using various submerged arc techniques. Paul can do the same thing on grubby old material using a gas set.

The first midget racers were built at Fulham, based (from memory) on Dastle frames. Site development forced Paul out to Ealing, and the loss of the machine shop was a serious blow. The move to Scotland, which was a great success, came later.

Paul may well have been a business disaster, and certainly is a supreme engineer. It's worth mentioning that he is also the kindest of men: I think you'll find he is spoken of with real affection by everyone who has worked with him.

London W11 SANDY SKINNER

Emery-II

Sir,

Although not a great correspondent, I feel forced (through nostalgia) to write on a few points, of I hope interest to you, on the latest of your recent fine articles about the fifties.

As a lad I bicycled to every car race meeting at Brands Hatch from 1953 until their sad demise, to watch the passion of my life, Formula III 500 cc racing cars (I still have all the programmes). So as you can see, the article on Stewart Lewis-Evans (My Hero!) and Kieft have been pure pleasure. Now, to top it all, my favourite "500", the Emeryson.

So keen was I at that time that after one year of training in marine engineering I gave it up, left my native Essex and took a bed-sit in Twickenham to work for Paul Emery. Your profile of the man (as has been noted in the series on others) is very exacting. He was very much a finger-tip engineer! His hands seemed to work ahead of his brain, and as you have said, that was full of ideas others had not even thought of then. There were never enough hours in the day for Paul and that is why the mundane things of business slipped by!

At the time he acquired the 2.4-litre

Jaguar engines, for the F1 car and some cars from the works fire, he had already started to develop the 1½-litre flat four. He was so involved in both these projects that the bread and butter work on the rebuild for sale of those XKs took a very low profile! Incidentally the flat four started life as an ex-Jowett Jupiter unit, tuned to produce 90 bhp in standard form. He then designed and had cast, chain driven twin-cam heads. In this form it produced 120 bhp, the mobile test bed being an elderly Morris Minor. With the unit slotted in and straight through exhaust, it was the scourge of the local law, on test runs down the Chertsey By Pass, as was the F1 on the same test track! The next move was to go to air cooling to save weight. There were boxes of BSA Gold-Star and AJS 7R parts in the upstairs store, but again the money ran out. The Twin Cam was sold to a Jowett enthusiast (where is it now?).

This brings me to the first point. Paul and I shut up shop at Amyand Park Road, and moved to Camberley to run a small service station (his father then lived at nearby Crawthorne) this was before he became involved with Alan Brown. As he explained to me at the time there would be no racing, only serving petrol and would I like an apprenticeship in engineering? He and his good wife were like a second Dad and Mum. Within the week he had secured for me an apprenticeship with Weldangrind of Fulham (Stewart Young's father engineering works). So at 18 I felt lucky, but sad to leave Paul. As has been said he is a brilliant engineer and a very nice man. Although I never made it in motor racing, I can thank him that I have always had a job in a trade.

The second point I would like to make concerns another part of your article covering the Ford Minis. Some tin e ago I was for a while employed at the Ford Motor Co research and development unit then at Aveley (in the same building as the later AVO line). Before Dunton, Ford Experimental was spread far and wide and the advanced cars division was based in Birmingham and this is where the Minis were built, while on test projects at MIRA we did do some testing with one of the prototypes code named "Trident". This was in shape and size like the BMC 1100-1300 model As you said it had a 105E type engine placed north / south, but was fwd with the gearbox in unit with the engine, almost identical to the Triumph 1300. Perhaps some of the Minis may be lurking around the Birmingham area, as I later worked at Dunton and none were ever seen there.

Have I written all this; it just goes to show how good Mike Lawrence's articles are. Perhaps we could have some more on the 500s, say: Staride, Martin, Arnotts, Revis, etc, etc, just to help fill up my scrapbook of 500 info.

Grays, Essex MIKE THWAITES

Hysterical Historical Heretical

Sir,

With regard to D.S.J.'s enjoyable article on the faking and replicating of competition cars, may I be allowed to express an extremely heretical view.

If one draws an analogy with antique furniture, or for that matter with paintings, the sale rooms are full of replicas and fakes, trading under such descriptions as "from the factory of", or "by the pupil of" etc and quite rightly, for in their own way these artifacts bring their owners a considerable amount of pleasure.

I fear that in 2085 the car historian will need as intimate a knowledge of GT40 and Cobra replicas as he does of the originals because the replicas will, by that time, be almost as respected.

So the last refuge of a true car snob like me can only be in a vehicle so mundane, so unsuccessful, and so unevocative that it will never be flattered by being replicated. I am afraid that I cannot for the life of me think of one, though doubtless your many readers will be able to compile lists.

Painswick, Glos. RICHARD FALCONER

Mobile Chicanes

Sir,

On February 1 at about 2.15 pm I encountered what I believe must have been the first caravan of spring.

Often, whilst waiting behind these abominable appendages, watching others' hair-raising attempts to overtake in their frustration, I have meant to write to you on the subject. Last week-end's encounter with the bane of summer motoring has finally induced me to do so: my favourite trans-pennine route ruined!

At this pre-budget time of year I would suggest to the Chancellor of the Exchequer that instead of increasing the tax on motor cars he might very well charge the caravanners at least £45 per annum for the privilege of delaying others and (indirectly perhaps) causing accidents.

These people seem to me to be the most inconsiderate of all road users: not only do they upset everyone en route (never, in my experience, pulling off the road to allow others past), but also offer insult to the hoteliers and restaurateurs of their destination by bringing with them their own 'home from home'.

Newark on Trent R. D. MARSH

Lost Opportunities

Sir,

As the former owner, in the 1950's of half-a-dozen pre-war and post-war French quality cars, I was most interested in your article on the Talbot-Lago America (February issue). Your reasons for the demise of the marques in the fifties were very well-researched, but I would like to offer two more reasons why the French on the whole stopped buying the larger high-performance quality cars, viz: petrol was already heavily taxed and people became obsessed with "litres aux 100 kms." and when filling in an income-tax return one had to state what cars etc one owned. The latter was a way of checking on "appearance of wealth" in an attempt to identify obvious tax-dodgers.

The question of petrol consumption in particular reduced the prices of these cars dramatically on the second-hand market, of which I took full advantage, working and living in Paris at the time, and having got to know one or two back-street small garages still enthusiastic about such cars, I found them at prices I could afford, and in the course of a few years I owned a Hotchkiss, a couple of pre-war Talbots, a 1950 Delahaye 135, and the T57 Bugatti on which Marco had fitted a prototype T101 intake manifold* in 1947. The Delahaye was the most striking example of a "steal"; I bought it in 1957 in perfect condition with 25,000 kms on the clock for about £350. It had a coach-built body by "Letourneur et Marchand", and as you pointed out it must have cost in excess of £3,000 in 1950. Unfortunately in 1958 my job took me to India, so I sold it to another Englishman living in Paris, and he eventually brought it to England and, I believe, still owns it. It was a delight to drive with the Cotal gearbox permitting very rapid changes, providing the battery was kept well-charged! I eventually brought the T57 Bugatti to England, but buying a house and school-fees forced me to sell in the early sixties before the collectors boom. The car is now in Holland.

The Bug was a paragon of reliability, and could keep up with anything on the road except for the odd Austin-Healey or XK120. On a tour of France and Spain the only problem was a flat battery one morning. I really used these cars and enjoyed them rather than keeping them "à la Schlumph"!

Alas those days are over, and I failed to foresee the boom, hence I have to be satisfied with a Citroën BX16. However, I must say (with all usual disclaimers) that this is the first "low-priced modern" I have owned that gives me the same feeling as a driver as those old Gallic friends made between 35 and 50 years ago.

Newbury B. N. THORPE

*With twin Strombergs; and it was water-jacketed!

Cack-handed Corporal

Sir,

"Swan Song of a Great Tradition" was a most enjoyable three Kleenex tear-jerker. I must, however, respond to M.L.'s question regarding the origins of left-hand drive; the true answer to which can be blamed on one diminutive French meglomaniac.

Since the domestication of the horse, it has been customary to pass oncoming mounted strangers on their right. The logic behind this was that if one had to draw one's sword (which hangs on one's left side), one wouldn't have to do battle across one's mount.

Then along came Napoleon. He wanted to conquer the world but being left-handed (his sword on the right) he was more than somewhat disadvantaged by this daft custom. So M. Napoleon decreed that this custom be reversed. Hence the explanation. It is natural for most "gentlemen" to drive on the right side of their car because most people are right-handed and would wield a sword with the same.

M. Napoleon has much to answer for.

London WC1 N. P. R. TALAMO

[While Napoleon undoubtedly spread the driving on the right heresy throughout the places unfortunate enough to receive his attention, and did so with perhaps excessive zeal because of his own predilection, I believe the move from driving on the left to driving on the right was one of the decisions immediately following the French revolution along with different weights and measures. A papal edict in the Middle Ages had established driving on the left and the reversal of this was undoubtedly part of the Revolution's anti-clerical stance.

In the early part of this century, towns in Italy drove on the left or right according to the political sympathies of the local councils! Until the '30s, the two parts of Austria which had suffered the tyrant drove on the right while the rest of the country drove on the correct side of the road. — M.L.]

More on Kieft

Sir,

I was fascinated to read your absolutely excellent article by M.L., concerning Kieft cars, in the January 1985 MOTOR SPORT. Also the letter from "Pop" Lewis-Evans about his son, Stuart.

Some time ago I owned a Kieft JAP 500 cc racing car, elastic suspension *et al!* I used to blast down the side roads, in the very early morning, when I lived at Oxted, in Surrey. The noise was outrageous! I never got caught!

I also owned "Pop" Lewis-Evans' Cooper-Norton 500 cc, which I competed with at Prestcott Hill Climb. It ran on methanol and Castrol "R", and went like a conker! It used to give me the same "kick up the backside" that the Lola-Chevrolet Can-Am car I currently race does!

I sold it to Tom Wheatcroft, who I believe still has it at Donington.

In conclusion, having been a keen MOTOR SPORT reader for ages, I consider it to be a million miles in front of any other motoring magazine, in terms of quality and excellence.

Kensington MALCOLM CLUBE

Sad Decline of Orchestra

Sir,

My attention has been drawn to a letter in your February issue from Mr. Don Whitten commenting upon the motor-racing activities of a former Principal Conductor of this Orchestra, George Weldon. Like Mr. Whitten, I would welcome for our Archives any further details that might come to light regarding Weldon's "alter ego" behind the steering-wheel — I know only that (both as a driver and in his general life-style) he was regarded hereabouts as a pretty fast operator all round!

Music and fast cars often *do* seem to go together (a fact that gives orchestral administrators many sleepless nights!) and George Weldon was not the only CBSO Principal Conductor familiar with the racing-driver's goggles. Hugo Rignold (who filled the same rôle here from 1960 to 1968) had raced, I understand, at Brooklands in the 'Thirties, and in his time here succeeded in terrifying most of us out of our skins at one time or another, on the pretext of "taking us out for a little spin" in his latest Bristol, or whatever. Needless to say, he was in fact an outstandingly safe and skilled driver, so we needn't have worried.

Our present Principal Conductor, Simon Rattle, has redressed the balance to some extent: he doesn't have a driving licence at all!

BERESFORD KING-SMITH
Deputy General Manager
City of Birmingham
Symphony Orchestra

More Music

Sir,

One very talented musician, who was also successful with motor racing is the American tenor sax man Allen Eagar.

Playing alongside such doomed figures as Wardell Grey, Serge Chaloff and Fats Navarro, Allen Eagar decided that if he continued his jazz career he'd be unlikely to enjoy the benefits of senior citizenship. He was one of the few white jazz men considered significant.

In the early sixties Eagar took up motor racing, and driving a Ferrari won the GT class at Sebring one year. Recently he has returned to the jazz world with considerable effect.

Cheltenham M. J. BISCOMBE

Goodwood

THE situation regarding the future of Goodwood for testing the holding of sprints and functions has been clarified. The venue will be permitted to continue as before but within the following limits. No more than five cars or motorcycles will be allowed on the circuit at any one time. There will be tighter restrictions on noise — for some years all vehicles using the circuit have had to have silencers but not all silencers used in the past have been as effective as they might have been. Use of the circuit on Sundays has been cut down and use on Bank Holidays has been banned.

The agreement has been made between the Chichester District Council and Goodwood Terrena Ltd and, if users are sensible, it should allow the use of Goodwood into the foreseeable future.

Pendine Meeting

To mark the 101st(!) Anniversary of the birth of Parry Thomas, the great driver and engineer, there is to be an assembly of cars and motorcycles associated with speed events at Pendine sands (where Thomas was killed in 1927) on Easter Saturday, April 6th. Wyn Own is expected to bring Thomas' LSR car "Babs" and in fact, owners of any vehicles made before 1936 will be welcomed to join in. Hospitality will be laid on by Buckley's Brewery. This informal gathering will take place at their Beach Hotel, Pendine at 12 noon. Send sae for details to: Johnny Thomas, Tirdail, Nantgaredig, Carmarthen, Dyfed SA32 7NH.

TAILPIECE



THIS photograph was not taken by the turkey who lived on the hill, but by Peter Ward of Berkhamsted.

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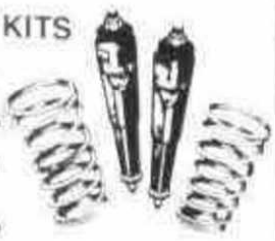
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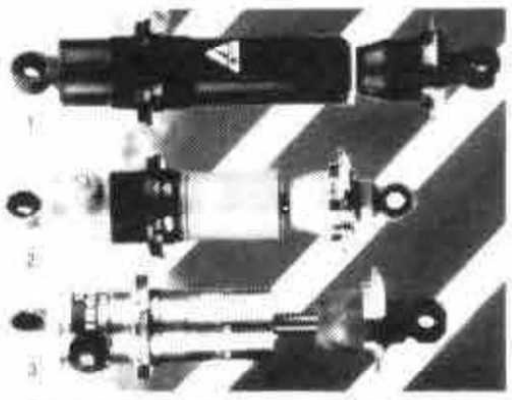
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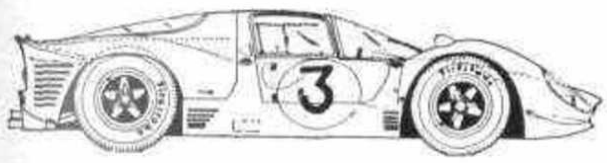
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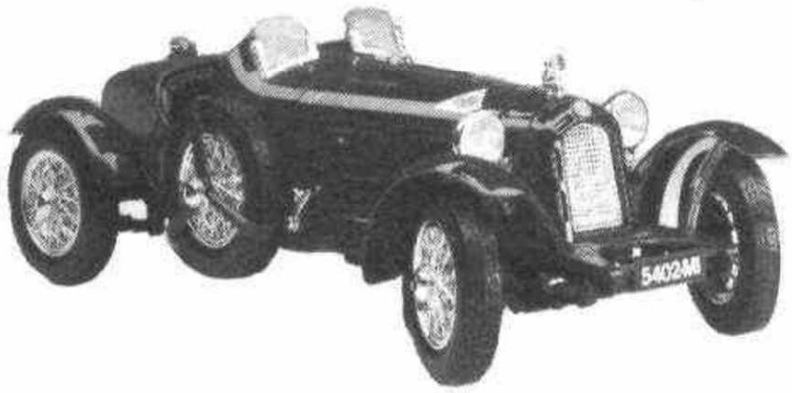
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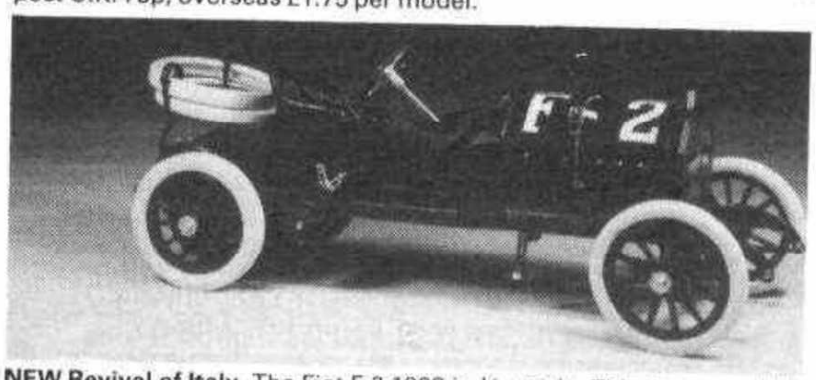
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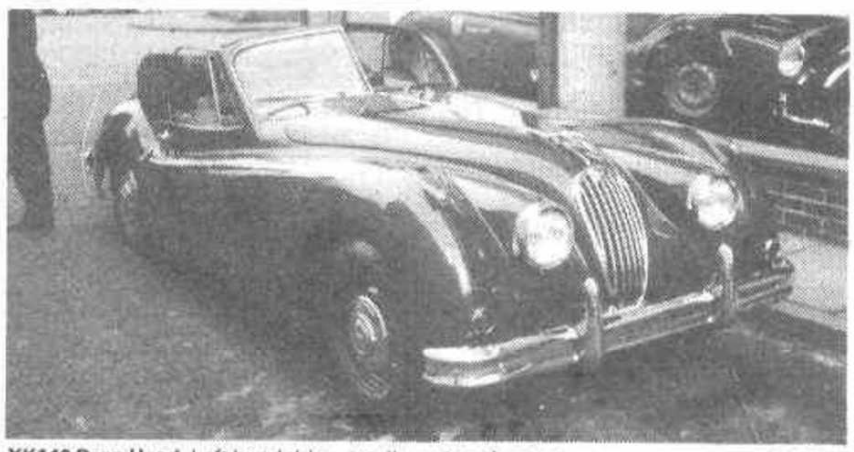
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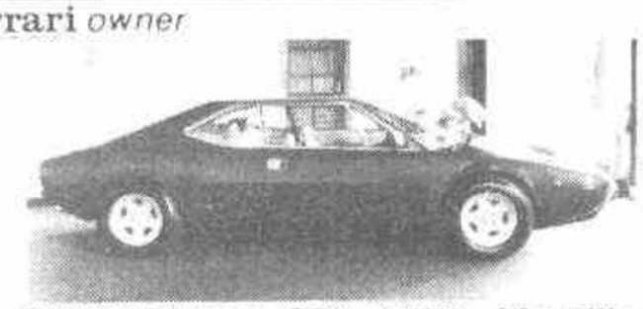
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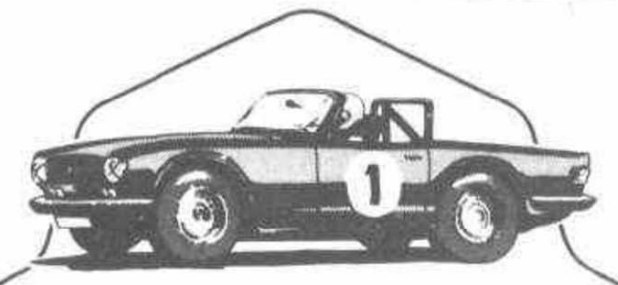
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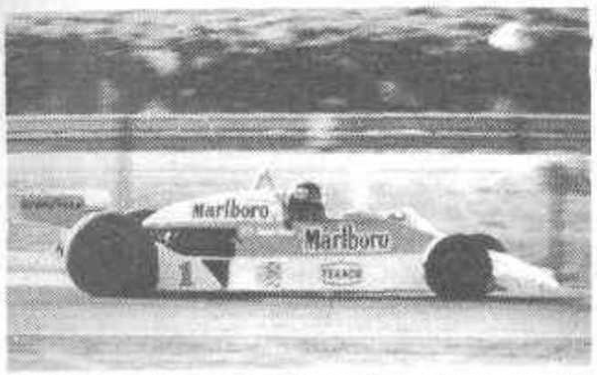
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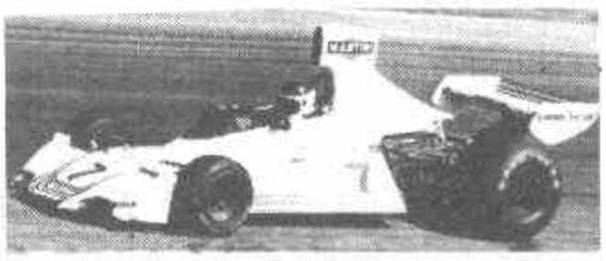
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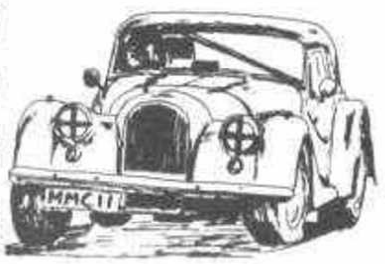
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TVR TAIMAR 1978, immaculate, low mileage, service history, s/s exhaust and manifolds, new tyres and other extras, valued £6,000, will accept £5,500. Tel: (0524) 414146 evenings. (81436

MERCEDES 350 SL V-Reg, ivory, tan hide, dark brown hood, 48,000 miles, special spec, good cherished plate, excellent condition, warranty available. Tel: 0243 863753 / 780365. £13,495. (81438

TVR 1600M, L-Reg, 77,000 miles, red, good condition. £1,995. Tel: (0344) 884941 3 pm-6 pm. (81441

FOR SALE — continued

AUDI 80 QUATTRO. June 84, 12,000 miles, Zermatt silver, sports stripe, Panasonic music, towbar. £9,000. also one third size model traction engine Burrell, taxed for road, full boiler test. £7,000. Also 1930 Fiatnose Cowley pickup, needs painting, terrific usable vehicle, MoT December. £4,000. Wanted Morgan three wheeler, prefer V-twin, will swap any of the above, sports, vintage WHY. Tel: (Manchester) 061 330 4631. (81439

BRISTOL 401 Type 1953, second-hand spares for sale, please Tel: Saltford 3234 Avon, between 6 and 7 pm. (81442

MG PA 1935 and MG J1, 1933, both fully dismantled, original log books, kept on the Isle of Wight. £2,300. Tel: Worthing 36321 ask for Jan (Yan). (81444

1951 MG TD 1, total rebuild, 1,000 miles since total restoration, red with beige leather trim, new Naylor body. £7,950 ono, Tel: Bolton 40138. (81734

SPITFIRE 1500, W reg 1980, white, 31,000 miles, vgc, radio, taxed November, tested August. Expanding family forces sale. £2,750 including books. 0332 31007 (Derby). (81733

MORGAN PLUS EIGHT, 1979 white all aluminium, red leather, 29,000 miles, £7,350 o.n.o. Tel: 01-381 4449. (81732

"MG N MAGNETTE 1935. Dark green / black trim. Excellent condition throughout. Rebored, reground and balanced with new pistons, white metal bearings, clutch, valves and springs, distributor and carbs. Dynamo rebuilt and camshaft re-profiled. New wheel bearings, king-pins, halfshafts and CWP. Wheels stove enamelled. Re-wired. Head lamps re-silvered. New battery. Just partly re-sprayed. M.O.T. Various spares possibly available, gearbox etc. Offers around £9,000. Runfold 2449 (home), Guildford 63182 (office)." (81728

FOR SALE — continued

1962 LHD Mercedes Benz 190SL 1st Class condition white body red leather interior black soft top. Offers to Jürgen Rudorf, Windscheid Str 19, 4000 Dusseldorf, West Germany. (81730

RARE PININFARINA Peugeot 504 4-seater sports coupé. 1973 fuel injection. New MOT, stereo radio. £1,850. Tel: 01-428 3461. (81729

SUNBEAM TALBOT 90 v.g.c. 1955, leather seats, overdrive, taxed, M.O.T., £995. Tel. Hammond. 01-653 8866 (office), Redhill 64972 (home). (81725

MERCEDES 280SL 1971, h/s tops, 47,000 miles. Superb original condition. s/history. £15,000 Hitchin (0462) 815511.

MASERATI MERAK 'SS' 1978 37,000 miles, exceptional condition. Leather trim, refridgeration, alloys, £8,995, Hitchin (0462) 815511. (81722

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JAGUAR E-TYPE 1969 series 2, manual roadster, red with black trim, much recent expenditure on engine and bodywork. Genuine reason for sale. Offers around £6,950. 0543 490 440 (Staffs). (81720

1927 J.A.P. 'V' twin 1,000 cc s.v. air-cooled complete with carburettor, M.L. magneto and flywheel / clutch assembly (ex Morgan?) good order — offers. 0327 857633. (81719

ALVIS 4.3 CHARLESWORTH SALOON. 1937. Powerful and elegant car in excellent condition. £8,000. Tel: 01-940 2920 (evenings and weekends). (81793

ROLLS-ROYCE SILVER DAWN. 1954. Reg. No. AAF1. Midnight blue over silver sand. Rare model, in Concours condition, R-R maintained. £30,000. Box No. 6935. (81790

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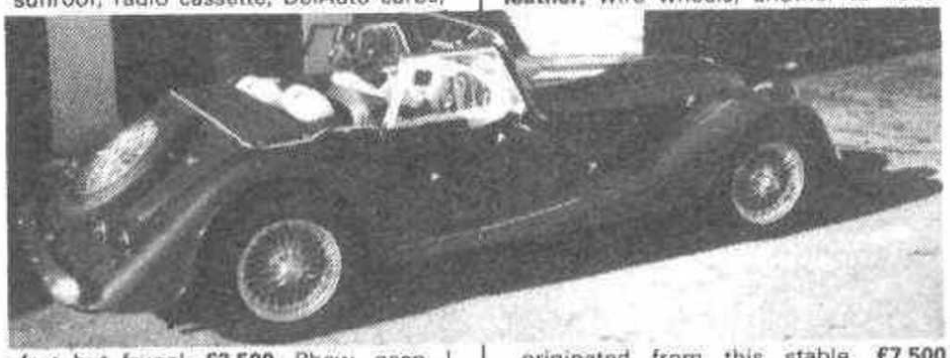


vertible, white, blue interior, 15,000 miles, one owner, gleaming example, **£10,500. 1983Y TVR 280i Convertible, cosmos blue,** 16,000 miles, drives beautifully, **£9,750. 1983 Y TVR 280i Convertible, bright red,** 30,000 miles, ex TVR press car, well known for its Leo the Lion registration number **£8,950. 1982Y TVR 280i fixed head coupé,** oh no not **crystal green** again!, 5 speed box, 26,000 miles, **£8,950. 1982Y TVR 280i 2+2, British Racing Green and gold,** momo wheels, one owner from new, 25,000 miles, comes recommended by **Stewart Halstead,** managing Director of **TVR, £8,250. 1982X TVR 280i Convertible, dark blue,** previously owned by the sister of **Noel Palmer, TVR's** ever cheerful Marketing Manager, fitted with Momo wheels, and well worth **£7,950. 1982X, TVR Tasmin 200, Cosmos blue,** 15,000 miles, fitted with all 200 extras, fine example of the economy model, **£7,500. 1981X, TVR Tasmin 2.8 convertible dark blue,** one owner, supplied and serviced by **Jolly John's, £7,750. 1981 TVR Tasmin 2.8 Convertible, jet black** and very rare this, **automatic,** BHS wheels, 25,000 miles, must be sold, **£7,500. 1980W TVR Tasmin 2.8 fixed head coupé, maroon,** 49,000 miles, "a lot of car for the money", **£6,500. 1979T TVR Taimar Turbo, gold, brown modelband,** Wolfrace wheels, sunroof, radio cassette, 60,000 miles, **one of only 30**





built, pump your adrenalin for only **£5,950. 1978T TVR 3000M, metallic green,** radio cassette, 29,000 miles, recent engine rebuild, **£4,950. 1978S TVR Taimar, gold, brown modelband,** sunroof, radio cassette, 46,000 miles, owner now turbocharged, **£4,850. 1976R TVR 3000M Turbo, black,** white modelband, radio cassette, sunroof, 65,000 miles, comparatively cheap thrill, **£4,950. 1976P, TVR 1600M, dark blue,** sunroof, radio cassette, DelAuto carbs, fast but frugal, **£3,500,** Phew, gasp, I must have a drink, and after a cup of tea I will tell you about our **Morgans. Morgans:** Photograph number 3 on this page is of a proud **Mr. Stanley,** driving away in his **new Morgan 4/4,** this car was ordered by him on **24.6.1977.** This we hope will give you an indication of the true delivery date for a **new Morgan** and not the optimistically inaccurate times quoted by some less reputable magazines. For those without the patience of **Mr. Stanley** choose from the following: **1984A Morgan 4/4 two-seater, cream body, beige wings,** chrome wire wheels, stone leather interior, radio cassette, matching hood and tonneau cover, one owner, alloy body and wings, 7,000 miles, as new and you'll never get lost as a compass is fitted to the dashboard, **£10,950. 1982Y, Morgan 4/4 4-seater, dark cherry red,** stone leather interior, wire wheels, spot lights, luggage rack, waxoiled chassis, 9,000 miles, **£9,995. 1984B, Morgan +8, black,** alloy body and wings, one owner, 1,000 miles, completely as new, **£13,950. 1981X Morgan 4/4 2-seater, silver body, charcoal wings,** red leather interior, wire wheels, aero screens, alloy body and wings, 2,600 miles, absolutely genuine, **£8,950. 1981X Morgan 4/4 2-seater, silver body, charcoal, wings,** grey leather interior, matching hood and tonneau, wire wheels, 23,000 miles, supplied and serviced by **JB's, £8,150. 1980 Morgan 4/4 2-seater, black, red leather,** wire wheels, another to have



originated from this stable, **£7,500. 1977R, Morgan 4/4 2-seater, brown,** stone leather, chrome wire wheels, 23,000 miles, alloy body, beautifully kept and looked after, a real cracker, **£7,650. 1981X Morgan +8, Imperial Crimson,** black leather, 32,000 miles, well worth **£9,750.** And that brings us to the end of our **Morgan collection.** With the departure of our **Porsche 944** and **Fiat X19,** the **Others Department** is looking a little sparse. However, we do have a **1984B Audi 80 Sports, Bright red,** sunroof, alloy wheels, one owner, 10,000 miles, exceptional value at **£6,450,** and a **1980 Triumph TR7, British Racing Green,** 5-speed, radio cassette and sunroof, 56,000 miles, only **£1,995.** The beautiful **MG P8** illustrated in last month's ad is under offer at the moment but if negotiations fall through will be re-advertised next month. The **motor racing** season is now well under way and our man **Chris** is looking forward to his first outing in the **Lotus 24** at **Silverstone on 8th April, Bank Holiday Monday,** come along and marvel at **Cedric Selzer's** beautiful restoration work, on the car that is — there's nothing he can do about **Chris!** Last photograph this month is of our good friend **Kevin James** in his **TVR 1600M** who is a sort of unofficial member of the **John Britten All British Racing Team,** and we wish him the best of luck. **In closing we would just like to remind you that Confuscius he say "A crank is a little thing that makes revolutions, until his piston breaks."**



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TRIUMPH T.R.2 1954 long door o/d completely rebuilt original, MOT £2,400 ono. Tel: 0246 206375. [81717

SCIMITAR G.T.C. 1981W manual O.D. hard and soft tops 27,000 miles only. Immaculate. £5,995 o.n.o. Tel: Home Bollington 73445 or work Macclesfield 615554. [81716

BEAUTIFUL BLACK MERCEDES 500SL Auto, l/drive 1983 1200 miles, rosewood trim, cream leather interior, e/windows tinted, cruise control, ABS braking, central locking, low profile wide alloys, power hood, hard top £25,950. Tel: Norwich 0603 day 629022 evening 666760. [81715

4.2 FHC E-TYPE. 1967. Recently completed painstaking restoration. Metallic dark blue, low mileage car in pristine rust-free condition. Full history known and owned for 13 years. Full details: Cdr. Hibbert, Northwood 25085 / Portsmouth 753007 (evenings). [81787

ROVER 75. 1948. Black, long bonnet, big lamps, running boards, nice old car needs a little refurbishment, and we need the room. Best sensible offer. Tel: Dawes Green 201 (Surrey). [81788

LAGONDA LG6. 1938. GPE 624. Works demostrator road tested by the *Motor* 3/5/38. Restored rolling chassis with excellent original wings and panels to make magnificent tourer. Business commitments compel reluctant sale. £6,950. Tel: Durham (0385) 853751. [81789

VOLVO 1800E. 1971. Red with black trim, fuel injection, overdrive. One owner from new, carefully driven, well maintained, in excellent condition. 94,000 genuine trouble-free miles. Need to be seen to be appreciated. £4,000. Tel: 04515 449. [81791

LOTUS ELAN S4 DHC. 1970. Royal blue, recent engine rebuild, and new chassis, many new parts, excellent condition. £4,250. Tel: Staines 52552 (evenings). [81792

ALVIS SPEED 20. 1935. All aluminium VDP tourer. Original and complete, one owner last twenty years. Mechanically good but partly dismantled for rebuild. Original registration number. £3,500. Manchester. Box No. 6936. [81798

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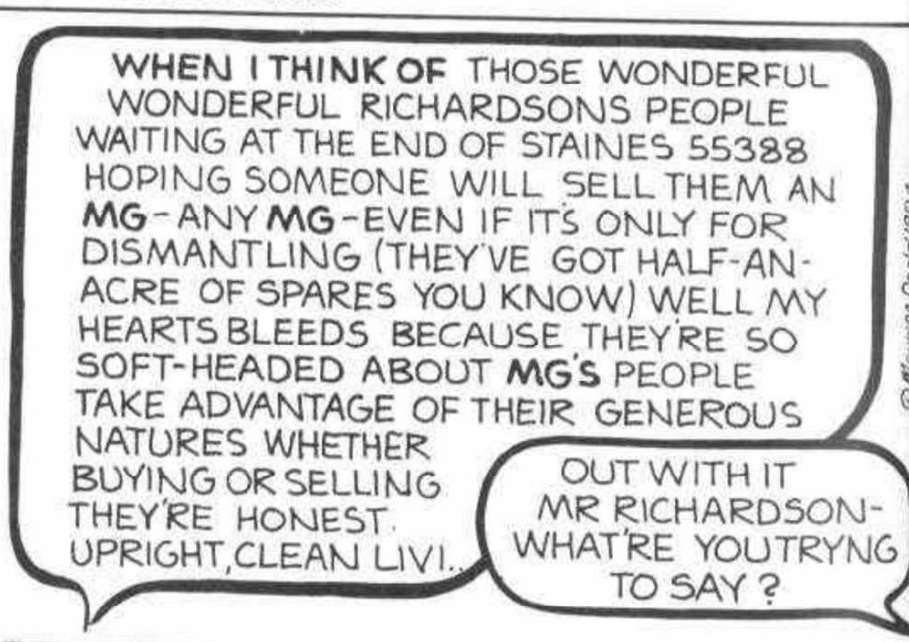
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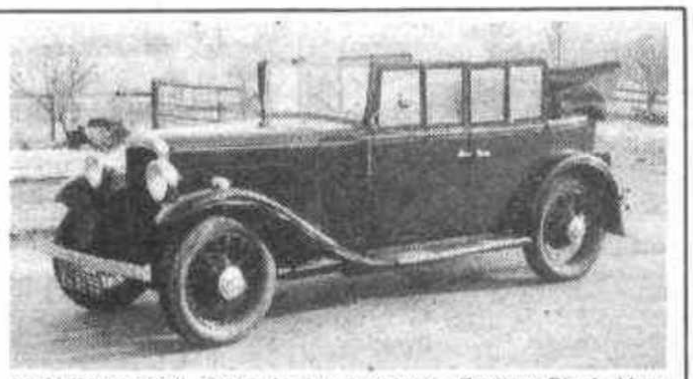
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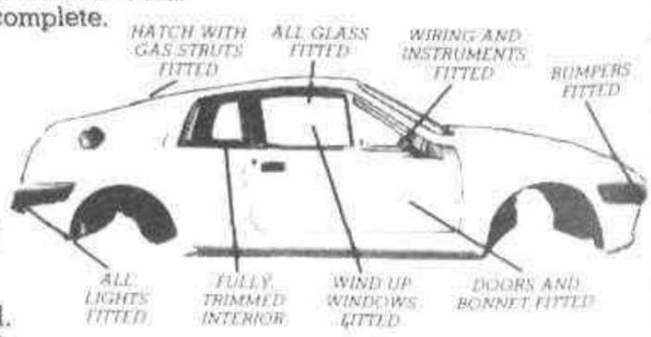
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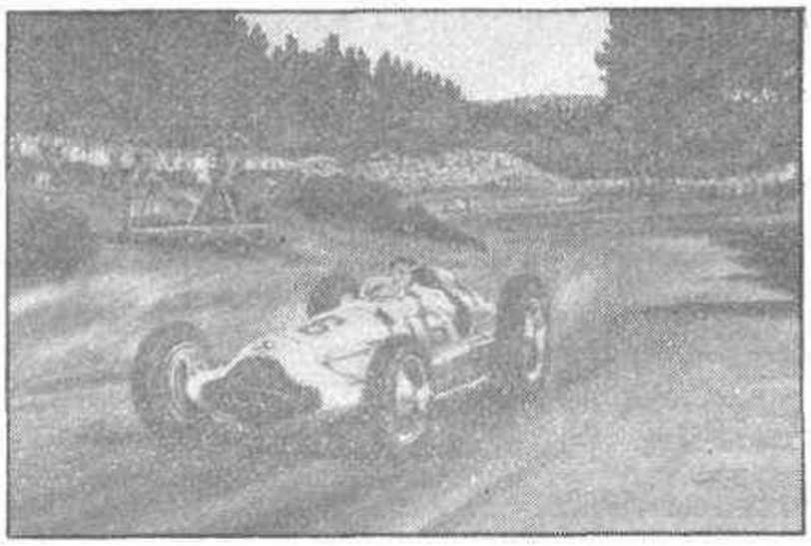
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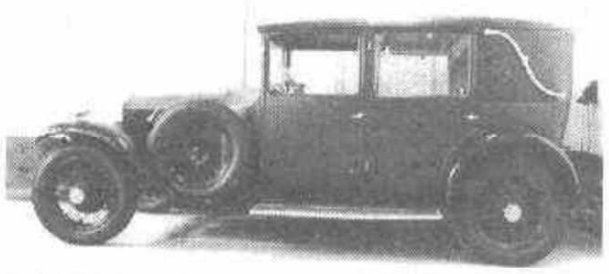
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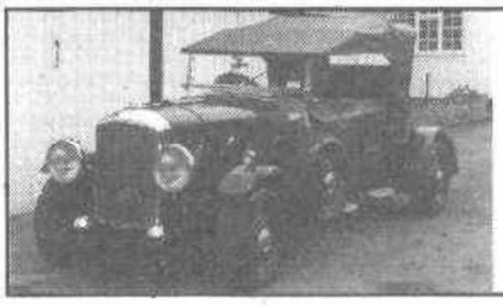
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Rolls-Royce Silver Cloud II. 1961, two tone Seychelles over Caribbean Blue with beige interior, usual extras.
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Rolls-Royce Corniche 1976 FHC. Coachbuilt by Mulliner Park Ward. Left hand drive porcelain white with navy blue interior and matching everflex roof, every extra possible, meets US safety standards.

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Rolls-Royce Silver Shadow. 1976/7, left hand drive, porcelain white with beige interior and everflex roof, every extra, meets US D.O.T.
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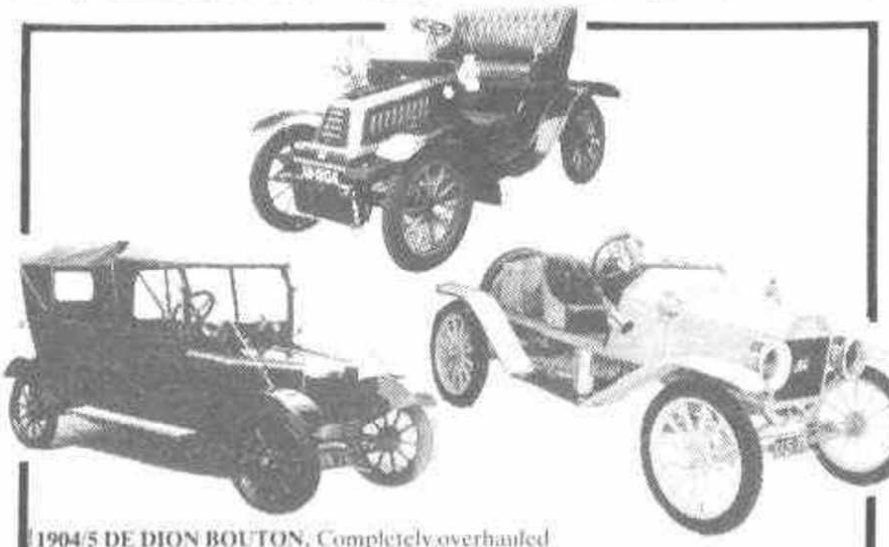
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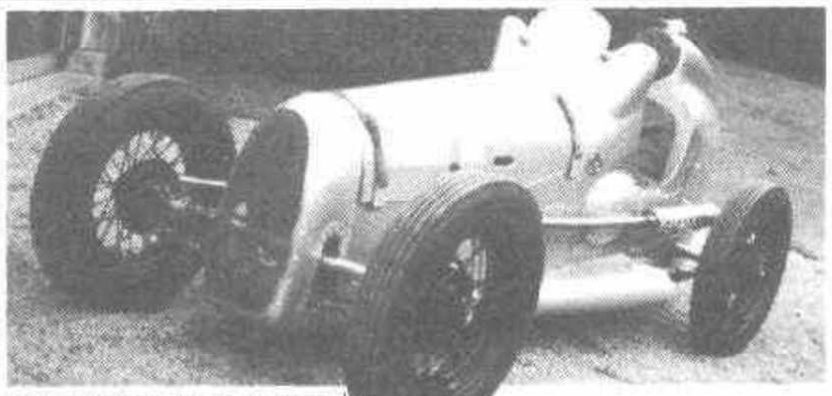
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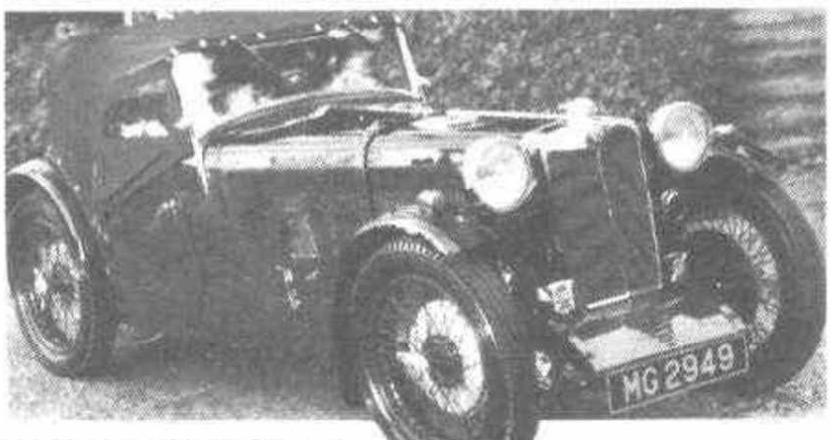
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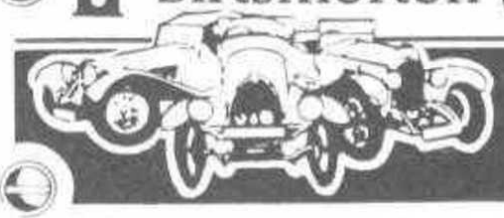


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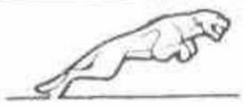


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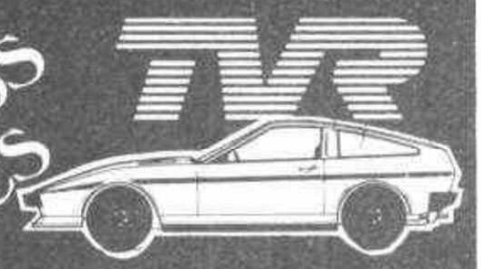
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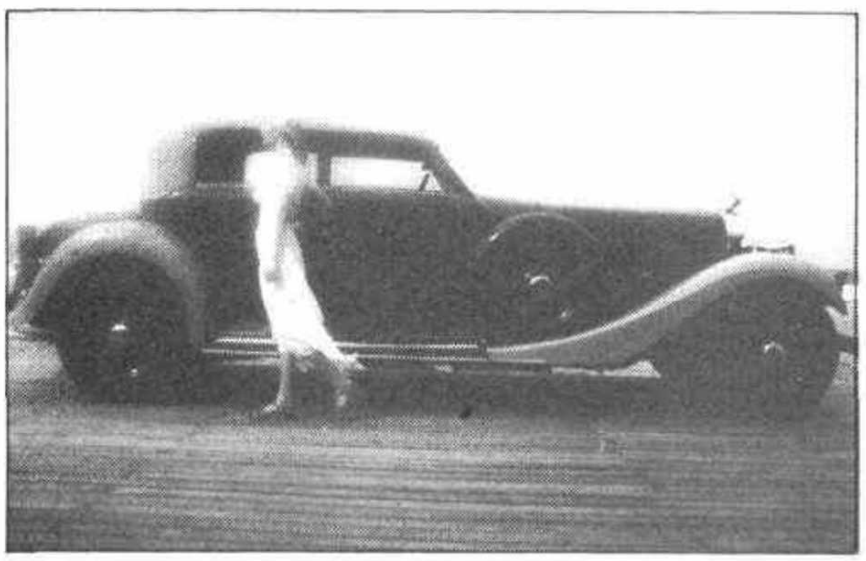
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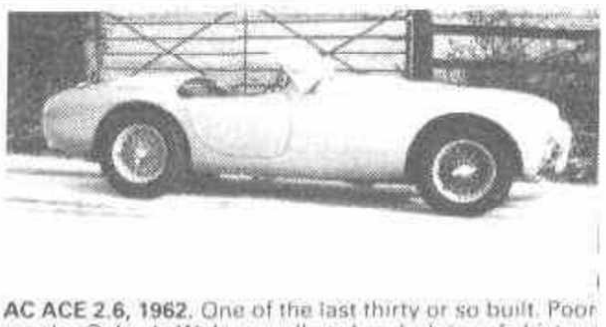
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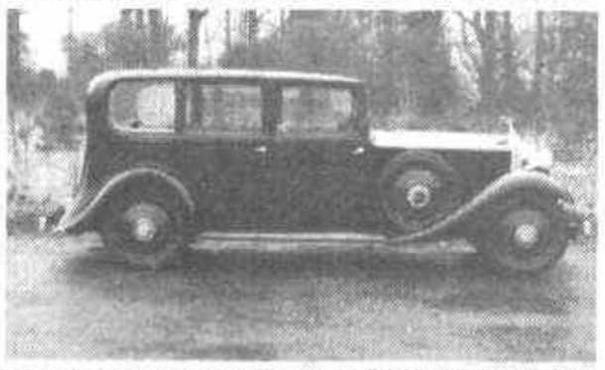
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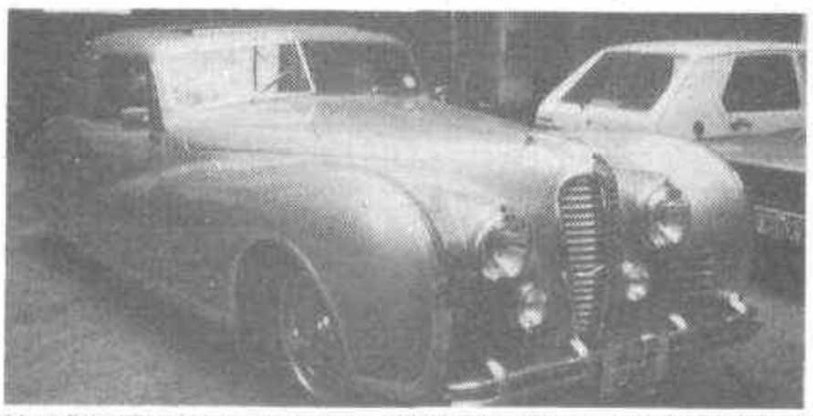
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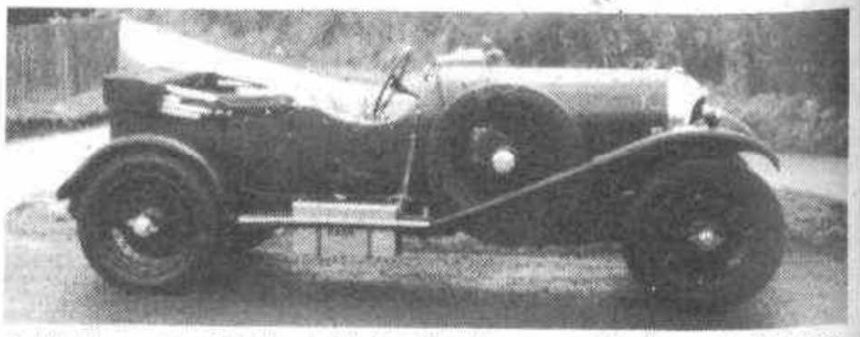
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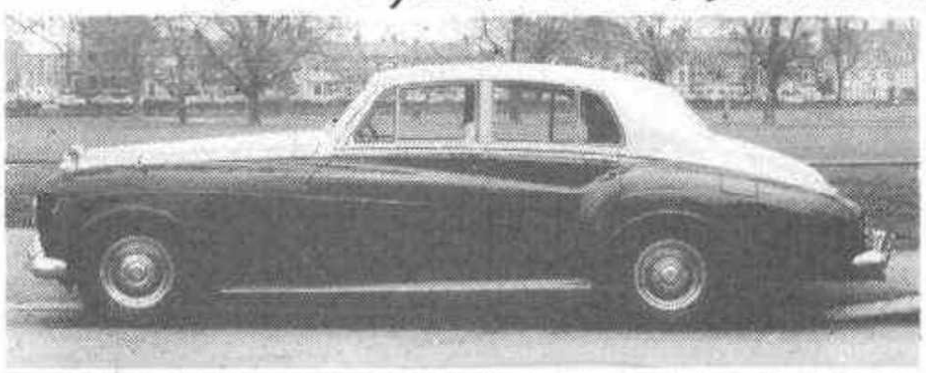
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1935 Rolls Royce 20/25 Four Light Formal Saloon by HJ Mulliner. Excellent original.



1964 Rolls Royce Silver Cloud III. One of two excellent examples. One Tudor over shell grey, the other, silver over blue.



1964 Aston Martin DB5 Saloon. Warwick grey, one of several DB4/5/6 saloons and convertibles.



1954 Rolls Royce Silver Dawn Automatic. 2 owners. Excellent.

Other cars in stock:

1936 Alvis Speed 25 Charlesworth Sports Saloon.
1963 Austin Healey 3000 Mk IIA.
1927 Bentley 4½-litre open tourer by Vanden Plas.
1954 Bentley R Type.
1975 Bentley T Type.
1938 Jaguar SS100 2½-litre.
1960 Jaguar XK150 Drophead.
1969 Morris 1000 Convertible.
1936 Packard V12 Coupe Roadster.
1927 Rolls Royce Phantom One open tourer by Windover.
1934 Rolls Royce 20/25 Owen Sedanca Coupé by Gurney Nutting.
1951 Bentley Mark VI Convertible by Park Ward.
1957 Ford Thunderbird.
1973 Jaguar E Type Roadster.
1967 MGA 1600 Mk II Roadster.
1934 Velocette KTS 350 cc Single.
1958 Ariel Square Four 1000 cc Solo.
1960 Triumph Tiger 100 500 cc Twin.
1963 BSA DBD 34 500 cc Gold Star.
1957 Matchless 350 cc Single.
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1982 Hesketh 1000 V Twin.
1909/10 Bleriot Mark II Single-Seater Monoplane.

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NO HIDING PLACE

Sometime in April or May, I am being connected to the CELLNET Radio Telephone system. For those who have managed to avoid the full page ads. in the Sunday supplements recently, this is basically an extension of the portable telephone concept which allows you to take or make calls whilst at the local pub, walking the dog or so on. But with CELLNET one is able to receive calls on the hand-held unit whilst tripping up the M1 or wherever, or "window-shopping" in the Paddock at Silverstone, for example. At such times when it really is impossible to answer the 'phone (eg when changing the rear plugs on a Cobra), then a device will automatically re-route your call to my "normal" home number — ie Hertford 51093, where someone else will endeavour to help; or an answering machine will take your message. As soon as I know the new Cellnet number (the dialling code is already fixed for subscribers, nationwide, at 0860), I'll give it prominent display; the main "Nostalgia" number ie 0992 558891, will then be phased out over the next few months, **but the 0992 51093 number will remain.**

1952 COOPER BRISTOL MK I S/STR Ch. CB8/52. FIA papers; ex Barber / Rout, recently totally restored by Peter Denty, TT Workshops etc; a very fine authentic car.
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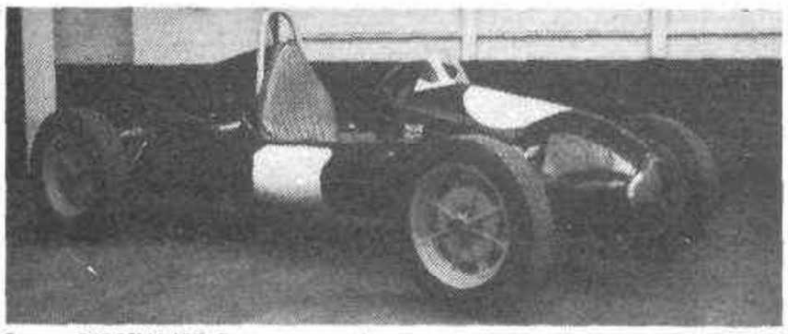
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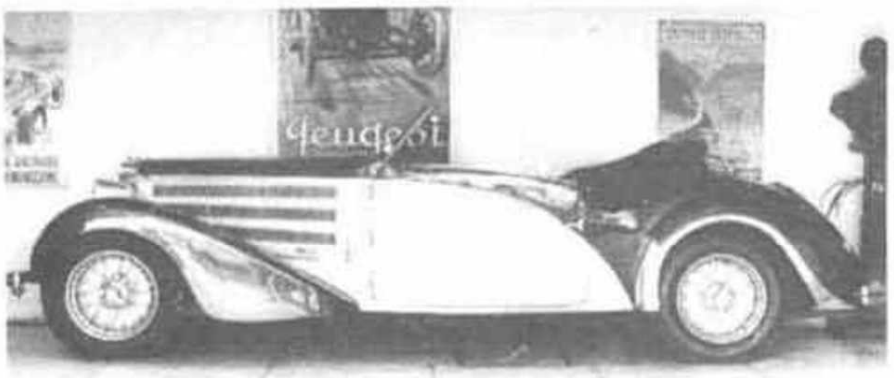
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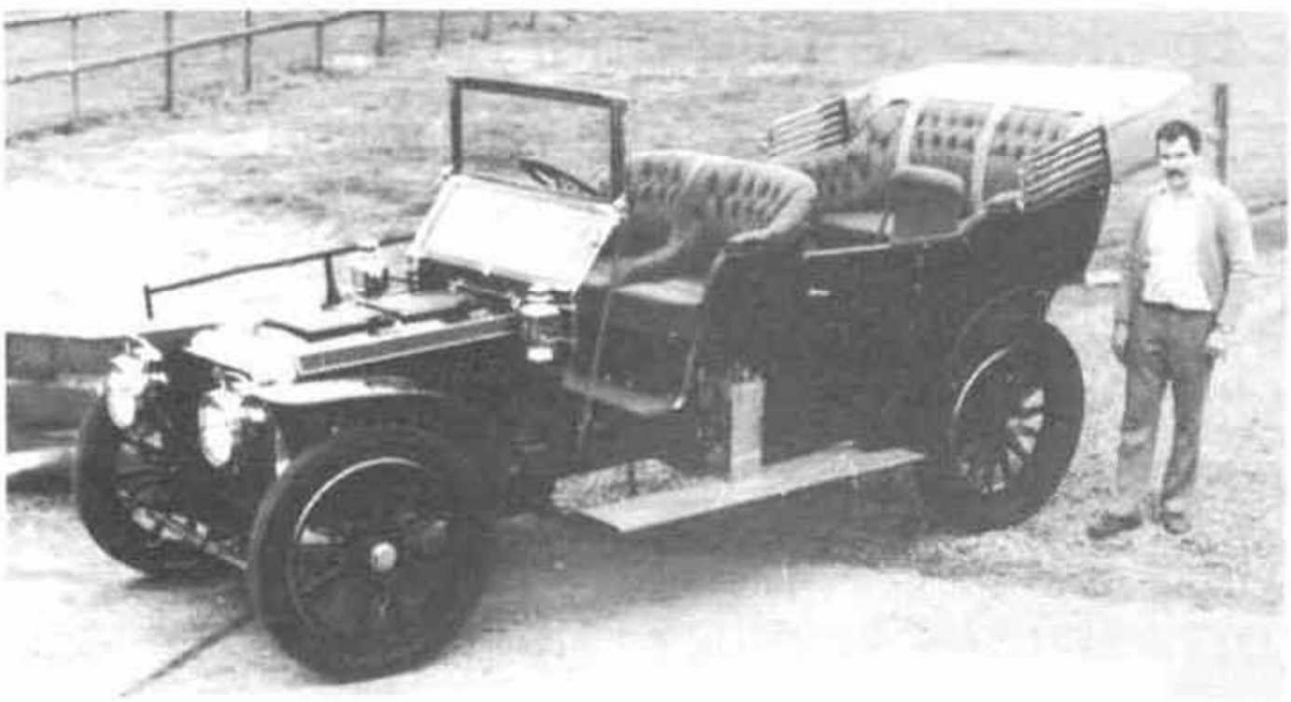
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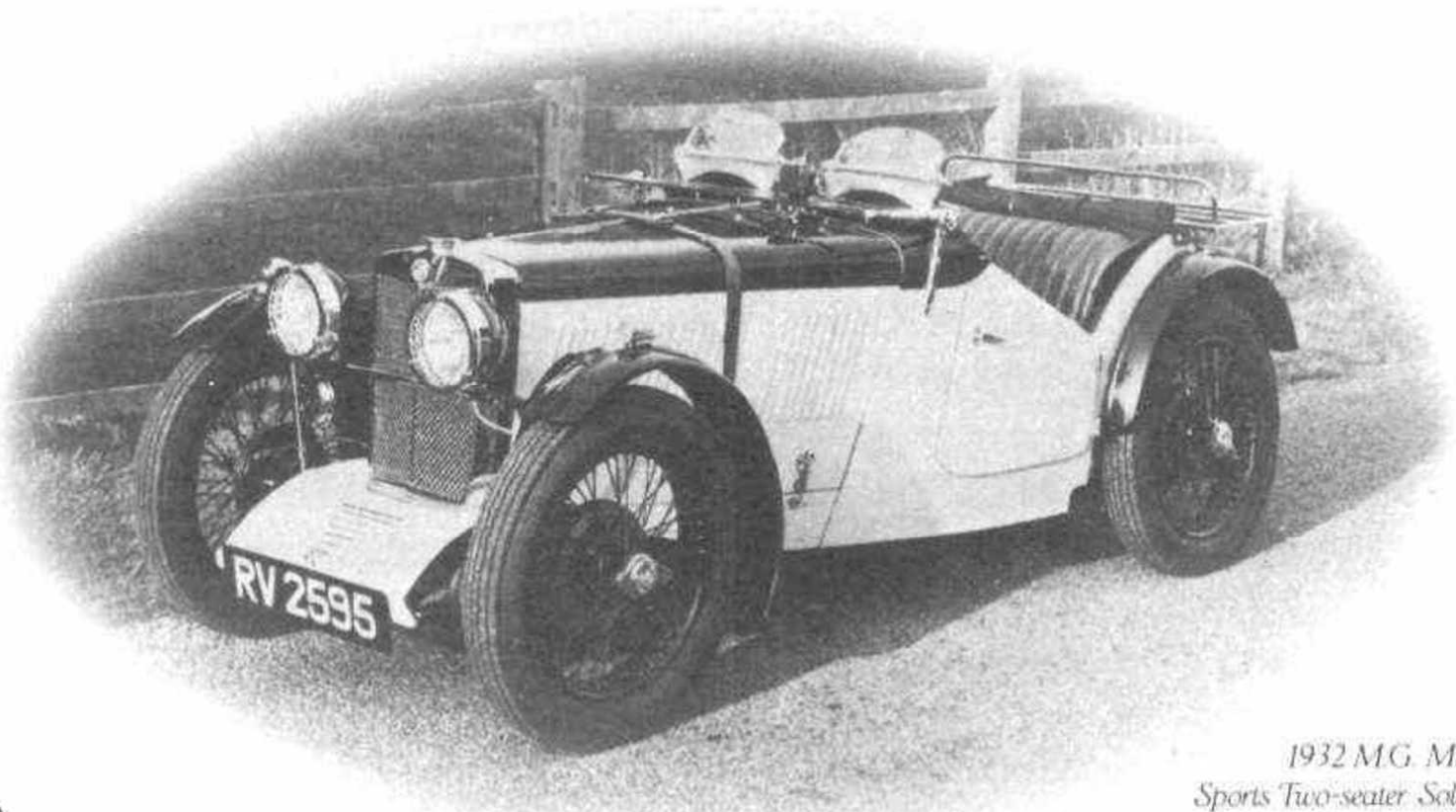


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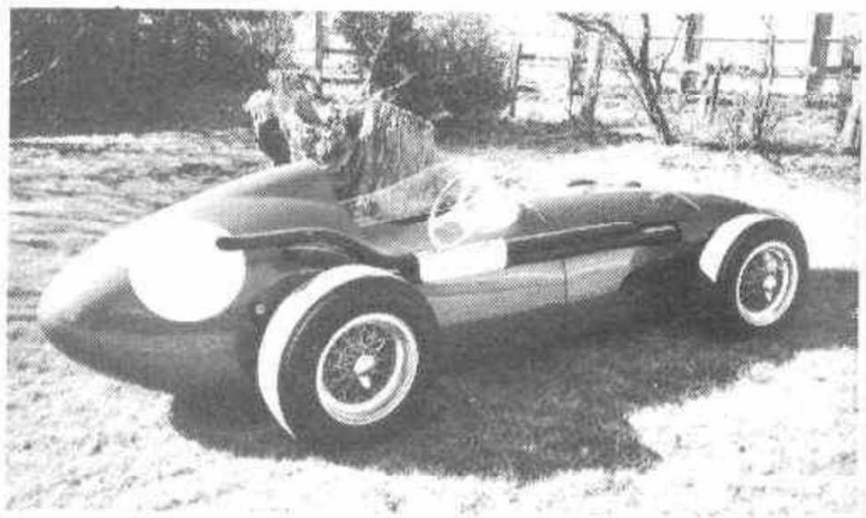
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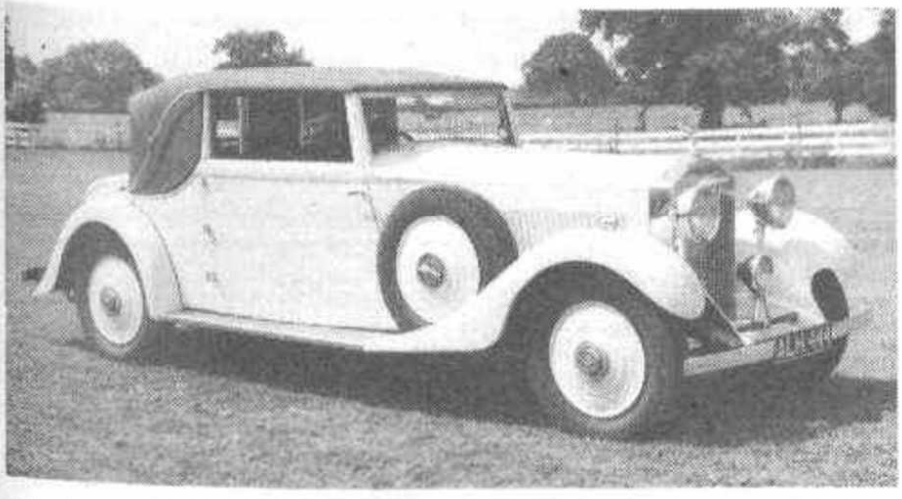
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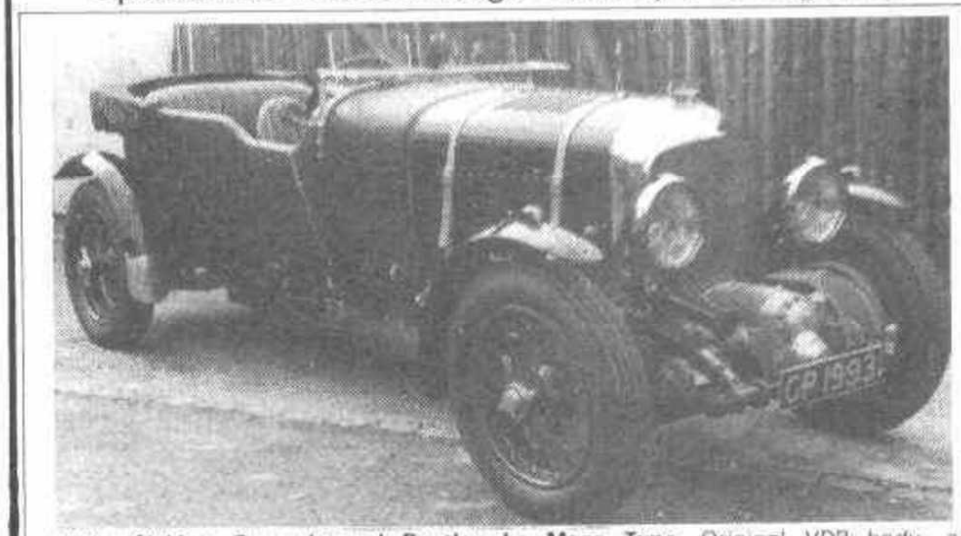
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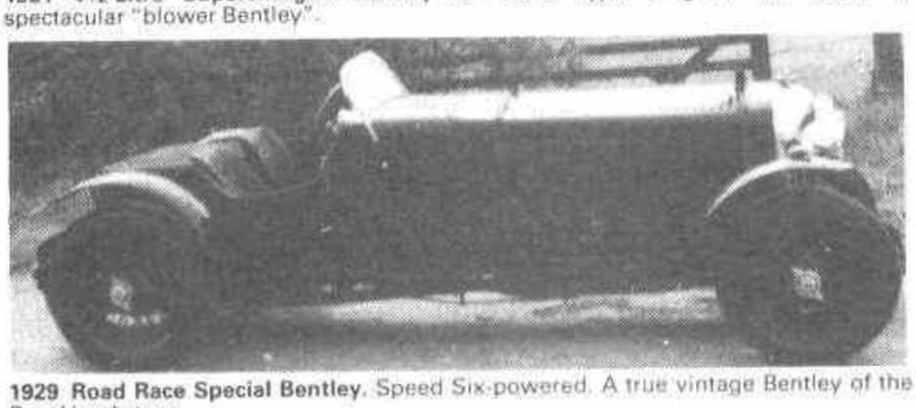
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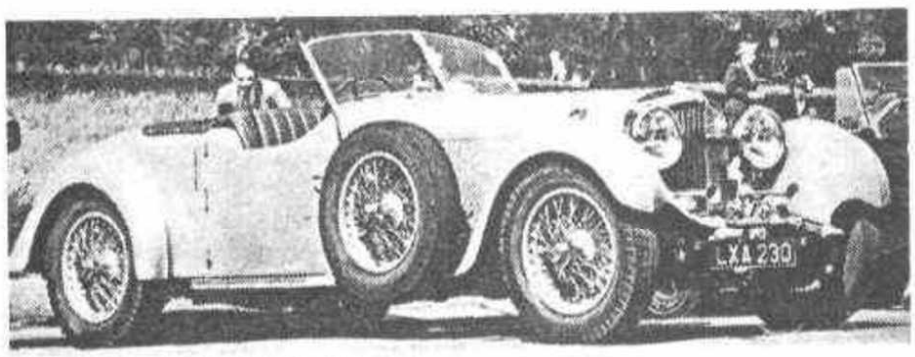
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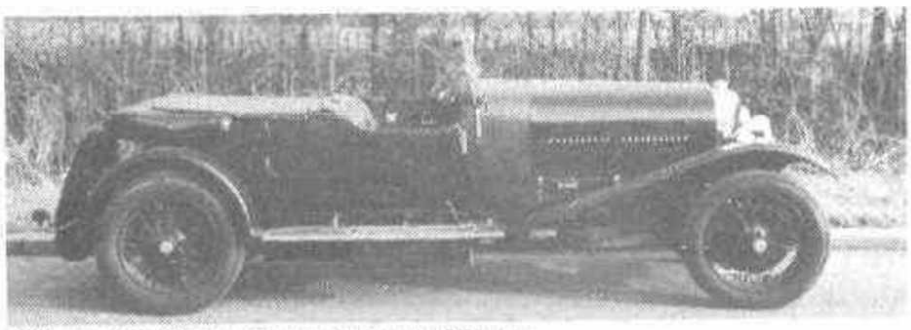
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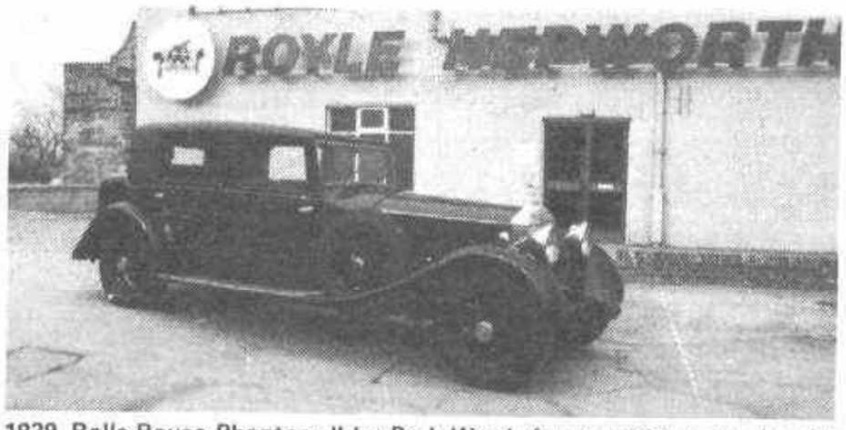


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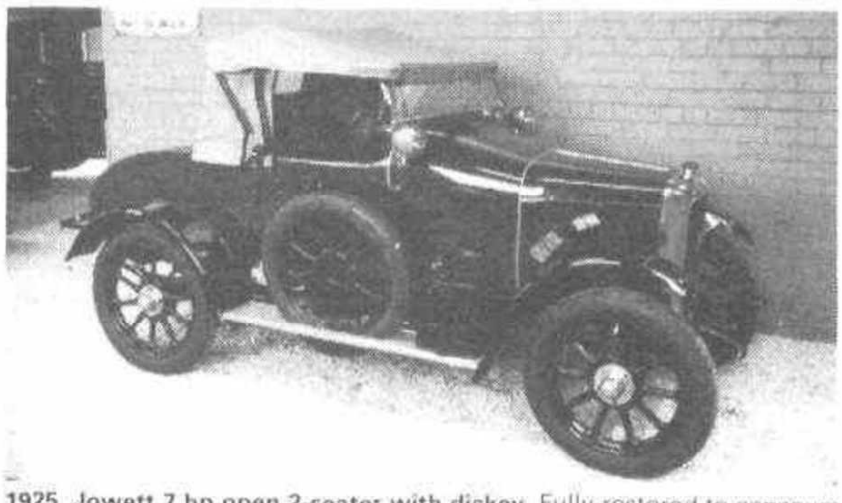
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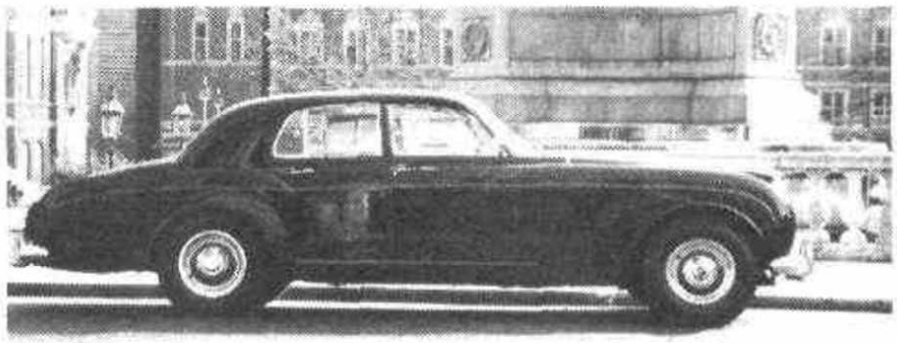


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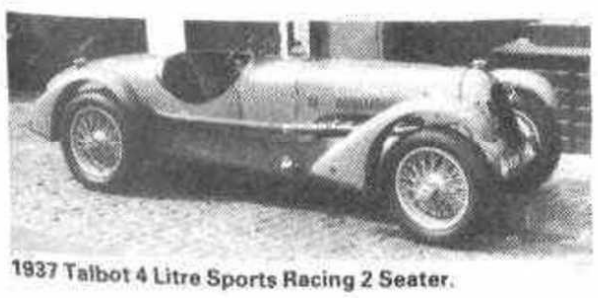
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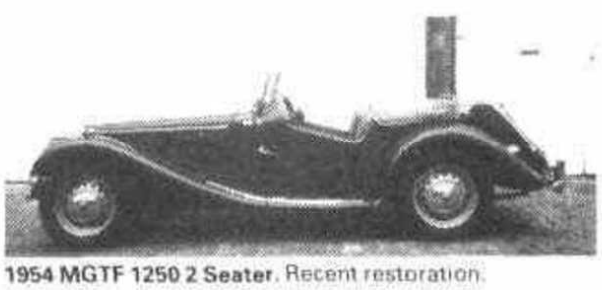
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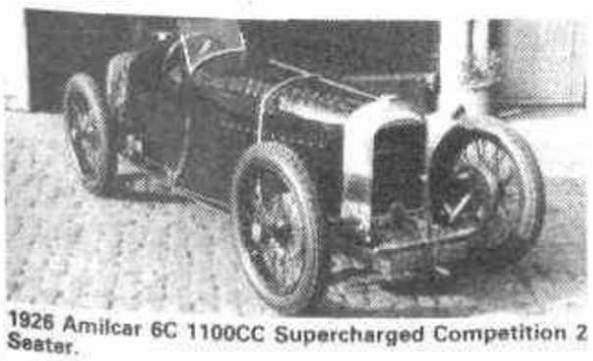
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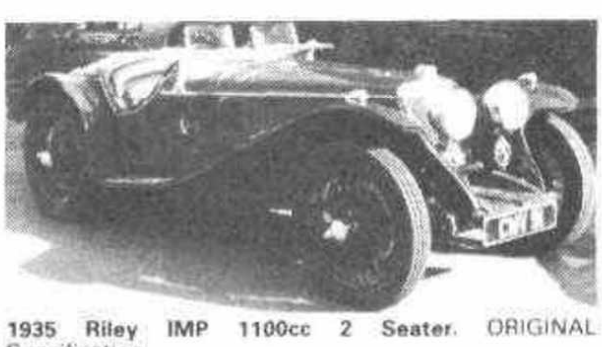
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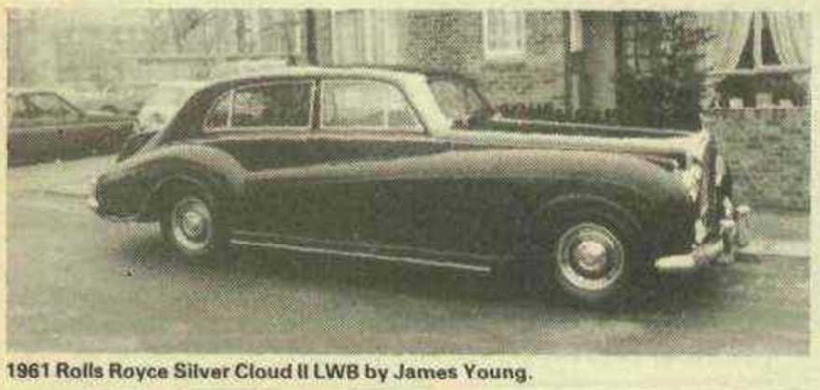
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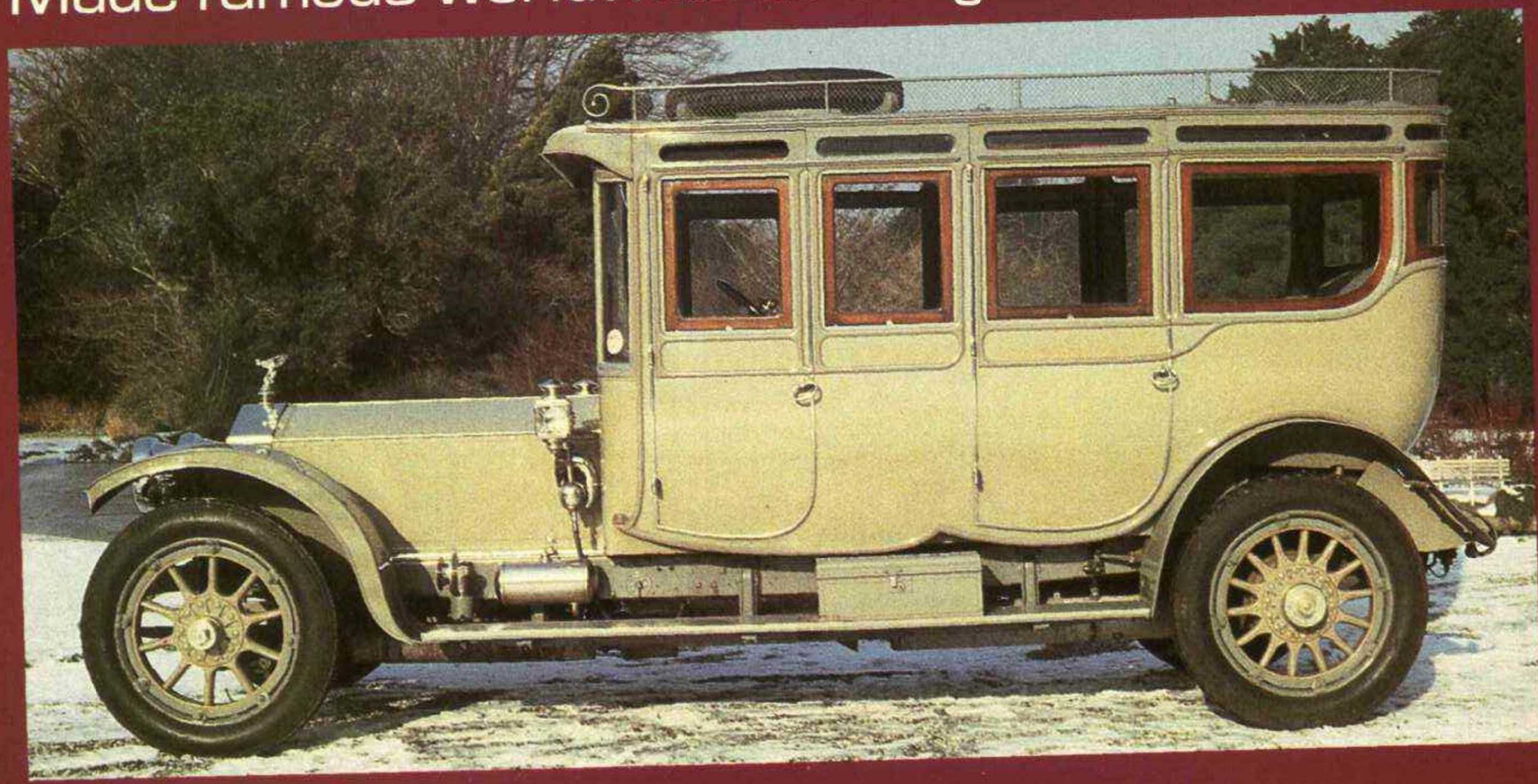
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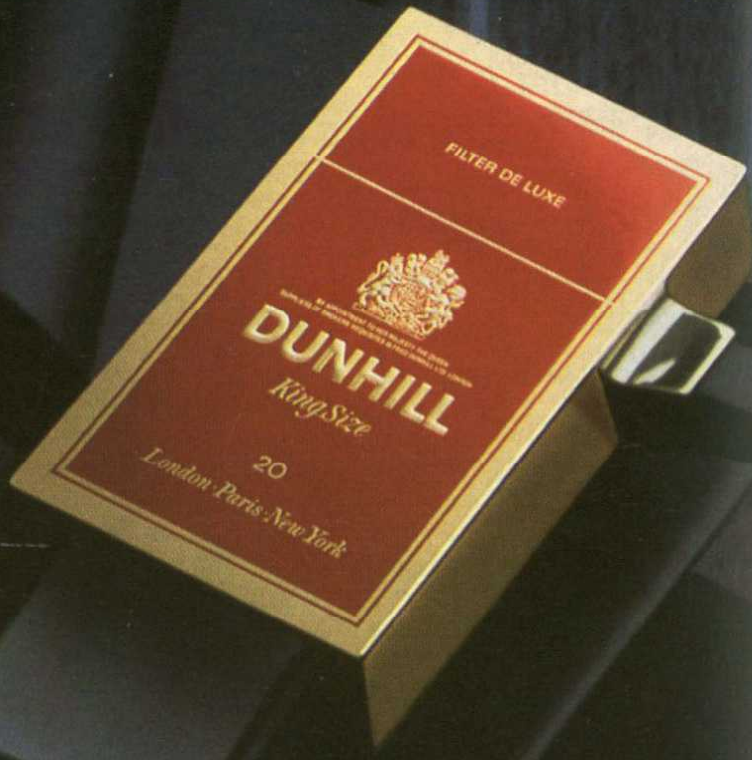
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