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MOTOR SPORT

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Vol. LXIV No. 1

CONTENTS

January 1988

2

MATTERS OF MOMENT

Will the recent sale of the Bugatti Royale in London affect the whole spread of old-car prices? Club News.

4

AROUND AND ABOUT

BMW seizes the WTC Drivers Championship from under Ford's nose in Japan, while some famous ERAs head east.

6

AUSTRALIAN GRAND PRIX



While other partnerships break up in disappointment or acrimony, Berger and Ferrari come up smiling down under.

12

RALLY REVIEW

In Britain's forests, Juha Kankkunen becomes the first rally driver to win consecutive World Championships.

18

KYALAMI SPRINT

The famous South African circuit plays host to Group C sportscars as it prepares for a facelift.

20

MACAU GRAND PRIX

An Irishman brushes aside challenges from British, French, German and Italian F3 champions in China's backyard.

24

1987 RACE RESULTS

For the record: all the year's winners in F1, F3000, WSC, WTC and ETC.

27

NISSAN SUNNY ZX

Not having expected much from a Sunny, GC finds himself looking on the bright side . . .

28

INDUSTRY INSIGHT

JW drops in on Lotus Cars to quiz MD Michael Kimberley about forthcoming models and engineering contracts.

32

AUDI COUPÉ QUATTRO

Long range and high speed are needed for a weekend dash to the Nürburgring.

33

PEUGEOT 405

The Car of the Year title secured, Coventry's latest Peugeot aims to make a splash.

34

PANTHER SOLO 2



Young Chul Kim's Solo I was stillborn, but MLC reckons its successor a far more serious proposition.

FRONT COVER

The Lombard RAC Rally attracts more spectators than any other sporting event in this country, and media interest increased this year as Lancia's works drivers battled for the world title and home entries showed well. Welsh farmer David Llewellyn, who eventually finished sixth in an Audi Coupé quattro, is shown surging through a watersplash on the opening-day spectator stage at Trentham Gardens. **Rally Review, page 12.**

40

CITROËN BX GTI 16V

Renewing his acquaintance with an old friend of a make, WB finds that Citroëns are still "different".

42

NISSAN 300ZX TARGA TURBO



The super-fast coupé comes ever closer to the European idiom — but has it overshot?

46

DUNSMORE SPECIALS

As the price of vintage machinery spirals, WB looks at an affordable way to realise some of the pleasures with less of the pain.

48

VETERAN TO CLASSIC

The VSCC rounds off 1987 with the Lakeland Trial and Enstone driving tests, while OJ ends 1926 with a Spanish tour.

52

SQUIRE CARS

Adrian Squire's jewel-like pre-war sportscar did not survive long; but the name and the shape have been revived.

56

BOOK REVIEWS

Tour de France and Le Mans books join a Scimitar history with Royal approval in our selection for the New Year.

58

LETTERS

Readers call for responsibility from auction houses and information on post-vintage and post-war racers.

MATTERS OF MOMENT

The Bugatti Royale sold for £5,000,000 at a Christie's Auction has been just about done to death in the media. The price paid by London vintage-car dealer Nicholas Harley (actually £5,575,000 including auction fees and VAT) must be a spin-off from the drop in value of sterling and stocks and shares, for there is no car less usable today than this enormous white elephant. We would much prefer a few Grand Prix Bugattis, which could be raced or used on the road!

There is no need to fear that this astronomical sum will affect the ordinary run of old-car prices, because it can only be regarded as the value now placed on anything collectable — far removed from the value of a car to be used as a piece of engineering, as Errore Bugatti intended when he conceived the Royale.

To Doug Nye goes the credit for having a journalistic drive in this odd motor car (I believe DSJ went out in it many years ago without making a song and dance of the



Royale — much ado about £5,000,000.

That Royale!

experience) but the thing has been so overdone that most people must be bored to tears with even a whisper of the word "Royale".

Happy New Year

With tales of death and destruction increasing rather than diminishing, and Britain experiencing her share of tragedy recently, but hopefully with a reduction in the world's nuclear weapons approaching, we can only hope that, from the angle of cars and motoring sport, 1988 will be at least as enjoyable as 1987 has been.

Formula One should be as enthralling as it has been for many years, most other forms of racing are in a healthy state, Group A rally cars are not to be despised, and intriguing new road-cars can be expected to surface during the coming year — with four-wheel drive, four-wheel-steering (first seen on a chassis which surfaced in Balham, London, of all places, some 65 years ago) and anti-lock braking to the fore.

Cars can be expected to continue to improve, especially in terms of fuel economy and safety, but will speed-limits be raised accordingly? Traffic congestion will no doubt continue to get worse!

We note that, in London, the nightly stop-go-stop progression along Western Avenue has grown more acute since we first referred to it, and that this clog-up now also prevails beside Northolt aerodrome because commuters to Hillingdon and Ruislip are presented with a crossing controlled by traffic lights; an underpass or flyover would pay dividends in time saved and tempers relaxed. As it is, it takes as long to drive from the City of London to the start of the M40 as it will to cross by tunnel from England to France if and when the Channel Tunnel opens in the 1990s.

Reduced congestion is one motoring improvement, as distinct from car improvement, we would like to see achieved in 1988. Another is less persecution of vehicle-users, whose cars are now clamped, towed away,

spot-checked and radared with increasing frequency. Those radar guns, called in because they were deemed inaccurate and the cause of a great many dubious prosecutions for speeding, are, we hear, to be reintroduced by police in Gwent. So drivers' rights must be watched closely in the New Year.

Nevertheless, we hope for a happy 1988 in the belief that some of the gloom of the present day and age is the product of the daily media, both television and newsprint.

The Wall Street collapse caused a shudder among those who know the implications of the 1929-30 financial crash (which had its influence in mediocre car design and in the spawning of tiny economy baby-cars thereafter) and came remarkably soon after the computerisation of the London Stock Exchange had been widely praised; the recovery of Jaguar under Sir John Egan has been followed surprisingly quickly by news that all is not well, moneywise, in that direction; although still winning long-distance races, Porsche, the ideal of most young executives and many other discerning drivers who reckon to know a well-engineered, desirable car when they encounter one, is also under a media cloud, as it approaches some sort of "end-of-the-road" with its existing models — the only way to see the Porsche System at a viable price, we are told, is to purchase a Seat and raise its bonnet; the BP shares-sale, publicised to the skies, went as flat as a punctured tyre; and so it goes on.

Some of this must surely be hysterical media-thinking? We recommend you to try to make your own judgments in the forthcoming year, and enjoy your driving on what uncongested roads remain. So we can wish you, with some reservations, the traditional Happy New Year.

Club News

Aston Martin Owners Club has moved to new premises at 1a High Street, Sutton, near Ely, Cambridgeshire CB6 2RB (telephone 0353-777353). Club secretary Jim Whyman says he hopes to arrange an open day when the offices are fully operational.

In Stratford-on-Avon on December 12, the Historic Sports Car Club held its annual dinner/dance and prizegiving ceremony. John Foulston, the Chairman of Brands Hatch Leisure who was killed in a Silverstone testing accident in September, was posthumously awarded the Historic GT Championship which was sponsored by his own Atlantic Computers concern.

Following a four-race series in 1987 which demonstrated the enthusiasm of its members for such a venture, the BMW Car Club has formed a motorsport division to run a ten-event Championship in 1988. Sections for standard and modified road-going BMWs will each have three classes, with engine capacity divisions at 2 litres and 2.8 litres. Write to John McVicker, 24 Francis Road, Lichfield, Staffordshire WS13 7JX for the full rules.

Effingham Park, near Gatwick in Sussex, is the venue for the BARC's 1988 "Big Night Out" on Saturday February 6. In addition to the five-course dinner and dance, the drivers, marshals, sponsors and enthusiasts invited to attend will witness the presentation of the Club's championship and annual awards. Tickets cost £17.50 for members and their spouses, £19.50 for non-members, and a special bus service will operate between the venue and two local hotels. Applications for tickets should be addressed to BARC Ltd, Thruxton Circuit, Andover, Hampshire SP1 8PN.

The Automobile Club of Brescia has announced that the next Mille Miglia retrospective event, again based on a regularity formula, will take place on May 5-7, 1988. Closing date for entries is December 31, to the Veteran Car Club of Brescia, Via Somalia 8/A, 25100 Brescia. Sports and competition cars built between 1927 and 1957 are eligible.

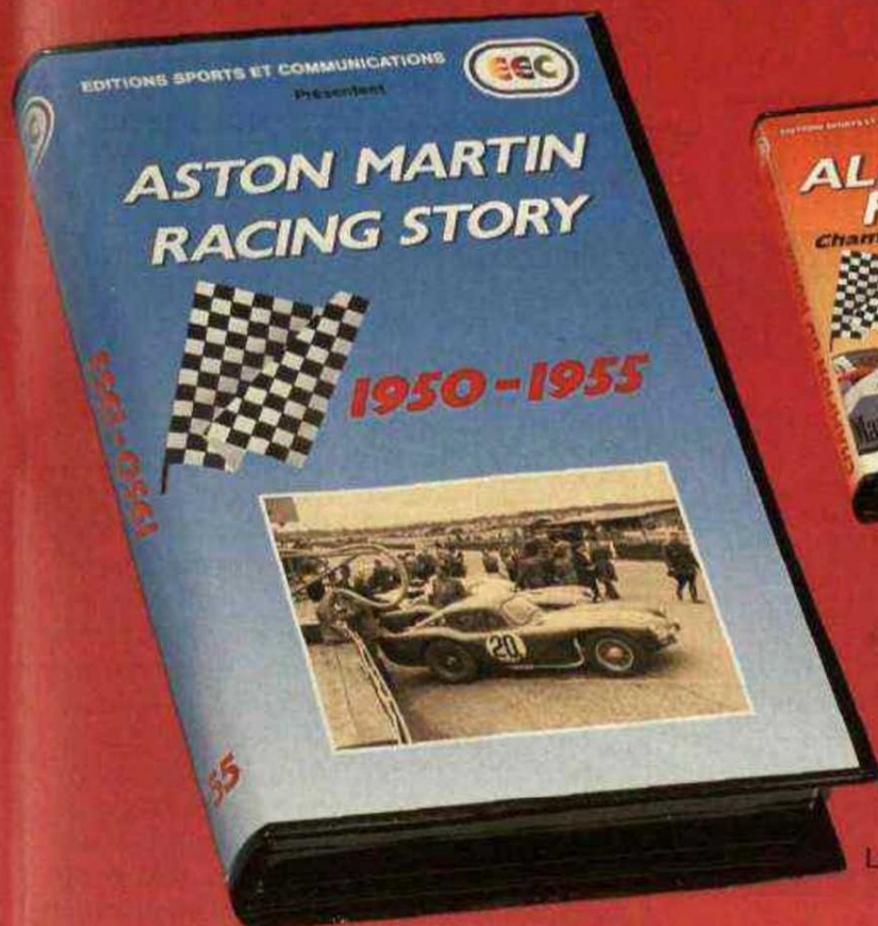
Rivers Fletcher was in the chair for the Annual dinner of the ERA Club at Stratford-on-Avon, and nearly ninety members and friends attended. It has become a tradition that all ERA drivers present (there were ten) should say a few words, whilst Rodney Felton, Roger Sweet and Bruce Halford were among those who spoke for the opposition. Bob Gerard was unfortunately unable to be present, but has given his magnificent British Empire Trophy award to the Club. This was presented to Bill Morris for the best performance of the season with a 1½-litre ERA (Hanuman), whilst Anthony Mayman took the Rivers Fletcher award for his success with R4D.



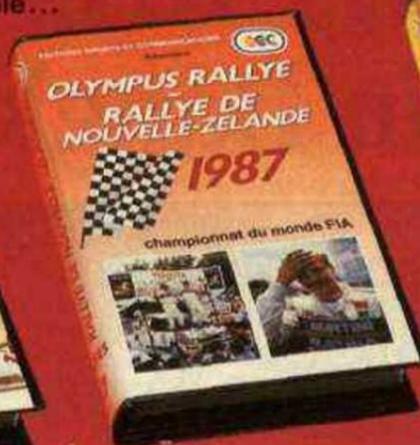
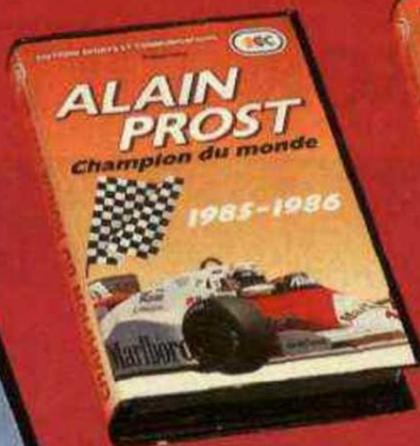
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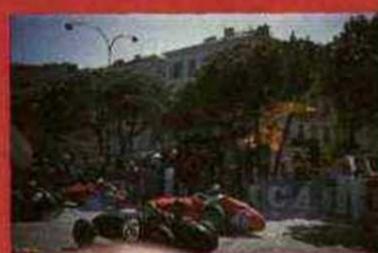
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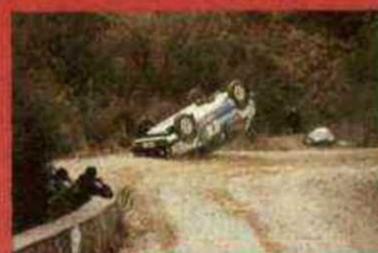
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Grand Prix 1958



San Remo & RAC Rally



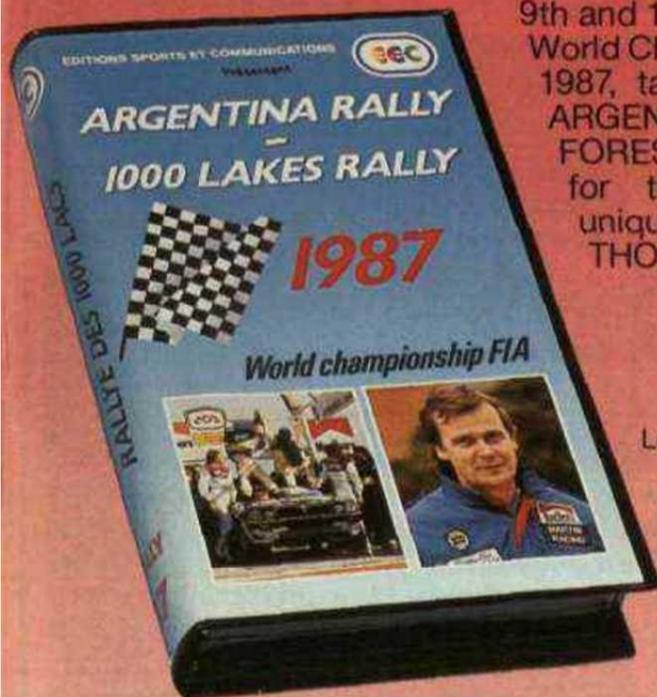
World Championship Rally 1987



F1 - F14

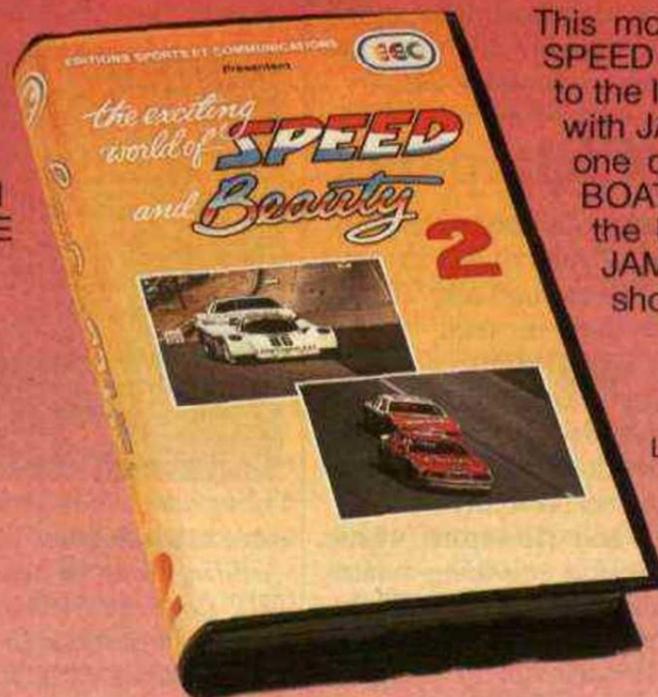
EEC traces the history of the ASTON-MARTIN team during the years 1950-1955, with the use of unpublished pictures and documents taken from the 24 Hours of Le Mans, Goodwood, Silverstone, etc.

Length: 60 minutes



9th and 10th rounds of the World Championship Rally 1987, taking us from the ARGENTINE PAMPA to the FORESTS OF FINLAND, for the traditional and unique RALLY OF THE THOUSAND LAKES.

Length: 56 minutes



This month the magazine SPEED & BEAUTY takes us to the IMSA championship with JAGUAR, followed by one of the best POWER-BOAT teams, together with the RENO, LYNN and ST. JAMES EN NASCAR air shows, etc.

Length: 60 minutes

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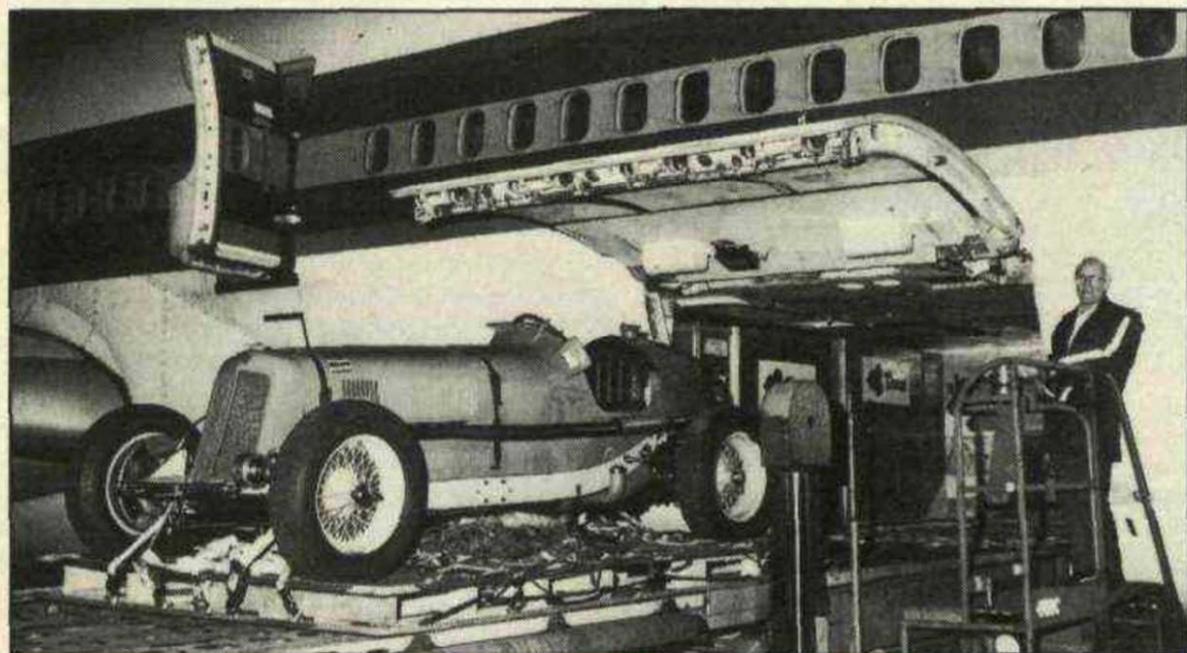
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AROUND AND ABOUT

Bira ERAs meet in Bangkok



"Romulus" boards its flight at Heathrow for a very historic journey to the far east.

"Romulus", the famous ERA racing car (Chassis R2B) which was campaigned by the late Prince Bira of Thailand from 1935 until the war, has been flown out of the United Kingdom by Thai Airways International for a visit to its original driver's homeland.

This is not its first such trip. "Romulus" visited Thailand (or Siam as it was called then) in the winter of 1937-38 when the present king was only ten years old.

On January 9, "Romulus" will be accompanying other Prince Bira ERAs ("Remus" and "Hanuman") for a speed trial around the city of Bangkok. Then on January 16 it will be taking part in two races at the Pattaya track, renamed the Prince Bira Circuit.

Show Site Swap

Work on the rebuilt Alexandra Palace not having been completed on time, the Racing Car Show, which was to have been its first exhibition, has had to change venues at short notice. It will now take place at Olympia on the same dates, January 7-10, from 10am to 7pm (6pm on Sunday).

A Drive in the Woods

When rallying was a sport and nothing else, most of its participants looked upon it as a recreational escape from the routine of everyday, living-earning activities. If they collected some pocket-money from a manufacturer along the way, so much the better, and they could even consider themselves works drivers.

Times have changed. Rallying has become that everyday, living-earning activity for many of today's drivers and co-drivers. But the need for recreation remains and, just as rallying once provided that relief, nowadays a more sedate form of competition has taken its place — golf!

In fact, a six-tournament international championship has been set up for present and former rally competitors, to take place during 1988. Anyone interested should contact Piero Sodano, 10 Via Pia, Savona, Italy (telephone +39-19-386921).

Historic Champions

A win on the Tatra rally in Czechoslovakia confirmed Paul Howcroft and Simon Warner as European Rally Champions for Historic Cars in their Austin Healey 3000. While support for some of the events has been variable, this pre-1964 series is to be applauded for putting the element of competition back into the expanding field of historic road events.

For 1988 Warner and Howcroft (whose company Rohan makes clothing warm enough to keep a journalist alive at Silverstone in April) will replace the Healey with a 1963 Lotus Elan.

Going, Going . . . Up?



Along with extravagant catalogues costing as much as a serious reference book, the auction houses have taken to grand houses as a backdrop for their old car sales. At Sothebys' recent auction at Artillery House in London, the prime items included a streamlined T23 Brescia Bugatti, the unique V12 Lagonda Airline Coupé, and a scruffy T57 Atalante Coupé. More affordable prices were reached by a Singer Le Mans (£6000) and a 1962 Lagonda Rapide (£3600), while the oldest Mini known netted £9200.

JANUARY FIXTURES

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

Date	Organiser	Venue	Event	Type
Dec 29	500 MRCIJ	Kirkistown, Belfast	Race Meeting	R
Dec 29	TSO	Palace of Versailles, Paris	Paris-Dakar Rally	INT
Jan 8	MCC	Reading, Lewdown and Cirencester	60th Exeter Trial	C
Jan 16-23	Automobile Club de Monaco	Monte Carlo, Monaco	Monte Carlo Rally (WRC)	INT
Jan 22-24	Rovaniemen Urheilutoimijat	Finland	Arctic Rally (ERC)	INT
Jan 30-31	IMSA	Daytona Speedway, Florida	Daytona 24 Hours	INT
Feb 6-7	International Swedish Rally	Karlstadt, Sweden	Swedish Rally (WRC)	INT

BMW's World Touring Title?



Roberto Ravaglia achieved only one WTC victory but claimed the title for BMW.

Despite the end-of-season string of Ford Sierra Cosworth RS500 victories in Australasia and Japan, BMW's Roberto Ravaglia has been proclaimed the first (and probably only) World Touring Car Champion.

But Ravaglia's tenure of the WTC title was subject to the result of an appeal to FISA by the Eggenberger works Ford team, following its disqualification from October's classic Bathurst 1000km round for irregularities in the dimensions and fitting of its wheel-arches.

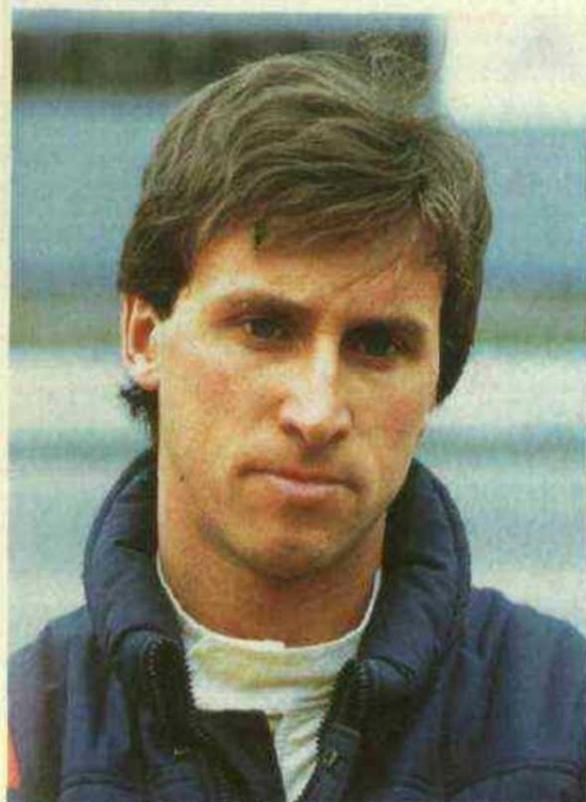
Second-place finishers Klaus Ludwig and Klaus Niedzwiedz learned of their Bathurst

exclusion, which cost them the championship lead, on the eve of the series finale in Fuji in November. Though their Sierra went on to win that race, Ravaglia's third place gave him the superior points tally.

Ravaglia, who was awarded the European Touring Car Championship last year only after FISA discovered an error in the awarding of points for the series, has driven a BMW M3 for the Schnitzer team in every round of the championship.

Usually sharing the car with fellow-Italian Emanuele Pirro, he won the second round at Jarama, also achieving numerous other placings.

Irrespective of the result of the Bathurst appeal, Ford has won the manufacturers title.



Ravaglia — first and only champion?

Mass switches to Indycars

Jochen Mass, once James Hunt's teammate in the Marlboro Formula One squad, will be switching to CART racing in the United States next year.

Mass won four IMSA sportscar races there last season at the wheel of a Porsche 962, and now the Porsche's owner Bruce Leven has placed an order for a Lola chassis which will be powered by the ubiquitous Cosworth DFX turbocharged engine.

Mass will limber up for this new challenge by testing the Porsche Indycar during the winter, although despite the fact that he is German, there has been no comment from Porsche on the idea that he might drive it next year.

Porsche wants an American behind the wheel and its number one choice is former World Champion Mario Andretti.

Palmer stays with Tyrrell

After rounding off his 1987 Grand Prix season with a strong fifth place at Adelaide — which became fourth place after the disqualification of runner-up Ayrton Senna's Lotus — Jonathan Palmer has been re-signed by Ken Tyrrell's F1 team.

Palmer also finished fifth at Hockenheim and Monaco, and clinched the Jim Clark Cup, Grand Prix racing's second division contest for the drivers of naturally-aspirated cars.

Ken's team will continue to use Cosworth DFZ 3.5-litre V8 engines in 1988, prepared by Brian Hart's Harlow-based company, and work is currently continuing not only on the new type 017 chassis, but also on the construction of a new workshop complex at the team's base in Ripley.

Classic Marathon Plans

On January 12, full details of the Classic Marathon, scheduled for June 18-26 1988, will be announced in London by the event organisers and sponsors.

Some people thought that this would rival the London-Sydney Marathon of twenty years ago, but this is not the case at all. The event will take place entirely in Europe and will revive some of the spectacular Alpine passes which have never been used competitively since the cessation of great classics such as the Alpine and the Liège.

This London-Alps-London rally will take in such famous passes as Mont Ventoux, the Restefond, the Stelvio and the Gavia, and will have a 2800-mile route incorporating sections from the Tulip, Liège, Monte Carlo and Alpine rallies.

Even by the end of October there had been more than 500 enquiries, of which many had materialised into deposit-paying entries, pointing to the appearance of a fine selection of splendid rally cars of the past.

The entry fee is £850, and the address for enquires at this stage is Bramble Bay Cottage, Cousley Wood, Wadhurst, East Sussex TN5 6EZ. However, we have to point out that the maximum entry, set at 75, has already been achieved.

If you are no great admirer of FISA's version of a rally car and prefer Minis, Rapiers, Tigers, Healeys, two-stroke Saabs, Fulvias, TRs, Anglias, PV544s, Morgans and cars of much earlier vintage, or if you are simply attracted to magnificent Alpine passes, this will be an event worth seeing.

FORMULA ONE

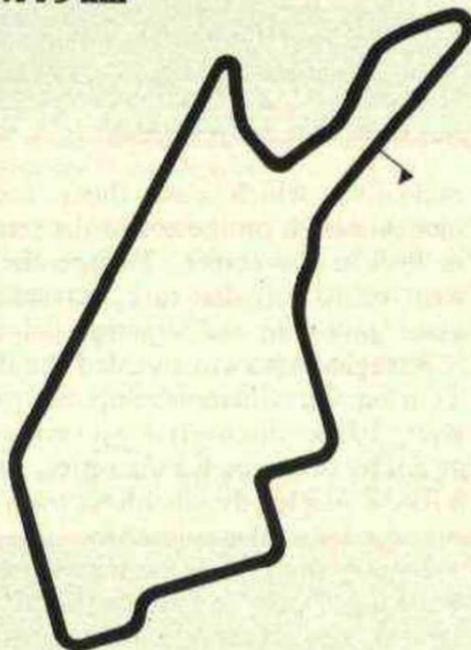
RACE DETAILS

		Fastest Lap
1 Prost	4th lap 1; passed Senna lap 2; 3rd until lap 35, then 2nd; dropped to 4th lap 42; retired lap 54; front brake disc shattered; spun off	1.21.381 (47)
2 Johansson	8th lap 1; passed Boutsen lap 7, Patrese lap 25, and Piquet lap 35; retired from 5th lap 49; shattered brake disc caused spin	1.22.232 (38)
3 Palmer	14th lap 1; collided with Warwick lap 2; pits lap 8 to change deflating tyre; won non-turbo category, finished 5th and inherited 4th	1.23.197 (59)
4 Streiff	19th lap 1; spun and stalled on lap 7; retired	1.26.823 (6)
5 Patrese	Replacing injured Mansell; 6th laps 1-25; passed by Johansson while spinning due to brake trouble; lapped lap 55; retired lap 77	1.21.491 (52)
6 Piquet	Took lead from start; passed by Berger lap 1; 2nd until tyre stop lap 35; rejoined 6th; retired lap 59, brake disc broken	1.21.981 (40)
7 Modena	First F1 race; 13th lap 1; passed Warwick lap 3; dropped back before half distance; retired lap 32; physical exhaustion and cramp	1.24.294 (4)
8 de Cesaris	9th lap 1; erratic race with four tyre changes, damaged nose-fin in spin; made third fastest lap of race; finished 9th; inherited 8th	1.20.917 (65)
9 Brundle	15th lap 1; slowed by gear-selection trouble; retired lap 19, overheating turbocharger	1.25.554 (11)
10 Danner	24th lap 1; ran steadily and reliably throughout race; finished 8th; inherited 7th	1.24.119 (35)
11 Nakajima	16th lap 1; climbed to 13th; hydraulic leak caused "active" suspension to fail and car collapsed onto safety springs; retired	1.24.926 (18)
12 Senna	3rd lap 1; passed by Prost and Alboreto; 4th lap 35; passed Alboreto and Prost lap 42; finished 2nd; disqualified	1.20.456 (63)
14 Moreno	23rd lap 1; ran consistently and steadily to inherit places as others retired; finished 7th; inherited 6th with Senna's disqualification	1.24.488 (62)
16 Capelli	18th lap 1; took lead of non-turbo group lap 8; led group until spin and stalled engine lap 59; retired	1.23.296 (55)
17 Warwick	12th lap 1; collided with Palmer lap 2; 11th until rear axle broke lap 20; retired	1.24.478 (18)
18 Cheever	10th lap 1; 9th lap 10; held position until tyre stop lap 48; retired lap 54, terminal engine overheating	1.23.390 (18)
19 Fabi	15th lap 1; 10th lap 11; dropped back with fading brakes; retired lap 47, brake failure	1.22.246 (44)
20 Boutsen	7th lap 1; passed by Johansson lap 7; 8th for most of race; finished 4th but inherited 3rd	1.22.769 (45)
21 Caffi	Did not start; failed to qualify	
23 Campos	25th lap 1; ran at back of field; retired lap 47, gearbox trouble	1.27.676 (35)
24 Nannini	Elbowed off on first lap; retired	
25 Arnoux	17th lap 1; up to 10th by lap 15; ran mid-field until stopped by electrical fault lap 42; retired	1.23.999 (30)
26 Ghinzani	22nd lap 1; ran near back of field until engine died lap 27; retired	1.25.196 (24)
27 Alboreto	5th lap 1; 4th lap 5; 3rd lap 35; finished 3rd; inherited 2nd when Senna was disqualified	1.21.124 (48)
28 Berger	Beaten off start by Piquet; took lead lap 1; led rest of race; confident and controlled drive to win; new lap record lap 72	1.20.416 (72)
29 Dalmás	21st lap 1; ran in company with team-mate Alliot; finished 6th and inherited 5th	1.23.207 (55)
30 Alliot	20th lap 1; ran 2nd non-turbo car; retired lap 46 when electrical fault stopped engine	1.24.834 (39)

QUALIFYING TIMES

		Friday	Saturday	Pos
Prost	McLaren	1.18.200	1.17.967	2
Johansson	McLaren	1.19.761	1.18.826	8
Palmer	Tyrrell	1.22.315	1.22.087	19
Streiff	Tyrrell	1.21.971	1.22.434	18
Patrese	Williams	1.19.507	1.18.813	7
Piquet	Williams	1.18.017	1.18.176	3
Modena	Brabham	1.21.887	1.21.014	15
de Cesaris	Brabham	1.19.768	1.19.590	10
Brundle	Zakspeed	1.22.224	1.21.483	16
Danner	Zakspeed	1.23.046	1.22.736	24
Nakajima	Lotus	1.21.708	1.20.891	14
Senna	Lotus	1.18.508	1.18.488	4
Moreno	AGS	1.23.659	1.24.149	25
Capelli	March	1.22.698	1.22.704	23
Warwick	Arrows	1.20.638	1.20.837	12
Cheever	Arrows	1.20.187	1.21.592	11
Fabi	Benetton	1.19.461	1.20.301	9
Boutsen	Benetton	1.18.943	1.18.523	5
Caffi	Osella	1.25.872	1.27.331	DNQ
Campos	Minardi	1.25.760	1.24.121	26
Nannini	Minardi	1.20.701	1.21.523	13
Arnoux	Ligier	1.24.833	1.22.303	20
Ghinzani	Ligier	1.22.689	1.24.652	22
Alboreto	Ferrari	1.18.578	1.19.612	6
Berger	Ferrari	1.17.267	1.18.142	Pole
Dalmás	Lola	1.25.021	1.22.650	21
Alliot	Lola	1.21.888	1.22.846	17

ADELAIDE 3.779 km



STARTING GRID

28 G. Berger (Ferrari V6) 1 min 17.267 secs	1 A. Prost (McLaren-Porsche V6) 1 min 17.967 secs
6 N. Piquet (Williams-Honda V6) 1 min 18.017 secs	12 A. Senna (Lotus-Honda V6) 1 min 18.488 secs
20 T. Boutsen (Benetton-Ford V6) 1 min 18.523 secs	27 M. Alboreto (Ferrari V6) 1 min 18.578 secs
5 R. Patrese (Williams-Honda V6) 1 min 18.813 secs	2 S. Johansson (McLaren-Porsche V6) 1 min 18.826 secs
19 T. Fabi (Benetton-Ford V6) 1 min 19.461 secs	8 A. de Cesaris (Brabham-BMW 4cyl) 1 min 19.590 secs
18 E. Cheever (Arrows-BMW 4cyl) 1 min 20.187 secs	17 D. Warwick (Arrows-BMW 4cyl) 1 min 20.638 secs
24 A. Nannini (Minardi-Modeni V6) 1 min 20.701 secs	11 S. Nakajima (Lotus-Honda V6) 1 min 20.891 secs
7 S. Modena (Brabham-BMW 4cyl) 1 min 21.014 secs	9 M. Brundle (Zakspeed 4cyl) 1 min 21.483 secs
30 P. Alliot (Lola-Cosworth V8) 1 min 21.888 secs	4 P. Streiff (Tyrrell-Cosworth V8) 1 min 21.971 secs
3 J. Palmer (Tyrrell-Cosworth V8) 1 min 22.087 secs	25 R. Arnoux (Ligier-BMW 4cyl) 1 min 22.303 secs
29 Y. Dalmás (Lola-Cosworth V8) 1 min 22.650 secs	10 P. Ghinzani (Ligier-BMW 4cyl) 1 min 22.689 secs
16 I. Capelli (March-Cosworth V8) 1 min 22.698 secs	10 C. Danner (Zakspeed 4cyl) 1 min 22.736 secs
14 R. Moreno (AGS-Cosworth V8) 1 min 23.659 secs	23 A. Campos (Minardi-Modeni V6) 1 min 24.121 secs

RESULTS

Australian Grand Prix, Adelaide, November 15 82 laps of 3.779km circuit (309.878km/192.549 miles)

Pos	Driver	Car/Engine	Time
1st	Gerhard Berger	Ferrari F187-Ferrari V6 t/c	1 h 52 m 56.144 s
2nd	Michele Alboreto	Ferrari F187-Ferrari V6 t/c	1 h 54 m 04.028 s
3rd	Thierry Boutsen	Benetton B187-Ford V6 t/c	1 lap behind
4th	Jonathan Palmer	Tyrrell 016-Cosworth V8-DFZ	2 laps behind
5th	Yannick Dalmás	Lola LC 187-Cosworth V8-DFZ	3 laps behind
6th	Roberto Moreno	AGS JH22-Cosworth V8-DFZ	3 laps behind
7th	Christian Danner	Zakspeed ZAK871-Zakspeed 4 cyl. t/c	3 laps behind
8th	Andrea de Cesaris	Brabham BT56-BMW 4 cyl. t/c	4 laps behind
9th	Riccardo Patrese	Williams FW11B-Honda V6 t/c	(not running) 6 laps behind
10th	Nelson Piquet	Williams FW11B-Honda V6 t/c	retired on lap 59
11th	Ivan Capelli	March 871-Cosworth V8-DFZ	retired on lap 59
12th	Alain Prost	McLaren MP4/3-Porsche V6 t/c	retired on lap 54
13th	Eddie Cheever	Arrows A10-BMW 4 cyl t/c	retired on lap 54
14th	Stefan Johansson	McLaren MP4/3-Porsche V6 t/c	retired on lap 49
15th	Teo Fabi	Benetton B187-Ford V6 t/c	retired on lap 47
16th	Adrian Campos	Minardi M186-Modeni V6 t/c	retired on lap 47
17th	Philippe Alliot	Lola LC187-Cosworth V8-DFZ	retired on lap 46
18th	René Arnoux	Ligier JS29C-BMW 4 cyl t/c	retired on lap 42
19th	Stefano Modena	Brabham BT56-BMW 4 cyl t/c	retired on lap 32
20th	Piercarlo Ghinzani	Ligier JS29C-BMW 4 cyl t/c	retired on lap 27
21st	Satoru Nakajima	Lotus 99T-Honda V6 t/c	retired on lap 23
22nd	Derek Warwick	Arrows A10-BMW 4 cyl t/c	retired on lap 20
23rd	Martin Brundle	Zakspeed ZAK871-Zakspeed 4 cyl t/c	retired on lap 19
24th	Philippe Streiff	Tyrrell 016-Cosworth V8-DFZ	retired on lap 7
25th	Alessandro Nannini	Minardi M186-Modeni V6 t/c	retired on lap 1
26th	Ayrton Senna	Lotus 99T-Honda V6 t/c	(finished second) disqualified
27th	Alessandro Caffi	Osella FA1H-Alfa Romeo V8 t/c	did not start

Fastest Lap: Gerhard Berger, 1 min 20.416 secs (169.175 kph) on lap 72. New Record.
Winner's Average Speed: 164.631 kph. Conditions: Very Hot.

Australian Grand Prix

Gerhard Berger sustained his winning momentum to reel off his second victory in a fortnight when the Grand Prix circus arrived in Adelaide for the Australian Grand Prix, the final round of the sixteen race 1987 World Championship series.

Despite the fact that the 28-year-old Austrian was feeling distinctly below par all weekend with a raging sore throat and ear-ache, once strapped into the cockpit of his Ferrari F187 he produced an absolutely flawless performance, qualifying on pole position and leading every lap of the way.

It is funny how things run true to a pattern in Formula One. Often you find that, once the World Championship is settled, the top team's level of achievement fades noticeably and an outsider often begins to demonstrate unexpected form.

That is exactly what has happened this season with Williams and Ferrari, although it has to be said that the signs of a Maranello revival were there from the Hungarian Grand Prix where Berger got his Ferrari onto the front row alongside Mansell. Once Piquet's World Championship was assured by Mansell's practice crash in Japan, there were no more Williams race finishes at either Suzuka or Adelaide.

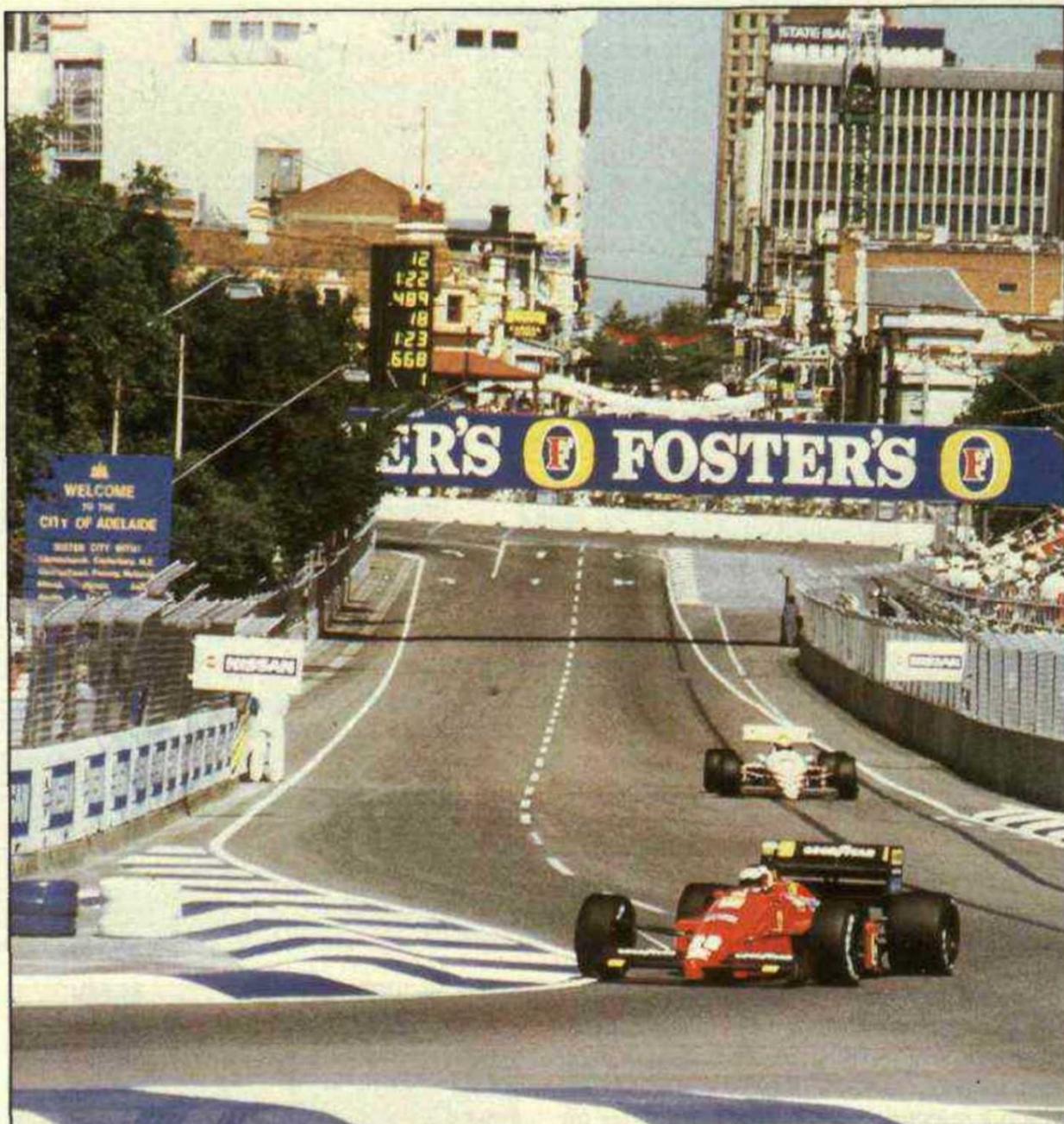
It is all too easy to put that down to some sort of almost unconscious easing of effort, but if that was the case it was more with the Honda part of the equation than the Williams element. Piquet and Riccardo Patrese (Mansell's stand-in at Adelaide) suffered major engine failures in Japan and Australia respectively, the first such failures since Piquet's retirement in the third race of the season at Spa.

Out on the circuit, the Adelaide qualifying battle was waged between Berger and outgoing World Champion Alain Prost. In the Friday session Berger posted a 1min 17.267 sec lap, and in the significantly hotter conditions which prevailed the following day, he only went out for a few laps shortly before the end of the session, just as a defensive precaution in the event of anybody getting threateningly close.

He need not have worried. Prost's McLaren was fastest on the Saturday on 1min 17.967sec, guaranteeing the Frenchman only his second front-row starting position of the year (his first was at Suzuka), while the second row was comprised of Honda runners Nelson Piquet (Williams FW11B) and Ayrton Senna (Lotus 99T).

Thierry Boutsen, seeking his elusive first win for the Benetton-Ford partnership, qualified fifth ahead of Michele Alboreto's Ferrari and Riccardo Patrese in the second Williams, a driver nomination we will return to in a moment.

Boutsen and his wife Patricia had been looking forward to a relaxing holiday in Bali during the ten-day break between Japan and Australia, so when the Belgian driver was told his services would be required back in Europe



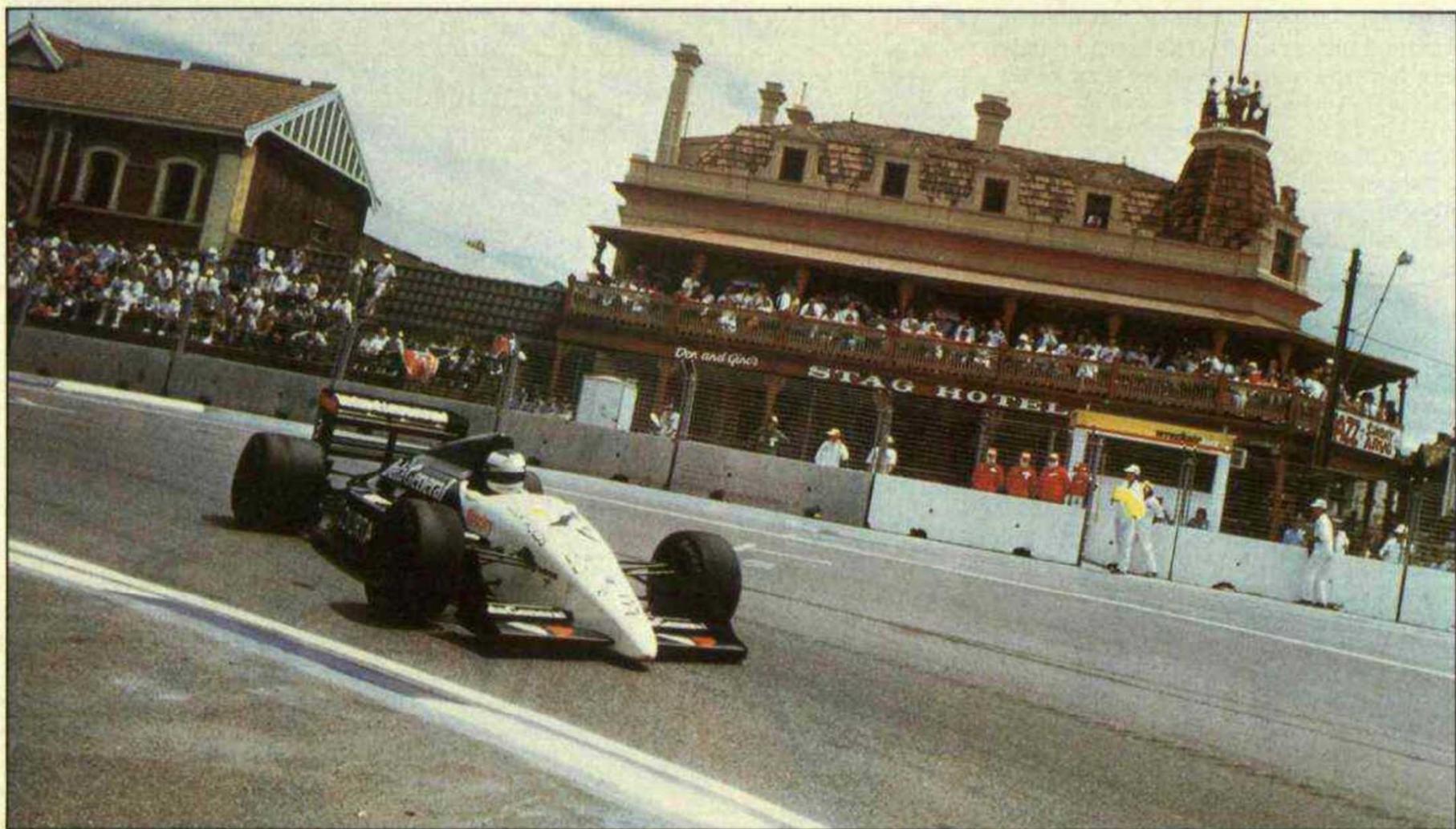
Berger's Ferrari dominated the Australian Grand Prix; Moreno's AGS was handed sixth place.

Bowing Out



Having offered the only sustained challenge to Ferrari, Senna's Lotus lost second place after a protest.

FORMULA ONE



Making up for lack of horsepower with bravura through Adelaide's corners, Jonathan Palmer claimed fourth place for Tyrrell.

for a test at Imola on the Thursday after Suzuka, he was obviously disappointed. However, the purpose of his return was, at least in part, to set a "bogey time" against which a selection of potential candidates for the second Benetton seat next year would be measured.

The three men who took part in the test were Minardi driver Alessandro Nannini (who also made the return flight from Suzuka and then back to Australia!), recently crowned European Formula 3000 title-holder Stefano Modena, and Lucas British Formula Three Champion Johnny Herbert. Impressively, Herbert was quickest on an individual lap basis, but when all the "ifs and buts" were taken into account, all three did a very impressive job indeed.

In the event Nannini has been signed to drive alongside Boutsen in 1988, replacing fellow-Italian Teo Fabi who has become rather disillusioned with Formula One and has decided to continue his career contesting the CART series in North America.

However, when Patrese was released by Mr Ecclestone from his last race with the Brabham team in order to fill in for Mansell in his new employer's line-up, Modena was drafted into the Brabham line-up. The young Italian did an excellent job, but not, I have to say, justifying what I consider to be the over-the-top praise lavished on him by our old mates Murray Walker and James Hunt.

In no way do I wish to pour cold water over Modena's maiden Grand Prix outing. He is an accomplished and highly talented natural



F3000 Champion Stefano Modena made a short F1 debut for Brabham, retiring exhausted.



Nannini's Minardi made its mark, coating a wall with rubber after a first-lap accident.

driver who, to judge by the observations of those who have studied his form closely in F3000, has a great future. But, hell, he only qualified fifteenth in Adelaide, and did retire from the race with heat exhaustion and cramp . . .

In that connection, I well recall Martin Brundle finishing fifth on his Grand Prix

debut at Rio in 1984 (and it can be pretty sweltering in Brazil, by the way!). As an index by which to cross-reference his form, at that point Martin had proved the only person to get on terms with Ayrton Senna in Formula Three the previous summer. Now look what has happened to him; he has decided to give up F1 for the time being — after a pitiful season with Zakspeed — and drive a TWR Jaguar in endurance racing next year.

The point I am making, of course, is an obvious one. Do not fall into the trap of believing that if you are quick enough and good enough, you will make it in F1. That is simply not true! You have to be good enough, quick enough, lucky enough, opportunistic enough, well-connected enough and just in the right place at the right time. Then you might have a chance.

Anyway, Modena clearly has the talent and connections, so it will be interesting to see whether he can harness all the other necessary crucial qualities to enjoy the glittering Grand Prix career which is being so expansively predicted for him by many of his followers.

Talking of Fabi and Boutsen, their year-long Benetton partnership finished on a somewhat bizarre note with the two men arguing furiously in the pits after the race. Both B187s were in dire brake trouble from the start (Fabi's running cast iron brakes discs, Boutsen carbon) and while Fabi eventually retired, Thierry wound up fourth on the road only to be promoted to third following Senna's disqualification.

However, at one point Boutsen came up to

Australian Grand Prix

lap Fabi and the Italian decided that he would not allow his team-mate to go by. For several laps Fabi weaved and chopped the Belgian driver and, when Boutsen attempted to take the matter up with him afterwards, a season of pent-up frustration and anger spilled over to produce an uncharacteristically acid response from the normally mild-mannered Italian.

"That pays you back for what you did to me at Estoril," said Fabi, "and you come back and speak to me again when you've scored three pole positions . . ." With that, their partnership came to an abrupt end . . .

Talking of partnerships coming to an end, the McLaren/TAG/Porsche collaboration finished on a disappointing note in Australia. Although Alain Prost challenged Berger hard from second place for some distance, his car was in brake trouble almost from the start and eventually he spun off spectacularly when a carbon brake-disc shattered and locked up its wheel. A similar failure claimed Stefan Johansson's sister car, so it was a low note for one of the most successful racing cars of recent years to bow out on.

The first McLaren fitted with its Porsche-made, TAG-financed engine made its race debut in the 1983 Dutch Grand Prix, handled by Niki Lauda. Since then the cars have propelled Lauda (1984) and Prost (1985 and 1986) to three World Championships in four seasons, winning a total of 25 World Championship Grands Prix, including a record 12 out of 16 in 1984. Of his 28 career Grand Prix wins, Prost has scored 19 of them at the wheel of these McLarens, his first nine having been notched up for Renault. Moreover, in 1984, the McLaren team scored a record 143.5 points in the Constructors' Championship, a tally which has not been equalled since.

Another partnership which ended at Adelaide was the Williams-Honda alliance. The first Williams-Honda took to the track at Kyalami in the last race of 1983, since which time this chassis/engine package has won 23 Grands Prix. Thirteen of those were won by



In McLaren's last race with Porsche power, Johansson heads a midfield melee off the grid.

Nigel Mansell, seven by Nelson Piquet and three by Keke Rosberg. The team also won the Constructors' Championship in 1986 and 1987.

Senna's disqualification in Adelaide was just one of those occasional cock-ups which can blight the progress of a Grand Prix team from time to time. The addition of extra ducting to cool the rear brakes resulted in Senna's Lotus 99T infringing the regulations concerning maximum bodywork-width. This matter was protested by Benetton, with some behind-the-scenes support from Ferrari, and the Lotus was disqualified.

Lotus did not lodge an appeal; there was no point. The car did not conform to the dimensional regulations and that was an end to it.

This, in turn, was a sad way in which to end another partnership, that of Senna and the Lotus team. The Brazilian has driven for Lotus ever since leaving Toleman at the end of 1984, but the combination never quite gelled in the way it ought to have done. Lotus gave Senna everything they could in terms of support and resources, but the net achievement amounted to six wins over three seasons.

Not even the switch to Honda power at the start of 1987 could elevate Lotus to the status of genuine front runners, so Senna decided on a change of team. For 1988 he will line up alongside Alain Prost in the McLaren-Honda squad — a chassis/engine/driver combination which should be worth watching . . .

Senna's disqualification in Adelaide promoted Michele Alboreto to second place, the season thereby rounded off with a Maranello 1-2. Boutsen found himself moved up to third place and the remaining top six placings fell to naturally-aspirated cars in the order Tyrrell (Jonathan Palmer), Larrousse-Lola (Yannick Dalmas) and AGS (Roberto Moreno).

I should perhaps add that Dalmas, running in only his third Grand Prix, is one of Modena's F3000 sparring partners, and is regarded by those who have watched this season's racing in that category as being every bit as talented as the much talked-about Italian.

AH



Benetton's internal politics were as colourful as its patchwork paintwork; Boutsen finished third.

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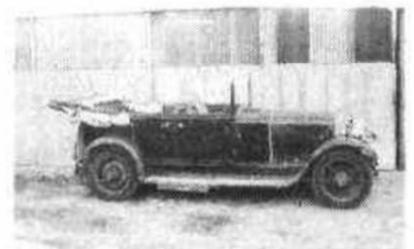
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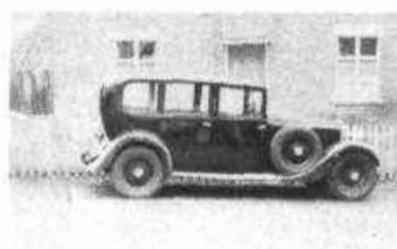
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RALLY REVIEW



Juha Kankkunen became the first driver to retain the World Championship.

Kankkunen's Kingdom



After snatching second place on the very last stage in Grizedale, Eklund's Audi was disqualified.

Last month we took a gamble by suggesting that a Lancia domination of November's Lombard RAC Rally, very probable on recent form, might give rise to one of the contrived results for which the Italian team has become noted in the past year or so. The gamble ended in deadlock and we find ourselves having neither to eat our words, nor to crow about them.

Whilst Massimo Biasion, World Championship leader before the RAC Rally, waited in the wings ready to step forward and receive his accolades should he not be ousted from that position, Juha Kankkunen and Markku Alén, his team-mates and only challengers for the title, fought it out in the forests, each knowing that he would have to finish first or second, and beat the other, to become champion.

An Italian World Champion, even if he were not competing in the final round of the year, would have suited Lancia admirably. Equally, Alén, who has never held the title and who has been loyal to the Fiat/Lancia group for many years, would also have been most acceptable. But Kankkunen was a newcomer. He had been with the team for less than a year, was not at all happy with the practice of winners being chosen by the management, and had declared his intention of leaving Lancia at the end of the year.

Our feeling, therefore, was that if Alén looked like beating Kankkunen, that is the way it would have stayed. But if the reverse were the case, the two occupying first and second places, it might not have continued that way even though the chances of Kankkunen responding to team orders to give up his lead would have been very remote indeed.

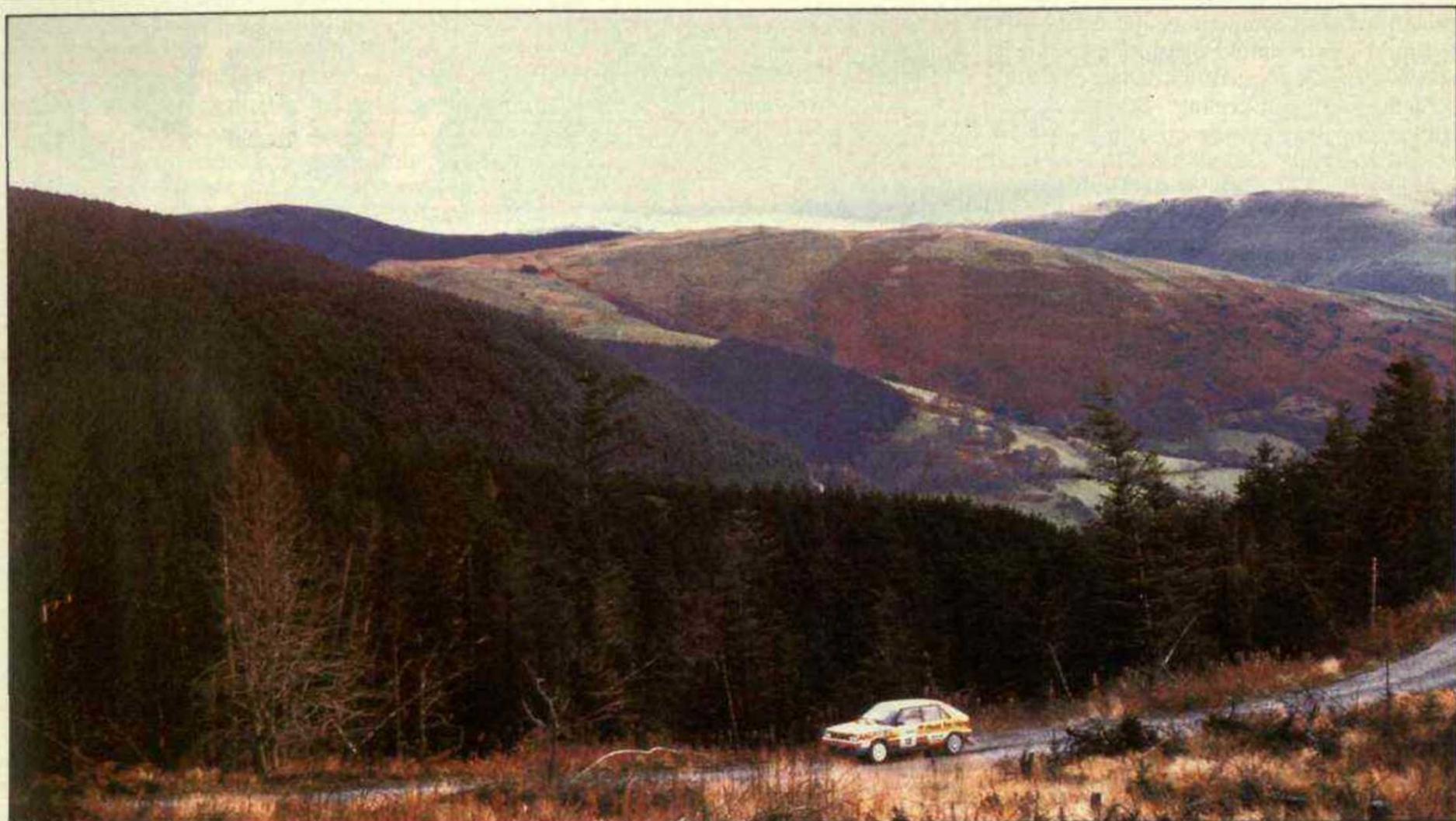
Lancia had three cars in the RAC Rally — two driven by Kankkunen with Juha Piironen and Alén with Ilkka Kivimäki, and the third by Swedish pair Mikael Ericsson and Claes Billstam — and the predictions were that these three would dominate the leader board.

But the outcome was not as much of a Lancia rout as expected. Alén made a few uncharacteristic mistakes, probably due to the tension of such a close fight for the world



Clocaenog Forest left its mark on Eriksson's VW, but he battled back into the top ten.

Lombard RAC Rally



Russell Brooks struggled to get to grips with the unfamiliar Lancia Delta, even in familiar Welsh forests such as Dyfi.

title, costing considerable time and dropping him down the field out of contention. Ericsson also spent time off the road, and all he could manage at the finish was fourth place, just 15 seconds ahead of Alén.

By contrast, Kankkunen had a superb rally, not putting a wheel anywhere except exactly where it should be, and experiencing no problems whatsoever with his car. He stayed firmly entrenched in the lead throughout the four days, and although Alén made a determined bid to catch up, even making the best times on 20 of the 48 special stages, he never got within striking distance of his team-mate.

No matter what Lancia's thoughts about who would best serve them as World Champion, their first consideration was, as it has always been, the car rather than the driver. They were certainly not going to do anything to jeopardise a Lancia win on the RAC Rally, and even less likely to risk handing victory on a plate to a Ford or an Audi.

Juha Kankkunen stayed in the lead to the end, scoring an impeccable first time victory in the RAC Rally and keeping his World Championship title for a second term; he thus became the first man to do that since the series for drivers was officially established in 1979.

Continuing its round of selected cities, the rally was based this time at Chester, where a distinct improvement from previous visits to that city was the choice of an out-of-town location for rally headquarters,

where one could find a parking space without running the risk of collecting a ticket.

The route was divided into four parts by three night stops, two at Chester and one at



Spectators can cause problems! Alén's Lancia is engulfed between stages . . .

Carlisle, a far cry from years past when one night of rest was the only real break in five days of rallying, when co-drivers' seats were invariably recliners, and when a pillow was essential in-car equipment.

The first loop, on the Sunday, was a round of stately homes and parks in the Midlands, all geared up, just as they were when they were introduced a decade and a half ago, to woo crowds away from the forests, where their parked cars sometimes created obstructions and traffic jams.

These "Mickey Mouse" stages, as they have been called since their inception, have never been popular with competitors, who always had great difficulty negotiating artificially-created corners each marked by a plethora of red cones, flags and arrows. Finding the gaps through such masses of red markers is straightforward at touring speeds, but certainly not at rally speeds.

The Sunday stages are invariably short, and the penalty differences between the leaders at the end of the day were relatively small compared with those after the longer forest stages to come. There is little to gain, therefore, by breaking records, but certainly very much to lose, as many have discovered to their cost in the past, and indeed in 1987.

Recognising this, the organisers relaxed the no-practice rule for the private estate and park stages and gave competitors the opportunity to drive through them a week before the event, and to make pace notes if they wished.

Practising in the forests is very properly

RALLY REVIEW

prohibited, and competitors appreciate that it would create untold disruption of forest operations, not to mention dangers, inconvenience and bad feeling. But they welcomed the chance to practise in the parks and thereby to lessen the likelihood of hitting walls, gateposts or trees during the event itself.

The 4am start on the Monday led to a loop into North Wales through the forests of Clocaenog, Penmachno, Dyfi (which the RAC has forgotten how to spell), Taliesin, Myherin and Hafren, then returning to Chester in the evening via a stage at Oulton Park.

The Welsh loop went no further southwards than Newtown, and many wondered why the fine forests of South Wales were not included. No doubt there are good reasons, but it nevertheless seemed something of a waste. It could be, of course, that these are being left to the Welsh Rally, for a rationing and allocation system exists in order to prevent over-use of forest roads.

Tuesday's loop, this time starting just after 3am, crossed the Pennines to a concentration of stages in the Yorkshire forests just north of Pickering. It then went northwards into Kielder Forest, and westwards to Carlisle for the third and last night stop.

The final day began at the more respectable hour of 7.45am and made a morning tour of Kielder and southern Scotland before returning through the Lake District to the 8.30pm finish at Chester.

The mistake from which Alén never really recovered was on the first day in the grounds of Derbyshire's Chatsworth House, when he took a left bend too tightly and clipped a low grass bank with his inside front wheel. The car was thrown up on to its two right wheels



Mats Jonsson's Opel was one of the few Kadett GSIs to survive Weston Park's watersplash!

and continued like this for a while, as if undecided whether to return to its wheels or to roll. Alas, it fell over on to its right side and then almost sedately on to its roof, in front of a huge crowd and the inevitable video camera.

The car was remarkably unscathed, and when marshals had pushed it back on to its wheels Alén continued, having lost little more than half a minute.

Already tense in the knowledge that he

would have to finish first or second, and beat Kankkunen, to achieve his ambition to become World Champion, Alén must have been wound up even further by this mishap, and his efforts to regain the lost time put him very close indeed to his absolute limit.

He has never been one to keep a little in reserve if there is something to be gained by pushing hard, but this time his efforts were sometimes noticeably in excess of his maximum. In Langdale Forest he clipped some logs and all but wrecked his car. However, he managed to struggle out, whereupon mechanics got down to restoring the distinctly tatty Lancia to something resembling normal.

Team-mate Ericsson also rolled, and although his Delta landed upright, it was perched on some logs and it was not before sufficient lifting and pushing power could be amassed by spectators that he could get going again.

The Lancia phalanx having been divided, and after a spate of retirements, it was Stig Blomqvist (Ford Sierra Cosworth) and Per Eklund (Audi Coupé Quattro) who became involved in a desperate struggle for second place. These two have been rivals for twenty years, since they were team-mates at Saab, and things have not changed at all, even though they are the best of friends outside their cars.

Also among the group dividing the Lancias was the Sierra Cosworth driven by Jimmy McRae and Ian Grindrod, but they were not able to make much impression on the Finn and two Swedes ahead of them. But the Scot and his English co-driver,



RAF jets distract attention from Carlos Sainz's Sierra during a service halt.

Lombard RAC Rally

despite a cracked sump, punctures and a broken gear-linkage which left them stuck in fourth for most of one stage, kept their position and emerged the highest-placed British crew.

A splendid performance was put up by Louise Aitken-Walker and Ellen Morgan in their Peugeot 205, but after getting up to a fine eighth place they ended their rally in Langdale Forest after hitting the logs which had almost stopped Alén. They lost all their engine oil and, although a marshal sportingly agreed to drain his sump and give them the contents, they were not able to get going in time.

Another to have stopped was former World Sportscar Champion Derek Bell, who was driving an Opel Kadett for GM Dealer Sport. On just the third stage of the rally at Weston Park his engine stopped in a watersplash and, although he got going again, it was not long before the engine stopped altogether. However, the Le Mans winner enjoyed his brief encounter with rallying, and said that he would very much like to try it again.

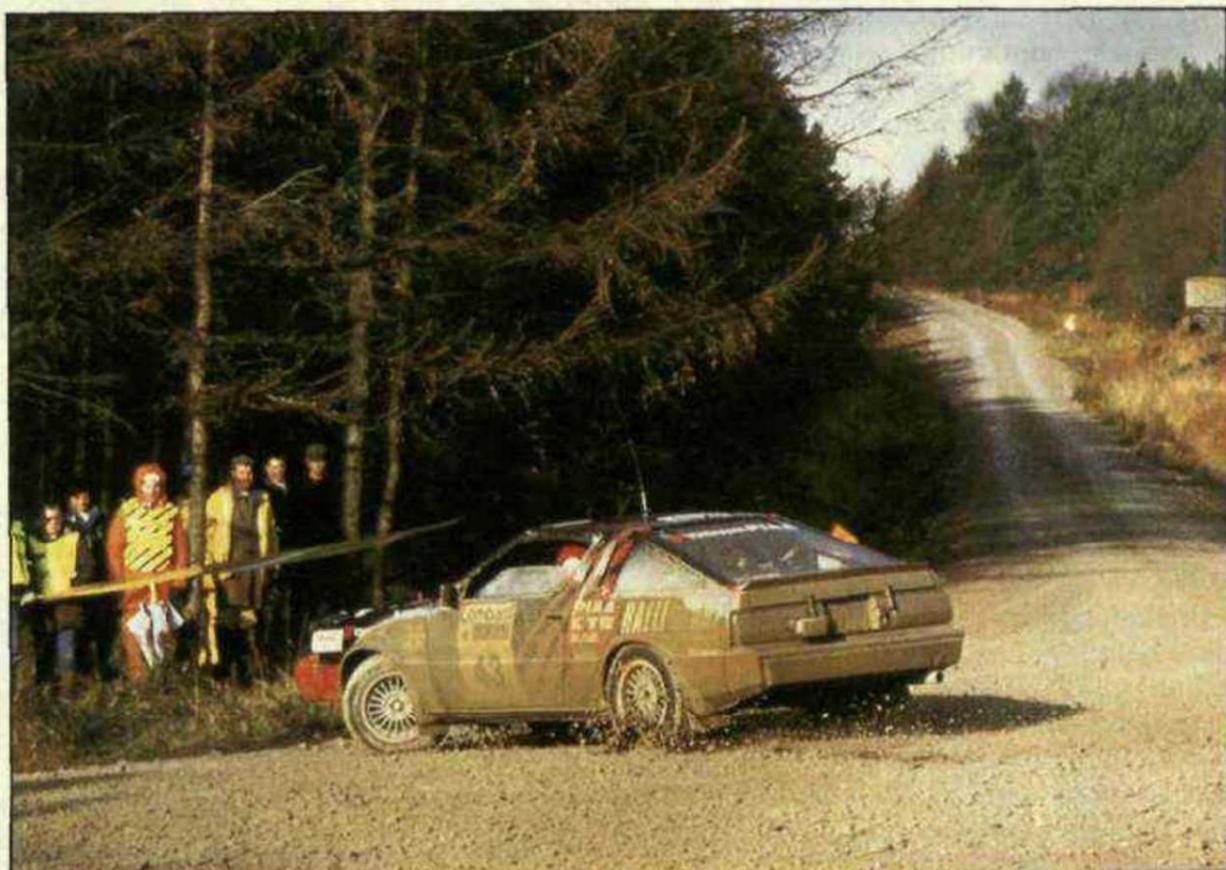
Malcolm Wilson also ended his rally in the Weston watersplash, when water entered his Opel Kadett's air intake and seized the engine. Later, on the second day, Russell Brookes' first experience of four-wheel drive in an LHD Lancia Delta came to an end when he went off the road at a muddy section in Kielder Forest.

The weather was not at all bad for this particular RAC Rally. There was a little fog and the roads were wet and slippery, as they invariably are. Despite occasional heavy rain and a little snow and ice on high ground in Wales, Scotland and the north of England, conditions were by no means unusual for the rally and there were even periods of sunshine to brighten the spirits.

Kenneth Eriksson, the fine Volkswagen driver who won October's Ivory Coast Rally and who has put up a consistently good performance throughout the year, was having a struggle to match fleetier cars in his somewhat underpowered, front-wheel-drive Golf. However, he was as tenacious as ever, and even after rolling his car in the snow at Clocaenog he picked up to finish ninth overall.

Before the start of the rally, Eriksson's German co-driver Peter Diekmann was presented with the Golden Halda, an award put up annually by the Swedish tripmeter manufacturer for the person judged by a panel to be co-driver of the year.

Organisationally, the RAC Rally is a huge logistical headache, for an enormous amount of manpower has to be mobilised on the operational side alone, and it is to the credit of Britain's motor clubs that they regularly provide an army of volunteer marshals without whom the event could never take place. But there was a certain amount of discord this year, and talk that, particularly



Highest-seeded Japanese driver was Seisuke Ohba, with his tail-happy Mitsubishi Starion Turbo.



One of the stars of the event, Louise Aitken Walker was eighth until Langdale . . .

in Wales, some clubs would withdraw their support due to their dissatisfaction at the way the RAC MSA was making it more and more difficult for club rallies to be held.

That rumoured boycott did not materialise, or at least did not appear to, and when one of the Hafren Forest stages in Wales was cancelled after being thronged by too many spectators, this was due more to the late closure of an officials-only access road than

to inadequate marshalling.

On the administration side there was a quite a problem when the computer system installed to calculate results, claimed to be "the most advanced results system ever designed for the Lombard RAC Rally", refused to perform all its functions. Somehow the problem was overcome, but not before the Press had become totally disenchanted by the slow production of results.

As the rally moved into its final day, Kankkunen continued to make faultless progress. His lead of about three minutes was substantial, but not enough to buffer something like a puncture with any degree of comfort, so he kept just a little effort in reserve to make sure that no mistake would drop him from the lead.

Behind, Blomqvist was still leading Eklund, but the Audi driver was gaining on the Ford man stage by stage, making full use of the sure-footedness of his four-wheel-drive Quattro. With one stage to go, the 17-miler in Grizedale, they went in with Blomqvist just eight seconds ahead, but emerged having changed places, Eklund having made up over half a minute.

Preliminary results showed Eklund and his English co-driver Dave Whittock in second place, 3min 12sec behind Kankkunen, but when final scrutineering was over a revised set of results did not include their names at all. They had been excluded after the scrutineers had found some engine irregularity. However, they have appealed against that exclusion, so the results accompanying this review must be considered provisional until that appeal is heard.

The second British finishers were David Llewellyn and Philip Short, who were sixth in an Audi Quattro Coupé despite various problems; the only British drivers in the first ten were therefore a Scot and a Welshman. In seventh place were Swedes Jonsson and Johansson in the only surviving Kadett of the GM Euro Team, whilst eighth went to the young Spaniard Carlos Sainz who has been doing so well at home in a British-prepared Sierra.

Now that the dust is about to settle on

1987, FISA has come up with at least some changes to the stifling rules which has made life so difficult for rally organisers — a relaxation of the limit on special stage average speed, for instance. But more will have to be made before rallying can return to its full variety, notably the scrapping of the silly rules which enforce European conditions on events in Africa.

For Kankkunen, even without a full contract to replace his Lancia deal, the year ahead will hardly be stagnant. For our money, he is certain to be asked to drive Peugeots in long-distance events, whilst it would not surprise us to see him also at the wheel of Toyotas again.



Jimmy McRae lets it all hang out, heading for third place in his Sierra Cosworth.

RESULTS

Lombard RAC Rally, November 22-25, 1987

1st:	Juha Kankkunen (SF)/Juha Piironen (SF)	Lancia Delta HF 4wd, Gp A	5h 26m 36s
2nd:	Stig Blomqvist (S)/Bruno Berglund (S)	Ford Sierra Cosworth, Gp A	5h 30m 16s
3rd:	Jimmy McRae (GB)/Ian Grindrod (GB)	Ford Sierra Cosworth, Gp A	5h 33m 15s
4th:	Mikael Ericsson (S)/Claes Billstam (S)	Lancia Delta HF 4wd, Gp A	5h 35m 11s
5th:	Markku Alén (SF)/Ilkka Kivimäki (SF)	Lancia Delta HF 4wd, Gp A	5h 35m 26s
6th:	David Llewellyn (GB)/Philip Short (GB)	Audi Coupé quattro 4wd, Gp A	5h 45m 41s
7th:	Mats Jonsson (S)/Johnny Johansson (S)	Opel Kadett GSI, Gp A	5h 48m 36s
8th:	Carlos Sainz (E)/Antonio Boto (E)	Ford Sierra Cosworth, Gp A	5h 49m 16s
9th:	Kenneth Eriksson (E)/Peter Diekmann (D)	Volkswagen Golf GTI, Gp A	5h 51m 20s
10th:	Roger Ericsson (A)/Per Rosendahl (S)	Subaru Leone RX 4wd, Gp A	5h 58m 36s

165 starters, 83 finishers

Tempest in Morocco

November's Morocco Rally, the third since its revival in 1985 after a gap of nine years, looked set to be a vast improvement on the first two, which suffered from a variety of re-teething troubles. Indeed, the 50-strong entry list, a more concentrated route and a base at Marrakesh rather than at Casablanca promised to produce an event more reminiscent of those of the late Sixties and Seventies than the versions of 1985-86.

Alas, that was not to be. Atrocious weather, enthusiastic but weak organisation and the need to conform to FISA's demands that stages be short and timed to the second all combined to reduce the rally to a shadow of its former self, and all but rip it apart at the seams.

Storms, floods and landslides caused devastating damage in the country and the deaths of several people in and around the High Atlas at the time of the rally, and in this respect the organisers had no choice but to cancel whole chunks of the route and to shorten others.

But this was no excuse for marshals misreading watches and positioning themselves in the wrong places, nor for stewards deciding, on the grounds of safety, to reposition a stage finish control after some half-dozen cars had gone through, which led to the cancellation of those results of course!

Originally, the 1400-mile route included 13 competitive sections, as the stages were called, totalling 480 miles, but cancellations due to weather and misplaced controls reduced that to just six stages totalling 243

miles. Reduce that further by one 93-mile stage which was timed so slackly that three cars cleaned it and you will see that the competition for victory was really based on no more than five stages totalling 150 miles.

We do not wish to appear too harsh on organisers who were extremely hard-pressed by weather conditions, and sometimes frustrated by stewards whose main concern seemed to be producing immaculate minutes of their "boardroom" sessions, but the 1987 event was not a patch on its forerunners.

Frustrated too was Mohammed Bin Sulayem from Dubai and his British co-driver John Spiller, who finished second in their Mike Little-prepared Sierra Cosworth, just 52 seconds behind the Citroën Visa of Frenchman Maurice Chomat. Bin Sulayem is convinced that were it not for the stage which was cleaned by three cars, he would have emerged the winner, and this could very well be the case, of course.

Among the finishers were British privateers Basil Wadman and Steve Turvey who battled through a variety of problems to finish seventeenth in their Peugeot 505.

It is a great shame that for three years this once-great event has turned out to be second rate, but we are still convinced that Morocco can host a rally which would rival the world's best. The people are wonderful and the country magnificent. In addition to some sensible rule revision by FISA, all it needs is the right catalyst, and in the latter respect perhaps sponsors Marlboro should take a hand.

GP

1987 WORLD CHAMPIONSHIP

Drivers (after all 13 rounds)

Juha Kankkunen (SF)	100
Massimo Biasion (I)	94
Markku Alén (SF)	88
Kenneth Eriksson (S)	68
Jean Ragnotti (F)	51
Erwin Weber (D)	44
Stig Blomqvist (S)	33
Hannu Mikkola (SF)	32
Jorge Recalde (RA)	30
Mikael Ericsson (S)	28
Walter Röhrl (D)	27
Per Eklund (S)	25
François Chatriot (F)	22
Timo Salonen (SF)	20
Ingvar Carlsson (S)	20
Bernard Béguin (F)	20
Franz Wittmann (A)	20

73 drivers have scored points

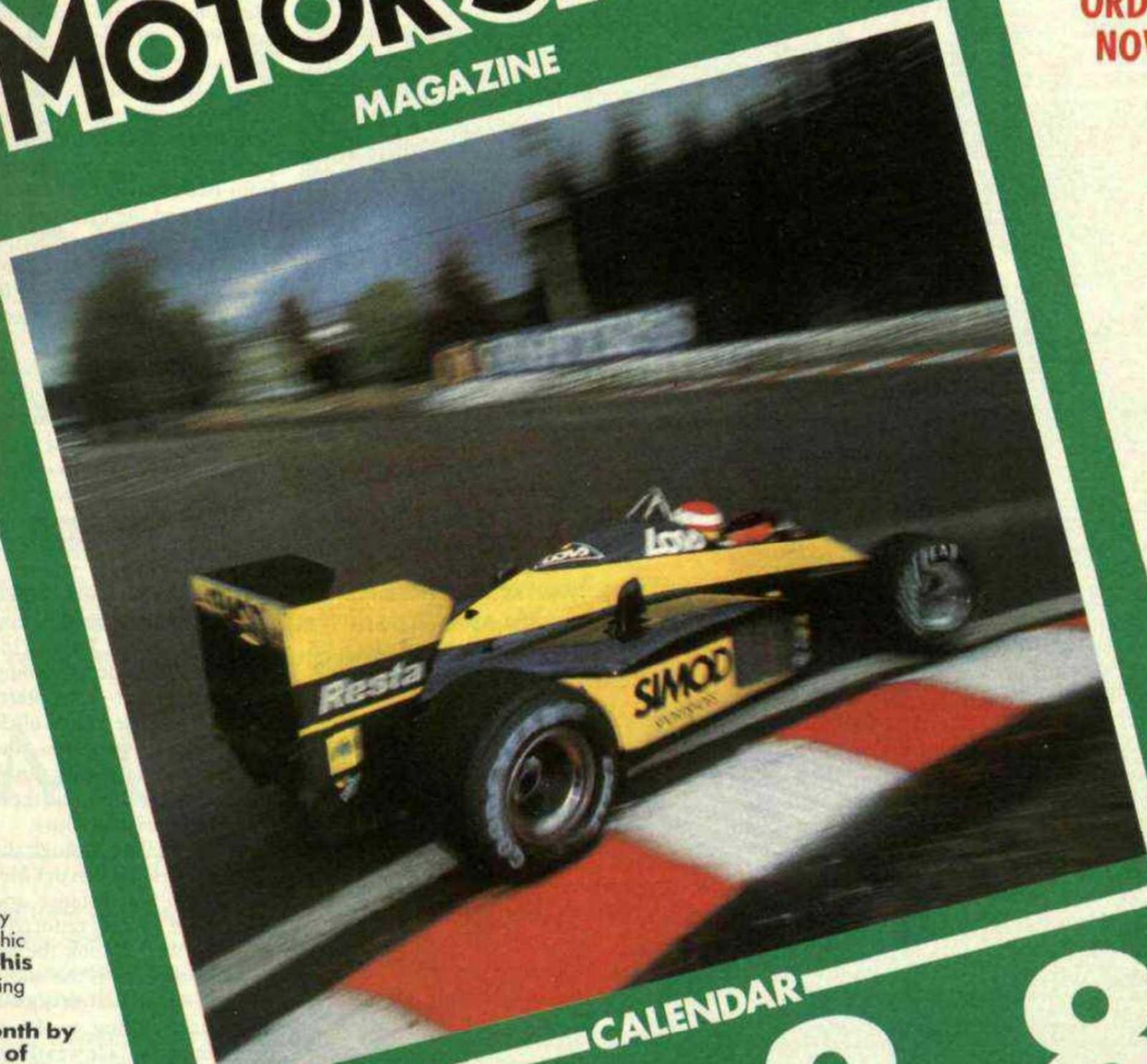
Makes (after all 11 rounds)

Lancia	(max) 140
Audi	82
Renault	71
Volkswagen	65
Ford	62
Mazda	52
Toyota	22
BMW	20
Opel	16
Subaru	12
Nissan	9
Fiat	5
Alfa Romeo	1

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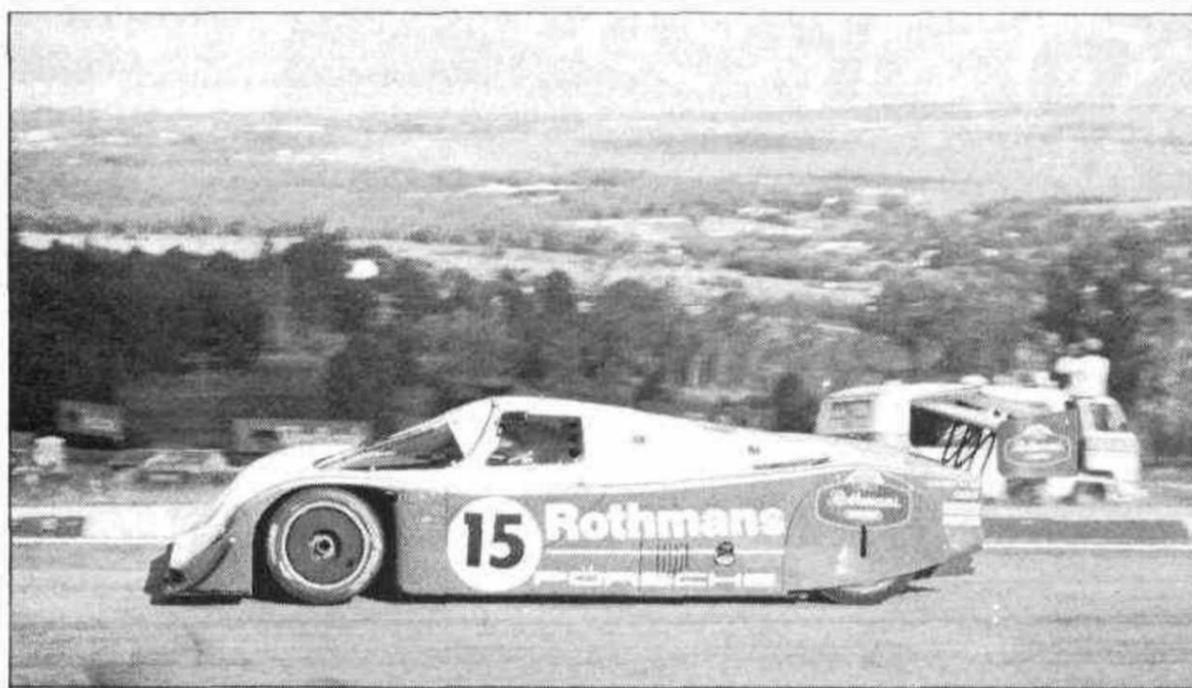
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Second-heat and overall winner at soon-to-be-revised Kyalami was Mass' RLR-bodied 962C.

Last Gasp

Racing on the 4.1-kilometre Kyalami track near Johannesburg for the last time, Jochen Mass won the non-championship Yellow Pages Sportscar Sprint on November 28 in the Richard Lloyd Racing Porsche 962C, sponsored for the event by Rothmans.

The first of two heats was won by Bob Wollek in Reinhold Joest's Camel-sponsored Porsche 962C, but his engine died on the pace lap preceding the second heat. The Alsace driver carved through the field to second place, but the pace was too much for his fuel consumption; the yellow car hardly accelerated from the last corner of the race, thus losing the aggregate lead.

Work has already begun on constructing a new section of track which will cut out the long, swooping straight, Crowthorne and Barbeque corners which now pass into history. Sunset will be the first corner on the new track, followed by Clubhouse and the Esses, after which the track will turn sharply to the left to follow a course approximately parallel.

The northern part of the complex has been sold to a property developer, to pay off debts from the last Grand Prix in 1985 and to build the new section to Formula One standard. The present owners are in no hurry to organise another World Championship race, though. "We lost half our existing circuit due to the last Grand Prix held here, and we don't want to lose the lot", said motorsports director Eberhard Schulz.

The last major international event on the "old" track (followed, a week later, by a Group C2-only race) was an emotional occasion for many South Africans, and 46,000 spectators turned up to see Jochen Mass — who has a home in Capetown — take the trophy and garland.

Kyalami was built in 1962, and has hosted

many Grands Prix and sportscar races, notably the Nine-Hour race. Many Europeans, though, will recall it as the track on which Tom Pryce died so tragically. That long



Ludwig's Joest Porsche started from the pole in front of 46,000 South African spectators.

straight will be renamed the Kyalami Highway, passing through the new housing estate.

Since this was not part of the World Championship, the Silk Cut Jaguar team did not enter, and nor did Walter Brun's team, Sauber, Spice or Ecurie Ecosse. The Motor Racing Enterprises club organised what seemed to be a splendid Porsche Cup race, with no fewer than four cars from Reinhold Joest, two from Kremer Racing, and one each from Richard Lloyd, Jochen Dauer, Walter Lechner and the little known Swiss Antoine Salamin. Their opposition, such as it was, came from Gianni Mussato's Lancia LC2, which did not perform as it had done as a works car, and Tim Lee-Davey's Tiga-Cosworth turbo.

The two Joest Porsches of Klaus Ludwig and Wollek started from the front row of the grid and looked dominant in the first heat, which was slowed by the pace car for five laps when local driver Mike Briggs crashed the ADA C2 car heavily. Shortly after that Ludwig's 3.2-litre engine blew up, enabling Wollek to take an easy victory 12.1 seconds ahead of Mass, whose soft-compound Goodyear tyres wilted in the heat. Third and fourth, nearly lapped, were Sarel van der Merwe and Frank Jelinski in Joest Porsches.

Running a harder tyre compound, Mass led the second heat from start to finish, but attention focussed on Wollek, whose engine had died on the pace lap — the Joest team had not warmed the engine, since that comes out of the fuel allocation, and the Motronic system dialled a full rich mixture.

Wollek's chase through the field took him past Lechner and van der Merwe into second place before half distance, and a spin by Mass (avoiding a C2 car) reduced the deficit to 16 seconds. Wollek took the lead on aggregate times 12 laps from the end, but apparently misunderstood his pit signal and continued the chase, closing to 4.6 seconds on the penultimate lap. He was then 8 seconds ahead on aggregate, and paid a heavy penalty when his engine almost died coming out of the last corner, losing by 14.3 seconds.

The Spice marque took the top three places in the C2, Costas Los and Philippe de Henning finishing eighth overall in the World Championship-winning car (recently bought by the Greek) ahead of Nick Adams and Graham Duxbury in the Chamberlain Spice-Hart turbo.

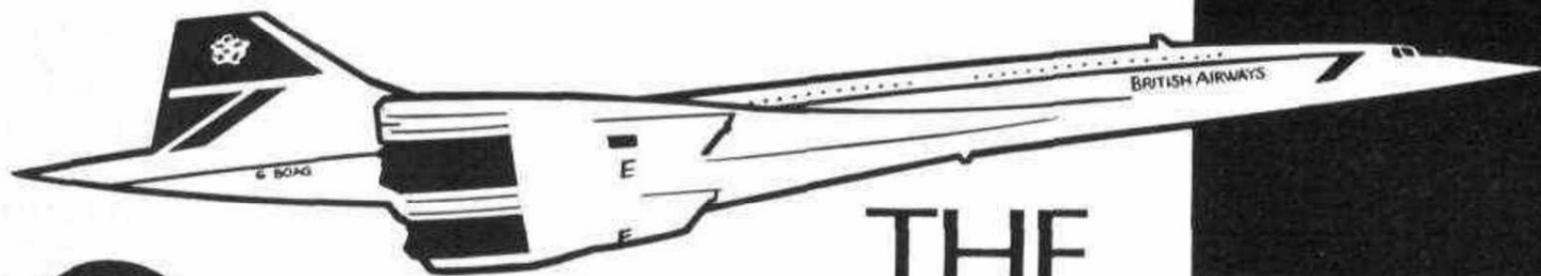
MLC

RESULTS

Yellow Pages Sprint, Kyalami, November 28 82 laps (336km); aggregate of two heats

1st:	Jochen Mass	2.8t/c RLR Rothmans Porsche 962C	1h 48m 56.1s
2nd:	Bob Wollek	2.8t/c Joest Camel Porsche 962C	1h 49m 10.4s
3rd:	Sarel van der Merwe	2.8t/c Joest Porsche 962C	1h 50m 31.0s
4th:	Frank Jelinski/"John Winter"	3.0t/c Joest Blaupunkt Porsche 962C	81 laps
5th:	Walter Lechner/Ernst Franzmaier	3.2t/c Porsche 962C	80 laps
6th:	Antoine Salamin	2.8t/c Porsche 962C	79 laps
7th:	Jean-Pierre Frey/Franz Konrad	3.0t/c Mussato Lancia LC2	79 laps
8th:	Costas Los/Philippe de Henning	3.0 Spice DFL C2	77 laps
9th:	Nick Adams/Graham Duxbury	1.8t/c Spice-Hart C2	76 laps
10th:	Volker Weidler/George Fouche	2.8t/c Kremer Porsche 962C	74 laps

Winner's Average Speed: 114.92mph
Fastest Lap: Wollek, 1 min 13.34 sec



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FORMULA THREE

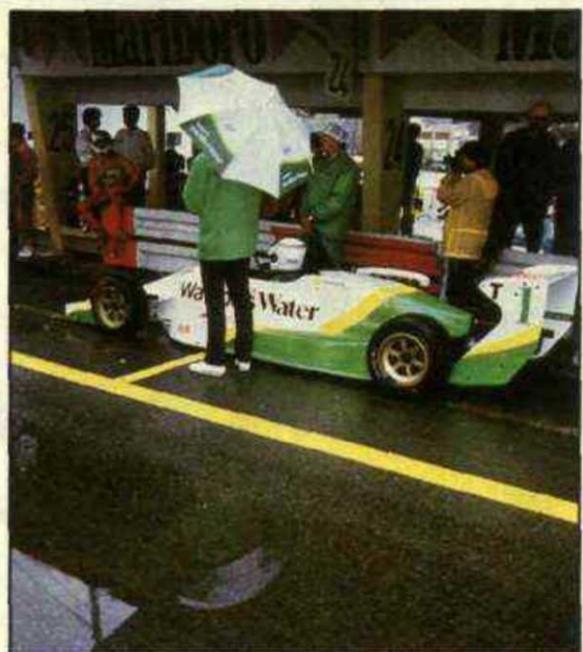


Martin Donnelly took pole position and led the F3 prestige race from start to finish.

Storming the Far East



Third in 1986, former F1 driver Jan Lammers brought his Ralt-Toyota home second in 1987.



Defending Macau champion Andy Wallace had a miserable qualifying session in the rain.

Despite the best attempts of Typhoon Nina, the storm which raged for most of the duration of the 34th Macau Grand Prix, British Formula Three regular Martin Donnelly scored the most important win of his brief career to head home a star-studded field.

The annual end-of-season race around the streets of the gambling-rich Portuguese colony in southern China had attracted the likes of Formula 3000 Champion Stefano Modena; 1985 and 1986 Macau winners Mauricio Gugelmin and Andy Wallace; and British, Italian, French and German Formula Three champions Johnny Herbert, Enrico Bertaggia, Jean Alesi and Bernd Schneider — as well as the likes of Jan Lammers, Johnny Dumfries, Mike Thackwell and Emanuele Pirro.

Up against such exalted opposition, Donnelly's achievement in grabbing pole position and then never being headed in the 20-lap race was a major one.

The weather played a major role for most part of the weekend. Although the first practice session was held in glorious sunshine, heavy rain and strong winds descended the following day, and all of Saturday's activities were cancelled. Even on raceday, the weather was still bad, both the main event and supporting touring-car fixture being reduced to single races as opposed to their originally planned two-heat formats.

From the security of pole slot, in his Intersport Engineering-run Ralt RT31-Tom's Toyota, Donnelly never put a foot wrong to lead the whole of the race. His Mr Juicy-sponsored car beat fellow front-row starter Modena's Reynard-Alfa Romeo, the two Theodore Racing/Marlboro Reynard 873-Volkswagens of Pirro and Herbert and the rest of the field into the first corner.

Behind them mayhem broke loose, as Bertrand Gachot's Ralt was pushed into a spin by Joachim Winkelhock (Reynard

Macau Grand Prix



Macau brings the excitement of Formula Three racing to some unlikely spectators.

873), who had been nudged by Jean Alesi (Dallara 387) after the latter jumped the start. In the confusion, car after car was held up, although nobody was actually eliminated.

This allowed a fast-starting Jan Lammers (Ralt RT31-Tom's Toyota) up behind Donnelly, Modena, Pirro, Thackwell (Reynard) and Herbert. However, at the second corner, Thackwell nudged Pirro and the pair spun into the wall. Herbert spun down the field in avoidance, damage to his front wings and rear suspension effectively ruling him out there and then.

The Dutchman soon passed Modena, the pair then battling for second spot for most of the race as Donnelly cruised to victory. However, close to the end, Modena pitted with a loose rear drive peg, falling to fifteenth at the finish.

This moved Julian Bailey's Reynard R+D 873 up to third, but he was gradually being hauled in by Bernd Schneider, who was putting in the drive of the race in his West-sponsored Dallara. He easily overhauled the battle between Bertaggia and Gugelmin, which went the way of the



Mayhem on lap one, as Gachot spins into the barrier, leaving his immediate pursuers with a problem!

Brazilian in fifth spot, and set about Bailey. Sadly for the Briton, his car began to misfire, low on fuel, and as the duo headed for the line on the final lap the German slipped past.

That drive by Schneider, a prospective Zakspeed Formula One pilot, had brightened up an otherwise dull race. Bailey was the highest-placed Briton — Dumfries running home ninth with his West Ralt which did not handle to his liking nor have enough power throughout the race, while Dave Scott's Ralt-Nissan managed eleventh.

Wallace, the 1986 winner, had had a terrible weekend, qualifying down in 18th spot and then being penalised three minutes for an apparent starting irregularity. It made no difference to his overall finishing position of twelfth. This year, all the glory went the way of Martin Donnelly. **GD**



Schneider's fighting drive showed why he has been snapped up by Zakspeed for F1.

RESULTS

34th Macau Grand Prix, Formula Three, November 29

1st: Martin Donnelly	Ralt RT31-Toyota	48m 33.82s
2nd: Jan Lammers	Ralt RT31-Toyota	48m 41.28s
3rd: Bernd Schneider	Dallara 387-Volkswagen	49m 11.35s
4th: Julian Bailey	Reynard 873-Alfa Romeo	49m 17.47s
5th: Mauricio Gugelmin	Ralt RT31-Alfa Romeo	49m 17.47s
6th: Enrico Bertaggia	Dallara 387-Alfa Romeo	49m 25.54s

Fastest lap: Schneider, 2min 23.05sec (97.43 mph).

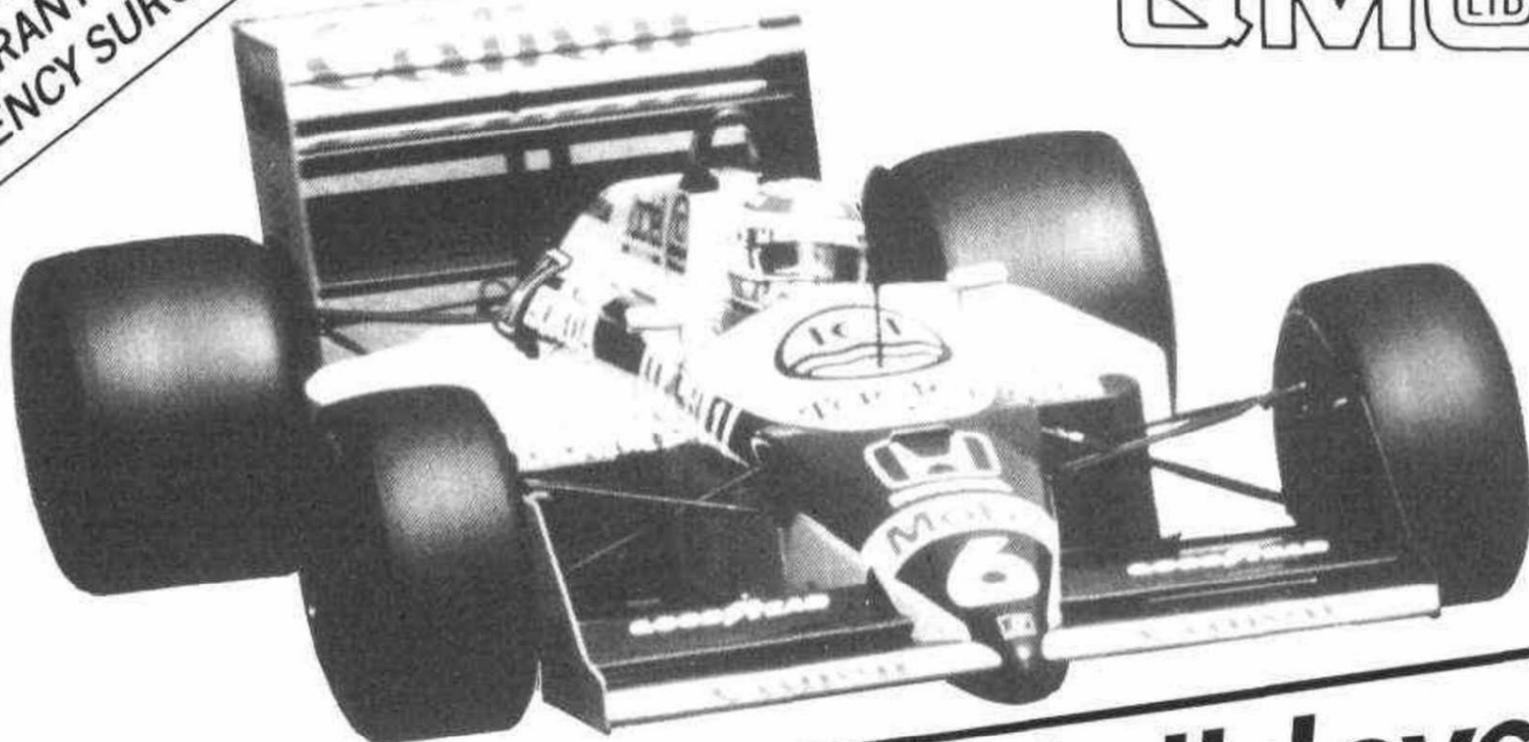
Winner's Average Speed: 93.90 mph.



Sunshine has been one of the factors which have helped make this Portuguese colonial event a classic, but there was precious little for its 34th running.

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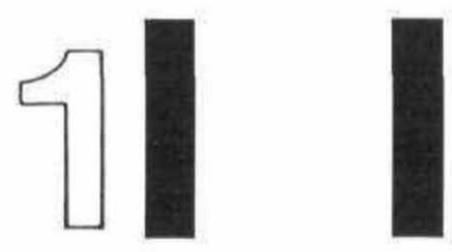


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WORLD CHAMPIONSHIP EVENTS FORMULA ONE 1987



Champion Driver: Nelson Piquet

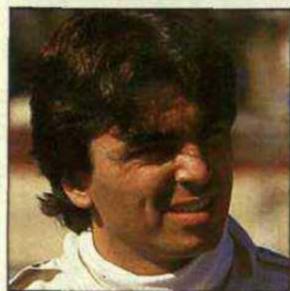


Champion Car: Williams-Honda

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed kph	Fastest Lap	Time min sec
Apr 12	Brazilian GP (306.891 km)	Rio de Janeiro	Alain Prost (McLaren MP4/3-Porsche V6)	Nelson Piquet (Williams FW11B-Honda V6)	Stefan Johansson (Brabham BT56-Porsche V6)	Gerhard Berger (Ferrari F1/87-V6)	Thierry Boutsen (Benetton B187-Ford V6)	Nigel Mansell (Williams FW11B-Honda V6)	184.592	Nelson Piquet (Williams FW11B-Honda V6)	1.33.861
May 3	San Marino GP (297.360 km)	Imola	Nigel Mansell (Williams FW11B-Honda V6)	Ayrton Senna (Lotus 99T-Honda V6)	Michele Alboreto (Ferrari F1/87-V6)	Stefan Johansson (McLaren MP4/3-Porsche V6)	Martin Brundle (Zakspeed ZAK871-4 cyl)	Satoru Nakajima (Lotus 99T-Honda V6)	195.201	Teo Fabi (Benetton B187-Ford V6)	1.29.246
May 17	Belgian GP (298.420 km)	Spa-Francorchamps	Alain Prost (McLaren MP4/3-Porsche V6)	Stefan Johansson (McLaren MP4/3-Porsche V6)	Andrea de Cesaris (Brabham BT56-BMW 4cyl)	Eddie Cheever (Arrows A10-BMW 4 cyl)	Satoru Nakajima (Lotus 99T-Honda V6)	René Arnoux (Ligier JS29C-BMW 4 cyl)	205.680	Alain Prost (McLaren MP4/3-Porsche V6)	1.57.153
May 31	Monaco GP (259.584 km)	Monte Carlo	Ayrton Senna (Lotus 99T-Honda V6)	Nelson Piquet (Williams FW11B-Honda V6)	Michele Alboreto (Ferrari F1/87-V6)	Gerhard Berger (Ferrari F1/87-V6)	Jonathan Palmer (Tyrrell 016-Cosworth V8)	Ivan Capelli (March 871-Cosworth V8)	132.102	Ayrton Senna (Lotus 99T-Honda V6)	1.27.685
Jun 21	United States GP (253.449 km)	Detroit	Ayrton Senna (Lotus 99T-Honda V6)	Nelson Piquet (Williams FW11B-Honda V6)	Alain Prost (McLaren MP4/3-Porsche V6)	Gerhard Berger (Ferrari F1/87-V6)	Nigel Mansell (Williams FW11B-Honda V6)	Eddie Cheever (Arrows A10-BMW 4 cyl)	137.915	Ayrton Senna (Lotus 99T-Honda V6)	1.40.464
Jul 5	French GP (305.040 km)	Paul Ricard (shortened)	Nigel Mansell (Williams FW11B-Honda V6)	Nelson Piquet (Williams FW11B-Honda V6)	Alain Prost (McLaren MP4/3-Porsche V6)	Ayrton Senna (Lotus 99T-Honda V6)	Teo Fabi (Benetton B187-Ford V6)	Philippe Streiff (Tyrrell 016-Cosworth V8)	188.560	Nelson Piquet (Williams FW11B-Honda V6)	1.09.548
Jul 12	British GP (310.579 km)	Silverstone	Nigel Mansell (Williams FW11B-Honda V6)	Nelson Piquet (Williams FW11B-Honda V6)	Ayrton Senna (Lotus 99T-Honda V6)	Satoru Nakajima (Lotus 99T-Honda V6)	Derek Warwick (Arrows A10-BMW 4 cyl)	Teo Fabi (Benetton B187-Ford V6)	235.298	Nigel Mansell (Williams FW11B-Honda V6)	1.09.832
Jul 26	German GP (299.068 km)	Hockenheimring	Nelson Piquet (Williams FW11B-Honda V6)	Stefan Johansson (McLaren MP4/3-Porsche V6)	Ayrton Senna (Lotus 99T-Honda V6)	Philippe Streiff (Tyrrell 016-Cosworth V8)	Jonathan Palmer (Tyrrell 016-Cosworth V8)	Philippe Alliot (Lola LC87-Cosworth V8)	220.394	Nigel Mansell (Williams FW11B-Honda V6)	1.45.716
Aug 9	Hungarian GP (305.064 km)	Budapest	Nelson Piquet (Williams FW11B-Honda V6)	Ayrton Senna (Lotus 99T-Honda V6)	Alain Prost (McLaren MP4/3-Porsche V6)	Thierry Boutsen (Benetton B187-Ford V6)	Riccardo Patrese (Brabham BT56-BMW 4 cyl)	Derek Warwick (Arrows A10-BMW 4 cyl)	153.239	Nelson Piquet (Williams FW11B-Honda V6)	1.30.149
Aug 16	Austrian GP (308.984 km)	Österreichring	Nigel Mansell (Williams FW11B-Honda V6)	Nelson Piquet (Williams FW11B-Honda V6)	Teo Fabi (Benetton B187-Ford V6)	Thierry Boutsen (Benetton B187-Ford V6)	Ayrton Senna (Lotus 99T-Honda V6)	Alain Prost (McLaren MP4/3-Porsche V6)	235.421	Nigel Mansell (Williams FW11B-Honda V6)	1.28.318
Sep 6	Italian GP (290.000 km)	Monza	Nelson Piquet (Williams FW11B-Honda V6)	Ayrton Senna (Lotus 99T-Honda V6)	Nigel Mansell (Williams FW11B-Honda V6)	Gerhard Berger (Ferrari F1/87-V6)	Thierry Boutsen (Benetton B187-Ford V6)	Stefan Johansson (McLaren MP4/3-Porsche V6)	232.636	Ayrton Senna (Lotus 99T-Honda V6)	1.26.796
Sep 20	Portuguese GP (304.500 km)	Estoril	Alain Prost (McLaren MP4/3-Porsche V6)	Gerhard Berger (Ferrari F1/87-V6)	Nelson Piquet (Williams FW11B-Honda V6)	Teo Fabi (Benetton B187-Ford V6)	Stefan Johansson (McLaren MP4/3-Porsche V6)	Eddie Cheever (Arrows A10-BMW 4 cyl)	188.224	Gerhard Berger (Ferrari F1/87-V6)	1.19.282
Sep 27	Spanish GP (303.696 km)	Jerez	Nigel Mansell (Williams FW11B-Honda V6)	Alain Prost (McLaren MP4/3-Porsche V6)	Stefan Johansson (McLaren MP4/3-Porsche V6)	Nelson Piquet (Williams FW11B-Honda V6)	Ayrton Senna (Lotus 99T-Honda V6)	Philippe Alliot (Lola LC87-Cosworth V8)	166.848	Gerhard Berger (Ferrari F1/87-V6)	1.26.986
Oct 18	Mexican GP (278.523 km)	Mexico City	Nigel Mansell (Williams FW11B-Honda V6)	Nelson Piquet (Williams FW11B-Honda V6)	Riccardo Patrese (Brabham BT56-BMW 4cyl)	Eddie Cheever (Arrows A10-BMW 4 cyl)	Teo Fabi (Benetton B187-Ford V6)	Philippe Alliot (Lola LC87-Cosworth V8)	193.411	Nelson Piquet (Williams FW11B-Honda V6)	1.19.132
Nov 1	Japanese GP (298.809 km)	Suzuka	Gerhard Berger (Ferrari F1/87-V6)	Ayrton Senna (Lotus 99T-Honda V6)	Stefan Johansson (McLaren MP4/3-Porsche V6)	Michele Alboreto (Ferrari F1/87-V6)	Thierry Boutsen (Benetton B187-Ford V6)	Satoru Nakajima (Lotus 99T-Honda V6)	192.847	Alain Prost (McLaren MP4/3-Porsche V6)	1.43.844
Nov 15	Australian GP (309.878 km)	Adelaide	Gerhard Berger (Ferrari F1/87-V6)	Michele Alboreto (Ferrari F1/87-V6)	Thierry Boutsen (Benetton B187-Ford V6)	Jonathan Palmer (Tyrrell 016-Cosworth V8)	Yannick Dalmas (Lola LC87-Cosworth V8)	Roberto Moreno (AGS/JH-Cosworth V8)	164.631	Gerhard Berger (Ferrari F1/87-V6)	1.20.416

Drivers' Championship Placings: 1st Nelson Piquet; 2nd Nigel Mansell; 3rd Ayrton Senna.
Constructors' Championship Placings: 1st Williams-Honda; 2nd McLaren-Porsche; 3rd Lotus-Honda.

WORLD SPORTSCAR CHAMPIONSHIP FOR TEAMS AND DRIVERS



Raul Boesel



Gordon Spice/Fermin Velez



Silk Cut Jaguar XJR-8



Spice-Pontiac DFL

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed kph		
Mar 22	Jarama (360km)	Spain	J. Watson/J. Lammers (Jaguar XJR-8)	D. Bell/H. Stuck (Porsche 962C-Turbo)	E. Cheever/R. Boesel (Jaguar XJR-8)	K. Nissen/V. Weidler (Porsche 962C-Turbo)	O. Larrauri/J. Pareja (Porsche 926C-Turbo)	G. Brancatelli/M. Sigala (Porsche 926C-Turbo)	144.464		
Mar	Jerez (890km)	Spain	E. Cheever/R. Boesel (Jaguar XJR-8)	K. Nissen/V. Weidler (Porsche 962C-Turbo)	D. Bell/H. Stuck (Porsche 962C-Turbo)	G. Spice/F. Velez (Spice-Pontiac - C2)	R. Mallock/D. Leslie (Ecosse-Cosworth DFL - C2)	G. Brancatelli/M. Sigala (Porsche 926C-Turbo)	148.426		
Apr 12	Monza (1000km)	Italy	J. Watson/J. Lammers (Jaguar XJR-8)	D. Bell/H. Stuck (Porsche 962C-Turbo)	O. Larrauri/J. Pareja/F. Jelinski (Porsche 962C-Turbo)	S. Dickens/J. Winter/K. Ludwig (Porsche 926C-Turbo)	G. Brancatelli/M. Sigala (Porsche 926C-Turbo)	J. Mass/R. Wollek (Porsche 926C-Turbo)	190.089		
Apr 20	Valllunga	Italy	CANCELLED								
May 10	Silverstone (1000km)	England	E. Cheever/R. Boesel (Jaguar XJR-8)	J. Watson/J. Lammers (Jaguar XJR-8)	D. Bell/H. Stuck (Porsche 962C-Turbo)	J. Mass/R. Wollek (Porsche 962C-Turbo)	J. Pareja/W. Brun/U. Schäfer (Porsche 926C-Turbo)	R. Mallock/D. Leslie (Ecosse-Cosworth DFL - C2)	198.570		
Jun 13/14	Le Mans (24 Hours)	France	D. Bell/H. Stuck/A. Holbert (Porsche 962C-Turbo)	J. Lässig/P. Yver/B. de Dryver (Porsche 962C-Turbo)	P. Raphanel/Y. Courage/H. Regout (Cougar-Porsche Turbo)	G. Fouché/F. Konrad/W. Taylor (Porsche 962C-Turbo)	E. Cheever/R. Boesel/J. Lammers (Jaguar XJR-8LM)	G. Spice/F. Velez/P. de Henning (Spice-Pontiac - C2)	199.657		
Jun 28	Norising (360km) (2 Heats)	Germany	M. Baldi/J. Palmer (Porsche 962C-Turbo)	O. Larrauri/J. Mass (Porsche 962C-Turbo)	S. Dickens/J. Winter (Porsche 962C-Turbo)	E. Cheever/R. Boesel (Jaguar XJR-8)	J. Lässig/P. Yver (Porsche 926C-Turbo)	G. Spice/F. Velez (Spice-Pontiac - C2)	163.540		
Jul 26	Brands Hatch (1000km)	England	R. Boesel/J. Nielsen (Jaguar XJR-8)	M. Baldi/J. Dumfries (Porsche 962C-Turbo)	J. Watson/J. Lammers (Jaguar XJR-8)	D. Bell/H. Stuck (Porsche 962C-Turbo)	O. Larrauri/J. Mass (Porsche 926C-Turbo)	K. Nissen/V. Weidler (Porsche 926C-Turbo)	179.920		
Aug 30	New Nurburgring (1000km)	Germany	E. Cheever/R. Boesel (Jaguar XJR-8)	D. Bell/H. Stuck (Porsche 962C-Turbo)	O. Larrauri/J. Mass (Porsche 962C-Turbo)	S. Dickens/J. Winter/F. Jelinski (Porsche 962C-Turbo)	M. Baldi/J. Palmer (Porsche 926C-Turbo)	J. Pareja/H. Kaufmann/F. Hunkeler (Porsche 926C-Turbo)	169.231		
Sep 13	Spa (1000km)	Belgium	R. Boesel/J. Dumfries/M. Brundle (Jaguar XJR-8)	J. Watson/J. Lammers (Jaguar XJR-8)	O. Larrauri/J. Mass (Porsche 962C-Turbo)	E. Cheever/J. Nielsen (Porsche 926C-Turbo)	D. Bell/H. Stuck/R. Wollek (Porsche 926C-Turbo)	S. Dickens/J. Winter/F. Jelinski (Porsche 926C-Turbo)	164.124		
Sep 27	Fuji (1000km)	Japan	J. Watson/J. Lammers (Jaguar XJR-8)	R. Boesel/J. Dumfries (Jaguar XJR-8)	M. Baldi/M. Thackwell (Porsche 962C-Turbo)	O. Larrauri/J. Mass (Porsche 962C-Turbo)	S. Dickens/F. Jelinski/R. Wollek (Porsche 926C-Turbo)	D. Bell/G. Brabham (Porsche 926C-Turbo)	176.216		
Oct 4	Nishi-Sendai	Japan	CANCELLED								
Oct 25	Calder Raceway	Australia	CANCELLED								

World Sportscar Championship: 1st Jaguar; 2nd Brun Motorsports; 3rd Porsche AG.
Driver's Championship: 1st Raul Boesel. Group C2 Championship: 1st Gordon Spice/Fermin Velez.

World Touring Car Championship

Date	Race and Distance	Location	First	Second	Third	Winner's Speed kph
Mar 22	Monza (504.6km)	Italy	A. Moffat/J. Harvey (Holden Commodore)	G. Bosshard/J. Sassiabarrena (BMW 635 CSi)	P. Oberndorfer/F. Klammer (BMW 635 CSi)	172.261
Apr 19	Jarama (496.8km)	Spain	E. Pirro/R. Ravaglia (BMW M3)	I. Capelli/R. Ratzberger (BMW M3)	L. Sala/O. Grouillard (BMW M3)	123.400
May 10	Dijon-Prenois (425.6km)	France	J. Cecotto/G. Brancatelli (BMW M3)	I. Capelli/R. Ratzberger (BMW M3)	S. Soper/K. Niedzwiedz (Ford Sierra Cosworth)	153.886
Jul 12	New Nurburgring (504.2km)	Germany	K. Ludwig/K. Niedzwiedz (Ford Sierra Cosworth)	E. Pirro/R. Ravaglia (BMW M3)	R. Ratzberger/M. Oestreich (BMW M3)	166.953
Aug 1/2	Spa-Francorchamps (24 hours)	Belgium	J. M. Martin/D. Theys/E. van de Poele (BMW M3)	W. Vogt/L. Sala/O. Grouillard (BMW M3)	P. Fabre/F. Giroix/B. de Dryver (BMW M3)	138.908
Aug 16	Brno (501.64km)	Czechoslovakia	K. Ludwig/K. Niedzwiedz (Ford Sierra Cosworth)	S. Soper/P. Dieudonné (Ford Sierra Cosworth)	O. Grouillard/L. Sala (BMW M3)	143.167
Sep 6	Silverstone (501.6km)	England	E. Calderari/F. Mancini (BMW M3)	E. Pirro/R. Ravaglia (BMW M3)	J. L. Schlesser/G. Francia (Alfa Romeo 75T)	146.498
Oct 4	Bathurst (1006km)	Australia	P. Brock/P. MacLeod/D. Parsons (Holden Commodore)	G. Seton/J. Bowe (Nissan Skyline)	G. Fury/T. Shiel (Nissan Skyline)	not given
Oct 11	Calder Park (506.9km)	Australia	S. Soper/P. Dieudonné (Ford Sierra Cosworth)	E. Pirro/R. Ravaglia (BMW M3)	R. Ratzberger/M. Oestreich (BMW M3)	137.711
Oct 26	Wellington (484.2km)	New Zealand	K. Ludwig/K. Niedzwiedz (Ford Sierra Cosworth)	E. Pirro/R. Ravaglia (BMW M3)	S. Soper/P. Dieudonné (Ford Sierra Cosworth)	125.561
Nov 16	Fuji (500.6km)	Japan	K. Ludwig/K. Niedzwiedz (Ford Sierra Cosworth)	A. Rouse/N. Nagasaka (Ford Sierra Cosworth)	E. Pirro/R. Ravaglia (BMW M3)	156.344

Championship Placings: 1st Roberto Ravaglia; 2nd Klaus Ludwig/Klaus Niedzwiedz; 4th Emanuele Pirro

European Touring Car Championship

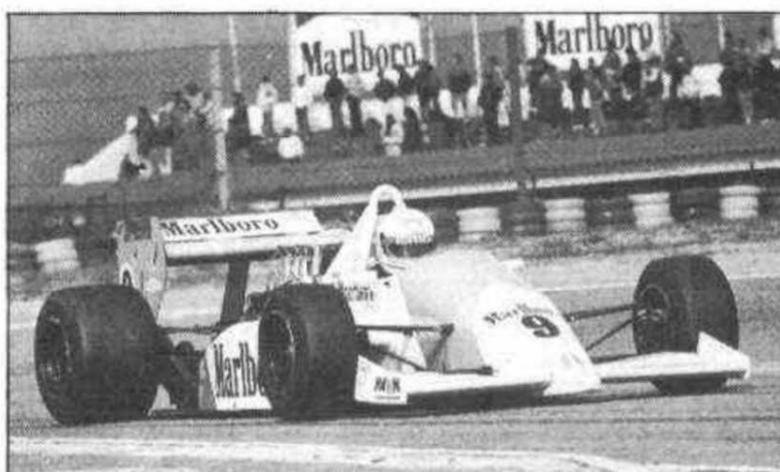
Date	Race and Distance	Location	First	Second	Third	Winner's Speed kph
Apr 5	Donington Park (502km)	England	D. Quester/W. Vogt (BMW M3)	M. Oestreich/A. Heger (BMW M3)	G. Bosshard/M. Micangeli (BMW 635 CSi)	130.147
Apr 26	Estoril (500.25km)	Portugal	J. Cecotto/G. Brancatelli (BMW M3)	S. Soper/K. Niedzwiedz (Ford Sierra Cosworth)	P. Dieudonné/K. Ludwig (Ford Sierra Cosworth)	not given
May 24	Anderstorp (503.875km)	Sweden	A. Heger/W. Vogt (BMW M3)	G. Brancatelli/G. Bosshard (BMW 635 CSi)	A. Lindberg/P. Stureson (Volvo 240 Turbo)	134.875
Jun 7	Zolder (500km)	Belgium	S. Soper/K. Niedzwiedz/P. Dieudonné (Ford Sierra Cosworth)	K. Ludwig/T. Boutsen (Ford Sierra Cosworth)	A. Heger/W. Vogt (BMW M3)	138.946
Jun 14	Österreichring (505.07km)	Austria	J. Cecotto/G. Brancatelli (BMW M3)	A. Heger/W. Vogt (BMW M3)	D. Quester/M. Oestreich (BMW M3)	not given
Jun 28	Imola (504km)	Italy	A. Heger/W. Vogt (BMW M3)	G. Brancatelli/G. Bosshard (BMW 635 CSi)	H. Koenig/K. Baron/H. Werginz (BMW M3)	164.603
Sep 13	Nogaro (499.2km)	France	J. P. Jaussaud/F. Giroix (BMW M3)	D. Quester/M. Oestreich (BMW M3)	A. Heger/W. Vogt (BMW M3)	130.801

European Touring Car Champion: Winni Vogt

Intercontinental Formula 3000 Championship



Stefano Modena



March 87B — Cosworth DFV

Date	Race and Distance	Location	First	Second	Third	Winner's Speed kph
Apr 12	Silverstone (198.181km)	England	M. Gugelmin (Ralt-Honda V8)	M. Trolle (Lola-Cos V8)	R. Moreno (Ralt-Honda V8)	210.791
May 10	Valllunga (195.161km)	Italy	S. Modena (March-Cos V8)	L. Sala (Lola-Cos V8)	M. Gugelmin (Ralt-Honda V8)	167.068
May 16	Spa-Francorchamps (111.184km)	Belgium	M. Trolle (Lola-Cos V8)	M. Blundell (Lola-Cos V8)	R. Moreno (Ralt-Honda V8)	171.001
Jun 8	Pau (201.480km)	France	Y. Dalmas (March-Cos V8)	J. Jones (Lola-Cos V8)	M. Ferte (Lola-Cos V8)	132.123
Jun 28	Donington Park (201.168km)	England	L. Sala (Lola-Cos V8)	S. Modena (March-Cos V8)	P. H. Raphanel (March-Cos V8)	167.000
Jul 19	Enna-Pergusa (202.95km)	Sicily	R. Moreno (Ralt-Honda V8)	P. Martini (Ralt-Cos V8)	G. Tarquini (March-Cos V8)	192.781
Jul 26	Misano Adriatica	Italy				CANCELLED
Aug 23	Brands Hatch (189.278km)	England	J. Bailey (Lola-Cos V8)	M. Gugelmin (Ralt-Honda V8)	R. Moreno (Ralt-Honda V8)	191.994
Aug 31	Birmingham (202.729km)	England	S. Modena (March-Cos V8)	R. Moreno (Ralt-Honda V8)	M. Gugelmin (Ralt-Honda V8)	169.544
Sep 12	Imola (201.6km)	Italy	S. Modena (March-Cos V8)	G. Tarquini (March-Cos V8)	L. Sala (Lola-Cos V8)	182.655
Sep 27	Le Mans (Bugatti) (199.428km)	France	L. Sala (Lola-Cos V8)	R. Spence (March-Cos V8)	M. Trolle (Lola-Cos V8)	164.820
Oct 11	Jarama (202.034km)	Spain	Y. Dalmas (March-Cos V8)	M. Gugelmin (Ralt-Honda V8)	R. Spence (March-Cos V8)	145.427

Intercontinental F3000 Champion: Stefano Modena



Unfulfilled Promise

Unusually amongst manufacturers with a large and essentially family-car range, Nissan has avoided taking the hot-hatch route to projecting a bit of glamour into the Sunny, its small-car range. Instead, it offers a two-door coupé, and the basic 1600cc version has now been joined by the ZX, with a twin-cam 16-valve injection motor turning out 122 bhp.

Tagging the performance "ZX" badge on to the Sunny has involved several changes, visible and invisible: a deep airdam with a rather aggressive air intake at the front, side skirts, and a rubber spoiler on the bootlip are the obligatory addenda, while stiffer springing, low-profile tyres, and discs on all four wheels prepare the chassis for the extra work.

122 bhp is a lot to extract from a 1.6-litre engine, but the power delivery does not suffer from any of the problems one used to expect of engines tuned to this sort of level. It revs easily, and though a heavy throttle foot is needed to chase all of those horses out of the stable, their arrival is progressive, peaking at 6600 rpm. But it makes an inordinate amount of fuss about working hard; not the exciting noises of a brace of gargling Webers, but a buzzy thrash which penetrates the entire cabin. Perhaps this is an economy reminder, as it is acceptably quiet at middling throttle positions.

I have to admit that I found the idea of a sporty Sunny a difficult one to accept until I set off in this one and was agreeably surprised. It has a taut feel and pleasant progressively-weighted power-assisted steering which blend together nicely with the 185/60 R14 tyres. There is very little front-wheel fight

under acceleration, though in a rather wet week around town the little coupé spent a lot of time with its wheels spinning, searching for a toe-hold, and the brakes have a good firm feel.

Nissan claims a 0-60 mph figure of 8.5 sec for the Sunny ZX, but one would have to be very used to the gear-change to achieve that: it is light but not very quick, with a rather wide gate between second and third which is easily missed. Other controls are generally pleasant in action, but those switches which are mounted on the bulky-looking dash are an odd mish-mash of press-button and rocker, and several are disguised as warning lights or *vice-versa*, as well as being out of view behind the wheelrim. Could Do Better in that department; yet the instrument dials are amongst the best I have seen on any car — large, clear and well-lit; Alpha Plus for those.

Interior comforts are generous: electric windows with that useful one-touch feature on the driver's side, electric mirrors, a tilt or remove sunroof which is stored in a special bag in the boot, a four-speaker radio/cassette system, adjustable steering position and wrap-around sport seats of reasonable comfort. An air-blend heater is installed, but the temperature seemed to vary a good deal, and the through-flow is rather sluggish, with no fresh air supply. Remote boot and fuel-flap releases are provided, and a variety of handy storage spaces finish off the interior.

No-one expects a coupé to carry rear passengers over long distances, but the Nissan is particularly mean on backseat headroom. It is not that the roofline is very low, rather that the rear window rail intrudes badly just at

head height, making even short trips a trial. Individually-folding seat backs help to make room for luggage, but the boot-space is surprisingly narrow: it looks like a MacPherson strut set-up with bulky turrets, although there are in fact trailing arms and parallel transverse links. A complex folding shelf covers up the groceries, but is so bulky in itself that it is difficult to carry on top of other luggage.

Although Nissan tells us that the aerodynamic extras bring the drag factor down to the very low figure of 0.29, it is hard to reconcile this with the angular lines of the Sunny Coupé: the car's flanks are composed of several folds and creases which conflict with the new side-skirts, making the whole appear over-styled.

For those in the front seats this Nissan will provide a pleasant means of transport, without being especially exciting. Its handling is stable and secure, but not outstanding, and the same goes for overall adhesion. It is the sort of mildly understeering chassis behaviour that any reputable small car should be turning in today, but perhaps lagging a little behind the car's sporting pretensions. In outright performance, on the other hand, the ZX has an edge over many of its rivals; the high-revving nature of the power-unit tends to obscure just how fast it is because the urge builds up so steadily, but with 122 bhp it will give many other drivers a surprise.

At its price of £10,500 the Nissan hardly looks cheap against its many rivals; but as these are mostly from the hatchback hordes, it may have a separate appeal, even exclusivity, of its own.

GC



More than 1000 people will soon be employed at Lotus Cars' Hethel plant, of whom around half will be engineers.

The New Lotus Era is not a new model to continue the Elite, Elan, Excel, Esprit theme, but a summary of Group Lotus plc as it exists under General Motors ownership. That means we included Lotus Engineering and its 17 (mostly undisclosed) international clients in the generous interview time allotted by Group Lotus Director Michael Kimberley, but not the Grand Prix team.

The Camel-backed racers remain under the totally separate ownership of Hazel Chapman and Fred Bushell at Ketteringham Hall, while Lotus production and engineering facilities continue to be sharply expanded around the Hethel base on which Colin Chapman laid the July 1966 foundation stone. However there are technological and promotional links between the Norfolk neighbours, the most obvious being the interchange of "active suspension" development since Peter Wright transferred to Hethel in 1982.

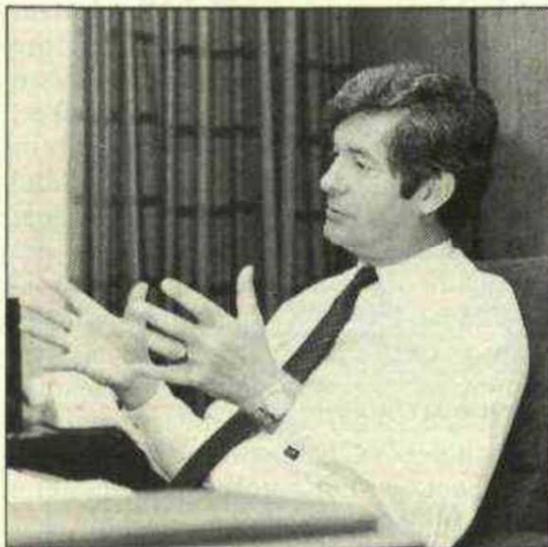
Mr Kimberley expects Lotus road cars to have such suspension "in the early Nineties. It will be a standard feature of our M300, a 200 mph flagship for our range which should be shown in October 1990 and produced in Spring 1991.

"Even then we'll probably be the second company in the world to fit the full Lotus-engineered system. No, I'm not telling you who will be first . . .", but readers can draw their own conclusions from the 1987 debut of an IMSA "Corvette" (actually a Lola chassis) using active suspension in racing trim.

Michael Kimberley was equally forthcoming on life for Lotus under GM share ownership. "I sincerely believe we have come of age. Our job is to make sure it does not become too large, too impersonal; my priorities are to maintain the spirit of Lotus through cars which perform, ride and handle, but we are now also achieving standards of quality and reliability which are typified by the latest Esprit."

In January 1977, MOTOR SPORT pub-

The New Lotus Era



Michael Kimberley, Director of Lotus Cars.

lished an account of "a whirlwind day at Hethel"; DSJ and myself were privileged to drive a then-new £7979 Esprit of 160 bhp as well as interviewing Colin Chapman. Rather than tell me how much more refined the 1988 Esprit has become, the Lotus boss arranged for me to experience a silver pre-production Turbo used for much of the publicity work associated with a very successful Anglo-

American launch.

More about our Esprit track outing later; meanwhile it is worth noting that, a week after Motorfair and the American debut, Lotus sales director Terry Clarkson reported: "We took orders worth £8.2-million at Motorfair for 371 Esprits. In the USA only Turbo Esprits are offered and the score, so far, is 225 orders worth \$11-million." The total covers 88 Chapman commemorative specials, for which Lotus has more orders than cars.

Such public reaction means another 80 production staff will be hired in addition to the present payroll of 973, approximately 50% of employees being qualified engineers. "If we achieve our targets, about 1100 will be employed at Hethel in 1992," commented Kimberley.

By then there will be a new look to the Lotus range. Aside from the extremely expensive M300 mentioned earlier (more than £90,000 for "an entirely new V8, not the Seventies prototype reworked"), the "end of 1989" should bring the long-awaited "new Elan." Coded M100, this machine has been in the Lotus pipeline for so long that even loyalists may wonder if said pipe is permanently blocked by previous promises?

The Gospel according to St Michael of Kimberley reveals that Lotus has worked at its normal high engineering speed, but the company's chaotic history has interfered in this third generation of the cheaper sports car's birth.

"The M100 we know today is the result of a June 22, 1986 decision to entirely revamp the project under the control of Colin Spooner. Previously the project had been the M90 of 1979-80, stillborn by the end of 1982 because we could not get funds to develop it, though we did have running prototypes.

"In October 1983 we were able to restart work on a slightly restyled version of M90, which was coded X100, but the lesson learned was that both were taking too long and were overtaken during development.

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INDUSTRY INSIGHT

"I'd also like to place on record my gratitude to Toyota in 1983 (former 21% shareholders) who lent us £400,000, with no strings but trust and friendship. They saved us, pure and simple," revealed the Lotus Chief Executive with customary frankness.

"Now I am full of optimism for the M100. There will be a convertible from the first model onward, with the option of a hardtop. Naturally I think the style is stunning, taking some inputs from outside as well as our in-house team with Peter Stevens.

"I can truthfully say it will be constructed in a unique manner, giving three times the torsional stiffness of existing designs. Yes, it will have a front engine, but I am not going to tell you which one.

"What I can say is that it will be small, agile and a *very* high performer. In short, the Elan of the Nineties. . . If I were pricing at today's values, rather than those of its 1989 debut, I would expect customers to pay £12,000 to £13,000."

As outsiders eagerly awaiting such a small sports car, one surely influenced by the June 1984 arrival of Toyota's MR2, we can only comment that the lightweight strength of M100 will naturally trade on Lotus' composite plastics expertise. Any kind of direct Grand Prix racing spin-off is ruled out vehemently by Lotus personnel on grounds of cost.

As to the M100 choice of engine, the GM Family 2 16V units (presently 2-litres/150-155 bhp for injection production and carbureted competition use in the GM Vauxhall/Opel-Lotus Challenges) seem most likely to power the 1989 Lotus. However there is also an apparently excellent GM 16-valve in the Oldsmobile Quad 4, premiered for Europe at 1987's Frankfurt Show.

Thus that 1992 employment level will be asked to produce and further develop a Lotus range consisting of the M100 at a target 3000 cars a year; 2000 per annum annual production of further updates on the present "mid-range" Excel/Esprit themes; and just 200 of the M300 supercar, which was shown as the Etna in its 4.0-litre/320 bhp four-wheel drive format of 1984.

For comparison, Lotus built about 650 cars in 1987 and expects to make just over 1200 in 1988 — projected as 950 Esprits and 300 Excels, and sold roughly as 550-600 in Britain, 400 for the USA and "about 250 in Europe and the rest of the world."

Today's Lotus thinking seems to be that "four-wheel drive is important on high power applications. I can say we have engineered seven such systems for clients, and two are pressing ahead now.

"As far as the M300 is concerned I am looking at a *relatively* simple V8. A car which will shine with Lotus character, not a direct Ferrari F40 or Porsche 959 competitor. Simply, the ultimate Lotus," said Kimberley whilst striding through Lotus history and premises.

History? Certainly, for we watch the early Esprits pushed from production station to station. In six months all that will be history — some of the Esprit's present space invaded by the M100 mechanisation, as part of the five-year £53-million plan. The investment bias? "We plan £33-million in car production facilities, including new building and lines, and £20-million for engineering purposes."

Perhaps the most remarkable and intriguing (because confidentiality is an essential ingredient to obtaining such business) aspect to Lotus today is the engineering consultancy work. Examples which have been made public include Volvo's active suspension demonstrations, Chrysler USA's 16-Valve future car engine programme declared in March 1985, the expected Corvette contingent "on site" (also to be found at Porsche Weissach), and Isuzu's recent suspension modifications for the Piazza.

Pointing to one corner of his spacious office, Mike Kimberley explained: "That's where the separate engineering side started. In 1977 Colin and I sat down to seek extra sources of revenue for Lotus. There was the obvious example of the financial stability that Porsche enjoyed, partly through its Weissach client engineering activity."

Colin Chapman had already earned engineering consultancy fees outside his Lotus domain, and Kimberley recalls: "I got the first client, Chrysler's Sunbeam Lotus road/rally saloon with its 2.2-litre version of our engine. Colin got the second: De Lorean."

Yes, there was a pause at this point, but I did tactlessly ask how he recalled that infamous liason today. Instead of being hurled out to join the hurricane debris (Motorfair catalogues were spread for miles

after the sales office literally lost a corner!) I got an answer: "I will remember De Lorean for the fact that it put us on the US map. Lotus took that car from scratch to a crash- and emission-certified model in 21 months; 5-8 years was the norm.

"In fact I thought our achievement was matched by everyone over in Belfast at DMCL, who took a green site to a production facility in 27 months — but both achievements were overwhelmed by the great tragedy of subsequent failures. I will not comment on any further investigations the tax authorities are making, except to say that Lotus Cars regards the De Lorean episode as history.

"So far as Lotus Engineering has been concerned, those first two clients were followed by a rapid expansion in business. Comparing 1986 with 1982 showed ten times as much revenue had been created.

"I think the figures prove that GM's involvement with us has *not* deterred outside engineering customers. Now we have seventeen clients — up six on the pre-GM ownership figure," Kimberley asserted.

Although the Lotus badge has not been offered to such customers in the manner of the old Lotus Cortina or Sunbeam Lotus, Isuzu's recent suspension facelift is accompanied by the acknowledgement "Handling by Lotus". What seems to have been a fairly straightforward spring and damper development task on the live-axle Piazza turbo coupé is heavily promoted in America for its Lotus origins.

GM also has a substantial stake in Isuzu. Similar work (plus an obvious boost in wheel and tyre widths) was carried out for Toyota on an earlier Supra, without Lotus badgework.

Finally it was time to see how a decade of Esprit progress felt in motion. The demon-



New Esprit shape is expected to outsell Excel by more than three to one.

strator and engineer were summoned for a few laps around the Hethel circuit.

The new Esprit's 215 bhp still runs without intercooling, for the elongated and finned cast-alloy induction tube emblazoned with the word "TURBO" does much to cool incoming turbocharged mixture. It also continues with Dellorto carburation rather than fuel-injection in European trim.

More important from a service and driver viewpoint is the departure of the Citroën SM-based five-speed transaxle in favour of the Renault 25 five-speeder which has also seen service in the Alpine GTA coupés.

Utilising 7000 rpm and speeds of up to 110 mph, the new Esprit, despite the lumpy track, was squeak-and rattle-free in a way that was not possible with the previous body. Ride over bumps at speed, on Goodyears of markedly unequal widths (195 front, 235 rear), was composed, even in strong crosswinds. Body roll was higher than I recall it on the second- and third-gear U-bends which emphasise remarkable rear-end traction.

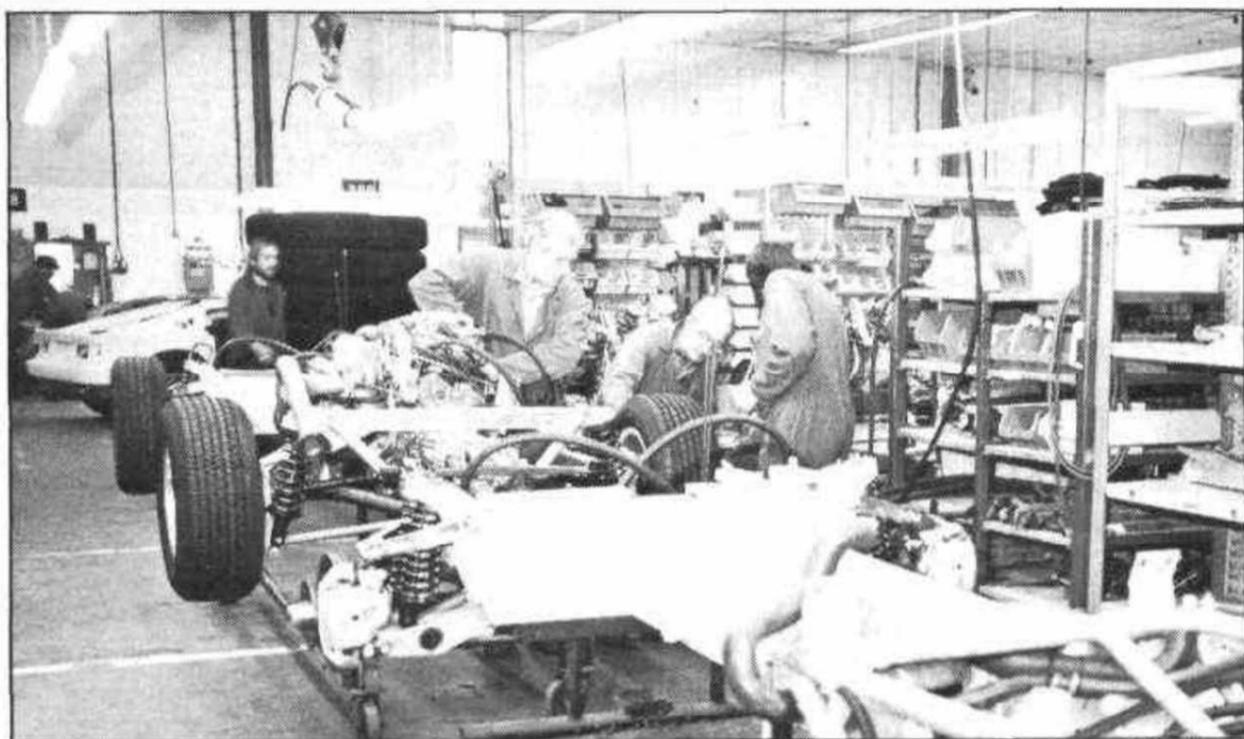
Inside pre-production number 008, the fit and finish of the blue-trimmed cabin was "all of a piece" in a way Lotus has not achieved previously. Black and white VDO dials imparted information with a dignity and speed many find absent in the digital dials GM prefer from Astra/Kadett GTE to Corvette.

This 887-mile Turbo Esprit was not perfect, pronounced wind-noise intruding on the otherwise far quieter cabin. Yet you begin to hear and feel why they cost more than £20,000 more than the 1976 model: the rebodied Esprit takes all that was good about the 1980-87 run of 2097 turbocharged Esprits, and presents it in an internationally competitive package — one priced at £28,900 in the UK (not outrageous today for a mid-engine machine capable of 150 mph) or £22,950 for the 172 bhp non-turbo which remains rated at 138 mph maximum.

Lotus Cars now has a future, one assured by the resources of GM and that healthy engineering consultancy. I do not think I would like to hear again how strictly GM leaves Lotus alone managerially, but even my cynicism is abated by the obvious signs of expansion and investment throughout Lotus. And all this at a rate and expense which Colin Chapman, for all his acknowledged design genius, would have been unlikely to sustain.

I suspect those who really miss their founder's extraordinary talents are the engineers. Particularly those now faced with the task of executing a safe 200 mph supercar with handling to cosset the most inept millionaire.

Yet this new Lotus, of which there is presently one running prototype, must also satisfy drivers all the way to the contracted Grand Prix stars whom the company may wish to be seen in its products. Just the tyre development will be a saga, as you can tell from Porsche's pioneering association with Bridgestone for its technical knock-out, the 959. **JW**



Esprit chassis are still manoeuvred on trolleys; but mechanisation will be completed in six months' time.

Escaping from Clutches

The older BMW 7-series coachwork slid into a stream of its newer namesakes as we departed the crowded and clammy show halls of Frankfurt's 52nd International Motor Show. As for so many large saloons, BMW or otherwise, our 7-series lacked a clutch pedal... yet there was a conventional manual gearshift.

Aside from a stop plate where the clutch pedal would have been, the interior was as for any other well-used five-speed BMW. However, driving it was a different experience and sporting drivers will, by 1989 if all proceeds to plan, be able to enjoy the virtues of manual gear selection and mechanical efficiency alongside the clutchless convenience of an automatic.

Yes, many have tried to combine the attractions of manual and automatic gearboxes. But when Europe's largest manufacturer of shock absorbers and clutches enters the pre-production stage, with a firm order from a major German car maker, (thought to be Mercedes) it must be taken seriously.

The manufacturer is Fichtel & Sachs and the product is a combination of their AKB (automatic clutch operation) and E-clutch (E for electronic operation) systems. As for the Automotive Products Group in Britain, Sachs has an alternative version of automatic clutch operation using hydraulic principles, a system shown in 1985 for commercial vehicles.

From the driver's viewpoint the system is already virtually foolproof, extremely tolerant and has obvious potential for competition fine-tuning. Indeed Audi has already featured both Porsche Double Clutch (PDK) and an electronically-commanded clutch in their rallying quattros, the latter in association with five- or six-speed gearboxes.

However, Audi retained the clutch pedal in its Group B supercars in the belt-and-braces

traditions of rallying. Ingolstadt did not restrain either the pedal's sympathetic gearshift movement, or the rate of engagement. The result was a pedal that could flatten a stray left foot, plus the thumping engagement of a learner driver on downshifts, if the rpm of the 8500 rpm/480 bhp works quattros was not carefully matched.

By contrast the Sachs automated clutch has an electronic control box for smooth engagement. It feels a little odd to simply push the five-speed gear lever into a slot without depressing a clutch, but the engagement of the plates, in traffic particularly, is efficiently equivalent to having an experienced chauffeur at work: no lurches, no graunches.

As yet the Sachs system still has further development goals to achieve before one could totally endorse its use on a product such as a Mercedes. For instance, there is a slight pause before drive is taken up in a situation such as a hill restart, with a consequent tendency for a slight and audible patch of jerkiness as the clutch fully engages.

However, its tolerance can easily be reset, as can the facility to move away in second gear, or the speed of clutch plate engagement. The electronic element means that the driver could well be offered alternative clutch engagement speeds, along the lines of Sachs' electronic damper control system (featured on some 750i BMWs) which provides "sport" and "comfort" choices.

Incidentally Sachs has recently enlarged its selection of sports damper kits, which include any relevant spring replacements and a 35mm/1.4in lowered ride height. Sachs sports suspension packages are naturally available for most vehicles of German origin from Audi to VW, as well as Mitsubishi's, Ladas, plus France's faster hatchbacks from Peugeot and Renault. **JW**

What we needed was a car to carry two people and photographic gear for a brief weekend sprint from London to the Nürburgring. Since this distance would have to be accomplished in the shortest practicable time, our mount would have to be fast, relaxing to drive, reasonably roomy, capable of shrugging off bad weather, and have above average range between fuel stops. With the last two in particular in mind, a high performance four-wheel-drive machine seemed indicated, and Audi conveniently had a Coupé quattro free just when we wanted it.

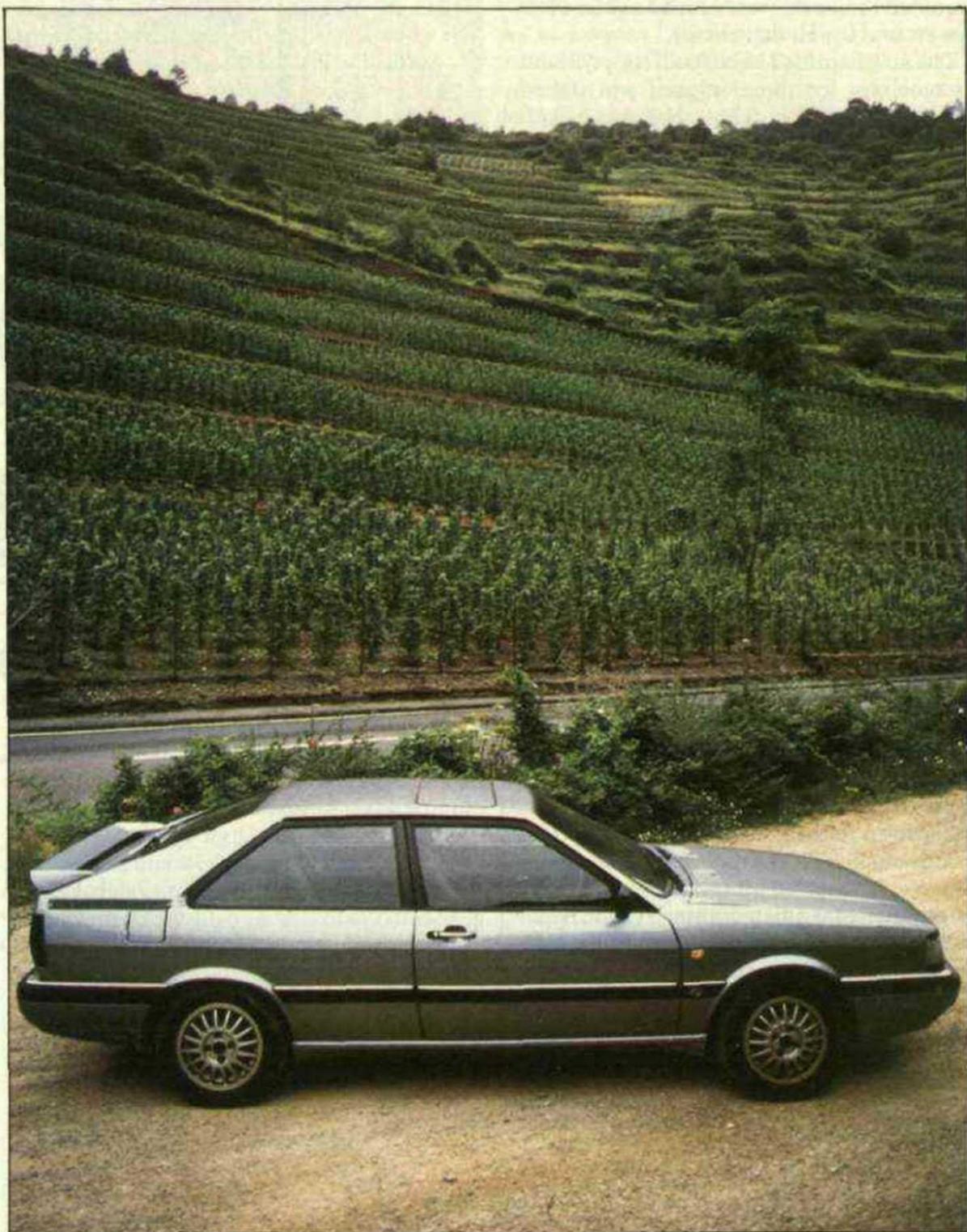
This angular machine, with what used to be called a "fastback" body style, is now in its last year, based as it is on the old 80 floorpan, and there have been detail and equipment changes since we last drove one. Like most car models reaching this stage of their market life, the items which used to be extras have now become absorbed into the standard specification. But whereas most cars become better and better bargains in their last phase, currency fluctuations have carried the Audi coupés up beyond their immediate rivals — the quattro we loaded onto the ferry costs £17,645.

Of course, if two driven wheels are enough for you, it is possible to save £4684 and go for the GT 1.8 coupé, offering 112 bhp and 117 mph with the same body and trim, but it is a fairly hefty body for the four-cylinder block to propel. It really needs the 2.2-litre five, which puts 136 bhp under the right foot and endows the Audi with some of the appetite for autobahns which any car claiming the initials GT ought to have.

Due to the extra weight of the prop-shaft, two extra diffs, and rear driveshafts, the Coupé quattro (not to be confused with the bulkier and brawnier Quattro coupé) takes a whisker longer to reach the same maximum 126 mph than does its 2WD sibling with the same engine, but the enhanced safety margin of four driven wheels with ABS, now standard on the quattro, makes the car a good choice in unpleasant weather — and having battled through France in torrential rains driving a mid-engined turbocar only a few weeks previously, I wanted relaxed security.

Needless to say, the demands of Standard House meant a later than intended start on Friday afternoon, but after the depressing crawl down the South London part of the A2, it was less than 90 minutes later that we surged up the clattering ramps into the hold of the ferry, locked the car, and ran upstairs to the restaurant. Townsend Thoresen may take 15 minutes longer to get there, but the chance to sit down in a waiter-service restaurant and have dinner out of the way by the time the boat docks is a boon — if you are quick enough to grab some of the limited accommodation.

Fed and slightly rested, we tackled yet



A pause for breath in a vine-clad Eifel valley.

Eifel Tour

again that dreary suburban drag out of Calais docks through ruined block houses and gravel pits, a pot-holed byway which is quite inadequate to be the gateway to a prosperous country, noting that the Audi rode uncomplainingly over the bumps. That night we were heading not for the 'Ring itself, but the town of Bad Neuenahr near Bonn, which meant our route was autobahn for all bar the last few miles, and it was not long before we had settled into a steady cruise which was into three figures on clear stretches.

With French francs and Deutschmarks in our pockets, but no Belgian cash, we did not want to have to refuel in that country. So the 15.4-gallon tank of the quattro was a com-

fort as we passed the huge concrete pillar which marks the Belgian border. From here the only excitement was trying to comprehend the unhelpful signposting, particularly around Liège. At the same time I was becoming aware that I did not fit the Audi's sport seat, despite its height adjustment; I altered everything at different times, but I never managed to ease the discomfort.

Monotonous it may be, but the motorway enabled us to reach our hotel a little after midnight, and with half a day's work under our belts too. I felt stiff from the firm seats, though my colleague found them perfectly restful, but we agreed that in its blend of easy speed and relative quiet this was a relaxing car. I had reservations about the

degree of roll, which I felt were confirmed the following morning as we wound through steep river valleys on the way to the circuit. It tilts a little too much, and it does it a little too sharply to be comfortable on snaking bends; and the wheel demands a lot of movement too. Thankfully it is power-assisted.

Understeer is the rule, and you are wasting time to try and kill it with acceleration; a fistful of lock and a steady throttle is the key. Remember that and the car will cling faithfully to your chosen course.

Frustratingly, the only time we had a moment to try to fit in a lap of the old 'Ring, we were told that BMW had booked it for the entire afternoon; but there was compensation in our return route after a weekend of historic racing. Leaving Nurburg at 5.45pm on Sunday evening and aiming for an 11.30 ferry, we travelled west by B-roads, gradually exchanging the narrow defiles of the Eifel mountains for more rolling views towards Malmédy and Spa. On these tight roads (even with an RHD car as long as driver and co-driver have established a system for assessing overtaking opportunities) the five-cylinder unit can wind the coupé up very smartly to pass slower traffic and keep the average up. Audi's press garage had thoughtfully fitted the necessary converter masks to the lamps before despatching the car, which often reduces the output, but the lamps did a good job nevertheless.

In darkness we joined the circuit at Spa-Francorchamps, streaked down the hill to pass the pits going in the wrong direction, and up again into the town itself, from where, the fun over, we rejoined the motorway.

Yet again trying to find the route out of Liège was the only snag to the return journey, and once established in the ferry restaurant, it was gratifying to compare notes with another car-load of British journalists who had left 30 minutes later by the all-motorway route; they had only saved 10 minutes over us on our back roads. Undoubtedly the Audi's long range was a factor: we had to stop only once for fuel, averaging about 24 mpg, with a best stretch of 27.6.

Were it a proper hatchback this five-seater would truly be the dual-purpose car Audi claims; as it is the narrow boot opening is a disappointment, and of course the quattro version has a slightly smaller boot in any case. Electric extras proliferate (windows, mirrors and locks) and alloy wheels are standard.

I really did not get on with the driving position, because of the hard seats and the altitude of the wheel, but my biggest complaint in a packed weekend was about the electric rad fan: it is so noisy that it woke my neighbours when we finally made it back to Fulham at 2.30am. GC



A boot spoiler and red trim indicate the sporty SRI.

Ryton Course

Well, if the 309 went off-course aesthetically, Peugeot's latest medium-range saloon must re-establish the company's styling studios at the top of the tree. True, this is a bread and butter car which has just scooped the Car of the Year award: the bulk of sales will be at the staid end of the spread, but the new 405 proves that there is no reason why an everyday saloon should not be beautiful.

It can also be rapid: the range starts with a 1.6-litre of 92 bhp, but unusually there is a middle model, the GR, which may be had with all the available engines: 1.6, 1.9 carburettor (110 bhp) and the 1.9 injection producing 125 bhp, five fewer horses than the same engine in the same manufacturer's two GTIs. Above this are two further versions using the injection unit: SRI, with trendy red external trim, boot spoiler, sports seats and leather steering wheel, and finally the GTX, which has all the performance of the SRI but with the emphasis on comfort: power steering, remote locking and electric windows are included.

This looks a more compact car than the Sierras and Cavaliers it aims to steal sales from, though in fact it compares well in interior space, and Peugeot is keen to stress that it is Coventry-built — it is 65% British and, a dig at Nissan's Sunderland factory, it is also 99% European.

What is surprising is the performance gap between this and the 205: with only 5 bhp less, the injected 405 turns in 0-60 mph times of 9.7 seconds, almost two seconds off the factory figure for its baby brother. A drag factor of 0.29 for the base models promises fine fuel consumption figures, while the rapid variants have very restrained aerodynamic addenda. A subtle deepening of the chin spoiler for the SRI is barely visible; however, just to make things obvious, a free-standing spoiler adorns the boot, improving directional stability and reducing rear lift at speed.

While lesser models make do with a plain disc and rear drum set-up, SRI and GTX boast discs all round, ventilated up front.

The same suspension design applies to all variants, though with rate differences, and comprises a modified MacPherson strut front end using wishbones and a vertical link to the anti-roll bar. At the back is an extremely compact trailing arm design which is completely assembled and adjusted before fitting to the car. The two trailing arms pivot in needle-roller bearings on a large cross-tube between two fore-and-aft members; each arm is connected to one of a pair of torsion bars behind this tube, while an anti-roll bar connects the front extremities of both arms. Virtually horizontal dampers complete this space-saving design.

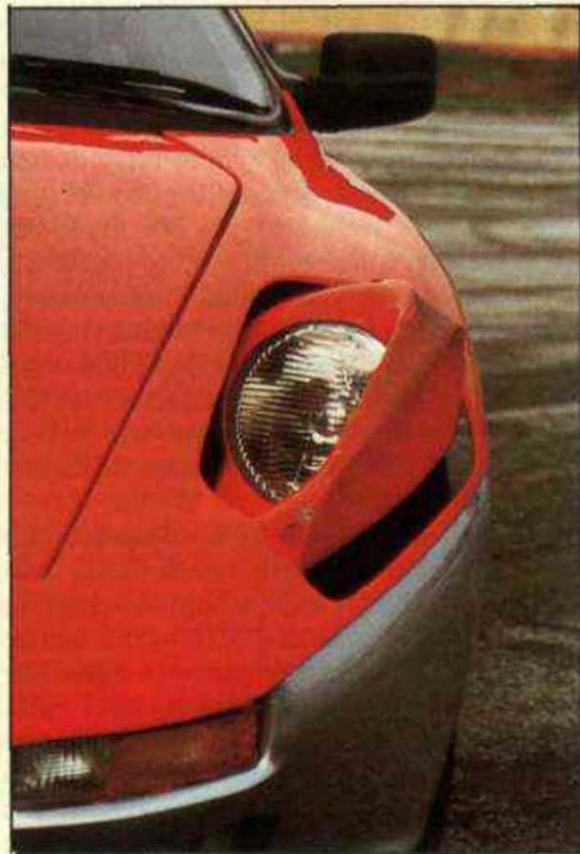
Inside there is a fascia which is pleasant to look at and efficient in use, and in the GTX automatic temperature control is provided. Tilttable steering comes on all models, and it is easy to heel and toe while using the light five-speed gearbox.

All the models seem to be very well balanced, even a 1.6GL being amusing to drive hard, handling in a much more neutral fashion than the average fwd family car, but of course it is the two injection cars which will appeal to sporting types. They do not have the razor-sharpness of the 205 GTI, or the tenacious feeling of the 309 GTI, but both are very quick to respond to the wheel, with eager grip and willing performance. The ride compromise leans toward comfort rather than sporting stiffness, but that is not to say that they are soft in character; the SRI with its bolstered seats gave me a very exciting sprint through some Wiltshire lanes.

Folding seats are absent from the 405, but estates will arrive shortly, to be joined later by two types of 4WD: a simple selectable system for off-road and a full-time system for the road. But more desirable than those will be Mi-16; this 1.9-litre 16-valve twin-cam saloon will boast 160 bhp, ABS brakes and a top speed of 136 mph. That stays in the wings until late in '88; meanwhile the 405 goes on sale on January 21, though Peugeot says it will not pin prices until the week before. GC



Going Solo



Alligator-eye lamps disappear in novel fashion, though said to hardly affect airflow in use.

Young Chul Kim will have owned Panther Cars for ten years by the time the first Solo 2 goes on sale, and it is quite remarkable how much publicity has been generated by his company in the meantime based on low-volume production of the period-piece Kallista, and the show-car promise of Solo 1 and Solo 2.

The latter is still at least a year away, and a long decade of "hype" aided and abetted by some sections of the motoring press will be replaced by some realities. As yet Solo 2, which made its debut at the Frankfurt Show in September, lacks some vital elements, but the programme is undoubtedly speeding up and the first customer should drive away from the new factory in Harlow, Essex, in April 1989 if all goes well.

A great deal of work needs to be completed before the first customer cars go down the line. Car number one, the show car, had been tested at Vauxhall's Millbrook track without a body, timed at an almost unbelievable 150 mph. The first pre-production prototype was due for completion at the end of November, and nine more will have to be built for international certification. That involves

front, side and rear crash-tests, angled impacts, seat-belt fixing tests, legality checks and, for some markets, emission certification.

In January Panther will start to move from Brooklands to 76,000 sq ft industrial premises in Harlow. The move should be completed by June, and six months later the first customer cars will go down the line.

After Frankfurt and the London Motorfair no fewer than 88 people had paid a £500 deposit, acts of faith which buoyed the morale of Kim and his enthusiastic staff.

The management team now has a solid look which was not always apparent before. Kim is firmly in control, as ever, but now has an impressive managing director in Mike Newman, a Ford-trained engineering graduate with useful experience on the management side as well. At his side are engineering manager Ian Simmons and sales manager Alan Collins.

And what decided Newman to leave the Perry Group, where he had been engineering director for seven years? "The challenge," he laughed. "The opportunities here are simply enormous, and the future is very exciting."

Much of the Solo's mystique, and one can only call it that at present, lies in the stunning styling executed by Ken Greenley, who was virtually unknown outside the motor industry until that day in October 1984 when Solo 1

Panther Solo 2

appeared in Birmingham.

Since then he and his partner, John Heffernan, have been involved with the Bentley 90 concept-car and are now designing the next generation Aston Martin, due late in 1988. Greenley says that while they work together they tend to specialise: "The Solo is more my design, the Aston Martin will be more John's."

Greenley finds it stimulating to work with a small, flexible company like Panther. "We really started again with Solo 2 about two years ago, and one of the nicest things about this project has been Panther's co-operation. Usually it takes ages for a design to be approved, but Mr Kim looked at what I had to offer, said 'fine' and went ahead. It was a rush to build the car in time for Frankfurt, but it appeared within about 15 months and that must be some sort of record."

March Engineering and its subsidiary company in materials, Comtec, have proved invaluable partners in producing the bodywork, which is composite sandwich of epoxy resin, aluminium honeycomb and woven, reinforced glass cloth. Carbon fibre is used extensively (the dashboard, for instance, is distinctively made of this material, which Kim insisted was so positive that it should not be trimmed) and Kevlar is used in the key areas where higher strength is needed, in body mountings, safety regions and wheel arches.

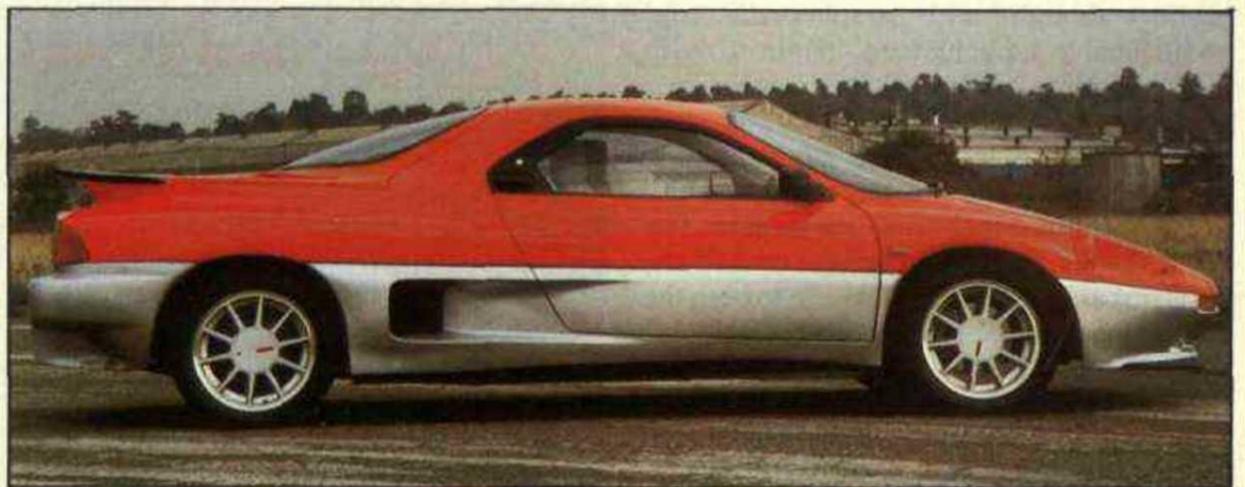
March and Panther are particularly proud of the Formula One-style crash-protection structures at the front of the chassis. "They're about half the size of an attaché case," says Comtec's David Reeves, "but they easily exceed all current and projected safety requirements."

The ABS brake system is mounted at the front, along with the full-size spare wheel and mechanisms for the intriguing headlamp system. The quarter-century system of raising and lowering sportscar lamps must be dated by Greenley's application, which rolls the pods through a longitudinal 170° arc and hardly affects the airflow.

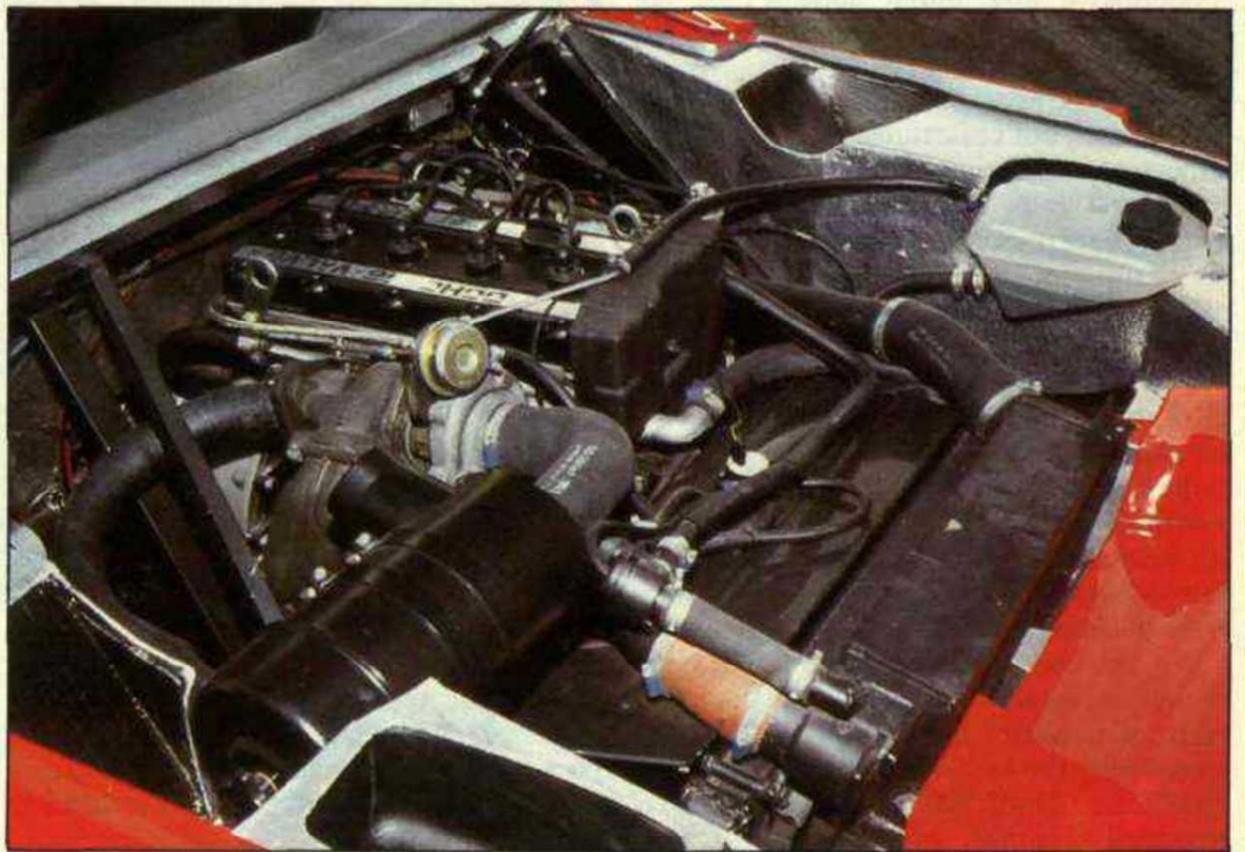
When the lamps are tucked away, Solo 2's drag coefficient is 0.33, tested and proven in March's one-third scale model wind tunnel at Brackley. March aerodynamicist Tino Belli was involved in refining the shape with Greenley, and they reckon the figure could be no lower while achieving positive downforce, measured at 32.8 lb at the front and 82.1 lb at the rear at 150 mph.

The underside is perfectly smooth and Greenley says the grip is substantially greater when the normal 6in ground clearance is halved, "so it's very promising as a track car too." The prototype has achieved a lateral 0.92g on fairly skinny Goodyear Eagle tyres, which are 195/70 VR 15 on 6J alloy rims front and rear.

Solo 1 was engineered by former Ford GT40 designer Len Bailey with a steel platform chassis, and a Ford Escort XR3i engine (rated at 105 bhp) located transversely



Group C-style forward emphasis shows clearly in Solo's profile.



Cosworth engine has now settled into an inline layout with gearbox alongside.

behind the cabin. It had a four-wheel drive system too, and Kim envisaged that it would go into production in 1985 priced at around £12,000.

However, 1985 was an eventful year. Production did not start, Bailey quit the project and was replaced by resident engineer John Canvin, and then the Toyota MR2 came upon the scene and virtually killed Solo 1 stone dead. The Japanese product was just too close in performance style and appeal, and was perhaps 25% less expensive too.

"I think Young was extremely courageous to admit that the market was too tough", says Newman, who was then taking an active interest in Panther. "He saw that changes would have to be made, and although finance was undoubtedly tight he initiated a complete redesign which would take Solo 2 a long way upmarket."

The decision involved making Solo 2 larger, much more powerful and considerably more expensive, moving it into the "supercar" class where pricing is of secondary importance. Canvin, who is no longer with the company, extended the wheelbase by 3.7in to

99.6in and the width by 2in to 70in; the front and rear body sections were elongated so that the length went up from 155.7in to 171in

Despite the greater use of lightweight materials the weight rose from a rather optimistic 850kg to an estimated 1100kg (2425 lb); to put the first figure into perspective, Ford was unable to weigh the RS200 rally car, with 4WD, below 1000kg.

The chassis was completely redesigned, now consisting of a mixture of tubular and sheet steel for the centre section, and outriggers for the engine and suspensions; the engine, as we know, is the 204 bhp Ford Sierra Cosworth turbo 2-litre unit, though provision is made for installing a V6, probably Ford's, for emission controlled markets.

The power-unit is angled 8° from the longitudinal axis, so that the Borg-Warner T5 manual transmission can sit alongside, transferring torque directly to the rear wheels and via a transfer box, and Ferguson system viscous couplings, to the front.

Part of the transformation has included "plus two" seating, though space in the rear is extremely limited. It is good enough for

toddlers though, and paraphernalia, and would enable an achieving couple to keep their sportscar when children enter their lives.

The cockpit is larger, and more comfortable than Solo 1's, but it has the "glove-fit" feel once enjoyed by Lotus Elan owners. The front wheel-arch appears to take up half the pedal box area, yet the pedals seem to be in the right place for large-size shoes.

The Momo steering wheel is leather-bound and near arm's length, and the driver is faced with instruments having black figures on silver backgrounds, the largest being the 7000 rpm tachometer in the centre, flanked by the speedometer and minor gauges for oil pressure, water temperature, battery condition and boost pressure.

It would be appropriate to present driving impressions, but unfortunately Solo 2 lacked important components such as pistons, connecting rods and gear linkage. Some journals have presented impressions based on the merest acquaintance ... Solo 1 was *pushed* past a camera in 1984, and that made a big story!

Solo 2 was driven by a lucky few at 30 mph before despatch to Frankfurt. It could not go any faster because the body was not attached to the chassis, so proper appraisal will have to wait until sometime in 1988. I did drive Solo 1 last year and found it crude and uncomfortable — but what should I have expected from an engineering prototype?

We can conclude that the Panther Solo project has received rather more than its fair share of publicity in the past three years, considering the lack of independent driving experience. Until now some people have remained sceptical, but the realistic and speeded-up development of Solo 2 in the past 18 months, in the capable hands of an



Not every view is as harmonious as the profile.

enthusiastic team, gives the project more credence. It is now safe to say that a pocket-size supercar is in the making, and that it may deserve a few of the superlatives already attached to it.

When Comtec has completed the first 30 body sets, production will switch to Panther's

control at Harlow, and in 1989 production will build up gradually to a maximum of 600 units per year. The predicted price is in the region of £28,000 tax-paid, a little above the price of the Lotus Esprit Turbo and the Porsche 944S.

The Kallista will continue in production at a rate of 300 units per year, and the latest news is that Solo 1 may, after all, be put into production at a later date. The projected price is "£15,000 to £18,000", deliberately a wide and vague bracket since it is not even decided which power-unit to use, though it will not have four-wheel drive nor, presumably, any exotic materials in the construction.

Young Chul Kim's real money-spinner, in the long run, should be the development and European production of Ssanyong's Dong-A Korando off-road vehicle, which Kim immediately renamed Stampede.

The current projection is for Panther to produce 2000 Stampedes a year for European markets, while Dong-A will run higher volumes for other world markets. Panther will select a suitable engine and develop the entire vehicle, and Kim certainly hopes in future to sell engineering services to the Far East.

After a decade of marking time, Panther looks set at last to become a serious manufacturer of leisure vehicles and sports cars. If the Harlow factory reaches a production level of 4000 per annum in the early 1990s, Mr Kim's company will, indeed, be a force to be reckoned with. **MLC**



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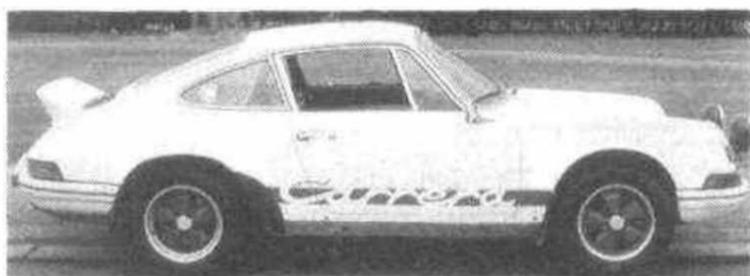
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Citroën has long been established in Britain, having an agent here as long ago as 1919. I went to Slough in 1938 to collect a road-test 12hp *Traction Avant*; I remember that the person who handed it over had a finger missing, which drew my attention to the gear-lever which protruded from the fascia and worked in an open, unguarded gate! I drove this Citroën, then a very advanced car, post-haste to Harwich to meet a girlfriend off the boat from Belgium, where her father was in charge of Morris Motors' affairs.

I was once stuck at Slough wondering how to start a DS19, but then I recalled that the starter on the Leyland Eight was actuated by the gear-lever (to obviate starting the car in gear), and so it was on this unconventional but impressive Citroën. And I once gave the English Chief Engineer a lift there, to get a new coil for his then-novel 2CV, after the British coil had expired when he was on his way to a dance . . .

I must have road-tested two dozen or more Citroëns for MOTOR SPORT, but in recent years they have failed to reach me. So it was just like old times when, well conscious of Sir John Betjeman's notorious poem, I set off to Slough to collect a 16-valve BX19 GTi. It proved an intriguing little motor-car.

Its 1905cc twin-cam engine pokes out 160 bhp at 6500 rpm very smoothly, if somewhat noisily, and the five-speed gearbox is light and slick to use, going only a shade notchily into bottom cog. Performance is quite a revelation, with top-speed around 133 mph, 0-60 mph coming up in 7.8 seconds, a standing-start quarter-mile taking 16.2 seconds, and smooth and quick pick-up from low speeds being ideal for overtaking.

Citroëns are still "different". The BX has the famous hydro-pneumatic suspension, self-levelling and able to raise the car for wheel-changing or rough going. It gives a comfortable ride, too, although not as impressive over really poor roads as I

Yuppie Puppy

remember from the big Citroëns. The power-operated all-disc anti-lock brakes are very powerful, while the power-assisted rack-and-pinion steering is on the heavy side, with good "feel" and powerful castor-return. The BX is very well balanced for fast cornering, with no understeer, and FWD torque-steer can only be induced on truly uphill, slippery surfaces.

The theme of the BX GTi is quick, comfortable, safe motoring. Its front seats hold one well, their squabs adjusted with big knobs on their front right; the permanently-lit instruments are easy to read (except the digital clock when dimmed with the car's lamps on). You have the luxury of an oil-gauge which also gives an instant sump-level reading, plus oil and water thermometers.

Cruising at 60 mph at 3000 rpm in fifth gear, these dials read approximately 80° water heat, 6-bar oil pressure and 60° oil temperature. I was reminded of how hard we flog our modern cars from cold, relying on today's oils, when it took some six miles for the BX's oil to reach working temperature!

Here is a five-door Citroën in the tradition of the make — whether or not you like the angular Bertone styling of the BX. It is very well equipped, with central-locking actuated by remote-control electronics in the ignition-key, electric windows all round, with convenient switches and a quick drop to the driver's window, electric sun-roof, towing hook, split folding rear-seat squabs, Blaupunkt stereo, tinted glass and rear-compartment heating.

The door pockets are somewhat small but there is a big cubby which locks, unlike that on my Sierra. The locked flap of the 14½-gallon tank acts as the tank-cap.

Gear-ratios are well chosen, with fifth more of an overdrive than on many cars, the engine needing to run at 2000 rpm or more for results. The single-arm wiper has intermittent action, and the rear wipe/wash is equally effective; the spoiler outboard of the blade is visible in the mirror. The Cibie lamps have rather a cut-off on dipped beam. Important switches are well placed on the ears of the fascia binnacle, and there are two substantial stalk-controls, on the right for wipers, on the left for turn-indicators (with twist lamp-selection, which I like).

The test-car had Michelin tyres, as expected — 195/60 VR14 MXVs on alloy wheels. In spite of the performance and cornering of this twin-cam 16-valve BX, which helped me to do my fastest-ever run home from Stow-on-the-Wold, fuel consumption was exceptional at 33.6 mpg. The suspension can be lively at times, very faintly affecting straight-line running, but generally this small Citroën is very well balanced.

Its specification and full equipment must be weighed against its price of £12,669. However, in my view, it is a pity that it has the same engine and gearbox as the forthcoming Peugeot 405 Mi16, and a similar floor-pan, when Citroën and Peugeot were once highly-individual makes in their own right . . .

Citroën is suggesting that this BX is a better investment than a Cavalier or Montego, well suited to fleet-buyers, and certainly any rep using one should be able to complete his rounds very rapidly! I enjoyed my reacquaintance with the make, but I note that Citroën's Andy Goss calls the BX GTi "the ultimate yuppie car", so perhaps it is time I gave it back! Citroën sales in Britain improved by 34% last year; does this mean that yuppies are on the increase?

WB

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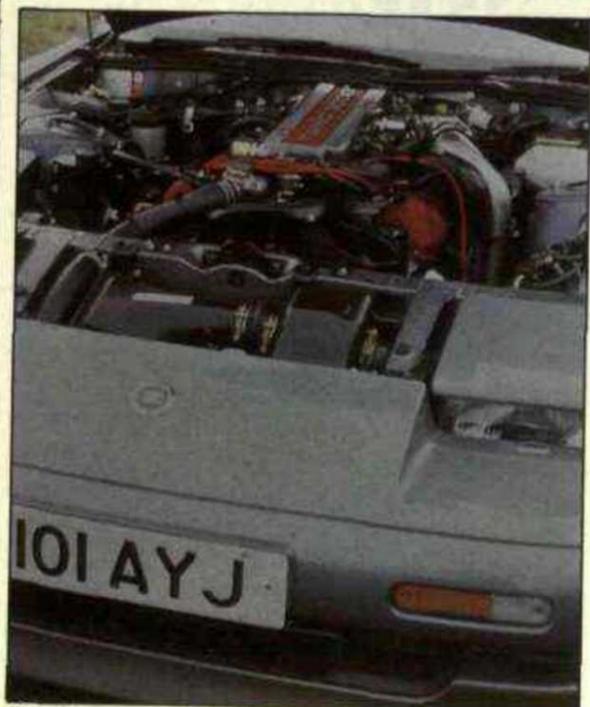
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Heir Without Graces

Sportscar lovers have grumbled at Nissan for allowing the raw and nimble Datsun 240Z of 1969 to mature over the years into a larger, heavier and softer car, but the continued and thriving success of the big Z-cars proves that this more luxury-orientated image is the sensible strategy, particularly considering that such a high proportion of these cars go to the USA.

The 300ZX, which first appeared in Japan in 1983, is aesthetically the first real departure from the original style which was gradually and not very sympathetically stretched into

the 280ZX. That car looked heavy, at least in the 2+2 version offered in Britain; the new one, despite actually weighing more, looked a sleeker machine, more in tune with the healthy market for luxury coupés.

Now comes a facelift giving the car a very different look. Gone are the angular bumpers and deep rear lights, to be replaced by a soft nose moulded in body colour and a slimmer lamp cluster set above a new smooth rear valance and bumper, while flared wheel-arches sweep into a deeper sill moulding. Despite the very different appearance these

Nissan 300ZX Targa Turbo

revisions give the car, most of the body is substantially unchanged, including the neat semi-retractable headlamps which allow for daytime flashing. The result looks a slipperier shape, though in fact the drag co-efficient remains unchanged at 0.30.

When the 300 supplanted the 280ZX, it retained a family resemblance outside and in. Broadly speaking the mechanical layout was as before, but improved in every department to enhance driving appeal, with the significant introduction of a new V6 engine, the first from Japan. This 60° design has a single overhead camshaft in each bank operating two valves per cylinder, fuel being fed by Bosch/Nissan injection which is itself linked to Nissan's ECCS — Electronic Concentrated Engine Management System. A piezo-electric knock sensor is also part of the package. No intercooler is fitted, but amongst the changes to the latest spec 300ZX is a water-cooling circuit for the turbine.

After many years of development, some of the new materials technology is finding its way to the showrooms, and the Turbo variant of the revised car boasts one of the first uses of ceramic to withstand high temperatures. In this case the turbo rotor blade unit is made of this material, which not only is less affected by the exceptionally high temperatures of the exhaust gases, but offers better response due to its reduced weight.

Engine output remains the same at 225 bhp, a huge jump of nearly 60 horsepower over the 2960cc V6 in unboosted form, but its character lies in the lazy, irresistible way the thrust gathers force. Even with the lower compression ratio of the blown engine (7.8:1 instead of 9.0:1) the capacity of three litres means that there is always useful power available between 2000 and 4000 rpm, and the boost pressure starts to make itself felt from about 3500. At that point the long nose starts to lift, a whistle drifts through the engine bulkhead, and the car launches itself toward the horizon. Satin smooth in response, the big V6 is fairly hushed in action; it sounds powerful but muted from within, although there is a lovely throb from the exhaust when the car is idling.

Yet all this performance (and we are talking about hitting 60 mph in just over 7 seconds on the way to something over 140 mph) is severely compromised by the quality of the gearchange. A turbo engine above all others needs to be kept within a particular rev-band, which should mean a swift change of ratios, but the action of the five-speed box on the test car was akin to that of a truck: heavy, notchy and slow. Starting off on a very cold morning it was as reluctant as any Italian supercar to slot into second until several miles of first-to-third changes had gone by, and even when warm a pause was always necessary between gears. It feels weighty and strong, but disappointing on a car which has the potential to be as quick as this one.

Although the V6 is a shorter, more compact

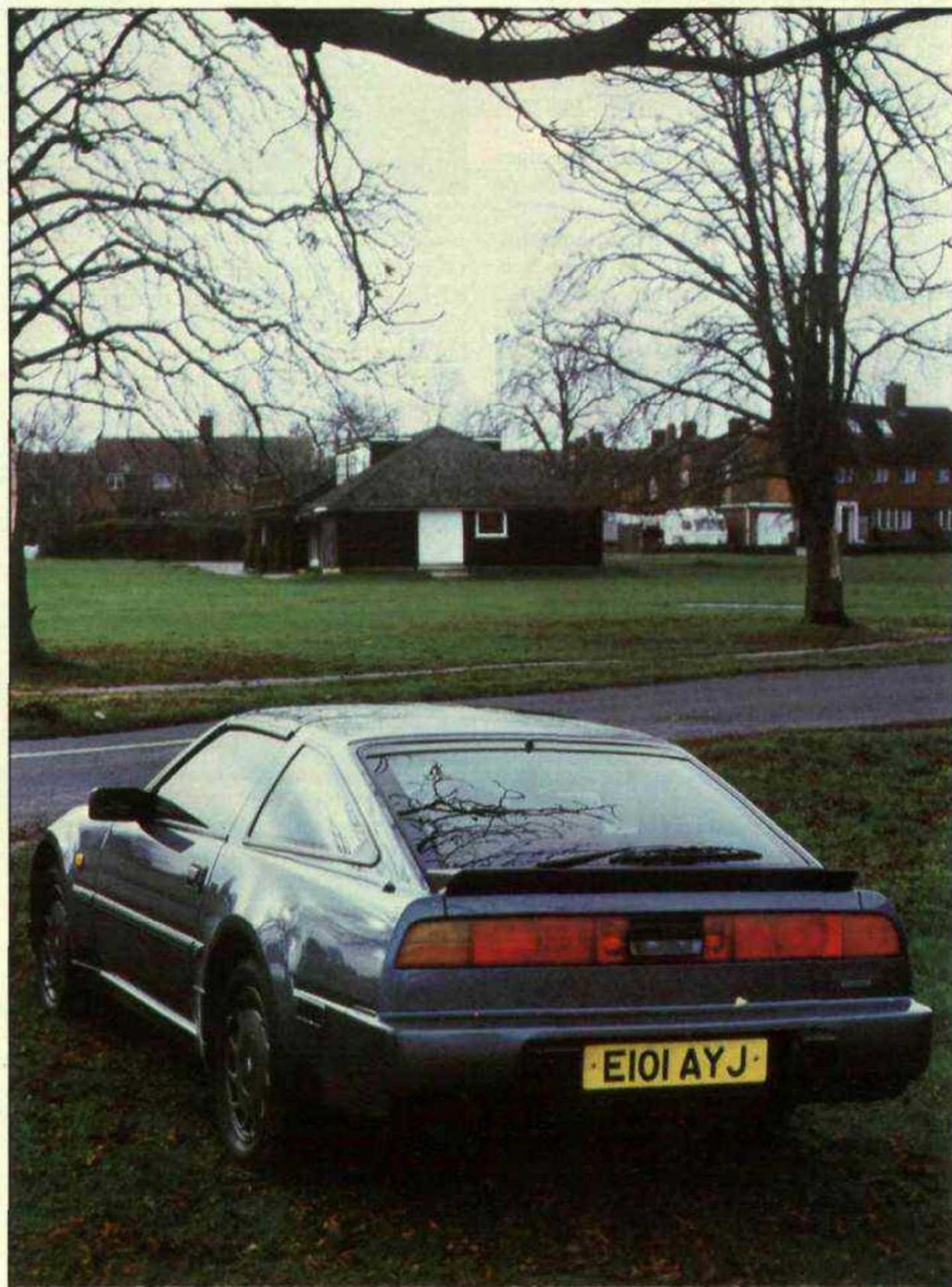
engine, the dimensions of the 300ZX remain much as its predecessor. This is a large car, despite the fact that alongside the 2+2 we see in Britain, the USA has the choice of a pure two-seater. And the targa roof, once an option, has been such a big success in America that it is now standard on both normally-aspirated and Turbo models.

T-bar roofs are rare over here; the only others are in Toyota's MR2 and Jaguar's Cabrio XJ-S, but the principle makes much more sense for a coupé such as the Nissan than for an almost-convertible such as the Jaguar. With the two detachable glass panels in place the Nissan is a warm, comfortable coupé with all the cargo benefits of a large hatch and fold-flat rear seats; with one or both panels stowed in the boot it has much of the appeal of a convertible.

Like any compromise there are pros and cons: the thick central bar looks clumsy, and unlike a sunroof the panels cannot be opened while on the move (or as the warning label says "while cruising"), though the job *can* be done from inside while stationary in traffic. And the bulky panels in their protective sleeves occupy a good deal of space in the boot.

On the other hand access to the front or rear seats is considerably easier in the open state, and the design is a relatively cheap method of combining fresh air with adequate structural rigidity. Thick rubber seals keep out any water in all circumstances save one: if the windows are open and there is water on the roof, it has an annoying tendency to pour down from the screen rail seal straight onto the driver's legs.

Now that a spacesaver spare tyre is allowed



New single-row lamp cluster is tidier, but leaves tail looking strangely blank.

ROAD TEST

in Britain, the car can offer luggage space for a couple of decent-sized suitcases even with three passengers, though inevitably the +2 part of the equation is fairly tight. A roller blind screens the boot from onlookers, part of a generous range of equipment which somehow still does not quite look like nearly £22,000-worth of luxury. Electric seats and cruise control may be expensive items, but the onlooker cannot see these; all he sees is that blue plastic Japanese designers seem to like so much.

Instrumentation on the big Nissan is acceptable, but might well learn a lesson or two from its little brother, the Sunny ZX. As normal, speed and revs are centre-stage, with rather large fuel and temperature gauges to each side. While the dials are large and simple, the orange figures do not stand out on a dull day, and the speedometer climbs in 20 mph increments, which means that there is only one figure between 60 and 100. Unusually, there are two tripmeters as well as the mileometer, one with four digits and one with three.

Six auxiliary controls are placed at the edges of the binnacle, the effective rear wash/wipe being controlled by a rocker, with the corresponding switch on the right engaging the cruise control. Unfortunately the symbols for all of these are completely hidden by the spokes of the sports wheel, the push-button switches for heated rear window and rear foglamps being particularly hard to identify.

Three column stalks bring together several functions: that controlling the indicators (on the right following the Japanese norm) also



Wide flared wheel-arches disguise the very large 255/50 x 16 tyres.

twists for lighting, while the wiper lever on the left has a twist sleeve to adjust the intermittent wipe. A built-in indicator shows fast or slow, but again this is hidden behind the wheelrim. A third lever under the left hand operates the cruise control.

Two further dials are deeply recessed into the fascia to the driver's left: one a combined

oil pressure and temperature, and one showing boost. One is vital, the other pointless; both are well out of the driver's normal vision.

In wet weather the rear side windows were permanently misted up, and the fiddly fascia vents were extremely difficult to direct onto the door windows. No fresh air is offered, though the flow is good via a continuously variable fan slider. Other weak points include the dim digital clock by the passenger's knee and the design of the radio/cassette with its minuscule lettering. Doubling as an armrest, there is a cassette storage box under the left elbow, with a pair of joysticks ahead of this to adjust the electric mirrors. Windows are operated by switches in the doors.

Although the exterior has been modernised, there are some very period touches inside the 300ZX, such as chrome trim and mock leather stitching, which combined with the blue plastic are a little short of tasteful. Yet the driver is well provided for; the gear lever is in the right place although the wheel is rather high, there is room to rest the left foot beside the clutch pedal, and the small cranked handbrake is offset towards the right-hand driver, Japan being one of the few manufacturers of RHD vehicles.

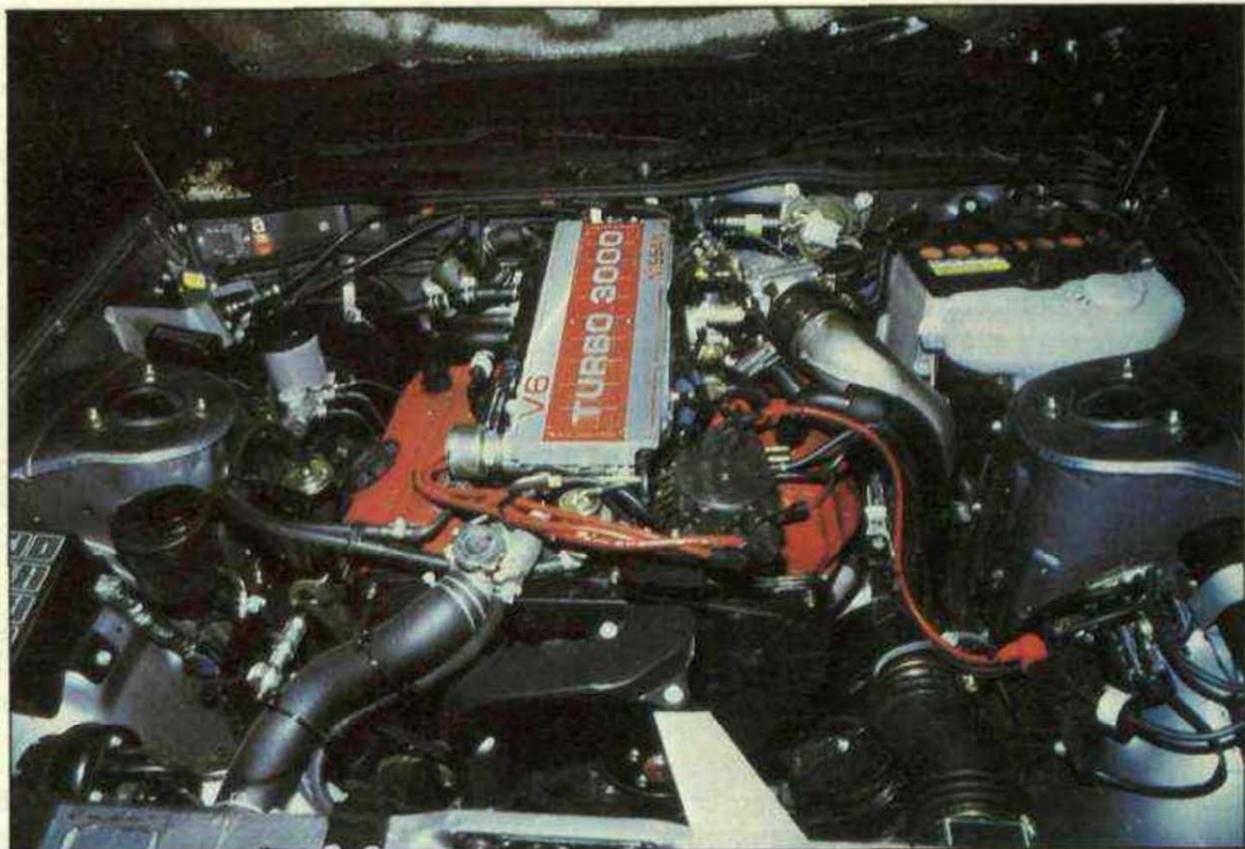
To keep in step with the increasing power, the same basic MacPherson strut/rear trailing-arm chassis has gradually been refined from model to model, and in an effort to shake off the "boulevard" tag this latest version has stiffer springs and dampers, and steering modifications to increase feel. Yet the early 300ZX was criticised for its harsh ride over rough surfaces, and this one is still slightly nervous, slightly jiggly at speed, reacting



Access is easy with roof panel removed; dash is far from perfect.

Nissan 300ZX Targa Turbo

Model: Nissan 300ZX Targa Turbo.
Importer: Nissan UK Ltd, Worthing.
Type: Two-door 2+2 sports coupé.
Engine: Front-mounted V6, 2960cc (87mm x 83mm), sohc, 7.8:1 cr, electronic fuel injection. Power: 225 bhp at 5400 rpm. Torque: 242 lb ft at 4400 rpm.
Transmission: Five-speed manual gearbox.
Suspension: (Front): MacPherson strut. (Rear): Independent semi-trailing arms.
Steering: Power-assisted rack and pinion.
Brakes: Ventilated discs front and rear.
Wheels and tyres: 7J x 16 alloy rims; 225/50 VR16 tyres.
Performance: 0-60 mph: 7.1 sec; Maximum speed: 140 mph.
Economy: 17.8 mpg overall.
Price: £21,095.



Heart of the car is the flexible 225bhp V6.



Soft nose substantially alters the Nissan's character.

more than expected over irregularities. It feels uncommitted as the driver turns it into bends, and the firm effort needed through the wheel, in itself a nice balance of power assistance, seems to be all one way. Not much comes back through the leather rim to tell the driver how hard the tyres are working.

If over-insulation is a weakness of the car's manners, it certainly does not lack in actual road-holding. Those broad tyres grip the tarmac ferociously, pushing rainwater away and keeping this big machine faithfully on course, albeit with noticeable understeer which builds up as the speed increases. It is no Lotus in terms of chassis balance; it does the job in a stolid rather than a graceful fashion, but Nissan has produced a more than capable chassis set-up which is let down only by the choppy motion the driver can feel even, to some degree, in a straight line.

The recipe is there, but the ingredients have not been blended together sufficiently. Here we have a flexible and strong engine, its metaphorical muscles bulging to produce terrific acceleration, connected to a ponderous gearbox which allows the engine to lose impetus between shifts. The smoothness inherent in a V6 contrasts with some clonking in the transmission which can become quite annoying in traffic, while the man at the wheel is prevented from fully enjoying the impressive adhesion by the unsettled messages the suspension and steering give back to him. Not that the car will do anything unexpected; it is possible to break the excellent traction of the rear wheels, but that happens at a predictable point, and the tail moves aside quite gently.

Nissan's compromise over gearing is an uncomfortable one, too. I recorded an average of just under 20 mpg over a fast, mainly dual-carriageway run from central London to Gosport, despite the very high gearing of the 300ZX — 27.3 mph per 1000 rpm. This means that at 60 mph the engine is turning at little more than 2000 rpm, which may use less

fuel but conversely offers minimal response to the throttle until the turbo stirs itself. So to my surprise I found myself using third and even second on some medium-fast roads in Hampshire in order to enjoy that lovely surge forwards of a good turbo engine. But the gaps between ratios are well chosen, to some extent redressing the overgeared feeling.

ABS brakes are an option on the Turbo Targa, to make the powerful all-vented braking system foolproof. That part is well up to the performance of the rest of the car, but the lamps on the test car certainly were not. Raising the beam would have helped the

throw, but the output seemed poor on main beam, and plummeted to candlepower on dip. Coming to the end of a lighted section of motorway at speed in the dark dramatically proved their inadequacy several times.

There has always been something a little brash about the big Nissan and that is the character it radiates now — not unpleasant, brawny perhaps, reinforced by the trans-Atlantic overtones of the targa roof, although the handling response is much more in the European mould. Now that the Z-car has matured, it only needs to learn a little subtlety in its manners. **GC**

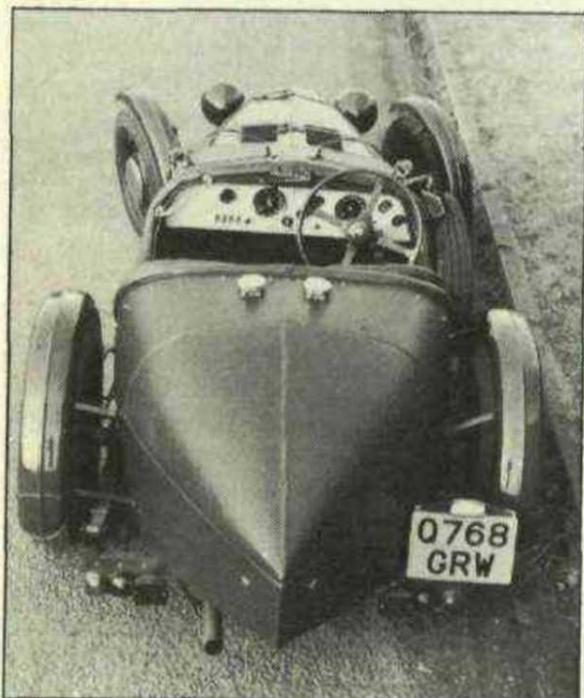
There was a time when I could not go along with replicas of sports-cars of the 1920s and 1930s, being of the opinion that anyone craving such a car would be well-advised to opt for a genuine pre-war job — thereby gaining not only much fun and fresh-air, but the inconveniences, idiosyncracies, rarity and character which are part and parcel of genuine pre-war fast motor cars.

However, in recent times prices of such cars have risen to absurd heights and dishonesty has crept in, so that what looks like, and is sold as, the genuine article might have been built in very recent times, and far from the original factory.

This being the case, I have become a bit more tolerant of modern cars of pre-war appearance providing they are sports-cars in their own right, and not copy-cars pretending to be what they patently are not. After all, the Morgan is still in production, with an impressive customer waiting-list, and to all intents and purposes it represents an easy means of recapturing much of the motoring style enthusiasts enjoyed long ago. If you accept the Morgan, as built today, you have to accept some of the other cars built now along pre-war lines.

With this in mind, I went the other day to see what J T (Bill) Hines was up to with his Dunsmore Specials. He began a one-man business repairing crashed vehicles in 1959, in sheds behind his bungalow at Stretton-on-Dunsmore in Warwickshire. Having a part-time helper who is an expert welder and metal fabricator, Bill Hines decided the time had come to form Dunsmore Motor Traction — the kind of small enterprise Mrs Thatcher likes — and build Dunsmore Specials for any customers who wanted them.

He had already made himself a two-seater Special, using the floorpan and 2.3-litre engine of a Vauxhall VX-4/90, cantilever back springs and a fabricated body with wooden mudguard blades. The independent front



In the well-proportioned tail is a useful luggage space behind the fuel tank.



Evocative but not derivative, the Dunsmore offers some of the pleasures of vintage motoring.

Enterprise Zone

suspension was retained but, this not quite being what Bill wanted, he built his Mk II Special. The latter has a bog-standard Vauxhall Ventora six-cylinder 3.3-litre engine, gearbox and back axle — the engine unit set well back in the special chassis.

This chassis is made of 3in x 1½in rectangular box-section members, reinforced by the body frame of 1in x ¾in x ½in box-section steel braces welded to the chassis. Half-elliptic gaitered Morris leaf-springs are used front and back, and both chassis and springs are underslung at the rear. Torque-arms locate both axles. There are concealed telescopic dampers at the back, Hartford friction shock-absorbers at the front. The rigid front axle is a JU25 or Sherpa unit but a tubular axle, with the stub-axles welded on, is being contemplated for future cars. The rear ends of the front springs are mounted on rather obvious welded brackets, but on the MkIII Dunsmore these brackets have been dispensed with.

A neat radiator shell conceals a tall tractor radiator element. An 18-gallon fuel tank is fitted (it took a long time to fabricate) and the pointed-tail of the two-seater body takes plenty of luggage, locking shut at the top. A Ford Transit steering-box is employed and 16in taxi wheels shod with cross-ply tyres are fitted. The dimensions of the Dunsmore are: overall length 15ft; track 54½-56in depending on the axle used; height 45in. Cycle-type wings at the front turn with the wheels.

The result is a handsome two-seater very much in the pre-war sporting idiom, but without pretending to be a copy of any particular make. The narrow radiator and chassis means restricted foot-space for the driver, so strip-metal pedals are necessary, although the passenger is not conscious of any

restrictions. The underslung chassis has also made ground-clearance too small.

Both these items will be changed on the Mk III Dunsmore Special, which was taking shape in the workshop. It is intended to take a twin-cam 4.2-litre Jaguar XJ6 power-unit, in conjunction with a back axle from an Austin Westminster. The shapely body is of welded steel sheeting, with a wooden boot-lid, covered in vinyl to the customer's colour choice.

The beauty of the Mk II is that the Vauxhall engine, geared at about 25 mph per 1000 rpm, is virtually unburstable. A short run provided plenty of fresh November air round the aero-screens (normally a full-width screen and hood are thought unnecessary but a tonneau cover is provided), and I found the ride comfortable, in spite of the hard springs, and the exhaust-note sensibly quiet. The seat, too, was absolutely acceptable.

The idea is that a Dunsmore can be supplied with any suitable engine to choice, but clearly a bigish in-line six-cylinder is the best arrangement. The Mk III is slightly bigger than the Mk II, in order to take Jaguar-power, and will have springs made specially for its chassis.

As for cost, a complete Dunsmore Special, trimmed and MOTed, would come out at about £7500, which takes into account the four year's work laying down the Mk III. A chassis and body-frame, less engine, would be in the region of £2470, or about £3562 with the body sheeted. There would be a saving if home-builders supplied their own axles, steering-box, wheels, and so on.

The address of Dunsmore Motor Traction is Deep Meadow Works, London Road, Stretton-on-Dunsmore, Warwickshire (telephone 0203-54221).

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1986 (C) FEB	328 GTS QV Metallic blue Chiaro with navy blue hide, navy blue carpets with matching over-mats, air conditioned, rear aerofoil, Goodyear Eagle tyres, radio/cassette. 15,250 miles.	£46,995
1985 (C) MAR	328 GTS QV Metallic blue Sera with magnolia hide, blue carpets, air conditioned, NCT tyres. 16 inch rims, radio/cassette. 15,050 miles.	£46,995
1985 (C) AUG	308 GTS QV Red with magnolia hide with red piping, red carpets, air conditioned, rear aerofoil, deep spoiler, TRX wheels and tyres, radio/cassette, alarm. 18,100 miles.	£39,995
1985 (B) JAN	308 GTS QV Metallic burgundy with tan hide, red piping, tan carpets, air conditioned, deep spoiler, rear aerofoil, Pirelli P7 tyres, 16 inch rims, radio/cassette. 15,900 miles.	£38,995
1978 (S) FEB	308 GTB Yellow with dark brown hide and carpets, air conditioned, GTO style wheels, BF Goodrich tyres. 24,200 miles.	£24,995
1985 (C) AUG	MONDIAL QV Red with magnolia hide, red carpets, electric sunroof, air conditioned, TRX wheels & tyres, radio/cassette. The last 3.0 litre Mondial delivered in the U.K. 21,800 miles.	£31,995
1983 (A) OCT	MONDIAL QV Red with tan hide, tan carpets, air conditioned, electric sunroof, TRX wheels and tyres, radio/cassette. 26,400 miles.	£25,995
1985 (B) JAN	400 INJ. AUTO Metallic blue Sera with grey hide, blue hide dashboard, mid blue carpets, front and rear air conditioning, TRX wheels and tyres, radio/cassette. 21,700 miles.	£39,995
1981 (W) MAY	400 INJ. AUTO Metallic blue Celeste with dark blue hide, mid blue carpets, air conditioned, TRX wheels and tyres, radio/cassette. 45,000 miles.	£23,995
1979 (T) JAN	400 CARB. AUTO Red with magnolia hide, red inserts, red carpets, front and rear air conditioned, XWX tyres, radio/cassette. 41,850 miles.	£18,995
1979 (T) MAR	308 GT4 Red with navy blue hide, light blue hide inserts, navy blue carpets, air conditioned, 7.5 inch wide wheels, radio/cassette. 48,500 miles.	£17,495
1977 (S) SEP	308 GT4 Silver with navy blue hide, blue carpets, 7.5 inch wide wheels, factory sunroof, radio/cassette. 42,350 miles.	£17,495

CLASSIC CARS

1972 (L) AUG	246 GTS Yellow with black hide, black carpets, black hide dashboard. GROUND UP BODY & MECHANICAL RESTORATION BY OURSELVES. Chassis no. 04346.	£49,995
1972 (N)	246 GT Silver with black hide, black carpets, air conditioned, one owner. LHD. 26,639 miles.	£33,995

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Painter's 1922 pushrod Salmson preparing to embark on Drumhouse.

Happy 21st

The Vintage Sports Car Club's twenty-first annual invasion of William Wordsworth's demesne took place on the day before Remembrance Sunday, November 7. Of the 80 entries, one quarter comprised Austin Sevens, many of which (including Robin Harcourt-Smith's and Barry Clarke's) had been driven some 350 miles from the gale-torn south in order to avoid the VSCC's 10-point penalty for bringing road-cars on trailers.

The route of the trial had been made rather more compact than in previous years, with two sections near Cockermouth being left out and two new ones included in the slate quarry on Honister Pass, where Drumhouse is located.

The rocky terrain was less kind to transmissions and suspensions than are the grassy slopes of Wales — Adrian Liddell's 30/98 Vauxhall broke a vital torque-arm at an

Royce v Daimler

From the *Leicester Mercury* comes another Rolls-Royce/Daimler cameo. Apparently, when the R-R PVI which Leicester's Lord Mayor had used for nearly 20 years failed to pass its MoT, it was part-exchanged for a new 4.2-litre Daimler Sovereign limousine. The registration number ABC 1 was transferred to the new car; the council already has another Daimler, registered ABC 2. **WB**

early stage, Rodney Hickling's normally-bounding Dodge Fast Four chewed up its crownwheel, and Mike Hirst's Alvis 12/50 lost a tyre on an uncharted rock in the Lanthwaite water splash and subsequently understeered into a wall, damaging the radiator.



Into the water-splash — Davies' 1931 Alvis 12/50. (Photos: Tom Threlfall)

Luckily John Harris, a dentist by trade, had to hand a wonder-goo which sets quickly on damp surfaces — enabling the radiator to be repaired and Hirst to go on to a third-class award.

After the trial there was a brief ceremony in the Bridge Hotel at Buttermere, in the course of which the VSCC's president Roger Collings thanked Dick Smith, and his organising team of 20 years, for their long service and good conduct. They are handing over to the next generation for 1988.

Freddie Giles in his Frazer Nash Boulogne won the trial by a narrow margin from a trio of Austin Sevens. Dr Brian Gray and Julian Ghosh, both in Vauxhalls, won the longer-car class.

First-class award winners were Stringer, Low and Winder (A7s), and Threlfall (Ford A). Second-class awards went to McKinnon and Pipkin (A7s), Garfitt (BMW), Munro (30/98), Hescroff (AC) and Tebbett (Riley), third-class to Gordon and Parker (A7s), Spence (Lea Francis), Johnson (Frazer Nash), Lee (Salmson GP), Felton (Bugatti), Collings (Mercedes), Spollon (30/98) and Hirst (Alvis). **TJT**

Brooklands News

This year's Brooklands Society Dinner, in Woking, had a smaller attendance than usual but was notable for an amusing speech by Sir Peter Masefield, in which he was optimistic about the future plans for the preservation of some of the Track's historic landmarks.

The Guest of Honour was Tom Delaney, who raced Hyper Lea-Francis cars, and flew from Brooklands. Other personalities included George Abecassis, George Harvey-Noble and Frank Kennington (who brought along the big model of the Napier-Railton made by Derek Dent and bodied by Cyril Posthumus — the wheel spokes were formed from pins and John Cobb had approved of the completed model. Cars in the hall were the Delaney Lea-Francis, Rodney Felton's Alfa Romeo, Benfield's 200 Mile Race Alvis and Collings' 1903 Mercedes.

The Brooklands Museum organised an

enjoyable Christmas party for its "Friends of the Museum" (subscription costs £10), who were greeted by Sir Peter Masefield and entertained by a Dudley Gahagan film show.

The Museum has been given the VC10 for which HM The Sultan of Oman had no further use after acquiring a Boeing 707, although it is in pristine order! It was flown by his personal pilot to Heathrow, washed and polished, and then flown on to Brooklands — the first aeroplane of this size to land there in 15 years. This involved cutting down a tree, closing a road, and removing a shed, but was successfully accomplished, with the Oman Ambassador and Sir Peter Masefield (the latter largely responsible for the tricky delivery task) on board. So a 1964 VC10 has returned to its birthplace... It will take its stand in the Museum (or an adjacent hanger) with other aeroplanes, and racing cars, when the Museum opens officially in 1989. **WB**



So bitter was the air that David Marsh's Brescia began to ice one of its carbs.

VSCC at Play

If you hold driving-tests in December on the plateau at Enstone near Oxford, it is almost certainly going to be cold, and that is what it was for the annual VSCC event there this year. So cold that at least one of the two Solex carburettors on Marsh's T13 Bugatti was icing-up and all around engines were left ticking-over between tests. This did not prevent an entry of some 89 cars, several shared between more than one driver, coming out to play.

Nor did it stop Ann Shoosmith from fairly hurling her 3/4½-litre Bentley about, with Mrs Reynolds (sharing her 4½-litre Bentley with her father Roger Collings), straining an arm in her efforts to reply! Young Smith was very spirited, too, in his A7 Chummy. Young Diffey in his strut-braced Chummy was devoid of a windscreen, not in the pursuit of a few more mph but on account of a *contretemps* at the North Wales Trial . . .

The cold could be ignored by Rouse and his lady in their smart Alvis SA Speed-20 saloon, but even its radiator, topped by the Alvis bird-mascot, was rugged up between tests. There were ten of these in all, one of them involving making ever decreasing circles on a loose surface, another reversing for a longer distance than usual.

The Competition Secretary, Ted Smith, was having a go in Parkin's A7 and competing cars ranged from Upston's tiny Peugeot 172S to the 1915 5.3-litre Buick of Raahauge. One noticed Bennett's smart 8/18 Talbot coupé, Ian Walker's Gwynne 8, and, of course, A7s almost everywhere . . .

Blake had a No 7 Cozette supercharger on his BNC, in lieu of the No. 6 which had broken; there was almost every size of Invicta, of which Browning's had taken a leaf out of the Bentley book, with a 4½ engine in a 3-litre chassis, and it was quite an occasion to see three Frazer Nash-BMW

319s taking part, driven by Garfitt, Moore and Phelps (with another spectating), and a 328 also competing, for good measure.

It was nice, too, to see Hancock's Fiat Balilla Sports out again and Edmunds running his immaculate 1923 water-cooled, disc-wheeled Family Morgan, complete with JCC badge. Bentall's shortened 4¼-litre Derby-Bentley Special breathed the frozen air through no fewer than six 3½in Bentley-SU carburettors, and the variety of the cars and the fun of lunch and elbow-bending at the pleasant pub in Church Enstone lived up to expectations. **WB**



WB and Mrs Collings with Amanda Reynolds and the 4½-litre Bentley she shared with the president.



5.3-litres of 1915 Buick, manoeuvred by Mike Raahauge. (Photos: Tom Threlfall)

Readers' Requests

A reader is trying to trace the history of his 1934 Alvis Speed-20 Vanden Plas tourer (registration No WP 608). It was originally owned by Mr W E C Watkinson of Malvern, in whose hands it won coachwork awards in three successive RAC Rallies, those of 1935-37, and thus got its picture in *MOTOR SPORT*.

The log-books of that period are in the present owner's possession, and show that Mr Watkinson bought a 4.3-litre Alvis in June 1938. The Speed-20 was then advertised for sale by Anderson's of Piccadilly, for £195. Eighteen years later it was in Wolverhampton.

The present owner has had it since 1968, and it is the intervening years in which he is interested. He has been a keen *MOTOR SPORT* reader since buying his first car (an MG J2) in 1952, and has an Alpine Rally Jaguar XK120 as well as the Alvis.

One of our readers is also researching a Wolseley Hornet Special seeks information about its coachbuilder, Meredith Coachcraft of Birmingham. Letters can be forwarded. **WB**

Club Prizes

The Morgan Three-Wheeler Club's AGM weekend went with a swing, with at least 60 Morgans attending at Malvern. The prizes presented did not involve Concours d'Elegance, this club preferring to give them for using Morgans rather than polishing them! This ideal is reflected in an article in its current *Bulletin* about how to supercharge a Matchless Twin . . .

The prize-list is too long to include in full, but guest of honour Charles Morgan presented the Worcester Challenge Cup to John Rowland for taking part in the most events during 1987, the HFS Morgan Trials Cups to Geoff Cowley and Dennis Rogers, and the Vintage Trophy to Stu Harper.

The AGM was attended by 98 members, the dinner/dance by some 150. Kay Sythes replied to the ladies' toast and George Rowell's ninetieth birthday was celebrated.

Bugatti Owners Club got egg on its face at last year's Prescott *Concours d'Elegance*, when judges awarded the top prize to a car built in England in 1985. All was well this year, as "Best of Show" was Charles Trevelyan's Type 37A, owned by Mrs Shrubsole for some 20 years and restored by Robin Townsend. Its owner also has a magnificent Dino Ferrari. The George Harris Cup went to David Tonge's Type 44 Bugatti which he drove to Prescott, from Bolton, the Consolation Award to Terry Cardy's ex-Ian Preston Type 35B, and the John Broad Vintage Award to Ian Rendall's 6½-litre Bentley, rebuilt from a scrapped car. **WB**

V to C Miscellany

Michael Ware "discovered" that 1922 3-litre Bentley which is causing so much controversy and excitement in BDC circles, only in as much as he referred to it in his *Discovered* column in a contemporary publication and thus drew the BDC's attention to it. But it was Tom Wheatcroft who first heard of the derelict car and bought it, about seven years ago, to save it from destruction.

The BDC seems convinced that this is the first Le Mans Bentley, as raced by J F Duff, and backs its case by suggesting that some entries in the official Bentley Motors records are clerical errors. This theory merely serves to strengthen our arguments (*MOTOR SPORT*, November 1987) against the chassis being authentic!

Further to the *Baker's Tale* Model-T Ford (*MOTOR SPORT*, October 1987), another reader sends a picture of a similar van which was first registered (AX-851), in May 1915 and which a Mrs J H Redwood drove in Abergavenny during World War One for another bakery, carrying advertising for Turog bread.

A reader in Fordingbridge owns a similar tourer to the one which in 1913 replaced the van we illustrated. He says an identical car exists in Bolton-Le-Sands and there is probably another in the Ford Model T Register. It seems these bodies were made for British-built Fords by Manchester Body Builders. Our informant was able to get parts for his tourer's windscreen at the last Beaulieu Autojumble; they were made by Hodgsons of Carlisle, and he wonders whether anyone knows more of this company, which was also a Ford dealer?

Peter Neville points out that there were two, not three, commercial Model T Fords at the Ford T Register's Welsh Rally (*MOTOR SPORT*, October 1987), and that his 1922 van is sign-written "K J Hardware" and not as stated.

The October *Newsletter* of the Friends of the National Motor Museum Trust contains diagrams of 128 different two-gallon petrol tins known to the Trust. It also announces that public donations to the NMM's 1903 GB Napier purchase-fund have reached over £70,000, and that the RAC will be exhibiting the car at January's Racing Car Show. Correspondence in a contemporary magazine strongly criticises the NMM for selling for over £1,000,000 the W196 Mercedes-Benz given to it by Daimler-Benz.

Those who comply with the rule that tender-cars and trailers must not follow veterans on the Brighton Run might care to note that a BBC van closely followed Lord Montagu's 1899 Daimler this year to promote Dave Lee Travis' radio programme . . . **WB**

The Roads of the 1920s

We left Owen John contemplating a winter tour in an Armstrong Siddeley, a tour he undertook over Christmas 1926 and New Year. He seems to have had initial misgivings, not about the car, but about the prices prevailing at that time in France, which did not appear to have changed since the Franc stood at 249 to the pound Sterling. However, a good dinner in an hotel at Autun improved the outlook.

It is interesting, since I was recalling early dabbling in wireless in this column last month, that the hotel had a seven-valve set but only an indoor aerial, so that Toulouse came in, but not Daventry. Which decently dates this piece!

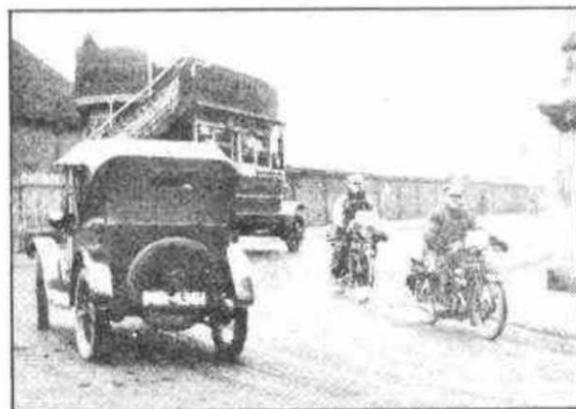
Of the six-cylinder 18hp Armstrong Siddeley motor-carriage, OJ said that it started when he asked it, went like a clock, devoured the long, straight Frenchroads at about 55 mph and gave over 20 mpg. The springing and the Dunlops were wonderful, the car remarkably comfortable, and the only criticism was a whistle from the windscreen in a headwind (OJ had remarked on something very similar on the AC Six he had tested previously — one just hopes he had not got his notes mixed!).

Leaving Folkestone at 11am, they were on the road to Paris by 1.30pm; the crossing was smooth, although (to continue the "wireless" theme) 2LO got the weather forecast wrong, which rings a present-day bell!

The Paris-Amiens road was in excellent order. The first night was spent at the Hotel de l'Univers, but dinner was eaten in the Hotel de la Paix, which was about eight francs cheaper. When in France do as the French do, was OJ's formula for saving money — and it probably still applies.

Hardly surprisingly they soon ran into snow, but the Armstrong Siddeley pressed on where others were *en panne*; they (and another Englishman with a Crown Magnetic) stopped to see whether a Frenchman who had run his little car into a ditch was hurt (he was not) while all the French drivers went by! A fine concrete road led to Grenoble, where OJ would, had he been young, have gone to University to learn French and enjoy this beautiful town.

The winter tour continued into Spain, with nothing worse than a rattling spare wheel on the Armstrong Siddeley, caused by pounding over poor French roads. In contrast, Spanish roads were very good, OJ comparing them with those he had known in 1907, on a memorable tour on a 20hp Daimler whose



Salisbury in the 1920s, with an early Austin Seven Chummy following a solid-tyred bus, and two competitors on the Exeter Trial going the other way.

tyres and tubes lasted less than 2000 miles.

They made it to Barcelona and went to see the steeply-banked Sitgès race-track, which was like "one continuous Brooklands Members Hill corner" (it is still more or less there, I believe, and someone should preserve it, surely?). OJ and his companions continued to Tarragona, very much enjoying the cathedral and the unique view from its palm-flanked terrace, and on to a very twisting hill-road beyond, where the "extraordinarily big front wheel-lock" of the Armstrong Siddeley was praised. Which reminds me, I overlooked the good lock on the Ford Sierra XR4x4 I wrote about last month — mark you, I was writing of a car which has given not an iota of bother in 25,000 miles, whereas OJ had to tighten up the clutch spring and have a puncture repaired in 2000 miles of touring on the Armstrong Siddeley. He was unable to grease it, having lost its fancy grease-gun, but it enhanced its reputation for sturdiness and good going . . .

The tourists found that where the royal road used to cross the river Ebro, a fine new bridge had just been opened by King Alfonso, saving some 30 miles' detour. But the road itself was fearful, although a steam-roller was at work on it. However, they arrived in Valencia, only to find it as cold as Scotland in February.

Returned home, OJ explained that the one puncture on his tour was caused by vandals in a Spanish village on Boxing Day, not by nail or weak inner tube. It caused them to stay the night at a most welcoming inn, in the village of Vinaros, after a garage key had been found and the faithful car locked away. The petrol cap was lost along with the grease-gun, but otherwise 2500 miles touring left the Armstrong (it was, by the way, the Short Eighteen

model that OJ had been trying) fully intact.

OJ was impressed by the club-like atmosphere of Spanish garages and by the fact that most cars were chauffeur-driven, at least in the towns. He was lavish in his praise of the high quality of Barcelona taxis — which was hardly my experience when I required them from airport to circuit for the Spanish Grands Prix of the 1950s!

Of cars seen, there were a few British makes: a Rolls-Royce or two, several Crosleys (OJ would have had no difficulty in spotting those!) and one Sunbeam. In Valencia, a Morris Motors' sign was about the only intimation that there was such a place as Great Britain, apart from the passing of the Armstrong Siddeley so noted for its pace, comfort and reliability. Nine-tenths of the cars encountered "were Yankee to the buffer-bar", which OJ thought odd, remembering that it was to America that Spain had lost most of her overseas empire. There were "a certain number of French and Italian cars to be seen."

Although the car from Coventry had performed impeccably for 2520 miles, it refused to start when it got to Paddington Station on return from the Continent, for OJ to catch his train home. It was quite dry of fuel, which must have pleased the chap who had been detailed to collect it!

Old OJ also admitted that near the Elephant he had driven the wrong way round one of the first gyratory-systems, or roundabouts. The policeman who wanted to know why was satisfied when told that OJ had just come back from France, which certainly smacks of 1927 rather than 1987. It also makes one wonder about the wisdom of the Channel Tunnel, which will waft drivers more quickly from one

driving rule to the other and in which you might, or might not, have bought shares . . .

Perhaps OJ felt a little guilty of having bestowed so much praise on the car he had been loaned for his tour, because he was soon recalling how staunchly his own 15/45hp Rover and the family's little Rover Nine had been performing. Of the latter he wrote (and if this is not period stuff I do not know what is): "It has been taken to hunt and hospital balls, from Hertfordshire to Gloucestershire, and all betwixt and between, including a seaside visit to Somerset, a dash to the Craven country, has attended beagle-meets and shoots, very often spending the nights under the stars outside Shire halls, corn exchanges and other places where they dance, yet has turned up as fresh as ever to do ordinary chores."

OJ's daughter said it went at 60 mph, and his only hope was that the family had oiled it as they should or, better, persuaded the chauffeurs to do it for them. Its only malady was a sticking starter and Mr Baker, the Reading Rover agent, was about to check on that. As for the bigger Poppe-designed Rover, OJ was glad to get back to its cosy sheltered interior, its draughtless comfort, its spacious leg-room and above all its simple and quiet gear-changing, the last-named a quality he thought should cut more ice with the usual run of drivers.

Which reminds me that the gearchange on the Citroën BX GTi 16V I have been driving is one of the nicest I have handled for some time — among many other outstanding attributes of this car, which is as different from the common run of automobiles as the 15/45hp Rover was in some of its mechanical features of vintage times. **WB**

V to C Odds and Ends

The 750 Motor Club had a successful run to Boulogne in October, with no non-starters and the 19 A7s (dating from 1927 to 1938), a pre-war Morris 8 and modern Nissan and Ford support vehicles all completing the 120-mile journey. In the course of this trip it became apparent that a group headed by Guy Louchez is hoping to revive racing over the pre-war Boulogne circuit.

Entries have closed for the 1988 MCC Exeter Trial on January 8-9, but chief marshal David Platford (55 Minosa Road, Hayes, Middlesex UB4 9EQ) would probably like to hear from experienced marshals.

The latest we have heard of the London-to-Sydney Vintage Car Endurance Run for pre-1931 cars, due to start on New Year's Day, is that entries include two Fords, a Rolls-Royce, a Talbot, a Lancia, a Morris and a Vauxhall.

Obituaries

We are much saddened to have to report the death, following a heart attack, of George Liston Young, who won pre-war motor cycling trophies before founding the Fiat Register in the mid-1950s. Many people will long remember the kilted Scotsman and his Coppa d'Oro Balilla Fiat.

We also deeply regret to learn of the death of W J Oldham, who as at one time a great supporter of the larger Austin cars, but who later turned his attention to Rolls-Royces. He was especially enamoured of the period London scene of motor carriages, chauffeurs and gracious living. As an author he was responsible for *The Ismay (White Star Line)* in 1961 and *Rolls-Royces 40/50hp Ghosts, Phantoms and Spectres* in 1974. After going to live in Jersey, John Oldham became an enthusiastic motor cyclist.

A well-known 30/98 Vauxhall exponent at Brooklands in the early 1930s, E B "Ted" Longbottom, has died at the age of 84. He owned a string of fine cars including a Brescia Bugatti, a 1929 Vanden Plas 4½-litre Bentley and a 1930 Le Mans Replica Speed Six, and was regularly in attendance at pre-war races and in later years built up a fine personal collection of books, magazines and photographs, the latter including many he himself had taken at Brooklands.

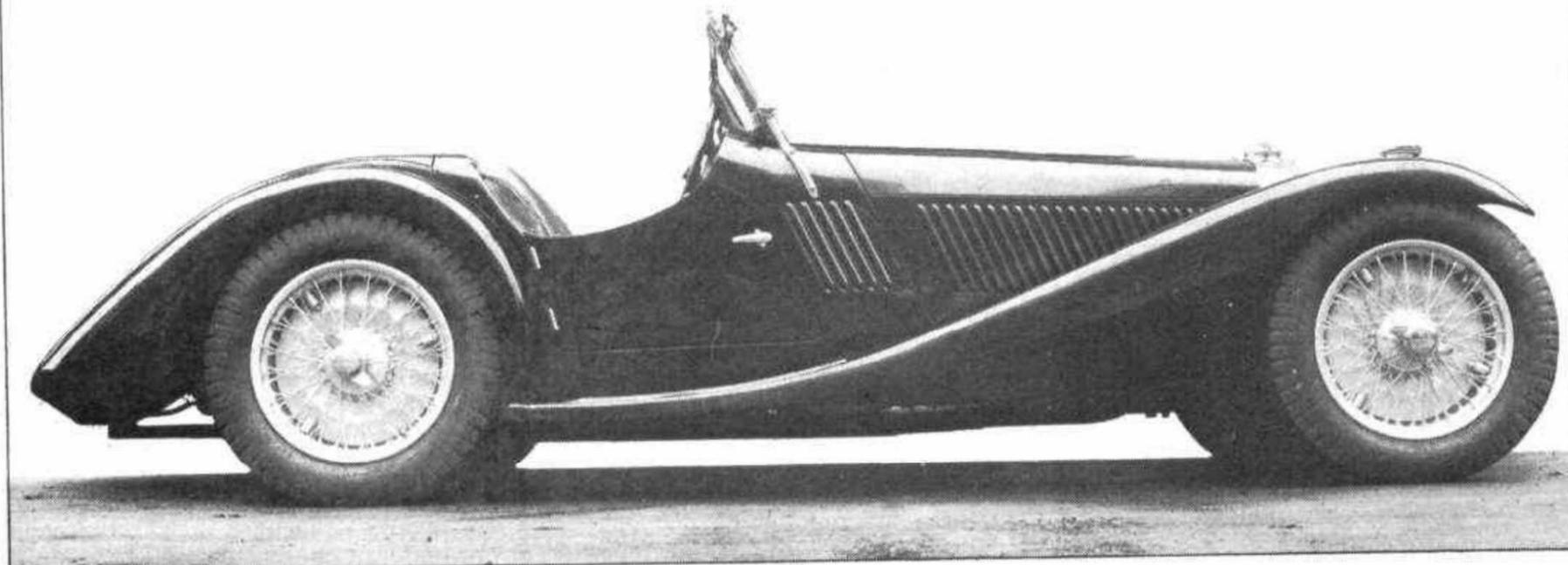
The Morgan Three-Wheeler Club has suffered a number of bereavements recently. K F Douglas, who ran his father's well-known Ealing spares service (a Morgan agency from 1929) almost as a hobby where three-wheelers were concerned, died in September, and John Silvester, the Nottingham Morgan Agent from 1911 until his retirement in 1958, passed on at the age of 99. At one time Silvester was also a Rolls-Royce dealer.

Mercedes Reception



This photograph of a Mr F T Jane in his 90hp Mercedes being greeted at the Unicorn Gate at Portsmouth Docks was sent to us by Terry Dicker of Twickenham. Can anyone explain the occasion?

VETERAN TO CLASSIC



Simple flowing lines made the short-wheelbase two-seater Squire a thing of beauty.

It may have been the Wall Street Crash of 1929 and the subsequent financial slump in the 1930s which caused a deterioration in sports-car design and construction — in fast car philosophy if you like — and which led to the formation of the Vintage Sports Car Club, a body which believed contemporary sports-cars did not match up to older ones. Be that as it may, there was still an interest in real sports models in that post-slump, inter-war period. Among those keen people who wanted to cater for customers seeking such cars was Adrian Squire (Donald Healey had similar thoughts, which led to that Alfa Romeo crib, the blown straight-eight Triumph Dolomite).

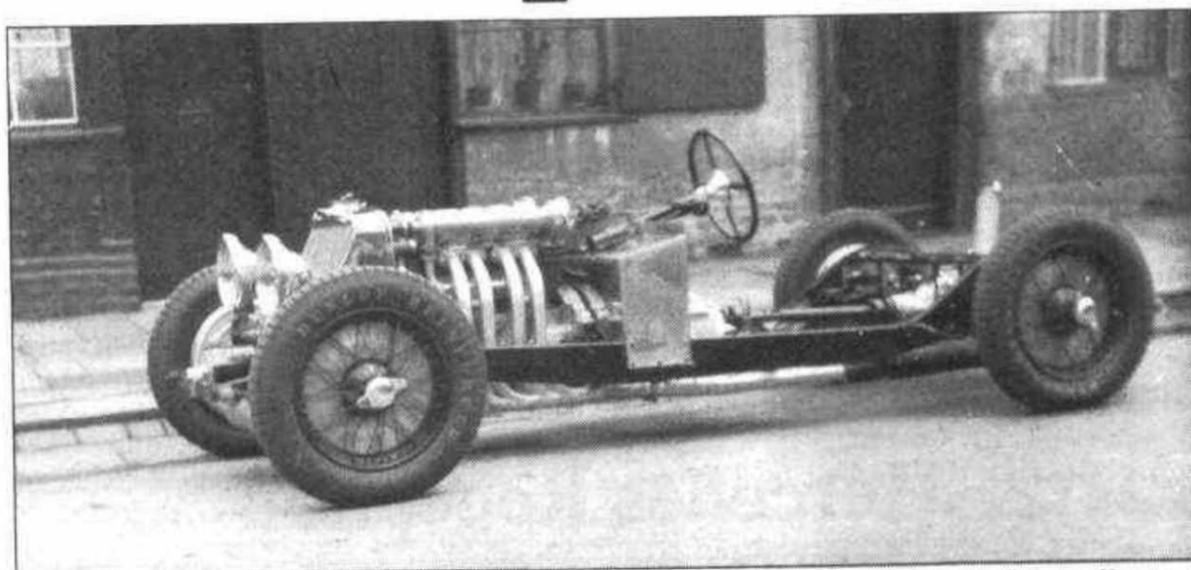
This undoubted enthusiast decided to build a small number of very specialised fast cars in the 1½-litre class, at first individually made for each customer. He took a factory close to the River Thames at Remenham Hill in Henley, and formed the Squire Car Manufacturing Company.

Squire adapted the R1 twin-cam 69mm × 100mm 1496cc Anzani power-unit. This was not openly stated, and I have only encountered one, perhaps two, such Anzani engines outside this sphere. It was a very useful engine to use, being of comparatively simple four-cylinder concept and able to stand supercharging — although I have heard that the head studs used to lift.

Adrian Squire made a very effective, if simple, chassis in which to install this engine. It was a low-slung frame of 12-gauge steel, with side-members boxed-in for rigidity and cruciform bracing further stiffening the structure, and the handsome radiator and rear-mounted 15-gallon petrol tank were isolated from the chassis. Cam-and-lever steering was used, the turning circle was small, and both hydraulic and friction dampers were eventually fitted.

The twin-cam engine was snugly installed beneath the bonnet and had coil ignition, with the distributor driven directly from the rear of

Simplicity



Visible on the bare chassis are the vertical exhaust runs and the dynamotor ahead of the radiator.

the nearside camshaft (there is a modern ring to this!). A David Brown, Roots-type supercharger was located ahead of the engine (but beneath the bonnet) and was driven at one-and-a-half times crankshaft speed via helical niralloy gears. It blew at 10 lb/sq in, in conjunction with a 6.5:1 compression ratio, and was fed by a horizontal SU carburettor. The engine was safe to over 5000 rpm, and developed 105 bhp.

The supercharger was coupled to the induction manifold by a heavily-ribbed solid length of piping on the offside. The engine was apparently built at Remenham and the Anzani design incorporated a combined chain and double-helical gear drive for the two overhead-camshafts, tappet adjustment being by shims and plungers, obviating side-thrust on the Hadfield steel valves. Timing chain tension was maintained by a leaf spring, replacing the original idler sprocket. A water pump was driven from the front of

each camshaft. The 14mm plugs were inclined in the hemispherical combustion chambers, the head being detachable, and the cylinder block was of nickel-chrome alloy.

The aluminium sump held two gallons of oil and was replenished automatically from a two-gallon dashboard tank by float action. A Tecalemit vibrator distributed oil from the aforementioned dashboard tank to moving parts of the chassis and the spring leaves. Between the front dumb-irons a large oil-cooler was slung, feed being between the engine oil-pump (with its special Poloid gears) and the four crankshaft bearings. The flywheel was devoid of teeth, the engine starting by means of a dynamotor on the front of the crankshaft, which, being exposed, was sometimes mistaken for the supercharger.

Taking cognisance of the use being made of pre-selector gearboxes by ERA and other racing cars, Squire used an ENV box of this kind for his sports-car, the bottom-gear band

Squire Sports-Cars

serving as the clutch. He provided enormous magnesium-alloy brake drums with nickel-chrome iron liners (machined inside and out) shrunk into them and further secured with 24 set-screws. The drums possessed cooling scoops, and elektron shoes were operated by the Lockheed hydraulic system.

The front axle was located by radius rods, with an ingenious threaded bearing at the front to absorb all movement. The half-elliptic springs were underslung at the back, four separate internal exhaust off-take pipes on the nearside dropped vertically into the common tail-pipe, and there was a quick-action fuel filler. An open propshaft was used and the wire wheels had knock-off hub caps.

With its slatted raked radiator, the Squire was a handsome beast. It was to be made in two wheelbase lengths, 8ft 6in and 10ft 3in, and impressive Vanden Plas bodywork was available. The short chassis was priced at £950, the long-wheelbase one at £975.

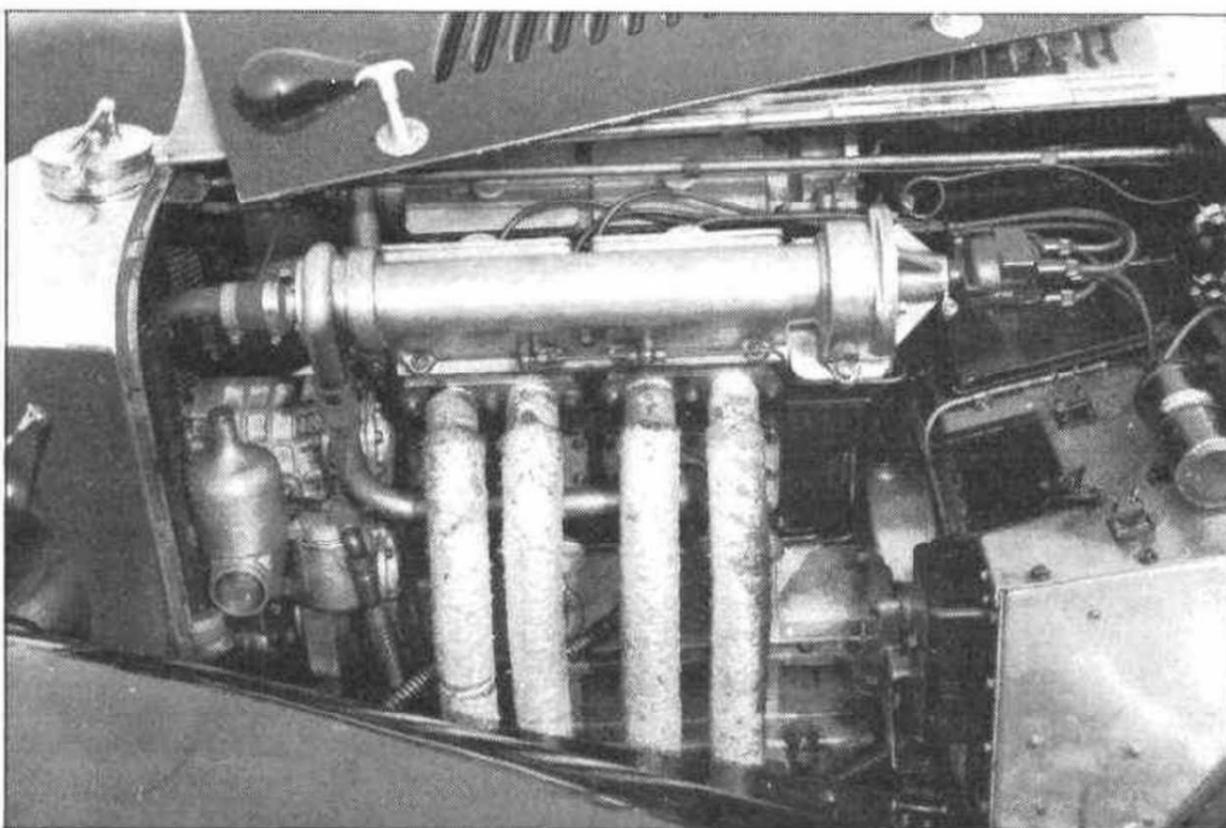
Adrian Squire announced this exciting new creation in the late summer of 1934, and guaranteed 100 mph from it — not just as a spot-reading, or over a quarter-mile, but as a mean of two-way timed runs at Brooklands. By September 1935 he was advertising the light (18 cwt) two-seater at £995, the normal short-chassis two-seater at £1150, and a drophead coupé at £1120. On the long chassis there was a roomy four-seater at £1195 and a drophead coupé at £1350. A normal two-seater, with hood disappearing into the tail, weighed about 18½ cwt, the four-seater only 1¾ cwt more.

On the face of it, success should have been assured. Unfortunately, money was still not easily available; you could buy an Ulster Aston Martin for £750, a Special Series Riley Lynx four-seater for £375, or an SS100 for £395, and Squire could not afford to have a stand at Olympia, as these others had. Optimism was short-lived and only seven Squires were built before the distinctly limited capital of £6000 was exhausted.

It was exciting while it lasted, however, for the Squire was a genuine 100 mph car, which could do 0-60 mph in 10½ seconds (outstanding for a 1½-litre car in 1934) and stop in 20ft from 30 mph, disturbing the mathematical pundits — and the owners when the chassis broke!

Squire had not intended to construct racing cars, but that remarkable young man Luis Fontes, who hired a Monza Alfa Romeo from T&T's for his first taste of serious motor racing and promptly won the 1935 International Trophy Race at Brooklands (later losing his road driving licence for a time and concentrating more on flying), entered a single-seater Squire for that year's BRDC 500-Mile Race, retiring when the fuel tank split. I believe this chassis was afterwards fitted with sports bodywork.

After the Squire Company had been disbanded, Val Zethringot hold of some of the equipment and parts and assembled three



This nearside detail shows the distributor on the camshaft and the Roots blower behind the radiator.



The raked grille and projecting dynamotor cover show clearly in this 1935 shot.

more Squires in Chislehurst. The reduction in prices towards the end of Adrian Squire's tenure did nothing to rescue his cars from their demise, and he was killed in an air-raid early in the war.

It seems his demonstrator (registered COA 420) was run for a time by a friend, Captain Pinent. He spoke of roadholding better than that of an Alfa Romeo over wavy surfaces, and speeds in the higher gears of 50, 75 and 98 mph from his two-seater. Fuel consumption was 21-22 mpg and the brakes were most effective, causing front-wheel patter if stamped on at high speeds. Cooling water tended to boil away in heavy traffic, and the system had to be bled via two ball-valves after refilling. The supercharger seized up when something internal broke and later its oil supply taken from the inlet cambox failed, and its bearings ran. The C&A head-gasket had to be replaced with a solid copper gasket, and plugs oiled until Champion L10s, which burnt out after some 1500 miles, were substituted. That was the Squire, before the war . . .

WB



Luis Fontes with the single-seater Squire during the 1935 Brooklands 500-mile race.

FACTORY VISIT



1987, and a new Squire with an Alfa Romeo engine.

Recipe for Success?

When I was young, I was exceedingly fond of my mother's chocolate cake. She gave the recipe to a friend, by whom I was later invited to tea. I was given cake to this same recipe, and was asked how I liked it. I thought for a moment and then replied, much to the lady's disappointment: "It's something like the one mother makes".

When I drove to Bridgnorth to see the 1987 Squire, I was reminded of this episode, because today's Squire is intended to provide the fun and appeal of the cars made by Adrian Squire, but to be better-braked and more comfortable, so it is not in exactly the pre-war form. Although the radiator grille is an exact copy of the original, the car is wider and more convenient.

The present-day Squire was designed by Phil Kennedy who formed the Kennedy-Squire Company; this was taken under the wing of the Vicarage Classic Car Co Ltd, which took on three spacious units at the Stanmore Industrial Estate (a former RAF base) two-and-a-half years ago. Its main activity is renovating MkII Jaguar saloons — by which I mean rebuilding the mechanical parts and refurbishing body shells to fit them to, properly undersealed, rust-proofed, and fitted if required with extras such as air-conditioning, quality stereo and other options to customers' requirements.

I was surprised at the number of Jaguars in the big finishing-bay and the number of bodies on the repair jigs, and felt a twinge of envy for their new owners, having always much enjoyed driving the MkII, which dates

back to 1959.

The revamped Squire was evolved around three years ago; eight have been sold to date, with enquiries now being received even from as far away as Japan. To keep faith with the twin-cam theme, 2-litre Alfa Romeo engines,

refurbished with new parts from the block on, are used, the wet-liner construction lending itself to such reconditioning. I was introduced to Mr Wilson, who looks after this side of the Squire. He drove a blown Ulster Austin Seven at the age of 14 and later road-tested cars for MG (notably the 90 mph Magnettes) before joining Graham Hill and John Surtees in their racing activities, so these Alfa power units are in good hands!

They are installed in the jig-built chassis-frame with their five-speed gearboxes. The chassis is low, like that of the original Squire, and X-braced, with boxed-in side-members. It is further stiffened because the ash body-frame, instead of being dropped on and bolted in place, virtually forms a unit with the chassis-frame, dove-tailing into the sides of the welded scuttle frame.

The doors hinge from the front, the windscreen will fold flat, and there are other "improvements" on the 1934 design. The car is wider, for example, and has independent front suspension formed from Ford components, and more recently from Vicarage's own fabricated parts. The rigid back axle uses a Ford 3.89:1 differential unit, and is suspended on two longitudinal lower arms and four upper arms, coil springs and gas filled dampers forming the springing medium. Centre-lock 15in MG-C wire wheels are fitted, shod with Vredestein radial-ply 185 x 15 tyres, although obviously customer options can be incorporated and the frame I saw on the assembly jig had been altered to enable 18in wheels to be used.

Axle and gearbox give a ratio of 24½ mph per 1000 rpm, and the standard Alfa engine



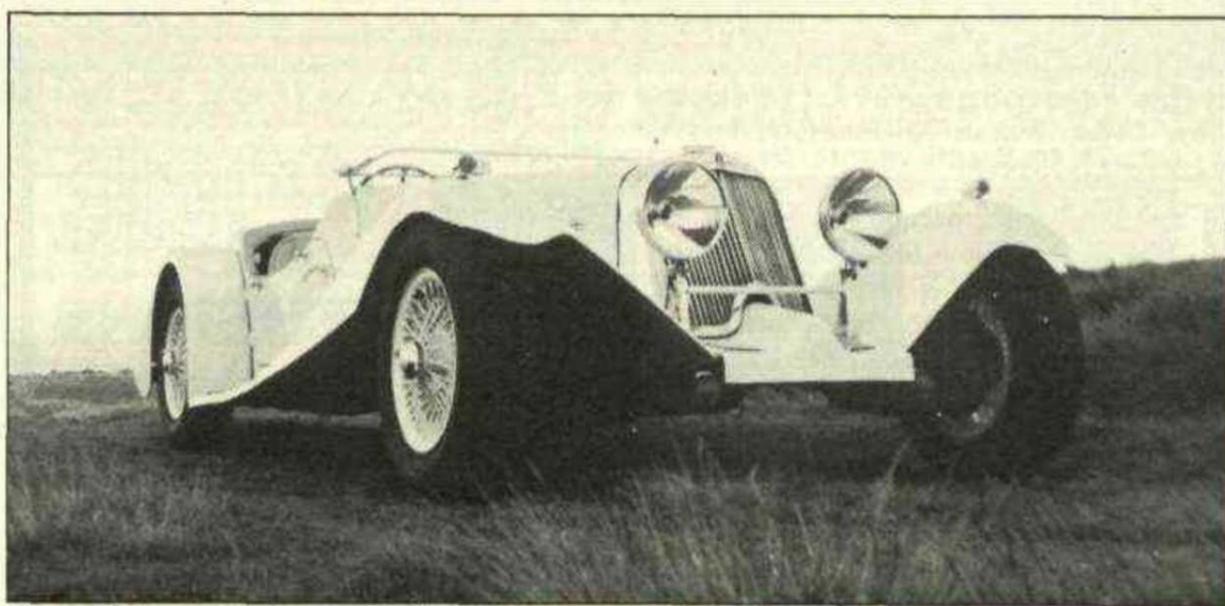
Burr walnut dash is well-finished, though red carpets look very 1980s.

The New Squire

develops 132 bhp at 5500 rpm, but can be tuned to poke out up to 165 bhp. The body is 18-swg aluminium panelled, and the spare wheel is carried on the boot-lid, or within the boot for £350 extra. A fold-away MG-type hood is fitted.

The ladder chassis-frame is shot-blasted and epoxy coated, the ash-and-plywood body-frame gets two coats of Sikksens wood preservative, zinc-plated wood screws and stainless-steel pins are employed in the body construction, suspension parts are powder-coated for protection, and I was impressed with the paint finish, which involves 24 coats applied in Vicarage's own paint ovens. Upholstery is in Connolly hide, with bucket seats, and wings of 16-swg aluminium are bolted to the chassis at the front and to the body at the rear.

A remote-control stubby central gear-lever is used, and the hand-brake can be either beside the propshaft tunnel or on top of it. Brakes are servo-assisted Ford disc/drum, the exhaust system is of stainless steel to the Alfa Romeo four-branch manifold, and the nine-gallon fuel tank is in aluminium. The kerb weight comes out at 850kg; the wheelbase was at first the 8ft 6in of the original short-chassis Squire but has been increased to 8ft 8½in to improve leg-room; overall length is 12ft 9in; weight is less than 17 cwt; and



From this low angle the new Squire closely captures the line of the old.

0-to-60 mph in nine seconds is claimed. The bonnet is well-louvred, you sit down low, and at the front is a simulated dynamotor cover formed in the dumb-iron apron.

Nick Goldthorpe, who runs the company, told me that some 500 man-hours go into each Squire and 1200 into a MkII Jaguar rebuild, and that he has the capacity to build 30 Squires a year should the demand arise. At present some 18 Jaguars leave Bridgnorth each year.

In pelting rain, Kennedy and I had a short run in one of his Squires, with the hood

removed to capture the full atmosphere. Such a car sells for about £12,370 plus VAT and car-tax, and the various options can increase this to rather more than £14,000.

The car I went out in had a dashboard of polished burr walnut veneer with four minor dials in its centre, speedo and tachometer on the right, and switches reminding me of those tiny flick-levers typical of a MkII Jaguar. But a turned-aluminium dash is available for £100 extra, and chromium-plated wheels are priced at £220. **WB**

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BOOKS FOR THE NEW YEAR

The Scimitar and its Forebears

by Don Pither. 231pp (Court Publications, Droys Court, Witcombe, Gloucs GL3 4TN. £11.95 + £1.55 p&p)

That the Reliant marque should have had to wait until now for a comprehensive history to be written is surprising; that the author of such a work should be Don Pither is not. Stalwart of the Historic Rally Car Register, Sabre racer, Scimitar hill-climber, and proprietor of a company devoted to Scimitars, Pither concentrates here on the sporting Reliants from Sabre to SS1, and including chapters on might-have-beens.

It is extras such as styling sketches, diagrams, and adverts which usefully amplify the text and photographs, making this not only thorough but a lively read. Particularly welcome is the chart listing the models in order, a quick reference of real value to a journalist. A fine effort, especially as this is Pither's first book. The foreword is by the Princess Royal, herself an owner. GC

La Tour de France Automobile 1899-1986
by Maurice Louche. 445pp (available from the author, Campagne Cabronne, 13980 Alliens, France. 490FFr inc P&P)

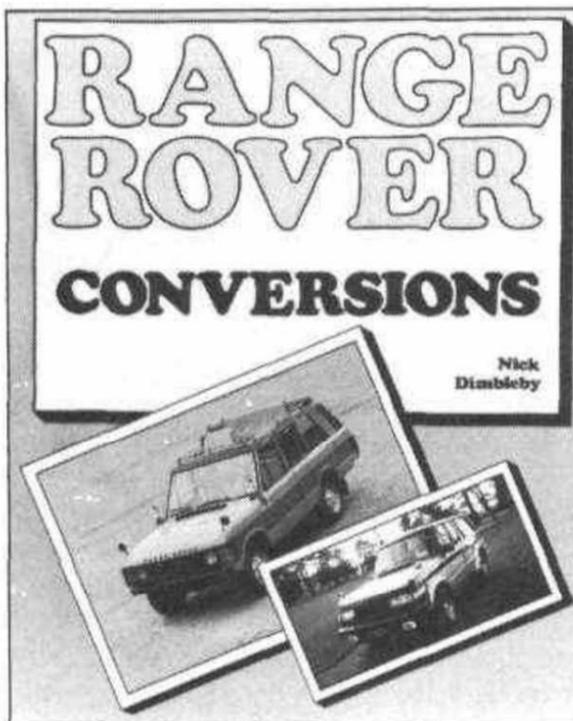
Though it has always to call itself the Tour Auto to distinguish itself from the two-wheeled Tour de France, this venerable event has been amongst the most prestigious in Europe in its day, and this large and well-illustrated volume gives us a very thorough picture of the fifty Tours there have been since the start in 1899.

The text is all in French, and although there is much of interest in the pictures, which go right back to the first Tour, it would be a shame to miss the textual details, whether of the Phonomobile which entered in 1912, or of the Ford GT70 in 1971.

But, a far cry from its apogee around 1970 when a Matra-Simca CG, Ligier JS2 or Ferrari 512M could be seen bellowing up the hill-climbs around the country, the book closes with the sad postscript that the 1987 event had to be cancelled for lack of entries. Looking at the success of the Mille Miglia, says the author, is it time to institute a historic Tour?

Purchase would be something of an indulgence at nearly £50, but sportscar fans will enjoy what they see. GC

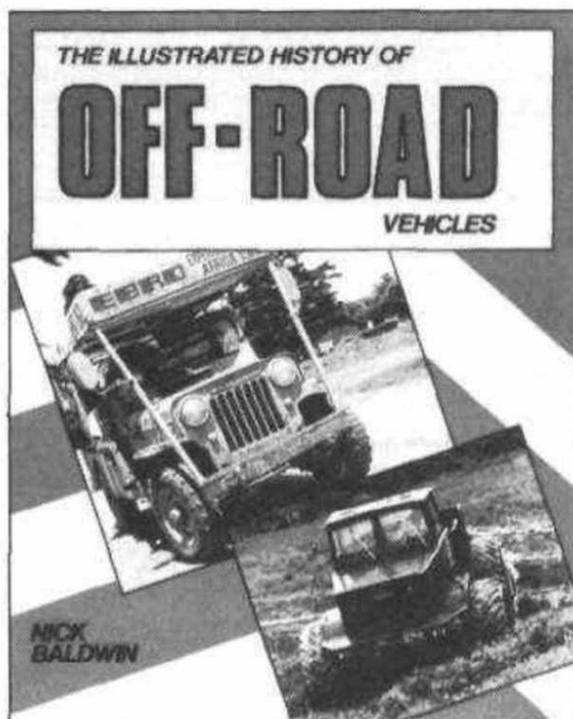
Two books of interest to advocates of 4WD and off-road driving enthusiasts are Nick Dumbleby's **Range Rover Conversions**, which describes and illustrates all manner of changes that can be made to a popular car if you are an oil-exporting Arab or otherwise very wealthy, and Nick Baldwin's **The Illustrated History Of Off-Road Vehicles**. Both are large-format Foulis of Yeovil productions, very adequately illustrated and priced respectively at £7.50 and £8.95. WB



Chapter and verse on Jaguar vs Porsche — **The Battle for Le Mans** is set out in a book of that name by Ken Wells, published by William Kimberley Ltd of 4 Church Close, Whetstone, London N20 0JU and priced at £14.95. The pictures, in both colour and black-and-white and on pages sufficiently large (12in x 8in) to do them justice, are pretty impressive; the text, if somewhat "journalese", takes you through the race from the trackside, and tables tell the detailed story of practice as well as the various stages of the race itself. WB

Readers who specialise in the history of coachbuilding companies should add **ECW** by Maurice Doggett to their library. This Transport Publishing book, priced at £14.00, covers the activities of Eastern Coach Works of Lowestoft from beginning (in 1919) to end (in 1946) with very full pictorial backing.

Conversely, those whose interests lie with **Classic Cars** will look for the book of that



title by Graham Robson, in which he describes such machines from the point of view of the collector, the restorer and the driver. This 224-page Patrick Stevens Ltd paperback costs £7.99. WB

An oddity of human existence is how for a long time nothing happens and then comes the flood. It is so with books about aero-engines! From WW1, Burls' was the only book on the subject, until in 1971 Leonard Setright produced *The Power To Fly*. Last year, however, we had Bill Gunston's *World Encyclopaedia of Aero-Engines* and this year two books on previously rather obscure, albeit fascinating, rotary aero-engines.

I now learn from a keen American reader of **MOTOR SPORT**, Jerry Sherman, who has very kindly sent me a copy, of **The History of Aircraft Piston Engines** by Herschel Smith, which Sunflower University Press (1531 Yuma, Manhattan, Kansas 66502-4228) published in the USA in 1981 and which has just come out in what the publishers describe as a "corrected edition", running "from the Manly Balzer to the Continental Tiara". WB

Another book which would make an excellent Christmas present is **Early Days on the Road in Hull & West Riding** by Ted Dodsworth. Ted has set out a fine photographic record of transport, starting from the days when horse-drawn vehicles and bicycles were the only occupants of the roads. His ability to identify practically every motor and steam vehicle depicted is praiseworthy.

Charabanc outings in vehicles as rare as the **NER's** Stirling 14-seater bus and Hallford 34-seater are there, along with Daimler, Atlas and Commer coaches, and a Hull Tramways Saurer. The view of Cottingham in about 1924 with just a single-decker bus and a horse-and-cart on the road is delightfully evocative.

Popular cars in the area, such as Vulcans and Argylls, cars and motorcycles on WW1 military duties, Sunbeam, Belsize and Renault taxis are all depicted (I particularly like the picture of a policeman handing a wedding couple into a Unic which does not appear to be licensed!). The Model T Ford is not overlooked, especially as one picture shows the 7-cwt and one-tonner vans of William Cussons' fleet.

Those who are interested in fire-engines, steam-wagons, trams and horses are most certainly not neglected, nor is the Press, for there is the *Hull Daily Mail's* 1922 Model T van and c1914 Triumph side-car outfit. Calamities include a Briton tourer in a North Cave ditch . . .

With a total of 154 pictures in 96 pages, this should be just the thing for Christmas morning, and even if you do not like cars, the horse studies are excellent. It is available from Hutton Press Ltd, 130 Canada Drive, Cherry Burton, Beverley, North Humberside HU17 7SB for £4.50. WB

LETTERS

A Genuine Hysteric?

Sir,

I enjoyed DSJ's "Lotus Blossoms" article in the December issue. Why is it that the thought of someone going base over apex on a deliberately placed banana-skin never fails to appeal? I don't really care what Lotus it was that Christie's customer bought at Motorfair, nor how much he paid for it, provided that he knew what he was buying. If, however, he really was induced to purchase by a misleading description or a dishonest restoration, then its high time that auction houses were held accountable for their part in such fraudulent activities.

For the last 27 years I have campaigned a front-engined single-seater which was built in the early Fifties from a pile of unlikely pre-war bits. I have a shelf full of trophies which testify as to its effectiveness (it has the performance of an ERA up Shelsley for example), but I don't think it was ever intended to be anything other than Hysterical, ie guaranteed to cause its driver to become "morbidly emotional" and to excite the spectators.

I am quite happy to accept that it can't ever be Historic (didn't the VSCC Eligibility Committee tell me so years ago?), but if the Hype & Razzmatazz Department of Christie's-Phillips'-Sotheby's & Co could bestow its impeccable history with an authoritative seal of approval and establish universal respectability for my "old nail" — I might just take the money and run. Caveat Emptor?

PAUL BEVIS

Stoulton, Worcestershire

No Ringer

Sir,

Mrs Cherrett's letter (MOTOR SPORT, November 1987) was of special interest to me, having owned one of the Alfas she mentions (GH1557) between the wars. I did not buy the car from Stiles, but took it to St Johns Wood for service, whereupon they volunteered their version of its history: "Third, behind Nuvolari's and Borzacchini's at Phoenix Park in

1930, driven by Campari. You can tell it was his by the extension to the steering-column". Only long after parting with the car did I try to check the story; I have only two relevant works of reference.

First, race-result tables in the appendices of Sammy Davis' book *Motor Racing* — where the result of the 1500cc race at Phoenix Park in 1930 is shown as 1st Gillow, Riley; 2nd Eyston, 1500S Alfa Romeo; 3rd Frazer-Nash, 750s Austin. He then goes on to show Campari second in the subsequent unlimited-class race in a 2-litre (sic) Alfa. If SCHD's appendices are correct, I am left to wonder whether someone at Stiles did not rather enjoy embroidering past exploits.

GH1557's history has other puzzles, however; and Mrs Cherrett's remark about Stiles race-entries and number-plates may be relevant. This is where my other work of reference, Luigi Fusi's tome *Tutti le Vetturi dal 1910*, comes in. Mrs Cherrett says GH1557 is a 1930 1500 Gran Sport. The car, via Beaulieu and Brian Classic, is now with Henry Petronis in Florida. He tells me the chassis and engine numbers, respectively, are 8513027 and 8513026. But Fusi attributes these numbers to 1930 production of Series 4 1750 cars. He shows no production of 1500cc cars in 1930. Stiles had in fact told me my car was of 1929 manufacture — but then, says Fusi, its chassis and engine numbers should be in the series 0211401-0211415.

Then there is the puzzle over final-drive ratios. When I bought the car — 15,000 miles showing — it had fitted a nominal 3.8:1 crown-wheel and pinion. In what passed for luggage-space, wrapped in greased paper and appearing unused, lurked a 4.1:1 crown-wheel and pinion (12/49 cf 13/49). As best I can tell from Fusi, a 1929 1500S should have had a 12/51. The 12/49 was fitted to the 1750s of 1929-1932. The 13/49 I found I had first appears in the "Testa Fissa" 1750 Super Sport.

So questions arise. Is the car Henry Petronis has the same GH1557 I had? She has plates

reading GH1557, but they are not the cast aluminium plates of my day: and when Beaulieu had her those were gone. What was her history before Stiles sold her, in late 1930, to a doctor in the Midlands? Did she go to Phoenix Park? Was she raced, or practiced in? Was it her, bearing the GH1557 plates and race number 9, in the TT practice photograph Mrs Cherrett mentions?

G A D SMITH

Burford, Oxfordshire

Sensitivity

Sir,

I am moved and impressed by the sensitivity of *Letter from the West Country* (MOTOR SPORT, November 1987). I refer to the paragraphs about the forty-years Ferrari reunion.

In all the articles I've read about this subject, in other motoring publications, I feel that it must be said that none really spared a thought for the Ferrari deceased as Mr Jenkinson's piece of journalism did. For me, this writer has "hit the nail on the head", as it were.

Those two paragraphs will always be uppermost in my mind, when thinking back on this great event.

E BERNIE

Wittering, Cambridgeshire

Connaught's PDK

Sir,

In his article on the Porsche PDK gearbox (MOTOR SPORT, November 1987), MLC mentions various other gearboxes, including the Wilson gearbox used by ERA, HWM and Connaught.

This, and the description of the PDK gearbox, reminded me of the gearbox/final-drive unit inspired by Rodney Clarke and designed by Robert Clerk while I was working for Connaught, which was intended to be fitted to the rear-engined monocoque J5-type 2½-litre GP car which we dropped when the Godiva engine was shelved. Parts for six of these 'boxes were made, and one was assembled, but never used. All were sold at the Connaught Engineering auction in 1957 and seem to have

disappeared.

The gearboxes were, as I say, in unit with the final drive (transaxle) and incorporated the usual Connaught provision for rapid final-drive ratio change. The gearboxes were of five-speed epicyclic Wilson-type pre-selector design, with self-contained hydraulic gearchange actuation, to reduce the clutch pedal load.

Selection upward was automatic as on Roesch Talbots, engagement of first selecting second, of second selecting third, and so on. The gear selector lever was intended to protrude through the instrument panel, convenient to the driver's hand, and had three positions: central (into which it was spring-loaded), down and up, the latter being over-ride. The lever was only for downward selection, and was pushed down as many times as it was required to go down gears. Gearchange was effected by a light dab on the pedal, hydraulics in the gearbox doing all the work.

The complete diff/gearbox unit, designed for about 300 bhp, was required to weigh no more than the magnesium alloy cased four-speed gearbox and differential unit as used on A and B series cars, and I think this was achieved.

This gearbox/diff unit was designed and made in 1953 and I think is another indication of Rodney Clarke's brilliance, together with his mid-engined coupés in 1950, advocacy of the wedge-shaped car in 1951, anti-lock braking, hydraulic roll sensing and correction (active suspension) in 1952, ground effect investigation from 1953 onwards (Connaught built its own wind-tunnel and had its own aerodynamicist). Of course there was also the J5 rear-engined monocoque GP car of 1953, among other ideas. But Colin Chapman thought of all these things — later!

C E JOHNSON

Woking, Surrey

Monza Duesenberg

Sir,

I waited until I read my December copy of MOTOR SPORT to see whether any

other reader commented on the article "Winter Approaches" by DSJ in the November issue.

If my memory is correct, the Duesenberg to which it referred is the car driven by Count C F Trossi at Monza in September 1933, whose oil-spillage was responsible for the deaths of G Campari, B Borzacchini and S Czaikowski.

My recollection is that the Italian Grand Prix that year was a Formula Libre event run in two heats and a final, with the two Italians dying in one heat, and the Pole in the final.

CJ WALSH
Woking, Surrey

The story that the Trossi Duesenberg engine failure caused the deaths of Campari, Borzacchini and Czaikowski at Monza in 1933 is a myth that Doug Nye and I disproved to our complete satisfaction many years ago.

First of all the event in question was not the Italian Grand Prix of 1933, for that was held in the morning and was won by Luigi Fagioli in a monoposto Alfa Romeo. The Duesenberg was competing in the first heat of the Gran Premio di Monza, held in the afternoon. After analysing contemporary reports with a fine-tooth comb, talking to Gianbattista Guidotti of Alfa Romeo, who was at the race, and studying repairs made to the Duesenberg/Clemons engine which can still be seen, we are quite certain that the failure of the Duesenberg engine on lap seven had nothing to do with the accident in Heat Two, and the further accident in the Final.

Guidotti is convinced that the former multiple accident was due to a combination of drivers out to win at all costs, a damp atmosphere, and the fact that the cars were using treadless track tyres. The damage to the Duesenberg engine was caused by the liner in No 8 cylinder breaking, allowing oil and water to mix and accounts for the report of the car pulling into the pits to retire with water coming out of the exhaust pipe. The beautiful Scuderia Ferrari repair to the corner of the engine can still be seen. There are no signs of a broken crankcase or sump (the only way that all the oil could have

been lost) the engine being of wet-sump design.

The myth about the car being the cause of the accidents started when it came to England in 1934, as it was all that the English press knew about the car. They believed that it was a brand new Duesenberg racing car specially built for Count Trossi, whereas it has subsequently transpired that it was "cobbled-up" by Augie Duesenberg from a 1927 Duesenberg single-seater chassis and running-gear and a 1931 Clemons eight-cylinder engine more akin to a Miller engine than anything Duesenberg ever designed.

Count Trossi only raced it at that one event in 1933, and after that it only ever raced at Brooklands, which is why I tend to refer to it as the Brooklands Duesenberg, and is also why it has gone to rest in the Brooklands Museum.

DSJ

Special History

Sir,

With reference to the letter from John Bateman (MOTOR SPORT, November 1987), I and several other members of the Triple-M Register of the MG Car Club would very much like to discover the whereabouts of the De Havilland/ATN Special, built and driven by the late Tom Norton in the mid-Fifties.

I would disagree with John however, when he states that the car was neither historic nor successful, as whilst Tom Norton's modifications may not have been crowned with much glory, the original car certainly was! This was chassis No 4 out of the eight fabulous 750cc Q type MG Midgets built in 1934, and was first purchased by Bellevue Garages for Doreen Evans to drive.

During the winter of 1934-5 the car was fitted with a distinctive single-seater body, and in that form it had many successes in Doreen's hands.

Little else is currently known of this car until Tom Norton acquired the chassis, body and running gear in 1955 and fitted it with a Gypsy Major aero-engine driving through an Alvis Silver Eagle gearbox.

A very clear picture of the car

at the June meeting at Rest-and-be-Thankful appeared in *Autosport* on July 8, 1955, and apart from the pieces of aero-engine protruding from the bonnet side, it is unmistakably the Bellevue single seater. Tom Norton took the car back to Rest the following year when he recorded a very hairy 68.11, but shortly afterwards he acquired the former Ken Wharton stable, including ERA R4D, and after that the De Havilland/ATN Special faded into obscurity.

We believe the Q type engine and blower were removed before the car was purchased by Norton, and eventually found their way into a Lotus Mark VI (registered WAR 1) in December 1955. This interesting combination was last heard of in the Harpenden area.

So out of John's original two enquiries, we now have a further two! If any of your readers can throw any light on the exploits of MG Q type (chassis No QA0254) between 1936 and 1955, or the present whereabouts of this car or Lotus WAR 1, there are a number of us who would be interested to hear!

COLIN BUTCHERS
Southwick, Sussex

Concours Classes

Sir,

I rather enjoyed M N Rushton's amusing letter on the subject of concours competitions. However, unexciting though they may be, they do give a lot of pleasure to a lot of people and, therefore, should not be dismissed out of hand.

Furthermore, clever though Mr Rushton's little pun was, surely it was totally inaccurate. Whatever one thinks of the spectacle of "classic" cars looking better than they did when brand new, one can hardly describe them as "tatty"!

In fact, this is where much of the problem lies (and, of course, in using the term "problem", I am expressing a personal feeling, not stating a fact). For it is becoming increasingly difficult for a serious concours entrant to actually use his car if he is to stand any chance of winning.

I believe it is still normal to drive the cars to concours competitions, but "trailing" is an increasing practice. And even those cars which do arrive under their own steam are rarely in regular use.

Inevitably, there must be deep differences of opinion between those who believe that a car is meant to be used as a means of transport (some offering more pleasure than others in that respect) and those who see them as "works of art". But, surely, one factor is beyond dispute: "originality" must be at least equally as important as beauty. If a car did not have highly polished, or plated, rocker covers when it was new, it ought not to have them when it is entered for a concours (and, if it has, should be marked down accordingly).

Further, there is a strong case for running two classes at major concours events: one for "show" cars and another for "working" cars (with the owners of the latter being allowed to enter their cars in the former class if they so wish). Some clubs (eg the Riley Register at its annual Coventry Rally) do have special classes for "working" cars, and are to be applauded for so doing.

At the end of the day, however, it is the organisers (and, insofar as they can decline to enter the contests, the owners) who must be allowed to make the rules. The rest of us may express our opinions, but we must agree to live and let live.

JOHN WAINE
Nuneaton, Warwickshire

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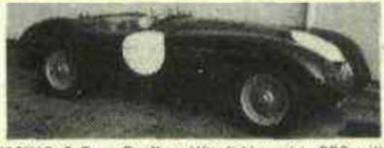
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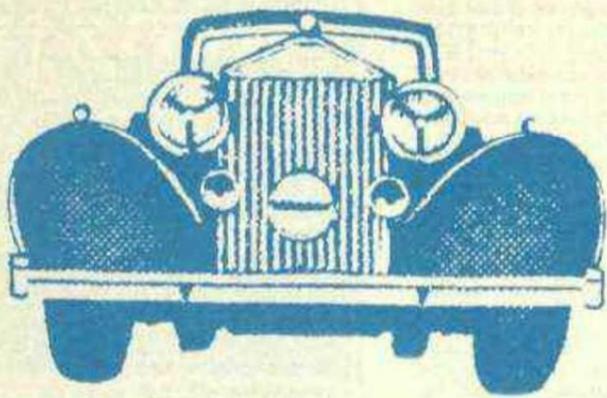
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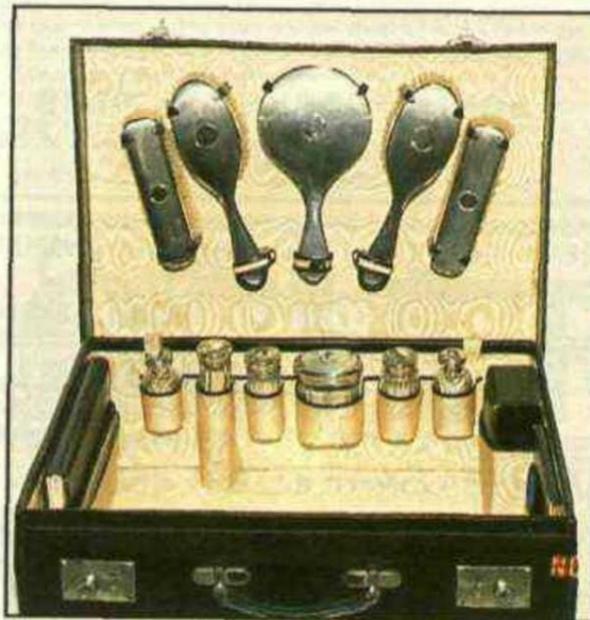
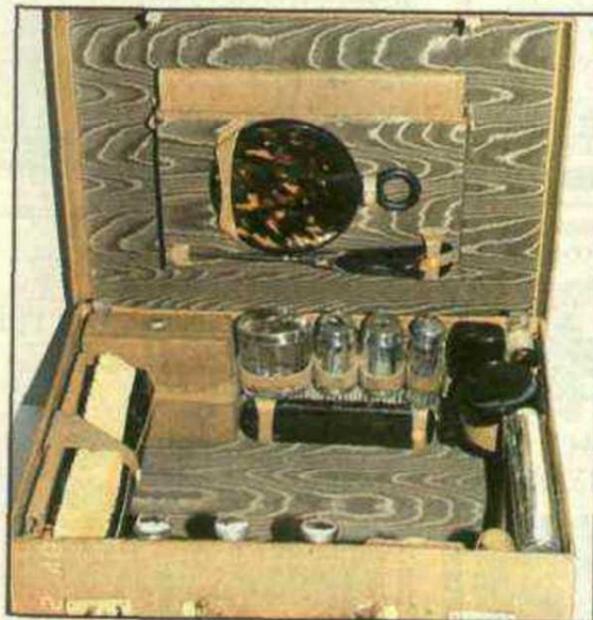
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JAGUAR MKII 2.4. Manual/overdrive, 1960. Immaculate condition, pearl grey with grey leather interior. £4,250. Tel: Melody, Cardiff 488440 daytime. (IC/C)

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MASERATI 3500 GTi. Right hand drive, 1963. Red, new cream leather, recent engine and injection overhaul. Back breaking acceleration! A very good car which does need a repair. £9,500. Andrew Leeson Tel: (0653) 82283. (231768)
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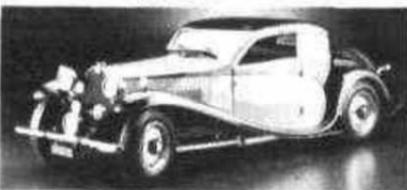
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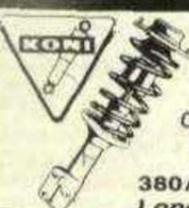
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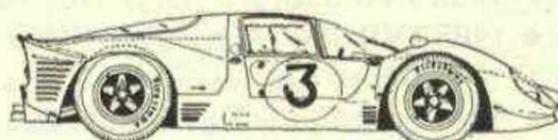
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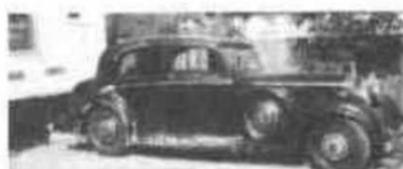
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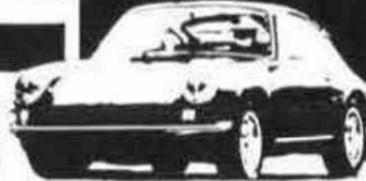
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MIXED RIGHT HAND DRIVE CARS

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EVENTS — continued

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March 26th/27th
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 Hagley Hall Auction,
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October 8th/9th National
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Further details re: Auctions
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enquiries apply
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EVENTS — continued

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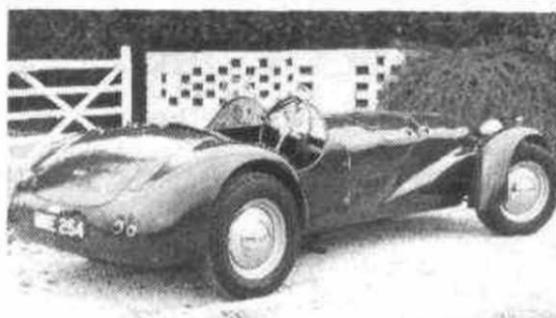
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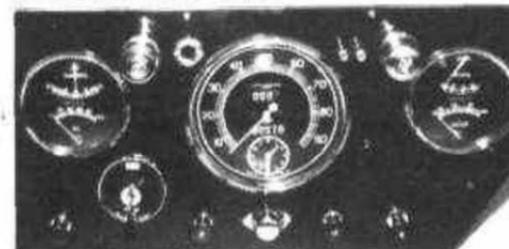
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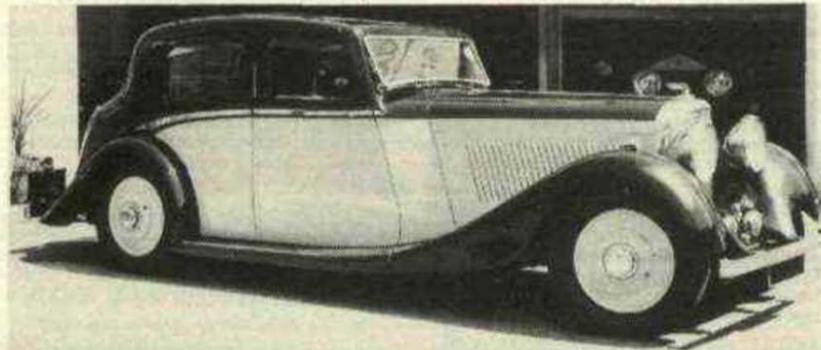
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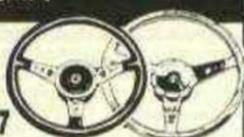
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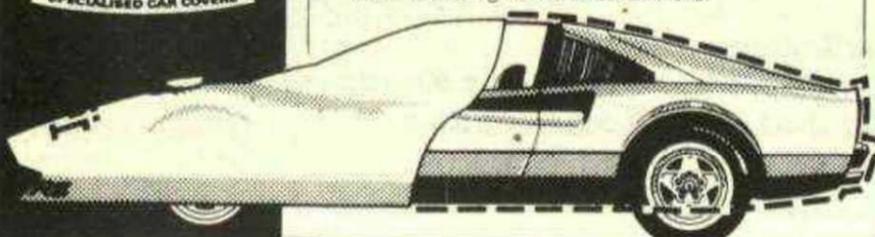
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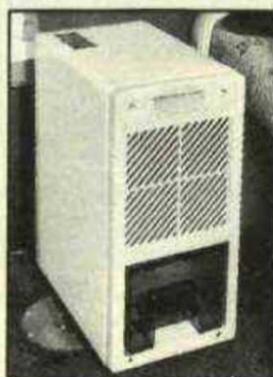
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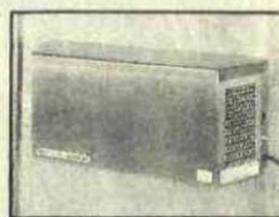
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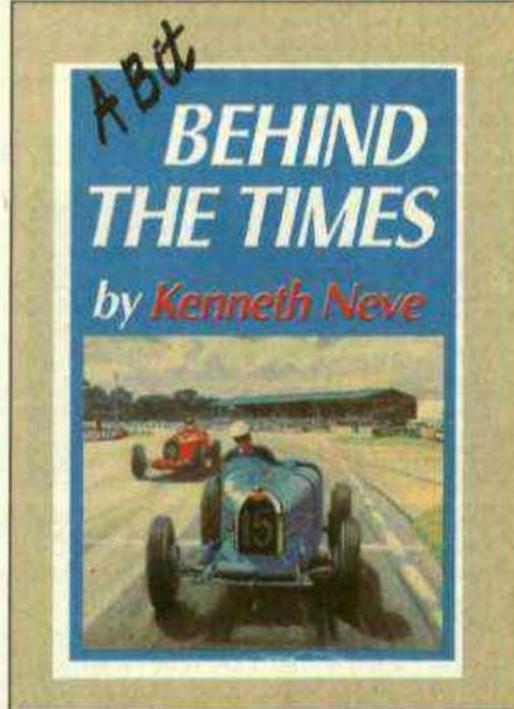
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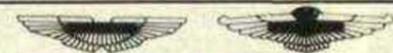
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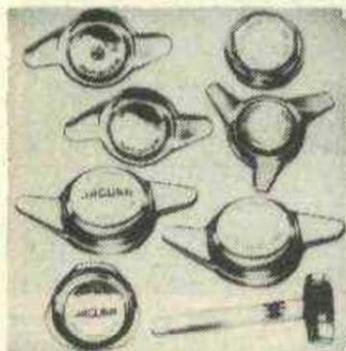
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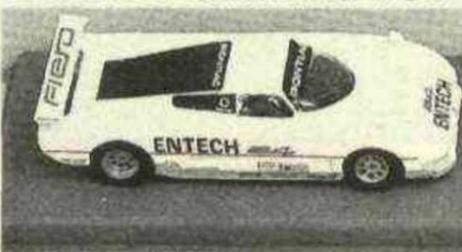
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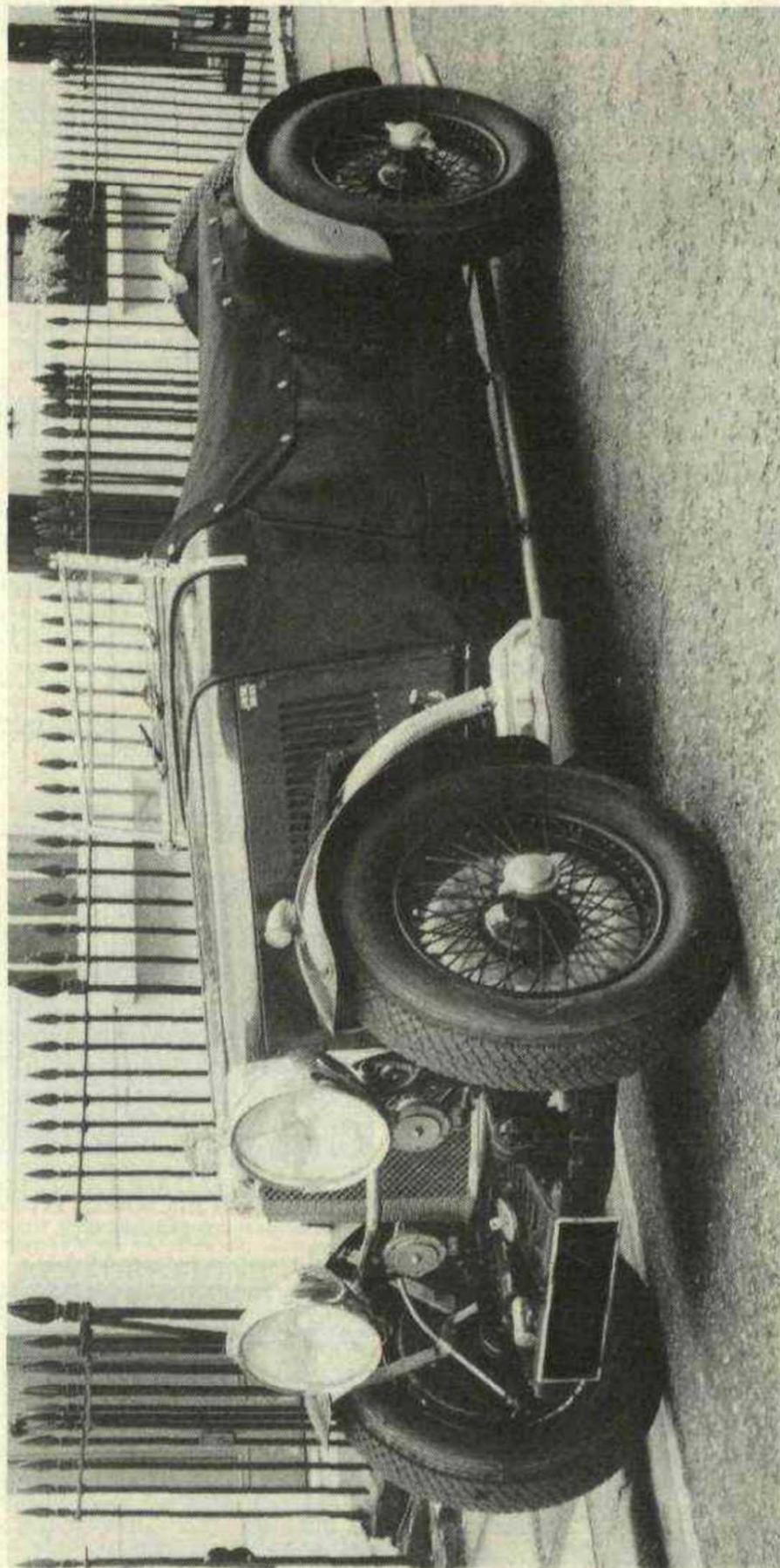
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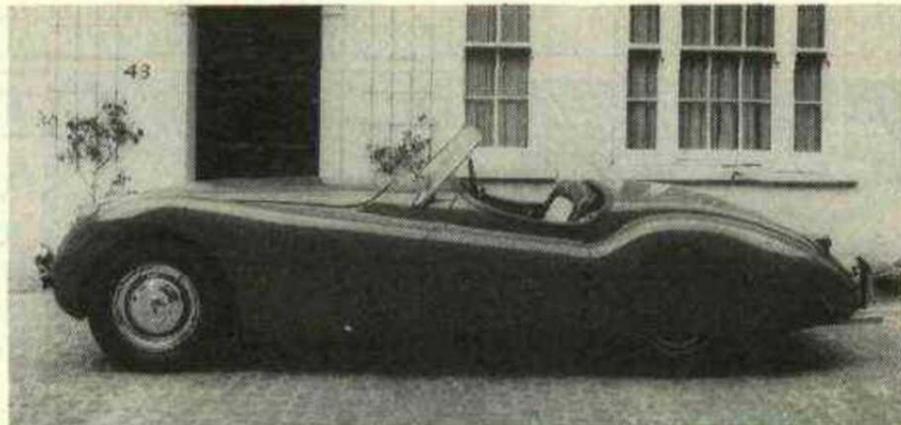
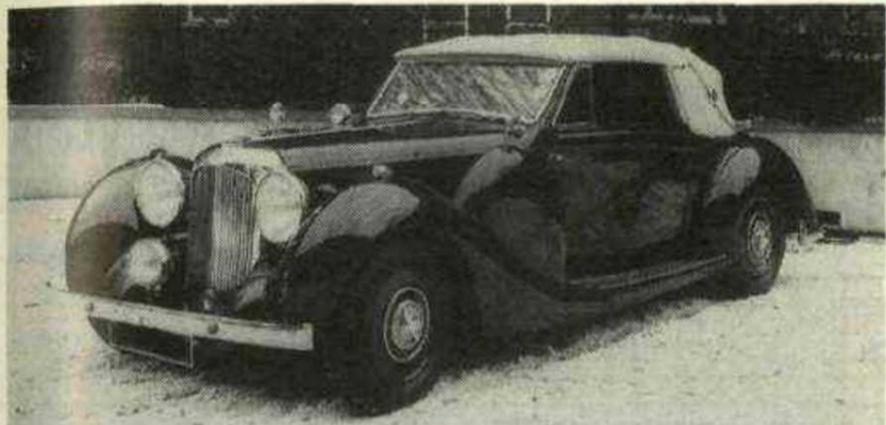
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1934 Lagonda M45 Le Mans Replica
1934 Bentley 3½ Litre DHC by Park Ward
1937 Bentley 4½ Litre disappearing hood by Mulliner
1934 Lagonda 16/80 Roadster by VDP
1935 Rolls Royce Phantom II Tourer by Hooper
1972 Bentley 3½ Litre Saloon by Park Ward

1926 Sunbeam Twin Cam Tourer
1933 MG K Type Magnette
1951 Rolls Royce Silver Wraith DHC by Gurney Nutting
1933 Aston Martin 1½ Litre short chassis Le Mans
1937 Lagonda Drophead Coupe
1924 Panhard Touring Limousine
1934 Rolls Royce Phantom II Continental Roadster by Carlton
1921 Rolls Royce Silver Ghost Tourer by Bethal & Nalge

1906 White Steam Car
1954 Bentley Mk6 Sports Saloon
1937 Bentley 4½ Litre Tourer by V.D.P.
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1939 Bentley 4½ MX Drophead Coupe by V.D.P.
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1930 SPEED SIX BENTLEY. Chassis Number LR 2776. Engine Number KR 2698. Registration Mark GH 1517. This Speed Six Bentley is one of those few still wearing their original coachwork and is certainly one of the most beautiful. The coachbuilders, H.J. Mulliner, were amongst Britain's very best and this elegant "Folding Head Sportsman's Coupe" body was ordered by Bentley Motors for their showroom. The company's records show that it was subsequently sold to a Miss Henrietta Bingham who took delivery in July, 1930. Her address is given as the American Embassy, Grosvenor Gardens, London, and it would appear that Miss Bingham may have retained the car until at least 1939.

The car's superbly proportioned body — with bonnet louvres carried into the scuttle; beautiful wings with a pronounced crown, and trunk-like boot — epitomises all that is best about early Thirties elegance and at one time the car was part of the noted connoisseur, Basil De Farranti's superb collection of fine cars.

It has been restored to a magnificent standard, and is painted in a most flattering Royal blue which is set off by the car's fawn mohair hood. The hood itself is fully lined in best West of England cloth and the seats are trimmed in fawn hide with matching Wilton carpets. All the decorative woodwork is figured walnut.

1939 LAGONDA V12 LE MANS REPLICA. Registration Mark JUB 666. The decision to mount a competition campaign to promote the sales of the superb W.O. Bentley designed V12 Lagonda was taken just in time to allow two cars to be entered and prepared for the 1939 Le Mans 24-hours race. It was considered imperative that both cars should finish so even when they were lying third and fourth in the closing stages of the race and might well have been capable of winning first time out the drivers were told to keep to their pre-arranged schedule.

A few weeks later one of the Le Mans V12s driven by Charles Brackenbury lapped Brooklands at 127 mph, so even at the earliest stages of their development the four-and-a-half litre Lagonda showed formidable potential. This car is a copy of the 1939 Le Mans V12 based on a 1939 production chassis shortened to the correct wheelbase and has still to be run-in after a thorough overhaul. The engine has been completely rebuilt with a reground (and nitrided) crankshaft, new bearings, stress relieved and crack tested connecting rods, new pistons, new exhaust valves, rebuilt carburettors, new distributors, new clutch etc. Additionally the steering box has been rebuilt with new gears and the front and rear suspension overhauled and set up. To build such a car would be ruinously expensive and this example is now in near perfect condition — a very fast car flexible enough to pull energetically from 12 mph in top without fuss and highly competitive in Lagonda Owners Club and vintage sports car events. £75,000



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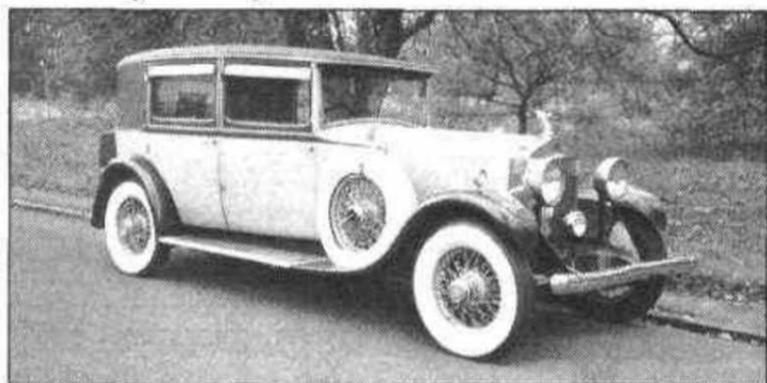
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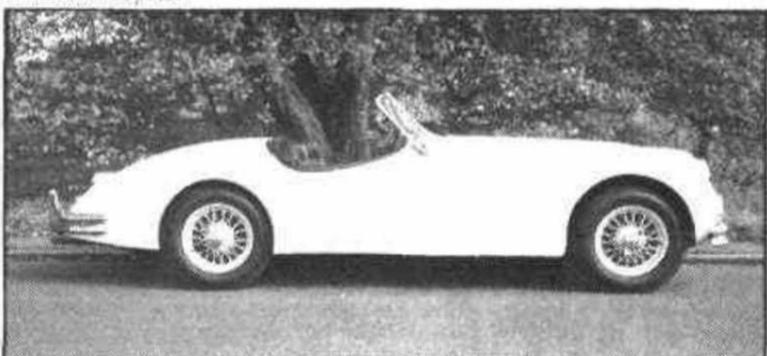
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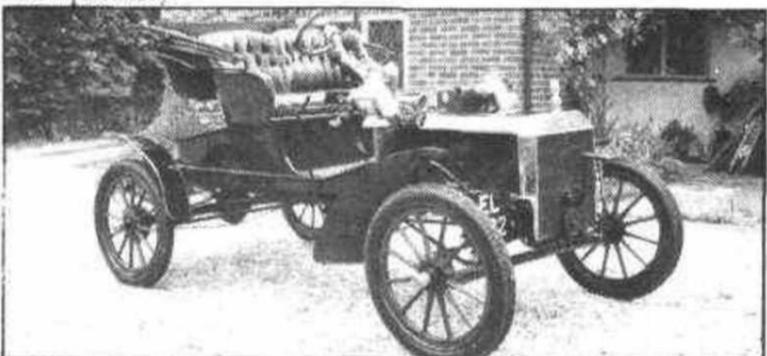
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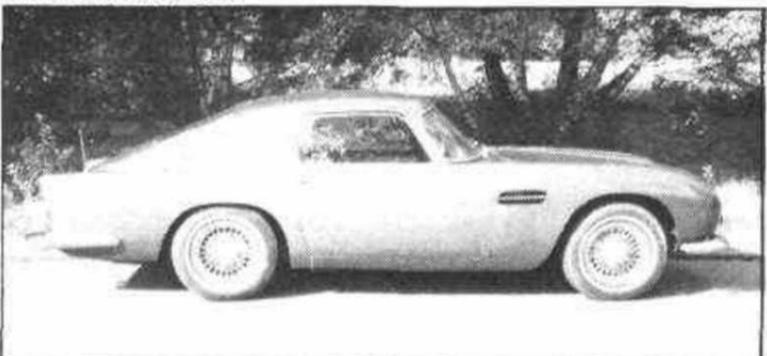
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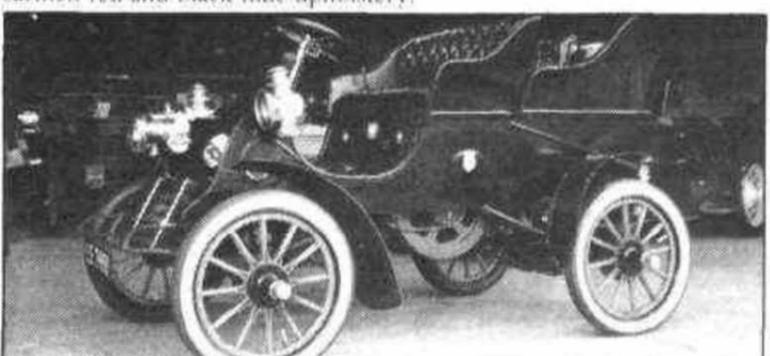
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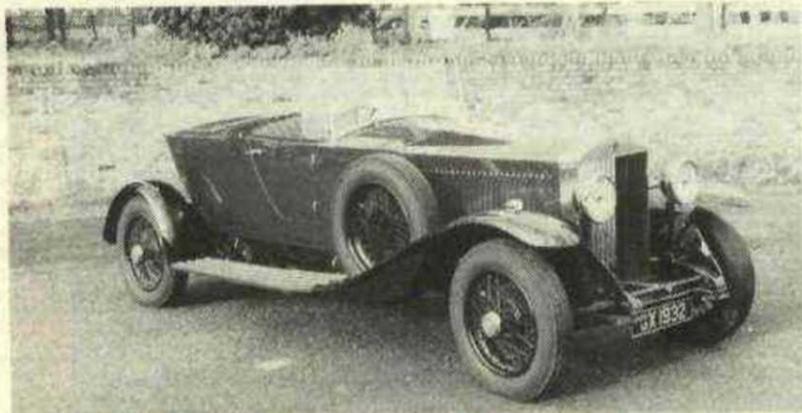
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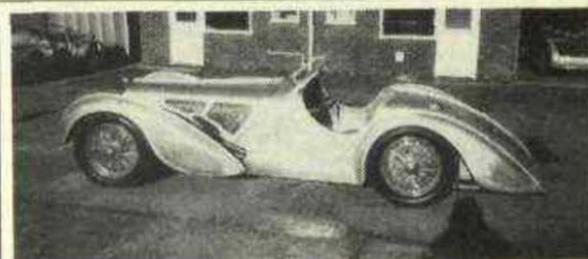
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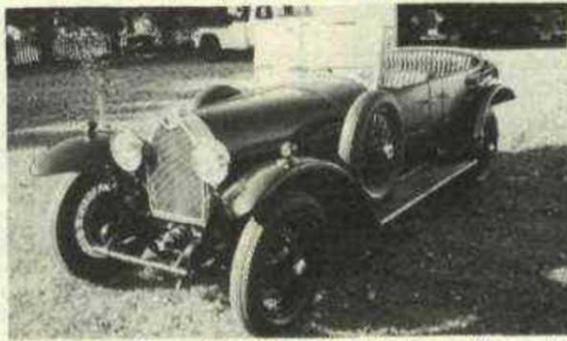
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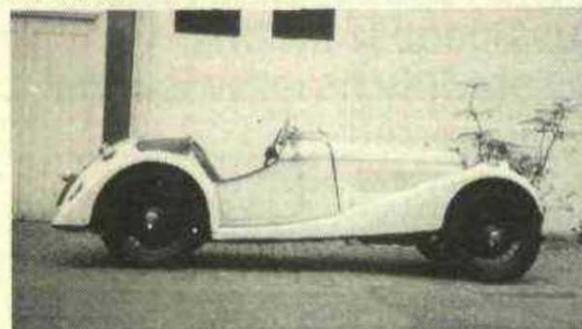
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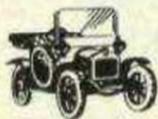
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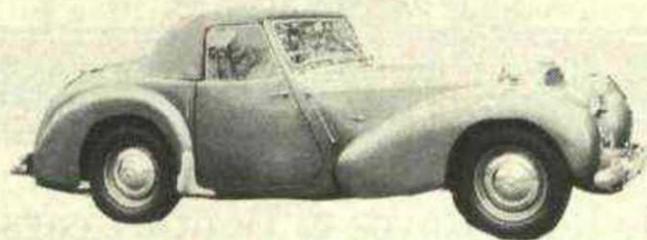
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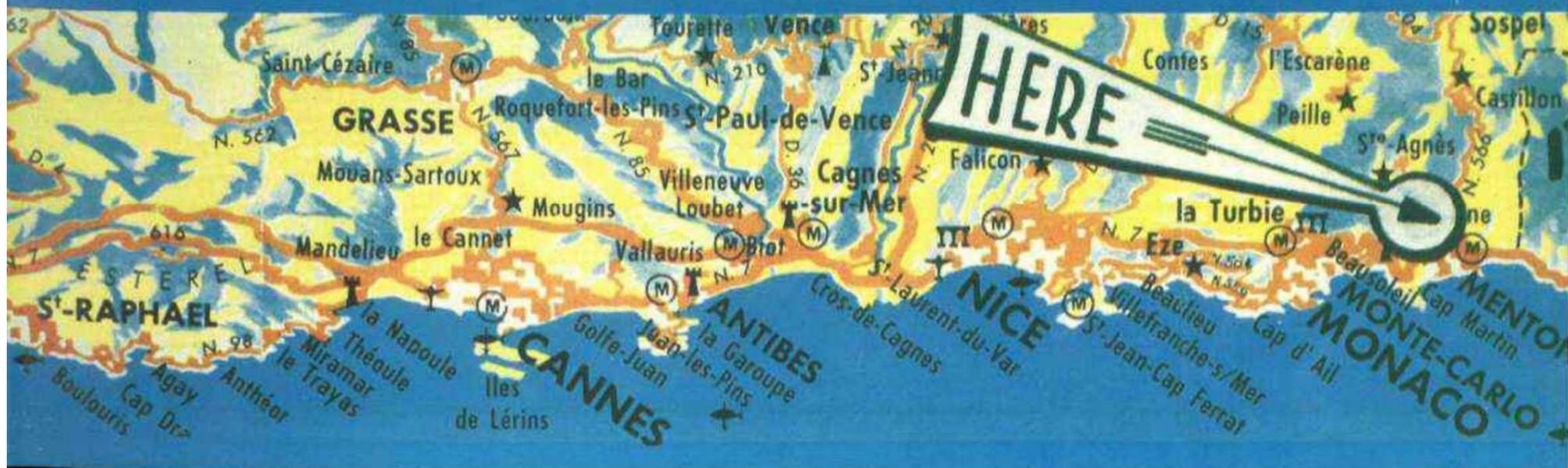
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