FEBRUARY 1991 FOUNDED IN 1924 PRICE £1.40

MOTOR SPORT



TALBOT: George Roesch and the 105

FORMULA 1 and RALLYING: The Year Ahead

EXETER TRIALS: Mad Dogs and Englishmen . . .

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MOTOR SPORT

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

VOL LXVII No.2 FEBRUARY 1991

SIXTY-SEVENTH YEAR OF PUBLICATION
THE MARCH ISSUE WILL BE
PUBLISHED ON 22nd FEBRUARY

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Teesdale Publishing Company Limited

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RONT COVER:

ne of the most famous Talbots of all, BGH 23 which laimed the fastest Brooklands lap by a Roesch albot at 129.70 mph despite a 4-seater body.

ee the Roesch Talbots on page 151

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URFACE MAIL: Home £18.50; Overseas £22.00

IR MAIL: Eire and Europe £29.50; Middle East £36.00; Australasia £45.00; sewhere (except USA) £41.50

nnual rates include postage. Subject to creases of postal rates and cover price. et amount payable in sterling in London. payment is made in a currency other an sterling please add £2.50 to sterling te prior to conversion.

SA: (Airfreight) per annum $42.00. All nquiries to: **MOTOR SPORT, Box 188, erkeley Hts, New Jersey 07922, USA elephone (201) 665 - 7811.**

MATTERS OF MOMENT

It is War

The Editorial of the October 1939 MOTOR SPORT carried the same heading as the one above. Great Britain had gone to war with Nazi Germany. The outlook was grim. Invasion appeared imminent. Air-raid shelters had been dug, gas masks issued to the entire population. Children were being evacuated to supposedly safe places and car headlamps were masked. In all this alarm and despondency we decided, at the last minute, to continue publication of MOTOR SPORT, hence the aforesaid heading in an emergency 8-page issue.

Thereafter fairly normal publication was resumed, with much appreciated help from readers divorced from motoring in Army camps, ships at sea, and RAF stations around the world. Notwithstanding the heavy bombing of London, incendiaries all round our offices and other hazards, not one issue failed to appear throughout the period of the war. Racing drivers, along with butchers, bakers and candlestick makers, having been hastily trained to fly Hurricanes and Spitfires (powered by Rolls-Royce Merlin engines developed from the Schneider Trophy R-type racing engine), the Battle of Britain was finally won and the fear of invasion of our 'Island Fortress' (which, thanks to the Channel Tunnel, it is no longer) receded. By 1945 victory was achieved, at a terrible cost.

Writing this on January 15th 1991, it is ghastly that, unless there is a last-ditch change of mind, war will again have broken out, in the Gulf. Rumour says that the Third World War will start in the Middle East and the Gulf conflict will be devastating, with traumatic after-effects. The situation, however, is not so immediately centred on this country as it was in 1939. Then, private motoring was quickly curtailed, then abandoned, with petrol rationing, dire penalties inflicted for ignoring the regulations, although farmers and journalists got plenty and aeroplanes got a wash in it. For a time, though, enough petrol was permitted to allow horse racing, but not motor racing, to continue. This despite the truth of the couplet saying that "The Battle of Waterloo may or may not have been won on the playing fields of Eton but the Battle of Britain was undoubtedly decided over Calshot Water."

If the Gulf War has started, we are told fuel stocks are enough to last for more than two months and that sources are secure. But Americans have been queuing to fill their tanks and the cost of a gallon rose here before the battle deadline, the oil moguls more concerned in maintaining profits than in assisting their vehicle-owning customers. . . . The Gulf conflict has been called the "Oil Barrel War", so the future for drivers may well be bleak. The sales of cars, except perhaps for economy models, would then stagnate and what is now, in all its branches, a vastly bigger industrial force than in 1939 would lose heavily; and we could be deprived of all forms of competition motoring.

These are selfish thoughts at a time when the full horror of chemical, possibly of biological, even of nuclear weapons may explode at any moment. If war has been declared by the time this Editorial is published, let us hope and pray that America and her allies will achieve their aims swiftly, for a long war will be highly injurious to this already ill-treated, badly-abused planet. . . .

Alas, with the Gulf problem comes Soviet unrest, and we must hope that the Moscow publication *Za Rulem*, which claims to be the best-selling Soviet motoring magazine and has asked to exchange copies with MOTOR SPORT, will be able to continue publication.

At present all thoughts should be on the tragedy of another horrific war, and the sadness and disaster this will cause to so many people. But if mercifully a solution is found, car owners will still have problems. The oil barons having messed us about with fluctuating prices, the withdrawal of 2-star, and seemingly more inflammable petrol, the "green" element has spread to F1, in which "unleaded" would be nothing more than a sop to environmentalists, good as it might be in longer races and rallies, and which Ferrari is likely to fight. Then one pessimistic source sees the forthcoming MoT exhaust-emission requirements as likely to put more than half the classic cars off the road; this, however, the new Transport Minister does not endorse. And on the heels of the "Old No 1" legal battle comes news that Pendine Community Council is taking to the High Court Owen Wyn Owen in an attempt to wrest from him the Thomas Special "Babs" which he has meticulously restored since he dug it up 22 years ago. WB

New Look Silverstone

On January 9th the BRDC unveiled the new-look Silverstone, just five months after the first hole was put in the tarmac of the old circuit.

Now measuring 3.202 miles, a slight increase over the 2.97 miles it originally was, the circuit has been significantly altered and designed to take the track through the next decade. The extent of the alterations are as follows:

Copse: The run-off area has been substantially increased by tightening the entry and re-routing the track. This has partly been done to reduce speeds at that part of the corner by obliging drivers to brake earlier, but as the exit is easier, average speeds through it should be little changed.

Maggotts: The run up to Maggotts is unchanged.

Becketts: Immediately after Becketts, heavy braking is required for the new Becketts complex which comprises a right-left-right series of fast sweepers.

Chapel: Chapel Curve and the Hangar Straight are unchanged, except for the traffic bridge that now spans the straight.

Stowe: The most daunting of high-speed corners has now been neutered and the indications are that it will now be taken in fourth in an F1 car.

The Vale: A gentle descent of which the spectators on the bank atop Stowe should get a good view.

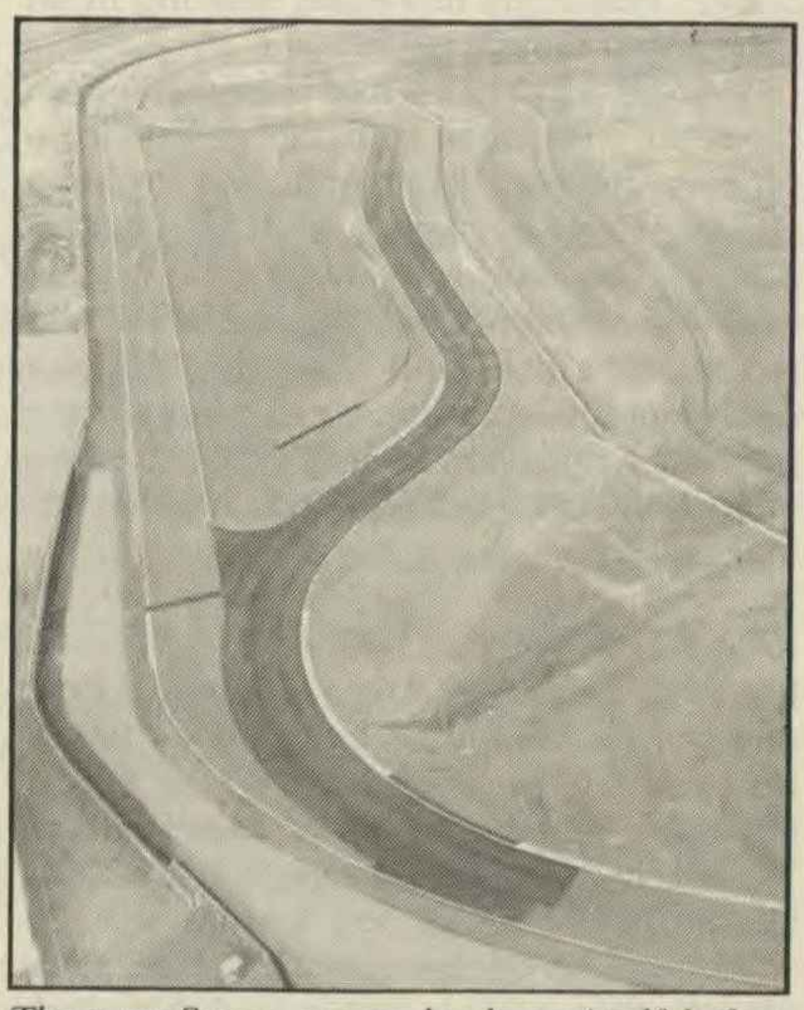
Club: After the little kink in The Vale, there is a left flick of tightening radius before the haul back through Club via the double apex.

Abbey: Abbey is another of the unchanged sections although the cars will not carry so much speed through it after the modifications to Club.

Bridge: The most significant changes have been made here. Drivers of race cars will be confronted by what appears to be a bridge running smack along the surface of the road as they exit Abbey and go along Farm Straight, but as they near the new vehicle access bridge the road drops away and flicks through the slightly banked Bridge corner. The exit wall is perhaps a trifle close here, but cars will then pull hard over to the right for the ideal line to



After Abbey, the track swoops under the new vehicle bridge and into the banked right at Bridge that leads onto the Priory, Brooklands, Luffield complex.



The new Stowe comes back on itself before dropping down via Vale to the left-handed entry to the new Club. The spectator bank atop the outside of Stowe should prove a popular viewing point.

Priory: which is the sharp left-hander which is followed almost immediately by

Brooklands: which is a similar corner.

Luffield is next, this double left taking cars back round the newer section. This has been straightened at its midpoint where there used to be a small wiggle.

Woodcote: That once-feared corner remains unchanged and leads cars round to the pit straight. Removal of the chicane will increase speed onto the straight.

Photographers should be delighted to learn that the earth banks in many places are now so high that it is possible to take photographs over the top of the debris fencing.

FEBRUARY FIXTURES

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

Date	*Organiser*	*Venue*	*Event*	*Type*
Jan 24-31	**ACM**	**Monte Carlo, Monaco**	**Monte Carlo Rally (WRC)**	**INT**
Feb 9	500 MRCI	Kirkistown, Cloughey, Belfast	Rallycross	R
Feb 14-18	**International Swedish Rally**	**Karlstadt, Sweden**	**Swedish Rally (WRC)**	**INT**
Feb 17-21	**Monte Carlo Challenge**	**Monte Carlo, Monaco**	**2nd Monte Carlo Challenge**	**INT**
Feb 22-24	**De Lacy MC Ltd.**	**York, Yorkshire**	**Talkland International Rally**	**INT**
Feb 24	Lydden IMRC	Lydden Circuit, Dover, Kent	Rallycross	C
Mar 2	VSCC	Silverstone, Towcester, Northants	Pomeroy Trophy	C
Mar 3	The 182 Classic and Rally Car Club	Longleat Estate, Wilts	Longleat Historic Rally	N
Mar 7-10	**RAC/MSA**	**Bath to Torbay**	**1st RAC International Historic Rally of GB**	**INT**

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

Motor Racing Show

Enjoying full support from *Motoring News* this year and expanding upon the success of the event at the same venue last year, Donington Park's Motor Racing Show 1991 is boasting a wide variety of attractions for visitors. In addition to the exhibition hall, which itself houses over 50 competition cars including the World Championship-winning McLaren and Al Unser Jnr's victorious Indycar Lola, there is the opportunity of visiting the fabulous Donington Collection, the world's largest gathering of single-seater racing cars, at a special bargain price.

Yet the entertainment centres not just upon the buildings, but upon the track itself. There is the chance of being driven around the circuit in a Jim Russell Racing School Astra 16-valve whose chief saloon instructor, double British Touring Car Champion Chris Hodgetts, will be on hand to demonstrate his skills. So, too, should be Anthony Reid, who finished third at Le Mans this year in a Porsche 962C.

In addition to the C1 and C2 Spices which will be giving rides round the track, and are already sold out, the Ferrari Owners' Club will be present and has guaranteed that at least three F40s will be giving a sizzling alternative to the Group C machinery.

Kart fans are encouraged to visit the paddock where Class One Race Developments will be holding three days of practice and racing and those readers interested in autotesting will be able to join in with activities going on elsewhere in the paddock where experienced autotester Malcolm Clark heads the line-up of drivers giving the public two minute rides and demonstrations around a specially constructed course

Finally the National Off-Road Association (NORA) is bringing the thrills of quad bike racing, which has been described as an exhilarating cross between motorcross and BMX biking, to Donington. There will be the opportunity of having a go on one of these four-wheeled machines which are capable of speeds of up to 100 mph.

The Show will be open to the public from Friday February 8 to Sunday February 10.

Monte Carlo Run

At 8am on Monday, February 11th the 2nd Monte Carlo Challenge will get underway with over 100 cars, ranging from a 1925 3-litre Bentley to a fleet of Austin A35s, setting out from Edinburgh Castle on a four day journey to Monaco. En route they will meet up with 30 cars which will have departed at the same time from Oslo.

The event, which is open to pre '64 cars and where marks are lost for modern equipment such as halogen light bulbs, promises to be very tough with some sections requiring up to 20 hours at the wheel.

FIA Championships

Following a World Motor Sports Council meeting in Paris on 5 December, the FISA confirmed the following dates for their 1991 Championships (venues marked * are subject to circuit inspections):

FORMULA 1

1	Phoenix	USA	Sunday 10 March
2	Interlagos	BR	Sunday 24 March
3	Imola	RSM	Sunday 28 April
4	Monaco	MC	Sunday 12 May
5	Montreal*	CDN	Sunday 2 June
6	Mexico	MEX	Sunday 16 June
7	Magny Cours*	F	Sunday 7 July
8	Silverstone*	GB	Sunday 14 July
9	Hockenheim	D	Sunday 28 July
10	Hungaroring	H	Sunday 11 August
11	Spa	B	Sunday 25 August
12	Monza	I	Sunday 8 September
13	Estoril	P	Sunday 22 September
14	Barcelona*	E	Sunday 29 September
15	Suzuka	J	Sunday 20 October
16	Adelaide	AUS	Sunday 3 November

SPORTS CARS

1	Suzuka	J	Sunday 7 April
2	Monza	I	Sunday 5 May
3	Silverstone*	GB	Sunday 19 May
4	Paul Ricard	F	Sunday 26 May
5	Le Mans*	F	Saturday/Sunday 22/23 June
6	Nürburgring	D	Sunday 18 August
7	Jerez	E	Sunday 1 September
8	(To be decided)	CDN or USA	Sunday 22 September
9	Mexico	MEX	Sunday 6 October
10	Autopolis*	J	Sunday 27 October
Reserve: Mugello		I	

FORMULA 3000

1	Vallelunga	I	Sunday 14 April
2	Pau	F	Sunday 19 May
3	Jerez	E	Sunday 2 June
4	Mugello*	I	Sunday 23 June
5	Pergusa*	I	Sunday 7 July
6	Hockenheim	D	Sunday 27 July
7	Brands Hatch*	GB	Sunday 18 August
8	Spa	B	Sunday 24 August
9	Le Mans*	F	Sunday 22 September
10	Nogaro	F	Sunday 29 September

WORLD RALLY CHAMPIONSHIP

1	Monte Carlo	MC	24-31 January
2	*Swedish*	*S*	*14-18 February*
3	Portugal	P	5-10 March
4	Safari	EAK	27 March-2 April
5	Tour de Corse	F	27 April-2 May
6	Acropolis	GR	1-6 June
7	*New Zealand*	*NZ*	*28 June-3 July*
8	Argentine	RA	22-28 July
9	Thousand Lakes	SF	20-26 August
10	Australia	AUS	19-23 September
11	Sanremo	I	13-18 October
12	*Spain*	*E*	*2-6 November*
13	*Bandama*	*CI*	*9-13 November*
14	Lombard RAC Rally	GB	24-29 November

Note: All 14 events qualify for the World Drivers' Title and for the FIA Cup for Drivers of Production Cars. Only the ten events not printed in italic qualify for the Manufacturers' Title.



The Yamaha and Brabham partnership looks to be one of the most exciting prospects for 1991.

A Bright Outlook

The racing may have stopped last November, but Formula One itself never stops, and development, design and testing has been on full throttle in preparation for the 1991 season, which starts in March. The scene is rapidly becoming an engine competition, with the big wheels of the industry forcing the pace and causing the chassis constructors to stay on their toes to keep up. With Goodyear and Pirelli sharing the front-runners there will be no let up on the tyre front, nor will there be any room for drivers who do not give 100% effort.

The engine manufacturers are spreading their efforts forming, in effect, A and B teams, even Fiat-Ferrari joining in this spread of effort. Honda's A-team will once again be McLaren, using the new V12 Honda engine, while their B-team will be Tyrrell, using the 1990 Honda V10 engine in its championship-winning form. The Ferrari team will have the 1991 version of their 5-valve per cylinder V12 engine, and the Minardi team will be the Ferrari B-team using the 1990 version of the Maranello V12 to start with. Benetton will continue to use the latest versions of the narrow-angle Cosworth V8, with all the help available from Ford (USA) on electronics and engine management, while a production version of the HB 1990 engine will power the new Jordan car, to form a Cosworth-Ford B-team.

Renault will still be concentrating all their efforts on their 1991 engines for the Williams team, but have promised to supply their V10 engines to the Ligier team for 1992.

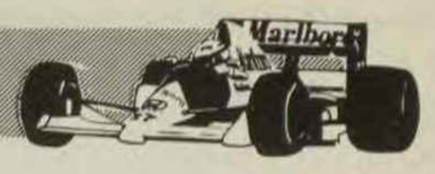
Entirely new, and already undergoing track testing is the Yamaha 5-valve-per-cylinder V12 engine for the new Brabham BT60, and the Ilmor V10 engine for the Leyton House team. The new Judd V10 engine is on test with the Scuderia Italia Dallara team, and the Lamborghini V12 is being developed along with the ne Modena team with a car that is virtuall works Lamborghini. Brian Hart is co nuing development of the wide-angle Co worth DFR engine, the Osella team usi the engines to the specification used la year by Tyrrell, and the Larrousse tea having the benefit of continual Hart dev opment, if all goes according to plan.

A totally new engine is the Porsche V1 designed and built for the Japanese Foo work organisation, who have taken ov the Arrows concern and changed i name to Footwork. There will still be som Judd EV8 engines about, and producti Cosworth V8 DFR engines, among th lesser teams, which regrettably includ Team Lotus.

Taking the teams in the most like order, though quite unofficially, the sce should read like this;

McLaren-Honda: while the team has n undergone any major personnel change which aids stability, they are embarki on an all-new season mechanical Prompted by the new Honda V12 engi the new chassis will be the MP4/6 and form of electro-automatic transmission being developed. Drivers remain as befo with Ayrton Senna (the reigning Wor Champion) as lead driver and the har working and fast Gerhard Berger to bac him up. The Honda V12 first appeared o test at Silverstone last June, since when has done many test miles, installed in modified 1990 MP4/5B chassis. The initi design work on the V12 began in th spring of 1989 at about the time that th V10 engine was taking part in its first rac I recall looking at the new V10 that wa about to set new standards and saying to colleague that it was interesting, but obs lete in the mind of any reputable Researc and Development department, and I wa sure Honda designers were already star ing on their next engine for the 3½-lit Formula, and I wondered what it woul be. I don't think my colleague reall understood, even after I went into th logic that goes on in Research and Deve opment. I wasn't being clairvoyant, I wa merely confirming known facts in engi neering.

It took about nine months to design an build the first V12 engine and it was on te on the dynamometer by October 198 while out on the track the 'Obsolete' V1 was sweeping the board. The first trac test of the V12, in a modified MP4 chassis, was in June 1990 at Silverston and since then testing and developme has continued apace so that by the end o the year all the basic details of the require specification for the 1991 engines ha been settled in readiness for the start of th season. Now the thought is, what is R & D thinking about for their next Formula On engine? The 1991 engine is designate RA121E, the 121 figure denoting 1 cylinder, '91 year and Honda expressed certain amount of satisfaction in announ ing that on test-bed running it was sho ing "much more power than Version 6



the V10 engine." Not a bad starting point for 1991.

All this was in an interesting document put out by the Honda Formula 1 Grand Prix team, from their UK base at Langley, to the West of London. In this document they explained much of the development work that went on with the V10 engine during 1990 while taking the Constructors' World Championship. Designated RA100E the V10 appeared in six different versions, to suit varying circuit conditions as well as overall development. Before the season started they set themselves three targets, all of which were achieved handsomely. These were:-

(1) To achieve an increase of 30 bhp over the 1989 engine.

(2) To concentrate on reliability to prevent engine-orientated retirements.

(3) To improve the level of ease of driving by making the engine characteristics more driver-friendly.

Object (1) was surpassed comfortably, the ultimate version of the 1990 engine developed 40 bhp more than the best 1989 engine, and during this improvement the maximum engine speed was raised by 800 rpm, (from 13,000 rpm to 13,800 rpm), though Honda do not officially admit to a figure for maximum rpm. This 40 horsepower increase did not all happen at once, it was a continuous process, there being a 10 horsepower increase between Versions 1 and 2, brought about principally by modifications to combustion, which also involved new fuel provided by Shell and changing from leaded fuel to an unleaded fuel. Version 3 had a lot of attention paid to reducing internal engine friction, which obviously involved oil development, again in conjunction with Shell, and at the same time there were improvements to engine response and to fuel economy, all of which produced another 8 horsepower. Modifications to valve springs and valve operating mechanism, along with a reduction in piston weight raised the rpm from Version 3 and produced another 7 horsepower, this being Version 4.

For really high-speed circuits (Francorchamps and Monza) more top-end power was essential so Version 5 appeared, with modifications to the inlet tracts and the induction system in general. This was when they changed from butterfly throttles, used to improve torque and engine response, to slide throttles with unrestricted inlet ports, and the result was another 5 horsepower, so before the end of the season they had achieved their 30 bhp objective. Not content with that Version 6 was produced for the two final races, and embodied all the things they had learned during the season which resulted in another 10 bhp and rpm up 800 over the 1989 engine.

Throughout all this continual development a weight reduction of 2kg (4.4lbs) was achieved by minute attention to details on ten different engine components. While all this progress was very satisfactory Honda were well aware that Ferrari, Renault and Cosworth were making similar progress, Ferrari undoubtedly equalling the Honda development, but Maranello never tell us anything about what they are doing. Honda make the point that if teams are matching each other on development then the one that does it in the shorter time will be the winner. They ended their report on the RA100E by saying, "Formula One racing is an extremely competitive world," — and who will argue with that.

The Honda V10 engine finished the season with a quoted 690 bhp and already the RA121E engine is giving "much more power" as well as proving to be an engine that is much more 'driver-friendly'. This means throttle response is more precise, the control of mixture and ignition is being more precisely controlled by the engine management system, and the torque of the engine has a wider spread. It all looks most promising for Senna and Berger, providing the McLaren part of the equation is equally progressive and of course, that Goodyear can match anything that Pirelli come up with on the tyre front.

Tyrrell-Honda: Ken Tyrrell's team are on the threshold of a new lease of life near the top. 1990 saw the introduction of the distinctive 019 with its high nose and drooping front wings, to promote downforce under the cockpit without infringing the rules. With Brian Hart doing remarkable things with the old Cosworth V8 DFR and Jean Alesi doing remarkable things anyway, the Tyrrell stirred things up a bit last year. Sadly, Tyrrell has lost Alesi to Ferrari, and has replaced him with Stefano Modena, still keeping Satoru Nakajima as his second driver, and while he may not be a number one driver he is the best passport-to-Japan technology.

Honda are producing the RA101E engine for 1991 for the exclusive use of Team Tyrrell, this being a production engine to the version 6 engine specification V10 of last year, which means 690 bhp with complete reliability. Obviously Honda will be occupied with their new V12 for McLaren, but the Tyrrell V10 engines will be looked after by Honda and undoubtedly further development is possible. Dr Harvey Postlethwaite has designed the new 020 Tyrrell, which is a logical development of the sleek 019 used last year, completely redesigned to merge in with the V10 Honda engine and its characteristics.

Put into simple terms, Team Tyrrell are starting off anew at the point at which McLaren-Honda ended the 1990 season, which can't be a bad thing for everyone concerned. Naturally, with the close liaison with Honda, who have strong connections with Shell, Ken Tyrrell has had to terminate his fuel and oil contracts with ELF, with whom he has been for longer than most people can remember, and contracted to use Shell fuel and oil.

It is a pity that Jean Alesi decided to leave Tyrrell for he set some interesting standards in 1990 with the 019 with Cosworth power and it would have been most instructive to see how he would have performed in the new car with Honda power. He has left behind a pretty serious "benchmark" in Team Tyrrell.

Fiat-Farrari: There is little doubt that the 1990 Ferrari V12 was a virtual match for the McLaren-Honda V10, even though Maranello quote 685 bhp for their engine, against the 690 of the Honda. Horsepower may not be everything, but it is a good starting point for equating cars, but it is one thing having horsepower and another thing altogether in knowing how to make the most of it. Ferrari indicated that they were not lacking in knowing how to make the most of their 685 bhp and their seven-speed gearbox with electromagnetic gear selection enabled the drivers to keep both hands on the steering wheel at all times. This is undoubtedly the way to go as engines get more "peaky" with rpm heading for 14,000 before 1991 is over. The ultimate must surely be a constant speed power unit with infinitely variable transmission so that the driver controls everything with a single pedal only. The engine management system would keep the engine running at constant speed and the automatic infinitely-variable transmission would let out exactly the power that the rear wheels required; the driver would merely steer the car and put the brakes on! To listen to a Ferrari on a lap of somewhere like Silverstone, where it never gets out of ear-shot, makes you realise that the electronically controlled 7-speed gearbox doesn't let the engine rpm vary very much already.

Ferrari may be very secretive about what they have done, unlike other firms who are secretive about what they are going to do, and even more so about what they are thinking, but we can rest assured that the Prancing Horse team with Fiat technology behind it, will be as competitive as ever. The Ferrari driver team is as potentially explosive as ever it was, maybe even more so, for Jean Alesi is about to get his big chance to show us how good he is. Prost will continue to lead the team in his usual variable fashion, brilliant one weekend and driving like an old woman the next. Variable in temperament Prost may be, but he does win races, though mostly from the back, rather than from the front as Senna does. Alesi has yet to show that he can win races, but my guess is that if he does he will do it from the front, in Senna fashion.

Minardi-Ferrari: This Ferrari B-team is very much the equivalent of Tyrrell being the Honda B-team. Having struggled along with fairly standard Cosworth DFR engines, 1991 offers them a real "moment of truth" and should see them either make-it or break-it. The Ferrari factory are supplying them with the 1990 spec V12 engines which should keep both designers and drivers more than busy enough. Pierluigi Martini leads the team and his driving partner will be Gianni Morbidelli. Until



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now the Minardi team have never been more than good midfield runners, with occasional flashes of brilliance, while the Ferrari V12 engine will not necessarily guarantee them instant success, even if they do perform well, since much of their midfield opposition also have new armament for 1991. Minardi have always been a friendly and popular team in the pit-lane, and any success they achieve in 1991 will be warmly applauded by everyone.

Williams-Renault: Frank Williams' and Patrick Head's team will once more be the sole users of the efficient Renault V10 engines, but this year one of their big unknowns will be solved. In the past drivers Thierry Boutsen and Riccardo Patrese have produced some useful results, but there was always the question of their driving ability compared to Senna or Prost. With Nigel Mansell replacing Boutsen we are about to find out something that could be dramatically interesting. If Mansell is not in between Senna (Honda V12) and Prost (Ferrari V12) then we can safely say that the combination of Williams-Renault is just not up to it. If Mansell can contain his destructive criticisms and get stuck into the job (he has already started complaining about having to use an old-fashioned gear lever after two years with the Ferrari finger-tip control), we should be in for some exciting moments. My feeling is that the Renault engine is as good as they come, and Head's chassis and aerodynamics are seldom found wanting. A completely new car is on the way, and R & D is well into automatic transmission and controlled suspension. I am sure all true-blue Brits will be urging Mansell on, and if he is way out in front when he spins off or blows up, I am sure we won't be hard on him, for "trying" is the name of the Mansell game. While all the drama and hysterics are hopefully way out in front, the immensely matured Riccardo Patrese will be keeping station ready to profit from anyone else's disaster, and for a solid number two driver you can't ask for more than that.

Benetton-Cosworth: Last year the Benetton team won the final two races of the Formula One season mainly because McLaren and Ferrari fell down. But all credit to Nelson Piquet for he was ahead of everyone else when the opposition fell by the wayside. With the experimental works Cosworth V8 with Ford electronics and engine management giving only a claimed 650 bhp, against the more powerful V10 and V12 engines, the team could hardly expect to be other than "the best of the rest." They maintained that position all season and race reliability netted some good placings that accrued points towards 3rd place in the Constructors' Championship.

Just before the Japanese Grand Prix Alessandro Nannini had a severe accident in a private helicopter, the result of which puts a big question mark over the likelihood of him ever being able to drive a



The Dallara will use a newly designed V10 from John Judd engine developments.

Formula One car again. At the last moment Roberto Moreno was co-opted to take the second Benetton and he rose to the occasion magnificently, following it up with a good placing in the last race. While we wait and see how Nannini recovers from his accident, Moreno will be driving again for the Benetton team, with Piquet as team leader for another season. The B191, from the pencil of John Barnard, has yet to be seen, but however good the chassis is it will still be handicapped by having less power than the major opposition. Chassis designers and aerodynamicists frequently tell me that the engine is of no great importance in a Formula One car, but I have yet to see a true race winner that did not have a strong engine. Remove all the aerodynamic aids and suspension movement from a Formula One car and it would still leave the start-line. Remove the engine from a Formula One car and nothing will happen. It won't even make a nice noise!

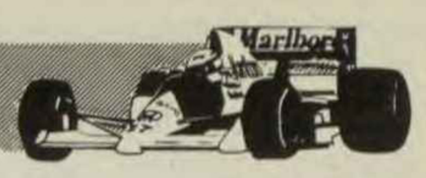
Jordan-Cosworth: The Jordan Grand Prix Team is a newcomer to the Formula One scene put together by Irishman Eddie Jordan who cut his teeth in Formula 3 and other small formulae, working his way up to Formula 3000, and now into Formula 1. Chief designer is Gary Anderson who has been working his way up the design ladder since 1975, first with his won F3 project and progressing via a spell in America with Indycar projects, to F3000, and now Jordan has given him his big opportunity to get into the top echelon of Formula One. The car uses the very latest Cosworth V8 engine, now known as the HB since being offered for sale. The initial two years of this narrow-angle V8 development was exclusive to the Benetton team and further development is still exclusive for another year, especially in the field of electronics and engine management systems. The Jordan team is very much Ford's B-team in the overall Grand Prix scene, and the Jordan 911 was out on test by November 1990, well on schedule which is a good start for any team.

Bertrand Gachot has been contracted to drive for the team, the young Luxembourgious who lives in Belgium, having been trying in vain to generate a bit of Formula One creditability for himself with rather hopeless teams at the back-end of the grid. The team's first obstacle is to do well in the pre-qualifying hour early on Friday morning before the first race.

Brabham-Yamaha: This is one of the most exciting of the new projects for 1991. On the face of things the Japanese owner of the Brabham team has got himself a very strong hand of cards. Sergio Rinland's BT59 design, used last year with a Judd V8 engine, was a neat and tidy car that invariably looked good, even if it was underpowered. An exclusive tie-up between Brabham and Yamaha was announced last summer and some initial testing was done with the old Yamaha V12 installed in the rear of a BT59 chassis. This was not intended to provide anything more than a contact session between the Brabham engineers and the Yamaha engineers. There is no better way for a team of engineers and mechanics to get to know their opposite numbers than to have a car to play with.

The brand new Yamaha V12 engine was announced last autumn, by which time the Brabham people already had a good working relationship with the Yamaha people so that when the first engine was installed in a 1990 chassis for test purposes, everyone knew each other. At the time of writing two BT59Y cars are out in South Africa, on the new Kyalami circuit undergoing extensive testing with the Pirelli tyre company.

The two drivers for this exciting new project are Martin Brundle, making a welcome return to Formula One, and Mark Blundell who, while he had yet to compete in a Formula One race, has been doing a lot of test and development driving for Williams-Renault until he landed the number two seat at Brabham-Yamaha. His chance to join Brabham came from competence and aptitude, as certified by



Patrick Head, not from PR-hype and money the way some drivers get themselves into Formula One.

A more serious and level-headed pair of drivers would be hard to find and in the South African testing Brundle's car had a fixed specification V12 engine and 6-speed gearbox, but all manner of telemetry to monitor brakes, suspension, tyres, steering and all other chassis components. Blundell's car had a fixed chassis specification and all experiments were being carried out on the engine and gearbox. Naturally there is complete integration between the respective drivers and engineers, each car being modified as testing provided concrete results. If all goes well they should return with all the relevant data for the finalization of the BT60 design which Rinland was completing while the African testing was under way. Already there is a batch of three engines for each car, with more to follow as the start of the season approaches.

Engine preparation and maintenance will be carried out, together with test-bed work, at a workshop in Newport Pagnell which Yamaha have acquired from Aston Martin. The V12 engine, with 5-valves per cylinder to Yamaha patents, and four overhead camshafts sits incredibly low in the chassis and the step-up to the rear axle centre-line allows for a three shaft transverse gearbox of very compact design. There is something a bit special about the sharpness of Japanese racing engines, and the Yamaha V12 sounds impressive. This is a project that will be well worth keeping a close eye on, for there do not seem to be any weak links in the chain.

Leyton House-Ilmor: This combination of two well-known firms, each with its own good track-record, for the 1991 season and beyond, is another project than generates interest merely in contemplation. Leyton House is a Japanese concern that took over the old March Formula One team, and have made some good impressions until now using Judd EV8 engines. The driving team of Ivan Capelli and Mauricio Gugelmin are as good a pair of "likely-lads" as anyone could wish for. Give Capelli a good car and he will race it well; give Gugelmin a good car and he will test drive and develop it into a better one.

Paul Morgan and Mario Ilien set up Ilmor Engineering with the express purpose of building a racing engine for Indianapolis-type racing, at a time when the Cosworth DFR turbocharged Indy engine was ruling the Speedways. The Ilmor V8 very quickly changed the face of American racing indicating that these two young engineers really knew what they were doing. They have now designed and built a Formula One engine, of V10 configuration, to be used exclusively by the Leyton House team and much track-testing has already been carried out. This new project is an exact parallel to the Brabham-Yamaha one, both of them setting out into pastures new and exciting in 1991.

Footwork-Porsche: Something of an unknown quantity this new combination must be taken seriously. The Arrows team, which promised much but achieved little over the years, looked as if it was going to flounder when it was rescued by the Japanese industrial concern known as Footwork. After a season when the team was called Arrows-Footwork, and drivers Michele Alboreto and Alessandro Caffi achieved virtually nothing, even though they had Brian Hart-prepared Cosworth DFR engines, the team was renamed Footwork. An industrial deal was done with Porsche's Weissach Research and Development centre for the German firm to design and build a V12 engine for a new Footwork Formula One car. The Porsche engine was announced last October and testing was begun using a 1990 Arrows A11B chassis. The new Footwork-Porsche car is awaited with much interest.

Scuderia Italia: Based around a Gianpaolo Dallara-designed car, this Italian team were seldom in the picture, having to rely on Cosworth DFR engines prepared by Heini Mader's Swiss-based engine shop. For 1991 the team have made a contract to use the newly designed V10 engine from the design department of John Judd's engine firm. In the past the



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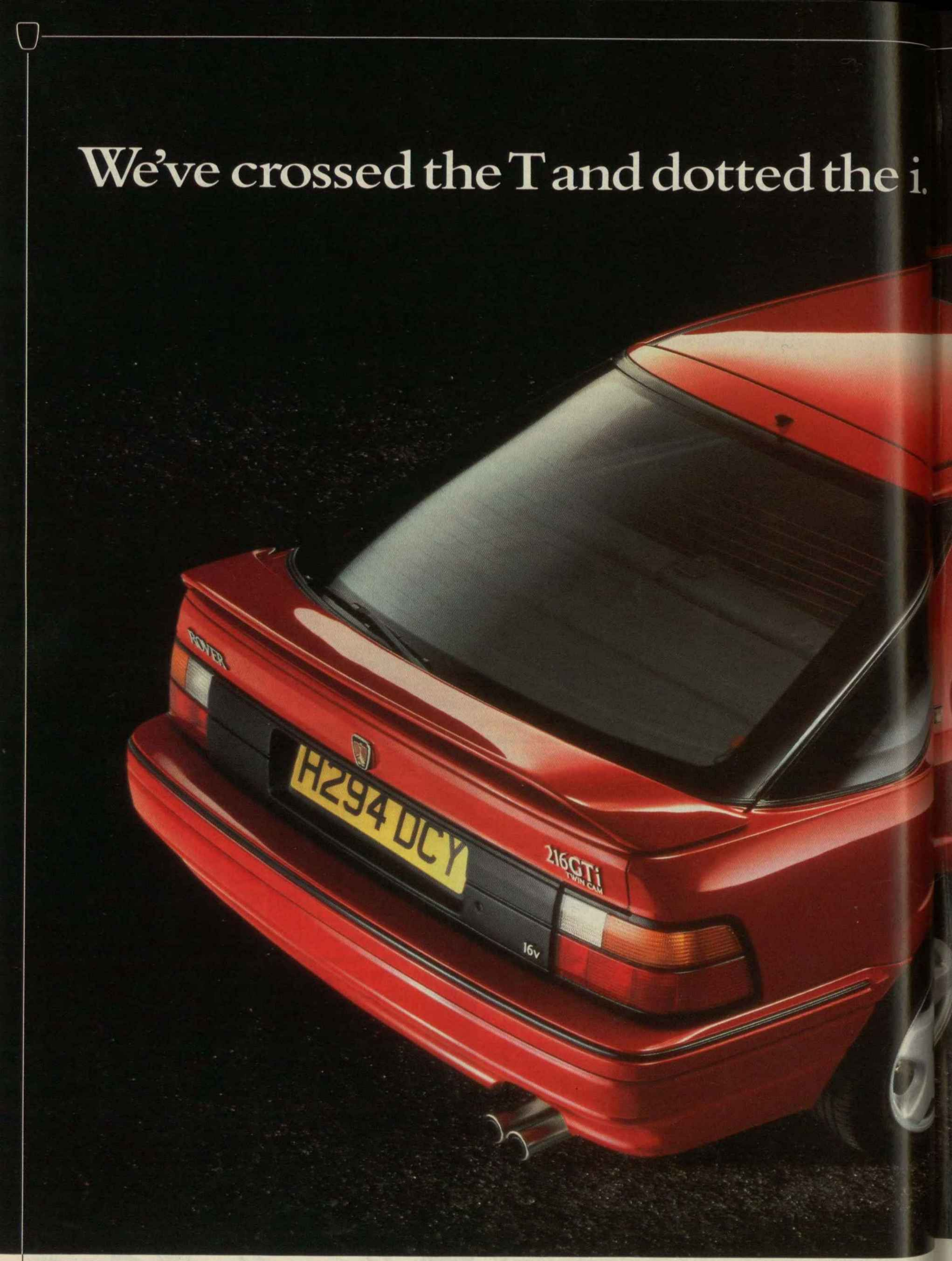
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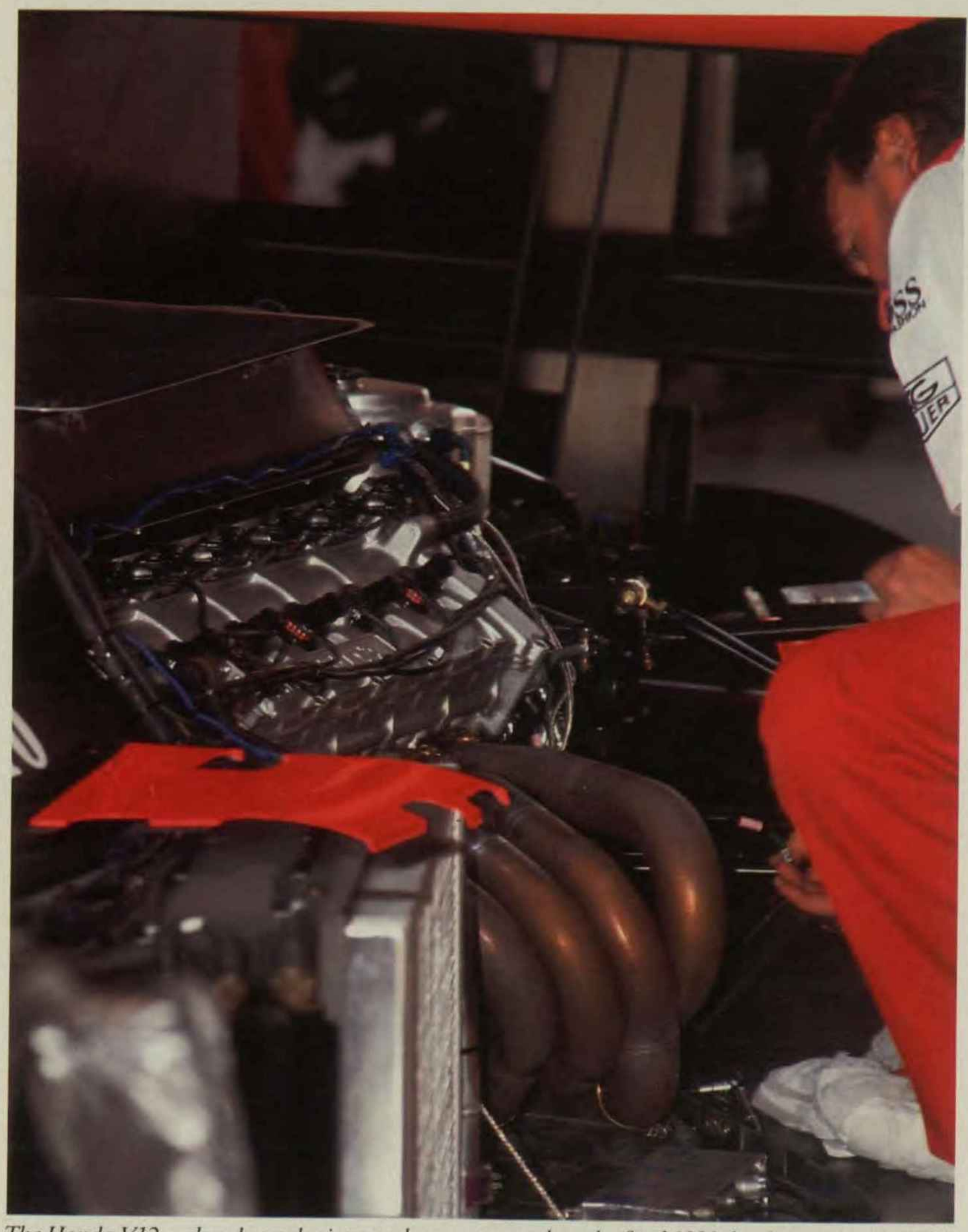
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The Honda V12 – already producing much more power than the final 1990 development of the V10.

Judd V8 engine have powered various Formula One cars, but real success eluded them. This new V10 project adds yet another new and interesting feature to the 1991 season, with Emanuele Pirro and JJ Lehto driving the Scuderia Italia cars.

Lamborghini Formula 1: After many years as chief designer at Ferrari Mauro Forghieri left the Maranello firm and joined Lamborghini at St Agata on the opposite side of Modena. Ready for the new 3½-litre Formula Forghieri designed a 4-cam V12 engine which was taken up by the Larrousse teams, who had contracted to use a Lola-designed chassis. Gerard Larrousse had formed his own team after leaving Renault Sport, and over the past two years his Lola-Lamborghini cars have shown good promise, though not many results. Last year Lotus also contracted to use the Lamborghini engine in their Frank Dernie-designed Lotus 102. Before the end of 1990 Lamborghini announced that no further engine contracts would be made with either team. In the meantime Forghieri had designed and built a complete car to the order of a Mexican entrepreneur. Before it could turn a wheel in anger the Mexican disappeared and the whole thing folded up. Having gone that far Lamborghini decided to keep the car and run it themselves, though it has yet to appear at a race. Nicola Larini has been contracted to drive it, and hopefully a second car will be available for the Belgian F3000 driver Eric van de Poele. However, something of a question mark hangs over the whole affair.

With hindsight it would appear that Lamborghini knew that 1991 finances at Lotus and Larrousse were going to be in a rather shaky state, which no doubt prompted their withdrawal of any further engine supply.

Lotus-Judd V8: Team Lotus management has been taken over by a new group of people, though the Chapman family still retain an interest. Having been at the top of the Formula One tree Lotus got on the slippery slope once the inertia of Colin Chapman had gone, and demise was inevitable. The change of management will salvage what they can, but it means starting from the bottom. With only second-hand Judd V8 engines to power the cars, the future does not look very happy. The young Finnish driver Mika Hakkinen, fresh from Formula 3, is the only driver nominated so far, but a car is promised to Martin Donnelly when he recovers from his injuries received in the big accident at Jerez last year.

Ligier-Cosworth: With the promise of Renault V10 engines for 1992 the Ligier team can do little but "tread-water" during 1991. However, Thierry Boutsen has joined the team as number one driver, so he must be planning well ahead in his career. Second driver is Erik Comas making the transition from F3000 to Formula One. Having to rely on Cosworth DFR power is not going to make it easy for the team to be competitive in 1991 but they can consolidate themselves for a bright future.

Osella-Cosworth: Enzo Osella has sold the major interest in his Formula One team to his long-time sponsor and supporter Fondmetal, the Italian metallurgy and casting firm. A new factory has been set up in Bicester to manufacture many of the components for the 1991 cars, though the preparation and final assembly will be from a new factory in Italy. Cosworth DFR engines will be prepared by Brian Hart to the specification used by Tyrrell last year, so driver Olivier Grouillard will have no excuse for not matching the performance of Nakajima last year. One can hardly expect him to match the performances of Jean Alesi however.

Larrousse-Cosworth: Plans are a bit uncertain, for Gerard Larrousse has lost the financial support of the Japanese concern ESPO, and there is talk of a merger with the little AGS team of Henri Julien. If the team goes ahead is some shape of form it will have the support of Brian Hart engine development on the Cosworth DFR units. At the moment Eric Bernard and Aguri Suzuki are contracted to drive for Larrousse, and Gabriele Tarquini is signed for AGS.

From the foregoing it will be appreciated that there is much in store for the 1991 Formula One season, with McLaren-Honda and Ferrari almost certain to start where they left off while Williams-Renault in with the best chance they have ever had. Tyrrell, Minardi, Brabham, Leyton House and Footwork (ex-Arrows) are all being given their big chance, and newcomers Jordan, Modena-Lamborghini are about to plunge into the thick of the fighting. There is indeed a bright outlook for Formula One as we start the third season of the 3½-litre Formula. Such is the pace and interest these days that the turbocharged era seems to have been in another age.

DSJ

Brabham's British Team



Mark Blundell and Brabham-Yamaha: a new combination for 1991.

English remains the common international language of motor racing, even though half the drivers in Formula 1 are Italian and only three men who competed regularly last season actually speak English as their mother tongue. Having wrested the seniority in Grand Prix racing from the Italians at the end of the 1960s, we do seem to have slackened our grip on the driver's championship, even if the majority of successful chassis are still made within a 100-mile radius of London.

It was good to hear that Mark Blundell joins Martin Brundle in the Brabham-Yamaha team this year, even though their names are going to be inextricably entwined on Murray Walker's tongue and unfathomable to the Japanese. It was just as nice to learn that Dave Price will manage the team, because in the space of two years the ever-cheerful cockney has done wonders for the Mercedes and Nissan sports car teams.

Price and Brundle go back to Formula 3 days in the early Eighties, while Blundell was able to impress himself on Price throughout the 1990 sports car season, most of all probably when he established a searing pole position at Le Mans.

It has been pretty evident for the past five years that Brundle, the 1988 World Champion in Group C, is the world's best sports car driver, a man who amply deserves to be in the top echelon of Formula 1. His misfortune was to move from Tyrrell to Zakspeed when Erich Zakowski's team hit rock-bottom, and then to go with Brabham for a single season, in 1989, when the Chessington team almost foundered.

Few drivers get a second chance in Formula 1, but Brundle is now effectively having his third, and that's a measure of his true worth. Bernie Ecclestone may not run the Brabham team these days but everyone supposes that he has the last word, and with Ecclestone and Tom Walkinshaw vying for his signature Brundle is in a singularly fortunate position.

So too is Mark Blundell, a remarkably talented youngster who is mature beyond his 24 years. He and Bailey were signed together for the NME Nissan team at the start of the 1989 season, and while Bailey flirted with the odd disaster in '89, Blundell impressed everyone by remaining calm and collected, but no less quick.

In the past season Bailey settled down, and he and Blundell became one of the best partnerships in the entire championship, rewarded with second place results in Montreal and Mexico. I'd have found it difficult to choose between them for a Formula 1 opportunity, but on the basis that Bailey had his chance with Tyrrell in 1988, and didn't receive any F1 offers for the following year, the nod went to Blundell this time.

British fans of Formula 1 racing haven't had much to cheer about recently. Nigel Mansell shared his frustrations with all his supporters, Derek Warwick sadly reached his single-seater twilight with Team Lotus, and Martin Donnelly is still recuperating from his massive accident.

The rejuvenated Brabham team will become a great favourite in the paddock, and perhaps around the world. Messrs Brundle, Blundell and Price are three of the most level-headed, realistic people you'll ever meet in World Championship racing, and their talents are immense. Much depends on the worth of Yamaha's V12 which needs to be light years better than the Japanese company's recent V8 to make its mark.

In 1987 Yamaha went into the frame with a five-valve cylinder head design which was considered by Cosworth for the DFR. When Ford eventually vetoed the 40-valve engine Yamaha went ahead and designed a compact V8 of their own, and supplied it to Zakspeed for the '89 season. It was, unfortunately, catastrophically unreliable and rarely pre-qualified, but in recent months V12 testing has been far more reassuring.

With the Japanese angle, Oriental interest in Brundle and Blundell will be great. The Japanese do not have an 'r' or a 'v', so usually 'r' becomes 'l' and 'v' becomes 'f'. However a suitable vowel always accompanies a consonant, so Brundle becomes "Bulandolu" and Blundell becomes "Bulandelu". Somehow I don't think the Japanese commentators are going to have any better success than Murray Walker!

Unanimously!

Every writer has his own code, or style, which becomes a trademark in some cases. 'Unanimously' is the favourite word used by FISA president Jean-Marie Balestre, and liberal use of the word, often in capital letters, is a sure sign that he has drafted the text of a release personally.

"The World Motor Sport Council unanimously decided not to grant or renew homologation for any circuit with a straight longer than "2 km" was a shattering text issued on December 8, 1989. "All the other decisions of the World Motor Sport Council were approved unanimously," (Bulletin, October 10, 1990). "The President of the FISA, M. Jean-Marie Balestre, has received a Safety Trophy, awarded to him unanimously by the editorial staff of the monthly publication *l'Automobile*," (Bulletin, December 7, 1990.

Sometimes, though, the use of the word is ill-advised. "Sanctions: The World Council unanimously (less one abstention, France) confirmed the sanctions imposed on the Dijon circuit," (Bulletin, December 7, 1990). "A special motion previously approved by the World Motor Sport Council, concerning National Championships and in particular the CART Championship, was also heard by the Plenary Conference and adopted unanimously, less one vote against (USA), (Bulletin, October 10, 1990).

We can smile at these quirks, but a deception is contained in the words: "In order to comply with the international standards, and in particular those of the EEC, and with the unanimous agreement of the oil companies, only fuels with the following characteristics are authorised...." (Bulletin, December 7, 1990).

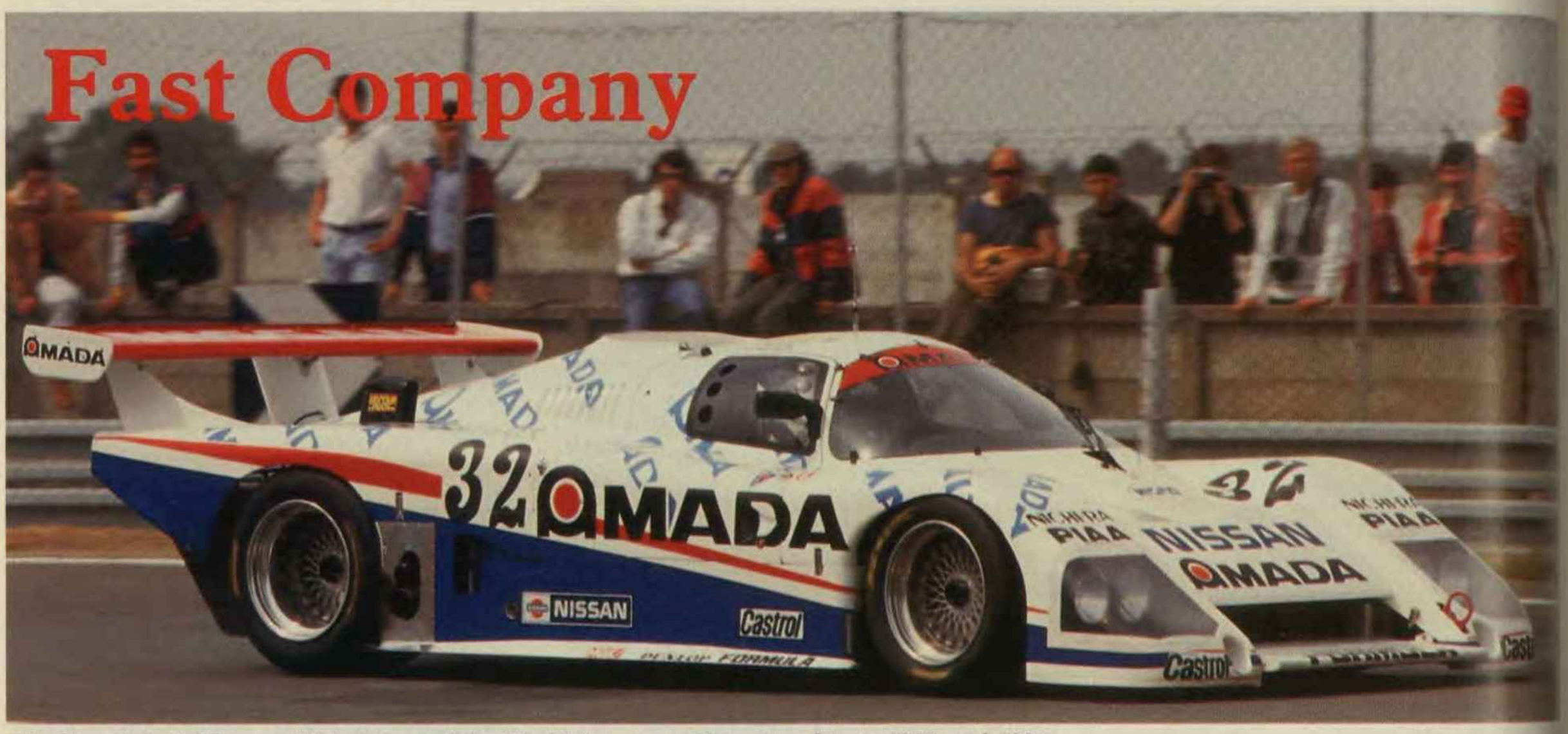
Within days the Shell Oil company, obviously a major, reacted angrily to the FISA statement. "It is our understanding that the regulation now proposed by FISA will allow the continuing use of leaded fuels in 1991.

"It has been claimed that the oil companies involved have agreed unanimously with the proposal. Shell International Petroleum Company Limited does not support this proposal."

So there. FISA should make a new year resolution to avoid the use of the word 'unanimously', and we should make a resolution not to believe the word if it emanates from the Place de la Revolution.

MLC

Fast Company



The March-built Nissan which contested the World Sportscar Championship in 1985 and 1986.

March, and longtime rivals Lola, will join the World Sportscar Championship in 1992 and both, coincidentally, will offer their customers John Judd's 3½-litre V10 engine as the first option. All the indicators suggest that 1992 will be a vintage season for sports car racing, perhaps with grids of 30 cars or more, but 1991 will do no more than provide the groundwork.

Two years ago, no more than that, March director Robin Herd declared that the company would make a new sports car only in collaboration with a major manufacturer. March's deal with Nissan had terminated but in its place there were two more lucrative deals, one with Porsche and one with Alfa Romeo. Both were for Indycar chassis and the world waited, with bated breath, to see how March would handle the seemingly impossible task of giving both manufacturers what they wanted.

Subsequently Herd withdrew from his active role in March and his place was taken by Dave Reeves, who has been running the Comtech subsidiary. His master plan, as he puts it, was to win the Indy 500 and to go on, within three years, to win the CART championship, yet within the space of 20 months Reeves' plans were in ruins. The Porsche contract foundered in Germany, and the contract with Alfa Romeo was terminated by March, part of a dispute which looks likely to be settled by a Swiss court.

"Backing from a major is very much a two-edged sword,," says Reeves reflectively. "On the face of it, the Alfa Romeo deal offered us the backing and support of a section of the Fiat motorsport family, which in recent years has been utterly dominant in rallying. They were the only people seriously able to challenge Honda and McLaren in Formula 1.

"Alfa Romeo appeared to be serious and they told us that they had the budget, but look at the outcome. . . . nothing that was promised to us was delivered. The lack of the new engine we expected was a particular disappointment; the entire programme was mismanaged and the project was dragged down to the point where we had to cancel the contract.

"March has worked with most of the major car companies in the world and we are familiar with the bureaucracy of big companies, but Alfa Romeo are in a class of their own!"

Reeves takes trouble to point out that the relationship with Porsche ended without hurt feelings. "We always felt that the Porsche contract might end when it did, so there was no surprise and they behaved very professionally throughout. In the longer term we felt that our CART championship would come with Alfa Romeo, but the new engine that was so badly needed never came."

Clearly March's reputation was taking a beating, first with the Porsche which was fairly competitive but not a winner, unle in fortunate circumstances. The Ferra designed Alfa Romeo engine was below expectations as regards power, a development work which should ha been carried out was neglected.

The loss of Nissan, Porsche and Al Romeo has been a blow to March En neering, both in terms of prestige a turnover, but now the company is fighti back from new headquarters in Col brook, directly below the final approach Heathrow airport.

Financier John Cowen is the ch executive, a man who felt no attraction motor racing until he joined the Mar Group in 1988, in the wake of a £4 million loss. Each of his decisions h been based on business sense rather th emotive leanings, and although Mar isn't yet on firm ground the losses ha been turned around. The first and mo obvious lesson is that a racing car ma



Former director Max Mosley is flanked by John Cowan and Dave Reeves at the company's birthday celebrations.



facturer is only as good as its last winner-...five Indy wins are no guarantee even for the next year, and recent history shows that March became seriously sidetracked by its return to Grand Prix racing.

Reeves, the managing director, has formulated the policy to return to roots, to make customer cars once again, and sure enough the lean figure of Ron Tauranac is seen in the workshop, talking quietly to David Brabham about the latest Ralt RT23 Formula 3000 car. March has been true to the name of Ralt, both with the RT23 and the new RT35 Formula 3 car, but one thing missing from the range is a car called a March!

"The viability of the company is at stake," says Reeves. We can't justify the overhead structure we have built around us, unless we can add another major category to F3 and F3000." The overheads referred to include a staff of 70 at Colnbrook, occupying what used to be the FORCE F1 headquarters, and a further 30 at Comtech, in March's former headquarters in Bicester.

Reeves doesn't hide the fact that he made a serious bid for Spice Engineering, and was disappointed to be rejected by Ray Bellm. "It would have been a good fit," Reeves believes. Spice needed financial backing, while March would have liked a year of involvement in Group C prior to the debut of the 92S sports car.

Now, March Engineering has given a very firm commitment to the 1992 model sports car, despite the lack of involvement from any manufacturer and a lack of custom from the dwindling band of private entrants. An IMSA version is planned, though, immediately widening the potential market base, and the American market could even prove decisive to the 92S's viability.

The 92S is being designed by John Baldwin and Andrew Thorby, and is advanced in concept. Baldwin has a long pedigree in Formula 1 design stretching back over two decades with Lotus, McLaren, Spirit, Force and Brabham, while Thorby has a background including time at Specialised Mouldings, Lola, Aston Martin Nimrod and Tom's Toyota. At their side in the next few months will be Seamus Mularky, a brilliant graduate in aerodynamics from the Imperial College in London.

"We are working on a very small and neat package," says Baldwin of the Group C car. "It will be capable of accepting a number of different engine options. Our carbon fibre and composites technology is second to none, and we believe that this will give us the edge over the constructors who don't have our range of facilities."

Having the right equipment is only half the story, of course. Finding the customer who can do it justice, who dares to take on Mercedes, Jaguar and Peugeot with a fraction of their budgets, is another matter.

"The men who look at the big picture envisage a grid full of sports cars wholly financed by the major car companies," says Reeves in what can only be a repartee to former March director Max Mosley. "We've heard talk of sixteen major car companies battling it out for racing honours. Well, perhaps that will come, but in the meantime it's more likely that three, four or five majors will have a serious go. I believe that the door is open for properly organised professional teams to win, using a chassis from a company like March."

The breakthrough, Reeves believes, will be led by the tyre companies who haven't yet taken Formula 1 technology to Group C. "There can be no doubt that if modern single-seater technology were applied to a sports car, the vehicle would be absolutely devastating," Reeves believes.

"One of the biggest mistakes a race car designer can make, though, is to produce a car whose sophistication goes beyond what the formula can stand. The top designers know how to make the right compromise between ultimate performance and user friendliness. If this compromise was always in the same place it would be easy, but it isn't."

Some designers fall into the trap of producing a car that's ahead of current tyre technology, and Reeves cites Robin Herd's narrow track 761 Formula 1 car which was "blindingly fast in a straight line, but destroyed its tyres after a few laps."

Even Eric Broadley made what seemed to be an error with his first Nissan Group C car, the R89C, which was so stiffly sprung that it was almost undriveable at places like Dijon, Brands Hatch and Mexico.

"I am sure that we're going to see some very exciting, and very radical changes coming to the sportscar scene, and what is obvious to me is that March must make a car which is among the first of the new generation, not the last of the old generation," says Reeves. Two feasibility studies have been carried out during 1990, and the result of one is a completely new gearbox design which is lighter, halves the rotating inertia, yet remains simple to work on in the paddock (it is for the sake of simplicity that the Ralt F3000 car retains a longitudinal gearbox, because it's beyond the means of most teams to change ratios and work on a transverse gearbox between sessions).



The March-built Alfa Romeo Indycar which had little success last year and eventually saw the relationship break up in acrimony.

March plans to form an association with a World Championship team at the start of the '91 season, to build up a relationship which will be cemented when the 92S is ready for testing and development. "The team will understand us, and we will understand them. People sometimes forget that motor racing is a team sport, and that it takes time to build up the relationships you need for winning.

"We wouldn't want to be diverted from our main purpose," Reeves concludes, "but I'm sure that some modern technology applied to a 962 or to a Spice could move it up the grid a place or two,"

There's no doubt about it, March Engineering is very serious about returning to sports car competitions at the top level, and committed to a high-tech customer car. It is quite a gamble for a privateer to take on the might of the major manufacturers, perhaps six or seven of them in 1992. . . . but that, after all, is what all of Porsche's customers for the 962 did, and few of them complained about the odds. MLC

The Underdog



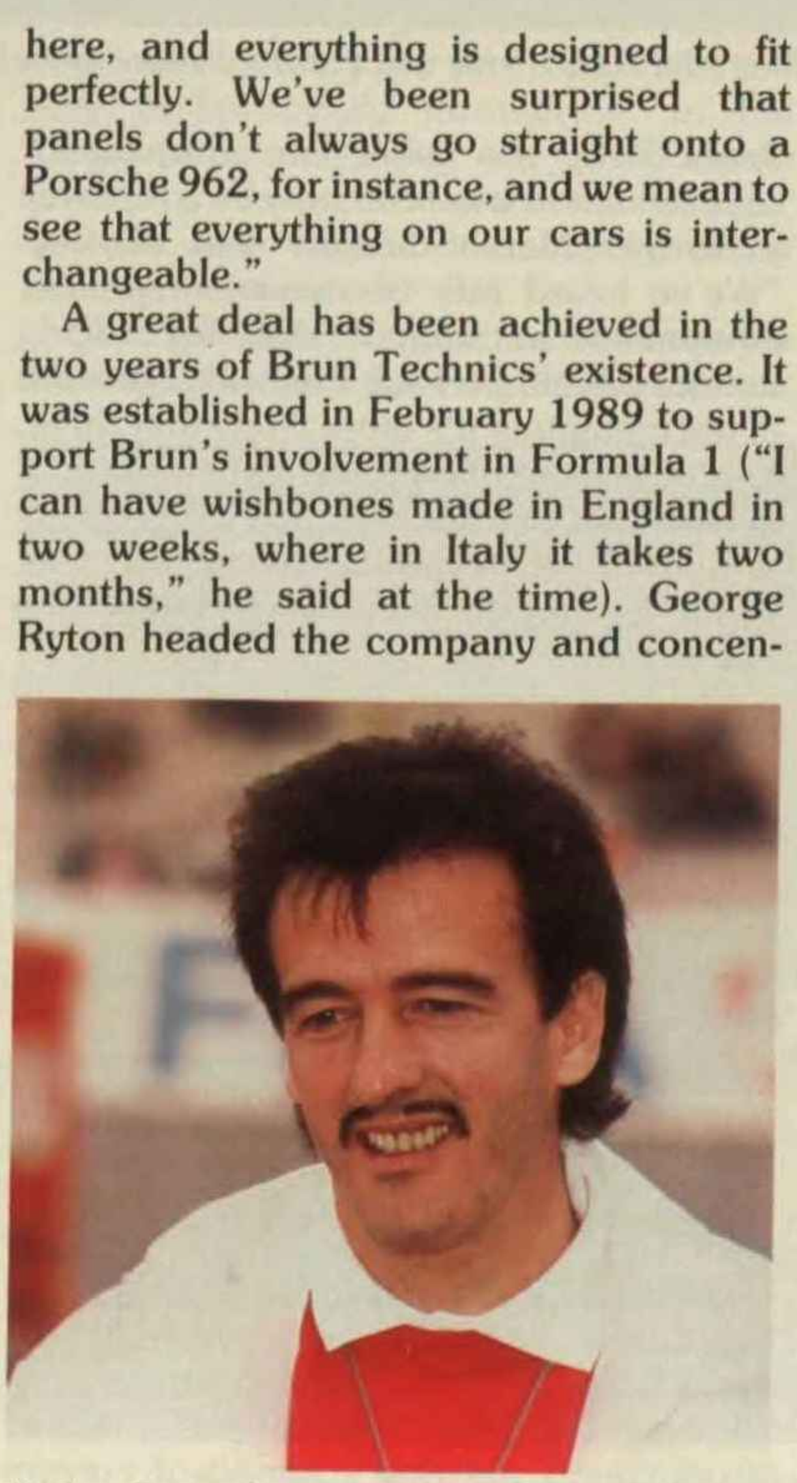
It was in 1986 that Brun had its moment of glory winning the Teams' Championship ahead of Joest Racing and Rothmans-Porsche and Silk Cut Jaguar sharing third place.

Walter Brun, 1986 World Team Champion in sports car racing, will forsake Porsche in the year ahead and start the season as he means to go on, in a new car bearing his own name. The Brun, to be powered by a 3½ litre Judd EV V8 engine, is on course for testing and development well before the season opens in Suzuka. It is being constructed in Brun Motorsport's workshop in Stans, Switzerland, from parts designed and manufactured in England.

The plan is to run two cars in the World Sportscar Championship, and perhaps at Le Mans. Although Brun disclosed some months ago that he planned to keep his Porsches for the 24-hour race, the decision has not yet been made whether to run them. Brun, Jesus Pareja and Oscar Larrauri have a score to settle at Le Mans, and will drive the car that gives them the best chance of success.

Until now little has been revealed about Brun Technics, the small unit near Basingstoke. Even in December, with the sports car "75 per cent finished" there was little to see at the smart, modern factory unit, parts going almost direct to Glans for assembly. "Aren't you tempted to fit the parts together, to make sure they match?" Chris Humberstone, who directs Brun Technics Limited, looks surprised. "No, there's no need. Precision is a key factor here, and everything is designed to fit perfectly. We've been surprised that panels don't always go straight onto a Porsche 962, for instance, and we mean to see that everything on our cars is interchangeable."

A great deal has been achieved in the two years of Brun Technics' existence. It was established in February 1989 to support Brun's involvement in Formula 1 ("I can have wishbones made in England in two weeks, where in Italy it takes two months," he said at the time). George Ryton headed the company and concentrated on the design of a new Brun Formula 1 car while Steve Ridgers, ex Spice and recruited from TWR Jaguar, was engaged in July 1989 to design the new Group C car. What the two machines had in common was the Neotech V12 engine, something that has been shelved for the time being through lack of finance, but not forgotten.



Walter Brun, the man behind the teams.

Walter Brun was mighty impressed by the Neotech which powered his Porsche 962C for a test at the Osterreichring last March, and so were a lot of other people. It had reached the state where it needed a lot of money spent on development and productionising, but all efforts to raise the finance failed. SEAT, the subsidiary of Volkswagen, seemed a real possibility in the autumn but eventually rejected the idea, leaving Brun with no alternative to going with Judd. "The Judd will be a very good sports car engine," he insists, and there's no reason to doubt this. All the same, Brun's ambition was, and is, to tie up with a major manufacturer, just as Peter Sauber did with Mercedes.

George Ryton left Brun a year ago, to join Tyrrell. Brun's involvement in Formula 1 wasn't a happy one, and when the Eurobrun failed to qualify for a single race in 1989 Brun decided to give priority to the sports car project, an area in which he felt happy and competitive.



Walter Brun as driver.

A major factor in the decision, of course, was the failure of a major Formula 1 sponsorship deal to reach the contract stage.

Ryton was replaced by Chris Humberstone, who has to think hard how to describe himself. "A jack of all trades, master of none," he suggests helpfully. We settled for "a body engineer," although he has a formidable reputation as an organiser who knows the business of motor racing inside out.

Humberstone has worked through the motor industry, including the motor trade, with companies such as H.R. Owen, and Wood & Pickett (where he was involved with the famous 'Peter Sellers Mini' line of development). From there Humberstone went to work on one of the world's slowest cars, the Range Rover "Popemobile" with a top speed of 30 mph, followed by deep research into kevlar and other lightweight, bullet-proof materials.

It was a short step from there into the world of motor racing, which had been a hobby of Humberstone up to that time, as he became manager of the FORCE Formula 1 factory in Colnbrook (now occupied by March Engineering) in 1981. He was undertaking contract work for Benetton when he was approached by Brun in 1989, and has kept to an exacting schedule in producing the Group C car on time.

The Group C car was designed from the start to accept the Neotech V12, an unstressed engine which needs supporting. The rear venturi undertray is securely mounted at the rear of the bulkhead and contributes to the car's stiffness, which should be "exceptional" according to Steve Ridgers. Stiff but not heavy – the sports car is expected to be well under 750 kg when it's weighed for the first time.

The Judd engine is very compact, of course, in the space designed for a V12, and the Brun could easily be adapted to take 10- or 12-cylinder engines. Once the team is established, Brun would be happy to supply cars on a customer basis.

The V8 is actually shorter than the new six-speed gearbox which is designed by Ridgers and breaks new ground. For one thing it is a 'dry sump' gearbox, with pressure feed for the oil ways, and for another the gear cluster is ahead of the differential, a modern Formula 1 layout.

That apart, the Brun is quite conventional. The composite materials monocoques are made by Advanced Composites but the bodywork is manufactured by Brun Technics; the front suspension is inboard, transverse pushrod but the rear suspension is more like the Jaguar's in being outboard, within the wheel rim. Wheels come from BBS, carbon brakes from Brembo, and dampers from Bilstein.

The tyres that Yokohama will supply are particularly tall, with 28-inch diameter at the rear, and that's a bonus since the driveshafts will be above the venturi tunnels and there's no need for slots in the material.

All the machined components are made in another workshop owned by Walter Brun at Knaphill, near Woking, allowing the company to produce specialist parts in secrecy. Altogether eight people work at Basingstoke and another four at Knaphill, a very conservative number for such an ambitious project.

Wind tunnel tests were carried out with a one-third scale model at the MIRA facility in the Midlands, and Humberstone believes that good aerodynamics will be the key to good performance . . . assuming a high level of reliability, which is the top priority. "A small change in the wind tunnel can be worth 50 horsepower," he says confidently, pointing out that with twice the floor area of a Formula 1 car, and much larger body surfaces, a well designed car could quite easily overcome a power deficiency.

Humberstone agrees with March's Dave Reeves that sports car racing is about to undergo a revolution as the gap to Formula 1 begins to close. "A culture shock" is how he describes the new technology soon to be seen in Group C, and he predicts that at fast circuits such as Monza the sports cars could break Formula 1 lap records (as they sometimes did in the 3-litre era of 1968-75) due to the enveloping bodywork.

"Formula 1 is an enormous technical



Chris Humberstone (left) and Steve Ridgers.

achievement," Humberstone believes. "Not so long ago one designer was responsible for the entire car, but now he heads a team that could put a man on the moon, if they wanted to. Now, I believe, sports car racing will be sucked along in the wake of Formula 1."

Costs, of course, will escalate. No-one believes any more that turbocharged engines were unduly expensive. "The components now will be much lighter, 'lifed' for a race or two, then they'll have to be thrown away. The 962 was built for Le Mans, and could go a whole season without much attention. I'm afraid all that will change. The new cars will be built for the sprint races, and ten of those would hardly equal the distance covered at Le Mans, so clearly that will be a problem, when it comes."

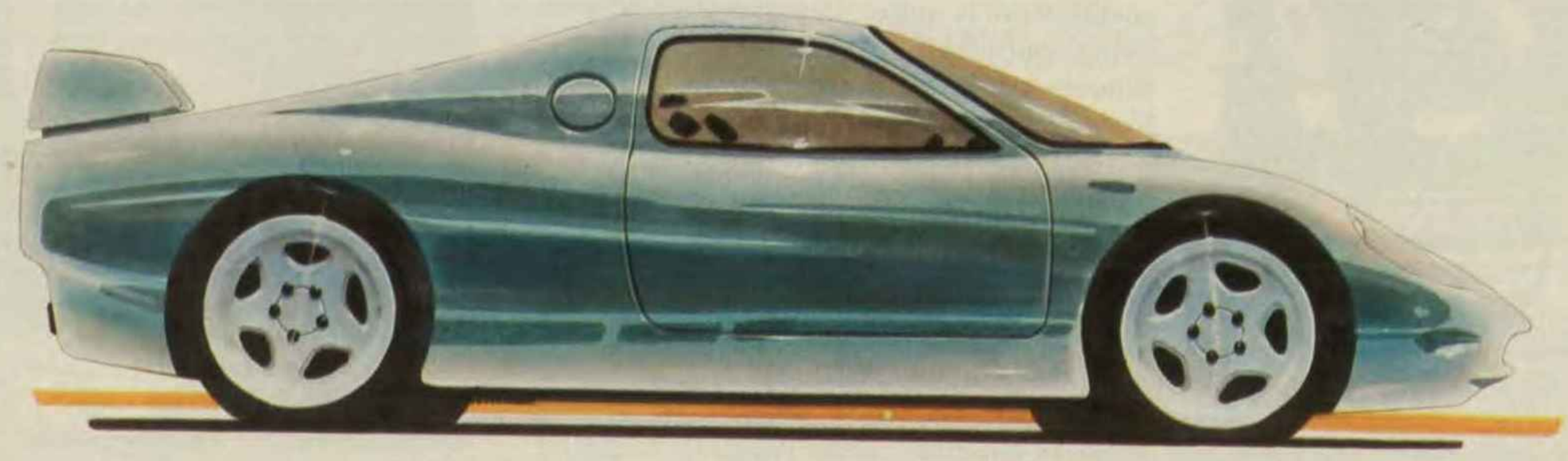
Brun Motorsport is keeping two Porsches for Le Mans, but they will not be eligible for the 24-hours after the 1991 race, so the temptation to run the 3½ litre cars will be strong. When the new season begins Walter Brun's chances of success will, in theory if not in fact, be as high as they were in 1986. An underdog he may be, against Mercedes, Peugeot and Jaguar, but Le Mans 90 showed that he has a powerful bite. MLC



The EuroBrun, the unsuccessful F1 challenge.

A Fresh Start





The history of British Racing Motors is essentially a story of hopes and heartbreaks in the world of Grand Prix racing, but the BRM marque was represented twice at Le Mans, in 1963 and again in 1965, using the Rover gas turbine engine, and will be again next year. The revival of the BRM name was announced at the Racing Car Show in January as the result of an agreement between Rubery Owen and John Mangoletsi, head of the Mangoletsi Design Group.

It hardly seemed possible that BRM would return to World Championship racing in the 1990s — and there are two projects, one for a 3½-litre Group C car, the P351, and another for a twin supercharged 4-litre road car, the P401, both powered by 48-valve V12 engines — but John Owen, son of the late Sir Alfred Owen, was on hand at the announcement to give final authenticity to the project.

"We have received many approaches over the years," he confirmed, "But this is the first one that we have felt really worthy of the BRM name. It took the board a long time to reach its decision, and we are delighted with the way the two projects are taking shape."

John Mangoletsi, head of the well-known engineering group, set up the design company two years ago with Paul Brown installed as the design director. Brown has a long history in racing car design encompassing Chevron, Maurer, March, CCM Motorcycles and Zakspeed, and had the outline of the P351 completed early in 1990.

The Mangoletsi Group C sports car design was disclosed to a number of teams last summer, and Richard Lloyd showed interest. Eventually though, the approach to Rubery Owen was the one that succeeded, and it didn't go against Mangoletsi that he was a friend of John Owen at the Oundle School. Clearly the two men like and trust each other, and had the basis of a good working relationship.

Ian Dawson, Richard Lloyd's team manager for the past two seasons, has been appointed manager of the BRM team and will effectively control the Group C project on a day-to-day basis. He expects the first racing car to be ready in August, and if testing goes well it could be entered for the last two races of the season, at Mexico and Autopolis in October. No approaches have been made to drivers, as yet, but Dawson is known to be extremely impressed with Manuel Reuter, the young German who drove Lloyd's Porsche to fourth place at Montreal last September.

A main element of the package is the V12 engine, and although its antecedents go back 22 years it's based on the Weslake V12, not the BRM of the same era. Based is the right word, though, because the 60-degree block is about all that remains of the original design. In the last two years the V12 has been totally redesigned by Graham Dale-Jones, formerly of Cosworth and now with Terry Hoyle's preparation company.

The adoption of the power unit by BRM is now in its final stages, and if all goes well the V12 should bear the distinctive sign-writing on the cam-covers when next seen. In 3.5-litre racing trim it is expected to develop "over 600 horsepower", but for road use it will be taken out to 4-litre capacity and will develop an easy 400 bhp, according to Mangoletsi, with twin superchargers commanded by the engine management system. Both cars will drive through a BRM six-speed gearbox, the racing car with Hewland internals and the road model with ZF synchromesh gears.

Some of BRM's old associations will be revived, with Shell for fuel and lubricants, with Dunlop for the tyres, with Motor Panels for the bodywork (they supplied the bodywork for the Le Mans turbine cars) and with AP for the carbon brake and clutch systems. The association with Courtaulds is a new one, for the British firm to manufacture composite materials monocoques for the two BRM models.

The road version, to be developed in the wake of the racing car, is expected to cost around £200,000 at today's values, and the first should go on sale in 1993.

BRM Limited, the new company in which Rubery Owen has a 51% stake, is based at Mangoletsi's headquarters in Congleton, Cheshire, where Paul Brown has installed a rolling road wind tunnel, but the racing team will have a new base at the Donington Park Circuit. There, Ian Dawson will have at his disposal the new Precision Technology system for logging every scrap of test information, a system that other teams are likely to adopt in the near future.

The system can position the car within one centimetre all the way round the track, in 'real time' telemetry, and take measurements of all the dynamic functions every ten milliseconds. The printout will also show the slip angles of the tyres, pinpointing under- and over-steer tendencies, and yaw angles. This is, of course, one of the Mangoletsi Group's developments, along with ever more sophisticated on-board instrument panels.

Time will tell whether the new BRM projects will recapture the golden moments of the Sixties, but the presence of the 1962 P57 Formula 1 car, and the 1965 Rover-BRM coupé, on the stand were evocative enough.

There was no sign of a large, florid gentleman once dubbed 'Lord Louis', to remind us of the declining years. As John Mangoletsi said, "This is an entirely fresh start, and we are committed to making it succeed."

MOTOR SPORT wishes every success to the 1990s-style BRM team. MLC

Seventy

Dear Reader,

No, I am not talking about our fatuous speed limit on motorways, but of 70 years. When I was growing up my family were of Victorian extraction and beliefs and to me a man's life span was "three score years and ten," at least that was what I was told was in the *Good Book* that contained the rules of life. As I grew up I became forcibly aware that the *Good Book* only applied to certain people, and it was more a case of "If you are lucky" the span of life was "three score years and ten." Before I was 10 years old I learnt a hard lesson, for my school chum Alfie and I used to run and climb on the back of slow-moving lorries in the South London streets where I lived, and cadge a ride. One day Alfie, who was much braver than I, clambered onto the tow-bar between a lorry and four-wheeled trailer, while I "chickened out" and climbed on the tail-board of the trailer. While sitting on the tow-bar Alfie lost his balance and slipped and the trailer ran over his head. Alfie was not lucky.

By the time another decade had passed I was involved in motor racing and soon realized that there was a price to pay if you wanted to enjoy the excitement of racing, and if your luck ran out you wouldn't see "three scores and ten," but it did not affect my enthusiasm for racing. The war years followed and inevitably a lot of people's luck ran out, and I found I developed a simple philosophy that said, "If your number comes up on the wheel of life, you've had it, there is nothing you can do about it." The natural corollary to that is to make the most of life while you can. Someone once said, "Life is not a rehearsal," which is so true.

When I reached the half-way point to my allotted span I was well into racing, having raced motorcycles for five years as a profession, and then got into the most exciting of all motor races, the Mille Miglia. High speed in cars and on motorcycles was my normal way of life and I decided that if I reached my allotted span, thanks to my luck not running out, from then on I would be on "borrowed time" — not that it was going to make any difference. When I mentioned this to a friend recently, he said, "Good grief! I've known you for over forty years and you've always been living on borrowed time."

I'm not sure that I know what he meant. A friend in America wrote to wish me a happy 70th and said, "I've been thinking about that and to me it's the correct year to have been born (1920); able to have read about the Grand Prix Delages while a schoolboy, to have known about monoposto Alfa Romeos and Maseratis at an age when we are all so impressionable, to have actually seen the silver Mercedes-Benz and Auto-Unions in the age of the Titans, and appreciate their technology at the time; to have experienced the re-birth of racing after the war years, through the 1950s and 1960s, and still be engrossed in Formula One today and to be able to evaluate it all to the past, from whence it came. What a wonderful situation to be in." I would mention that friend Dale Miller is about half my age. He went on to say, "without a doubt, you've seen the ultimate in greatness pass by your very eyes; I hope you get another 70 years of great motor sporting events." A kindly thought, but I fear my luck won't hold out that long, though my father lived to 94 and his brother lived to 99. I hear voices in the background wailing, "Oh no, and he'll still be banging on about fakes and phoneys and dishonesty even then." Those voices are absolutely right, because time does not make a fake genuine, nor eradicate dishonesty.

To return to my friend's letter, I would add that looking back I am happy to recall reading about the Schneider Trophy aeroplane races taking place, and listening to wireless broadcasts, and to follow the fortunes of the beautiful de Havilland Comet 'racer' in the race from London to Melbourne in 1934. Then there was the



On the way to 70 in 1990 – mph and years.

memorable occasion of seeing the first flight of the Gloster-Whittle gas-turbine jet-propelled 'racer' from the Royal Aircraft Establishment's airfield at Farnborough. Not its first flight of all time mark you, but the first one under the official eye of the RAE. The first scheduled flight of Concord from London's Heathrow was something that just had to be witnessed from the end of the runway, along with thousands of other people who simply brought traffic movement to a complete standstill; and why not, it was a moment in progress that can never be repeated.

There are still many of you readers who have been reading MOTOR SPORT for longer than I have been writing for it and occasionally I will meet one who will say, "I've been reading your stuff for 40 years and your style hasn't changed," to which I have to reply, "Why should it? My enthusiasm for motor racing and racing cars hasn't changed, so why should I write differently?" Stuart Turner, who recently retired, once said to me, "Don't ever give up Jenks, we need people like you." I asked him what he meant by that and he said whenever someone is making a pompous, self-opinionated PR speech, with the audience sitting there either spellbound or bored to tears, there is Jenks in the background quietly saying "Rhubarb, Rhubarb, Rhubarb." It's very true because I can't stand bullshit when it is offered up as gospel. Real bullshit is fun and very amusing, and there have been some brilliant exponents of the art in motor racing, and I have loved them all, because they know it's not true, so it's all a big joke. The people that give you a load of bull, probably actually believing it themselves, are the tiresome ones, and there are still lots of them about, especially on the inner fringes of the world of Formula One. I always remember one of the Indianapolis drivers who came to Europe way back, an old, grizzled, experienced character, who listened to a young whizz-kid giving him a load of bullshit and he said, "Son," and brushed some imaginary specks off his own shoulder, "That ain't hayseed, that's dandruff."

There was an occasion when a new Formula One car was being launched with big free helpings of bullshit, which I stood for a while, but when some girls began to sing a song about how wonderful the new car was going to be, I said to the people around me, "I think I am going to be sick." Unfortunately I said it louder than intended and I wasn't too popular with that team's management when they started racing. I didn't miss anything, it was a disaster.

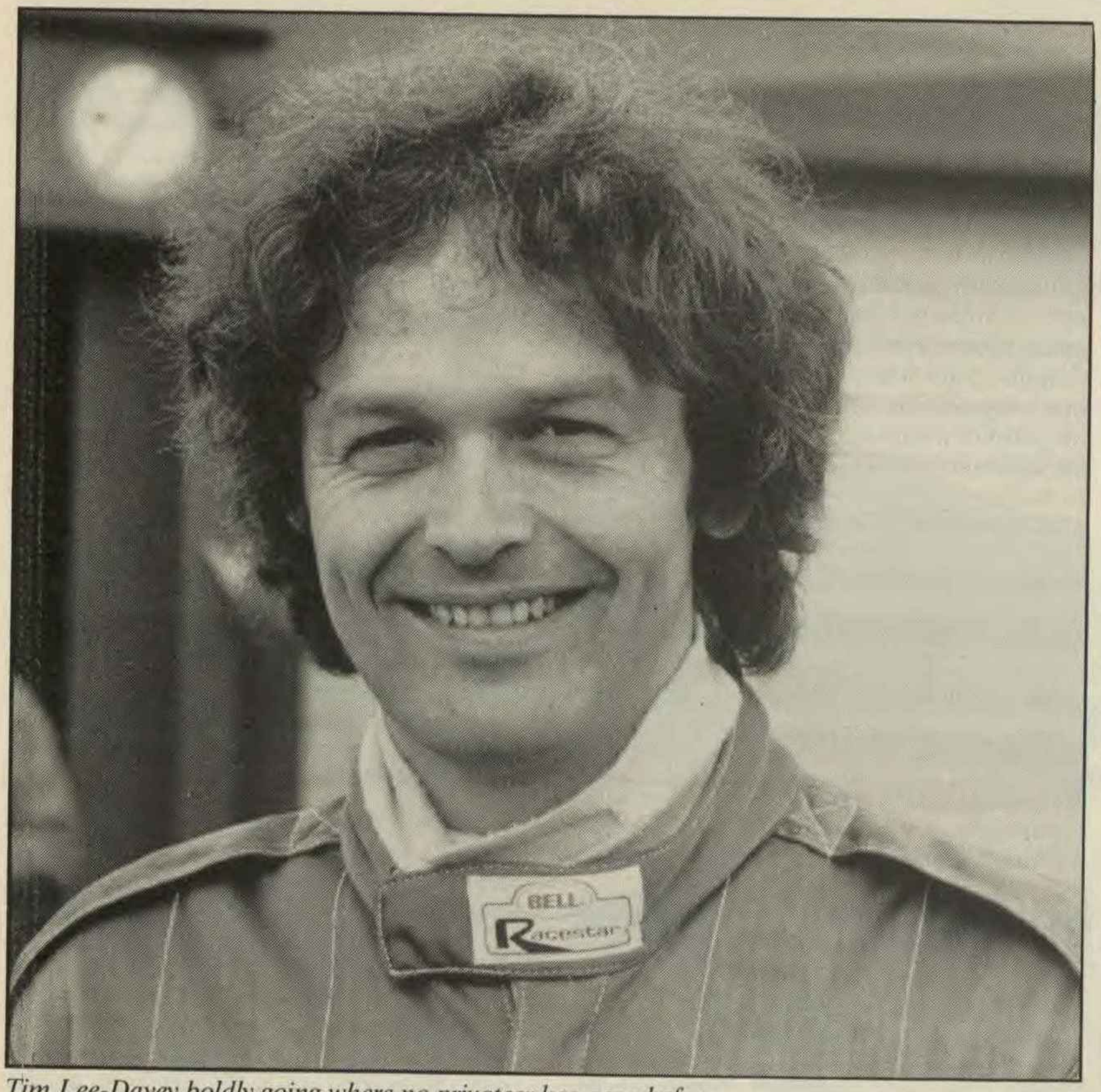
All my life I have enjoyed motorcycles, and only took up motorcycle racing because I could not afford to race cars the way I wanted to, and since 1946 I have been spectacularly unsuccessful on two wheels, but have enjoyed every minute of my competitive riding, and still do, though nowadays at sprints and hill-climbs the pleasure lasts for seconds rather than minutes, but they are very satisfying seconds, and the fewer there are of them between the start and the finish the more satisfying they are. I have seldom managed to be anything but last, but never hopelessly last.

The trouble is that every time I improve on my time up a hill or on a sprint course, the rest of the lads improve as well. It's called competition and if you have never wanted to do it, hard luck. You have missed out on one of the real pleasures of life with wheels and the internal combustion engine.

Just before writing this I have been watching Martin Brundle and Mark Blundell doing some track testing with the interim Brabham BT59Y, powered by the new Yamaha V12 engine. Now that is an exciting project and I can't wait for the 1991 Formula One season to start. Why does the sound of a pure racing engine 'on song' make the adrenalin flow? Because it does, even to my rather deaf 70 year old ears.

If this letter turns out to be an obituary ... Well, my luck ran out.

Yours, DSJ



Tim Lee-Davey boldly going where no privateer has gone before.

The Juggler

At the age of 35, Tim Lee-Davey's ambition is as clear as ever: to be a successful racing driver. Chances of breaking into Formula 1 have long since disappeared, and although he runs a two-car Porsche team in the World Sports-Prototype Championship TLD has rarely driven in the past two seasons, burdened as he was by raising sponsorship and keeping a pack of wolves from the door.

Despite an impressive pile of debts amounting to £1.5 million — offset by cars and equipment worth half that amount — Lee-Davey remains an optimist, and in November he was the first to register a two-car team for the new World Sportscar Championship. "It's an expensive game, with big numbers," he explains simply. "I don't have the faintest idea what I'd do, if I wasn't racing."

He would not be a barrister, even though he qualified for the bar in 1980; the idea simply doesn't interest him any more, though he is vigorously pursuing lawsuits against Alfonso Toledano from Mexico, and Fulvio Ballabio from Italy, for sums totalling $1.5 million (£774,000). Both had contracts for 1990 and neither got beyond the first instalments of their alleged commitments. "If I can get a judgement I'll be alright," says TLD with a grim smile.

Lee-Davey is a gambler, at the table of life. But for Esther Rantzen he might have practised as a barrister and continued a career in karting, but her 'Big Time' programme changed all that. Generous assistance was given by John Webb, chairman of Motor Circuit Developments, and in the winter of 1979-80 TLD was transformed from a handsome, clever young lawyer into a still handsome, but struggling, young racing driver, committed in every sense to Formula Ford, then Formula 3, Sports 2000 and, eventually, the Big Time — World Championship racing with his own turbo-powered Tiga Cosworth.

No-one could say that his family wasn't warned. On Lee-Davey's wedding day in 1980 a £500 cheque from his father was instantly sunk into the racing team, and that's how the 1980s went along. By 1990 his Brazilian wife Iara had separated from Lee-Davey, taking their two children with her. In all honesty, though, Lee-Davey says that "She left because of me, not because of the racing," and hopes for a reconciliation.

"The trouble is, I can't even afford to take her out to dinner," says Lee-Davey, as he prepares a £2.2 million programme for the 1991 season. He sees the paradox, and shrugs. "All my money is in the team, every penny."

Every team owner has experienced pai and privation before success, and the like of Ron Dennis and Frank Williams hav taken terrific gambles, with numbers tha frightened them, before turning th corner. Be that as it may, everyone i Group C racing has trembled for TLD a times, and crossed their fingers fo another Houdini-style escape.

Lee-Davey moved from single-seater to sports cars in 1985 when he cam paigned a Tiga in the Thundersport series, and he's quick to acknowledge a great deal of help from Howden Ganley who designed and manufactured Tigas a High Wycombe. A couple of appearance in the World Championship Group C2 class in 1987 heralded a full-scale effor the following year, in a British Racing Green Tiga powered by a turbocharge Cosworth V8 engine.

In theory the car should have been very competitive, because turbocharging had been the next stage for the DFL had Ford's Stuart Turner not cancelled the entire Group C programme at the end of '82. The DFT (long-stroke turbo sports car engine) would have been developed by Keith Duckworth alongside the DFX turbo Indy engine, with which it had a lot in common, and Lee-Davey received a good deal of support from Cosworth, through Graham Dale-Jones at Terry Hoyle's preparation concern, in the first half of the '88 season.

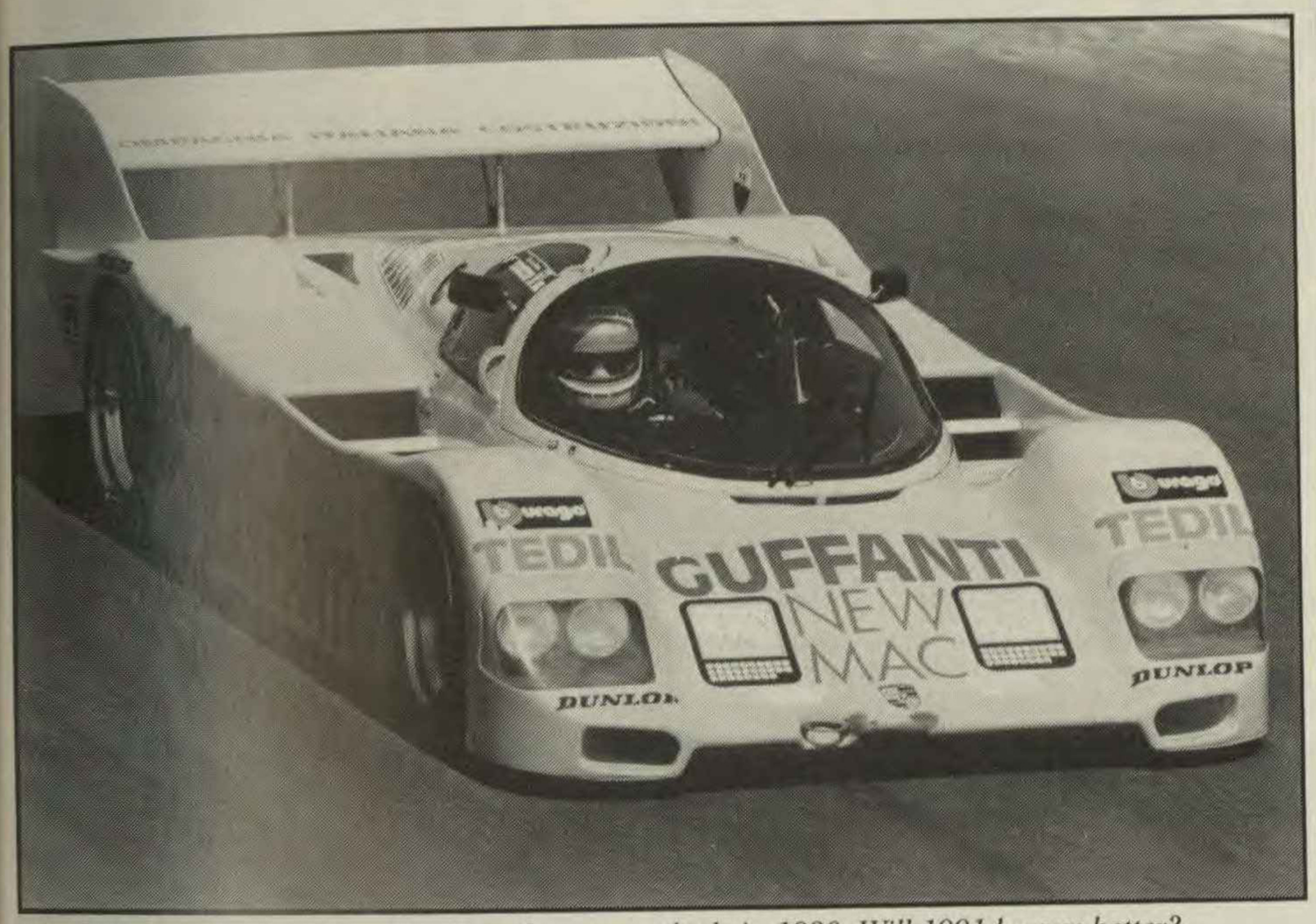
Lee-Davey, though, suffered a calamitous setback at Brno, when his Tiga turbo caught fire during the first practice session and burned out before the marshals dealt with it.

That, we feared, would be a mortal blow to the team, but before the weekend was out TLD had placed an order with Porsche for a brand-new 962C, which was delivered and ready to run at the next race three weeks later, at the Nürburgring. The Porsche organisation was particularly helpful, both at Weissach and in Britain, and Lee-Davey is rather proud of the fact that he is the only man to take delivery of a 962 without need of a down-payment.

With Tom Dodd-Noble, TLD took his Porsche to eighth place at Spa and earned his first World Championship points, but it was at the non-championship race at Kyalami that Lee-Davey really earned his spurs, duelling hard with Sarel van der Merwe in a Kremer Porsche on his way to fourth place in the first heat. . . . with a holed piston, which prevented him from racing again that day. The Kremer car had the latest Bosch 1.7 injection, TLD's the old 1.2 which was less suitable for the altitude.

"It's not hard to drive a racing car," says TLD. "The hard part is raising the money to do so. It has spoiled me as a driver because when I get into the car I tend to relax, free from the worries, and that isn't the right frame of mind for the best performance.

"I will drive in the coming season though. It's the only reason I'm in the sport, to drive. I'm a very competitive person, not a nine-to-five man at all."



The Lee-davey car saw a succession of one-race deals in 1990. Will 1991 be any better?

FISA's decision to make race attendances compulsory, on pain of a $250,000 fine, raised the stakes considerably for the private teams, none of whom really had adequate sponsorship. There have been suspicions that Lee-Davey's second car, silent in the garage, has been curiously high on its rear suspension, but the regulations clearly stated that a car has only to be presented for scrutineering to avoid the fine, not that it has to run ($3000 start money is dependent on passing scrutineering, but still the car needs not appear on the track).

Lee-Davey is a firm supporter of FISA, despite some brushes with the arm of the law. "What they're doing is right. They are making the championship more professional. It's for the manufacturers, not for the little teams like mine," he says disarmingly, "I'm not big enough. But if I can survive for another year or two, my team will grow with the championship, and then we'll get the backing we need."

Even by his own perilous standards, TLD had some close calls in the second part of the 1990 season. He borrowed £3000 from personal friends so that he could pay the team's expenses, then drove the motorhome all the way to Dijon himself. This overnighter caused him to miss a small FISA formality, being weighed for the second half of the season, and for that he was fined FF50,000, near enough £5000.

The episode was to cause some rancour, especially when a personal appeal to chief steward Alain Bertaut was rebuffed: "Your financial status is of no concern to officials of the event." Immediate payment was out of the question but FISA accepted a cheque, and Team Davey remained in business.

A record of sorts was established in the race, as TLD's car retired with a failure of the engine which had run for 46 hours without overhaul. Two Team Davey Porsches had started at Le Mans and both finished, a heartening result for the team, but without sponsorship of any sort one engine had to remain in service, with the predictable result.

Worse was to come a month later at the Nürburgring, where bailiffs moved in with a police escort on Friday evening and removed one of Team Davey's Porsches. The action concerned a relatively minor sum, less than £2000 allegedly owed by Lee-Davey to the German manufacturer of driveshafts, and it was settled within hours. Even so, with no paying drivers to hand, Team Davey struck camp and headed for base in Maidstone, to prepare for the next round at Donington.

Lee-Davey's fingerholds were greased for the trans-Atlantic races as a Porsche was rustled up from a museum for scrutineering at Montreal, as his second entry, while in Mexico he sweated as his second car remained in the hands of Rapid Movements, the official freight company, in England, through some apparent misunderstanding.

FISA has raised the bar a little higher for the coming season, ruling that new teams (such as Charles Hausmann's) must deposit $100,000 for the year, while teams such as Davey's which didn't score any points in 1990 must lodge accounts which prove their worth, with the governing body.

"They're trying to prevent people from getting into trouble, as I did last year," TLD assumes. "There's no ruling as to what the accounts should show, and I don't think my debts are greater than those of the ***** team."

The largest amount of sponsorship Team Davey has ever received was from Marakatsu, the Japanese importer of exotic cars, and this amounted to £75,000. . . . a good sum, until you realise that a proper budget for a two-car team is in excess of £220,000 per race.

Burago, the Italian toy manufacturer, was another sponsor in the past season, but Lee-Davey's reliance on his contracted paying drivers, Toledano and Ballabio, was compelling, and their inability or unwillingness to pay up as agreed has been quite devastating to the team's fortunes.

Fortunately a couple of late-season deals, to run Mercedes Stermitz at Montreal and the Jourdain brothers in Mexico, turned out for the best. Miss Stermitz, the former Miss Austria, failed to qualify in Canada due to rain on Saturday, but Lee-Davey drove well until a wheel stud broke 30 laps into the race; in Mexico the Jourdains were happy to finish 15th, having 'buzzed' an engine during qualifying and slowed with a broken turbocharger in the race.

Another man to be delighted was Dunlop competitions manager Bill Mack, who found himself with a fistful of dollar bills in settlement of an account. "It always takes Tim a while to settle, but he's never let me down," was the compliment paid that day.

Team Davey has certainly provided some generous hospitality, light relief, and centre for gossip in the past three seasons, in contrast to the dour exchanges between Tom Walkinshaw and the Sauber team at the other end of the pit-lane, and a large amount of goodwill helps to sustain TLD in his darkest hours.

The plan for 1991 is to run a single Porsche 962C in the All-Japan Sportscar Championship, and two Porsches in the World Sportscar Championship, up to and including Le Mans. In the second half of the season Lee-Davey hopes to switch to 3.5-litre cars, and is talking chassis with March Engineering and Brun Technik.

Lee-Davey has disclosed a mysterious V12 engine deal, and this is now revealed as a special project undertaken by Dale-Jones at Terry Hoyle preparation. The origins go back to the Weslake V12 of the late Sixties, though completely redesigned and reputed to give more than 600 bhp.

"I don't think that FISA should have lowered the weight limit on the Porsches, but again I am arguing against myself," says Lee-Davey. "We were given plenty of warning of the 3.5-litre formula, and there shouldn't be any turbos. Having said that, I'm glad of the chance to run Porsches for half a season, and I actually think they'll be competitive. There is a great opportunity ahead for little teams to make a good impression, and I hope mine will be one of them."

Some say Tim Lee-Davey is a hopeless dreamer, an inveterate gambler, and an incurable optimist. He has determination in plenty, though, and if he survives the '91 season with credit he should reach the plateau. Team Davey is rolling the biggest dice available this winter, and everyone hopes to see a six.

MLC



The World Series for 1991

Much has happened in world rallying circles in the past year, but no-one can argue that the most significant issue of 1990 was not the overthrow of Lancia drivers for whom the World title had been a preserve since Peugeot left the fray after 1986. Lancia did win the World Rally Championship for Makes last year, but the person, the real, flesh-and-blood driver himself who proved better than all the world's top-rankers, was none other than Toyota driver from Spain, Carlos Sainz, and after his impeccable performance throughout the year we can think of no more worthy a holder of the title.

For some strange reason, FISA considers the Makes series to be the more prestigious of the two, and actively endeavours to attach more prominence to the car than its driver. We agree that, without a properly engineered works car with all its massive support and complicated attendant logistics, no driver could hope to achieve what Sainz and his forerunners have accomplished, but the fact remains that no collection of mechanical and electronic components can ever be a substitute for a live, speaking, thinking, interviewable human being.

It may be a huge team effort, from the scribbling board and computer screen to final, on-stage trials, but the two faces in the car are those which are remembered in the end, and there is probably no-one in Toyota Team Europe who would have it otherwise. They set out to get Sainz and his co-driver Luis Moya to the head of the championship table, and they succeeded. Moya, as the mere reader of notes, is not officially accorded the status of World Champion, but at least Halda, one of the oldest names in rally equipment manufacture, recognises that it takes two people to crew a car, and on the eve of the 1990 Lombard RAC Rally Moya was presented by Gunnar Palm with the Golden Halda Trophy, awarded annually to the co-driver of the year.

According to FISA's philosophy, the World Championship for Drivers is the second grade of the world series. Each year, there is always competition for championship status, although rarely does the list of qualifiers change much. There have been exceptions, of course, and even the famed Monte Carlo Rally has proved not to be immune from the threat of relegation, and whether you connect that with a dispute between FISA and the Automobile Club of Monaco over matters concerning the Principality's Formula One race is a matter for you.

The list of World Championship qualifiers usually numbers twelve or thirteen, but normally some three of those count only for the drivers' series, not for makes. The reason for this distinction is one of the incomprehensible mysteries of the strange logic of Place de la Concorde, unless it be a way of tossing a few compensatory crumbs to those events which fail to gain the Paris blessing, much in the same way that European Championship rounds are graded by coefficients.

It would be so much simpler if both series of the World Championship contained exactly the same qualifying rounds, an opinion which is shared by members of the International Association of Professional Rally Drivers, the group of drivers and co-drivers which was revived last October after the former Rally Pilots Association faded away in the Seventies.

Once every four weeks has been the average frequency of World Championship rallies. Some consider that to be too many; others that it's not enough. It certainly presents teams tackling the series as a whole with an endless workload covering an enormous variety of tasks, and competitors with the prospect of jumping directly from one rally to the next with hardly any opportunity for a break at home.

To increase the number would certainly over-complicate the series and turn it into a planning contest much in the same way as the hopelessly top-heavy European Championship has become.

The members of the IAPRAD suggested that eight qualifying rounds would be the ideal number for the World Championship, the same eight counting for both Drivers' and Makes' series. That sounds just about right on both counts, although whittling the list down to eight is certain to ruffle the organisers of events which are dropped, especially those who consider their rallies to be part of the untouchable establishment.

FISA itself has declared that it is working towards a reduction in the number of qualifying events, and the chairman of its rally committee said at Sanremo in October that the aim is to have twelve qualifiers for both drivers and makes in 1992, although nothing was said whether both series would be based on the same twelve.

He also said that the 1991 series would be based on ten rounds for makes, and the same ten plus four more for drivers. A new round was introduced to the Drivers' Championship in the form of the Spanish Rally, an amalgam taking the place of the Costa Brava Rally. Its organisers have been lobbying for World Championship status for some time, eager to have it included at least by the time of the Barcelona Olympics in 1992.

Another event to reach the short list for the drivers' series was Germany's ADAC Rally, but in October all FISA would say was that two events would be chosen from the ADAC Rally, the Ivory Coast Rally and the New Zealand Rally. The popularity of the latter cannot be denied, although FISA continues to regard it as a *second string* event. The ADAC Rally, although very well organised in 1990, takes place entirely on very smooth, very fast, tarmac roads in the Nürburgring area, whilst the Ivory Coast Rally attracted a very poor entry last year and, although rather better organised than it has been in the past, was certainly not in the same league as the Safari.

The final list announced in December revealed that the unlucky one of the three was the ADAC Rally, leaving Sweden, Spain, New Zealand and the Ivory Coast to be the countries which will host the four non-Makes rounds of the World Championship this year. Last year the Swedish Rally was regrettably cancelled due to the absence of snow in Värmland and to the soft, vulnerable state of the forest roads. This year the organisers are going more to the North, and have a contingency plan to go even further northwards if snow still remains scarce.

The complete list of World Championship qualifiers for 1991 is as follows. Those marked D qualify only for the Drivers' series.

If it turns out that there is a last ditch struggle for supremacy in the Drivers' series, November is certainly going to a busy month for those involved. Three rallies in one month is a concentration

WORLD CHAMPIONSHIP QUALIFYING ROUNDS 1991

Monte-Carlo Rally, Monaco	Jan 24-Jan 30
Swedish Rally, Sweden	Feb 14-Feb 18 (D)
Portuguese Rally, Portugal	Mar 5-Mar 10
The Safari Rally, Kenya	Mar 27-Apr 1
Tour of Corsica, France	Apr 27-May 2
Acropolis Rally, Greece	Jun 1-Jun 6
Rothmans Rally, New Zealand	Jun 28-Jul 3 (D)
Argentina Rally, Argentina	Jul 22-Jul 28
1000 Lakes Rally, Finland	Aug 22-Aug 25
Commonwealth Bank Rally, Australia	Sep 19-Sep 23
Sanremo Rally, Italy	Oct 13-Oct 18
Spanish Rally, Spain	Nov 2-Nov 6 (D)
Bandama Rally, Ivory Coast	Nov 9-Nov 13 (D)
Lombard RAC Rally, Great Britain	Nov 24-Nov 29



Carlos Sainz: a worthy champion.

which has never before happened in the world series, and we foresee that neither Spain nor the Ivory Coast will attract the entries they would like, although the former stands a better chance than the latter. Certainly Toyota is not going to deny their World Champion pair the opportunity to drive a works car in front of their home crowds.

What of other changes which can be expected in 1991? On the subject of rest stops, FISA's campaign to increase the duration and frequency of rest stops has already affected all the European-style special stage rallies in the world series. With but very few exceptions — the Monte Carlo Rally's final night is one example — there is precious little night running nowadays, and there is always enough rest to ensure that stamina and endurance are no longer essential ingredients for success.

Special stage events invariably run very close, if not exactly, to schedule, for their stages are divorced from road timing and overall timetables are not affected by the stage performances of competitors. A crew will amass hours of penalty on special stages but may yet remain penalty-free on the road and get to every control on time. Organisers can therefore plan their timetables with precision, knowing that they will be disrupted only by unexpected blockages and the like.

An event without special stages is in quite a different situation. Competitive sections form an integral part of the overall schedule, and if a crew loses ten minutes on such a section then it will remain ten minutes late until the next rest stop or regrouping control. It therefore takes just six ten minute losses to put a crew one hour behind its scheduled time, and this is something that organisers of such events have to take into account in their planning.

In just that category is the Safari Rally, this year no longer sponsored by Marlboro. All penalties in that event are road penalties, and in order to produce a winner the organisers are obliged to include sections which are impossible to complete in the time allowed. Lateness is therefore inevitably accumulated, and when a car arrives at an eight rest stop two hours late, its crew's rest period is reduced to six. That is as it always has been, still is, and presumably always will be. The restart after a rest stop cannot be revised to take the lateness into account, for the entire event would then become scattered over a wide area and a huge time span. We recall the days when spectators often pitched camp for the weekend in one place, for it was often the case that several hours separated the cars, no more than a handful of which would pass in an entire day.

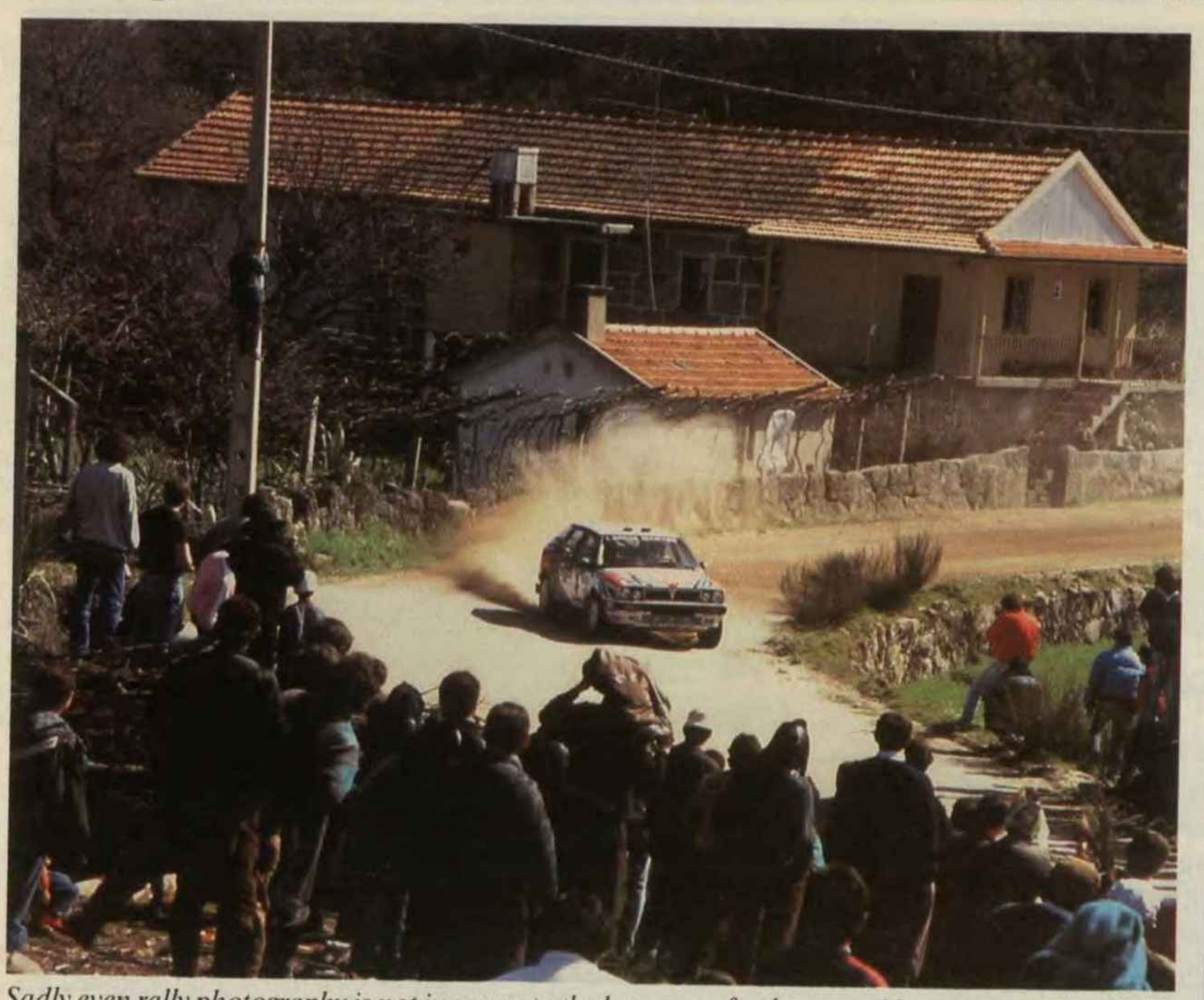
More rest stops and regrouping controls have put an end to that kind of extreme situation, although it necessarily persists to a lesser degree. It is impossible to legislate against lateness in an event which has lateness as the essential product of its competition.

In the days when the Safari visited all three East African countries and was divided into just two legs, the half-way stop was substantial, but so was the accumulated lateness, and it often happened that some competitors arrived so late that their rest period was completely swallowed up. We have mentioned before that a common remark by officials of the time was, "Unless you're bursting for a pee, I shouldn't bother getting out of the car!"

Longer and more frequent rest stops have put an end to that sort of thing, although an unavoidable, old-fashioned "bog-up" last year in the Taita Hills delayed later runners so much that their rest period in Nairobi was considerably reduced. Normally, they would have been time-barred, but the Clerk of the Course extended maximum permitted lateness in order that they could have the chance of staying in the rally. The choice was theirs, and some of them managed to get back to Nairobi, determined to carry on.

The scheduled rest period at the end of that first leg was no less than eleven hours (from 9.00 pm to 8.00 am for the first car) but when FISA observers saw that cars were continuing to arrive from the first leg in the early morning they criticised the organisation for providing insufficient rest. Had they bothered to ask the late-comers themselves they would probably have been told that they wanted to carry on, no matter how much they were late.

A blockage, due for instance to a sudden storm producing a flood or a huge mud hole, always causes controversy, and criticism is invariably levelled at the organisers (who else can it be levelled at?) for choosing roads liable to such blockage. This, of course, is nonsensical, for in Kenya any road can be so affected, even the city streets of Nairobi itself. Those who were stuck in the Taita Hills last year were probably disgruntled at the time, but on reflection they must have realised that the situation was beyond anyone's control. A truly all-weather road



Sadly even rally photography is not immune to the barrages of red tape and bureaucracy that seems to be encircling our sport.

has yet to be built, and if the organisers had to choose a route which was certain not to become impassable they they would have no Safari at all.

The Safari is not an event which can be fitted neatly into one of the pigeonholes of Paris. It defies categorisation, has a character which is unique and cannot be made to look like the other rallies of the world.

No organiser would voluntarily relinquish World Championship status, and those of the Safari have bent over backwards to comply with FISA's many demands. Short of turning it into a touring cavalcade, they have done just about everything to keep the international body happy. Now they are going a stage further by adding another chunk to the already substantial rest time.

Last year there were five substantial rest stops, and from the start of the event to the finish the running time was 39 hours and the rest time 58 hours. Can it really be that this is considered too strenuous? It seems so, for to accommodate additional rest time the rally will be started on the Wednesday before Easter, rather than the traditional Thursday. Indeed, one Nairobi writer commented that it would start each day after breakfast and end in time for tea!

David Morgan, the former regional organiser who has taken over Mike Doughty's role as executive manager of the Safari, has found a few hitherto unused roads in the northerly part of the route area, even beyond the Cherangani Hills. This is getting close to the area which was once planned, surveyed and practised in the early Seventies, using that wonderful region close to Lake Turkana, but was cancelled at the eleventh hour when a violent storm turned the Chalbi Desert into the Chalbi Sea!

The tendency for rallies to go to bed every night is certainly welcomed by one group of the sport's followers, photographers and cameramen, although the latter have been plagued considerably in the past year by a requirement that, in addition to applying to event organisers for the passes which allow them to go about their business, they also apply to an organisation called International Sportsworld Communicators.

FISA, it seems, has world film rights for World Championship rallies and has vested authority to issue or refuse such passes in the ISC which, curiously, operates from the FOCA offices in London.

All manner of hassles have occurred, and there have even been cases of authority being given for only a certain number of cameras per film unit. One outfit filming the Lombard RAC Rally for the BBC was even asked to remove cameras from competing cars (which they had arranged with the teams) because they were authorised to use only three cameras, not five. Eventually the extra stickers (each camera must bear a sticker of authorisation) were handed over, but not until considerable inconvenience had been caused to the film unit in question. All this, of course, can jeopardise the quality of television coverage of the rally, which all of us like to see done properly and adequately.

No doubt many readers will remember Pentti Airikkala's horrific roll during the RAC Rally. It was captured on videotape by amateur camcorder user Geoff Helm of Hull who later offered the shot to the BBC. Naturally, they accepted and the sequence was shown on BBC television, adding to the comprehensive coverage of the event and even illustrating the safety factor by showing Airikkala and McNamee walking unhurt out of the stage aftertwards.

We understand that the clip was shown during the BBC Sports Personality of the Year awards ceremony, and that Bernie Ecclestone was heard to comment that the BBC had no right to screen it without authority from the ISC, and that Mr Helm had no right to pass it to the BBC in the first place. What rot! If someone is in the right place at the right time, having paid his admission or entrance fee, takes a picture or shoots a video sequence, why on earth should he not dispose of them as he wishes. He is an amateur after all, demanding no special privileges.

The situation remains confused, and even just prior to the Monte Carlo Rally there were film outfits still without confirmation that they would get the required passes.

Among the interesting non-championship events planned for this year is the RAC Historic Rally of Great Britain which will take place during 7-10 March, starting at Bath and finishing at Torbay. Night stops will be at Builth Wells, Bath and Torbay.

The 1000 mile route will have no forest stages, but will have no less than 17 special tests, two manoeuvring tests and some 100 miles of regularity sections in the Welsh Mountains, a far greater competitive element than the old *Rally of the Tests*. Regularity sections can, of course, include secret time contols where cars will be timed on sight and penalised if they are not adhering strictly to the stated average speed for that section.

This is the sort of stuff which featured in the RAC Rallies of the Fifties, and will be ideal for anyone possessing a car of that era. To qualify for the international section, cars must comply with Category 2.2 of Appendix K to the International Sporting Code, but there will be a concurrent national event to cater for cars which do not meet that specification.

Regulations for the event are available from Penny Deal, RAC MSA, Riverside Park, Colnbrook, Slough SL3 0HG.

Finally, a little snippet from the 1990 Lombard RAC Rally. Originally, the organisers planned not to have any road penalties at all, except exclusion for exceeding the maximum. This would in no way have diluted the competitive element of the event and would have done no harm whatsoever. However, FISA subsequently objected to the absence of road penalties, so a change had to be made. The new rule stated that for every minute late at a time control, competitors would be penalised one second. Neat!

GP



Tough going on rough roads at speeds of up to 100mph on occasions characterise the 7-day event.

The Carrera Panamericana is a 7-day marathon dash through Mexico in what are essentially pre-1955 cars commemorating the Fifties event and such great names as Fangio, Hill and Kling, to name but a few, tearing down the Pan American Highway in Lancia D24s, Ferrari 375s and lightweight Mercedes 300 SLs. There were and are classes for small-bore sports cars and big, limited production sports cars as well as three classes for standard production cars in which the large American saloons, such as Lincolns and Hudsons, clean-up while the more manouevrable Alfa 1900 saloons traditionally do well in the smaller class, 1990 being no exception.

In 1950, the first Carrera Panamericana was disputed by mostly Mexican and American competitors and was won by an American driving an American car. The eligibility rules were changed the following year allowing the Europeans to mount a challenge and prove their superiority. And now history is repeating itself. This year Europeans won 3 out of 4 classes and included the overall win of Alain de Cadenet in his Jaguar C-type replica. It was a very good effort considering that for the most part the European competitors were out there for the first time and most of the Mexican and American opposition had done it all before — in many cases twice before.

Most of us flew to Tuxtla Gurtierrez, not far from the Guetemalan border, on the morning of October 24th 48 hours before the start of the race. In tropical heat and humidity, a steamy mist hanging over the palm-ringed hilltops, the cars were unloaded from transporters and containers, everyone sizing-up rivals' machinery.

Scrutineering of the 120 cars took place over the next day and a half at the Hotel Flamboyant where everyone gathered, drinking ice cold beer with fresh lime and sharing out the sun block. Stalls sold programmes and souvenirs to the crowds who came to see the cars and collect the autographs of the drivers. To the Mexicans, the Panamericana is big news, television and radio crews jostling each other to get interviews of anyone involved with the race.

British drivers included Jeremy Agace in a BRG AC Bristol and Bill Wykeham/Ludovic Lindsay, who were to finish first in the *Sport Menor* class, in a beautifully prepared green and yellow Morgan Plus Four with which they were colour co-ordinated with their matching tee-shirts and overalls. Their most dangerous moment came when Bill had to drive the car off the topmost, front position of a sixteen-car transporter which had obviously been designed for cars with a wider track than the Morgan's.

Some part of the Lancia Aurelia team that had been unable to go last year appeared in the form of Nick Mason/Guy Edwards and Chris Craft/Martin Birrane. Even with these professional drivers, the Italian cars were not as quick as had been expected. Both seemed to perform identically, finishing each section in tandem and also both had the misfortune of losing their steering on the same day. In the case of Guy Edwards, though, it was sudden and at high speed, Guy later telling me, "This is a great event, but it's a little dangerous. When you think about it, they stopped these kinds of races in the Fifties because of the danger. Now we're doing it again in 40 year-old cars."

Alfa Romeo also sent a team consisting of four gorgeous 1900s and the Giulietta of Corraco Cupellini. Rumour has it that the Alfa factory, through Scuderia del Portello, spent in excess of $150,000 to do the event. A fleet of three new 164s were sent along with a big American van to carry spares. Bruno Bonini, who did the event twice in the Fifties, was driving one of the 1900Tis with Marco Cajani but ran into trouble on the third day coming into Queretero when their back axle seized. We thought they were out of the running in spite of all their mighty back-up, but Bruno had a more old fashioned attitude and decided to repair the car himself. They were consequently back in the race the following morning. The team's 1900 of Vittorio Dini and Francesco Stanguellini, however, finished first in the small production car class.

Almost without exception the French contingent brought Alfas, but did not fare too well apart from Guido Bartolomeo who diced with the factory entries in his white 1900, which seemed quicker and better prepared this year. The Gallic competitors seemed to suffer a bad case of over-enthusiasm and their number was



decimated when the ones that didn't blow up went off the road.

After Robs Lamplough's success of last year, there were generally several Alfas and with so many broken and crashed French cars around, spares were abundant. A young Italian, Enrico Cassimirri, bought his Giulietta in Napoli two weeks before the race and flew the car to the start. With no back-up crew, he managed to finish better than the official Alfa entry and fifth in the class. He was invited to join the Scuderia.

Jeffrey Pattinson drove a baby pink Giulietta Sprint that had just come from a complete rebuild. The other Alfa drivers thought he was exaggerating when he told them he was regularly pulling 7500 rpms in top. On the penultimate day, Jeffrey discovered that his rev counter had been wrongly calibrated and that he had been under revving his way across Mexico. He made up for it on the last day by getting the rev counter needle all the way round the clock and back to zero.

The American cars were even more seriously prepared this year. One of the most attractive and quickest cars of the race was the 1950 fastback Oldsmobile of Jon Ward. It was lightened by about as much as some cars weigh — more than a thousand pounds was saved by stripping the car to its bare essentials. Just a couple of racing seats and harnesses, minimal dash equipment, roll bar — a real racer. Once it was ready for racing, the car was then finished as if it were going for a Pebble Beach Concours with layers of beautiful white paint and exquisite detailing both inside and out. A contradiction in terms but a most pleasing one.

Jon is another professional driver and he and last year's front runner, Dick Anderson, in the Lincoln were giving Alain a run for his money the whole length of Mexico.

Unfortunately, Jon had some minor mechanical difficulties which cost him



points on the second day, but he drove superbly to work his way back up from 61st place to finish 3rd overall.

The other very quick American was Gene Evans who flew over those mountain roads in his 1954 red, white and blue Ford. He finished 3rd, but was disqualified when, after a protest, the FIA officials measured his engine and found it to be oversized.

The route was longer and faster than last year's — even the transit sections needed to be treated with a little respect it one got into traffic or had a flat tyre. The limited velocity stages had much higher averages, often as much as 70 mph on pot-holed and bumpy roads. These sections were even harder on the cars than the racing stages because one had to press on at a pretty high speed no matter what kind of pounding the car was taking, penalty points being scored for arriving late at checkpoints.

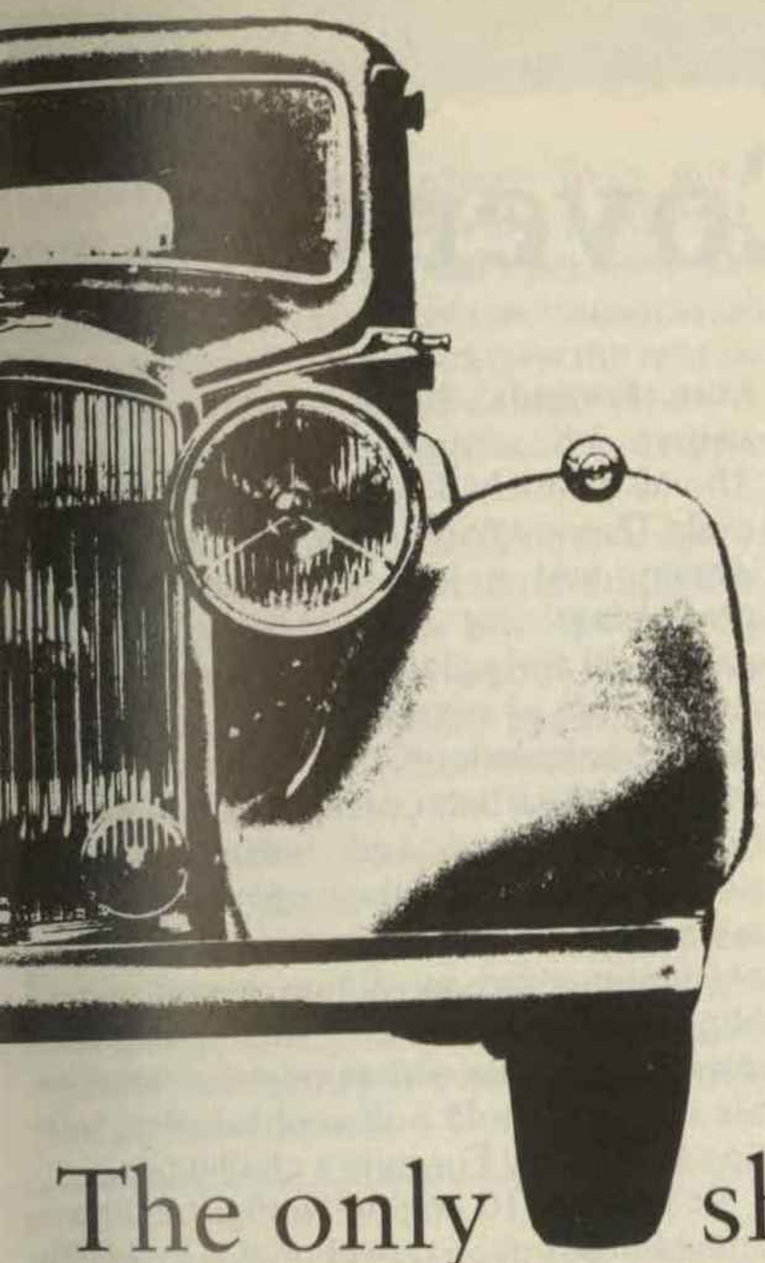


More and more cars were losing bits (sticky tape was to play an important part in this event) and tyres suffered tremendously. The actual racing was usually done on pretty good roads, but there was often that surprise, a change of surface or camber, waiting just around the next bend. There were more speed sections and longer speed sections this year. Driving the high mountain roads of Mexico in a good car is a blissful experience, all the bends are long and sweeping and there are not any jerky hairpins. Once you get into the rythmn, you never want it to end.

Of the 120 cars which started in Tuxtia Gutierrez, only 77 were still in the running on the 7th and final day, but many who had lost their cars continued to follow the race anyway. From high mountains overlooked by fuming volcanoes, their summit bathed in perpetual snow, the survivors descended into thicker air and arid deserts strewn with centenarian cacti as big as trees and straight roads that only disappeared when they reached the horizon. These roads, though, were a trap for the unwary and many a driver killed his car by keeping his foot to the floor murdering engines, running on the local low octane fuel, made even more delicate by having already been through hell for seven days.

The last speed section of the race was a 30 kilometre flat-out 2 lane blackspot scorcher with a few just-let-off-for-an-instant blind bends to keep it interesting. Alain reckons he was doing 160 mph and yet he was still beaten by the Americans on that stage. The Fifties sports cars had to hang on tight at those speeds as the rear suspension bumped up and down over the rough road and the wheels ever so briefly left the ground. It was pure adrenalin.

Congratulations and admiration are due to those who finished well, and to those who finished at all. It was not easy. But these distinctions are less important to those of us who were there, as just the experience of participating in this race justifies all the effort it took us to get there. CS



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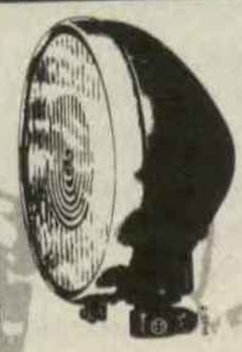
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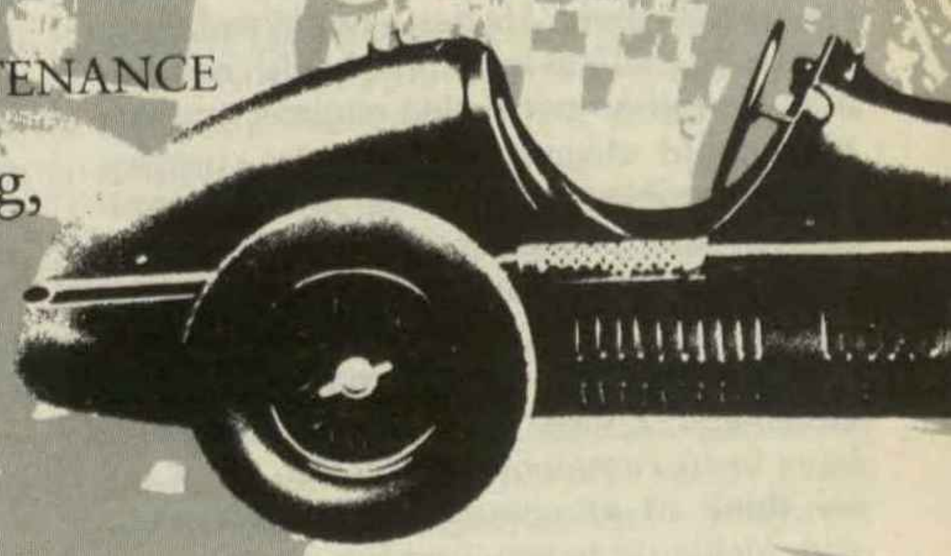


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Under the Cam Covers

To those in the know, racing engines sometimes appear to resemble those Russian dolls; remove one layer, and another is revealed; remove that, and there is yet another underneath. The camshaft cover of an Indy engine may read Chevrolet, but the engine is actually the product of Ilmor, a British firm. In Grand Prix racing, the Ford engine is the Benetton was designed and manufactured by Cosworth. Below the engine manufacturers are another layer of firms, component manufacturers, like Mahle (pistons), Goetz (rings), Prankl (con rods), Vandervell (bearings) and Schmitthelm (springs). And even in the area of design, there are a small number of R & D firms or consultants who provide expertise on such matters as cam profiles or combustion, etc. Longtime readers of MOTOR SPORT will know that many of the racing engines in Britain and America in the 1950s and 1960s, such as the Le Mans-winning Jaguars or the 'Hemi' Chrysler V8s, benefited from breathing improvements made by gasflow expert Harry Weslake. Alas, Weslake is no longer with us, but other firms now fulfill a similar role, and chief among these is Scott Russell Engine Design and Development.

Unlike most of Britain's racing car industry, Scott Russell is not located in the Midlands or in the South, but is hidden away in the old Lancashire textile town of Rochdale, a fact which accounts, in part, for the low public profile of the firm. The company was started 24 years ago by Al Melling and derives its name from John Scott Russell, the man to whom Isambard Kingdom Brunel turned when he needed an engine built for the *SS Great Eastern*. That Melling should choose to honour one of Britain's first engine builders, instead of using his own name, is an indication of the self-effacing nature of the man, as well as the breadth and depth of his engineering knowledge. Melling read Mechanical Engineering at University, taking a degree from Manchester/Salford in 1966, and has been involved with the design and development of high-performance engines ever since.

Melling is an engineer in the Keith Duckworth mold. He has a fertile and lively mind and radiates an almost boyish enthusiasm for out-an-out racing engines and for simple but elegant solutions to complex design problems. There is another similarity; each possesses a high degree of analytical ability and a desire to reduce technical or design problems to expressions which can be represented mathematically. Only after a vast number of calculations have been completed can design work (as we think of it) commence. Conversation with Melling is punctuated frequently by his resort to the calculator and by sketches drawn on whatever writing surface is handy — be it the back of an envelope, the table linen, or the table itself.

Scott Russell is a small company, no more than a dozen at full strength, headed by the sole proprietor, Margaret Brierley, who looks after the financial and management side of the business, though one suspects somewhat reluctantly for racing is what really interests her. Her fascination with automobiles and racing began early, and as a child she learned to recognize most cars by their sound. In her early teens she was taken to a race meeting at Oulton Park and was smitten immediately and irrevocably by the racing bug.

Over the last two decades, Scott Russell has done a wide variety of consultancy work on racing engines for cars and motorcycles. Much of the company's work remains on the 'secret list' hidden by 'confidentiality' clauses which well-known firms in Europe, America and Japan write into consultancy contracts. But from various sources, it is evident that the range of consultancy work undertaken by them has been wide. For example, it is common knowledge in the racing world that Scott Russell has done research consultancy development work on Grand Prix engines for a leading Japanese manufacturer of racing engines. Other companies in the Grand Prix world have also sought their help. Leyton House, for example, are but one marque who have benefited from Scott Russell's engineering analysis, design studies, and component engineering and performance testing, and in Group C racing, much experimental and analytical research was done on racing engines for Jaguar. Melling, for example, made calculations on four-valve heads for the Coventry firm's production-based 7-litre V12 engine. By his calculations an engine with 4-valve heads should produce 800 bhp; when Jaguar did produce such an engine, it actually developed 796 bhp. Now consultancy research and experimental work is being formed on leading F3 engines, such as those derived from VW and Renault production car units.

"By his calculations an engine with 4-valve heads should produce 800bhp; when Jaguar did produce such an engine it produced 796bhp."

Press reports have also confirmed that Scott Russell did extensive work for General Motors on projected engines for use in Formula 3000 and Formula One. The still-born Formula 3000 engine was a 90 degree V8 using very highly modified 16-valve Family II cylinder heads. The Formula One engine was a completely fresh design, and it is a pity this innovative powerplant was shelved as a result of personnel and political changes within GM. At the time of cancellation, all design studies, calculations, and engineering drawings had been completed, as well as the manufacture and testing of components critical to the engine's performance. Gasflow and combustion calculations put maximum power at 693 bhp at 12,300 rpm. The engineering drawings for this engine reveal a remarkable design, a bold and sophisticated solution to the new Formula's challenges.

At first, a V10 engine configuration was considered, but on reflection this looked an unhappy compromise; it would not have the compactness of a well-engineered V8 nor the power potential of a good V12. Like Duckworth and Geoff Goddard of Cosworth, Melling thinks the V8 configuration is attractive with its inherent compactness and good torque characteristics; he can see why they chose this configuration for the Ford HB engine. In his view, a good V8 may be superior to a V12 of conventional arrangement.

However, after a complete analysis of various configurations, Melling settled on a V12, but a very unconventional one. By careful and innovative design, he was able to overcome many of the disadvantages usually associated with V12s. For a start, this V12 engine is very wide-angled with the cylinder banks opened up to 165 degrees. This means that the unit's profile is so low that it doesn't contribute to drag inducing frontal area; in effect the crankcase hides behind the driver and the cylinders and heads are low enough to be masked by the car's side radiators. The wide angle also gives the engine a very low centre of gravity. Design studies, in fact, began with a flat twelve engine, ie, a 180 degree configuration, in the quest for a low centre of gravity. However, after consultation with chassis designers, the cylinder banks and heads were raised (7½ degrees each) to provide just enough room for the exhaust pipes to pass underneath while still maintaining a low centre of gravity.

Normally V12s are comparatively long engines. For example, the Lamborghini V12 is 720mm (incl clutch) in length, the new Yamaha is 725mm long, and the Chiti/Subaru was a cumbersome 744mm. Melling's V12 measured only 600mm in length, almost exactly the same as the Honda and Renault V10s and only 5mm longer than the Cosworth V8. Because greater gasflow and better combustion were anticipated, cylinder bores could be smaller thereby reducing engine length quite substantially. Great efforts were also made to keep the overall length of the

engine/transmission package to a minimum. By opting for a wide angle V12, sufficient room was left between the cylinder blocks to mount the transmission above it. The gearbox rests over the rear six cylinders and is driven from the centre of the crankshaft by gears machined in the crankshaft webs.

In similar fashion, the cylinder heads of Melling's design show marked originality. Four valves per cylinder are used with the valves arranged in a narrow 'V' of no more than 18 degrees included angle. Nothing terribly new there, but considerable effort has gone into making the heads as compact as possible. For example, cooling of valve guides etc, is done by oil, thus eliminating water passages and the space they normally occupy. The use of finger tappets also contributes to smaller cylinder heads and reduces lubrication needs and friction and pumping losses.

One of the most distinctive features of Melling's Formula One engine is the design of the intake ports. They are bifurcated, somewhat reminiscent of the type used by the Fath/URS championshipwinning sidecar motorcycle engine of the 1960s, but distinctive in several ways. In Scott Russell's design, four-valve heads are used so that for each cylinder there are two intake valves and four intake ports; two intake ports emerge from between the 'V' of the intake and exhaust valves (as in the old BMW engine), and two more come out the side of the head in conventional fashion.

The shape and dimensions of these ports are critical; Melling spent months at the computer working out the optimum design. The benefits of the bifurcated system derive from two effects. First of all, the combined gas-stream spreads more completely around the circumference of the valve head so that all potential valve-lift area is used. As a consequence, a greater amount of air/fuel mixture can be brought into the cylinder. The second advantage is more subtle and results in a better mixing and distribution of the fuel. The direction and high velocity given the incoming charge by these two small ports (each with its own injector) cause the two gas-streams to collide in a quite violent way imparting enough energy to atomize fuel droplets resulting in a more homogeneous mixture and consequently better combustion.

From the above description of the port/head design of the Scott Russell Grand Prix engine, it is clear that much research and experience has gone into gasflow and combustion. This is the firm's main area of specialization. Indeed, with characteristic modesty, Melling admits to being little more than a 'burn' man, ie, an engineer whose expertise centres on the combustion process. DDH

Que Sera

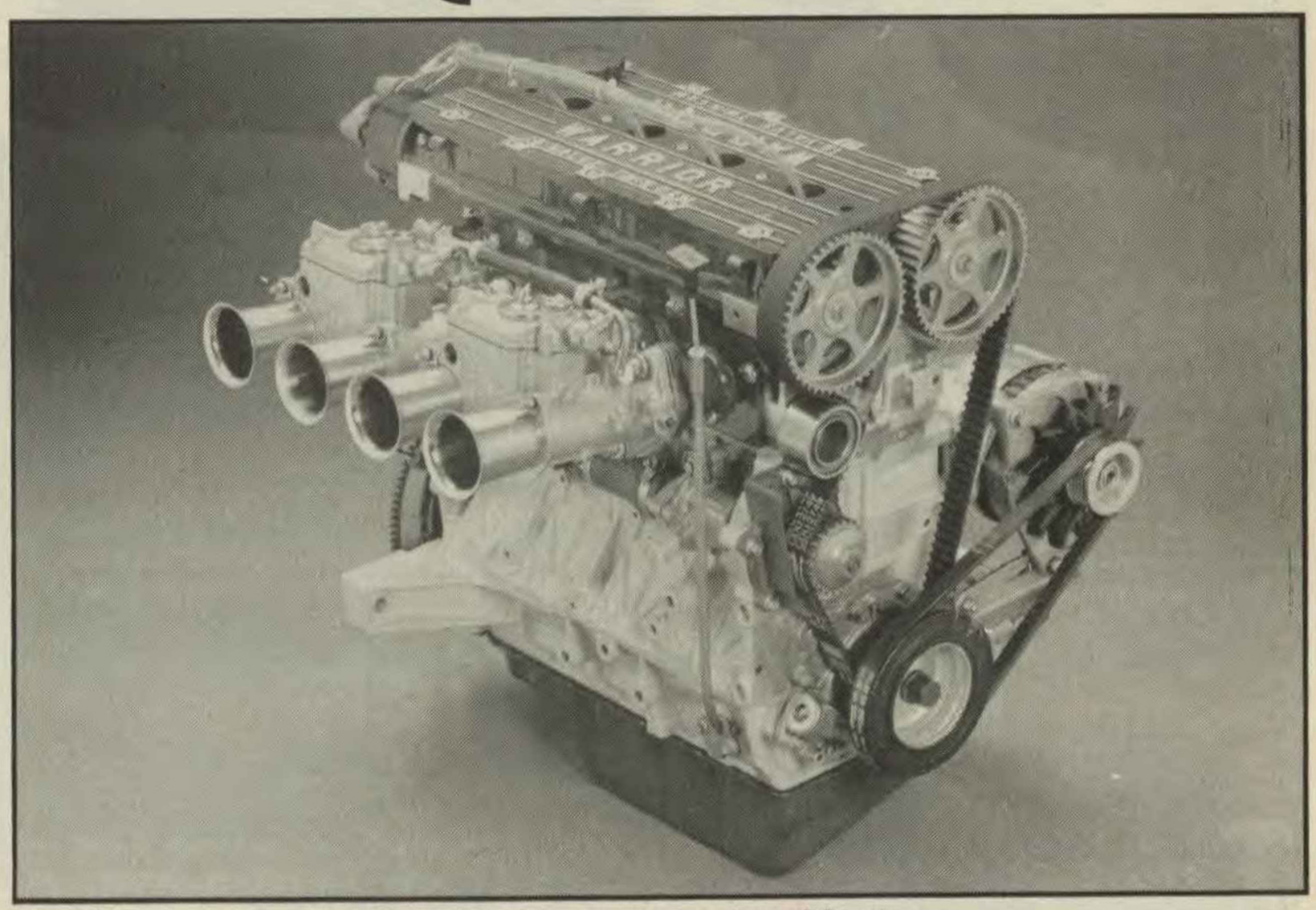
Despite the evermore sophisticated engines produced by the car manufacturers, it seems that there is always room for improvement, a chance for the specialist to use one as a base for further development. Warrior Automotive Research Ltd of Uckfield is a relatively new company, but one which has built up a solid reputation since its formation in the mid-Eighties.

Until now it has been the success of the Ford Pinto-based 16-valve twin-cam engines which have helped the company grow and sustained it over the last five years, but designer Russell Pain felt the time had come to diversify to take the company through the next stage of growth.

The engine Pain and his fellow directors chose to develop was the Rover K16 engine as fitted to the latest versions of the Metro GTI, Rover 214 and Rover 414 and in the process have become the first people to modify the K series. The reason for the choice was basically the availability of the powerplant coupled with the reasonable cost price, important factors when taking into account its appeal to clubmen on limited budgets, and it was reasonably state-of-the-art in being compact, light and modern.

Prefixed by the initials WK, the 1.6-litre WK16S and the 1.4-litre WK14C have both been designed by Pain for inline as well as transverse installation with the provision of modified bellhousings, flywheels and adaptor plates; they can thus be installed in single-seaters with a Hewland or Ford box as well as in any road-going Metro.

Whilst modifications of the blueprinted WK14C unit revolve basically around the cylinder head, the WK16S has been completely designed from scratch. Not only is the fully gas flowed cylinder head extensively modified to give an estimated 40% improvement in airflow over the stock item, but Warrior has incorporated an 81mm forged steel crank, steel con-rods, 75mm forged pistons running in aluminium/nicasil liners, dry sump lubrication, lightweight steel flywheel and improved cooling system. The engine can accommodate either a fully mapped Alfa fuel injection system on a Warrior inlet manifold or else Weber or Dellorto sidedraught carburettors.

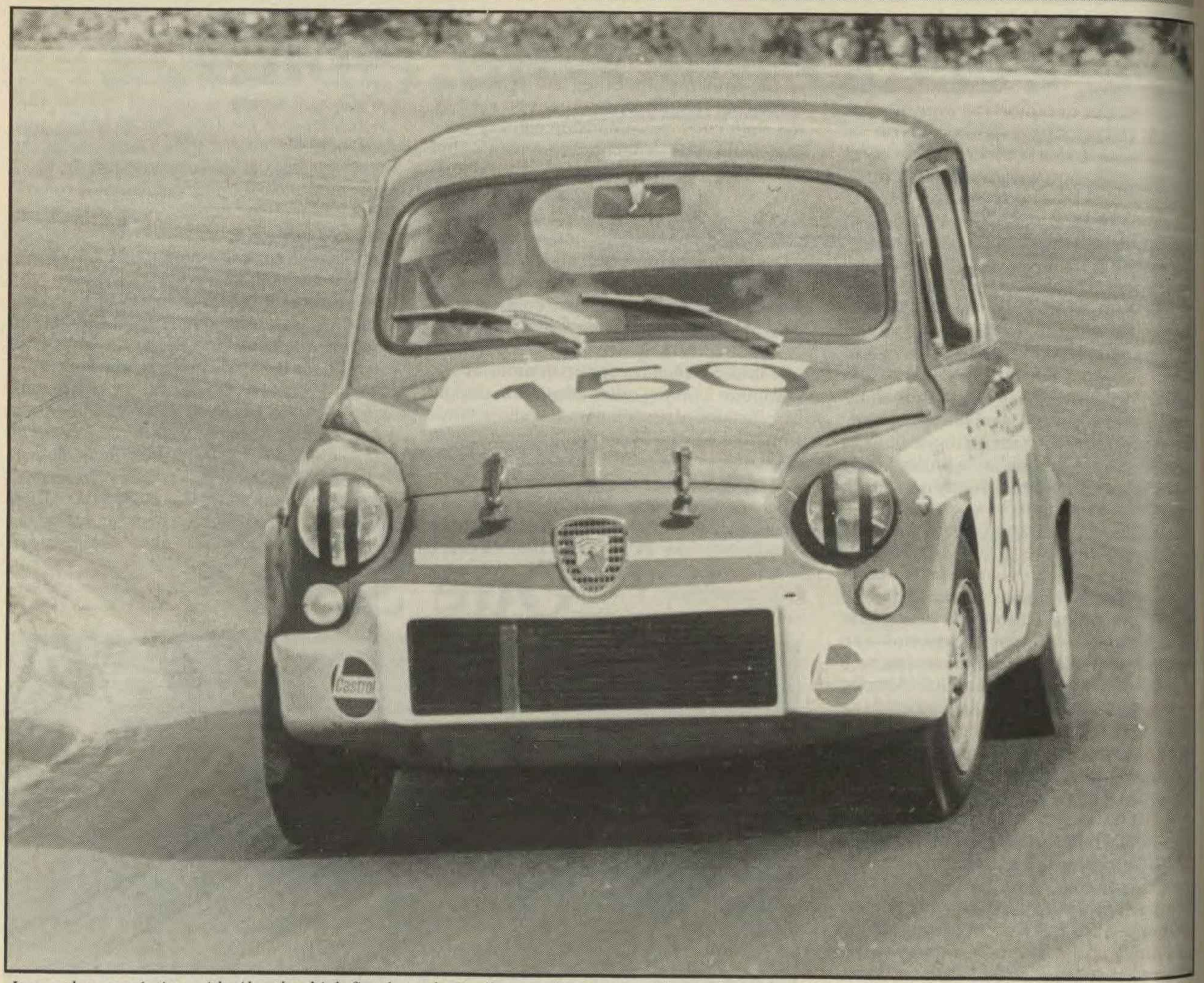


The WK14C engine which has received extensive head modifications.

As a result of all these modifications, the power output of the Warrior WK16S is boosted from 128 bhp of the standard 1.6 unit to 195 bhp at 8400rpm while the WK14C is boosted by 48 bhp to produce 140 bhp at 6200 rpm.

As to be expected with one engine receiving the bulk of the modifications, there is quite a large price differential between the WK14C and the WK16S, the former at £2450 costing just over £5000 less than the latter at £7490, although the latter amount does include half a day's "setting up" time for the customer. These prices, though, do include the cost of supplying the original engine and can be reduced if a donor unit is supplied.

If the K series engines follow the trend set by the Ford Pinto, then Warrior expect that a quarter will end up in road cars, another quarter will be installed in rally cars while the remainder will go into an assortment of cars including drag racers, rallycross machines, grass track cars, Thundersaloons — almost anything which is eligible for a free formula. Having now developed the K series, it must their current ambition to supply a small-scale manufacturer with them to allow them to capitalise on their progress so far. WPK



It was the association with Abarth which first brought Radbourne Racing onto the tracks with a variety of Fiat Abarth 500s and 600s in the Sixties.

Riding High

Those who saw the fledgling Formula Renault races in 1989 would be forgiven for thinking that it was one championship too many, it was the final straw. Besides how could it muscle in and establish itself as a serious single-seater formula when we already had the long established Formula Ford championship as well as the bright and pushy GM Vauxhall Lotus series? Small grids, low key — almost no hope. . . . and yet in 1990, the races were oversubscribed, pre-qualifying was necessary and the championship became to be generally regarded as the best one around.

How did this come about and what did Radbourne Racing have to do with it? There is no doubt that one of the major obstacles that initially had to be overcome was the perception that Formula Renault was an insular French national championship, run by France for French drivers using French engines and French chassis. It was not really the most attractive way to go motor racing for anyone else; it was not viewed by even Renault as having any kind of an international future as it stood.

That, though, was to change with the ditching of the blown engine used up until the end of 1988 and replaced by the normally aspirated 130 bhp unit and the decision by Renault France to seek an end to the virtual chassis monopoly enjoyed by Martini. It was the subsequent involvement of Van Diemen, Reynard and Swift, encouraged by Renault to build prototype chassis, which really lit a match under the formula, for it began to be perceived less as a national French championship and more of an international one. And since the manufacturers were British, might there not be a place for it in Britain?

There was still a great deal of work to be done, though, and although Renault UK's sport supremo Tim Jackson was responsible for encouraging it to come to Britain, he was powerless to give anything more than moral support as Renault UK at that stage were playing a waiting and seeing game.

It was at this stage that Lincoln Small, boss of Radbourne Racing and well known for his love of motor racing, and his able lieutenant John Millett bravely stepped forward. With the help and advice of Jackson, they set about to bring the formula to Britain under the auspices of Radbourne Racing. It was a huge operation for what was basically a Renault dealer and a very courageous one. They were fortunate, however, in not only enlisting Robert Fearnall's involvement at Donington Park, but also by the fact that the BARC had just lost the Vauxhall Lotus Championship to the BRDC and were keen to replace it with another open-wheel championship. There was therefore a ready-made framework for the series, but few pundits really expected the series to live beyond its inaugural year in 1989.

"It was a hard struggle," says Lincoln ruefully, "which taught us a few lessons on the way. The package we offered in 1989, as a club racing package irrespective of the composition of manufacturer/engine, was a good one. We offered between £35,000 and £40,000 prize money, televi-



Radbourne staked a great deal on the success of Formula Renault in Britain.

money, television coverage and several good meetings. It was therefore superior to most club championships. The only thing I think that stopped Formula Renault really getting off the ground in 1989 was the fact that to race you had to go and buy yourself a new car." The fact that it was not announced until the Racing Car Show in January that year did not help either as many potential competitors had already committed themselves to other championships.

There was also the credibility factor. "If I had said two years ago that a Renault dealer, the BARC and Two Four Sports would offer you the best championship in this country, come along and join us, what would you have said?" asked John Millett. "That you're going to knock Formula Ford for six? Nobody believed it. That was the biggest problem we had to get over."

"The funny thing was that although the motor racing fraternity didn't really give us the credibility that Formula Renault deserved, the rival manufacturers did. Vauxhall and Ford really did look upon it with a great degree of seriousness, concerned that it would knock their formula."

The difficulty with the formula is trying to see just where it stands in the pecking order of British motor racing. It has to compete with Formula First, the new Formula Vauxhall Junior, Formula Ford, Formula Forward and Formula Vauxhall Lotus.

Any driver seriously considering motor racing as a profession has to consider a number of factors, but a high priority has to be given to recognition. There is little point in winning an unknown championship, but neither Formula Renault nor Vauxhall Lotus can be said to be understated. Such are the publicity machines behind them that the front runners in either case will become known in the motor racing world and thus boost their career prospects.

While it tries to appear as a formula that successfully straddles the great divide between karting and British Formula 3000, and there are some who have come straight in from karting while 1990 Champion Thomas Erdos has been offered a drive in British Formula 3000, it truthfully vies with Formula Ford 1600 as a stepping stone. As the success of Formula Renault has grown, so it has knocked Formula Ford; while competitors were fighting for a grid position in Formula Renault last year, those of Formula Ford had became very sparse.

Formula Renault slots somewhere between the Ford and Vauxhall championships. Like Ford, it is a multi-chassis formula but scores over Formula Ford by allowing slicks and wings. It is also a 12 round championship, half that of the major Formula Ford series, and thus easier on budgets.

When it comes to being compared with Vauxhall Lotus, the distinctions are greater, but the choice more difficult. Formula



Steve Soper dominated the Sports Car Championship in 1978 in the Radbourne Fiat X1/9, setting lap records at every circuit he visited.



High drama in the Renault 5 Turbo Cup as the battered Radbourne car fends off a high-speed train of hungry Renault 5s.

Renault has the advantage of being a multi-chassis formula, whereas there is no choice in the GM series, and there is the opportunity to blueprint the engine, but on the other hand, the French engines develop only 130 bhp against the 158 bhp of the sealed GM units and a Renault 25 road car gearbox is used, an aspect which has been criticised in some quarters.

"Formula Renault has probably done more for the British motor racing industry at club and national level than any formula since Formula Ford," asserts Lincoln Small. "If Formula Renault had not come to England, I think you would have seen far fewer companies and teams involved in motor racing now because the engine builders such as Scholar and Minster would not have had a future. Their whole business was centred on rebuilding Formula Ford engines. Formula Ford would probably have died anyway because Vauxhall were intent on seizing the opportunity, to no advantage to the engine builders, and the chassis manufacturers would have been on a hiding to nothing as well because of the single chassis formula. Instead we have seen the re-emergence of companies in England like Swift, whilst other companies like Ray and Elden have been given a fresh lease of life."

After the inaugural year's very shaky start, the formula simply blossomed in 1990, the races being oversubscribed at every meeting. At first it was a problem, and there were a lot of disappointed people at the beginning, but once the organisers realised the extent of the problem, they began to address it and initiated a pre-qualifying system. With the exception of one meeting at Brands Hatch, the top half of two different practice sessions qualified for the championship race, for which points were at stake, while the remainder went into a race of their own.

With the emergence of Renault UK supporting the formula and organising the publicity, Radbourne's role has not dramatically changed. Lincoln Small and John Millett have an involvement with the regulations which regulate the series, while they act as the focal point for all things technical, whether it is passing information at the track or supplying parts to the teams. Why cannot Renault undertake that role you might wonder until you realise that Radbourne have the necessary flexibility to react to the needs of teams on virtually a 24 hour basis while they also stock every item on their premises at Wimbledon conceivably needed by a team running a Formula Renault car. It is a role they can justify having had the courage to bring the formula to Britain in the first place.

Formula Renault, while being a main plank in their programme, is not the only one. Above everything, Lincoln Small and John Millett are motor racing enthusiasts, indeed it was one of the reasons why they changed to being a Renault dealer.

Radbourne Racing was founded in September 1965. Situated in Isleworth, the company commenced life as the Abarth importers for Britain. The following year they took a Fiat dealership and moved from Isleworth to Holland Park where they had their first showroom and workshop to go with it. Further expansion continued, but it was the tie-up with Abarth which was proving the most exciting at the time, building 500s, 600s and 850s under licence to cirumvent the import duty and purchase tax of the time. They also built a series of Abarth coupés, Abarth-bodied cars, and other oddball vehicles such as a four-wheeled drive car powered by a Fiat 500cc engine. At the same time they were heavily involved in motor racing running a team of saloon cars in the British Saloon Car Championship and distributing Weber carburettors and supplying most of the Formula 3 and saloon car teams.

In 1971 the Abarth concession ceased after Fiat's takeover leaving Radbourne to become Fiat dealers with the sporting connection rather being put into the shade, but that was rectified four years later with the 1300cc Fiat X1/9. At that time, Fiat had decided against importing the model into Britain, but Radbourne had few such qualms, converting them to right hand drive and boring many of them out to 1500cc and 1600cc. It was not long before thoughts turned to the race track again and in 1978 the STP Modified Sports Car Championship was enlivened by a young Steve Soper displaying his skills at the wheel of a race-prepared X1/9. The career of the young English driver was successfully boosted by his succession of lap records at every circuit raced on his way to cleaning up in the championship.

All through this time, though, Lincoln and his partners, the Anstead brothers, kept themselves and their staff happy by importing a whole range of interesting cars which Fiat refused to consider, not wishing to commit themselves to ordering 300, the number Italy required to make right-hand drive versions in those pre-Type Approval



On his spare weekend, Radbourne Racing boss Lincoln Small turns his own hand to racing, competing in an HSCC championship in his Formula 2 Brabham.

days. Apart from the X1/9, there was the Dino Spider, the Dino Coupé, 124 Spider, 850 Spider, the 131 Abarth — all good and interesting cars.

"I had debate after debate with Fiat management on the basis that if you did it for England, surely you could sell them to Sweden, which was still driving on the left in those days, Australia and South Africa. Japan was not considered as in those days we didn't even realise that they drove on the left. But they wouldn't budge, so we did it ourselves!"

It was the turn of the decade, three years after the move to Wimbledon, that the turning point came. This was the time when the Fiat franchise really started to go downhill in England. Whereas in the Sixties it was the most accepted import marque of all, by 1980 it had died a death. "The franchise wasn't performing, so we took the view that we could not survive on the Fiat products as they were then. All that they seemed to be able to sell in England were Unos and Pandas. They had divested all their sporting interests to Ferrari and Lancia and had nothing in their range at all of a sporting interest. It just seemed a little anachronistic to have Radbourne Racing selling bog-standard ordinary cars." Enthusiasm for the product evaporated alongside which there were not any racing opportunities. Radbourne Racing was ripe for plucking.

"At the time Renault had a much more accepted franchise, but the biggest single factor with them was that the dealer had the opportunity of selling everything they produced with a diamond on it. The first thing we did to highlight our Renault dealership was to import the mid-engined Renault Turbo 2s which rekindled the same enthusiasm we had originally had with Fiat. Renault was also very involved with motor racing which mirrored our own philosophy."

Apart from Radbourne's involvement in Formula Renault, it is not surprising to find them in the thick of things in Renault's one-make series, being founder members in 1986 with a two car team which later developed into a three car team. They also prepared and ran the Renault celebrity car in 1987 and 1988. Although they have never won the Drivers' Championship, Dave Cox, who was with them from 1986 right through to 1989, was runner up twice, although they have won the Best Dealer/Team Award. That, however, is not the most important placard on Radbourne's premises. Pride of place belongs to the unique placard presented by all the other teams at the end of 1989 honouring Radbourne for their spirit of comradeship, generosity and help, an award which has a special place in Lincoln's heart.

1991 brings changes, though, for the year sees the demise of the popular Renault 5 GT Turbo replaced by the Clio 16V. Not only will Radbourne prepare their own cars, but they have also been awarded the contract to run the Renault celebrity Clio for this year as well.

As if all this was not enough, Lincoln Small is also an avid historic racing car fiend, owning many such examples and racing his own '71 Formula Two Brabham BT35 in the HSCC Historic Racing Formula Championship for pre '71 single- seaters while in his workshop is a 1968 F5000 Lola T142, the last of the spaceframe cars, complete with Traco Chevy engine and LG400 gearbox, the ex-Derek Bell Formula Two Brabham BT30, a beautiful 1.6S Alpine A110 and a couple of early 250 Ferraris. Most interesting of all, though, from Lincoln's point of view, is the aluminium-bodied Radbourne Abarth which is undergoing restoration. This is just one of nine cars which Radbourne built themselves in the Sixties from a supply of 30 shells bought from Abarth. When the car came up at an auction last year, it was too good an opportunity to miss.

The bread-and-butter servicing of cars in their new purpose-built workshop a five minute drive away from HQ at the Broadway and the sales of Devil exhaust systems and Radbourne's own uprated Renault 5 GT Turbo intercoolers all seems a little tame, but for all its high profile racing exploits, it is only this aspect of the business which allows them to go and play in the first place. WPK



The 16 valve Renault Clio which replaces the 5 Turbo in Renault's one-make championship.

Never Say Goodbye



The new BMW 3-series has lost the classic look of its predecessors.

The new BMW 3-series, which goes on sale in the Spring, represents a worthwhile advance over the outgoing model. The fresh body shape, showing a distinct family likeness to the Fives and Sevens, is more aerodynamic and more roomy, especially in the back where the old model felt cramped. It is a little heavier but the six-cylinder versions (320i and 325i) are a lot more powerful with four-valve cylinder heads, while at the rear end a new suspension system similar to that of the Z1 sports car allows a supple ride coupled with outstanding handling characteristics.

Initially the range will consist of four-door saloons, but the two-door due in the autumn will be sufficiently different to be regarded as a coupé. Touring and Cabriolet versions will follow, and eventually an M3 will top the performance aspect of the range.

Transmissions are new, too. A ZF 5-speed gearbox with torque converter and lockup should go a long way to quelling the last resistance to automatics, while BMW's new 5-speed manual is unusual in having a direct fifth gear.

The Bavarian engineers point out with justification that 'overdrive' ratios were introduced to save fuel, but they made the cars seem sluggish and disappointing. Customers were therefore habitually using intermediate gears and defeating the object of having high ratios. Having said all that, though, we spent a lot of time on the test drive trying to change into a non-existent sixth gear, so the customers will have to adapt their thinking to the German way.

BMW has overhauled the entire range in the past four years paying due attention to styling, engines, transmissions and suspensions, and in Britain the investment is paying off with a greater share of the market, albeit with lower volume sales. The 3-series has stood up well to the recession, even though its replacement has been common knowledge for some months, and the newcomer looks set to continue BMW's popularity in the young executive market.

The traditional kidney shaped grille is still in place, naturally, but the dual headlight system is now behind glass, and the aerodynamics are certainly improved. There is perhaps too much grey plastic below the grille, and rear number plate for everyone's taste, but great play is made of the BMW's improved safety levels and the massive bumper sections make their contribution.

For the British market, the four-cylinder 316i will be the entry model, from June onwards, at about £14,500. A month earlier the new 3-Series range will be launched with the 318i (111 bhp), and the six-cylinder, 24-valve 320i (147 bhp) and 325i (189 bhp).

In cars that weigh 30 kg more than their predecessors, on average, the engines allow brisk performances, the automatics a second slower to 60 mph than the manuals. The odd second is lost in the first few yards, and on the road the 5-speed autos feel every bit as quick as the manuals, though changing busily between the 2-3-4 ratios on hilly terrain.

BMW's engineers refer to the rear suspension as a "centrally guided, spherical double track control arm rear axle", which is another way of describing a layout in which the suspension arms are pivoted from the centre of a subframe, located either side of the differential, and with simple trailing arms located so far out that they are banana shaped to clear the inner rims of the wheels, which are now 15-inch diameter.

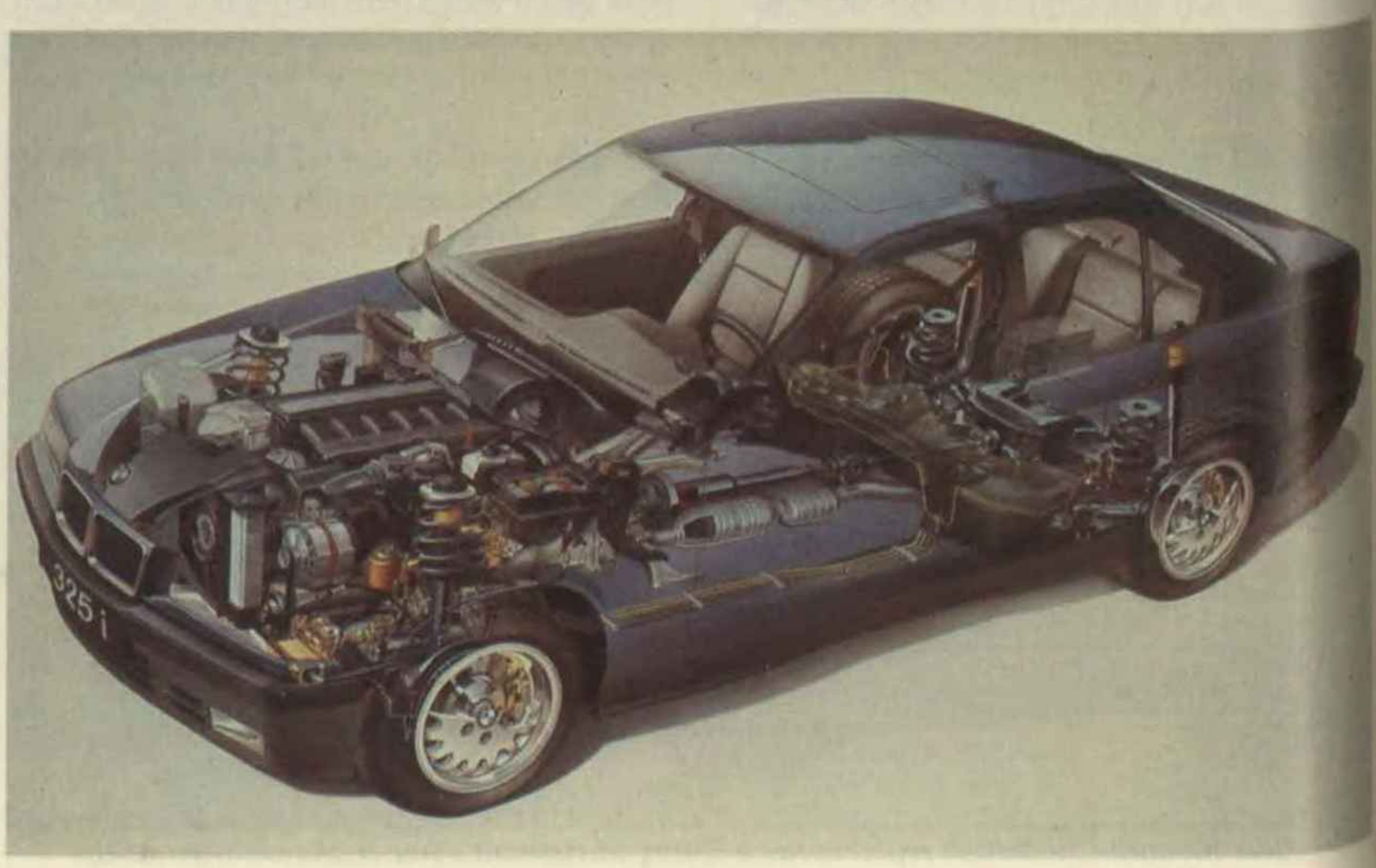
The system is extremely compact, and effective. The compactness allows a minimum of intrusion into the boot space, and the installation of an intricately shaped 65 litre plastic fuel tank beneath the rear seat. As for effectiveness, the 3-series rode very comfortably on roads in southern France but handled like a sports car at Miramas, the pre-war race circuit now owned, and developed, by BMW.

The high speed, 5 km oval track has been retained, with a handling course alongside, but the perimeter is now marked by a 6.1 kilometre banked circuit still under construction, BMW's own Nardo track where cars can be driven flat-out day and night. It was brave of BMW's management to allow the world's motoring press, 700 people altogether over a period of weeks, drive Threes, Fives and Sevens on the oval and handling courses, and as the launch neared its end the fleet was intact.

Impressive it was, and the Threes were actually more enjoyable than the Fives on the test track, being stiffer sprung and more responsive. In the same conditions the big Sevens showed up surprisingly well, helped or hindered — depending on your enthusiasm for fast driving — by the anti-slip control which reduced the power when there was a hint of wheelspin.

The new 3-series will be very popular, no doubt. We feel that the styling lacks the rather classical looks of its predecessors, which number more than 3½ million since the series was launched in 1976, but driving pleasure will compensate amply.

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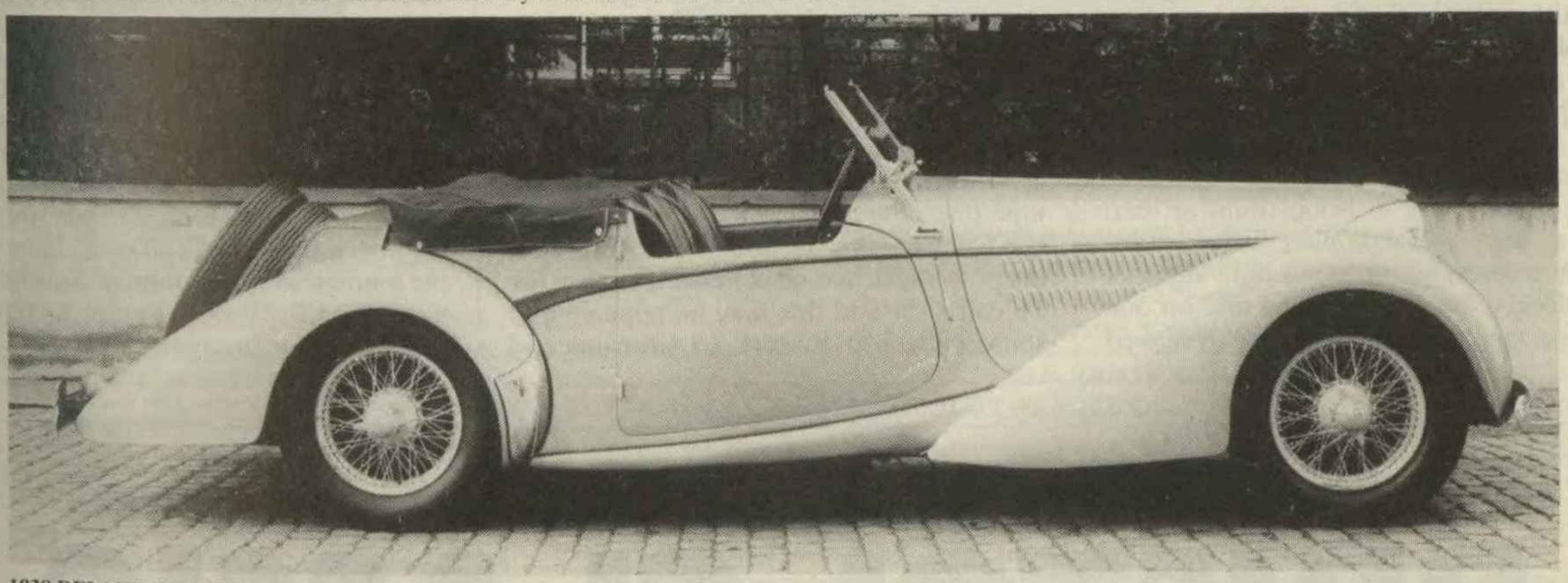
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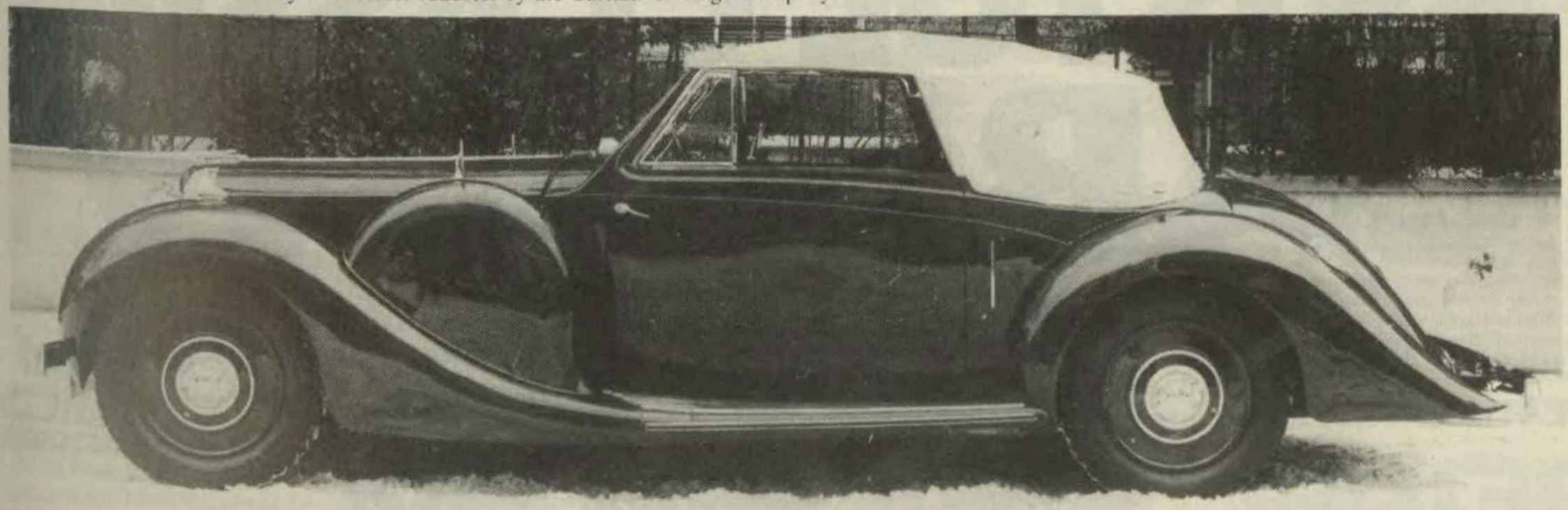
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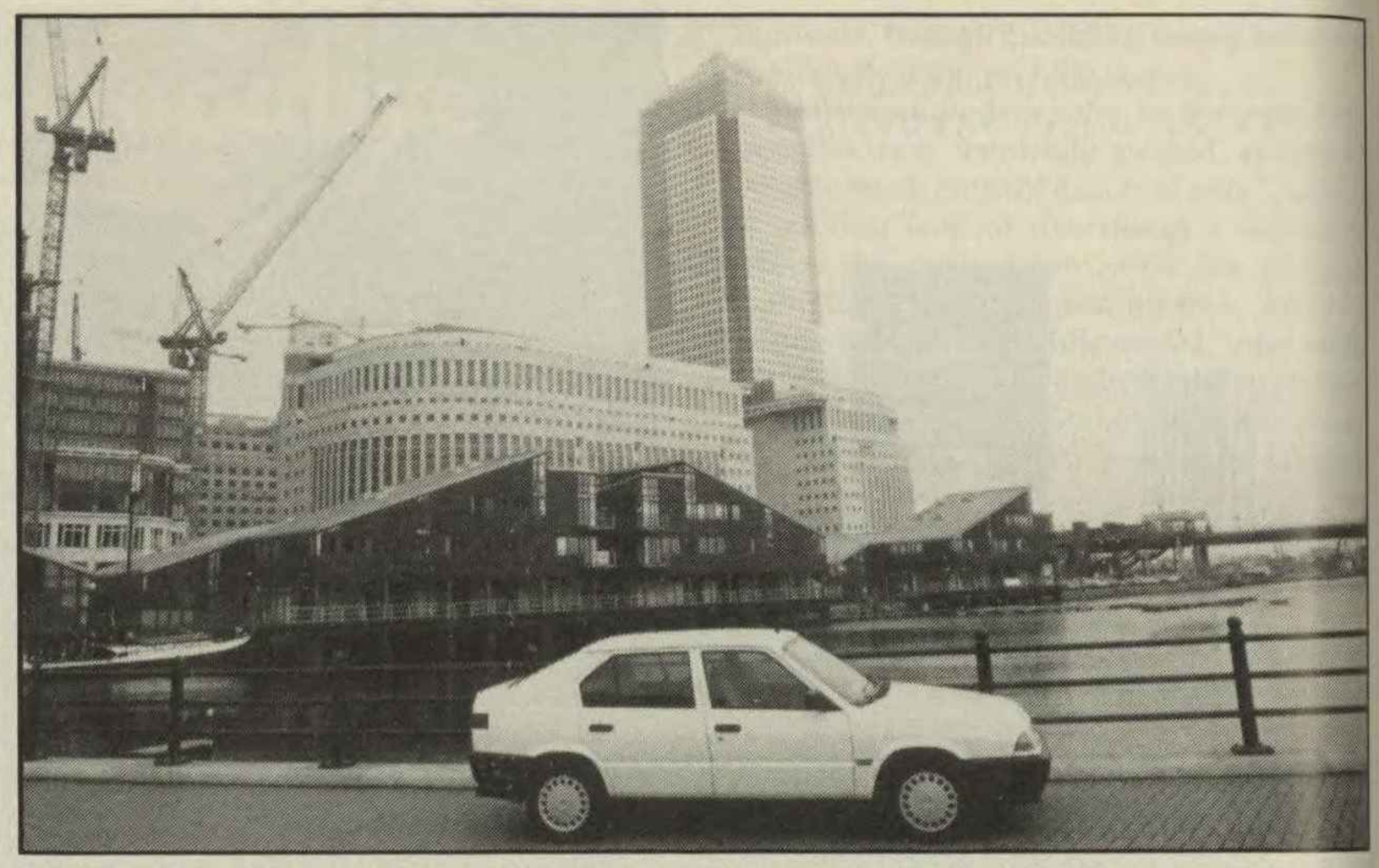
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The Alfa 33 is now available to those with tighter purse strings because Alfa Romeo have added to their 1.7 16 valve and 1.7 ie range with a 1.5 fuel injected version of their car which will sell for a modest £9895. Despite being 222 cc and eight valves short of the 140 bhp top of the line model, the 1.5 ie remains relatively punchy with 98 bhp at 6000 rpm and 95 lb/ft of torque at 4500 rpm. Still enough power to extract enjoyment from the capable chassis.

The chassis has been modified from the old 33 and the 1.5 carries the same specification as the 1.7-litre cars we tested in the July 1990 issue. This essentially consists of a revised Macpherson strut front suspension, with new mounting blocks and bearings, while the solid rear axle has altered strut mounting positions. Our first impression of the 33s cornering capabilities were favourable when we tested the car last year, and they were endorsed by our week with the 1.5. Torque steer is undoubtedly present but only becomes obtrusive if you make it so, and although the relative lack of power compared to the 16 valver makes the poise of the car less spirited, it is still very capable when pushed hard, behaving at the limit like a car with predictable front wheel drive characteristics.

The brakes, disc at front, drum at rear, with a bias proportioning valve, were equally impressive, showing little signs of fade along a fast country road and on one occasion hauling me up very quickly indeed

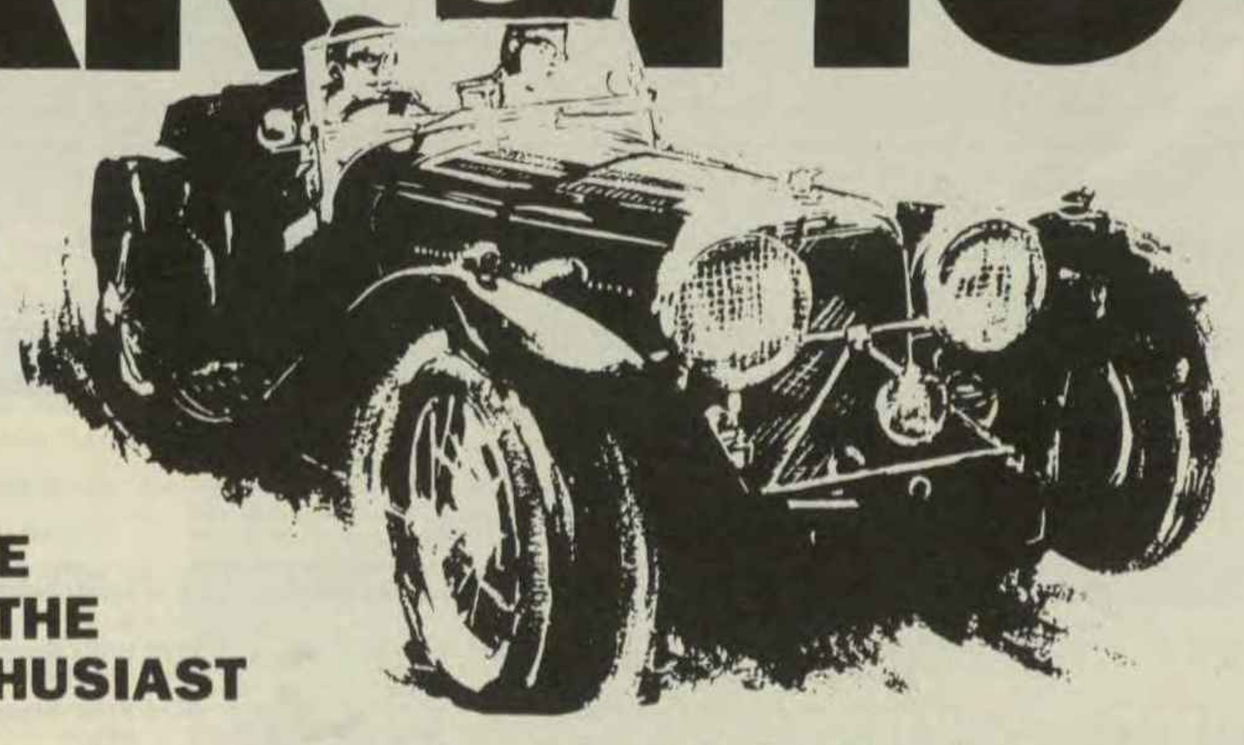


when the driver in front (surprisingly without a caravan in tow) decided to stop on a fast sweeping corner to look at a hedge.

Powered by the well known horizontally opposed four cylinder engine this 33 has the same rorty sound effects that boxer Alfa owners have come to expect. It sounds lovely to some, rough as old 'brain damage' scrumpy to others. With a ten second 0-60 mph time, the acceleration is by no means eye-ball flattening by modern standards, but the power is delivered at lower revs than the 16 valve car and this may be appealing to some. Fitted with Bosch L 3.1 electronic fuel injection and Bosch EZ 10 digital ignition the 1.5 is reasonably economical, giving about 35-40 mpg on a motorway run.

The styling remains unchanged on the 1.5, and in fact it looks better for not having the rear wing that addorns the 16 valve car. The work of Walter de Silva, it is typicaly Alfa Romeo in its pleasant idiosyncracy. If you can live with the occasionally apparent electrical eccentricities, after all, not knowing how much petrol you really have makes the journey so much more of an adventure, then the 1.5 33 would seem to represent excellent value for money. CSR-W

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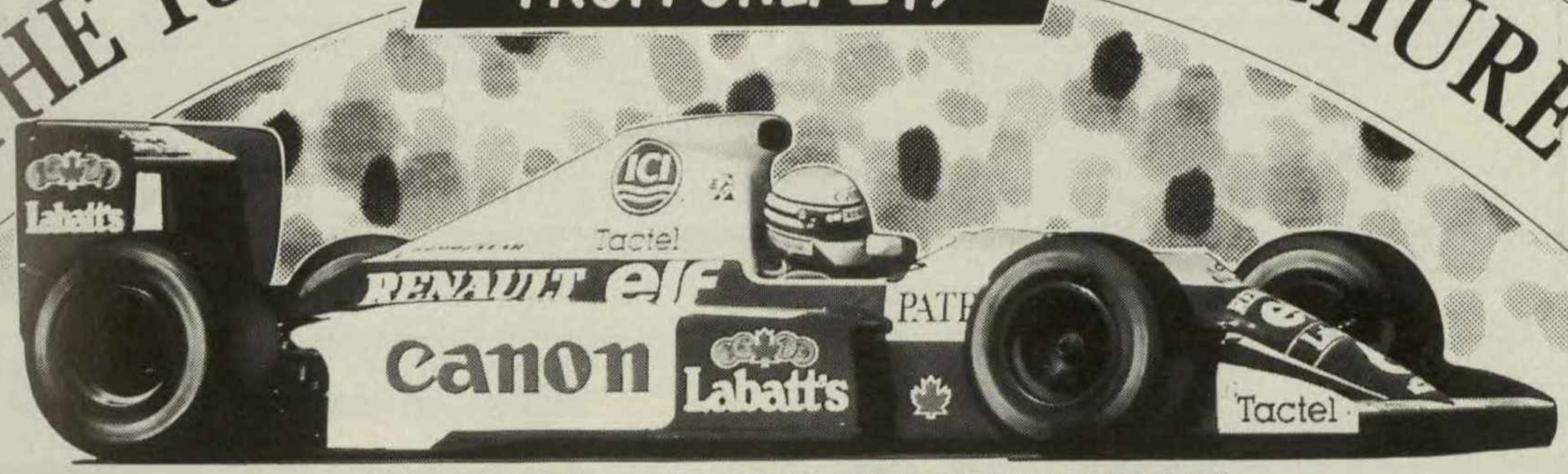
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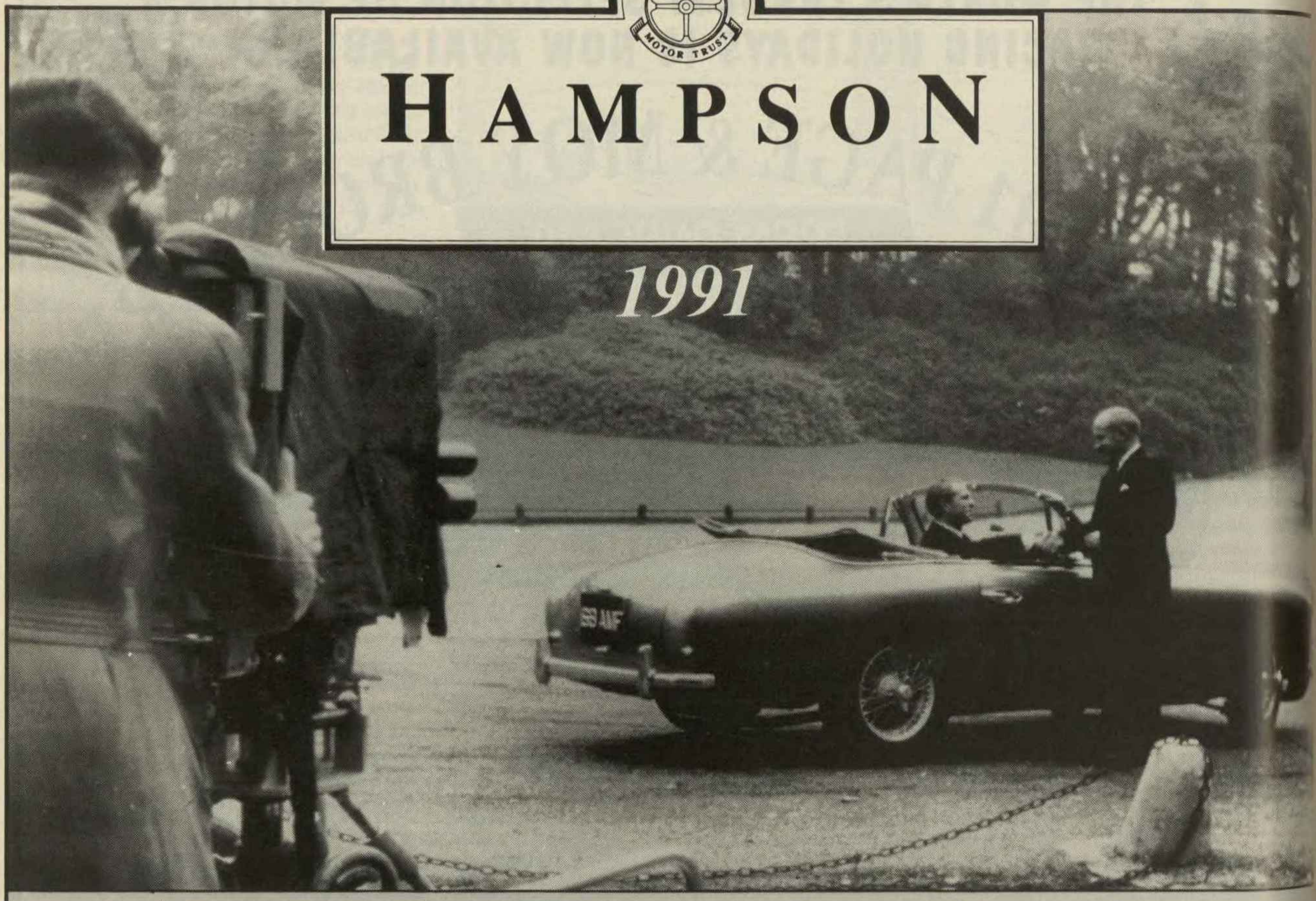
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The new 911 Tiptronic; more suited to everyday road conditions than any previous model.

Automatically Smart

More than a quarter million Porsche 911s have been made since the September 1963 inauguration of a production car that actually deserves that abused adjective, 'Classic'. More than 35,000 Porsches of all types reside in Britain. Few of those owners would dispute that the 911 in its post 1989 Carrera 2/4 body continued to embody every element of the Porsche tradition for durable speed.

There are faults, the dated and fiddly cabin ergonomics probably the most serious everyday setback, but the 911 remains the standard for lasting value by which every other performance contender in the £40-£50,000 class must be judged. A remark that is more than usually relevant when our recessionary times have forced even Porsche GB at Reading and AFN in West London to reduce employment.

Flat six has lifted the 5-speed manual 911 into the 160mph class with 0-60mph in less than six seconds. Yet the clever Tiptronic manual/automatic 4-speed transmission maintained almost exactly the claimed 159mph, slashed through the annoyance of every day suburban driving and allowed a very respectable 0-60mph two way average of 6.2 seconds.

Consumption of the cheapest 95 octane fuels averaged fractionally under 18mpg for a test that embraced the delights of a full test session versus the Correvit electronic timing gear.

Major changes that coincide with the introduction of the Carrera 2 were made possible by the 1989 debut of the Carrera 4, that all-wheel-drive reincarnation of the markedly rear engine theme (now 61% rests over the rear wheels of a Carrera 2) utilising a more coherent current vision of the traditional 911 outline. For the Carrera 2 it meant the adoption of standard power steering, the latest in ABS electronic anti-lock brakes and the electrically raised and lowered (at 50 and 6mph) rear spoiler.

Because the 15% of body parts that Porsche list as unchanged (front wings, bonnet and much of the rear engine cover) are above the bumper line, the visual impression is that the 911 is little changed, but the company assure us 85 per cent of those galvanized sheet steel components did have to be changed. The company offers a ten year anti-corrosion warranty and backs this in Britain with three years for paint and two years for all mechanical and electrical components.

Most aerodynamically effective panels are hidden from sight. These are the trio of front end panels that provide a flat under body section in conjunction with the panels that now wall in both engine and exhaust.

Kerb weight has been increased by just over 300lbs in the 2+2 coupé over the 1989 model, reflecting the extra features provided and considerably enhanced body strength.

At extra cost the customer can buy two or 4-WD engineering in a wide choice of revised bodies. These begin at a traditional Targa (from £49,411 to £56,379, according to power train), and power top cabriolet (£53,114 to £60,082). In these recessionary times you might even find a cancelled 911 turbo order, but that 320 bhp package now has a list cost of £72,993 and the company were not expected to receive their own demonstrator much before Spring 1991.

Porsche are continuing to supply swift practicality that owes most to its sensible size and the manufacturing standards of the 1988 Zuffenhausen 911 factory in extending the extraordinary life of the 911 model.

Technical Analysis

Also owed to the Carrera 4 was the redevelopment of the boxer six cylinders. At 69.4 bhp a litre Porsche claimed the highest bhp/litre figure in the World for a normally aspirated, catalytic convertor, two valve per cylinder, production engine. That was at the November 1988 press launch and much of the efficiency is traced to twin sparking plugs for each cylinder.

More significantly the growth from 3.2 to 3.6 litres, a dual ignition system inspired by their commercially unsuccessful foray into aviation with the flat six, and a resonance tuned intake system (complete with flaps to divert intake air path along two diameters of resonance intake manifold tubing), have been developed to



The 911 Tiptronic will average a comfortable 20 mpg at motorway speeds.

yield the widest of enjoyable power bands in production. From 1700 to 6600 rpm more than 70 per cent of maximum torque is at your disposal.

The Tiptronic transmission features the work of an alliance between Porsche at Weissach and the development engineering departments of Bosch and ZF. The chief customer benefits are provided by sensitive microprocessor electronics and the wide use of sensors to guard against distinctly unsporting automatic gearbox gestures, such as shifting up before a bend (it senses the suddenly lifted throttle) or during a corner (it detects insufficient lateral stability reserves). Porsche point to the double clutch 'PDK' (Porsche Dopple Kupplung) gearbox of the World Sportscar 962C as the heritage of this gearbox, but the road unit dispenses with twin clutches and is a further conversion of the new Simpson gear 5-speed. The widely spaced four ratios rely on the fast lock up of conventional hardware such as a torque convertor and the diverse action of planetary gear sets under sophisticated electronic management to provide its unearthly speed and fluid change qualities.

The 'Tip' part of the name comes from the German to flip the gear lever around in a sporting manner, and you can be sure there was no temptation to hark back to the Sportomatic brand name of the last Porsche 911 alternative to manual transmission, which ceased production in 1979.

The gearbox offers two shift pattern 'gates', manual selections simply made by pushing the lever forward in the logical '+' plane, or down via a '-' indication. The automatic is conventional in its PRND321 layout, but you can find access to the manual gate from 'D', so the permutations are extensive. The selected ratio is displayed upon the instrumentation, but said illuminated display could be larger and more legible.

Studying the internal ratios shows some wide gaps that are evident to the driver, so it is no surprise to learn that additional forward ratios are number one on the development priority list, along with further internal pump efficiency and torque convertor development.

Whilst the Carrera 2/4 programme brought extensive technical features to the 911 that it had not previously offered (particularly anti-lock braking and power steering), Porsche continue to mildly refine the recipe. For 1991 a conversation with former Porsche racing Champion Steve Kevlin at Porsche GB revealed that coil spring rates have been mildly increased and that the rear and roll bar was down from 21 to 20mm. A more obvious suspension change comes when you specify the 1991 Sport suspension which 'comprises stiffer sport shock absorbers, springs and front anti-roll bar' according to the company.

Other minor 1991 changes cover details like rear seat release and central locking that allows the bonnet/luggage area lid to be lifted with out triggering the alarm.

Action

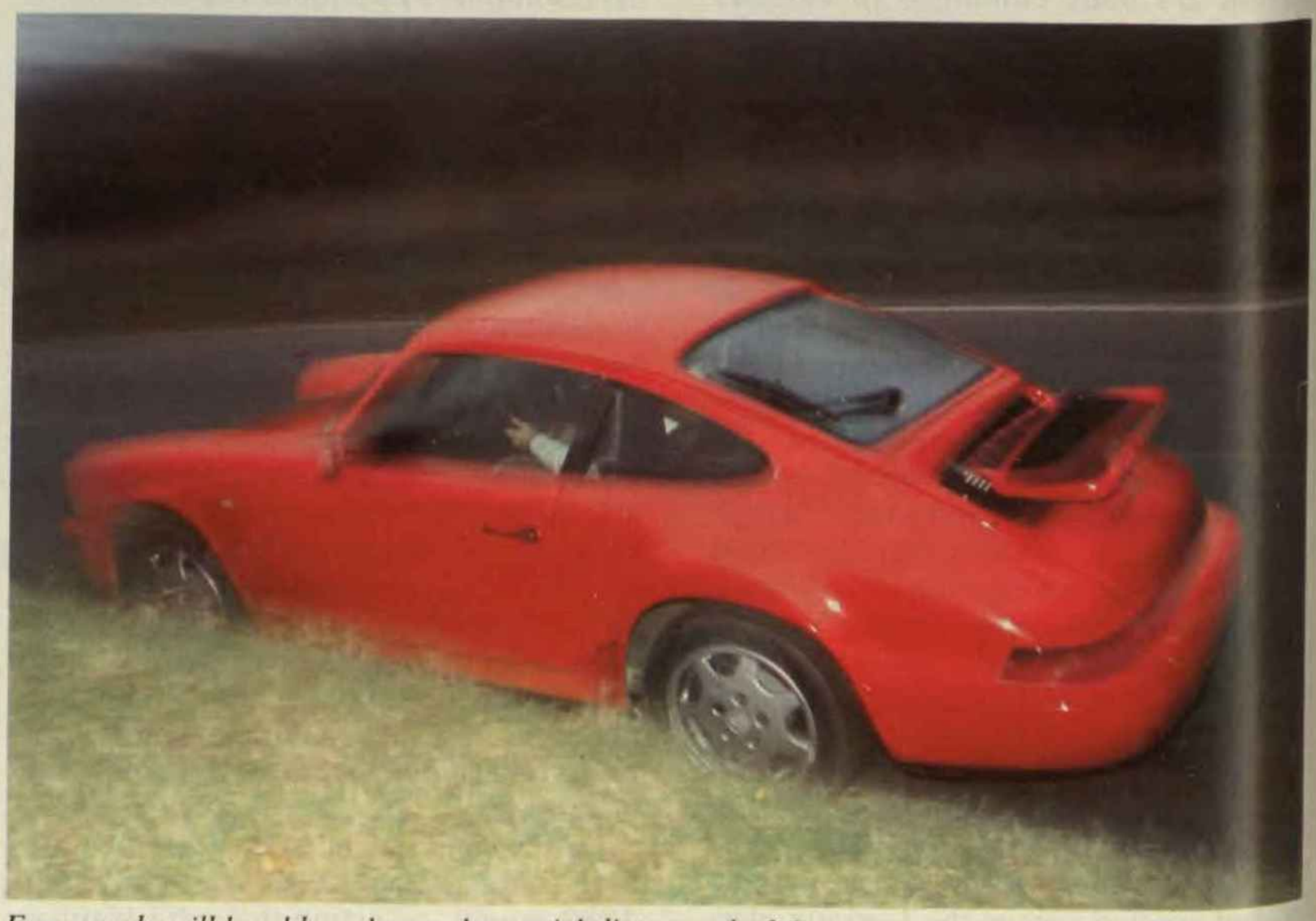
Having studied all the changes that have been made to the 911, it was something of a relief to find the legend in good road and circuit health. Especially as the Tiptronic, for all its electronic sophistry, still amounts to a purist sacrilege; the automatic 911.

In fact the everyday ability of the 911 is enhanced by the presence of Tiptronic. The change quality and speed is the best I have ever experienced in any kind of automatic, its seamless speed only hiccuping if the driver fails to match rpm to road speed on a manual downshift. It would also be advantageous if the first was a little less protected from selection, locked out for all practical purposes outside a virtual stop and pull away situation. Acceleration, away in second gear courtesy of the torque convertor, is far from sporting.

More important than the excellent figures recorded in our data panel, is the sheer accessibility of that performance. Using ten of their own employees as guinea pigs, Porsche checked the 0-62 mph abilities of the manual 5-speed versus the Tiptronic; only three Porsche people could better the 0-62 mph times set in the automated example.

There is also the point that the figures we print are so consistent. We tried two drivers, and the automatic mode versus manual selection, and still could only find fractional time differences. In the Tiptronic model one does not juggle rear end traction versus horrifying rpm and clutch consuming antics; you simply motor off with a modicum of rpm built against the foot brake and torque convertor action.

The times and speed recorded were exactly in line with conservative Porsche predictions and felt the Porsche per-



Few people will be able to better the straightline speed of the automatic gearbox.

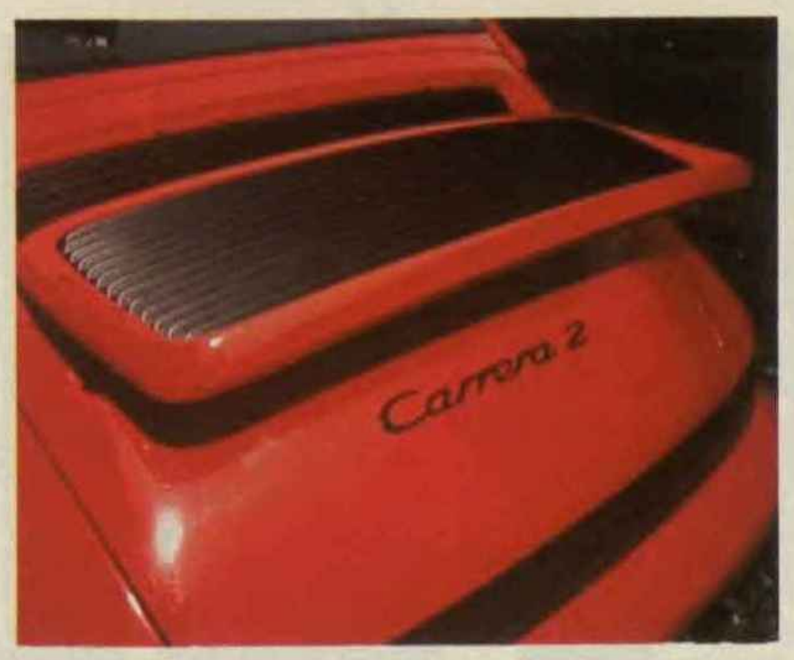
formed not just impeccably, but with a safety reserve that thoroughly endorses the new body and its substantially revised chassis (wide based aluminium front wishbones, self correcting rear axle, Bridgestone RE71 tyres).

The 911 is far from quiet roaring along at 159 mph over concreted block banking, but conversation was possible without our hearts trying to escape into our mouths, for it tracks notably more securely than did the previous 911 at 151 mph.

Our road impressions confirmed that the 911 is now a much more secure, yet still exciting driving experience. A good example was a greasy winter road full of the second and third gear swerves that could set the previous 911 three severe challenges; braking without a wheel locking; avoiding strong turn-in understeer; attempting to cancel terminal final oversteer.

The Carrera 2 dealt with such challenges comfortably, and the Bridgestones were still only just beginning to allow the complete car to drift gently wide when the Goodyear-shod Sapphire RS Cosworth behind was wandering from lock to lock in search of any cornering grip whatsoever.

Freed from clammy palms and haunting fears that even the best in the business cannot maintain control over some of the earlier examples (particularly original 911 Turbo), we enjoyed our mileage more than ever. This is the highest praise we can afford, for 911s have always provided a brand of motoring not approached by any other marque for balancing leisure excite-



The rear wing rises at 50 mph and lowers at 6 mph.

ment and working practicality.

Those who had not tried the 911 format before commented warmly on 'the lack of width, it makes the 911 feel so much more usable', and steering that is 'beautifully weighted. It so fluid and makes smooth, satisfying, progress easy. The only road car I have tried that approached the BMW M3 in this respect felt one charger.

The cabin layout around that informative steering may please 911 conservatives, but the writer feels Porsche could have been braver about a more complete overhaul. The five dials and their seven red needles are fine, but the distinctly scatter-brained 4 switchgear is almost English in its studied eccentricity. Items such as the small fascia rockers for sunroof and rear window wipe are well hidden and the rear screen heater is a pull knob that is a stretch away on the central dash.

The two pedal layout with no formal footrest (but plenty of space) is easier to manipulate than the manual model. We had standard front seat outlines with the benefit of electric height adjustment, but would have also liked fore and aft electrical assistance at that optional cost, or to dispense with that feature completely. The 911 could stand a diet in 1991, and there will be the option of buying a lighter weight Carrera RS version (based on the Carrera racers and 260bhp in 1230kg, or less). You may have to use some ingenuity to secure a place in the RHD queue, supplies limited to 150; the LHD total is only scheduled to reach 1800 examples.

In motion our only quibbles with 911 delights are now not centered upon their traditional roadholding quirks — because the new model had enhanced its abilities to the point where only those who persist in pushing beyond normal road limits will be punished – but on ride.

Owners of the previous model comment frequently on this aspect, and the abbreviated wheelbase 911 remains noisy over many motorway surfaces. It dislikes road joints (such as concrete slabs) with a ferocity that is almost familiar from the writer's even stubbier Honda coupé. I do not think I could recommend the harder yet Sport option until the potential customer had tried the standard layout, which is much more comfortable as soon as you tackle the kind of quicker motoring that a 911 absorbs so pleasurably.

Judged as a 160 mph coupé that provided enormous pleasure, we felt that a commuting 16.7 mpg on the cheapest



Despite having 85% of the bodypanels altered, the new 911 retains very familiar lines.



Handling, enhanced grip, breadth of power and ABS make the Tiptronic a very enjoyable motor car.

unleaded and a Leicestershire motorway/country run at 19.2 mpg were absolutely acceptable. A multiple function on-board computer readout proved accurate to within 1 mpg on cross-checked runs and emphasised that 20 overall mpg was well within motorway reach and that the front tank with traditional nearside wing access will allow 265 miles at our near 18mpg average before the 10-litre reserve is required.

Verdict

Porsche overhauled the 911 concept for the nineties, and beyond, with conscientious enthusiasm. Their Weissach project engineers genuinely enjoy their work and it shows in the durable excitement that the 911 has created in a 27 year public life.

There are details that (disappointingly) did not receive the attention they deserved, but the overall effect is still of a massive all round improvement. Ultimate enthusiasts should find that the Carrera 2 RS answers any suggestions that the 911 has now been tamed into senility, but to somebody like the writer — who has track tested more than 20 examples of the breed as well as performing this kind of full road test at regular intervals since 1975 — the Carrera 2 exceeded expectations.

I would highlight the safer, yet still enjoyable handling; sharply enhanced road grip; excellent ABS braking and the enthusiastic breadth of that 3.6-litre engine's pulling power as key attributes for the later model. As to the transmission, I would heartily endorse Tiptronic effectiveness, but would comment that for those without an urban slog the Carrera 2 five-speed is a vast improvement over previous Porsche transaxles and that it now requires no adjustment of driving technique to deploy the manual model effectively.

The 911 deserved to live on. The Carrera 2 reincarnation, especially with Tiptronic transmission, is probably more attuned to the conditions of today than any 911 in that honourable production history. JW

MOTOR SPORT TEST RESULTS – PORSCHE 911 CARRERA 2 TIPTRONIC

SPECIFICATION

ENGINE: Air-cooled, light alloy, horizontally opposed six cylinders; SOHC per bank operates two valves per cylinder. Capacity: 3600cc (100 × 76.4mm). Dual ignition system activates two spark plugs per cylinder. Bosch L-Jetronic plus Digital Motor Electronics (DME) fuel injection and ignition management; 11.3:1 cr. Max Power: 250 bhp @ 6100 rpm. Peak Torque: 228 lb ft @ 4800 rpm.

TRANSMISSION: Electronically commanded Bosch-ZF Tiptronic 4-speed rear transaxle. Rear-wheel drive, Tiptronic utilising torque convertor, planetary and Simpson gear sets. Final drive 3.667:1.

GEAR RATIOS:

First	2.479	7.57mph per 1000rpm
Second	1.479	12.72mph per 1000rpm
Third	1.00	18.33mph per 1000rpm
Fourth	0.728	24.84mph per 1000rpm

BODY: Steel monocoque 2-door coupé with electronically raised and lowered back spoiler. Petrol tank of 77 litres/16.9 gallons. Drag coefficient: 0.32Cd.

DIMENSIONS: Wheelbase, 89.45 inches/2272mm; front track 54.33in/1380mm; rear track 55.09 inches/1374mm; width 65.04 inches/1652mm; length 167.3in/4250mm; height 52.0in/1320mm. Kerb weight: 2970lb/1350kg.

FRONT SUSPENSION: MacPherson struts, coil springs; twin tube low pressure gas damping; 20mm anti-roll bar. Steering: Power assisted via servo pump from toothed belt camshaft auxiliary drive; rack and pinion, 18.45:1 ratio, 39.2ft turning circle.

REAR SUSPENSION: Light alloy, semi-trailing arms; concentric coil springs and twin tube telescopic gas dampers; 21mm anti-roll bar (20mm for 1991 models).

BRAKES, WHEELS, TYRES: Servo-assisted, vented 11.72 inch/298mm diameter front discs; vented rears of 11.73 inches/299mm; Bosch electronic anti-lock braking. Light alloy 6J × 16 inch front wheels, 8J × 16 rears. Bridgestone RE71 205/55 ZR 16 (front) and 225/50 ZR 16 rears.

PRICE: £47,198.39p, UK taxes paid. Priced options on test car were: electric steel sunroof, £1,412; heated seat, adjustable temperature, £226.75; sport seats with electric height adjustment, £553.16; dark green upper front screen tint, £63.64. Total car price with options, £49,454.81p.

MANUFACTURER/IMPORTER: Porsche Cars Great Britain Ltd., Bath Road, Calcot, Reading, Berks RG3 7SE.

CLAIMED PERFORMANCE: Max speed, 159 mph; 0-62.5 mph, 6.6s.

TEST RESULTS

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

ACCELERATION:

Manual		Automatic
0-30 mph	2.7 seconds	2.8 seconds
0-40 mph	3.6 seconds	
0-50 mph	4.8 seconds	
0-60 mph	6.2 seconds	6.3 seconds
0-70 mph	7.7 seconds	
0-80 mph	9.4 seconds	
0-90 mph	11.9 seconds	
0-100 mph	14.6 seconds	14.64 seconds
0-110 mph	17.6 seconds	17.7 seconds
0-120 mph	22.3 seconds	
0-130 mph (one way)	28.3 seconds	

FLEXIBILITY:

Third gear: 50-70 mph ..... 5.4 seconds
Fourth gear: 50-70 mph ..... 8.3 seconds

Standing 0.25 mile/400 metres: 14.6 seconds @ 100.05 mph.

Maximum Speed: Millbrook 2.029 mile bowl: 158.6 mph.

Maximum Gear Speeds: At 6600 rpm:

First ..... 43.4 mph
Second ..... 77.6 mph
Third ..... 114.2 mph

Speedometer Calibration:

Indicated 30 mph = 32.8 mph
Indicated 70 mph = 71.8 mph

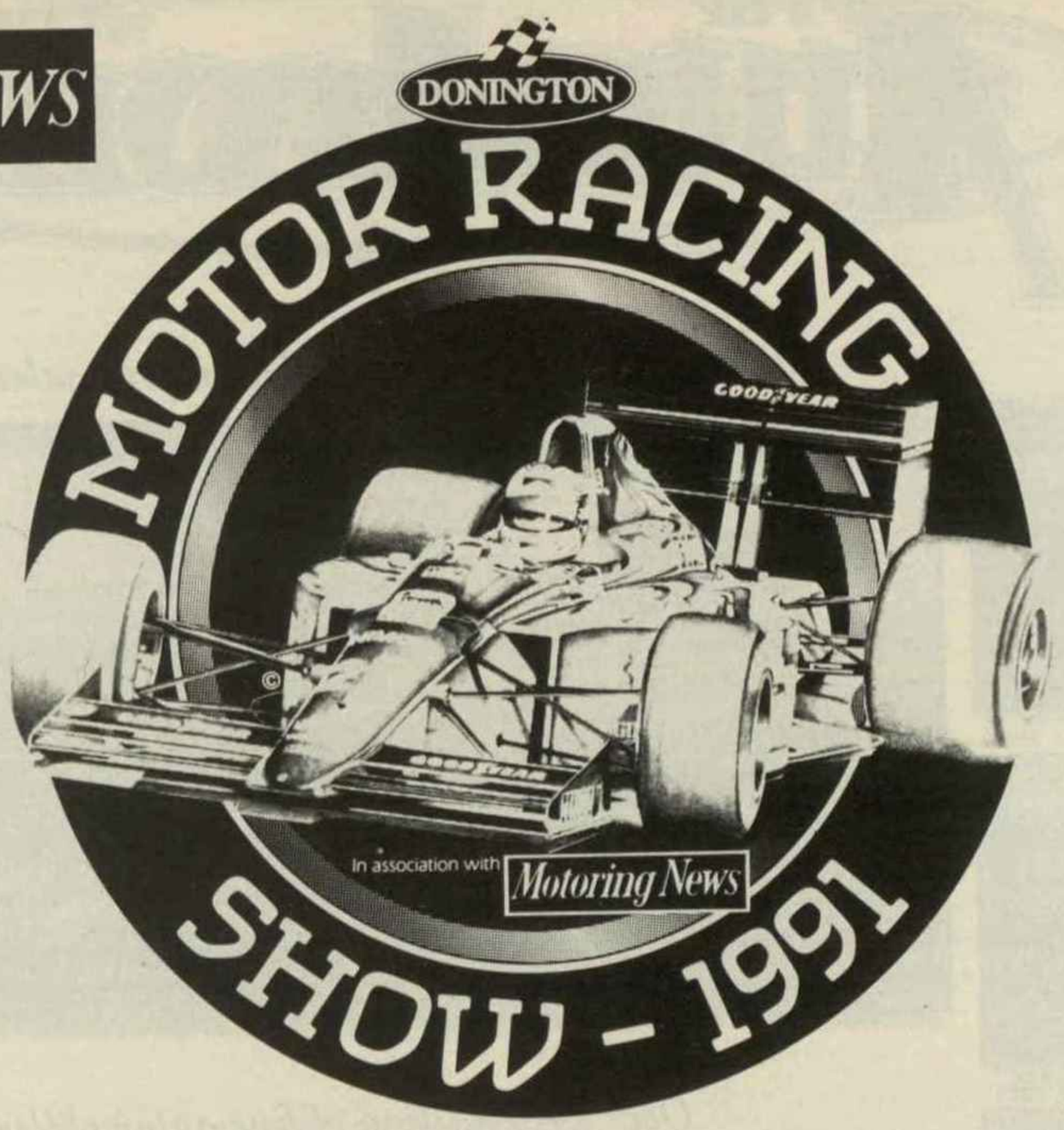
Overall Fuel Consumption: Test, 17.95 mpg

Government mpg figures:

Urban: 16.5 mpg
@ 75 mph: 29.1 mpg
@ 56 mph: 36.2 mpg

Motoring News

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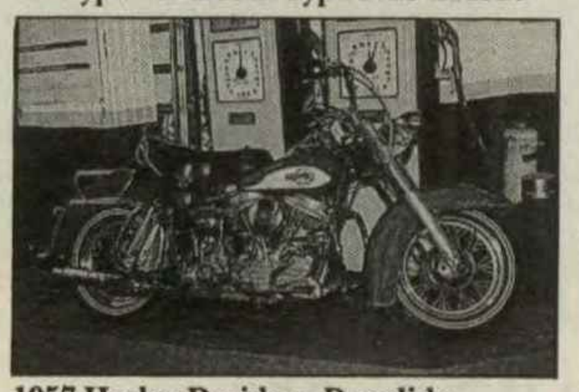
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"D Type" bodied E-Type BRG £14850



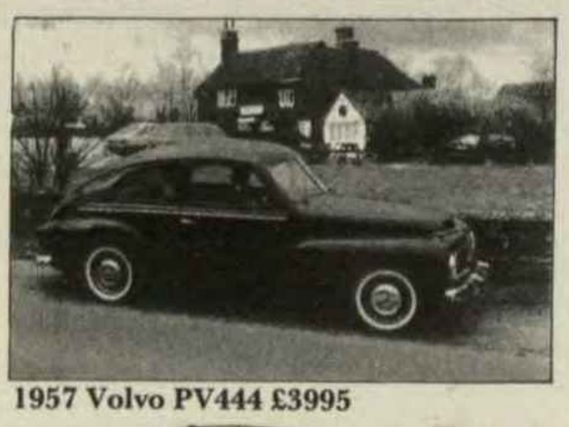
1957 Harley-Davidson Duoglide



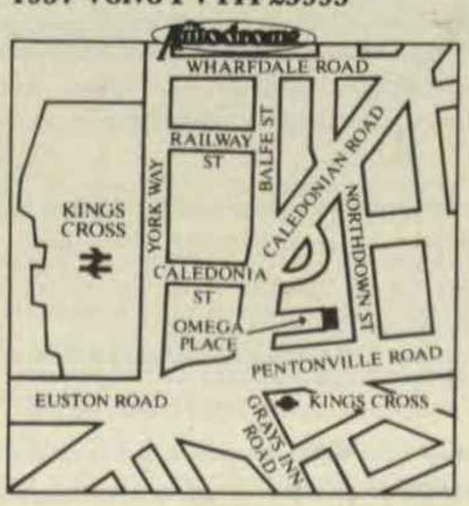
1952 Jaguar XK 120 Roadster £34850



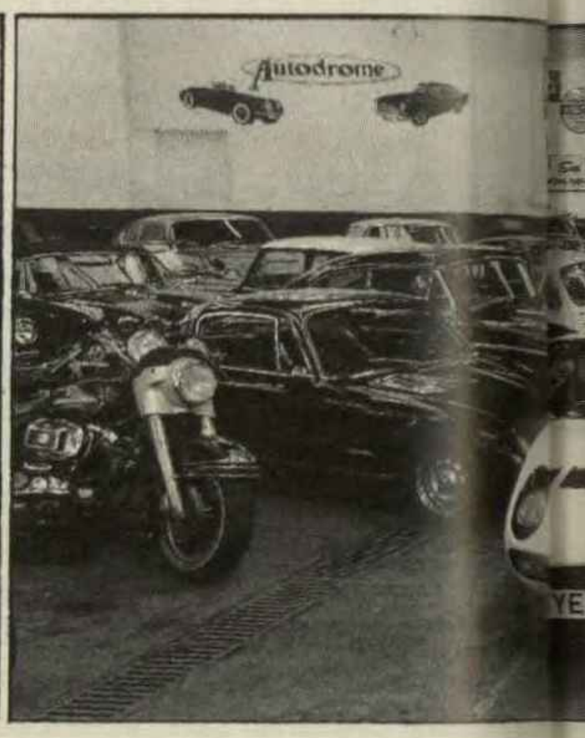
1962 Aston Martin DB4 Series 4 £49850



1957 Volvo PV444 £3995







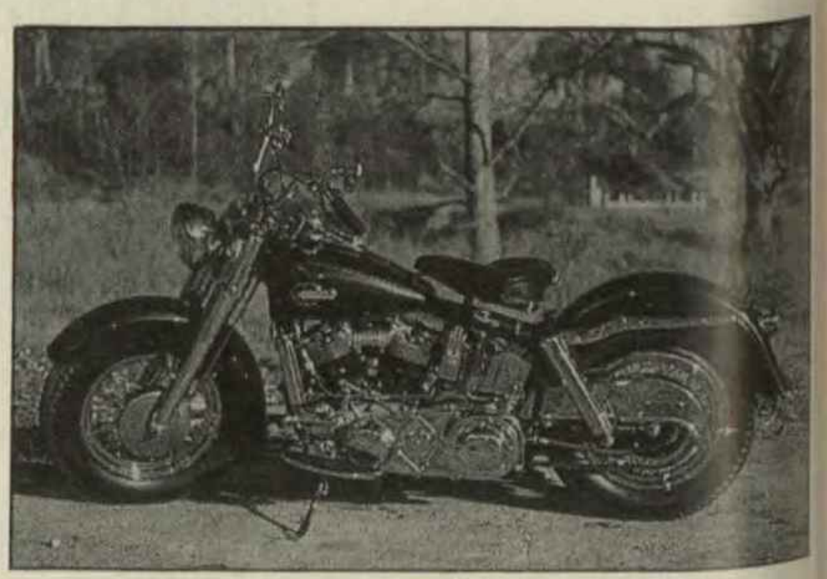
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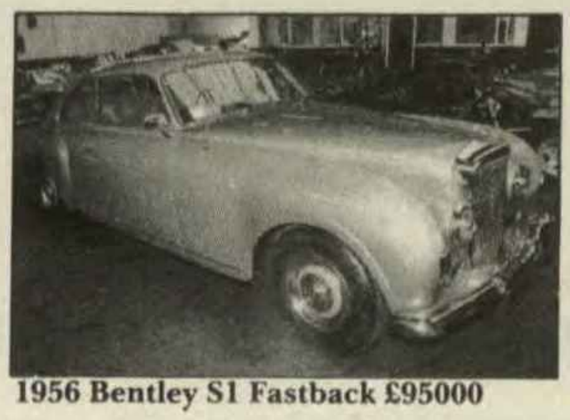
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1956 Bentley S1 Fastback £95000



Aston DB6 Volante 1969 Platinum



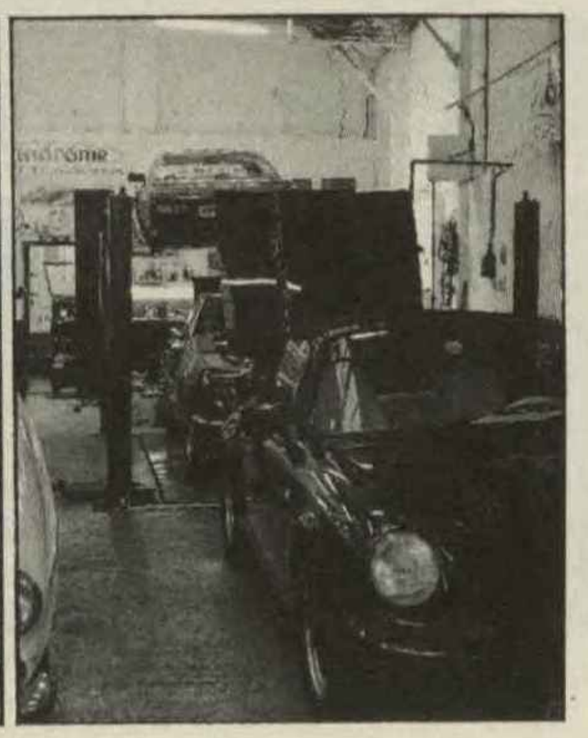
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Market Report – No. 8

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

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

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

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

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

With many rare cars at a third or more of previous prices there are many bargain buys to be had.

1988 Ferrari 328GTS £44,850... 1984 Ferrari Mondial £23,850... Aston Martin DB6 Manual £26,850...

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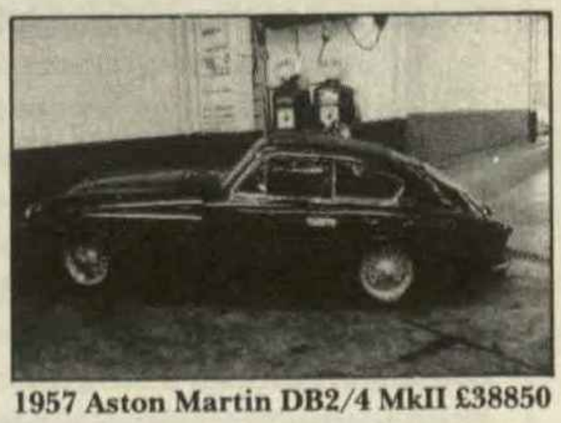
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1958 Aston Martin DB MkIII DHC



1978 Triumph Bonneville £2495



1957 Aston Martin DB2/4 MkII £38850



1965 Austin Healey 3000 MkIII £19850



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Club News

Compiled by WB and WPK

Like the VSCC the VMCC has published its 1991 fixtures list. This leading club for the older motorcycles has more than 10,000 members and it lists 308 events for the enjoyment of its members and those who like to watch motorcycles at work. Among them are the President's Run on May 12, the celebrated Banbury Run on June 16, a National cycle-motor run on July 7, the Levis Cup Trial (two-strokes) on August 4, Cadwell Park racing on September 14/15, the Secretary's Road Run on September 8, and the Founder's Run on September 22. The club is divided into some 50 regional and specialist sections, publishes a fine monthly magazine edited by Dr David Styles and the Secretary is: Mrs A Davy, 138, Derby Street, Burton-on-Trent, Staffs, DE14 2LF.

The Bugatti OC has announced the following fixtures for 1991:- Bugatti Spring Rally, April 5/7th; Prescott Midland hillclimb, April 13/14th;RAC & Midland hillclimb Championships, May 4/5th; Prescott Classic Meeting, June 8/9th; Prescott Midland hillclimb Championship, June 29/30th; Prescott Garden Party, July 28th; VSCC Prescott, August 3/4th; RAC & Midland hillclimb Championship, August 31/September 1st. The Secretary is Mrs Sue Ward, Prescott Hill, Gotherington, Cheltenham, Glos, GL52 4RD.

At one time the VSCC, when permitting post-war Historic racing cars to enter its events, restricted them to front-engined types, as more representative of the heroic age than rear-engined racing cars, the design of which is in the modern idiom. Now the Committee has decided that the latter are acceptable for the VSCC Drivers' Challenge Trophy series of races, by invitation, and for 1991 only. Thus do times change!

The Classic & Historic MC asks us to publicise three of its events open to non-members. These are the Bath Festival Run on June 2 for pre-1959 vehicles, the Heart of Somerset Run for pre-1965 vehicles on July 7, and a static event at Ashton Court, Bristol on July 14. Respective details from Trish Burrage (0761 21223), Bill Wilcocks (0749 75486) and M Baker (0934 418008).

The 12/50 Alvis Register Bulletin for last autumn, received just before Christmas, contains more FWD material, an article on the Charles Follett 12/50 Alvis now owned by Jim Paterson, and an amusing but erudite piece about efficient six-cylinder exhaust systems, etc. The Register is Jogn Willis, The Vinery, Wansborough Mano, Guildford, Surrey, GU3 2JB.

Among the enjoyable things in the current issue of the Bullnose Morris Club's magazine is an account of a journey to Moscow and back in a 1924 Morris tourer, which covered 2800 miles in 18 days, the only troubles a fractured petrol-pipe, a chewed-up speedometer cable, a faulty tyre valve and broken brackets of the luggage trunk on the rough Leningrad roads.

In recent years the active Morgan 3-Wheeler Club has included a Night Trial in its events' list, which seems an adventurous fixture, especially as it entails removing and replacing a tyre and changing a lamp-bulb against the clock, trials hills including a restart, drivingtests, and a timed change of sparking plugs, apart from navigating. Yet ten competitors started in the 1990 trial, the winners being Bob Angell/Frank Kilshaw in a 1934 Morgan MX4, the runners-up Tony Rothin/Mike Slynn (1932 MX2) and Nick Edwards/Geraint Owen (1934 MX4). The oldest Morgan, a 1928 Aero-JAP, took the Bowman & Acock Trophy, well deserved, behind aero-screens, one would think! The breakdown of Morgans in the Club shows a total of 1164, including 296 two-speeders, 620 three-speeders, and 236 Ford-engined models.

The Frazer Nash CC's *Chain Gang Gazette* has published some interesting history recently, including Guy Griffith's memories of racing 'The Spook', Dudley John's recollections of early GN ownership and Lawrence Mitchell's experience when successfully racing his High Speed Frazer Nash TME 924, and in the Humber Register magazine Ken Fantom has been telling of the 14/40 Humber design changes.

Just in case anyone thinks that the clubs get away without paying to use public roads for their events, the MCC's magazine *Triple,* which under the Editorship of Tom Threlfall so admirably reflects the activities of members of this pioneer institution, notes that the DoE charges, via the RAC/MSA) a hefty £1200, for instance for the Land's End Trial, in spite of the Club repairing by its own efforts wear and tear on the sections it uses, also used by other road-folk.

The Inter-Register Competition, between eight typical one-make clubs, went well in 1990, with these Clubs each staging an event, concluding with the Austin Ten DC's Night Rally on Salisbury Plain. The winner was the STD Register with 45 points, from the 12/50 Alvis Register with 41 points and the Humber Register with 33 points. Seven fixtures have been planned for the 1991 series, commencing on April 7 with a contest in Kent or the West Country organised by either the STD Register of the Fiat Register.

An International Endurance Register has been formed by Richard Shepherd-Barron and the 96 Club to cater for cars and drivers who have taken part in recognised sports, GT or touring car endurance races requiring two or more drivers. Derek Bell, MBE, is Patron and the Register is to be launched at the 96 Club's Press Day at Silverstone on April 4th. The index of qualifying cars is filling up well and those who can enlarge it should ring Shepherd-Barron on 0284 89325 or write to Edmunds House, Poslingford, Sudbury, Suffolk, CO10 8RD.

The Sheffield and Hallamshire Motor Club will be running the third White Peak Classic Reliability Trial on February 17th, a round of the ACTC Classic Trials Championship with entries open for cars, bikes and sidecars. Regulations are available from Mrs Mary Jones, 29 Harbord Road, Sheffield S8 0BB. Tel: 0742 748962.

The 'T' Register of the MG Car Club will be holding its 11th seminar on the rebuilding and maintenance of classic MG sports cars. Owners of all models up to 1955 are welcome to attend.

The format of the one-day seminar will consist of two 90 minute sessions on a choice of three subjects followed by an extended question-and-answer session to exhuast the subject fully.

The seminar, which costs £16, will commence at 10.00am on Saturday, 23rd March at Ernulf Community School, Barford Road, St Neots, Cambridgeshire. The speakers are Barrie Jones on "Electrics", Don Spurr on "Back to Basics", the chassis-up rebuild from the "do-it-yourself" viewpoint and Roger Thomas on "Steering Gear" with special mention of the "Bishop Cam".

Further information can be obtained from Roger Furneaux, 65 Kings Road, Walton on Thames, Surrey KT12 2RD. Tel: 0932 243534 (after 8pm). Please enclose a SAE if writing.

The first Bank Holiday weekend in May at Donington promises to be a mouth-watering affair if Steve Lydon of the HSCC has his way. Set against a background of racing on the Sunday and Monday, Steve Lydon is organising what he hopes will be the largest collection of 3-litre Grand Prix cars ever assembled in one place in order to celebrate the 25th anniversary of the 3-litre formula. Not only that, he is hoping to reunite many of the drivers with their mounts as well. While the grid will be static on the track for the cameras, the cars will be re-assembled in the paddock in chronological order for closer inspection. All owners of 3-litre Grand Prix cars, mobile or immobile, are asked to contact Steve Lydon at the HSCC, Coldharbour, Kington Langley, Wiltshire SN15 5LY. Tel: 0249 758175.

The Club is also to be congratulated on its magazine *Histrionics*, the first issue of which has just been published, containing a number of interesting articles as well as useful summaries of the HSCC season.



The GT Developments GTD 40 MkII, a replica of the model which won Le Mans 25 years ago.

Ersatz Character

I must confess I am confused. Do they offend, or are they an acceptable substitute? Should one turn one's nose up at them, or is that an unreasonably snobbish attitude? Do they devalue the real thing or does their existence heighten the awareness of the real McCoy? In case you have not guessed, I am referring to replicas.

Of all the different variations there are in the classic/historic car world, replicas seem the most straightforward and honest — as long as they don't pretend to be the real thing. I can live quite easily with DSJ's definitions as elaborated in the pages of MOTOR SPORT over the years as well as in his book *The Directory of Historic Racing Cars* which was referred to by Mr Justice Otton in the case of Hubbard v Middlebridge Scimitar Ltd. 'Original', 'Genuine', 'Authentic', 'Resurrection', 'Facsimile', 'Special', and 'Duplication', the various headings by which a car can be judged depending on its condition at any given time.

Furthest away from 'Original' is 'Replica' by which is meant that the car in question is a copy of another by the same manufacturer but the date of manufacture is irrelevant. The danger is when the replica, perhaps originally made as such in good faith, assumes the identity of the original as time passes, particularly if both 'original' and 'replica' disappear from the public eye — and there have been some controversial cases of that happening in the last few years.

I expect my confusion would be summarily dismissed by Ray Christopher of GT Developments, who would point out that his company is recognised by the SMMT as a manufacturer in its own rights, having recently been admitted membership of the SMMT Specialist Car Manufacturers Group, and as such is not the constructor of fakes and replicas.

As so often in the past, the project started life as no more than as a hobby, a desire to own his dream car, but the cost of the original, coupled with the unavailability, led Ray Christopher to produce his own version. The model in question was the Ford GT40.

"The original idea was to build just one car, but we soon found out that it was not that straightforward." He quickly realised, as many before him have done, that there are several decisions which have to be made en route to producing a copy of your dream car. Just how far do you go in the quest of keeping the car as close to the original as possible? Do you retain designs that were proved to be incorrect or do you improve them? Do you keep true to the original's contemporary technology or do you replace it with modern products? When, in fact, does a replica cease to be a replica and take on its own identity?

Christopher had decided in the construction of his replica that while it had to look like a GT40, it had to be as well engineered as possible, incorporating lessons learnt since the manufacture of the originals. "It's pointless going back to the old technology, although there's nothing wrong with it except that it is out of date. I wanted to upgrade the car and make it compatible with the Eighties."

While purists might grimace at the audacity of this statement, Christopher at least had the sense to consult two characters involved with the original project to get their thoughts on how the car would have evolved had it continued in production. "Eric Broadley and Len Bailey were consulted about the project, and we specifically asked them on their thoughts on the car's development had it continued in production," states Christopher.

The drawings were commenced in 1980 at which stage he decided that his car was going to be more road compatible than tuned for the track. Although he had designs on competing in it, it was road use he basically had in mind, and so he biased it that way.

By now, though, the word was spreading that some chap in Poole, already involved in the construction of special vehicles for film companies, was in the early stages of making a replica. As the word spread, Christopher received one or two tentative enquiries. It was almost certain that he was not alone in lusting after a GT40, perhaps there might be some kind of a market for it.

If this was the case, and there was the basis for a limited production run, then more decisions would have to be made. Should he proceed with the heavy steel monocoque of the original? "I talked to Eric Broadley and he advised against it, stating that they were only meant to last a couple of seasons. So we made a spaceframe which, unless you know otherwise, looks like a monocoque. It has exactly the same dimensions, but is easier to build and repair."

What about other modifications? "The suspension has exactly the same geometry as the original, but we have taken out some of the anti-dive because it wasn't necessary for a road car, and I have replaced the hemispherical joint system with a 900 pound radial bush because on the original everything rattled and banged and wore out very quickly and I couldn't envisage an owner changing rose joints every nine months. Although it's quite good racewise, it's better for the road car as it actually adds to the ride by taking up the shock factor." The remainder of the chassis and suspension is identical to the original Mark II.

Perforce there are a number of mechanical changes. Although the 5-litre and



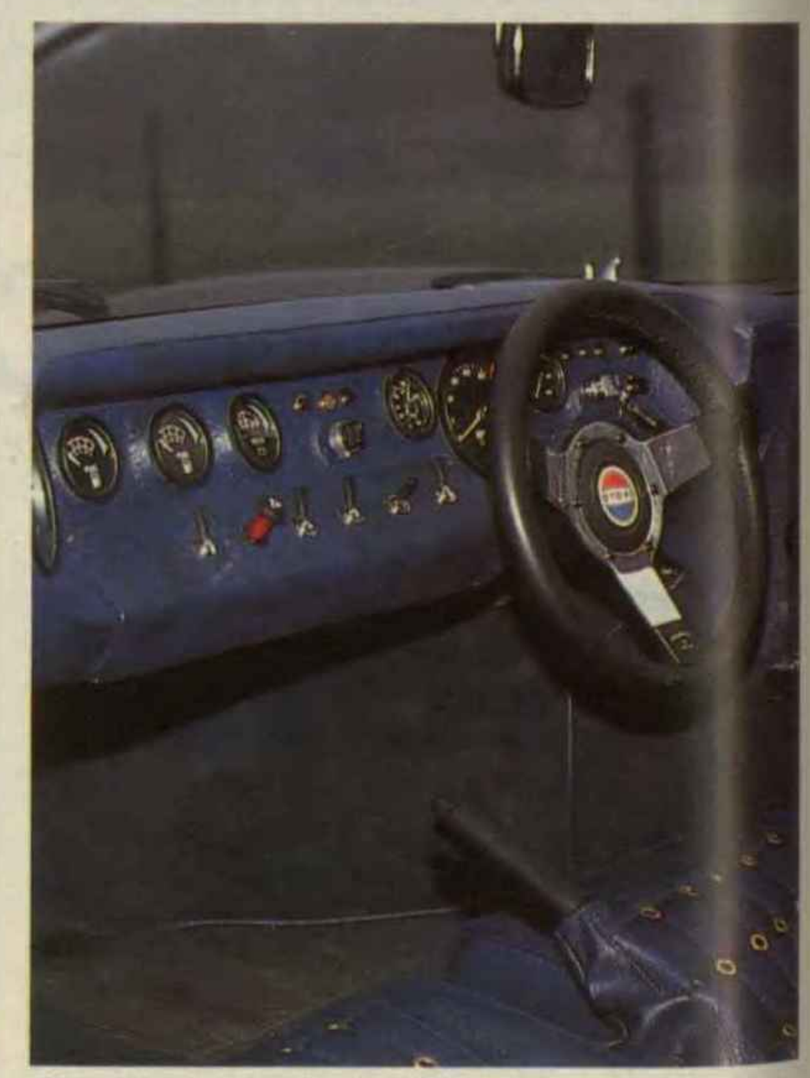
Replica GT40s in various states of build.



The striking looks of the original are retained in GTD



A MkI GTD40 alongside a prototype Lola T70 replica.



The interior is plusher than the original.

7-litre Ford engines are built for competition purposes, they are generally destined for racing boats. "They are good old torquey units. The casting on them is slightly thicker than normal to stop the distortion factor when they are dropped into a boat and opened up to maximum revs while the bottom end is also beefed up."

The engines arrive direct from Dearborn and all GTD do is wire them in and fire them up. For those who want more horsepower than the 250 of the 302 cu in and the 380 bhp of the 427 cu in, GTD can dial it in, but they find that the majority of their customers want to stick to the stock engine which is driveable in both town and on the open road. Unlike the engines due in a year or two, these Holley carburettored V8 lumps are ungreen, unsophisticated — and more in keeping with the cars' character. More state-of-the-art, green V8s with an engine management system are due on the cars in 1992/93 which will be more environmentally friendly. At present the Renault Alpine gearbox is used on the understanding that the French company receive what Ray Christopher calls a "readback" on the development work with the transmission and the power they are putting through it.

Having produced over 260 Mark Is, thereby beating Ford's original production run, GT Developments is now turning its attention to the Mark II, the model which won at Le Mans 25 years ago and which we had the chance of driving for a few days before Christmas.

Even if it is a modern car in construction, the machine still oozed with charisma, its feline poise overcoming any inhibitions about it not being the real thing.

It has been some years since we had sat in the original item and despite the addition of a trimmed fascia, leather upholstery, carpets and heater, it was the guillotine-style doors which shut over one's head that triggered the memory of these cars as one's hair got trapped. Getting into the car in the first place is a knack, and one where plenty of space is required as the doors need to open wide for egress and entry.

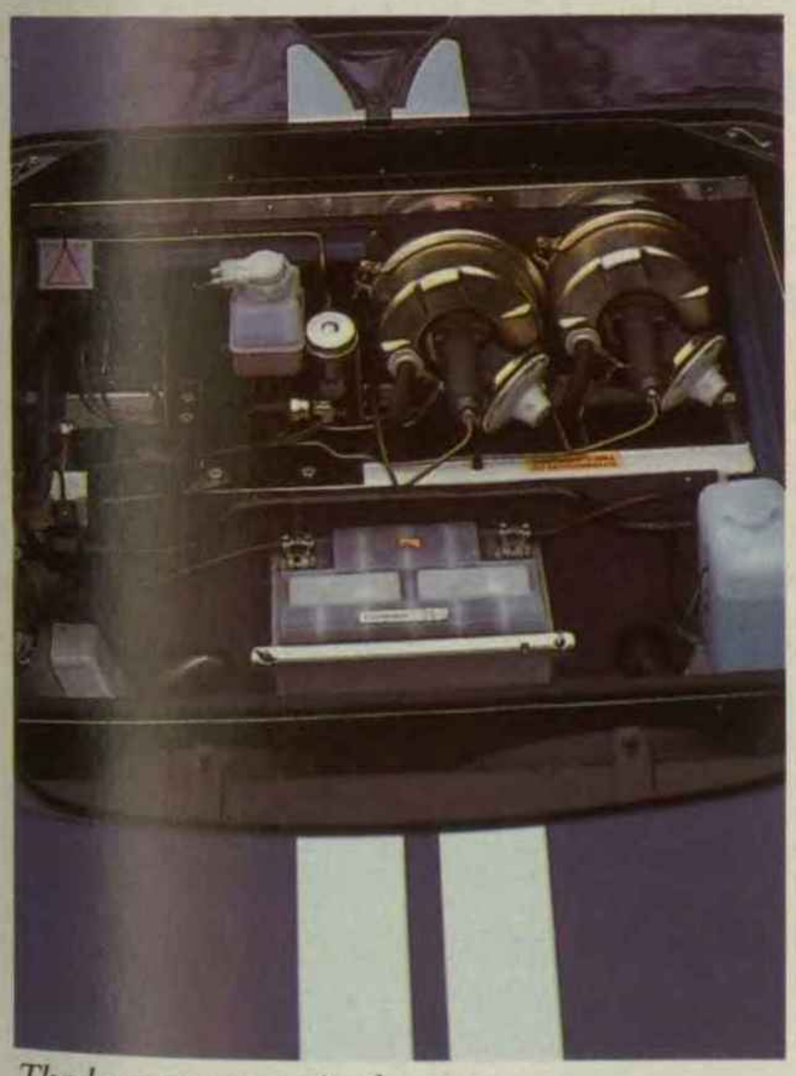
The car itself had already been warmed up and at 5.30 on the afternoon of my visit, I was told it was all mine. In complete darkness I got in and, the interior lacking any courtesy light, fumbled for the switches and controls before gingerly setting off from the industrial estate where GTD is situated feeling very nervous about the whole affair. The most confusing aspect was not so much that the gear lever was situated on the right hand side, but the fact that the ratios were the wrong way round. First gear was where second should be and third gear where fourth should be. This presented no real problem once I had become attuned to it, but while the car was new to me, or when driving rapidly, I found I had to think consciously about where to shove the gear lever. I was pleased with myself by the time it came to hand to car back, for I had only changed into the wrong slot once, and that was at a slow speed, although there had been one occasion, when approaching the end of a motorway, that I had almost changed down from a high speed fifth into third — managing to jerk the lever into the right slot at the last moment. It also took a good deal of time to get used to the pedals which were offset to the left, in fact so



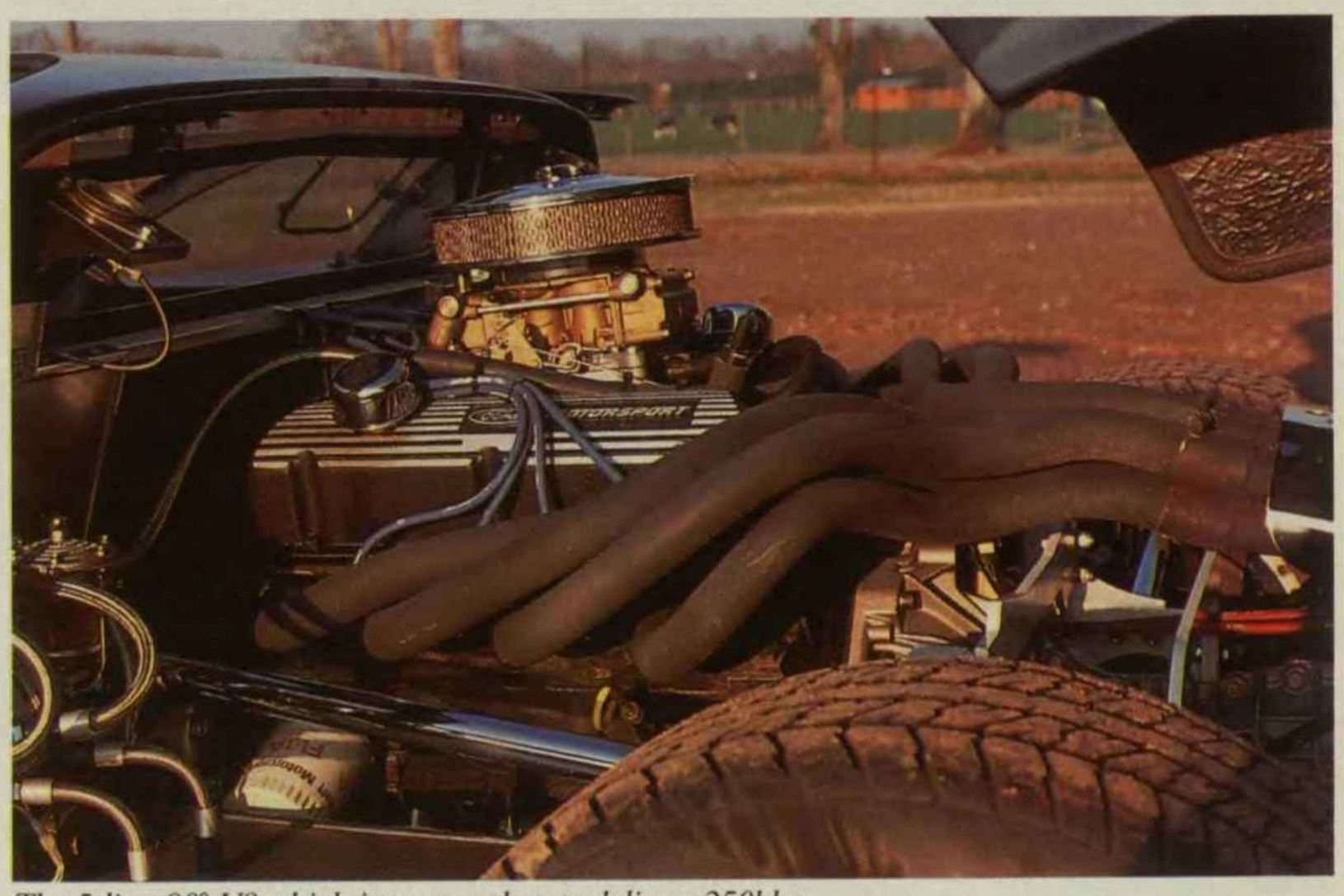
car.



The guillotine-style doors are one of the most distinctive features.



The luggage space in the nose.



The 5-litre 90° V8 which in untuned state delivers 250bhp.

offset that the throttle pedal was to the left of the steering column! This entailed assuming an offset driving position, but the trouble was that the seat was not offset so I found myself straddling it slightly.

While the 5-litre car I was driving had a 150 mph capability and could accelerate to 60 mph in 5.2 seconds, the chances of using that performance on the open road were limited. To start with, the car needed at least 3000 revs before it would perform properly and it was such an attention-puller, that it would have smacked of showing off if one stormed away from the lights. On the other hand, so limited was the rear vision, the air filter takes up all the view in the interior mirror and the two wing mirrors are pretty ineffective, that one simply was unable to tell what was following — and the fact that I didn't know you were following me, officer, is hardly an excuse in court.

Although the car displayed no bad temperament about being driven around town, it was, in fact, purgatory, the low height and lack of clear rear three-quarter vision ensuring that traffic queues were carefully followed. This was not the car to dart in and out of the congestion, the heavy single plate GT Developments clutch not helping.

It was therefore most pleasant to drive the car on good A and B roads. Unlike the original racing cars, this car was most tractable and lacked any signs of nervousness, even when tearing down a slightly bumpy leafy lane. By rights one should have been catapulted from one side of the road to the other, but Christopher's revised suspension system, allied to the 265/50 VR 15 BF Goodrichs on the rear and 215/60 VR 15s on the front, worked efficiently.

GT Developments take great pride in manufacturing their own gauges which are based on the original, but the two I found most useful were the ones showing the contents of the fuel tanks. There is one for the left hand tank and another for the right hand side. When the fuel gauge on the right showed empty, I flicked a switch and began to feed off the left hand side, but when that showed a quarter fall, the engine began to stall when cornering and then it was not long before the power faded altogether. I switched back to the other side and made my way to a garage. On the right hand side, where the fuel gauge actually indicated empty, I was able to put in 29 litres and on the left hand side, where the fuel gauge registered just under a quarter, I put in 31 litres.

Despite this, and the other niggles however, I was genuinely sorry to return the car to GT Developments. True, it wasn't a real GT40, but it looked like one and sounded like one, and it gave me the chance to dream about Le Mans 25 years ago. And if it had been vice-free it would have lacked even an ersatz character. Priced at £47,000 it is competitively priced for what it is, a figure that is affordable to many in Australia, Japan, the USA and Europe, where many owners of real GT40s have become customers obviously wanting to enjoy GT40 motoring without risking the real thing.

GT Developments is clearly onto a good thing. They have other projects in the wings, including not only the possibility of doing a Lola T70 replica, but also coming up with a sports car of their own design. Ray Christopher has already made one dream come true for himself and many others; he is now intending to spread his net.

WPK

THE CHEQUERED FLAG



◄ **FERRARI 365 GTB/4 'DAYTONA' 1973.** One of the least used cars in the U.S. with only 2,900 miles since new. Finished in metallic beige with red interior **$373,000**

FORD GT 40, 1966. Chassis number 1045. Well documented history since new. A rare opportunity to buy a truly classic car ..... **$850,000** ►





◄ **1955 PORSCHE 550 RS SPYDER.** One of the original factory customer racing cars. Much early history. This car has been subjected to a full but sympathetic restoration **$495,000**

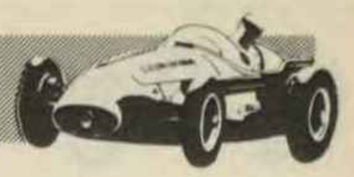
STOCK LIST — JANUARY 2 1991

1966 ALFA ROMEO 2600SZ Zagato Coupe. Red with black interior **$95,000**
1887 ASTON MARTIN VOLANTE Convertible. Champagne with black top and interior, 19,000 miles **$125,000**
1966 ASTON MARTIN DB6 Vantage 5-speed. White with black interior **$85,000**
1952 ASTON MARTIN DB2 Vantage. Pale blue with red interior **$65,000**
1989 BENTLEY TURBO R. Royal blue with tan, 8,300 miles, CD player and telephone, one owner **$99,500**
1964 BENTLEY S3. White with black interior, RHD **$18,500**
1968 BIZZARINI P538. Number 3 of only 3 made. Concours restoration, shown at Pebble Beach 1990 ..... **$485,000**
1979 DUESENBERG Boat-tailed Speedster. Magnificent **$85,000**
1990 FERRARI TESTAROSSA. Red with tan, MSO, special wheels and sound system, 800 miles **$185,000**
1983 FERRARI 512 BBi BOXER. Red with tan, 6,000 miles **$200,000**
1978 FERRARI 400A Automatic. Red with tan **$60,000**
1974 FERRARI 246GTS DINO SPYDER. Red with tan, Daytona seats, 34,000 miles from new **$115,000**
1973 FERRARI 365 GTB4 DAYTONA. Bronze with red interior, total mileage since new 2,900 ..... **$375,000**
1967 FERRARI 330 GTC., Fly yellow with tan, Borranis etc., recently restored **$185,000**
1966 FORD GT 40. Chassis number 1045, continuous history from new. A rare opportunity **$850,000**
1966 FORD GTD 40. Superb recreation. Finished in red. Car currently in the UK **$85,000**
1986 JAGUAR XJ6 VANDEN PLAS. Black with doeskin, 45,000 miles **$16,500**
1963 JAGUAR XKE Roadster. Carmen red, chrome wires etc. **$29,500**
1990 LAMBORGHINI LM002 AMERICAN. Red with champagne leather, rare limited edition, delivery miles only **$155,000**
1989 LAMBORGHINI COUNTACH 25th ANNIVERSARY. Red with black, delivery miles only, MSO **$215,000**
1989 LAMBORGHINI COUNTACH 25th ANNIVERSARY. White with custom white leather piped in blue, 2,500 miles only **$210,000**
1989 LAMBORGHINI LM002. White with custom white leather piped in blue, nominal mileage **$125,000**
1972 LAMBORGHINI MIURA SV. One of only 19 US delivered cars with split sump, air conditioning etc. Superb **$385,000**
1961 MASERATI 3500 GT. Unique Touring of Milan Coupe, red **$65,000**
1955 MERCEDES BENZ 300SL GULLWING. Red with tan interior, Rudge wheels, belly pans etc. Nearing end of restoration **$325,000**
1987 ROLLS-ROYCE SILVER SPUR. Wedgewood blue with Parchment leather, 20,000 series car **$69,500**
1981 ROLLS-ROYCE SILVER SPUR. Chestnut with tan top and interior, 33,000 miles, one owner **$39,500**
1964 ROLLS-ROYCE SILVER CLOUD III Mulliner, Park Ward 2-door Coupe, LHD, US delivered, Regal red with beige **$89,000**
1964 SHELBY 289 COBRA. Black with black, CSX 2217 ..... **$125,000**

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VSCC's New Year

On New Year's Day VSCC members congregate at various venues, to endorse the start of another season's activity, to the delight of users of modern vehicles judging by the numbers that turn out to rubber-neck. All to the good of the ancient-cars movement.

For instance, at the event Mark Garfitt holds at *The Verzons* near Ledbury 70 or more pre-war cars assembled last January 1st, for festive celebrations. Festive it was, with a Showground organ playing and pipers parading in the car park. And people, like TV announcers, wishing one another "Happy New Years", somewhat optimistically, in view of the Gulf situation (which has cost this country £480,000,000 to date), the Trade recession, the resignation of Mrs Thatcher, OM, and starving millions around the world. Just as well there was a fine display of vintage cars to cheer us up. Too many to detail, in fact, but we noted three GP Bugattis, Moffatt's basket-seated Brescia, the Sima-Violet cyclecar with its Reg No on the forward-protruding flywheel (think about it!), some fine vintage Bentleys of which one 4½-litre displayed a big Union Flag and the number 23b on its nearside racing roundel (search me!), a lot of different type Alvises, Morgan three-wheelers, Talbots and Austins, etc, the Longbridgeians embracing the trio of A7s from Wales in the form of Seymour Price's trials Chummy, a 1930 saloon and a Gould Ulster Replica of like date and a brace of smart 12/4s, one with holly decorating its radiator, with a two-seater 12/4 further away.

Of Frazer Nashes there were at least three, the car with a late type Lea-Francis engine having twin scuttle fillers, one for the chain-oiling tank. A big Lanchester saloon was flanked by a slab tank MG Midget and a nice BSA Ten saloon which was awarded the bottle of whiskey by *The Vernons* landlord (who reads MOTOR SPORT) for having come the greatest distance, 90 miles, from Aylesbury, narrowly beating KA Price who had driven his 3½-litre Derby Bentley from Bonvilston, near Cardiff. A covetable open Lancia Lambda was matched by a scruffy Aprilia and an Edwardian closed Lancia, the only other Edwardians being that Hudson tourer and Roger Collings' perennial Brixia-Zust. Then a Wolseley Hornet coupé, a Rolls-Royce estate-car, Costigan's long bonneted Riley 9 Special, Garfitt's Frazer Nash-BMW, a black Model-T Ford two-seater and Keith Hill's Crouch-Helix, were present, and motorcycles ranged from a Brough-Superior to an attractive little machine, its vintage tank inscribed "The Sun".

The only car that dared penetrate into the "pre-war only" car park was Rodney Felton's Ferrari Testarossa (which has a dramatic history); he was absolved, however, because beside it was his road-going Monza Alfa Romeo. The occasion closed with a presentation, and the cutting of a special cake, to celebrate the 50th anniversary of the wedding of Mr and Mrs Rainey and the photographing of the aforesaid Ferrari with a modern Testarossa. After which we left for home, getting wetter than we did in 1990, which effectively put thoughts of water shortage and the "Greenhouse Effect" well in the background. WB

RAC International Historic Car Rally

Before the RAC took to forest stages, for reasons made clear in GP's Rally Review in November, 1990 this and other long distance rallies, even the Monte Carlo Rally at one time, were public road events with driving tests used to decide the winners. Necessarily low average speeds and cars that by 1932, when the first RAC rally was held, were comparatively trouble-free, prevailed but such rallies were very popular nevertheless, gaining enormous entry lists. The night sections contributed to what many drivers, even the famous, found to be at least mildly adventurous events.

Thus it is a welcome move on the RAC's part to try to recapture something of the spirit of its earlier rallies, by organising an event of this kind for Historic cars, to take place between March 7 and 10, starting from Bath and finishing at Torquay, as did the original RAC Rally. Unlike Veteran, Edwardian and Vintage cars, the dating limits for which are clearly defined by the VCC and the VSCC, no-one seems to know whether a classic car is one made prior to 1965, 1970, 1974 or 1980. However, the RAC has decided that this important event will be open to cars built between 1931 and 1965, with an extension to 1974 for competitors in the National part of the event, who do not have to tackle the 100-mile regularity section in the Welsh 'mountains'. Roll-over bars are, we understand, recommended but are not compulsory.

The Rally mileage will be 1000 (or 900 for the National Rally), which is in the tradition of those pre-war rallies (but remembering that my 1922 8hp back-braked Talbot-Darracq, owned then by Hal Hill and driven by his son, the late Ivan Hill, completed the road section of the 1935 RAC Rally, involving a total of 1027 miles, without loss or marks, this 1991 Rally should not trouble today's meticulously restored and prepared, later historic cars). However, that are to be 17 special tests and a couple of driving tests, as well as the regularity test, to even things up.

Entries, limited to 90 cars for the main event, 30 in the National section, have already closed. They were priced at £450 per car, or say, about £17 in terms of 1930s values. WB

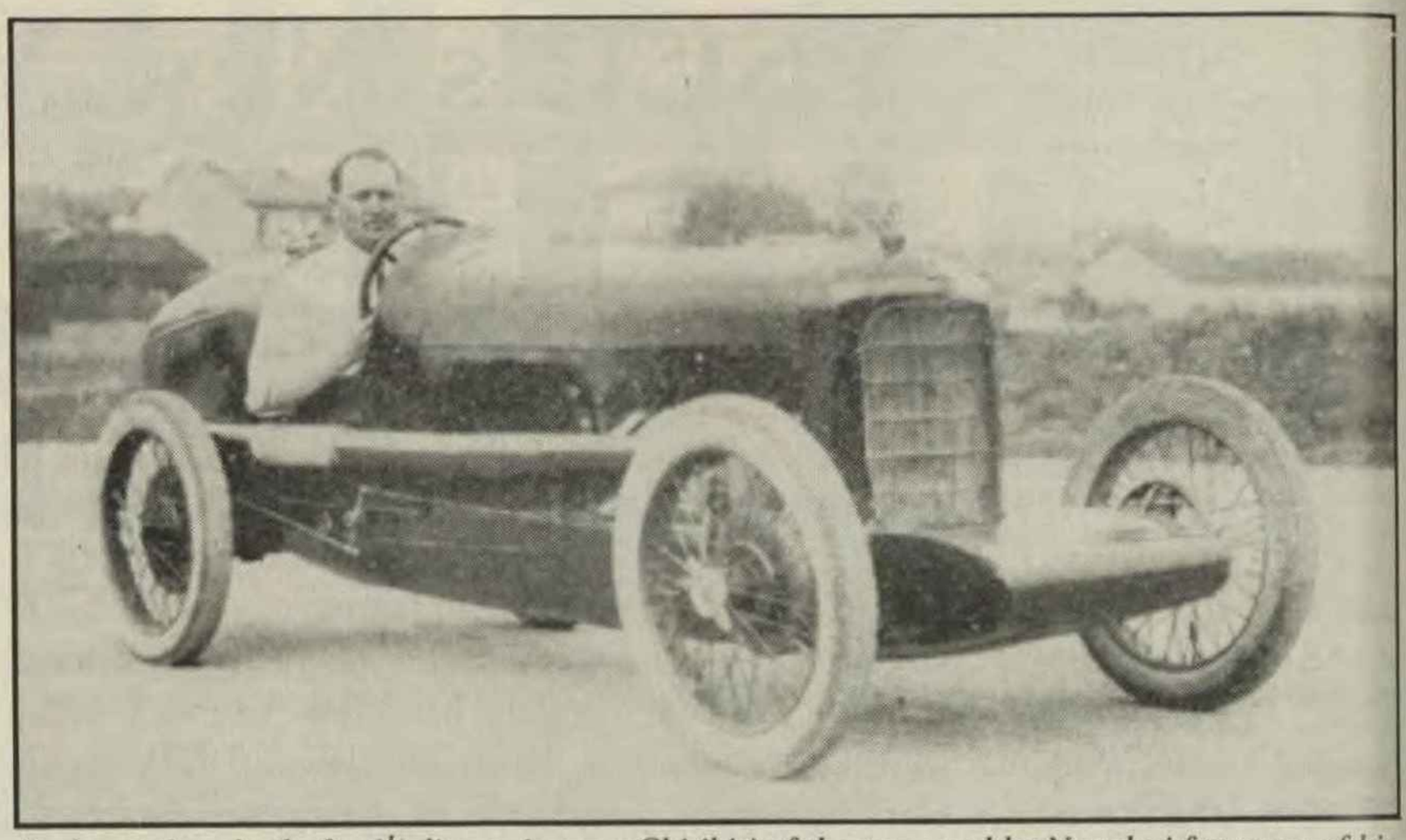
Although the future of Lickey Grange, former home of Lord Austin, which would make such an appropriate site for an Austin Museum or headquarters of one of the many Austin car clubs, remains very uncertain, as does that of the old building which was once the proud and elaborate home of the Argyll Company at Alexandria, near Glasgow, it is good news that Britain's oldest surviving purpose-built motor factory, that was once occupied by Dennis in Guildford, has been saved after great efforts, led by Lord Montagu of Beaulieu's organisation set up for this purpose. The building is likely to be renovated for business and community usage.

At the other extreme, the British Motor Industry Heritage Trust is developing a new centre for its exhibits on a 115 acre site at Barnsley Farm, Bromsgrove, involving a glass-coned exhibition and archive complex covering a total area of 123,000 sq ft. The site is to the north of the M42, bounded by the M42 and the A38 at Lickey End roundabout, close to Longbridge and well placed for existing Rover Group locations.

Alfa Romeo fans should note that the Design Museum, Butlers Wharf, London, SE1 is staging an exhibition of these cars from January 17 to March 10, with emphasis on those from the 1954 Bertone Giulietta Sprint to the 1989 SZ, including cars from the Milan Museum.

The Chairman of the Wolseley Register is Geoff Craggs and the contact to whom enquiries should be addressed is G Watson, 6 Ezard Street, Newtown, Stockton-on-Tees, TS19 0BZ.

Last month we had a feature about three pre-war racing drivers who drove a Wolseley from London to Baghdad in 20 days. The publicity following this 1936 trip claimed that this was the first time a woman had successfully undertaken it (Mrs Elsie 'Bill' Wisdom was accompanied by her husband Tommy Wisdom and the Hon Brian Lewis), the running time representing 11 days. The crew flew home to Croydon in a Handley Page 42 powered by four Bristol Jupiter air-cooled radial engines. Whereas the car took 20 days the aeroplane should have done the return trip in five days, presumably by way of Bahrain, Basra, Cairo, Athens, Rome, Marseilles and Paris — unless anyone knows better?



Scales at the wheel of a 1½-litre twin-cam Chiribiri of the type used by Nuvolari for some of his early racing successes.

Forgotten Makes No 97: The Chiribiri

Some cars gain fame, some have fame thrust upon them. The Italian Chiribiri deserves to be remembered because Tazio Nuvolari, whom many people think was the greatest racing driver of his time, gained some of his early victories at the wheel of one, after he had foresaken racing motorcycles for cars. This car was the product of Antonio Chiribiri, was born in Venice in 1865 and who had worked at Bernardi's and then at Zust and Isotta-Fraschini, a good grounding for a man who was to become a noted engineer. He had moved to Florence to study automobile engineering, becoming Technical Director of Officine Aeronautiche Ing Miller in 1909. The following year Chiribiri joined Ramassotto and Verga at the Via Don Bosco in Turin, making aeroplane parts, and one aeroplane which was damaged irreparably during trials in 1914. He started producing cars under his own name at a factory in Turin, in 1914, encouraged by the wealthy aviator Count Brunetta d'Usseaux, Chiribiri's finances having been enhanced by building 100 Gnome et Rhone aero-engines under licence. He dabbled in four-cylinder lightcars, known as Sivas of 8/10hp and 10/12hp. He also had a stab at a cyclecar, rather an unusual move in Italy. These cars were turned out in small numbers and when war came it is said that Chiribiri made aero-engines, although I have never seen any pictorial evidence of this; he has also been named as a pioneer of aluminium-welding. All of which must have been useful to him when he resumed car production after the war. By this time the Count had lost money, allegedly due to gambling, but Chiribiri was able to move to a larger factory in Via Cavaglio after the war.

Chiribiri liked motor racing because he made some fast small cars in the 1920s, well suited to the Latin temperament. But he also had the good sense to manufacture more utilitarian models, to sustain the finances of his business. At least one of these early models came to England, a 1916 Chiribiri being advertised by Baines garage in Oakham in 1922 for £200 (painted red naturally, and possessing a clock) which they were prepared to drive the 100 miles to London for a prospective buyer to view.

However, what really established the make, if briefly, in this country was the desire of Major Frank and Lt Percy Vandervell to gain a footing in the motor industry. This couple were the adventurous uncles of Tony Vandervell, who will forever be remembered and admired, not only for his business acumen in founding his Thinwall Bearing Co, but for his great love of motor racing, culminating in the victorious Vanwall F1 team. They formed a company called Vandy's Ltd (a contraction of 'Vandervell', as was CAV, the great electrical concern founded by Tony Vandervell's father, CA Vandevell) with the intention of assembling the Vandy car, mainly from American components, using a six-cylinder side-valve Rutenbar engine, but making the bodywork here. By coincidence the premises where assembly took place and where six cars a week were produced for a time, 27a, Pembridge Villas, Notting Hill Gate, W11, were much later occupied by racing driver Jack Bartlett who traded in the better used sports cars, with a high reputation for honesty.

The costly Vandy was sold as: "The last word in automobile construction" but was short-lived. Before making it, the Vandervell brothers imported the well-established 17/22hp (3167cc) 25/30hp (4398cc), and 35/50hp (6082cc) SPA chassis, also from Turin, and equipped these with English bodywork and, as later on the Vandy, with CAV electrics. Naturally it must have been obvious to them that in the post-war depression years a less expensive car than those SPAs would be desirable and so they also brought in the Chiribiri. Maybe they had seen the aforementioned 1916 model or more likely they became aware of this make while negotiating the SPA importations.

All this was in place ready for the first post-Armistice British Motor Show at Olympia in November 1919. The Vandervells took stand No 106 on which the little Chiribiri was exhibited alongside the bigger Italian cars, of which the six-seater tourers on the different horsepower chassis were priced respectively, at £995, £1150 and £1500, the impressive biggest model arriving just in time. In contrast the Chiribiri was a humble little offering. It had a 12hp four-cylinder side-valve engine of 65 x 120mm (1593cc), its wheelbase 8ft 6in, and it ran on 710 x 90 tyres.

It did have the merits of a disc clutch, a four-speed (rear-axle) gearbox and half-elliptic springing, but the dashboard carried only two instruments and the tourer on the stand was described as not in any way Show-finished. With its disc wheels and simple concept it looked rather like the 10hp Citroën; it had simple cushions, very few accessories and the central gear and brake levers protruding through the floorboards. It was significant, however, that the price of the four-seater was £550, compared to £500 asked for the mass-produced Citroën tourer, in this age of much inflated values.

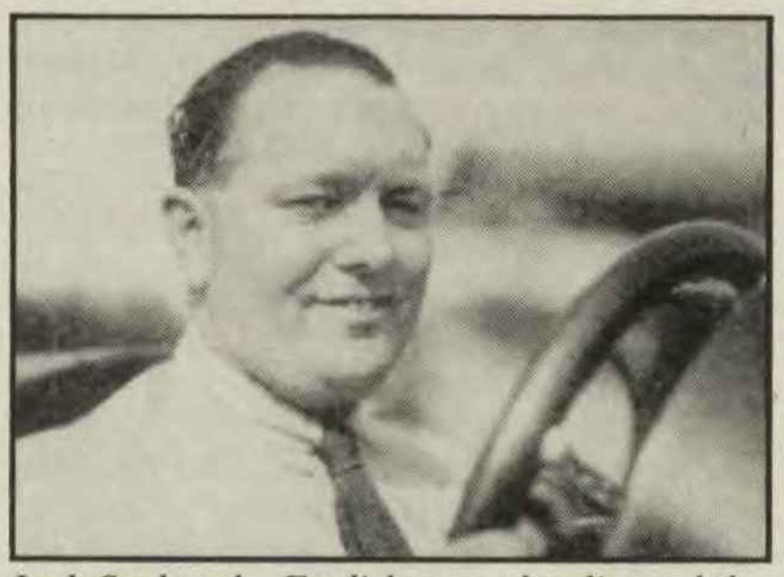
Technically there was not much of note about the 12hp Chiribiri. One valve cap covered both valves, the compression-taps passed through the water-outlet manifold to the radiator, surely a source of leaks in old age, and the crankshaft ran in two ball bearings. The lubrication system was rather ingenious; a brass disc on the back of the crankshaft flung oil into gutters, from which it fed the big-ends and main bearings. Much was made of the camshaft driving helical gear being in the crankcase and thus supplied with oil-mist. The iron crankcase, cast in one with the cylinder block, had side extensions that stiffened the engine mounting, kept the engine clean, and supported the radiator. At first ignition was by coil but a magneto was specified on later cars. Only the 12hp model seems to have been handled in England, of which a partly dismantled example arrived here early in 1920, but in Italy this 'Normale' model was replaced in 1921 by the 1½-litre Roma and Monza sports models.

So far as Vandy's, who now had showrooms at 40 Albermarle Street, off Piccadilly, was concerned, it was much the same in 1920, when a stand was taken at the White City (overflow from the Olympia Show), on which were shown an SPA chassis and engine, a Chiribiri two-seater and two of the new 28.5hp (3453cc)

Vandys. The latter car was sold with a guarantee that it would give 20 mpg and it cost £675 as a chassis and £795 as a five-seater tourer. The cost of a Chiribiri four-seater had risen to an astronomical £695. (The new 11.4hp Citroën tourer cost only £495). By 1921 Vandy's had abandoned both their Chiribiri agency and their Vandy assembly venture, although they retained the SPA distributorship, until handing it in 1924 over to SPA Motors Ltd of Earls Court. Lyon was trying to dispose of two Chiribiris in 1920, from his West End premises, for £550 each, eventually advertising in desperation that the special super-sports model would do 36 mpg and 50 mph and had done only 2000 miles — Vandy's demonstrator, perhaps?

A new lease of life for the Chiribiri came with the post-war sports cars, because young (and old for that matter) Italians loved fast cars. The sports Tipo Monza had a twin-cam 1486cc engine developing 45 bhp at 3500 rpm or 65 bhp at 5000 rpm in hotter form, the top speeds being 120 kph and 150 kph respectively. Moreover, Antonio Chiribiri started to build racing cars, which led to the Nuvolari participation. At the factory on the outskirts of Turin a team of about 18 men set about building the racing cars, under the draftsmanship of Verga. Jack E Scales, an Englishman who had been working for Fiat at Wembley before going to Italy for that company, and driving for them in the 1914 GP, was put in charge. The sports cars were also developed there, front-wheel brakes being fitted to the second of the Tipo Monza Chiribiris. A team of three racing cars was built at a cost in 1920s values of some £6000.

Like the sports cars these had 1½-litre engines of the popular dimensions of 65 x 112mm, with twin overhead-camshafts operating two-valves per cylinder, in hemispherical heads. Chiribiri disliked dry sump lubrication, but it was adopted after bearing failure in the first races the cars competed in. Scales secured KLG sparking plugs and the Borgo brothers, motorcycle racing friends of his, made very light aluminium-alloy pistons. These racing Chiribiris had no differentials, and their engines had two carburettors and a compression ratio of 6 to 1. They were claimed



Jack Scales, the Englishman who directed the Chiribiri's racing department.

to have a power output of 83 bhp at 5700 rpm and Chiribiri is said to have used his aviation experience to design fully streamlined bodies for them, although the push-rod ohv car built for the 1921 Voiturette race at Brescia, which Scales drove, had a slab tank. It retired after 15 laps when in 6th position, due to a broken push-rod.

The prototype racing engine ran 20,000 km on test without having to be strapped down. It is sometimes suggested that Nuvolari won his first car race with a Chiribiri. This is incorrect, because he was at the wheel of a 2-litre Bianchi when he won the 1924 Circuit of Tiguillo. However, he had made fastest lap in a Chiribiri the previous year, at Garda, and it was in these cars that he won his class in the Circuit of Savio and the Circuit of Polesine during 1924, prior to going on to establish his great career with Bugatti, Alfa Romeo, Maserati and Auto-Union cars. Apart from this claim to fame, the Chiribiri company achieved other racing successes, at first in the hands of 'Deo', who was in fact Chiribiri's son Amedeo, Deo's younger sister Ada, Scales, Ramassotto, Binda and Saccomanni. Many of the successes were gained in speed hillclimbs and the lesser Continental road races.

Later Marconcini joined Nuvolari in these cars and in 1925 Gigi Platé bought a Chiribiri with which he finished 2nd at Tripoli and Rome, was third in his class in the Targa Florio and scored a number of minor victories, including a class win at Tripoli in 1926. Another driver who acquired a car of this make was Serboli, who gained numerous hillclimb victories and class wins in races with it, up to 1928. His car suffered a spectacular fire, however, during the 1926 Italian GP.

Valpreda was yet another Chiribiri driver who was successful in the 1½-litre class in four road races, during 1926 and 1927. It was a fair record for a small concern, but unfortunately finances ran low and it had ended by 1928, the plant being sold to Lancia. Before that, after a successful year in 1925, the company name was changed to Auto Costruzione Meccaniche Chiribiri Soc. After failing car sales, brought on by the sluggish side-valve 1½-litre Tipo Milano, Chiribiri turned for a time to making industrial and railway diesel engines.. Long before that, Vandy's had been twice reorganised under different titles and eventually Tony Vandervell took his garage-business over. Jack Scales left Chiribiri in 1923 to become a tester with the STD combine, in which capacity he also drove the racing cars, winning the 1924 GP *de L'Overture* at Monthlery from Segrave and Boulier, in one of the team Talbots at over 100 mph, won that year's *Route des Pavé* race in a 12hp twin-cam sports Darracq, and made ftd at the Gaillon hillclimb. He left STD in the 1930s and I last met him at the garage he was running in Streatham, S London, in 1953. WB

Looking Back

One of the pleasant things about working for MOTOR SPORT, as DSJ and WB have emphasised, is the number of letters received from those of like mind and enthusiasms. Not necessarily for publication, but enjoyable to read and a measure of how widespread is the interest in our subject. One such letter received reflected on a number of items we had raised, when the correspondent recalled how in the late 1930s he used to be able to buy 1½ gallons of ROP petrol for 1/11½d. (less than 10p), the price per gallon being 1/3½d and how although the farthing change was always omitted, he could still invest in a half-penny bag of chips with the change! Before that his mother was able to refuel their 28hp Buick with petrol at 10d a gallon. . . . three gallons for the equivalent of 12½ new pence..

This same letter writer remembers how heavy his mother found the steering of the Crossley tenders she drove during 1914/18 became after a front tyre had punctured and the spare wheel had been fitted, giving a double front wheel on one side; also how adept she was at going from forward to reverse speed on the Model-T Ford's epicyclic gearbox. He also recalls RAF armoured cars defending the Kirkuk-Haifa oil pipeline, stationed at Basrah and Mosul (No. 1 Company) and at Ramleh and Amman (No. 2 Company); having sat in one of these vehicles as a small boy when he was in the East, our correspondent has bought one of the recently introduced Lesney models of just such a Rolls-Royce armoured car. The writer of this interesting letter enquires if we remember the Nairn Transporter Co which ran a 'bus service from Beirut and Damascus, averaging about 13½mph overall for the 600 mile desert journey. After American tourers failed to stand up to this treatment the Nairn brothers commissioned chassis from the Six-Wheel Co of Philadelphia, with a 21ft 3in wheelbase, six-cylinder Continental dual-ignition petrol engine developing 105 bhp at 2000 rpm (the bore and stroke were 4½in x 5¾in), driving through a six-speed Brown Lipe gearbox, and using Westinghouse front air suspension giving the appearance of the Gruss air suspension used on Gilford buses and some Crossley six-wheelers. And back to petrol, Mr Desmond Aherne of Edinburgh also recalls how they used National Benzole in a Vauxhall Fourteen with that Dubonnet ifs, the ignition advanced to suit this fuel by turning a knurled knob on the distributor appropriately marked 'Octane Selector'.

The Manx Motor Racing Club are already organising the Manx Classic for later this year. The provisional programme at the time of going to press is practice on the Willaston Circuit on Thursday, 26th September, the Douglas Promenade Sprint on Friday, 27th September, Willaston Circuit Race Day on Saturday, 28th September and the Gordon Bennett circuit tour on Sunday, 29th September.

Veteran to Classic Miscellany

Compiled by WB and WPK

The Things They Say

The 'Old No 1' Bentley affair refuses to lie down and although, of course, it only goes to show how wrong we have all been, here is one view of the matter:

"It cannot be too emphatically stated that the car currently referred to as 'Old No 1', during the past four or five years both in this country and in North America, where it is now, is not the Firm's Team Car 'Old No 1' which won the 1929 and the 1930 Le mans and other races.

Woolf Barnato owned the original 'Old No 1'. When he instructed Wally Hassan to build him a 4-litre chassis with an 8-litre engine for the 1932 BRDC 500 miles at Brooklands, the Registration and Chassis numbers were transferred from 'Old No 1' to the new car which was built up from parts obtained from the Works. From that date the old car ceased to exist officially. The chassis was scrapped though the engine or some parts of it may still exist, but it is very doubtful if they do.

The new car was crashed in the 1932 race and was rebuilt for Barnato in coupé form for touring. When a few years ago, the coupé body was removed to make way for the present two-seater open body the writer saw the chassis and was only able to identify two parts which might conceivably have come from the old Speed Six — the much modified bulkhead and the gearbox casing.

Apart from these two minor items the present car has no relationship whatever to 'Old No 1'.

The late Darell Berthon, then-Secretary of the Bentley DC, and author of *A Racing History of the Bentley* (The Bodley Head, 1956), writing in the BDC Review for January 1965.

Later this year, the Brooklands Museum is due to open its doors permanently to visitors. The cost of such projects never fails to surprise us. This Museum is looking for £1 million to fulfil its ambitions (an overall £10 million is spoken of), which are to include facilities for business executives' lunches, conferences, and even weddings and birthday parties, apart from motoring and aviation projects. This after Gallaher's had restored the original Clubhouse at considerable expense and local business people have given £80,000 towards the Visitor Centre. Apparently it has been costing £25,000 a month to maintain the site as it is, without any additions, a staff of about 15 looking after it. Barbara Cartland, the romantic novelist, was asked to give her name to publicise the new Ladies' Reading Room, and is said to be united with the MG she raced at the Track (more details, please). But we hope never to see anything so inappropriate as the Ford-engined Chitty Chitty Bang Bang on display. . . . it seems likely that a Brooklands Association will be formed to centralise these Museum ideals, which may well mark the end of the Brooklands Society, the organisation which first aimed to preserve and remember Brooklands, in 1967. However, this would be a snide response to all the hard work put in over the years by members of the Society, in clearing up the banking etc, organising the annual Re-Union, and starting and continuing to publish its excellent Brookland Society Gazette. So we hope this will not happen. Of the Museum, we shall be able to say more after its Official Opening.

To raise funds for the Brooklands Museum Trust (which last summer opened the doors of the not-yet-completed Museum to invited parties, such as car clubs, *Star & Garter* Home, Alton Museum, the Popular Flying Association, ornithologists, etc, numbering some 10,000 persons) prints of a charcoal drawing by the famous artist David Shepherd, limited to a run of 500, were to be sold, for £175 each (£200 framed). The drawing is captioned as depicting a scene from the 1932 BRDC 500 Mile Race at Brooklands. But unfortunately neither of the cars depicted took part in that race, nor indeed, in any others of the series of 500 Mile Races run at the Track! And what of that video which claims that one of the two racing cars in the Brooklands Museum held the Brooklands lap record, which it never did? So much for archivists!

The Brooklands Society has announced that this year's Re-Union at the Track will take place on June 30.

Martin Jubb, the pioneer Competition Secretary of the Historic Rally Car Register, has had to retire from the post for health reasons. His place has been taken by Rob Lyall, an authoritative and experienced rally man and the person responsible for the recently published HRCR 1991 Vehicle Regulations. Lyall is also member of the triumvirate, alongside Ron Gammons and Bill Price, which has set up the HRCR's planned six round Historic Rally Championship for individuals.

Further details of this fast growing club can be obtained from Alison Woolley, the Club Secretary, Tibberton Court, Tibberton, Gloucester GL19 3AF.

The BRSCC Italian Intermarque Challenge has attracted some exotic entries for the forthcoming season. Ian Giles intends to run his Lancia Stratos for most of the season which will be a welcome replacement for Terry Pettet's similar machine which was damaged at Silverstone in 1989. Freddie Moss will continue to run the spectacular de Tomaso Mangusta and will be joined by Peter Matthews and De Tomaso Club Secretary Phil Stebbings in Panteras. Further Class A entries include Rob Giordanelli's Maserati BiTurbo and Piero Pesaro with the immaculately prepared ex-Italian Touring Car Championship Alfa Romeo 75.

The regulations have now been expanded to include Hybrid cars to attract further Modified class entries. These cars are allowed the use of alternative engines to those fitted in production, for example a Thema Turbo 16 Valve Turbo powered X1/9 is in preparation by ex-Fiat 124 Coupé driver Brian Cowe.

Competitors who wish to register with the Challenge and other interested parties should contact the Co-ordinator Phil Ward at 59a Poplar Road, Ashford, Middlesex TW15 1EJ.

Entries opened on January 1st for the Esso Bristol to Bournemouth Vintage Vehicle Run which takes place on Sunday, June 9th. Organised by the Yeovil Car Club and sponsored by Esso Petroleum, the event is allowed to have 350 entries.

The Esso Run is open to pre-1940 cars, motorcycles and light commercials. Of the 350 entries in the 1990 event, there were 78 different makes of vehicle all of which followed the scenic route from Bristol through Avon, Somerset and Dorset to finish at Bournemouth.

Regulations and entry forms are obtainable from the organiser and Secretary, Alan Davidson, 63 Abbots Way, Yeovil, Somerset, BA21 3HX. Tel: 0935 25597 (evenings).

Sussex enthusiast Clive Sayer has once again teamed up with film director Bill Mason to present an evening of nostalgic motor sporting films in aid of St Wilfrid's Hospice at Chichester. The films hoped to be shown are the 1955 Belgian Grand Prix, 1966 Le Mans, Years of Adventure and parts 1 and 2 of the Shell History of Motor Racing.

Tickets for the Film Show, which is being held at the Bognor Regis Centre, Belmont Street, Bognor Regis on Thursday, 7th February cost £3.50 each and are available from the Bognor Regis Centre Box Office, telephone 0243 865551. The organisers are hoping to beat the 1990 total of £850 which the Film Show raised for the cause last year.

Good news for owners of Lotus Elans, Europas and Lotus-Cortinas — the manufacture of cylinder heads for the classic Lotus-Ford twin-cam engine is to resume 16 years after the last Europa left the Hethel factory.

Lotus Cars have recently announced that they will produce 'Weber' twin-cam cylinder heads in conjunction with Quorn Engine Developments of Leicester. Standard cylinder heads will be available from Lotus approved dealers while QED will supply modified versions for competition use by sometime in March.

Further details can be obtained from Quorn Engine Developments, 4 Soar Road, Quorn, Leics LE12 8BN.



Three beautiful Vanden Plas bodied Talbot 105s.

The Brilliance of Georges Roesch

When I asked to see the engine of one of the elegant Talbot 105s pictured above, its owner said to me, "Which side? One is tame, the other very tame." The mechanical minimalism of the six cylinder 3-litre engine was quite a revelation; on one side a flat wall of steel, and a row of six spark plugs, on the other a parsimonious-looking single carburettor, and an equally frugal exhaust. And yet for all that it had a graceful, understated elegance that was the hallmark of the whole machine.

Its designer, Georges Roesch was not a boastful, or articulate, man. Born and brought up in Geneva he was hardly at home with his own language, preferring like his father, to let his work be his self expression; the situation was only magnified when he came to England to work for Daimler in 1914, after training under Barbaroux of Delaunay-Belleville, and also under Louis Renault, in Paris. His cars could only take after their creator in this respect, and their modest appearance when stationary belied a smoothness, fluidity, and mechanical perfection when on the move.

The Talbot 105 stands at the summit of a line of development masterminded by Roesch during his years working for Clement Talbot Ltd, and taken as a whole the series of cars he designed there represent a quest for his own automotive ideal.

It must have been a double shock for the young Roesch launching himself into a foreign country, the language of which he hardly knew, when shortly after he arrived in 1914 war broke out with Germany. Not only were his hopes of a swift rise through the ranks of a thriving industry temporarily dashed as manufacturers turned their attention to the production of armaments, but he was followed by an ominous spy novel type character for a whole year, before the authorities finally gave this recent immigrant with a German surname and accent the benefit of the doubt.

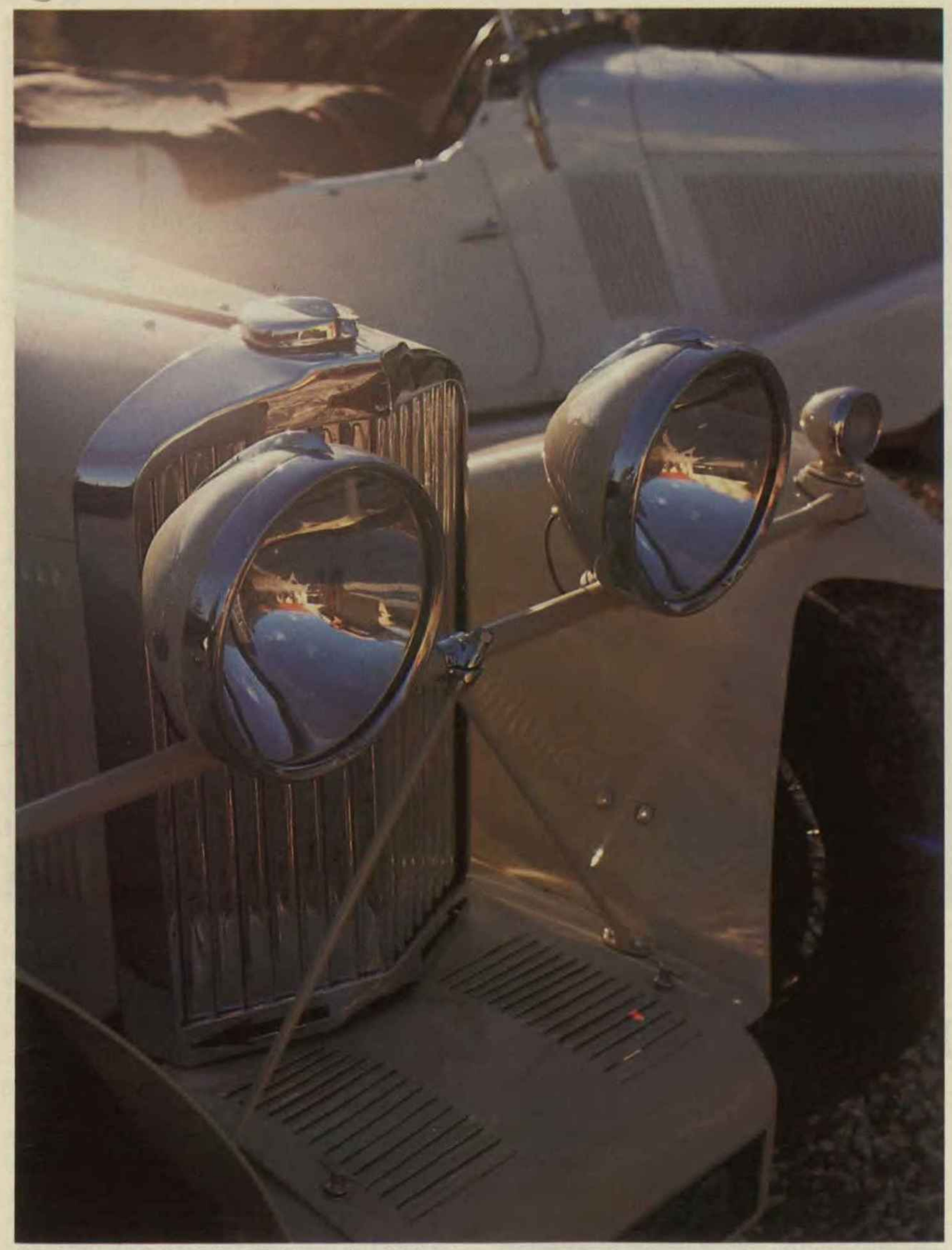
It was an advert in a 1916 newspaper, by a forward looking Clement Talbot Ltd who were looking for a designer of a new car in anticipation of the end of the war, that rekindled Roesch's hopes of realising his ambitions. He applied for, and was given the job, and set to work on the design of an impressive 1750cc touring car. At the same time the Darracq syndicate bought the Clement Talbot Company, and later the Sunbeam Co Ltd, and became known as the Sunbeam, Talbot and Darracq combine. The car assigned for Talbot to produce was a small two-seater called the 8/18, designed in France. It was not a success, and Roesch was given the task of designing a four-seater to replace it. The 10/23 was a car which momentarily restored to the Talbot factory some of the prosperity that had ended it with the 8/18.

This was not to last, however, as Roesche was called over to Paris to work with Darracq and the London factory lapsed into a state of inefficient production, building a machine that became increasingly over-priced.

Roesch was called back to Talbot in 1925, and in many ways the dilapidated state that he found the factory in was the opportunity that he had been waiting for. The bank would only guarantee credit for a further 12 months, and so a new model had to be designed for the 1926 Motor Show, and it had to be an instant success or the firm would collapse.

Moreover, it needed to be perfect straight from the drawing board; there would be no time for experiment or testing. The task clearly called for a designer of exceptional ability, with a painstaking attention to detail, and Roesch approached the project with immense enthusiasm.

One lesson taught by the 10/23 was that the factory was too small to cater for the high volume popular market. The new car was aimed above that, where it could price



Distinctively Talbot headlights and radiator.

itself more competitively, and as a large, elegant, four-seater tourer, with a straight six engine of unprecedented power and smoothness, the astonishing 14/45 (the first figure corresponding to RAC hp rating, the second to bhp output) was to become the progenitor of all subsequent Roesch Talbots. It was an immediate success, and the star of the 1926 Motor Show, with orders soon exceeding production capacity, which was consequently raised to 100 cars per week.

Roesch was not one to rest on his laurels, however, and despite the fact that the new car was technically excellent, by mid-summer 1927 customers had managed to clock up sufficient mileage to expose one or two weaknesses in the design. Roesch decided to see for himself how the car would perform on the most rigorous test he could imagine; a high-speed 3000 mile journey across France, and through the Alps which was to constitute his summer holiday. It was to become a regular event, each new model subjected to the same gruelling ordeal, each breaking the previous record by a considerable margin.

The weaknesses of the 14/45 – boiling on mountain passes, a stiff brake pedal, and front wings that shook loose were included in a number of modifications which resulted in the next Talbot, the model 75. Roesch had decided to change the model number system because it had been rendered meaningless by a host of other car manufacturers giving numbers to their cars that bore little relationship to RAC ratings or bhp. He reckoned the new car would comfortably reach 75mph and so the model number was aptly chosen.

The new 75 saw its engine capacity increase to 2267cc within the same length block, by arranging the cylinders equidistant from each other, widening the bore by 8.5mm to 69.5mm and the stroke by 5mm to 100mm. The crankshaft was given ample support by the provision of seven bearings, all of generous proportions. This work was included in a host of modifications, including a pressurised cooling system, valves of austenetic steel, heavier springs, and modified push-rods, that when assembled into the new engine and subjected to a full power test, soon showed that Roesch had turned a fine piece of engineering into a masterpiece. The engine was uncannily smooth, spinning effortlessly away at 4500 rpm, and producing 60 bhp; an increase of 50% for a capacity increase of 40%. This was an astonishing figure from a road engine of this capacity, not easily matched by its contemporaries, and certainly not if they were to possess the same grace and refinement as the Talbot unit.

In fact the performance of the new car was so good as to attract the attention of an enterprising Talbot dealer and aspiring race team manager, Arthur Fox of Fox and Nicholl Ltd. He believed they would stand a good chance at the Double Twelve hour race at Brooklands in 1930, and he soon persuaded George Roesch that here was an opportunity to develop and demonstrate the cars as never before.

Roesch agreed, but felt that the 75 was not good enough to race, and should be able to withstand a considerable power increase without sacrificing its reliability or refinement. The 75 unit had produced 60 bhp on a modest compression ratio, and gradually to increase bhp was clearly the path to an increase in output. Raising it to 7.1 yielded a reasonable increase of 5 bhp to 65 bhp at 4250 rpm, but at the same time exposed weaknesses in the breathing department. The inlet valve was too small, and yet was already close to the end of the available space in the 'bath-tub' that ran across the combustion chamber situating the valves in-line. This problem was soon overcome by the simple expediency of undercutting the head between adjacent cylinders. The valves were enlarged by 1mm each, and with stronger valve springs the engine gave 70 bhp at 4500 rpm.

At 8am one morning the engine was started up, accelerated up to full revs, and held there to see how long it would last. Everything ticked away happily for the first few hours before the power gradually fell off, and the exhaust lost its smoothness. Examination showed that the exhaust valves had overheated, the valve heads distorting under the sustained load. They were redesigned accordingly with more metal in their centres, and very soon Roesch had achieved his target of an utterly reliable 70 bhp at 4500 rpm.

Fox would have been happy indeed had Roesch left it there, but no-one was quite ready for the astonishing announcement one morning that Roesch intended to raise the compression ratio to 10.1. This was an unheard of figure for a car in 1930, other than for a few do-or-die specials that whizzed around Brooklands with the speed and duration of a firework. But the original engine had been designed to stand diesel compressions for future developments, and Roesch felt confident that it would withstand the increase. Withstand it it did, and with remarkable results. It was just as smooth, just as tractable, but

accelerated up the revolution scale in one eager surge of power. With its light parts and superb balance its appetite for high revs was insatiable; and it produced 85 bhp.

Thus was born the new model which Roesch called the 90. This development of the 75 was put in a 9ft 3in chassis. On the day of the Brooklands Double Twelve the Talbots were sensational, astonishing more or less everyone with a speed that belied their seemingly effortless and silent running. The event was to end in disaster, however, when Rabagliatti, one of the Talbot drivers, made a mistake at the end of the pit straight trying to pass the leading Alfa. He braked too hard and too late, the car snapping suddenly to the right into the path of the following Talbot driven by Hebeler. The violent accident instantly killed Rabagliatti's co-driver Ted Allery,



and one spectator, and many others were injured when the Talbot ploughed through the iron railings of the spectators' enclosure. The event continued, the atmosphere soured, but the third Talbot was withdrawn.

The 1930 Le Mans vindicated Roesch's and Fox's faith in the Talbot as a competition car, when they finished third and fourth behind two 6½-litre Bentleys, the third place car of Lewis and Eaton coming first in the Biennial Cup for Efficiency. The Talbot 90 completed the season with first places in the Irish International Grand Prix, the Ulster Tourist Trophy and the Brooklands 500-Mile race.

Fox and Roesche then turned to face the 1931 season, and to exorcise the ghost of the Brooklands Double Twelve, and thus was born the 105, the most perfect expression of the genius of the Roesch Talbots.

If any lesson was obvious from the 1930 racing season it was that a 2¼-litre engine was severely handicapped by having to compete in the three-litre class. Roesch's first priority was to improve the power-to-weight ratio by stretching the engine to three litres. But his target was, rather typically, an increase in power disproportionately greater than the increase in capacity. Roesch's eye was always on development, and he proposed to give the 105 engine a more efficient breathing capacity, and higher operating speeds. As well as the capacity increase it was therefore also necessary to modify the crankshaft, the valve sizes, and the valve gear. The new



engine was to be no longer than the 90, the increase in capacity being accommodated by lengthening the stroke from 100mm to 115mm and widening the bore from 69.5mm to 75mm. The crankshaft was already adequately stiff, but Roesch intended to sacrifice none of the car's refinement in his quest for higher revs and power; therefore the bearings were enlarged, pushing the main bearing from 60 to 64mm and the big end from 43 to 48mm. The con-rods were made of exotic nickel chrome steel, of very thin but stiff H-section, that were stamped and finished, like the valve spring retaining washers, in a coining die. This had a double advantage of making them cheap to manufacture, and also of giving them a hard surface skin that was resistant to fatigue. The 105 engine was initially designed with an aluminium block, which was used in the racing cars



The difference in the treatment of top of the door can be clearly seen.

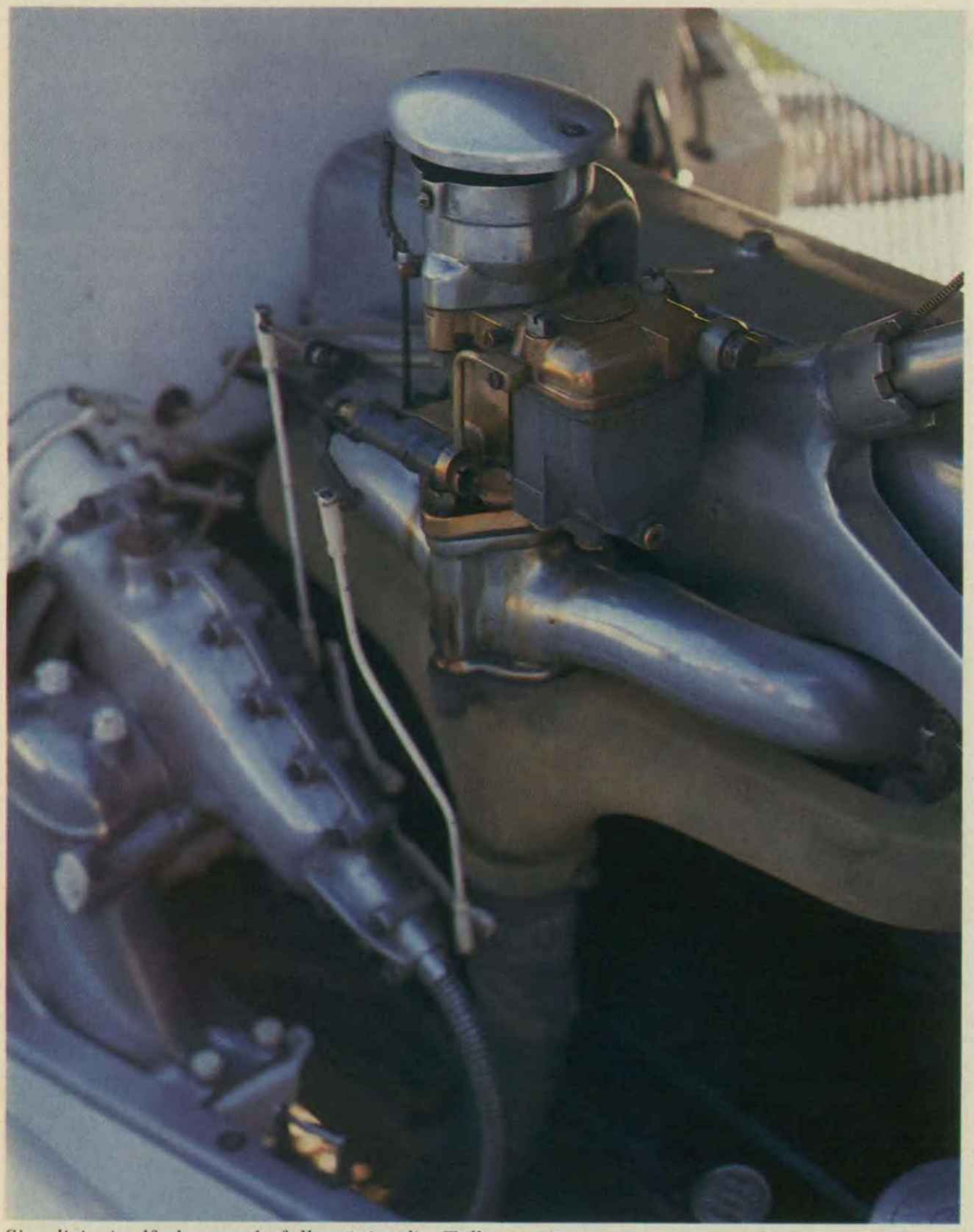
throughout 1931. Whether they continued to be used into the next season is not known.

The valve gear underwent a similarly extravagant modification procedure to insure it against failure at higher revs. The camshaft was reprofiled to lift the inlet valve by $^{11}/_{32}$ inch, but the timing was retained with no overlap whatsoever. The camshaft was then case hardened, being plated with a layer of hard chrome, – one of the earliest examples of this wear resisting technique. The knitting needle like push-rods were thickened slightly, retaining the same barrel section, but the rockers were completely redesigned. The broad wedge of the old fulcrum pivot was replaced by a ball and socket-type joint. The alignment was preserved by the forked rocker end that fitted over the valve stem, but now adjustment was simply a case of screwing the rocker pivot up or down. Lubrication came from a pressure fed gallery in which the pivots were set, and reached the ball and socket through a tiny feed hole in the ball end.

But the main problem facing Roesch in the construction of his new engine was how to enlarge the valves. The in-line valves of the 90 engine had already used up all the available space across the width of the



cylinder head, and had even gone so far as to overlap the width of the cylinder bore, by undercutting the head. The solution had been discovered by Wolseley in the late twenties, and Roesch adapted the idea to his cylinder-head; he angled the valves across the head in a zig-zag formation. He was then able to install the biggest valves that had ever been used in such a short engine; the inlets were 44mm, the exhaust 40mm. This staggered formation caused other problems that Roesch soon managed to turn to his advantage. The rockers had to be of different lengths, and by making the exhaust rocker the longest, he was able to reduce the side thrust on the valve stems, a complaint to which the exhaust valves are more susceptible. Moreover because carburation system demanded a hot spot and therefore the exhaust and inlet manifolds to be on the same side, Roesch was left to decide which port to make the shorter. He opted for the exhaust port, to reduce the heating effect of the gases on the cylinder head, and the cooling system was arranged so that cool water would come up from the block and circulate the valve seats. This arrangement would also allow for a



Simplicity itself: the wonderfully minimalist Talbot engine.

smoothly curved inlet port, feeding the mixture down into the cylinder.

A slightly longer chassis of 9ft. 6in. did involve some modification, to the suspension and running gear. Stronger clutch springs were fitted; the steering lock was reduced, and the brakes were improved. The latter by widening the drum, and fitting a finned aluminium ring to the outside to assist the cooling. A further modification was the adoption of the new Luvax hydraulic dampers, instead of the old friction dampers, the new articles possessing softer springing at low speeds, but as firm at high speeds. Roesch's absolute faith in them as being perfectly adequate, even for racing purposes, was to have serious consequences in the Brooklands Double Twelve, for as on the previous 90 model only two chassis modifications, (a reduced steering lock, and a close ratio gearbox) differentiated the road cars from the racing machines.

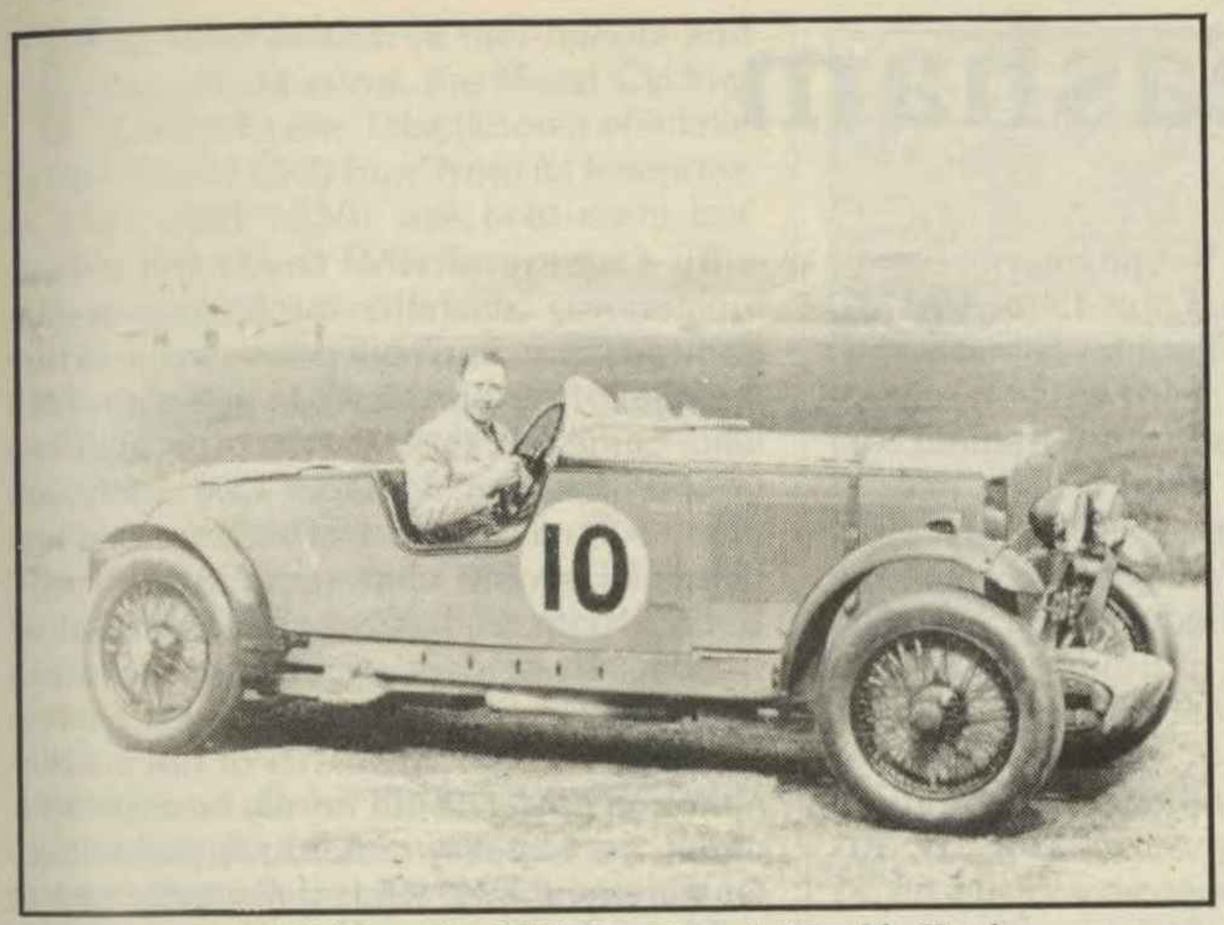
The Talbot 105s brought together for MOTOR SPORT by Ian Polson are road-going models and represent the three styles of bodywork supplied for that machine by Vanden Plas coachbuilders. The elegant lines of the three vehicles differ mainly in detail work on the doors and the wings. The 105 Talbot Sports Tourer model came with a smooth flat curve to the top of the door and side of the front and rear wings. The 105 Sports Tourer de luxe had a rounded door, with a stepped top edge that matched the line of the rear wing. The front and rear wings had deeper sides. The blue car, owned by Mr Polson, is a 105 Speed Model 4-seater 'Coupe des Alpes' body with even more deep sided front and rear wings and a flat bottomed door with a steeply angled leading edge.

While these cars have a more prosaic elegance than the rakish splendour of an Alvis Speed 20 for example, on the road they are probably even more civilised and every bit as quick. There is an enjoyable parity between the lively yet smooth noise of the exhaust at one end of the car, and the almost uncanny silence at the other. And while the engine is perfectly tractable and will pull from very low revs, it really did seem to enjoy the top end of the rev scale, spinning away at over 4000 rpm with effortless enthusiasm.

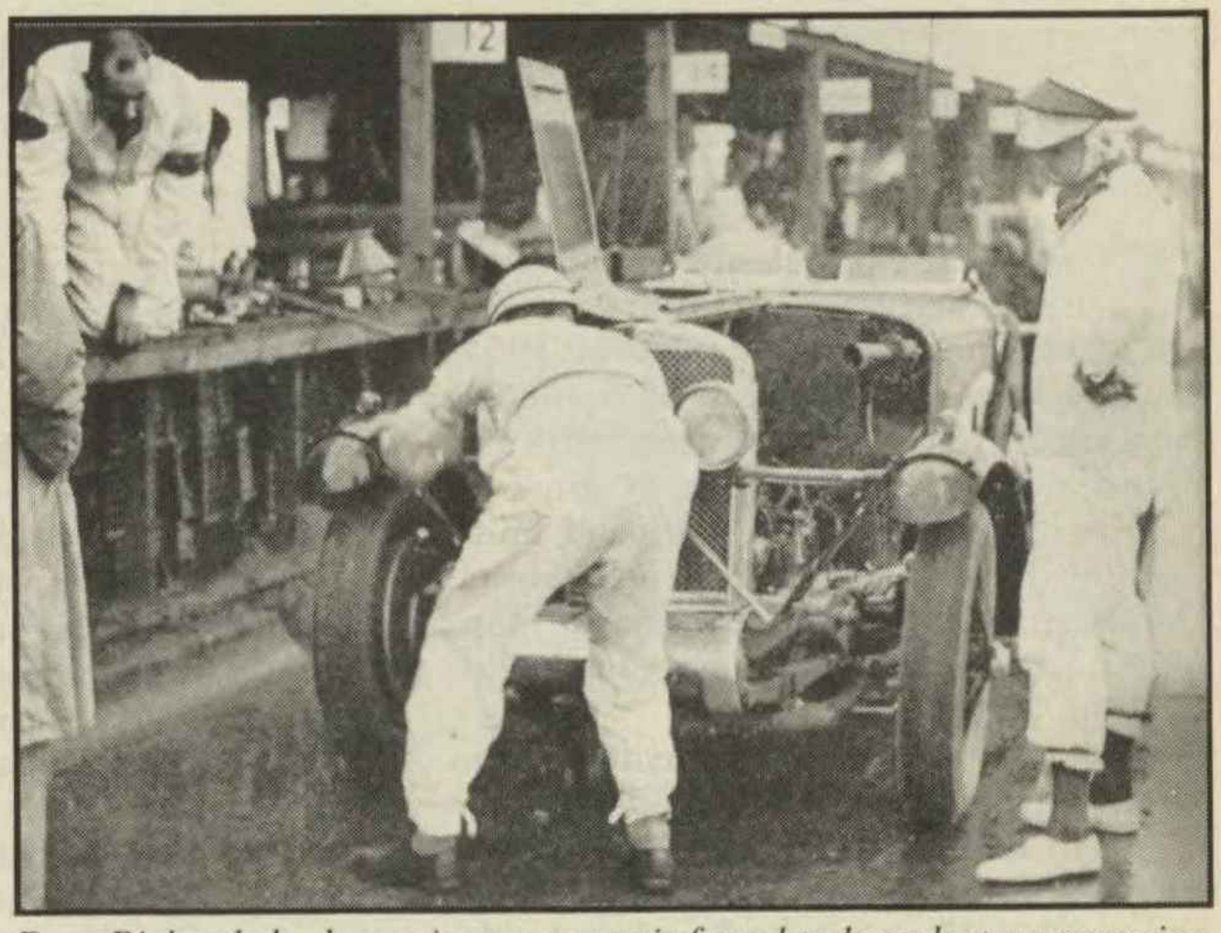
The pre-selector gearbox worked beautifully and had obvious competition advantages, but also provided for a very smooth journey on the open road. Perhaps the most surprising aspect of the performance of the 105 was the accuracy with which it could be placed on the road, with direct, responsive steering, and very neutral handling characteristics. Even more impressive given that the chassis was essentially from the 14/45 of 1926.

The engine, again with a modest compression ratio of 6.5:1 for the road car gave out a remarkable 100 bhp at 4500 rpm, at which speed it was able to spin ceaselessly without complaint. Once fitted with a 10.2:1 compression ratio the power rose even more markedly to 140 bhp at 4900 rpm. It





Brian Lewis in GO51 at the 1931 Brooklands Double Twelve.



Rose Richards looks anxious as a car is found to have lost compression early on the first day of the Double Twelve.

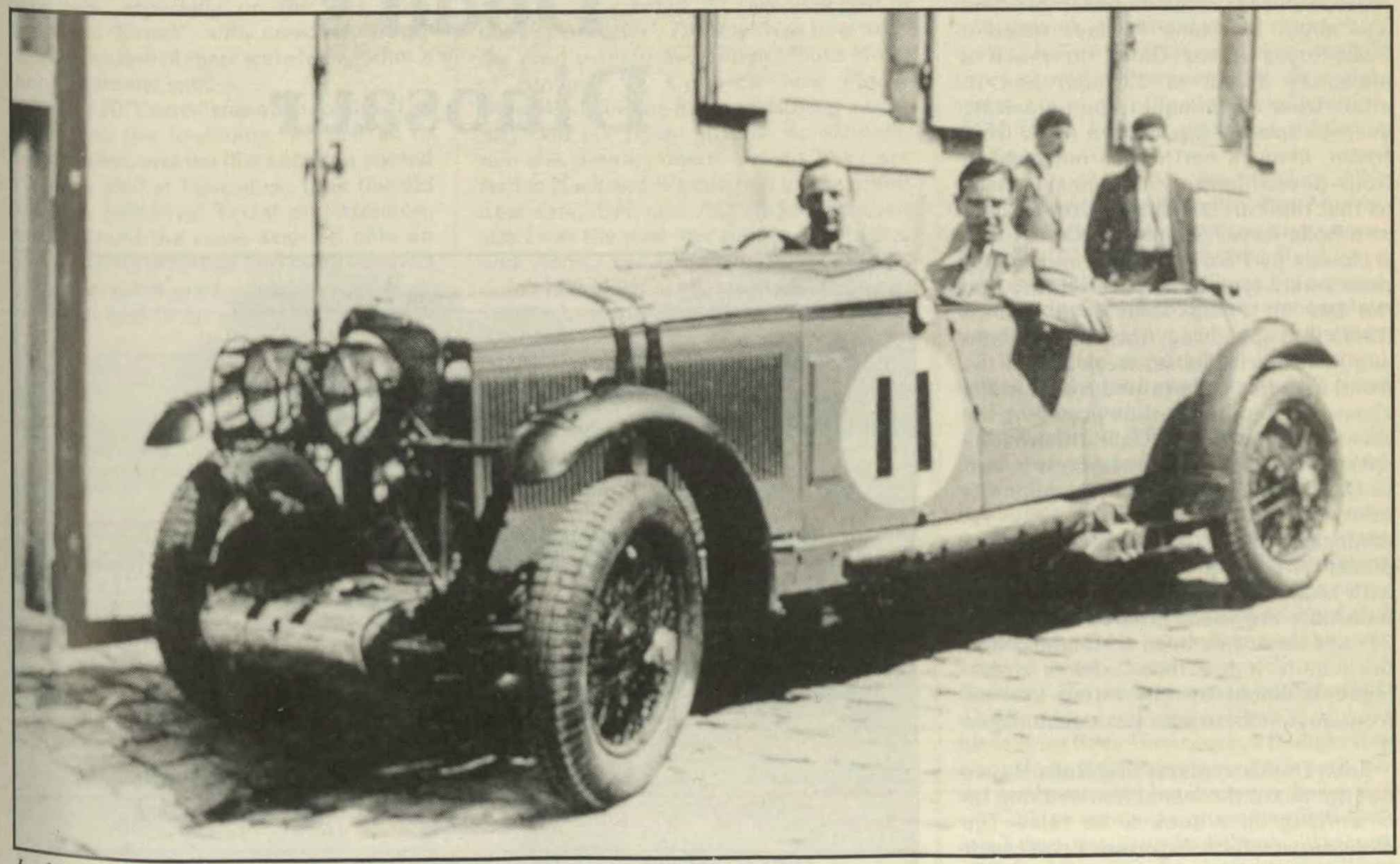
trace more vibration than the 90, and the performance was more peaky with the power rising steeply only after 2000 rpm. But it was clear that for the 1931 racing season prospects were rosy indeed, especially considering much of the main competition had folded with the economic depression.

Fate was to deal the Talbot team an unjust hand, however, in the form of a 2.3-litre Alfa Romeo, and although this on its own would not have been insurmountable opposition, coupled with a handicapping system that hadn't caught up with the performance of the little MGs and favoured racing cars against tourers, Talbot proved to have a harder season with that superb 105 than they had done with the 90.

The Brooklands Double Twelve was the start of the 105's racing career and although they were 1st and 2nd and 3rd on the track, and in class, running at a speed and for a distance unmatched by any opposition – the leading Maserati retiring after a fast and furious lap by Ramponi – they were so hopelessly handicapped against the swarm of diminutive MGs that outright victory was simply impossible. However success was not to elude them forever, a 3rd place at Le Mans, a 2nd in the Brooklands 500 Mile race, and in 1932 another car 3rd at Le Mans and 2nd in the Brooklands 1000 Mile race, being eventually crowned by the famous victory in the 1932 *Coupe des Alpes* in all classes above 2000cc, with the team prize going to a British team for the first time since Rolls-Royce had been awarded it nearly twenty years beforehand.

But the real victory for the Talbot 105 was in its all round ability; its speed stamina and refinement in a simple and reliable construction. In the words of the late Anthony Blight whose book on Roesch and the Talbot is one of the most entertaining motor histories I have ever read; "If the Talbot 105 was not the fastest car of its time, it was undoubtedly one of the most versatile that the world has ever seen."

CSR-W.



Le Mans 1931. Tim Rose Richards, Owen Saunders Davies and two interested locals.

Icy Measham

The VSCC's popular Measham Night Rally, first held over 40 years ago, with nocturnal status from 1951, saw 70 eager competitors turn out on January 12/13 to attempt nearly 200 miles of testing navigational work, at some 24 mph average speed. The start and finish were at the spacious Moat House Hotel, Hereford, where the customary map-plotting continued for quite a time after the 9pm "off".

The entry was highly diversified, from Gordon's familiar 1915 Hudson, first away, to Lees' 1940 12/70 Alvis. It was very much a family affair, with five father/son combinations, six husband and wife, boy/girlfriend entries, and 14 girls driving or navigating. Novice crews numbered 27. Only five cars had elected to come on trailers, including Teall's elegant 8-litre Bentley saloon which won a coachwork prize at the 1932 RAC Rally. Matching its elegance was Dawson's 1924 40/50hp Rolls-Royce tourer, definitely as much Concours d'Elegance as Measham! Sadjic was snug in his unobtrusive Hotchkiss AM2 coupé, Andrews in his Lancia Aprilia, the two 16/50 Humbers were in again, 4¼ Bentley vied with 4.3 Alvis, vintage Bentleys with 30/98s, and Miss Moss had Mrs Monro with her in the S-type Invicta. Barry Clarke was navigating for Jane Arnold-Forster in the Alvis, Filsell for Binns in the Riley 9.

What the VSCC had not bargained for were icy lanes on the coldest night imaginable, which brought the Rolls-Royce to rest on a hill somewhere south of Hay-on-Wye, sending the schedule a bit behind-hand. In anticipation of trouble here Saxl was lowering the pressure in the back tyres of his 1928 Dodge-5 saloon. Then the downhill ice took its toll, putting a Bentley in a ditch and causing Ayre's 1927 12/50 Alvis tourer to roll over at a crawl on a bend, without harm to his son and passenger but some damage to a nice car. Anti-lock brakes prevented the Editorial Ford Sierra from ramming the stationary line of vintage cars; it was certainly a night for 4WD. . . .

By courtesy of RAF Credenhill a vast hanger was available for fettling at the halfway point, and high praise is due to the marshalls from the North Humberside MC who came all this distance to help — greater love of vintage cars hath no man...! Here Mark Garfitt was having dynamo trouble with the Frazer Nash-BMW, Keith Hill (Crouch-Helix) and a Bentley driver were repairing punctures, and Brewster's Vernon-Derby was having its plugs changed in search of full power, although power could hardly be exploited under the slippery conditions prevailing. Of the eight A7s, Atkinson wisely had a reflective trailer-triangle on the rear of his Chummy, but another Chummy was adequately illuminated with the two standard rear lamps, and together had a closed body presumably made for just such an occasion as a cold Measham. WB

Provisional Results

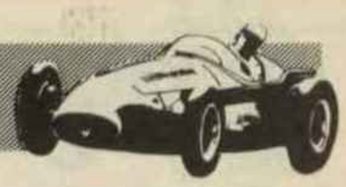
Measham Trophy: P Hart (16/50 Humber). **Light Car Award:** P Cattell (Riley 9). **Novice Awards:** B Sadjic (Hotchkiss). **1st Class Awards:** P Hart (Humber), A Wilson (A7), F Giles (Frazer Nash), K Hill (Crouch-Helix). **2nd Class Awards:** P Cattell (Riley), R Parker (Alvis), D Johnson (Lea-Francis), D Smith (Alvis), G Butcher (Frazer Nash). **3rd Class Awards:** J Potter (Lea-Francis), P Blakeney-Edwards (Frazer Nash), G Tomlin (Alvis), R Thomas (MG).

Dodd's Dinosaur

John Dodd, with whom MOTOR SPORT crossed swords some considerable time ago about his claim to have tuned a Rolls-Royce Silver Cloud to reach a maximum speed of 128mph and to attain what we thought to be unrealistic average speeds, has written to us from Spain, about a car he has built with a Rolls-Royce Merlin aero-engine. He tells us that this car, which is registered here as a Rolls-Royce, Reg No KPO 67K, has a chassis by Paul Jameson, and a two-door estate-type body by FRG Roy and the late Mr Phelps who used to own Santa Pod speedway. The Mk 35 Merlin engine runs clockwise, viewed from the front, as it has been turned round in the chassis, a step-up gearbox providing the reversal of rotation. A Californian-made special B & M torque-converter is bolted to the flywheel face, and the engine is boosted by Turbocharger-400 re-engineered for its purpose. To take the power and torque a Jaguar rear-end with Salisbury differential and tiraniam halfshafts are used. Mr Dodds says his 27-litre beast has been to England and back quite a few times and is street-legal. It would be interesting to hear from anyone here who has encountered it.

John Dodds explains that Rolls-Royce has not heard the last of him and that he is working on a book to be titled *The Rolls-Royce Myth Exposed*. I can't wait to review it! WB







Concentration! NR White with his Coventry-Eagle sidecar-outfit at the restart on White Sheet hill during the 1934 Exeter.

The MCC Exeter Trial in Vintage Times

The 63rd edition of that unique and long-lived event, the Motor Cycling Club's Exeter Trial (known officially as the 'Winter Club Run' from its inception in 1910 until 1930) was held early last month (report on following pages). This adventurous trial and its MCC companion events, the Land's End Trial at Easter and the Edinburgh at Whitsun, have remained justifiably popular along the years — in Peter Garnier's standard work on the subject *The Motor Cycling Club* (David & Charles 1989) he tells us that by 1928 the Land's End had attracted the record entry of 553, if you add the motorcycles, three-wheelers and sidecar outfits to the car entry.

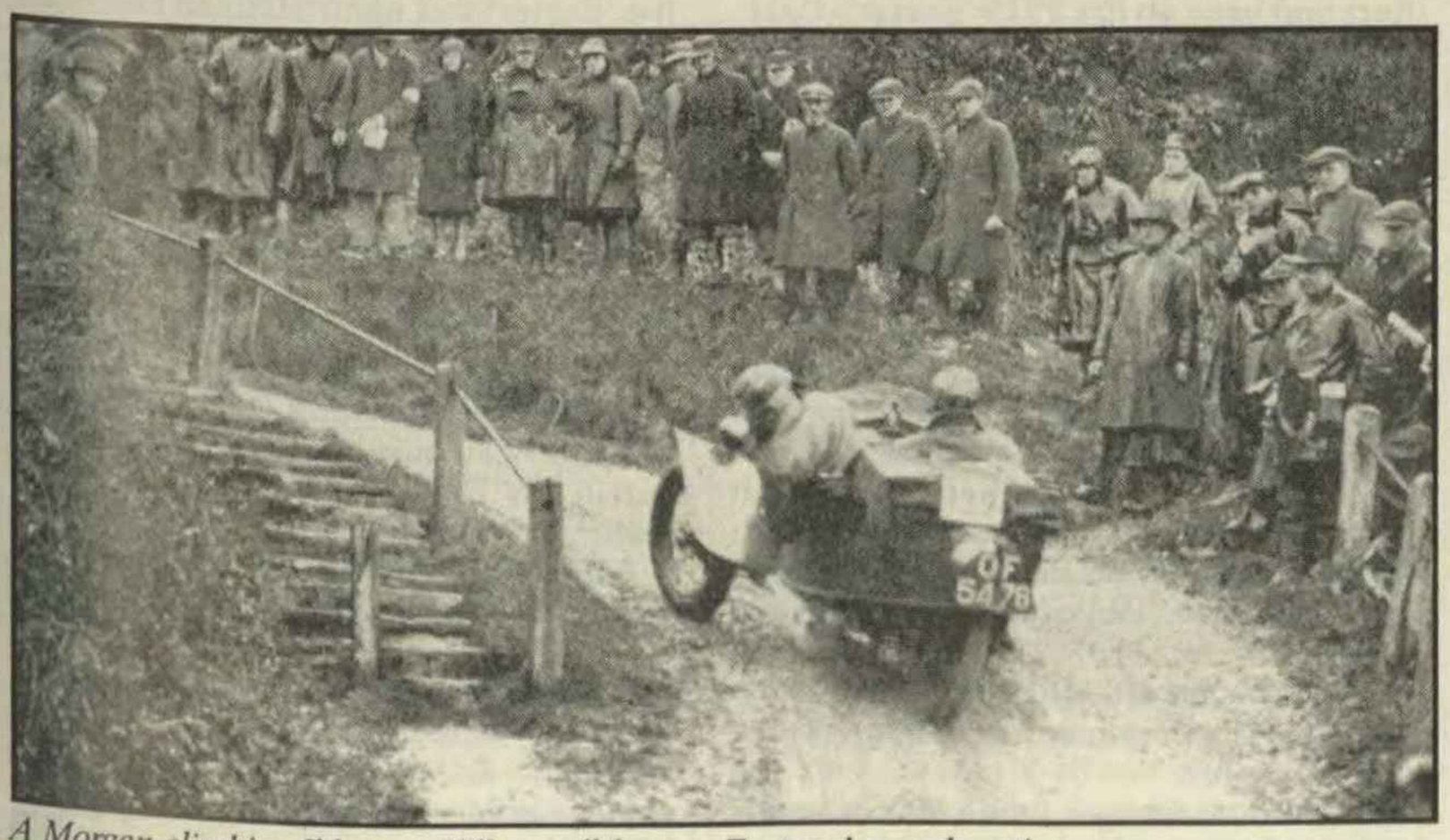
Events not to be despised or ignored, and although Peter's painstaking book nearly tells it all, there is always something to add. So let's take a brief look-back to those 'London-Exeter' trials of the vintage years.

It had begun in 1910, after a winter run had been suggested, to supplement the London-Edinburgh-London and London-Land's End trials which had been run, respectively, since 1904 and 1908. The winter weather was intended to compensate, in the idiom of difficulty, for the shorter route, compared to those of the other MCC trials. But note that in those tough pre-1914 days, riders and drivers had to return to London from Exeter, making a total route-distance of 322 miles. Not only that, but starting-time was on the night following Boxing Day, and so it remained for many years, although one might have expected some domestic strife over this, especially on the first post-Armistice 'Exeter', with loved ones only recently united (if there were lucky) after a long-drawn-out war.

The 1910 'Exeter' was open to cars of all sizes from the beginning, as well as to motorcycles, and the first such run started from the *Bell* at Hounslow, took the old A30 via Salisbury, Yeovil and Honiton, and returned the same way. To gain an award the set schedule had to be adhered to and to get a gold medal the out-and-back run had to be accomplished within 24 hours. As Peter reminds us, HFS Morgan was on his first competitive event, in a three-wheeler of his own make, and it anticipated the reliability and performance of Morgans in general by winning a 'gold'. Despite cars being permitted, only two ventured out, a single-cylinder Cadillac and a four-cylinder Thames.

In spite of the problems that the aftermath of war created, 32 cars took part in the 1919 'Exeter'. The start was now from the road outside the Bridge House Hotel at Staines, W, Cooper's new Morris Oxford leaving at 8pm on Boxing night, his hood not ready in time, so naturally rain was pouring down. Drivers like Capt Archie Nash and Westall had to use brand new cars, GN and AC respectively, so short was the post-war supply of vehicles, and Addis, the Aston-Martin exponent, didn't have a car at all, but Mason's Morris Cowley had a dashboard plaque proclaiming that it had done the 1919 'Edinburgh'. The scene at the start, spectators huddled under umbrellas, was typical and was described as "Men garbed in raiment to delight the heart of the most cynical of comic artists hurried about bearing armfuls of quart oilcans, Thermos-bottles of unprecedented size, or staggered along with two-gallon tins of fuel. Some there were who made final and comprehensive adjustments, thereby coating themselves with oil before the start, as all wise competitors should, subsequent dirt then mattering not at all." Words of wisdom from SCH Davis I think, who was driving a McKenzie. Other racing men were Brownsort (AC), Douglas Hawkes (GN) and Lt Kaye Don (Tamplin). Rex Mundy, the plug rep, drove a Wilton and photographer WJ Brunell failed to finish in a Morris Oxford. In those times the competitors had to return to Staines to complete the course and one car had to substitute oil lamps for its original illumination, while Pettyl must have been glad his Bean had a coupé body.

If we jump to 1925, nothing much will have changed, in 'Exeter' terms. The start was still from Staines, the finish likewise, but by now the wily MCC had put in some testing observed sections. In early times just the out-and-home run was enough of an incentive to adventure, and then came the observed main-road hills of Chard and Yarcombe, which reminds me of the year when I went down to watch with FJ Brymer, the well-known photographer, who had hired a Wolseley Viper to replace his laid-up Riley Gamecock. I thought this ohc saloon depressingly sluggish until, on the run home with Jim dozing in the back, I was able to announce triumphantly that at last I had got it up to 70mph. "I'm not surprised," came the sleepy reply, "You



A Morgan climbing Ibberton Hill, a well-known Exeter observed-section.

are flat out down Yarcombe hill!"

To return to the 1925 'Exeter', the competitors had to tackle Marlpits, Peak Hill near Sidmouth, Salcombe and White Sheet, making a loop from Honiton to do this, and never mind the RAC, the MCC had a timed-climb up part of Salcombe hill. The popularity of the trial was enormous, from the viewpoint of the spectators who watched it, the space given to it by the three leading weekly motor journals, and the importance attached to this and the other MCC trials by manufacturers seeking publicity for their cars. Thus famous drivers could be seen trying their skills on the uphill mud and stones against sporting amateurs. For instance, Douglas Hawkes had an Auburn, the only eight-cylinder car in the trial, MOTOR SPORT's then Editor, Richard Twelvetrees, gave his usual 210 broadcasts from a Riley. Norris and Delaney were Lea-Francis mounted, the latter in a saloon, the Hon Victor Bruce had the expected sports AC, CMC Turner a Gwynne, but Sammy Davis was content to drive a 12/25 Humber tourer.

For this 1925 event the time-keeper-cum-organiser was again FT Bidlake, who had left his sick-bed to sit between flares on Staines Bridge and check the survivors out and in. To avoid Sunday motoring, the traditional Boxing Night start had been changed to the Monday, but otherwise it was much as before. Organised confusion at the start, the first car off at 10.18pm, and as there were 134 starters, 70 miles of lights made a striking cavalcade, the leading car having reached Salisbury as the last driver, Rex Mundy, this time in an Oakland, left flaring portable lamps of Staines for the gusty, rain-swept night ahead. Two intending competitors, Porter and Heaton, had been eliminated when their Amilcar and Senechal collided on Barnes Common on the way to the start, and there were 16 other non-appearers.

Tough as the event was, anything seemed possible to a keen entrant, which remains just as true of today's MCC trials. Four drivers actually put their faith in 8.3hp Renaults, 7hp Jowetts were popular, Dudley Noble was using a Rover Nine and Windsors were out in force. Of the sports cars, Alvis, Riley, Salmson, Gripper's Aston-Martin and the like, WL Douglas favoured a 3-litre Bentley, GL Morrish a 30/98 Vauxhall, Driskell was in his DFP, and Frazer Nash contingent comprised Sir John Snow, Hillary, Jefferies, Veendam, Aldington and Paxton, the last-named racing up the hills.

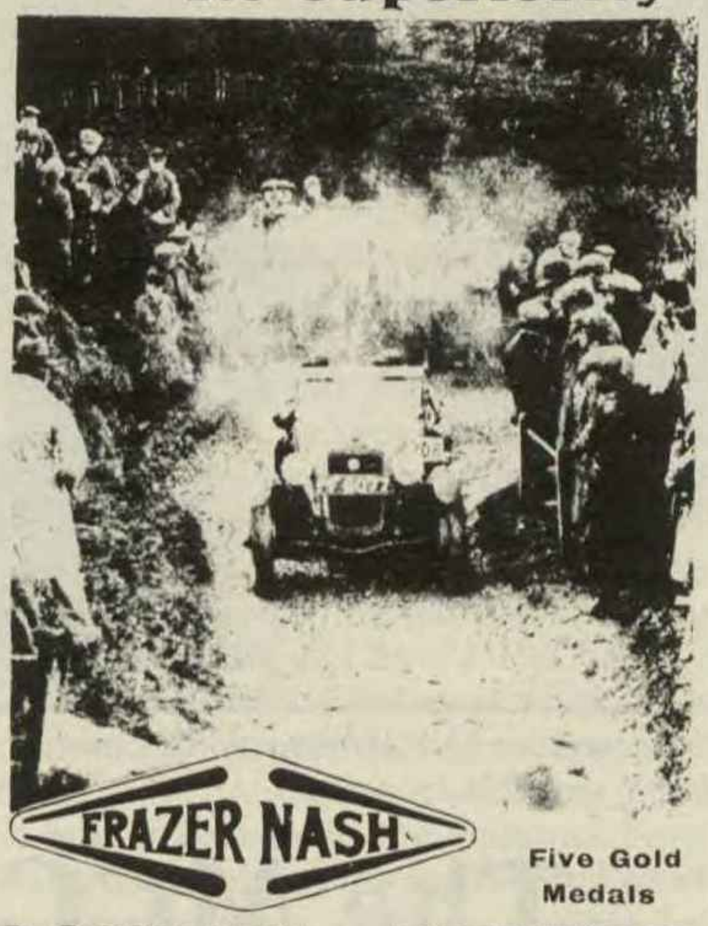
To the two American cars aforesaid Strong added a 16.9hp Rollin, and other lone makes numbered Métallurgique, Star, Surrey, a friction-drive GWK, 14/40 Delage, Ansaldo, Deemster, and Phoenix, while there were a couple of 11/28hp Straker-Squires and Moss-Blundell had changed from his former Rhode to a Riley. Variety you see, was part of the 'Exeter' spice. Incidentally, horses were used to tow failures up the hills, sometimes in tandem. Five of the 1925 competitors had been on the 1919 'Exeter'. Cars may have become more reliable in the interim, but there were still troubles. The AV cyclecar blew one of its cylinders in half near Basinstoke, the Stellite didn't last long, and outside Whitchurch Aldington damaged his Frazer Nash against a wall. Rain changed to a cold night; welcome meal breaks came at the *White Hart*, Salisbury, at Moffat's Garage, Yeovil, at Dellar's cafe, Exeter. Rain in torrents for a time meant battling with hoods after Shaftesbury, two Rileys collided after Chard, the Auburn pulling the ditched one back on the road, and there were the secret checks and the observed sections to cause other bothers. On the whole however, the hills were easy, even the four little Renaults ascending "with power to spare."

There were changes in the MCC's celebrated winter trial, even in the vintage years. For instance, the return run to Staines was abandoned after 1927, the 1928 event starting from Slough and finishing at Shaftesbury. As time went by Trade entries diminished but the keenness of the private entrants never flagged. The MCC, against whom the competitors competed, for gold, silver and bronze medals, safeguarded their outlay by putting in evermore difficult hills, to match the improved performance of the cars the number of "stoppers" adding to the excitement of competing. This excitement could be increased by entering a seemingly improbable car, like the "30/-" GN of GFM Wright, which, alas, retired from the 1929 'Exeter'. That year GM Giles's Bugatti was a gold winner and other exciting cars competed, such as an Alfa Romeo with its TT number showing beneath its scarlet paint and ten Lea-Francis, all or almost all of them supercharged. Michael May ran his Ceirano, three Chryslers were let loose to see how they faired on West Country hills, JA Daniell's gaining a gold, Rileys outnumbered A7s by 24 to 22, and got five golds to one, the 1929 observed sections of Devenish Pit, Higher Rill, Harcombe, Merrhay, Batcombe and Ibberton perhaps being against low horsepower. Of nine MG Midgets, not one netted a gold medal but six took silvers. Most of the failures seemed to happen on Batcombe, hail and rain having given it a porridge-like surface. Yet *The Autocar*'s road-tester, HS Linfield in an improbable Citroën tourer was among the quickest to "clean it"; he was rewarded overall with a silver medal. The Frazer Nash drivers included Tommy Wisdom, the only one of seven to get a gold.

That year, 1929, the start had again been from Slough Trading Estate, a day after Boxing Night, which caused three drivers to arrive a day too early, and the bus taking competitors to breakfast at Deller's now had pneumatic tyres. . . . There were long delays before the hills — the 'Exeter' had become tougher. The car entry for the last "vintage year" (1930) of the 'Exeter' was up to 203, the start back to Boxing Night, but from Virginia Water on the A30, not from Staines or Slough. There were four classes, 850, 1500, and over 1500cc, which attracted 61, 75 and 65 entries respectively, Olive's Standard, the Bugattis of Giles, Bear and DG Evans joining MG Six, Hotchkiss, Elgood's and Wisdom's Bentley etc, Couper's Lagonda, lots of Fords, even Essex, De Soto, Overland Whippet and Chrysler, etc, in the latter category. Brymer was competing in his Riley and Fitt had a Morris Major, the variety being as strong as ever.

And so it continues, into the 1990s; it is highly satisfactory that the MCC manages this, and does it so well, running trials in which anyone with some skill in getting up steep, slippery hills using almost any kind of decently-prepared car, can achieve at least some success. Long may it be so! WB

The Frazer Nash Again Demonstrates Its Superiority!



Five Gold Medals

LONDON = EXETER

A Frazer Nash Gains The Special Prize In The Acceleration Test On Black Hill Against An Entry of 183 Cars

THIS CAR HAD A BOTTOM GEAR OF 10 TO 1
NO FREAK COMPETITION GEAR RATIOS WERE USED

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How one manufacturer advertised in MOTOR SPORT his successes in the MCC London-Exeter Trial.

EXETER TABLE

"Going for Gold" in the 1925 MCC Exeter Trial

The table shows cars which gained gold-medals, in relation to number of starters, in a typical London-Exeter-London Trial of the vintage years.

Make	Starters	Gold Medals
AC	4	1
Alvis	7	4
Amilcar	4	3
Ansaldo	1	1
Aston-Martin	1	1
Austin	4	1
Bentley	1	
Chrysler	1	1
Deemster	1	1
Darracq	1	1
Delage	1	1
Frazer Nash	7	5
Humber	3	1
Jowett	5	1
Lea-Francis	7	2
MG	2	1
Oakland	1	1
Phoenix	1	1
Rhode	3	1
Riley	20	1-3
Rover	4	2
Salmson	4	4
Senechal	2	1
Surrey	1	1
Vauxhall	1	1

152 cars were entered, 134 started. Of the finishers, those not listed above won silver or bronze medals, except for an Alvis, an Auburn, a DFP, a Morris, a Metallurgique and a Talbot which finished but with no award and an Amilcar, an AV, two Frazer Nashes, a Gwynne, a Rollin, a Rover and a Stellite, which retired.

SOME HILLS USED IN EXETER TRIALS UP TO 1939

Salcombe	1233 yds., 1 in 5.
Peak	1567 yds., 1 in 4½.
White Sheet	1320 yds., 1 in 5.
Harcombe	1760 yds., 1 in 3. Loose surface at S-bend near top on steepest part.
Ibberton	880 yds., 1 in 4½. Sharp turns at start.
Meerhay	1320 yds., 1 in 4½. Rocky surface with out-crop on 1 in 4½ section.
Fingle Bridge	1760 yds, 1 in 4 with ten hairpins on 1 in 5.
Simms	200 yds., 1 in 2¾ with bends on 60 yds, of 1 in 3½. This observed section stopped 212 out of an entry of 296 in 1934.

WB



. . . Go Out on a Midnight Run

It came as a bit of a culture shock I can tell you, standing in wind-driven sleet in the middle of a field in Devon on one of the worst nights of the winter, draped in camera equipment, waiting for the flicker of headlights through the murk to herald the passage of yet another car-load of people who were arguably even more eccentric than I was.

1991 was the 63rd edition of the event, which is still run with the original tenets of the MCC in mind — the emphasis being on regularity rather than sheer speed. Every person's aim is to be able to finish the trial within the time schedule, with the least penalties on special observed sections, which are always hillclimbs of varying severity along country tracks. There are no winners as such, all entrants are simply trying to 'beat' the organisers to secure first, second or third class awards or finishers' certificates by achieving 'clean' performances by climbing non-stop on all the special tests. The field is divided into eight car and four motorcycle classes which are set different tests on each climb, allowing everyone at least a theoretical chance of success. Class 1, for example, caters for front-wheel drive cars which are likely to the most disadvantaged (typically Minis and Citroën 2CVs!) while at the other end of the scale, class 8 is for trials specials and those cars where the driver and passenger sit almost over the rear axle (Dellows, Trolls, Marlins and various home-built specials). In between, the bulk of the entry tends to be made up of a parade of Morgans, Escorts, Imps, Sprites, Skodas, various kit-cars and sundry Beetles. In fact the big-engined versions of the latter seemed particularly adept at climbing through the mud, enjoy-



This year's events saw crews setting off into the teeth of a winter gale to tackle 13 hills of gradients varying from steep to very steep.

ing good ground clearance and an engine suspended behind the rear axle. Standard road tyres have to be used and it is strictly an amateur affair, advertising and sponsorship is definitely not encouraged by the club.

Starting at one minute intervals from three separate venues, Fleet, Cirencester and Plymouth a little before midnight on Friday, the field of over 300 bikes and cars toured through the night to converge at the marshalling point (and first meal) at the Cricket St Thomas Animal Park near Crewkerne. From there, the already bleary-eyed crews were flagged off in a gale to start the real work — 13 separate hills, with gradients between 1 in 6 and 1 in 3, along a course that took them out of Dorset and in a convoluted loop around Exeter and along the edge of Dartmoor, finishing at the Sefton Hotel Torquay, with the tail-enders clocking-in late on Saturday afternoon. Apart from the obvious disadvantages of the sport — like having to spend all night out of bed and getting thoroughly soaked-through in the constant rain and sleet (most of the hard-core competitors don't bother with the luxury of using weather equipment, a cap and leather jacket seem to be *de rigueur*), the advantages seem to be the general *bonhomie* that permeates the event and the relatively low cost of being able to compete. Any non-4WD car can be used — the only other extras that are really needed being a set of OS maps, a torch (bolted to the dashboard), a tow-rope wrapped round the front bumper, to get you out of those places that even certain lagers cannot reach and a compressed air bottle and hose in the boot to allow you to reflate the rear tyres, which are softened for each stage assault. However, while we are talking about cheap equipment, consider the brave pair who thrashed round in an immaculate MG, with only racing screens, flying jackets, helmets and goggles for protection! Another who caught my eye, was the man in a Ford Popular 103E who scrambled and smoked most of the way to the summit of the horrific 1 in 3 Simms Hill, only to grind to a halt in a flurry of spinning rubber. It would be an understatement to say that as he reversed the Pop back down and off the section, hooking his front wheel up a bank and nearly tipping the car on its side, his face was something of a picture. . . . the loud guffaws from the crowd would have probably sounded familiar to Christians facing the lions, but it had been a long night — and we were all a bit tired I suppose. . .

Night had turned into day, the rain stopped and the sky cleared to blue with scudding clouds, but this was still truly stuff for heroes or madmen. By mid-afternoon exhaustion had overcome my astonishment and I retired cravenly to my hotel and a comfy bed. Meanwhile, of course, some of the stragglers had some way to go. When I awoke, I found myself wondering how much it would cost to join the MCC and buy a nice tidy little Hillman Imp and a compressed-air bottle, after all the 'Lands End' is coming up on March 29th/30th. . . .

Our thanks are due to all the members of the MCC — but particularly Dick Apps and his team who scoured the darkness of Cricket St Thomas to find and help us — and to the club's General Secretary, HW ("Tucker") Tucker-Peake, who can be contacted at Upper Stonecroft, Finmere, Nr Buckingham, MK18 4JA. IB

Books for the New Year

Automobile Year — 1990/91

Editor David Hodges. 279 pp. 12¾ x 10in. Motor Racing Publications Ltd, Unit 6, Pilton Estate, 46, Pitlake, Croydon, CR0 3RY. £24.95.

Imitation is the sincerest form of flattery and since the first edition of *Automobile Year* made its appearance 37 years ago it has become a publication which no New Year would be satisfactory without and back numbers of which are now valuable possessions, as the specialist bookshops will confirm.

The 1990/91 volume runs true to form, the English language edition by David Hodges sets out to review the past sporting season and comment on topical world automotive trends in the established high-class format of big glossy pages, magnificent colour and black-and-white pictures and detailed tables recording the results of last year's leading rallies, races, hillclimbs and rallycross. The specialist articles by known experts are devoted to a multitude of pertinent subjects, including a look at how the world and European motor industry will face up to 1993, a similar survey of the American situation, Ray Hutton on car nomenclature, a look at Japan, Pininfarina and technical developments in general, and a study of Supercars, starting with vintage Bentley and Mercedes-Benz, etc. Edouard Seidler deals with the bosses in the motor industry.

Ten powerful chapters unravel the sporting happenings of 1990, with our Michael Cotton writing about Endurance Racing, and John Blunsden on F1. All this and the 500 terrific illustrations — what more could you crave? Normally it is my opinion that advertising is in poor taste in such a high-class book, where paper, printing, photography and binding are of top quality, but somehow *Automobile Year* has always contrived to have such top advertisers, with such pleasing layouts, that their pages seem to enhance rather than detract from the overall enjoyment. This time they comprise ASC, Mahla, Blaupunkt, Mazda, France Design, Lancia, Longines, Mitsubishi, Marlboro, Mercedes-Benz and Pininfarina.

Freelance journalists could do themselves some good by perusing the pages of *Automobile Year*, one feels, and as I have said, it is — magnificent. Those who can afford one superbook for the coffee table, bookcase or the back seat of the Porsche need look no further. WB

Lotus — All The Cars

by Anthony Pritchard. 224pp. 11 x 8in. Aston Publications Ltd, Bourne End House, Harvest Hill, Bourne End, Bucks, Sl8 5JJ £19.95.

The title says it all, apart from qualifying this all-embracing Lotus coverage by saying that the book is of high quality, the 188 pictures and 31 colour plates (of F1 cars) extremely clear, and that a special buckram-bound edition of 200 numbered copies, signed by Stirling Moss, Innes Ireland, Mario Andretti, John Surtees, Roy Salvadori and the author is available, priced at £45, available only from Chater's Motoring Bookshop or Mill House Books.

Lotus advocates can cheer themselves up after the depressing F1 Camel Team's performances in recent races by buying this book, which has all the Mks therein, from Colin Chapman's 1949 Mk 1 trials special to production Elan and the full run of F1 cars. Specifications and Lotus F1 results from 1958 to 1989 are included. If you should need more, the bibliography lists another 35 Lotus titles. WB

Uphill Racers — The History of British Hill Climbing

by Chris Mason. 433pp. 11 x 8½in. Bookmarque Publishing, 26 Cotswold Close, Minster Lovell, Oxon., OX8 5SX £39.95.

This is an ambitious work, the story of British hillclimbing, speed hillclimbing that is, so much enjoyed by motor racing folk in this country, from the very earliest times right up to, I am glad to note, 1990. For a long time we have had to rely on TR Nicholson's *Sprint* to cover such ground and, to be fair, his book, published by David & Charles in 1969, also covers *speed trials*, which Mason does not attempt.

Mason, himself a competitor, who saw his first "uphill race" in 1953 and began to take part from 1968, has done a fine job. The development of this branch of the sport is excellently uncovered, and a book which must have been difficult to compile makes a useful, welcome addition to the bookshelves of enthusiasts who revel in history. If any mild criticism is deserved it centres around the inevitable fact that many of the 400 or so black-and-white pictures have appeared in other places, that there could have been a few more showing Shelsley Specials (we could have provided some) and that the quality of the reproductions of the four photographs on page 106 are an insult to photographer CD Pearce. A few minor errors seem confined to the Index, in which Kay Petre is given unmarried status, etc. But most of the illustrations are good and admirably capture the spirit of speed hill-storming; and what memories they bring back — to quote just one, I had forgotten that the famous Dennis Poore Alfa Romeo had overtuned at Bo'Ness. . . . Some of the accredited picture sources seem to have had different origins, if my memory is correct; but this may be imagination and does not reflect on the author.

So here is the first comprehensive study of this important subject, edited by the late Jim Thomson, who contributes a guide to hotels and pubs close to a dozen well-known courses and who, sadly, did not live to see the book published. Tables give the various Championship results and a few blank pages at the end of the book are there for notes, this sport being very much one for jotting down masses of times. The format, chapterwise, covers the periods 1899-1914,1919-1925,1925-1939,1946-1950,1951-1961,1962-1968,1969-1974, 1975-1983 and 1984-1989, some 300,000 words in all, and at least the later years of this friendliest of sports have been fully described. As I said, formidable. Highly recommended! WB

(Continued on page 163)

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In some cases, only 30-40 copies remain available for world-wide sale, so collectors are urged to place orders early in order to avoid disappointment. The Bentley titles are bound in dark green, the Rolls-Royce in dark burgundy, the Alfa Romeo in scarlet, the Riley titles in dark blue and the MG in brown. Alternatively, if the purchaser wishes to have his or her set of books in single uniform colour, all titles are available in Midnight Blue. Standard Edition titles are available from all good motoring bookshops, or direct from the Publishers. Private and Trade enquiries should be addressed to the Publishers at 24 de Verdun Avenue, Belton, Loughborough LE12 9TY. Leather bound Special Edition prices are nett (inclusive of postage in Great Britain only) and are all available, cheque with order, on a three-to-four-week delivery only direct from the Publishers: AUTO-STYLE PUBLISHING LIMITED, 24 NOTTING HILL GATE, LONDON W11 3JQ. Overseas orders should add Air Mail cost at £20.

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

RAC Rally Notes

Sir,
With reference to the 1959 Liége-Rome-Liége Rally, your contributor seems to have been economical with the truth in order to make his point.

Four, not three, Austin Healeys were entered in that event. Two cars were eliminated through lateness, one car crashed and one finished and won the over-2000cc GT Class. There were thirteen finishers that year and according to John Gott that was the first and only time when Maurice Garot did not have a General Classification listed.

The two cars which were late at a control and therefore eliminated were not excluded by reason of the recce notes. The team, as was customary, was given an appreciation of all road sections by the late John Gott, team Captain, whose job it was to assess any navigational problems that might be encountered and to draw attention to them. One car went out because the driver was having a rest period on a comparatively easy section and the navigator, who was driving, did not pay attention to the risk of taking a wrong turning at the two points which were stressed in John Gott's notes.

Peter Riley and Rupert Jones, who won the class, had a postcard system displaying the notes in large letters and placed in a holder between the driver and navigator so as to be easily read by both crew members at all times, so that they did not take the wrong turning, although only one of them was aware at the danger point.

The second car that was eliminated went out on account of driver fatigue. The rally was three quarters over in terms of mileage, but they encountered fog on the very testing St Jean circuit in the Vercors and were excluded by a few minutes. It is very debatable if even pace notes would have helped them as the landmarks were not visible for much of the time.

The fourth car crashed; Peter Riley knows much more about the pace note evolution than I do. I was always in favour of innovation if it could be cost effective.
Marcus Chambers,
Charlton, Oxon.

Pace Notes

Sir,
I enjoyed the article on early pace note experiments in December MOTOR SPORT. There is a firm link between Jenk's Mille Miglia efforts and our own.

In 1957 I was driving a Zephyr 11 with Bill Meredith-Owens in the Mille Miglia. I met Jenks before the event and, bemoaning our inexperience of the route, he suggested that we cut the largest scale maps we could find into strips covering the course and stick them into a bound scrapbook. He then showed us many difficult bits and dangers, which we wrote into the wide white margins opposite the hazard. We carried the book with us before the event and showed it to every experienced competitor we met. Thus before the start, we had built a useful compendium of hazard notes, without having the time or money to do any form of recce. In the event it was immensely useful, especially when we had totally destroyed the brakes at three-quarter distance. Jenks having established a system which increased safety, Tony Ambrose and I were keen to develop it into something which increased velocity.

When a rally driver is in full cry on a stage, the adrenalin is flowing, causing increased awareness in the senses deployed. One becomes highly concentrated on the messages being relayed to the brain from the eyes, the hands and feet and, to a lesser extent, the ears listening for changing surface noise. The rest of one's awareness is blunted so that at first I found that this fellow shouting his head off beside me was a distraction. He was upsetting my concentration and the rhythmic flow of reactions to the 'normal' messages being received and interpreted in the mind. It took some time for me to find that these new messages could be incorporated into the information flow and to include them in the continuous judgements being made.

Thirty years after, every aspiring rally driver knows that thousands of crews before him have managed this link-up and that if he keeps trying it will happen for him. We had no such knowledge and had to convince both ourselves and our masters that this new technique was genuinely worth the expenditure of our time and their money. In the end we began to get in tune for short periods, with Tony's instructions coming at exactly the moment I needed them and myself accepting them without breaking concentration. One could then positively feel the car really begin to accelerate as two minds drove the car in complete unison. It was a very exciting discovery.

Incidentally, I would not claim that we were the sole experimenters in this field at this time, as we made no secret of what we were trying to achieve. We were joined by our team-mates and I remember that Rootes were also at work on the subject. However, I am sure that the British were in advance of the European and Scandinavian drivers in perfecting a usable system.
Peter Riley,
Blakesley, Northants.

Silverstone Rally School

Sir,
I felt it was time to put this war of words into context (MOTOR SPORT, January). Here are the FACTS.

1) I bought my husband, John Starkey, a day at the rally school as a birthday present. I chose The Silverstone Rally School, address at Silverstone, as it was near to home. No mention was made in the advert that the school was in fact held at Bruntingthorpe. I phoned up the office, explained I wanted the day as a present, and was told I would be sent a voucher with a choice of dates. No mention was made during this conversation of the venue. In due course the 'voucher' letter arrived, with a separate list of available dates, plus a leaflet giving details of the 3 courses the school offered. As this leaflet also contained the prices of the courses, I did not pass it on to John, and all the information he needed was contained in the voucher letter.

2) John arranged a date. He was told he would be sent confirmation with full details of times, etc.

3) John did not "fail to read the paperwork and arrive at Silverstone by mistake," as the School had failed to send out the confirmation, a fact mentioned to Mr Hardcastle but conveniently forgotten. John also refutes Mr Hardcastle's statement he "acknowledged his error" as to his knowledge that the Silverstone Rally School was in fact held at Bruntingthorpe, as he had had no paperwork to tell him otherwise.

4) John did not ask for a refund, what he politely requested was another date, to be arranged at any time convenient to the school, as he would have missed a quarter of the course by the time he had driven from Silverstone to Bruntingthorpe. This was refused.

5) The only "unreasonable behaviour" was in fact that of Mr Hardcastle, whose dealings were, to say the least, abrupt and rude.

I feel it is very misleading for the Silverstone Rally School to be so-named, operate out of Silverstone, and *not* give a higher profile in its advertising to the fact that the courses are in fact held at another circuit some 40 miles away.

John's mistake was that of turning up without having received the "literature, and confirmations with sketch maps of how to reach there," but perhaps Mr Hardcastle could also have admitted the mistakes made by *his* office, and a compromise sorted out between the two of them. As it is, I wasted some £140, with the only outcome being bitterness and hard words. Some birthday present!
S Starkey,
Meriden, Coventry.

Formula One Statistics

Sir,
During the first nine reasons of the Formula One World Championship, Britain produced just one World Champion Driver in Mike Hawthorn (1958) albeit in a Ferrari.

Success, however, came thick and fast during the years 1959/76; Britain produced the World Champion on nine occasions out of 17, and of these, no less than

seven were achieved driving British cars.

Nevertheless, since 1976, although British constructors have continued to dominate the formula, providing no less than 12 of the last 14 championship-winning cars, not one British World Champion has emerged.

Now before all the Nigel Mansell fans put indignant pens to paper, I am as big a fan of Nigel's as anyone and hope that he finally achieves the World Championship this year with Williams. Notwithstanding his cruel luck in '86, the record states: No British champion since Hunt.

What can be the reason for this? My feeling is that the constructors are mainly to blame with McLaren particularly guilty. In their relentless pursuit of success at all costs, they have too often signed up the considered aces of the day, always at enormous cost, and always at the expense of any British talent, either proven or potential.

During the Eighties we have produced three world class drivers: Nigel Mansell of course; Derek Warwick (always a potential winner but always without competitive machinery); and Martin Brundle, a world class talent who has been all but ignored! In more recent seasons others, such as Johnny Herbert have had their egos eroded by shabby treatment. Surely, given the overall healthy state of British motor racing in all its forms, it is not too much to ask of the Formula One 'industry' to foster and encourage potential British World Champions instead of relying on luring highly respected foreigners with multi-million dollar cheques. After all, great as they are, where would Senna and Prost be today without McLaren? Perhaps joining Derek Warwick in the queue to sign a sports car contract!

What do other readers think?

Colin Routen,
Herne Bay, Kent

A Lotus Leap

Sir,

Can we now expect that the Lotus Formula One team will give us fireworks next season, if not wins, after the report in *The Times* of 8th December of the appointment of *Peter Wright, the grand effects specialist?*

Ian J Pimblett,
Kent.

Book Reviews

(Continued from page 161)

The Sporting Fords — Volume 4; Sierras

by Graham Robson. 128 pp. 7¼ x 9in. Motor Racing Publications Ltd, Unit 6, The Pilton Estate, 46, Pitlake, Croydon, CR0 3RY. £12.95.

In this landscape-format book in MRP's Collector's Guide, a series this publishing house introduced twelve years ago, Graham Robson deals with all the Sierras, gilding the reputation of a car which at first, he says, accrued a lot of snide remarks. Although the book is about the sporting Sierras, after an introduction about the origins of this model, I am glad that Robson regards even the XR4x4s, from three of which I have had impeccable service, to be in this category and not just cars for reps and suchlike. In the first volume from MRP about such sporting Fords Robson dealt with the Cortinas, and in volume 2 with the Escorts, after which Jeremy Walton carried on the work with volume 3 about the Capris.

In this fourth volume the twin-finned XR4i and Merkur XR4Ti from Cologne, those 'all-weather' XR4x4s, the rear-drive RS Cosworth, the race-winning RS500 Cosworth and the 4x4 version of the last named get chapters to themselves. Other chapters cover the Sierra's racing, rallying and rallycross exploits, the closely related V8 cars from S Africa and how to choose, examine and test a used Sierra today. The book concludes with the technical specification, car identification, performance data and other Appendices. An authoritative coverage of this very popular Ford, the book is not quite up-to-date, inasmuch as only a picture caption tells us anything about the 2-litre DOHC engine which came out in 1989 and the merest hint of the 16-valve version, which was due in the early 1990s. However, Robson promises more on these engines — there will be more to tell in the next few years, you wait and see! — in a second edition of Sierras.

Meanwhile, I am glad to read that the experienced Robson regards the XR 4x4s as Ford's "best of the best", after he had owned one for two years which never disappointed him in any way or at any time and, used as a fast road car, was at least as agile as the best Cosworth-engined Ford, "Though you might be frustrated by the V6 engine's reluctance to rev." Just as I found, before changing over to a 2-litre DOHC version. So, a book for all believers, illustrated with 131 generously captioned pictures. WB

Another Ford book is a new edition of *Escort Mks 1, 2, 3 & 4* by Jeremy Walton, which runs to 416 pages (the publisher's 'blurb' says 440) and more than 425 illustrations, the first edition having been published five years ago. Haynes of Yeovil do this one at £15.95. WB

Rolls-Royce Piston Aero Engines — A Designer Remembers

by AA Rubbra. 156 pp. 8¼ x 5¾in. Rolls-Royce Heritage Trust, PO Box 31, Derby, DE2 8BJ. £7.00.

This book was written by AA Rubbra, who became Chief Designer at Rolls-Royce and was responsible for the R-R Merlin aero-engine which won the war in the air for Great Britain during WW2, after his untimely death. It forms a fitting memorial to a modest top engineer. The soft-cover publication, No 16 in the R-R Heritage Trust's Historical Series, is beautifully produced and will enthrall engineers. It has many fine illustrations, some of them pull-out drawings, and there are photographs of the aeroplanes powered by the Rolls-Royce engines for which Rubbra — Rbr at the factory — was responsible or developed. These include the Kestrel, Eagle XVI, Goshawk, Peregrine, Buzzard, the Schneider Trophy racing 'R' engine, the long series of Merlins, the Griffon, and on to the Eagle 22, Vulture, Exe and Crecy, Rubbra having joined the Company in 1925.

From this little book much will be discovered about these engines, and there are fascinating biographical notes about the author. As I have said, engineers will be enthralled and will appreciate the excellent drawings, and even a layman like myself was intrigued to be reminded that R-R built an X-formation aero-engine long before the same-formation Vulture with which I had association (ha! ha!) during the war. In the same R-R Heritage Trust Historical Series there are equally enthralling books on the subject of Rolls-Royce cars. Would that other books represented such marvellous value for money; highly recommended. WB

For those seeking authentic information about jet engines, the previous book in the R-R Heritage Trust's Historical Series — see above — was No 15 *Olympus — the first forty years* by Alan Baxter, who joined the Flight Test Department of Bristol-Siddeley in 1961 and wrote this book to mark the 40th anniversary of the first test-bed run of the Olympus engine, of which the Type 593 Concorde is the most powerful turbo jet engine in service. The book is of the same high quality as that reviewed above and runs to 179 pages, of the same size as all the titles in this splendid series, for easy filing, namely, 8¼ x 5¾in. This shows the scope of the welcome, indeed avidly awaited, R-R publications. This one costs £6.50, from the Rolls-Royce Heritage Trust, PO Box 31, Derby, DE2 8BJ. WB

Readers who are intending to buy kit cars and who may have problems on deciding which one to acquire and who anticipate problems with building and trimming them now have GT Foulis' *The Kitcar Builder's Manual* to study. Written by Peter Coxhead and Martin Foster, it runs to 176 large pages, and there are all the illustrations to tempt the newcomers to kit-car building to make a start. One shot taken at Castle Combe circuit is a reminder of the choice of cars awaiting the would-be home builder who needs just this sort of assistance. The book is priced at £11.95.

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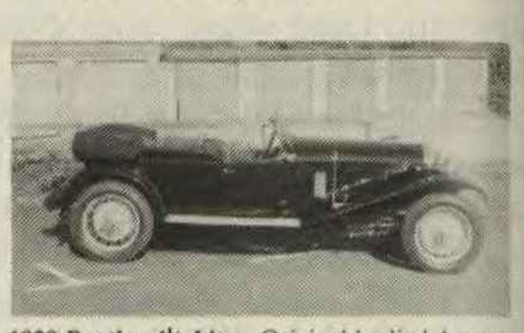
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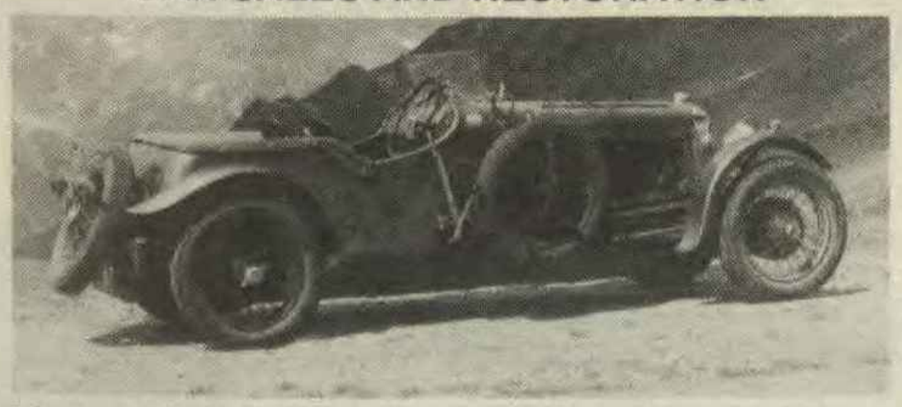
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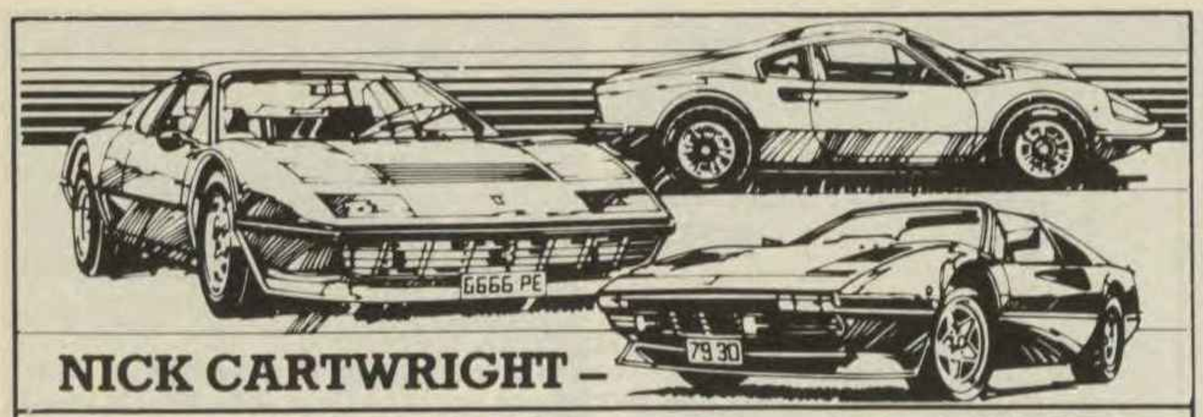
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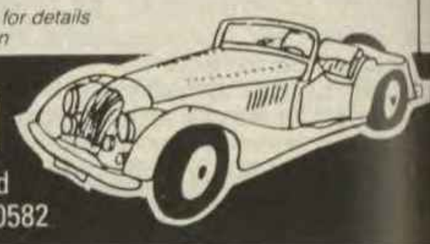
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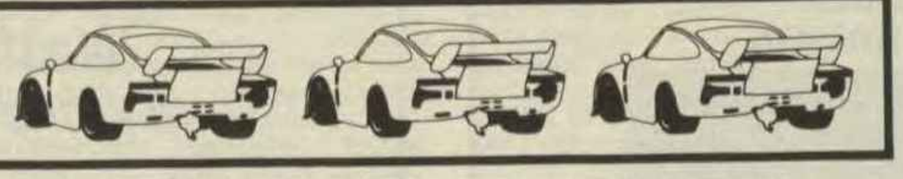
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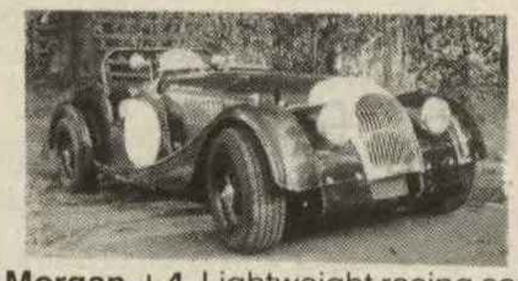
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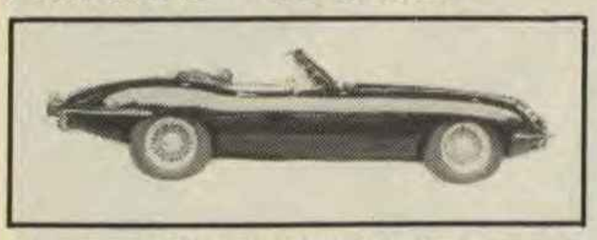
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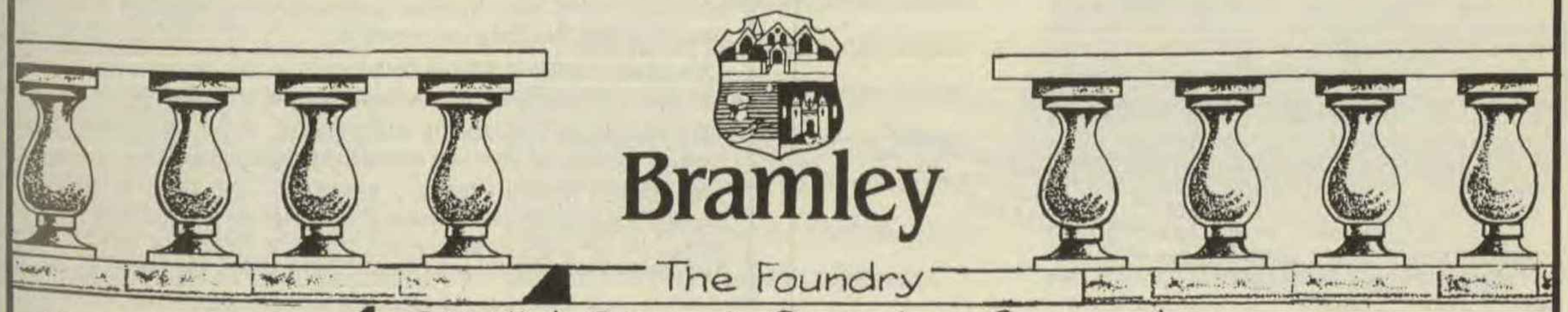
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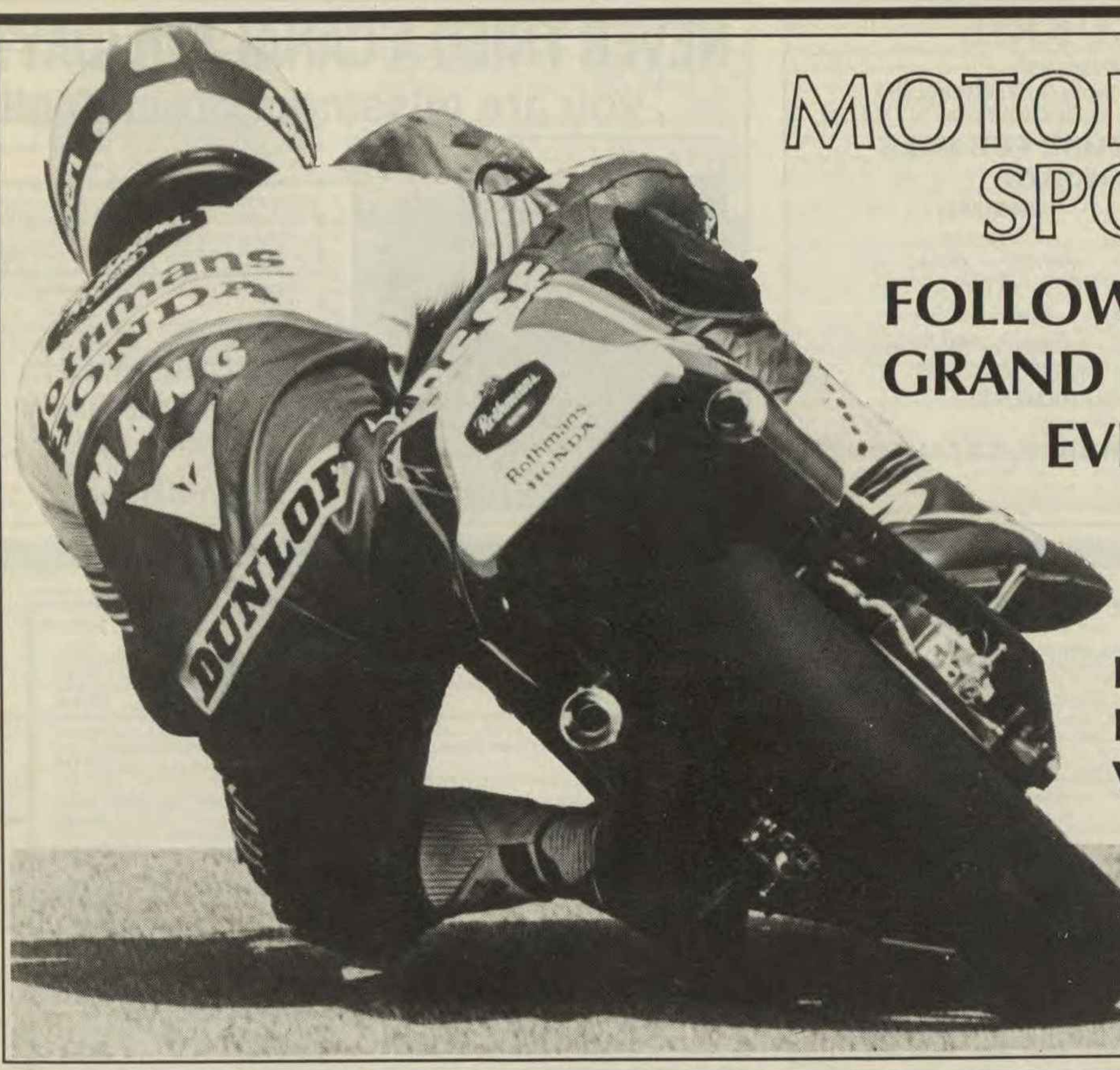
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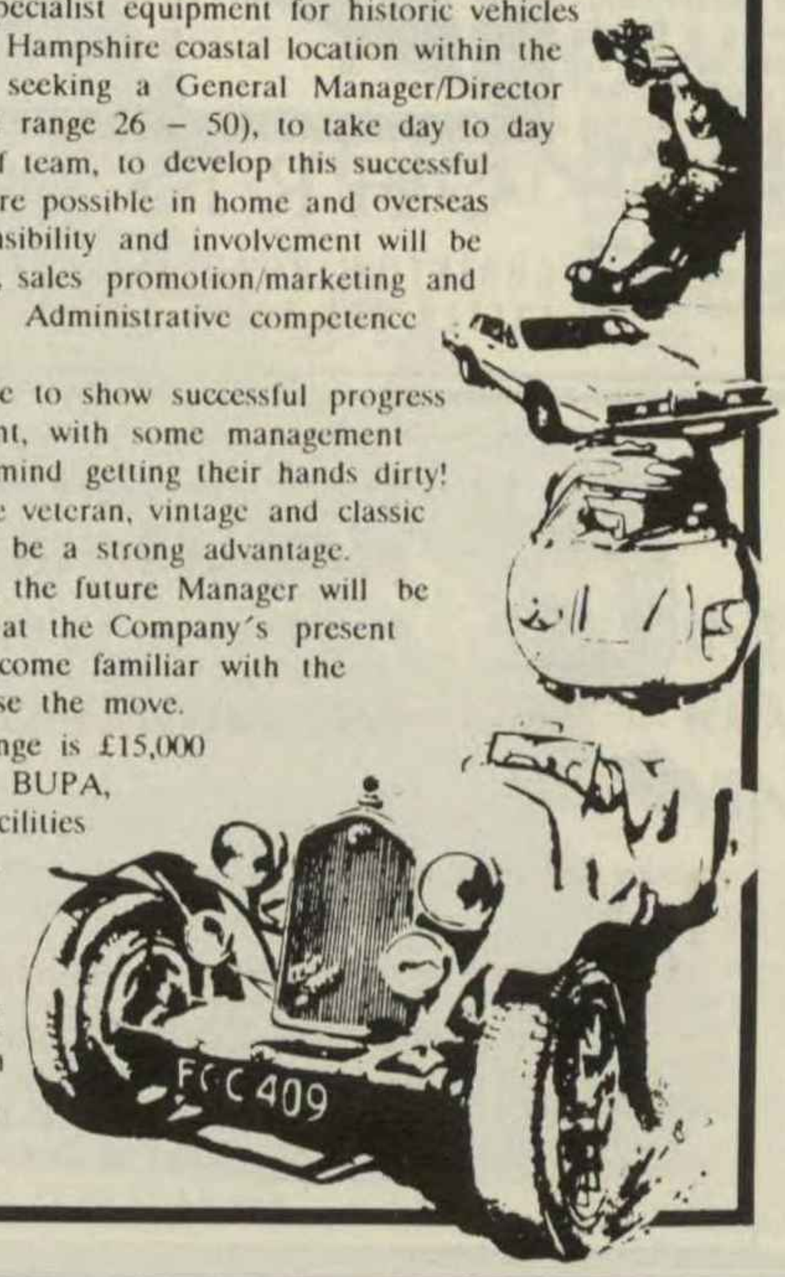
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I have the following cars and motorbikes which I would like to sell or exchange for other cars, cash either way. I am in the motor trade so please sensible deals only. I am interested in a mint RHD Austin Healey 3000 MkIII and a Rolls-Royce Ghost, Phantom I, II or II in any condition, but if you have other cars please contact me.

1929 Rolls-Royce 20 Six Light Saloon in maroon with black wings, needs general tidying up but priced correctly at **£23,500**
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1951 Vincent Black Shadow 1000cc with Steib single seater sidecar. This outfit is in mint condition, with correct fittings **£24,950**
1958 AJS 7R 350cc Racing Motorcycle. Unrestored and not messed about with, one of the most original **£18,950**
1978 Daimler Coupe. The colour is Squadron Blue with cloth interior, history, new exhaust, tyres etc., 61,000 miles.....**£3,995**
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1926 FRAZER NASH 3-Seater Sports Tourer. Anzani engine, fabric body **£65,000**
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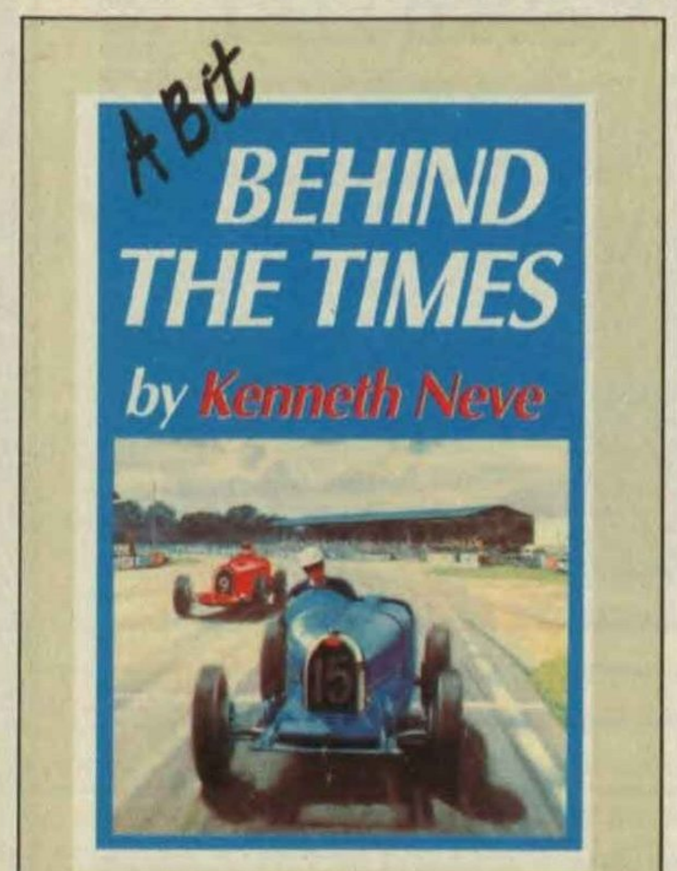
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NEW (Unregd.) AC COBRA 302 Mk4 — 'LT. WT. COMPETITION/STREET' 340 b.h.p. — U.K. SPEC. Metallic maroon, black trim. *(Inset photo)*
NEW (Unregd.) AC COBRA 302 Mk4 — 'LT. WT. COMPETITION/STREET' 340 b.h.p. — U.K. SPEC. Silver, burgundy trim. *(Not shown)*

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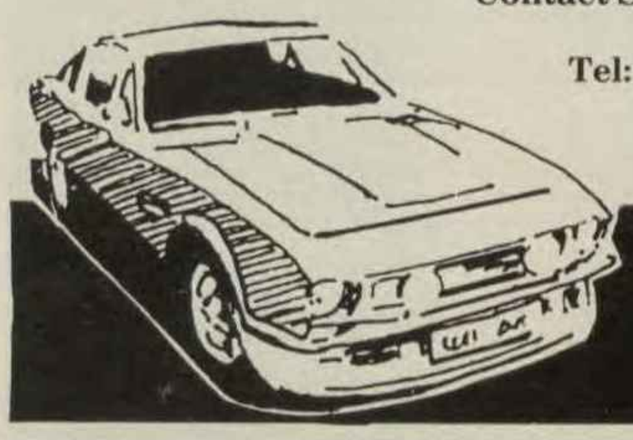
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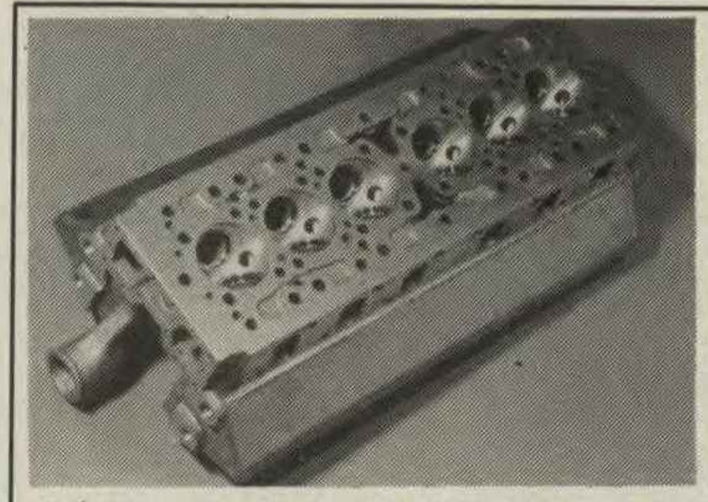
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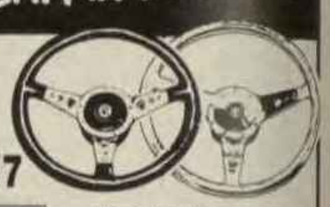
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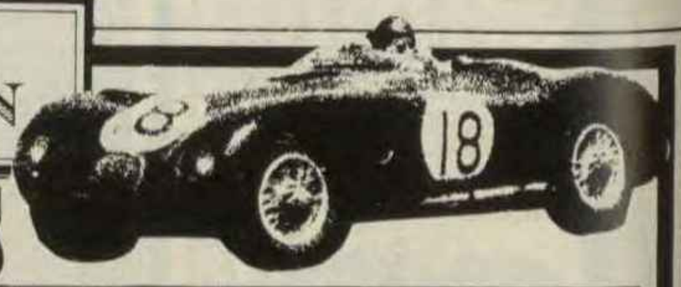
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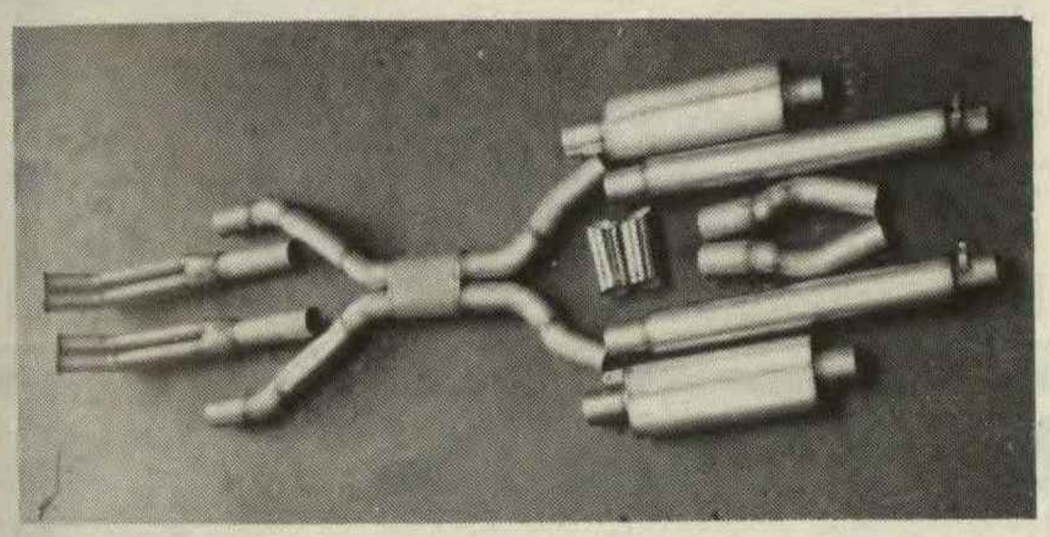


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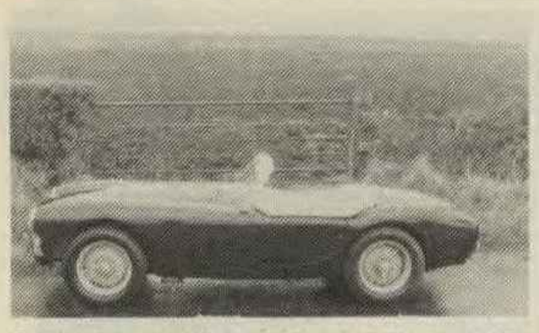


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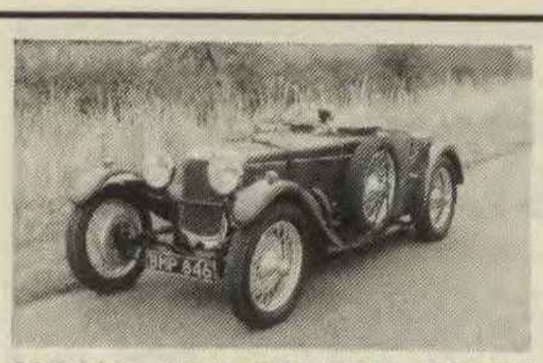
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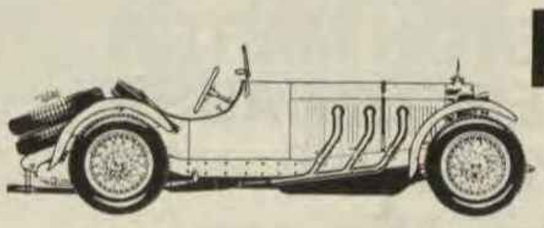
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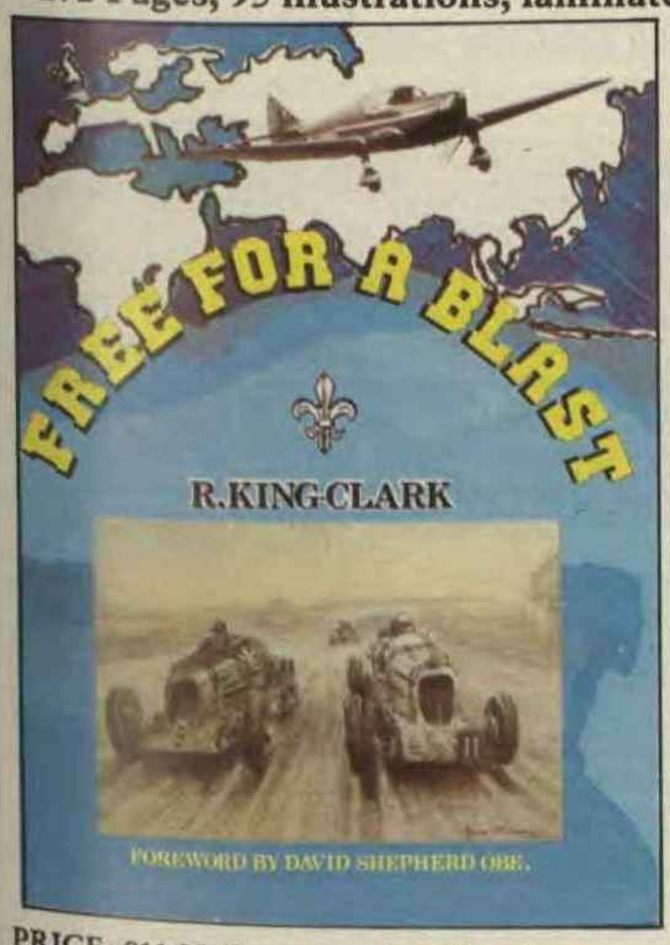
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Maserati Ghibli 1969, 4.9 SS Coupé, LHD
Mercedes 540K Replica by Heritage, 3,000 miles, black
Mercedes 190SL 1960, black. Stunning, LHD
Mercedes 250 Belgravia Statesman Limousine '88 diesel, 3,000 mls, dual air con, black with grey alloys
Mercedes 380SEL LHD, 1983, air con., alloys, champagne
Mercedes 500 SEC 1983, cherish reg. no., alloys, air con., etc
Panther De Ville V12. Cinnamon/spice, 12,000 mls, air con.
Porsche 356 Cabriolet Super 90 1960, superb car.
Rolls Royce Corniche FHC 1975, FSH, Bailey Handling kit.
Rolls Royce Silver Spur 1983, Deep Ocean blue, s/roof.
Rolls Royce Phantom V James Young. LHD, unique features
Rolls Royce 2-door MPW, 1967, shell grey, blue hide
Rolls Royce Phantom I, 1929, Sedanca by Hooper
Rolls Royce Silver Cloud I, Chapron coachwork
Rolls Royce Silver Cloud II, LWB, by James Young, SCT 100 design, no division, owner driver
Rolls Royce Silver Cloud III 4-dr Spur
Rolls Royce Silver Dawn LHD, 1954, auto, Masons black
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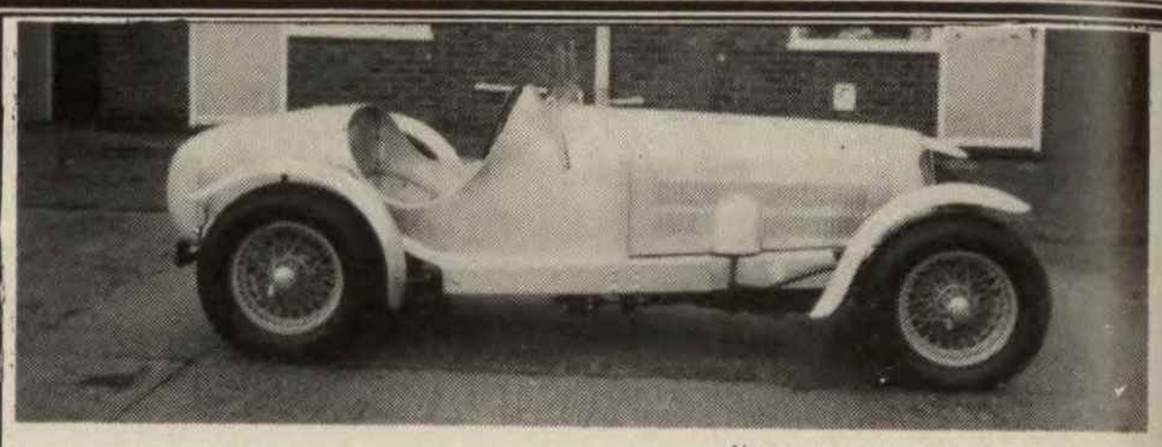
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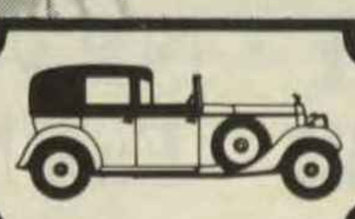
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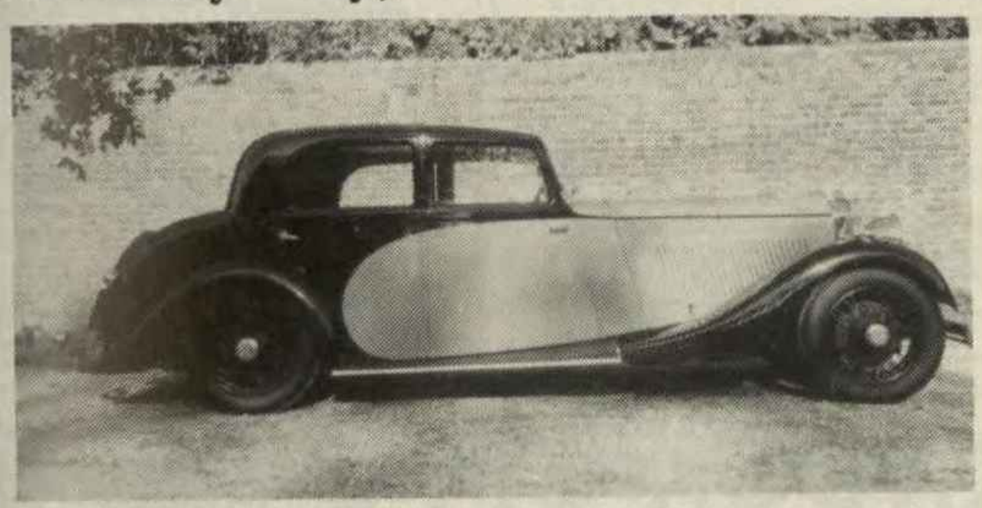
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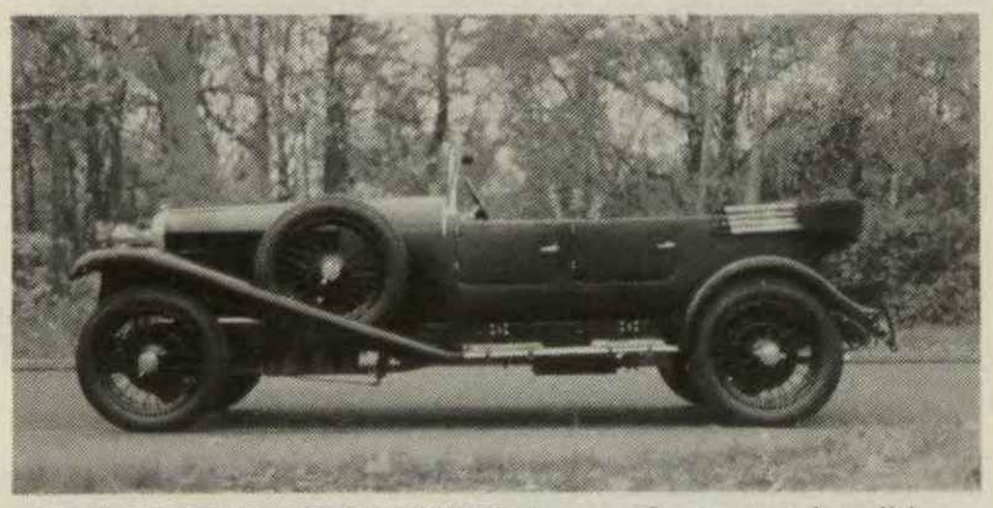
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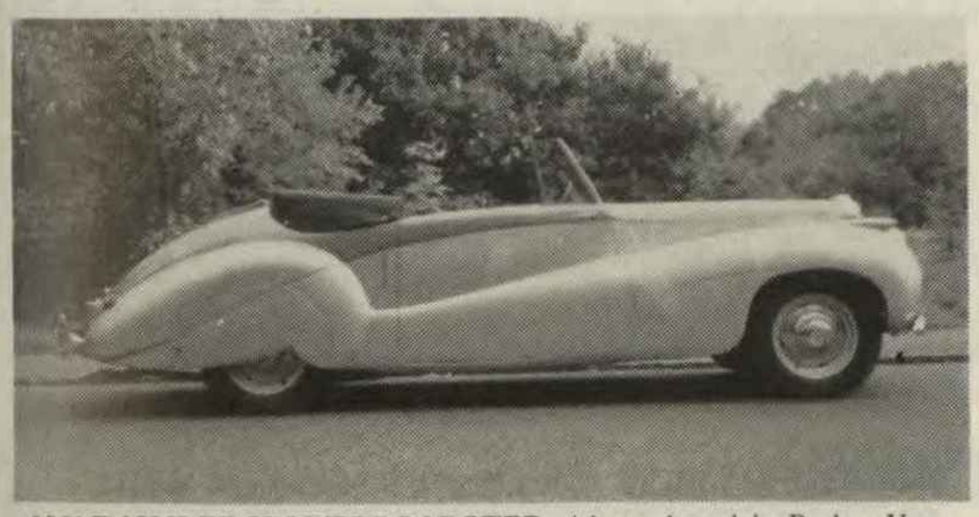
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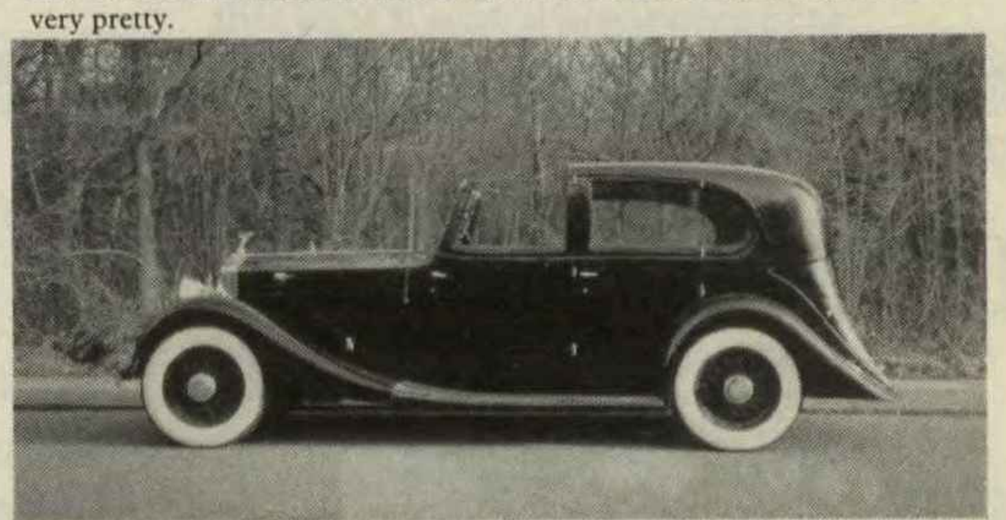
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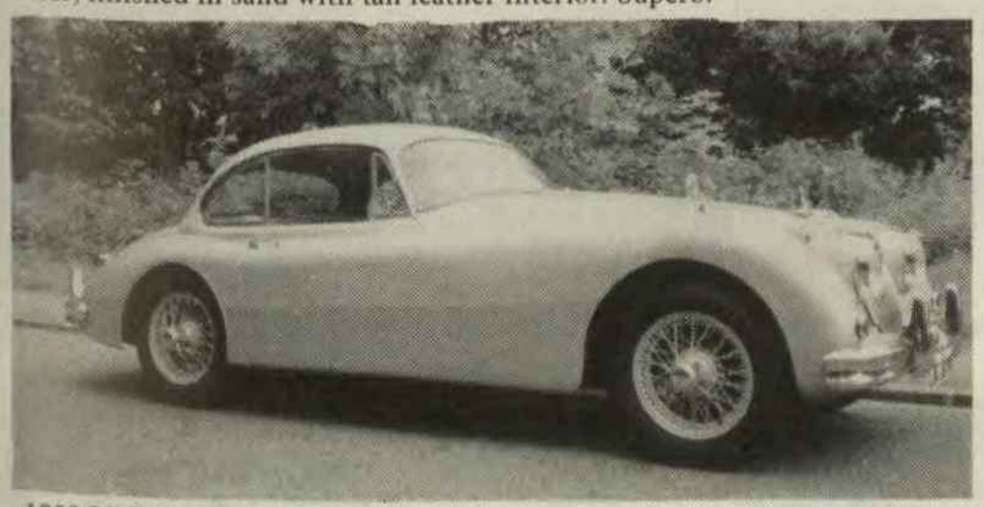
1957 TRIUMPH TR3A. Finished in red with black interior, LHD, CWW, very pretty.



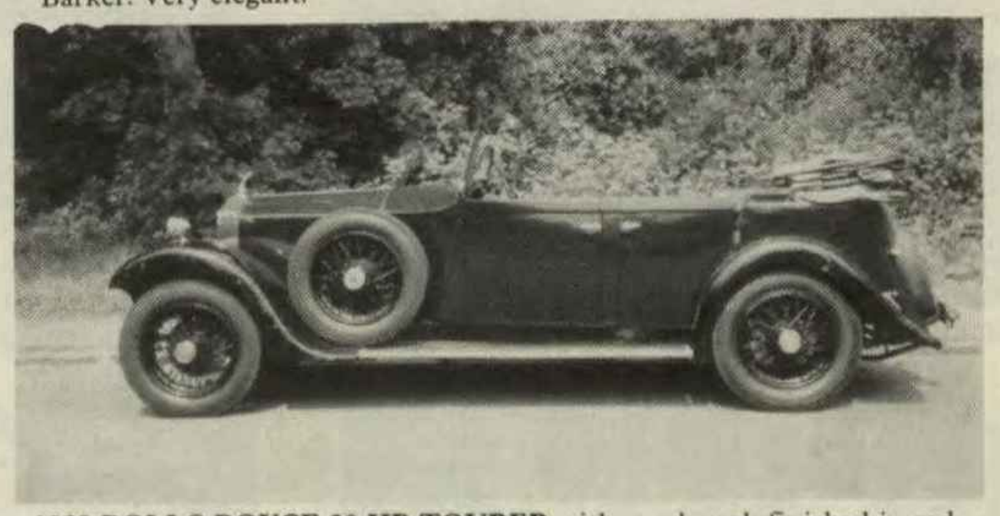
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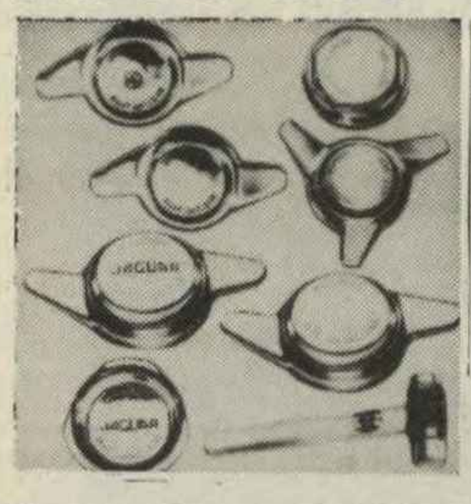
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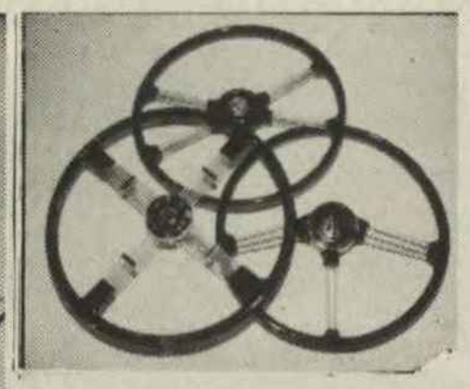
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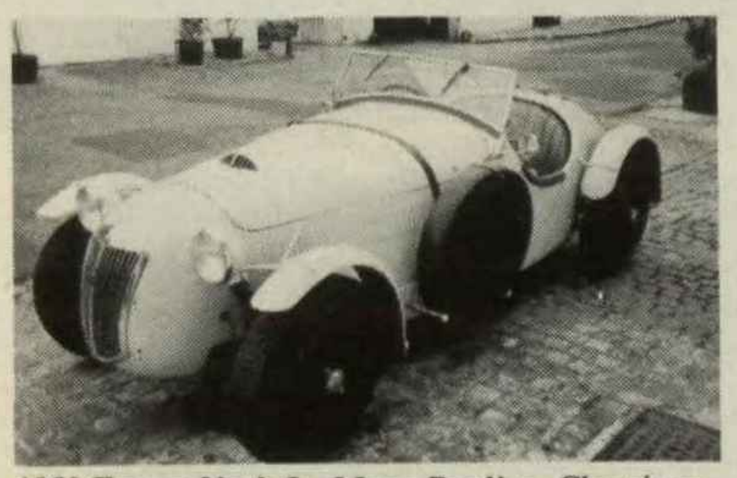
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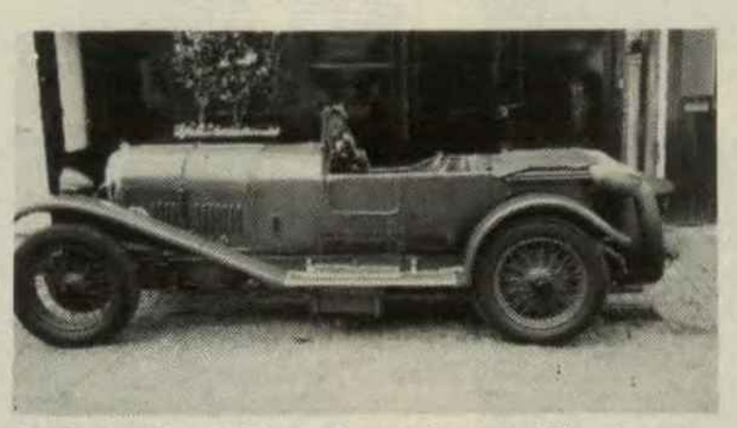
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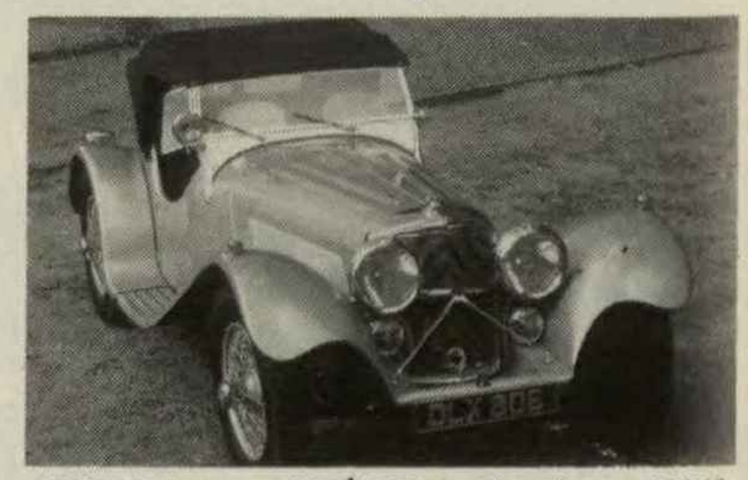
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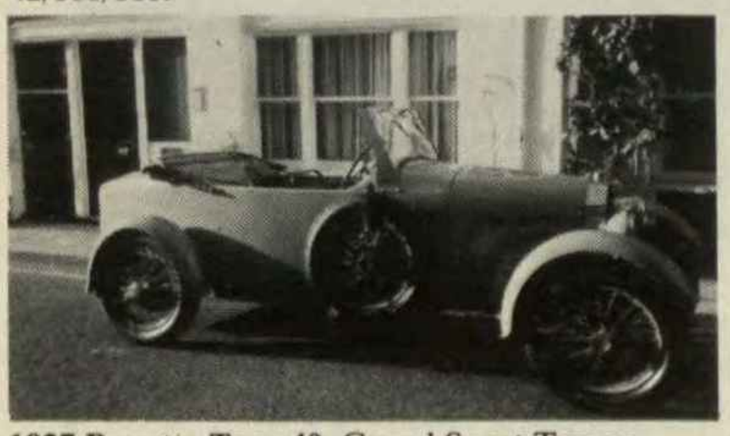
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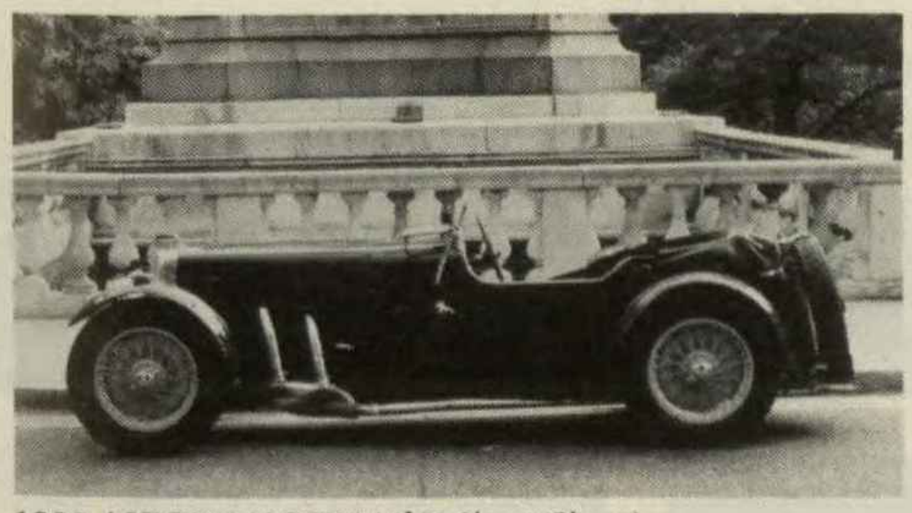
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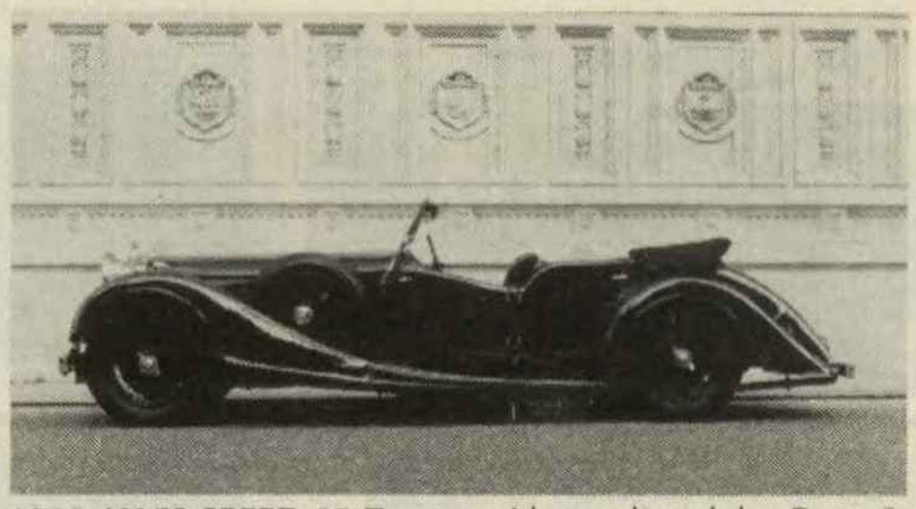
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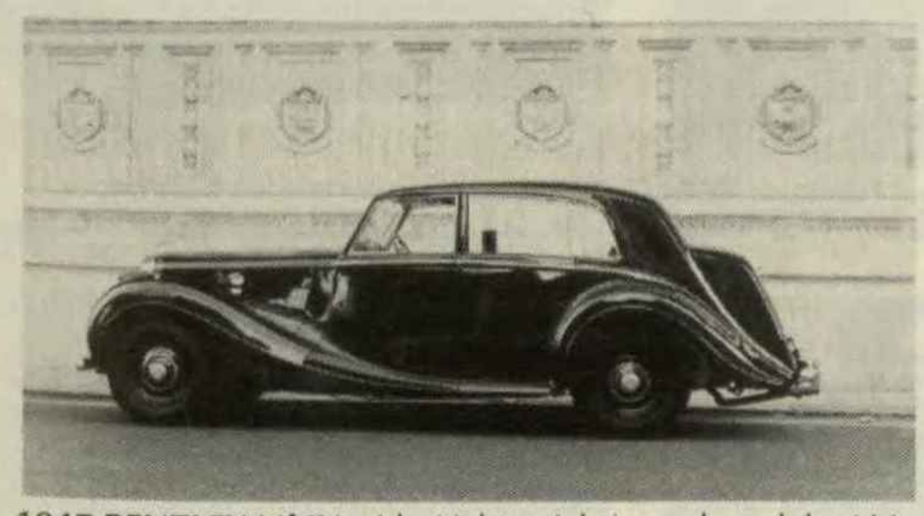
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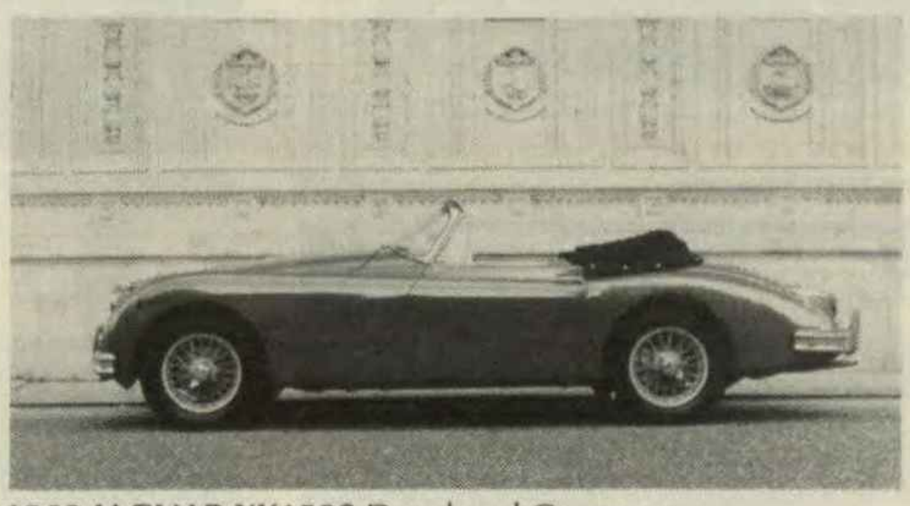
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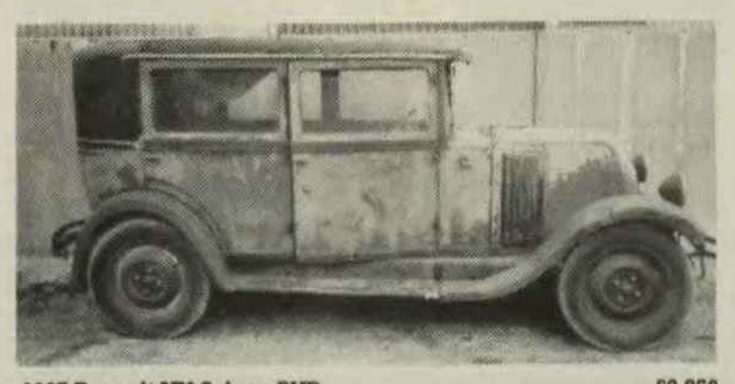
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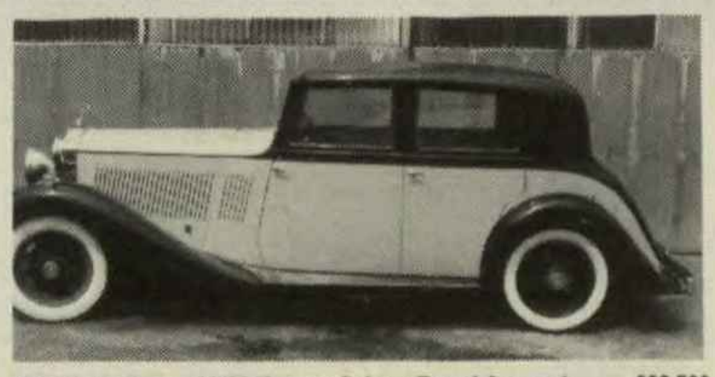
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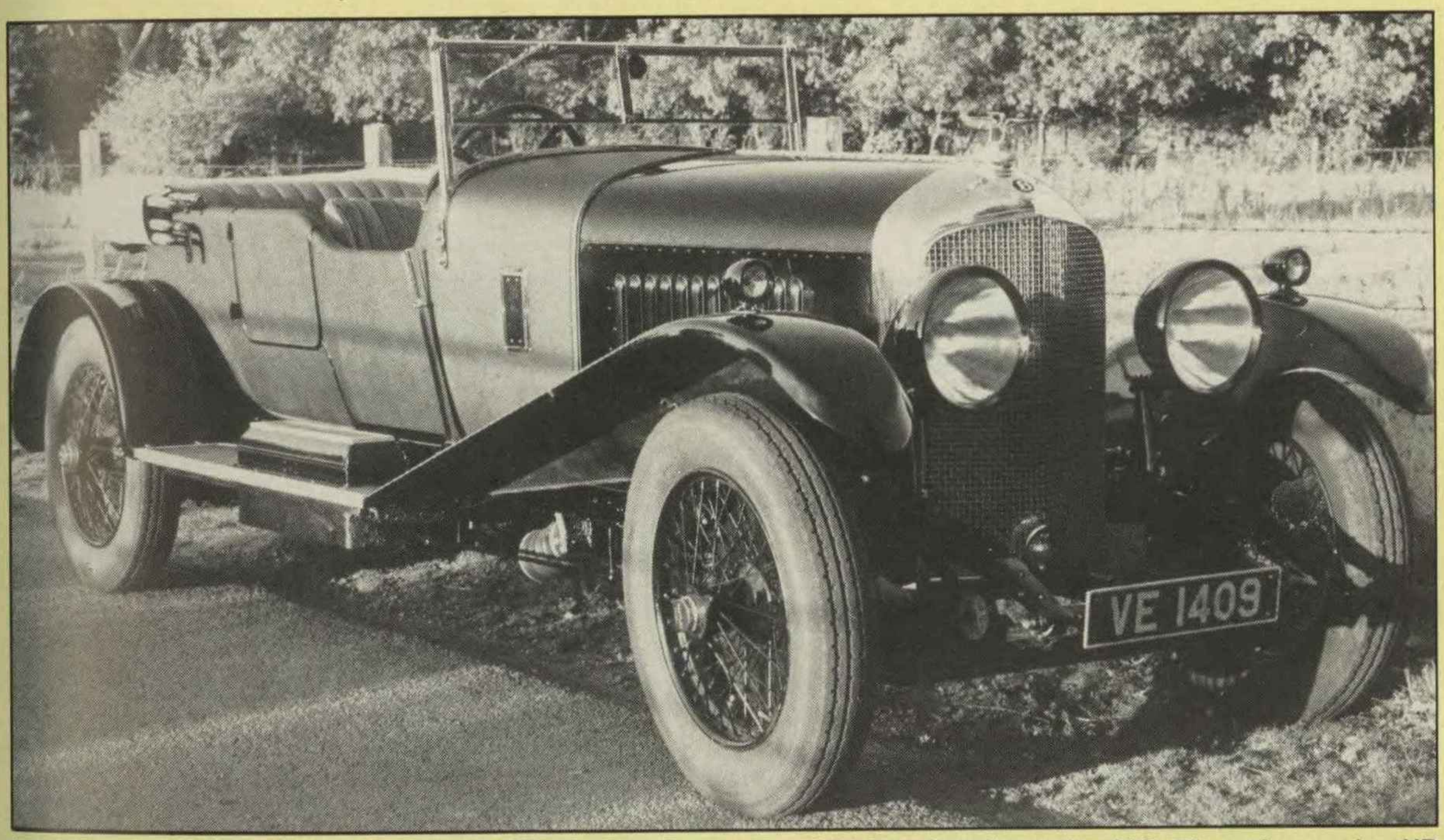


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