

# MOTOR SPORT

The Authoritative Voice of The Sport



## BIRA ERA IN BANGKOK

### Alfa's Forgotten Sixties Six

### Jags bag Daytona

### Lancia's Monte



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# MOTOR SPORT

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Vol. LXIV No. 3

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#### FRONT COVER

ERA R2B, Romulus, was the favourite and most famous car raced by the late Prince Birabongse of Siam under the pseudonym "B. Bira" in the 1930s. As part of the celebrations of the present King of Thailand's sixtieth birthday, Romulus was shipped to Bangkok and demonstrated to an adoring nation by Bira's cousin Chula's daughter, Narisa Chakrabongse, before a host of other vintage racers battled it out on the Pattaya circuit. **ERAs in Thailand, page 248.**

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### LETTERS

Readers supply further information on ATN, FN-BMW and Chevell Alvis.

Car auctions have flourished impressively since Lord Montagu held the first such Christie's sale at Beaulieu, many years ago. Their glossy catalogues provide an enticing description of those vehicles which are currently on the market, and the outcome of such auctions is both an indication of current values and a reminder that in a largely impoverished world money can still flow like water in some areas.

Auctions are a quick and convenient means of disposing of a car. But so very popular have they become, and such vast sums have they turned over, that a modicum of criticism should not go amiss. In recent times they have come in for just this.

For instance, there was that Mini Minor which purported to be the very first of its kind, a fact hotly disputed by the British Motor Industry Heritage Trust. And there have been suggestions, since no buyer has been named, that the auctioning of that Bugatti Royale which raised a record price and received worldwide publicity might just have been a publicity stunt, although Christie's denies this, as one would expect.

Two aspects of auctioneering raise other questionable matters. One is that, under their "small print" rules, auction houses do not have to guarantee in any way the historical accuracy of their descriptions of the goods they sell.

Some time ago a car which raised an unexpectedly high price for its surprised owner was listed as having been raced at Brooklands. Our records could not reconcile the car's declared engine and chassis numbers with those quoted years ago to the Brooklands authorities, a fact we felt worth raising with the auctioneers concerned. They promised to look into the problem, if only to keep the historical path clear, but nothing more has been heard from them. The Motorfair Lotus referred to by DSJ in last December's issue of MOTOR SPORT is another case of this

## Auction Anxieties

sort. . .

The other aspect which disturbs us is the extent to which bidders at auctions can discover the mechanical condition of a vehicle. The procedure seems to be that the seller simply submits a description of his or her car, describing it as fully or as briefly as he or she sees fit.

On one occasion when a vendor was very honest, admitting on his form that the back axle of his car would need attention were it to be used on the road, no mention of anything whatsoever amiss was published in the glossy auction catalogue. This may be an isolated incident, but it should be borne in mind when buying a car in this way rather than through the time-honoured medium of magazine or newspaper advertisements, which usually bring the would-be buyer face to face with the seller, where he has an opportunity to discuss, or even try out, the vehicle before purchase.

Another puzzling aspect of selling by auction is the question of why old cars merit such high prices. Original paintings and antique furniture apart, how many desirable and highly-considered *objets d'art* command the price at which even a vintage Austin Seven is regularly marked up?

The conclusion must be either that motor vendors are very clever, or that possessions with motive power, are considered more desirable *per se* than static ones.

Anyone who was obliged to purchase the unexciting cheap little cars which were available before the war, and which are now highly priced, should know what we mean. Surely these cars can hardly have improved more than half a century later?

## Judging on Merits

It might be bad form for dog to eat dog in publishing circles, but we cannot refrain from expressing our surprise at *Motor's* violent attack on Nigel Mansell recently, from the pen of Bob Ward.

We hold no particular brief for the impetuous Williams driver, and we thought his melodramatic kissing of the track at Silverstone after winning last year's British Grand Prix not in the champion's tradition (one can hardly imagine Fangio, for instance, acting in such a way). Be that as it may, each racing driver should be judged on his merits.

Mansell might not be the most convincing of television personalities, and some people seem to resent his role as an Isle of Man Special Constable (although it was fine when Sir Malcolm Campbell undertook such duties!), but criticism of Mansell's appearance, man-

ners, voice and attitude to racing, illustrated with horrid cartoons, is something we are surprised editor Walker let through.

Public figures have to accept Press comments good and bad, and we are well aware of Mansell's mistakes and excuses — he is not, of course, the first driver to have blamed his car or other factors when others have gone faster — but we regard it as distasteful for a journalist to poke fun at the entire Formula One scene, to claim he is ashamed to admit he is English, and to be allowed to attack a British driver in such a comprehensive fashion in a British magazine.

*Motor's* only saving grace in this is that it published six letters from readers who strongly objected, not so much to Bob Ward's views, as to the manner in which he was permitted to air them.

Highlight of the international Coupes de l'Age d'Or meeting at Monthéry on June 24-26 will be a race for Jaguar prototypes to celebrate the twentieth birthday of the French Jaguar Drivers' Club. Altas, Allards, Listers, Cooper-Jaguars, C Types and D Types are among the models eligible for thirty available places, one of which will be offered to an F1 or WSC star. Entry is free to competitors, and race sponsors will pay ferry and accommodation costs. Anyone who is interested in taking part should contact Henri and Béatrice Maisonneuve as soon as possible at 6 Avenue Gabrielle, 92500 Reuil-Malmaison, France.

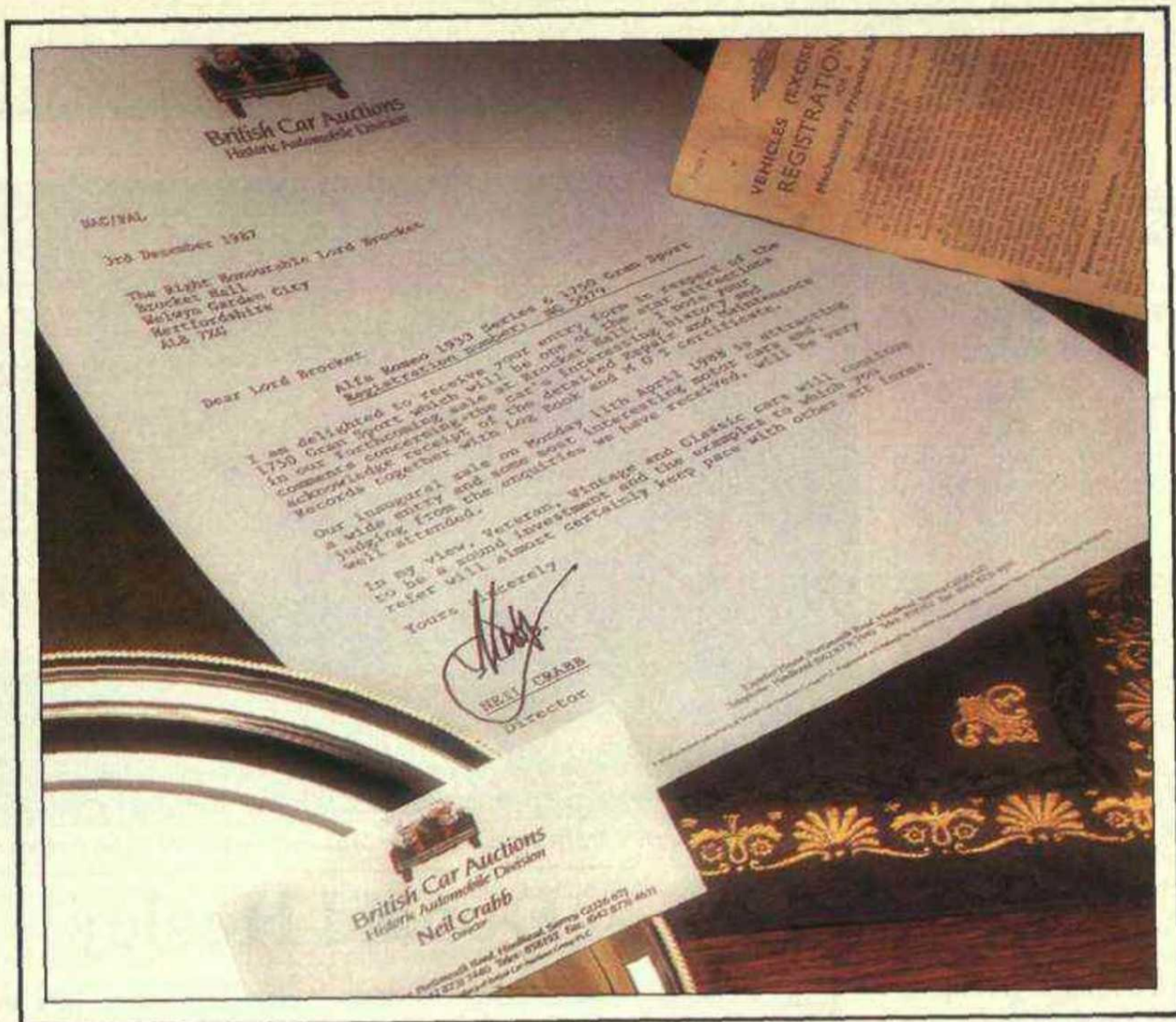
Membership of the Alfa Romeo 2600/2000 Register is open to all past, present and prospective owners of these models, and costs £12.50 in the United Kingdom (plus £1 joining fee) for 1988. The club magazine *Alpha Plus* keeps members informed of the availability of spares and services. Contact Roger Monk, Knighton, Church Close, West Runton, Cromer, Norfolk NR27 9QY for details.

Donington Park is the venue for the first round of the Ferrari Owners' Club's 1988 racing championship, the Michelin Maranello Ferrari Challenge, on April 16-17. This eight-round series, whose overseas jaunt is to Zandvoort in June, is for roadgoing cars in "standard" and "modified" classes; regulations can be obtained from John Swift, Chevy Chase, Leeds Road, Selby, North Yorkshire YO8 0JE.

Now in its fifth year and attracting up to 40,000 enthusiasts annually, the National Classic Motor Show will return to the National Exhibition Centre in Birmingham for May Day Bank Holiday weekend, April 30-May 2. Along with all the usual displays, it will boast the largest indoor autojumble in the country. Show manager Elaine Berry can be contacted at Reed Exhibition Companies, Oriel House, 26 The Quadrant, Richmond-upon-Thames, Surrey TW9 1DL.

Headquarters for the Railton Owners Club's National Weekend from June 24-26 is the De Vere Hotel in Cathedral Square, Coventry, where accommodation at a special rate has been negotiated. The club's publicity officer is Bryan Tyrrell, "Homestead", Old Mead Lane, Bishop's Stortford, Hertfordshire CM22 6JH.

Any individual or club interested in taking part in a new nine-round racing championship for pre-1966 sports cars, starting in May and running alongside an existing series for cars of similar vintage, should contact Charlie Hayter of the MG Car Club at 49 Breach Avenue, Southbourne, Emsworth, Hampshire PO10 8NB.



11TH APRIL 1988

## AN HISTORIC OCCASION FOR CAR COLLECTORS

**A**s anyone who's involved in historic vehicles and automobilia is only too well aware, it often takes many years before a car is acclaimed a classic, or an event recognised as being truly significant.

Rarely have collectors and investors been able to look ahead to, and prepare for, an occasion which is sure to earn a place in the history of classic auctions. But on the 11th April 1988, the stately home of Lord Bocket plays host to just such an event.

Over 40 years ago British Car Auctions, the largest vehicle auction organisation in the world, recognised the growing interest in veteran, vintage and classic cars, motor bikes and commercial vehicles. Over the years we have developed a unique expertise in this highly specialised field. Which is why we have now formed a separate division of BCA – The Historic Automobile Division.

The significance of Monday 11th April 1988 is that it marks the first specialised auction to be held by the BCA Historic Automobile Division. It will be the first of three to be held during this year.

Equally historic is the venue.

Lord Bocket is himself an ardent collector of classic cars. And Bocket Hall, just 22 miles from London and one of the finest private residences in the country, is home to an impressive collection of Ferraris.

Despite its obvious connections, this will

be the very first occasion that Bocket Hall will have seen such an internationally important collection of historic vehicles and automobilia.

If you would like to enter a vehicle in this inaugural auction – and there is still time to do so – then contact Neil Crabb. Under his direction, and with his established international reputation in this field and involvement with many of the world's leading collections, we are confident that the BCA Historic Automobile Division's auctions will become an essential feature of every collector's year, but nothing quite compares with being the first of its kind.

Entry to the auction area itself will be by catalogue only, but they will be available on the day. However, they are sure to become collectors' items. So to reserve your copy, and have it posted to you, write to Neil Crabb at the address below, enclosing a £10 cheque payable to British Car Auctions.

In any case, whether you wish to buy, sell, collect, invest or just stand around and admire, be at Bocket Hall, Hertfordshire, on 11th April 1988.

You'll see history being made.

HISTORIC AUTOMOBILE DIVISION, BRITISH CAR AUCTIONS, EXPEDIER HOUSE,  
PORTSMOUTH ROAD, HINDHEAD, SURREY GU26 6TJ. TEL: (042 873) 7440. TELEX: 050192. FAX: (042 873) 4631.



# AROUND AND ABOUT

## Piero Taruffi

Another of the great racing drivers, Piero Taruffi, has died at the age of 82.

Like Nuvolari, the handsome Italian initially became well-known as a successful racing motorcyclist. His first car race, following trials in the family Fiat 501S, was the 1930 Mille Miglia, co-driving a 2.3 Bugatti. Good showings in 1750 Alfa Romeo and Tipo 65 Itala cars led to outings for Scuderia Ambrosiana and Scuderia Torino, and he also drove for Ferrari before buying his own 8C Maserati.

In 1936 Taruffi came to England, driving Earl Howe's Type 51 Bugatti into second place in the Brooklands Mountain Championship race. He continued to race motorcycles up to 1937 and in 1939 won at Cape Town in Howe's ERA.

After the war this great all-rounder became 1½-litre and Formula Two Italian Champion driving Cisitalia, and from 1951 he was employed as a Ferrari and Lancia works driver, winning the 1952 Swiss Grand Prix at Bremgarten for Ferrari. He also drove Vandervell's Thinwall Special and a Cooper-Norton at Brands Hatch, and finished second for Mercedes-Benz in the 1955 Italian Grand Prix, before returning to Maserati.

Taruffi's racing culminated in victory in a Ferrari in the last Mille Miglia in 1957, after which he concentrated on record breaking in his astounding twin-boom Tarf, using Guzzi, Gilera and Maserati engines in different classes.



A grimly determined Taruffi trying hard for Maserati during the 1956 French GP at Rheims.

## Donald Healey

The seemingly indestructible Cornishman, Donald Healey, has died at 89 years of age. After starting his competition career in 1923 with an ABC car, Healey became world famous first as a rally driver and later as a sports car designer and manufacturer.

He was the first British driver to win the Monte Carlo Rally, in 1931, driving the Invicta from Stavangar, and it was with these cars that he pioneered the use of enormous tyres to increase ground clearance and grip. Healey also competed in various Triumphs and created the controversial Alfa Romeo-like straight eight supercharged Triumph Dolomite — in one of which he survived a write-off

crash into a train at a level crossing on the Monte Carlo Rally.

The run of distinguished post-war sports cars which bore his name included the Nash-Healeys, the four and six-cylinder Austin Healey, the Healey Silverstone, the Austin Healey Sprite and the Jensen Healey. All of these cars will forever be fondly remembered and commended wherever enthusiasts gather.

Donald Healey CBE was not only unique in the context of car manufacturing, he was also no mean rally driver! To his sons and family MOTOR SPORT offers its heart felt condolences.

### MARCH FIXTURES

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

Date	Organiser	Venue	Event	Type
Feb 26-28	ADAC Niedersachsen eV Sportabteilung	Germany	Sachs Winter Rally (ERC)	INT
Feb 26-28	Helsingin Urheilutoimilijat	Finland	Hankiralli (ERC)	INT
Mar 5-6	Automobile Club du Portugal	Portugal	Portuguese Rally (WRC)	INT
Mar 6	BHRC	Brands Hatch, Dartford, Kent	Race Meeting	R
Mar 6	BRSCC	Cadwell Park, Louth, Lincs	Race Meeting	R
Mar 6	Real Automovil Club de Cataluña	Jerez, Spain	Jerez 1000km (WSC)	INT
Mar 13	BARC	Thruxton, Andover, Hants	Race Meeting	N
Mar 12-13	BRDA	Brands Hatch, Dartford, Kent	Rallycross	INT
Mar 13	Real Automovil Club de Cataluña	Jarama, Spain	Jarama Cup (WSC)	INT
Mar 13	BRSCC	Mallory Park, Kirkby Mallory, Leics	Race Meeting	R
Mar 19	BHLRC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
Mar 19	BRMC	Silverstone, Towcester, Northants	Race Meeting	R
Mar 20	BRSCC	Snetterton, Norwich, Norfolk	Race Meeting	R
Mar 20	BRSCC	Donington Park, Derby	Race Meeting	R
Mar 25	750 MC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Mar 26-27	BRDC	Silverstone, Towcester, Northants	British Touring Car Championship	INT
Mar 27	Automobile Club Milano	Monza, Italy	European Touring Car Championship	INT
Mar 27	Astra MC	Lydden, Dover, Kent	Race Meeting	R
Mar 27	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	R
Mar 30-Apr 1	BRSCC	Oulton Park, Tarporley, Cheshire	British Touring Car Championship	INT
Mar 30-Apr 1	Safari Rally Ltd	Nairobi, Kenya	Safari Rally (WRC)	N
Apr 1	BHLRC	Snetterton, Norwich, Norfolk	Race Meeting	N
Apr 1	BHLRC	Cadwell Park, Louth, Lincs	Race Meeting	R
Apr 1-4	Ulster Automobile Club	Belfast	Circuit of Ireland Rally (ERC)	INT
Apr 2-4	BARC	Thruxton, Andover, Hants	Race Meeting	INT
Apr 3	Confederação Brasileira de Automobilismo	Rio de Janeiro, Brazil	Brazilian Grand Prix	INT
Apr 3	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	N
Apr 3	750 MC	Mallory Park, Kirkby Mallory, Leics	Race Meeting	R
Apr 4	BRSCC	Castle Combe, Chippenham, Wilts	Race Meeting	R
Apr 4	BRDC	Silverstone, Towcester, Northants	Race Meeting	N
Apr 4	HDLC	Loton Park, Shrewsbury, Shropshire	The Clock Garage Loton Park Hill Climb	N

## Lamborghini's V12 for Formula One

Lamborghini's entry into the impending naturally-aspirated Formula One engine war has been confirmed through the signing in February of long-term engine deals with two existing teams.

March Engineering and the Larrousse-Calmels Lola equipe have both concluded contracts with Chrysler to test and evaluate the 3.5-litre power-unit which is being designed by former Ferrari F1 team manager Mauro Forghieri.

Forghieri left Ferrari in May last year after nearly three decades at Maranello, and is currently working with a staff of 26 at Lamborghini's Bologna workshop.

His 80° V12 with four valves per cylinder is not expected to be completed until late this year, and March and Lola chassis will be powered in all 1988 Grands Prix by Judd and Cosworth V8s respectively. Both, however, have understandably jumped at the chance to link up with a major manufacturer.

The current agreements cover testing alone, with no commitment yet as to racing the engine, but many insiders feel that V12 engines will be the way to go in the long-term quest for success in the new non-turbo Formula One.

Chrysler/Lamborghini has also reserved



*Might Jim Clark Cup protagonists Lola and March be powered by Lamborghini in 1989?*

the right to extend the testing programme to include an Italian F1 team should the opportunity arise.

## Pirelli Sponsors Classic Marathon

Pirelli has announced it will be the major sponsor offering backing to the Classic Marathon from London to the Alps and back in June. The start will be on Sunday, June 19 and the finish on Sunday, June 26.

A splendid array of vehicles has been entered for this nostalgic, daytime-only (a rest stop is scheduled for each night) foray into the French and Italian Alps. The oldest competitor will be a 72-year-old gentleman driving an HRG; others include Eric Carlsson in a Saab 96, Keith Schellenberg in his 8-litre Bentley, Porsches, Tigers, Healeys and Mini-Coopers.

The word "marathon" is well-chosen, for the entire route covers some 3000 miles, including the famous 9000ft climb of the Stelvio pass. Period spirit is fostered by a ban on full-face helmets and Nomex overalls, and pre-1960 cars will not require roll-bars.

Regulations are available from Bramble Bay Cottage, Cousley Wood, Wadhurst, East Sussex TN5 6EZ.

## Sportscar Tour of Scotland

Attempting-sounding old-car event planned for the early summer is the Scottish Historic Motor Tour over the weekend of May 12-15. The Tour itself makes no pretence at competition, but it does culminate in an afternoon of Historic racing at the narrow and demanding Ingliston circuit just outside Edinburgh.

Sports-racers and sportscars of the Fifties are the main intended runners, but older or younger cars "with racing inclinations" are also invited.

Starting from Glasgow, the route will take in some glorious uncongested roads including the Devil's Elbow and the Cairn o' Mount, one of Scotland's original hill-climbs, and will pause at some of the country's great castles and hotels.

Organising the run is John Foster, who last year instituted Scotland's first Historic race series, and who will be taking part in the lightweight E-type which MOTOR SPORT featured in September 1984. Another lightweight E has been entered by Nigel Corner



*Organiser John Foster has entered this ex-works XK120 in the Scottish Historic Motor Tour.*

(son of Neil), Roddy Macpherson will take his Frazer Nash Targa Florio, and Kirk Rylands will drive HWM 1.

Applications should be made to Scottish Historic Motor Tour, Estates Office, Craigie Farm, Leuchars, St Andrews, Fife KY16 0DT.

## Thirty Acres Signed Over

Another important step towards the opening of Brooklands to the public comes with the signing over to the Brooklands Trust of 30 acres of the site, thanks to financial support pledged by Elmbridge Borough Council. This means that the core of the Track is now, for the first time ever, under public control, through the Trust.

The Society's membership has risen to nearly 1800, and this year there will be three events at the Track, the first of these being on April 10.

## MOTOR SPORT Brooklands Trophy

Many years ago, the Editor of MOTOR SPORT inaugurated a trophy and cash prizes presented annually to commemorate the old Brooklands Track. It was competed for by members of the Vintage Sports Car Club in the club's race meetings, points being scored throughout the season.

There were few rules; while it would have been nice to have had it competed for by genuine Brooklands cars, or cars which

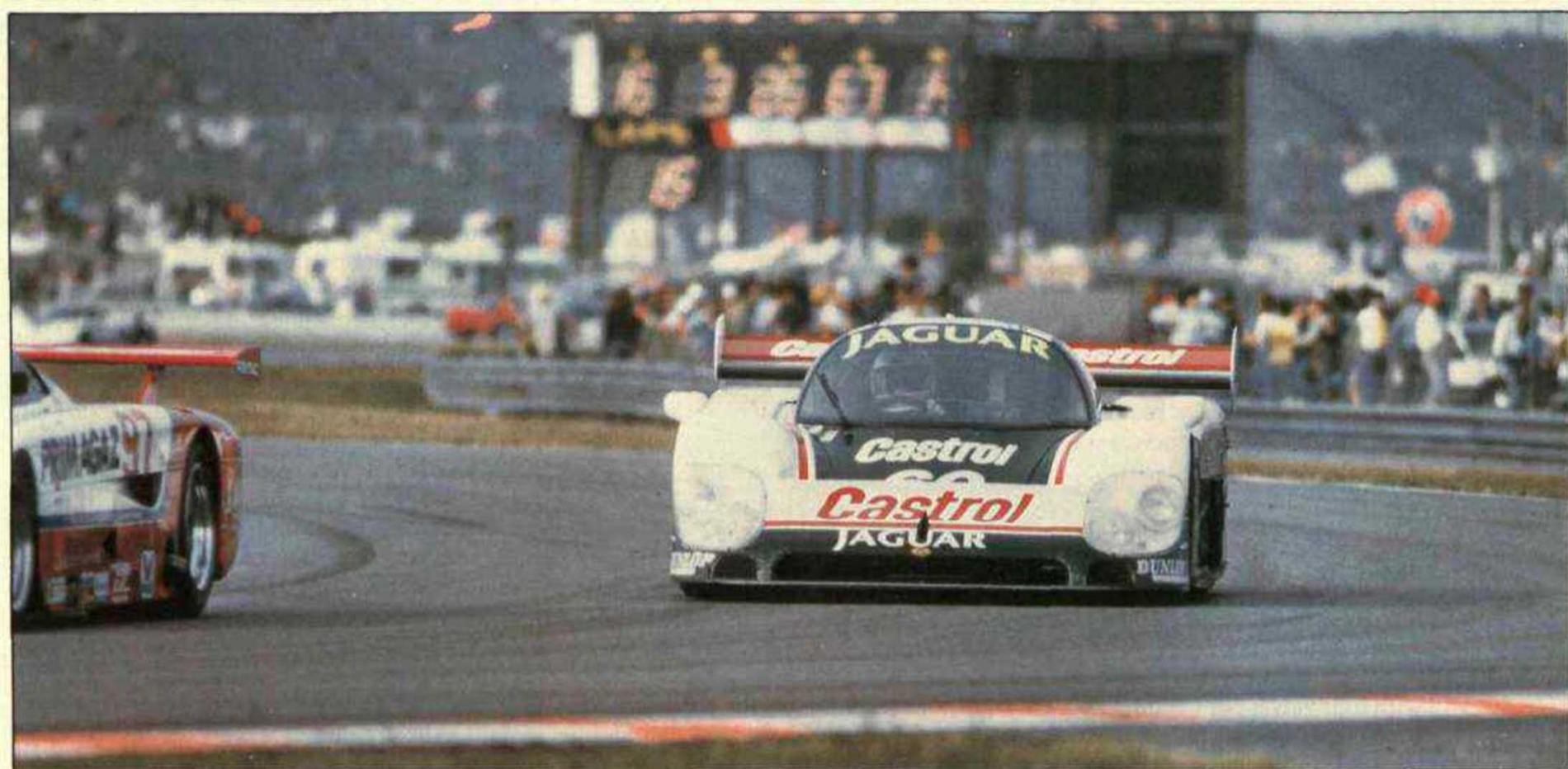
actually raced at Brooklands, this was not a practical idea, so the limitations were left loose and it was intended for pre-war cars which "could have raced at Brooklands".

Once or twice it was won by home-made specials, built from pre-war components — cars which could have raced at Brooklands.

In 1987 the competition was won by an Alfa Romeo built in the north of England in 1985. This is Rodney Felton's facsimile of a 1934

Alfa Romeo Tipo B "monoposto", built by himself starting with the engine, axles and brakes from a Brooklands car.

This form of car is condoned by the VSCC, but MOTOR SPORT feels that such cars do little for motor racing history. We hope therefore that the committee of the VSCC will be as selective as possible over the cars allowed to compete for the MOTOR SPORT Brooklands Memorial Trophy. **WJT**



"A trial run for Le Mans" said Walkinshaw, before his new IMSA team frightened the Americans on home ground.

As important to Jaguar as victory itself in the Daytona SunBank 24-Hour race was the psychological boost that it now has the machinery to go the full distance with reasonable reliability, at a speed to beat the Porsches. Le Mans, here we come!

The opening round of the IMSA Camel GT series, was as usual a punishing contest in which the winning car was the one with fewest problems. On this particular occasion it was the Tom Walkinshaw Racing-prepared Jaguar XJR-9 driven by Martin Brundle, John Nielsen and Raul Boesel, with a valuable hour also contributed by Jan Lammers.

Despite winning the 1987 World Sportscar Championship at a canter, and despite entering three well-tested cars with highly professional management, Jaguar was not the favourite for victory. Even when the V12s had qualified second, fourth and sixth fastest, Hans Stuck summed up the feelings of the Porsche teams when he said that "of course, they won't finish."

To some extent Walkinshaw tended to agree. "They are new cars, and this is a new team. Ideally we'd have liked this race to fall later in the year, so don't expect too much. I'm looking on it as a trial run for Le Mans."

Twenty-four hours later the trial run had turned into a fairy-tale success, and the same Hans Stuck was a little grudging in his praise. "I congratulate Jaguar . . . I'll phone Weis-sach tomorrow and tell them that we have a lot of work to do before Le Mans!"

It seemed extraordinary that six well-fancied Porsches, all entered singly by privately-run but highly experienced teams, should have encountered so many problems. Many of the difficulties were a direct result of the dire traffic problems, 75 cars having taken the start on the 3.56-mile combined banked

## Tom Cats Lick American Cream

and road course.

Stuck, teamed up with Klaus Ludwig and Sarel van der Merwe in a 962 entered by Bruce Leven, was hit in the side by a Mazda RX-7 on Saturday evening, and the ensuing damage dropped him to fourth place in the final classification, 34 laps behind the winner — the left rear suspension link had to be changed straight away, later the bottom link was changed, and replacement of the exhaust system was also blamed on the collision.

Brian Redman, now 51 and a veteran long-distance expert, had his BF Goodrich 962 put off the road by a slower car leaving the pits, so damaging the nose panel supports that the Porsche finished the race wearing its fifth front end, in primer. It was a miracle that the tyre company's car lasted so long, and posed such a threat to the Jaguars for 23 hours.

Walkinshaw is professional enough to realise that any of five Porsches might have beaten him, given the fault-free run which Al Holbert and Derek Bell enjoyed in 1987; but luck usually rewards the best-prepared.

Brundle's XJR-9 had lost time in the second hour, when the tail section and supports were damaged in a fracas between Boesel and Al Unser Jr (in AJ Foyt's Porsche), and later lost a few more minutes with defective tail-lights and a blown fuse in the fuel pump system. Seventeen hours into the race it lay in fifth place, six laps down, and wouldn't have

been regarded as a likely winner.

Lammers' Jaguar, though, had run over some debris in the night, had its oil radiator partially blanked off for a while, and was heading for retirement with low oil pressure. Then, as sunshine warmed the weary teams on Sunday morning, Cheever's Jaguar lapsed onto eleven cylinders with a suspected burned exhaust valve, and lost ground gradually for five hours as it headed for third place overall.

The Porsches ahead came back into Brundle's clutches, effectively, but hard driving and astute management by team manager Tony Dowe earned the victory. Each of five pit stops was made in caution periods, when the pace car was circulating, and Brundle lost hardly any time as wheels and pads were changed, and fuel added.

The Jaguar 6-litre engines were said to develop 620bhp, while the 3-litre air-cooled Porsches, racing with 57mm intake air restrictors for the first time, were said to develop 640bhp. There is some controversy about these figures, and the actual outputs may be substantially higher according to whom one speaks, but Walkinshaw's team felt at a disadvantage on the 210mph banking where the Porsches could be seen to pull away.

Excellent qualifying performances by Jan Lammers, Eddie Cheever and Martin Brundle proved that the Jaguars were superior on the infield section however, and eventual



# Daytona 24 Hours

victory weakened Walkinshaw's argument that the 1988 rules favour the Porsches.

Mauro Baldi, driving for BF Goodrich for the first time with Bob Wollek and Brian Redman, was convincing in claiming pole position at 1min 38.917sec, more than a second quicker than any other Porsche driver. His average of 129 mph around Daytona, more than half of which is "Mickey Mouse" infield track, was only fractionally slower than van der Merwe's qualifying record of two years ago in a Chevrolet (Lola) Corvette GTP rated at 950bhp or more. Baldi had never raced before at Daytona and neither had Eddie Cheever, who was fourth quickest.

Lammers is experienced there, and was scintillating in recording the second best time of 1min 39.362sec. He pitted after the run and gazed at the scraped white, green and red paintwork on his Castrol Jaguar's right flank, evidence of brushing the concrete retaining wall on the banking. "Thank God I didn't have to lift off," he said memorably.

Price Cobb, perhaps the quickest American in Porsches, was third quickest in the 962 shared with owner Rob Dyson, James Weaver and Vern Schuppan, and behind Cheever was an abundance of talent: Oscar Larrauri/Massimo Sigala/Gianfranco Brancatelli in Walter Brun's Porsche, Brundle/Nielsen/Boesel in the third Jaguar (which missed the single-car qualifying session which potential pole-men are allowed due to a broken plug in the V12), Ludwig/Stuck/van der Merwe in the Leven 962, Al Holbert/Derek Bell/Chip Robinson in Holbert's championship winning 962, and the legendary AJ Foyt with Unser Jnr and Elliott Forbes-Robinson in another 962.

There was another Jaguar, too. Bob Tullius' XJR-7 V12, after the withdrawal of support from the Coventry marque, was sponsored by Goodyear and called the Group 44 V12 Eagle. Tullius was there to beat the "works team" if humanly possible, but for the second year running retired with a broken head-gasket.

It rained, unusually, for an hour during the night and in that hour Derek Bell excelled for Holbert's team, putting a clear lap between himself, the BFG Porsche and the three Jaguars. He led virtually all the way, from the second hour until breakfast time.

Brun's car had gone out with damaged valvegear, Dyson's had led the first 90 minutes then broken fifth gear (and would lose more time on Sunday after holing its cylinder-head and destroying a clutch), Foyt's had needed a 65-minute gearbox rebuild at half distance, John Hotchkis' Porsche had been put out by a collision, and the rest had simply been left behind.

The real race began on Sunday morning, when Holbert's car needed to have a defective turbocharger wastegate changed. It lost seven laps straight away, but the throttle butterflies had been bent as the engine overboosted so it was difficult to drive, and the engine failed



Only one of the two Ford Probes took the start: the turbo-four broke, leaving the 6-litre V8 as sole entry.

Bell completely in the 23rd hour.

With Lammers' Jaguar retired and Cheever's slowing, Brundle/Nielsen/Boesel suddenly found themselves in with a chance, on the same lap as the BFG Porsche which needed frequent patching at the front.

Sheer desperation kept the BFG team going. Redman had a rear tyre blow (while braking from 210mph past the pits) after touching a Jaguar on the banking, and did a full lap showering sparks from the rim. Later he crossed the grass at relatively low speed, while behind the pace car, with the nose panel

waving in the wind, and made for the pits where Baldi took over. "C'mon, let's go, let's go," Baldi shouted as more tape was applied . . . and on his first lap he too had a long trip over the grass!

Only in the last hour, when the driver's door blew away, did BFG concede victory to Brundle's Jaguar, which was running better than at any time in the race. If the IMSA regulars did not know it before, they know now that they have "one helluva fight" on their hands. Porsche's dominance of IMSA is under heavy pressure, at last. **MLC**



Mauro Baldi's blistering pole-position time presaged a host of problems which cost his Porsche the race.

## RESULTS

### Daytona 24 Hours, 728 laps. January 30-31

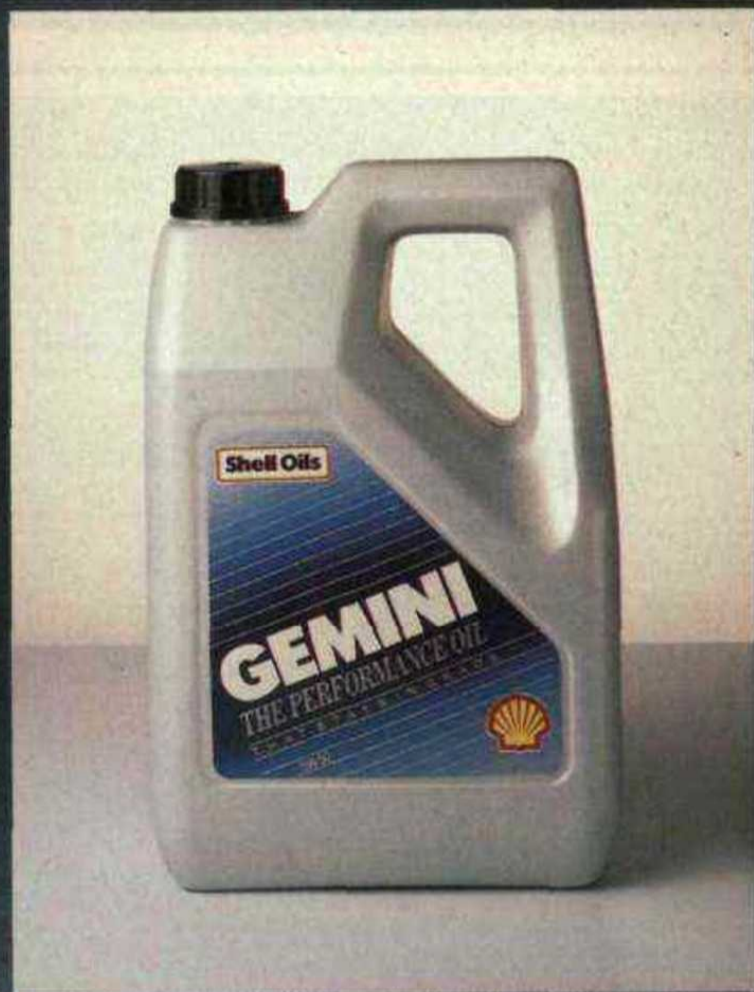
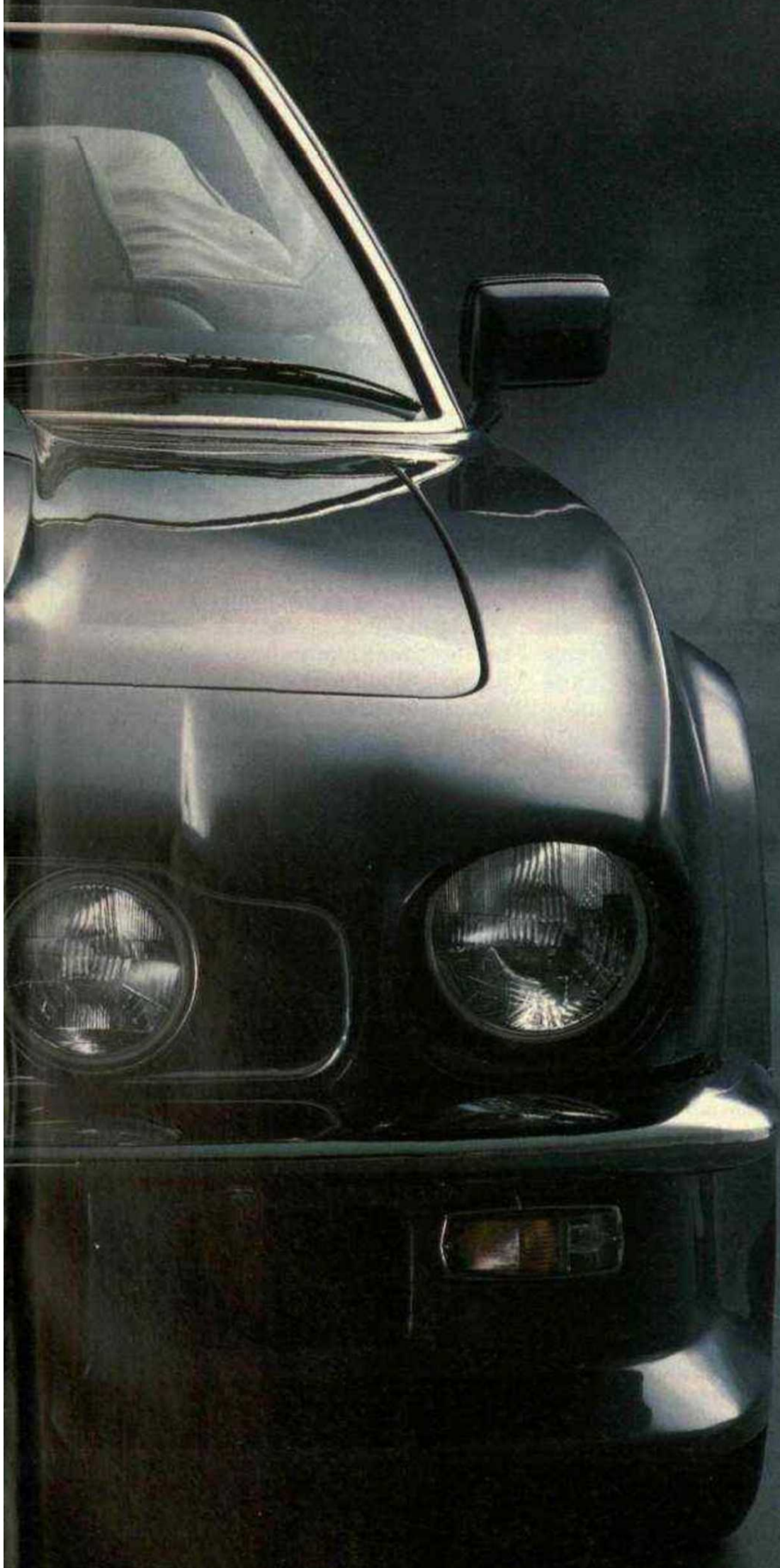
1st:	Martin Brundle/John Nielsen/Raul Boesel/JLammers	6.0 TWR Jaguar XJR-9	24h 00m 34.94s
2nd:	Mauro Baldi/Bob Wollek/Brian Redman	3.0 t/c BFG Porsche 962	727 laps
3rd:	Eddie Cheever/Johnny Dumfries/John Watson	6.0 TWR Jaguar XJR-9	713 laps
4th:	Klaus Ludwig/Hans Stuck/Sarel van der Merwe	3.0 t/c Leven Porsche 962	694 laps
5th:	Jim Rothbarth/Rob Stevens/B & M Jourdain	3.0 t/c Kalagian Porsche 962	680 laps
6th:	AJ Foyt/Al Unser Jnr/Elliott Forbes-Robinson	3.0 t/c Foyt Porsche 962	675 laps
7th:	Al Holbert/Derek Bell/Chip Robinson	3.0 t/c Holbert Porsche 962	660 laps
8th:	Steve Durst/Mike Brockman/Bob Earl	4.5 Spice Pontiac GTP	651 laps
9th:	Rob Dyson/Price Cobb/James Weaver/V Schuppan	3.0 t/c Dyson Porsche 962	638 laps
10th:	Scott Pruett/Pete Halsmer/Paul Miller	6.0 Lincoln-Mercury XR4ti GTO	634 laps

Winners' Average Speed: 107.943mph.

*BEST IN*



B R E E D.



Aston Martin is living proof that British craftsmanship can and does lead the world.

It takes 16 weeks to make each car, almost entirely by hand.

And the standards they're built to aren't just superb, they're close to perfection.

Each engine is built by one master craftsman, you'll find his name on a brass plate on the engine block.

Obviously, you don't lubricate an aristocratic machine like this with common or garden motor oil.

You need an oil that will live up to Aston Martin's exceptional standards.

An oil like Shell Gemini.

Formulated from Shell's unique 'XHVI'\* base oil, Gemini stays in grade. And offers an altogether better class of protection.

So whichever breed of car you choose, be sure you choose Gemini at your next service.



**Shell Oils**

\*'XHVI' is a Shell Trade Mark.

# FORMULA ONE SCENE



Lotus loses "active ride" for 1988 but gains the World Champion and his racing number 1.

## Power Game

At last, in the first week in February, we heard officially where the Formula One "circus" will be going this year. Any other branch of our sport which took so long to make up its official mind on the all-important calendar would have been ostracized long ago.

Formula One may be the top branch of the motor sporting tree, but it does not set much of an example to those lower down. I am sure there are good reasons for the dilatoriness, and dealing with worldwide events cannot be easy, but this annual juggling of the Grand Prix calendar gets worse rather than better.

Pity the poor people who are trying to run a straightforward business dependent on the Formula One calendar. Tour operators, such as Page & Moy, must have spent the winter tearing their hair in desperation, as must hotel owners, travel agents, holiday planners and so on. Trying to produce calendars of fixture lists becomes a headache, and I don't suppose the BBC Outside Broadcasting Unit for radio and television has been amused. Even though the calendar of events published below is official, do not be surprised if things get changed by the time the Grand Prix season starts in Brazil on April 3.

The International Federation which controls everything keeps bleating to the competitors and constructors about formulating rules and regulations which must not be changed; it keeps using the word "stability" and yet its own formulating of the calendar and its subsidiary lists of entrants and drivers is the most "unstable" part of the whole scene.

### 1988 FORMULA ONE WORLD CHAMPIONSHIP

Apr 3	Brazilian GP	Rio de Janeiro
May 1	San Marino GP	Imola
May 15	Monaco GP	Monte Carlo
May 29	Mexican GP	Mexico City
Jun 12	Canadian GP	Montreal
Jun 19	United States GP	Detroit
Jul 3	French GP	Paul Ricard
Jul 10	British GP	Silverstone
Jul 24	German GP	Hockenheimring
Aug 7	Hungarian GP	Budapest
Aug 28	Belgian GP	Spa-Franchorchamps
Sep 11	Italian GP	Monza
Sep 25	Portuguese GP	Estoril
Oct 2	Spanish GP	Jerez
Oct 30	Japanese GP	Suzuka
Nov 13	Australian GP	Adelaide

Now that we know *where* we are going and when, a brief estimate of who and what will be going will not go amiss.

The basic rules to which the events will be run are similar to last year, with a few small but important changes. The Championships (Drivers and Constructors) are open to cars powered by 1½-litre turbocharged engines, or 3½-litre engines with natural aspiration. The 3½-litre category is competing amongst itself for separate awards, namely the Jim Clark Trophy for the successful driver and the Colin Chapman Cup for the successful constructor. Last year these were won by Jonathan Palmer and Team Tyrrell respectively.

Although this amalgamation of two distinct types of car in the same race gives the impression of an "equivalency formula" it is not meant to be such, for FISA/FOCA

luminaries agreed some years ago that it was impossible to formulate "equivalency" rules. The present arrangement came about with the announcement that turbocharged 1½-litre engines would be ruled out in 1989. In order to soften the blow of total change, the cars for the 1989 formula (3½-litres without turbocharging) were allowed to take part in Grand Prix events in 1987 and are again encouraged to do so this year.

Last year the turbocharged cars were limited to a boost of 4-bar (1-bar being 14 pounds per square inch) and were allowed only 190 litres of fuel for the race. This year the limits are 2.5-bar and 150 litres, the idea being to restrict the power outputs of engines. Officialdom hopes that this will bring the two types of engine in Formula One nearer to each other on performance; it is not an equivalency formula, you understand!

An additional rule for this year, bearing in mind that serious operations such as Ferrari and Ford (and no doubt Honda, though we have not seen any positive signs yet) already have 1989 engines under way, is that a team may change its designated power-plant from turbocharged 1½-litre to normally-aspirated 3½-litre during the season. Once they have done that, however, they cannot go back, so if their 3½-litre engine turns out to be a flop, they are stuck with it.

Ford has already taken this major decision, and the new Benetton B188 from the Witney base in Oxfordshire has been designed around the new 3½-litre Ford-Cosworth V8. This engine is designated the DFR (R for re-hash!) which is a compact Cosworth V8 with new cylinder-head and combustion chamber design using five valves per cylinder, emanating from the Cosworth-Yamaha technical tie-up from last year.

These engines will be exclusive to the Benetton team, and with Rory Byrne's chassis and aerodynamic expertise together with the driving capabilities of Thierry Boutsen and the potential of Alessandro Nannini (who replaces Teo Fabi), this combination has to be a strong contender for the Clark and Chapman cups, and will no doubt not be far off the turbocharged front-runners.



Riccardo Patrese's modified Williams has already set promising times with Judd power.

# FORMULA ONE SCENE



The Benetton B188 chassis is shown off at its February launch by Thierry Boutsen.

This means that the 120° V6 Ford turbocharged 1½-litre which so nearly made it last year in the Benetton has now been officially junked—an expensive little exercise that simply took too long to get under way in the beginning, so that it was always a year behind the Honda, Porsche, Ferrari engines. It is interesting that Ford has cut its losses and does not intend to get left behind when the new formula comes into being in 1989.

I think we can rest assured that Ferrari does not intend to get left behind in 1989. Its new 3½-litre engine, which is a V12, is already well developed, and the new car designed by John Barnard at his English "out-station" will be on test soon enough. In addition to the V12 engine it will have something interesting in the way of the gearbox/transmission unit.

Whether the new car will actually race this year is something even Ferrari has not decided on, bearing in mind that once the decision is made it is irrevocable. A lot will depend on how the first part of the season progresses, for if the turbocharged cars from last year continue as they finished 1987, there will be a natural reluctance to change, especially if championship wins are visibly within their capabilities. If by half-season Honda (in McLaren or Lotus form) has annihilated everyone, Ferrari might just as well drop the turbocharged car and race the 1989 car.

In the world of Honda we are about to see the result of the major decisions made at the end of last season. World Champion Nelson Piquet has joined Team Lotus, replacing Ayrton Senna who has gone to McLaren.

The Lotus cars will be back on normal suspension this year, the complex "active ride" or rapid-response air and hydraulic suspension being withdrawn by the Lotus technical branch. Its introduction to Formula One was in the manner of a practical test-bed with Team Lotus supplying the vehicle. The results and knowledge gained were deemed



Cosworth's 3½-litre DFR V8 will be used by Benetton in preference to turbo power.

satisfactory, so Lotus Engineering can now continue with its commercial applications.

With Satoru Nakajima still as number two driver for the team, Lotus can rest assured that it will get the best Honda can supply in the way of power plants, still turbocharged 1½-litre V6 units.

At McLaren International, the scene is changed in some major respects. The contract with Porsche for supplying engines ended last year and has been replaced by one with Honda, on a par to that with Lotus. There should not be too many problems for Gordon Murray and his engineers to adapt their chassis design to the Japanese power-plant; the Porsche engine was always a serious competitor to Honda so power and torque figures will be very similar. These are the things which influence chassis stiffness and suspension characteristics.

Alain Prost remains as number one driver, but he is joined this year by Ayrton Senna who is a natural number one driver anyway, so McLaren is looking to be the most powerful team for 1988.

The transfer of Honda engines to McLaren was at the expense of the Williams team, even though Williams cars won the 1987 championships and won a lot of races for Honda. With Nelson Piquet transferring to Lotus, he

takes the racing number 1 with him, so the Williams team starts 1988 with nothing to show outwardly for its 1987 successes. Its cars will still be numbers 5 and 6, with Nigel Mansell now their number one, and Riccardo Patrese has joined as his number two.

Once the split with Honda was announced Frank Williams wasted no time in doing a deal with John Judd for his new 3½-litre normally-aspirated V8, thus joining the Clark/Chapman Cups brigade in readiness for 1989. In truth he had no other option.

John Judd has been servicing and developing Honda 3-litre V8 engines used in F3000, as a British base for Honda Motor Company of Tokyo. 1987 saw the end of Honda's interest in F3000, which was not a brilliantly successful operation, and the Japanese bequeathed all the designs and know-how of the 3-litre V8 to John Judd in recompense for ending their association. Judd has developed from this a 3½-litre V8 normally-aspirated engine, and there is no better team than Williams to find out whether it is competitive.

While most of the teams have undergone, or are likely to undergo, some changes, the Brabham team under the control of Bernard Ecclestone has gone completely. Last year its contract with BMW for the 4-cylinder engines was tenuous to say the least, and the Munich firm was really only going through the motions of honouring its contract. That is now all finished, and rather than join the queues for engines such as Cosworth or Judd, Ecclestone has pulled the team out of Formula One, and has allowed his only other tangible asset, Riccardo Patrese, to go to Williams.

In theory it is just for this year, while a new engine supplier is found, but he will have to hurry, for any serious 1989 car should be out on test by the middle of this summer. As Brabham has not registered a Formula One entry for 1988 there is no way it could race a new car towards the end of the season, even if it had one; unless, of course, the rules were changed!

This will be the first season in 27 years that there has not been a Brabham car in Formula One. I wonder what Sir Jack Brabham thinks of all that? It always seemed a pity that he sold his illustrious name when he sold his racing firm, but it would be hard to take seriously a Grand Prix car called an Ecclestone.

Some of the smaller teams which took part in Formula One last year are blossoming out into two-car teams, and there are a number of proposed new teams joining in this year with Cosworth-engined cars; but they can only hope to fill the back of the grid, always assuming they qualify.

On the face of it, these newcomers swell the ranks to a possible 31 cars turning out for qualifying. With the limit still at 26 for the starting grid, there are going to be some disappointments this year, but at least the competition is healthy and the overall scene is as strong as ever. Whether it stays that way only time will tell.

DSJ



## If you're considering a high-performance

Before you step into any car with a high-performance engine, ask yourself this question: Has it got a high-performance body?

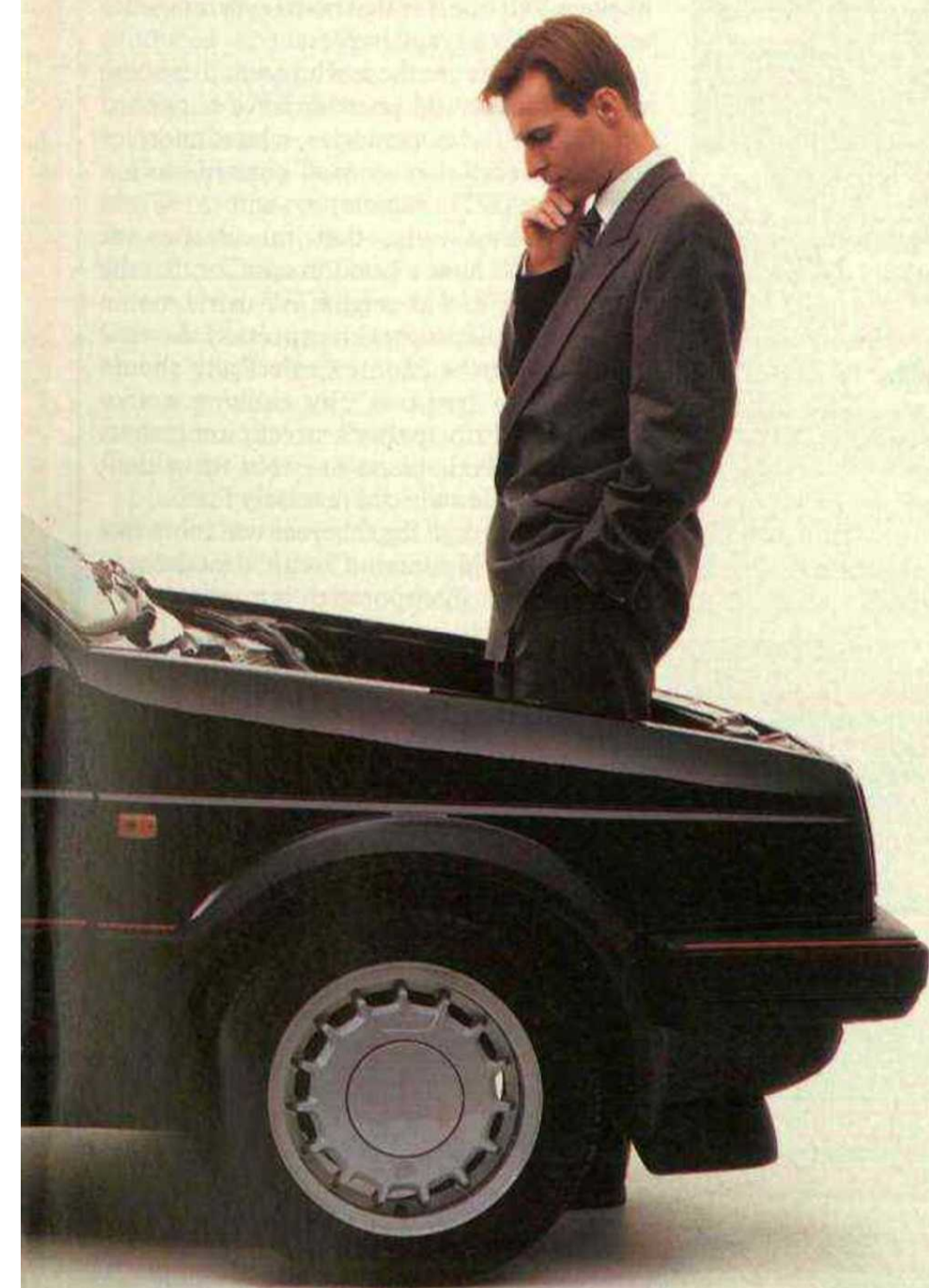
At Volkswagen we build our bodies slowly. Which is why they always feel taut and solid when you go quickly.

We start with high-tensile steel which we

form into a rigid safety cell. Avoiding the use of large welds which can weaken the surrounding area of steel.

Our welds are strong because they are small. All 440 of them are accurate to within a diameter of 4mm.

Doors fit like a glove and shut with a clunk



## Performance car, start without the engine.

As do bonnets and boot lids.

Bodywork, axles, wheel mountings and suspension are subjected to 10 million press-ups on a punishing test machine for 300 hours before they're declared fit.

And the Volkswagen 16-valve GTi Golf and Jetta have many other strong points.

Including uprated springs and dampers. Low-profile VR rated tyres. And air ducts to the front disc brakes.

Not to mention a 139 bhp engine that accelerates from 0-60 in 7.1 seconds. But isn't that the last thing you should be thinking about?

**GTi 16v**



## RALLY REVIEW



The Jolly Club semi-works team put Alessandro Fiorio's Lancia into a good second place.

# Mediocrity

Although we have used the example before, January's Monte Carlo Rally now makes it even more appropriate to compare a poorly supported world-class rally to a rugby match between mediocre teams at Twickenham or Arms Park — an excellent venue, but not a very inspiring game.

The reverse can happen, of course, and just as Triple Crown matches would enthral crowds even if they were played at Pontyscrum, Ballybarre or Hafoduwchbenceubwlymarchogoch, so a contest between half-a-dozen works rally teams would be worth watching anywhere, be it in a Rift Valley weekender, a Jamaican 1000 or one of the Welsh half-nighters of old.

That many people considered the 1988 Monte Carlo Rally to be boring is no reflection on the rally itself, which was impeccably organised, ran without a hitch and departed from tradition only in as much as snow was decidedly scarce (unless you would also consider in this category the unbelievable disfigurement of Casino Square by massive excavations to construct an underground car park. Monte Carlo can only expand up or down; the only direction for horizontal extension is seawards!).

Having mentioned tradition, we are compelled, before discussing the presence of only two works teams between which there was never really any contest, to digress and dwell a

little on the misuse of this word by some of our younger contemporaries.

One would describe as a tradition an ancestral custom handed down to posterity or, in the case of a motor competition, a practice which has persisted since the origins of that event. To consider traditional something which has been going on for just a few years is about as absurd as applying "veteran" to a Vickers VC10 or, for that matter, "vintage" to anything but a grape harvest.

The culprits are those who seem to assume that nothing could possibly have happened beyond their own memories; who cannot, for instance, recall that an Audi quattro was not the first 4WD vehicle to win a World Championship rally, that the Portuguese Rally used to have a London start, or that the Alpine Rally had its origins in Austria, not in France. One journal even expressed the view recently that the Monte Carlo Rally should "break with tradition" by running a race around the Principality's street circuit as its final stage. Perhaps no-one told them that, until 1965, the rally did precisely that.

The actual final leg this year was more like the original "Mountain Circuit", introduced in 1965 and incorporated into the rally's modern structure the following year. It ran from 3.40pm on the Wednesday to 11.30am on the Thursday, split only by a two-hour rest stop back at Monaco, and visited the Madonne, the Turini and the Couillolle twice each, and three other stages once each.

It was nice to have some of the old last-night atmosphere restored, although unwelcome but perhaps inevitable features were snow-shovelling by spectators and the use of stones and bottles as vicious cores in harmless-looking snowballs. It was also good to see special stages (there were 26 in all) becoming longer again; several exceeded 30km and the mountain stage above Burzet was more than 45km.

The sad thing, however, was the absence of any reasonable competition for the Lancias, and it was the consequent lack of any close fighting which led to the event being described as boring. There was only the Mazda team, a solitary Citroën, and private Renault, BMW, Peugeot and Audi entries to provide any contrast, and the subsequent penalty differences were more in keeping with an endurance rally than a European special-stage event. What is more, there was not a single British competitor.

The Martini Lancia team fielded three Deltas for Biasion/Siviero, Saby/Fauchille and Loubet/Vieu; a fourth was entered by the Jolly Club for Fiorio/Pirollo, and there was a respectable number of privateers.

Likely January weather conditions in the Alps were certainly in favour of the four-wheel-drive Lancias, and this may well have persuaded teams with just two-wheel-drive cars (Ford, for instance) that there was no real point in going to Monte Carlo when, at best, all they could hope for was a place behind a



# Monte Carlo Rally

gaggle of Deltas. But it turned out to be a predominantly dry rally, with occasional rain and a little snow only on high ground during the final night, so there may be the odd post-rally regret here and there.

Mazda brought three 4WD 323s for Salonen/Harjanne, Carlsson/Carlsson and, new to the team and to each other, Mikkola/Geistdorfer. The Mazdas weighed about the same as the Lancias (1150kg or so), and produced about the same level of power (about 250bhp), but were still somewhat lacking in reliability and at no time did they look like being a real threat to the Lancia team.

Citroën actually entered three AX SPs, but two were for the winners of a competition and the only one of competitive significance was that for Chomat/Thimonier. BMW/Motul entered two 4WD Group N BMW 325iXs for Chauche/Barjou and Coppier/Lejeune, while among the privateers (some of whom enjoyed a degree of factory backing) were Ballet/Lallement in a Peugeot 205 GTi and Oreille/Andrie in a Renault 11 Turbo.

Studded tyres were very rarely in evidence around the route, and both Pirelli and Michelin (the latter now supplying the works Lancias but not those of the Jolly Club) later

faced the daunting task of de-studding, then re-studding the tyres to meet the slightly different Swedish regulations.

After the concentration leg from Barcelona, Bad Homburg, Lausanne and Sestrière, the five cavalcades, totalling 169 cars, converged on the Sunday morning at St Etienne in the Loire region. After some eight hours' rest, they set out on a night-time run through five stages, ending at Aubenas at 1.30am. The Common Leg started at noon on the Monday, and covered 12 stages plus a night stop at Gap before arriving at Monaco soon after 10pm on the Tuesday.

A mystery fuel problem delayed all three Mazdas early in the rally, and an odd announcement by the team declared that diesel fuel had either been mixed with petrol or used in place of it. That this should have affected all three cars is highly unlikely, and a more feasible explanation is some other form of contamination, for white deposits were later found in the fuel pumps and filters of all three cars.

Mikkola's engine actually siezed, putting him out, but this may well have been due to an oil leak, for he did suffer suspension breakage in the stage centred at St Bonnet le Froid and

later noticed oil stains inside the wheel-arch when the damage was being repaired. Salonen lost considerable road time, while Carlsson went off the road.

Meanwhile all was not well in the Lancia camp, for Biasion had gone out after oil-pump failure, but there were nevertheless three Deltas at the head of the field at Aubenas, those of Saby, Loubet and Fiorio. Saby blew his rear differential on the second of Monday's dry stages but nevertheless kept his lead.

Behind the Lancias, the most persistent trier was Oreille, but he ruined his chances on the St Nazaire stage when he overdid a bend, corrected too much and put his Renault straight over the edge on the inside, coming to rest against some trees.

The crew was unhurt, but there seemed no chance whatsoever of carrying on — until spectators organised themselves and lifted the car bodily up the steep drop and on to the road. Absolutely amazed by this feat, Oreille forged through the field to finish fourth.

Oreille's misfortune elevated Ballet to fourth place, and at this juncture mechanics from Jean-Pierre Nicolas' garage at Marseille were despatched to augment Ballet's own support crews, which was just as well since his Peugeot later lost oil pressure and suffered bouts of misfiring. Nicolas, incidentally, also works for the Peugeot factory team.

Loubet threw away his chances of at least a good second place when, on the short stage to Puimichel, he indulged in a manoeuvre similar to Oreille's and put his Lancia over a bank. But this time the car was not recoverable, and Loubet was vociferous in his self-criticism afterwards, making no attempt to blame anything other than his own mistake.

At Monte Carlo, after 17 stages, Saby's lead over Fiorio was more than ten minutes, while Ballet was another ten minutes behind. These were quite surprising differences, but one must remember that there were very few works cars up front, and even fewer highly-experienced professionals between whom those minutes might have been seconds.

Although the final night did produce a little snow, the situation changed little. Salonen, who had moved up to fifth place, drove very well but could make no impression on those ahead of him. Balas lost a chunk of road time, and his dominant Group N lead, when his Delta's fuel-pump stopped on a road section, and later went out altogether when it stopped again in a special stage. The category was then won by Chauche in his BMW.

Unlike past years, when the Monte Carlo Rally could always be relied upon to generate some amazing story or piece of scandal, such as the excluded Minis or the Digne riot and its police baton charges, this year's rally is unlikely to be remembered for anything in particular. A great shame, but the way to encourage more teams is to provide rallies and regulations which competitors want, not to give authority to one man to wave a stick and declare that what he wants is what will be. GP



Lancia dominance of Group N was headed off by Chauche's 4WD BMW 325iX.

## RESULTS

### Monte Carlo Rally, January 16-21

1st:	Bruno Saby (F)/Jean-François Fauchille (F)	Lancia Delta 4wd, Gp A	7h 19m 11s
2nd:	Alessandro Fiorio (I)/Luigi Pirollo (I)	Lancia Delta 4wd, Gp A	7h 30m 01s
3rd:	J-P Ballet (F)/Marie-Christine Lallement (F)	Peugeot 205 GTI, Gp A	(2m) 7h 42m 46s
4th:	Alain Oreille (F)/Jean-Marc Andrie (F)	Renault 11 Turbo, Gp A	7h 51m 56s
5th:	Timo Salonen (SF)/Seppo Harjanne (SF)	Mazda 323 4wd, Gp A	(26m) 7h 56m 08s
6th:	François Chauche (F)/Thierry Barjou (F)	BMW 325iX 4wd, Gp N	7h 56m 22s
7th:	Christophe Spiliotis (MC)/Isobel Spiliotis (MC)	Audi Coupé Quattro 4wd, Gp A	(1m) 7h 58m 16s
8th:	Gianni Del Zoppo (I)/Paolo Scalfini (I)	Lancia Delta 4wd, Gp N	7h 59m 56s
9th:	Pierre Bos (F)/Jean-Claude Leuvre (F)	Audi Coupé Quattro 4wd, Gp A	8h 03m 01s
10th:	Richard Frau (F)/Philippe David (F)	Renault 5 GT Turbo, Gp N	8h 03m 37s

169 starters, 87 finishers

Figures in brackets denote road penalties



As usual there was little effective challenge to the factory-entered Lancia Deltas, Markku Alén winning comfortably in Sweden's snow and slush.

## Markku in the Murk

When all Europe seemed to be enduring wind and rain in place of the customary winter cold, and predominantly dry conditions had characterised the Monte Carlo Rally, it was hardly surprising that Sweden's Värmland should have far less than its usual coating of snow in February.

When the Swedish Rally set out from Karlstad on February 4, dark clouds and murk merged with the colour of the countryside, and forest roads were covered in ice and slush rather than the usual crisp, clean, packed snow.

Snowfalls had been light, and it had not been sufficiently cold for long enough to produce a thick enough layer of ice to withstand attack by studded tyres. In many

places the ice had worn through to the gravel, damaging studs as a result.

Lancia sent two Deltas to this 1062-mile three-day event, one for Markku Alén and the other for Mikael Ericsson. The latter went off on the very first of the 36 special stages, and later retired when a burst water hose led to cylinder head-gasket failure. However, his Finnish team-mate Alén had no trouble getting into the lead, where he stayed comfortably to finish a minute and a half ahead of Stig Blomqvist in a privately-entered Ford Sierra 4WD.

Mazda's challenge came to nothing again, as it has in every outing since Sweden last year, when Salonen won. Both cars retired with what was explained as head-gasket failure.

There were 67 finishers from 157 starters, and among the leading ten at the finish were Englishmen Malcolm Wilson and Ian Grindrod, who were eighth in a two-litre Vauxhall Astra GTE entered by GM Euro Sport.

The Group N category was won by Sören Nilsson who was twelfth in a Lancia Delta, and it was significant that among the leading dozen there were only three two-wheel drive cars, Wilson's Vauxhall and the similar Opel Kadetts of Eriksson and Johansson. GP

### RESULTS

#### Swedish Rally, February 4-6

1st:	Markku Alén (SF)/Ilkka Kivimäki (SF)	Lancia Delta 4wd. Gp A	5h 02m 31s
2nd:	Stig Blomqvist (S)/Benny Mellander (S)	Ford Sierra 4wd. Gp A	5h 04m 08s
3rd:	Lars-Erik Torph (S)/Christina Thörner (S)	Audi Coupé 4wd. Gp A	5h 10m 03s
4th:	Erik Johansson (S)/Johnny Johansson (S)	Audi Coupé 4wd. Gp A	5h 12m 27s
5th:	Håkan Eriksson (S)/Jan Svanström (S)	Opel Kadett GSI. Gp A	5h 14m 08s
6th:	Björn Johansson (S)/Anders Olsson (S)	Audi Coupé 4wd. Gp A	5h 14m 17s
7th:	Bror Danielsson (S)/Anders Eklind (S)	Audi Coupé 4wd. Gp A	5h 14m 47s
8th:	Malcolm Wilson (GB)/Ian Grindrod (GB)	Vauxhall Astra GTE. Gp A	5h 16m 18s
9th:	Sebastian Lindholm (SF)/Staffan Pettersson (SF)	Audi Coupé 4wd. Gp A	5h 16m 42s
10th:	Tomas Jansson (S)/Ingemar Algerstedt (S)	Audi 80 4wd. Gp A	5h 18m 39s

157 starters, 67 finishers

### 1988 WORLD CHAMPIONSHIP Drivers (after 2 of 13 rounds)

Bruno Saby (F)	20
Markku Alén (SF)	20
Alessandro Fiorio (I)	15
Stig Blomqvist (S)	15
Jean-Pierre Ballet (F)	12
Lars-Erik Torph (S)	12
Alain Oreille (F)	10
Erik Johansson (S)	10

### Makes (after 2 of 11 rounds)

Lancia	40
Audi	20
Ford	17
Peugeot	14
Renault	12
Mazda	10
Opel	10
BMW	8
Vauxhall	4

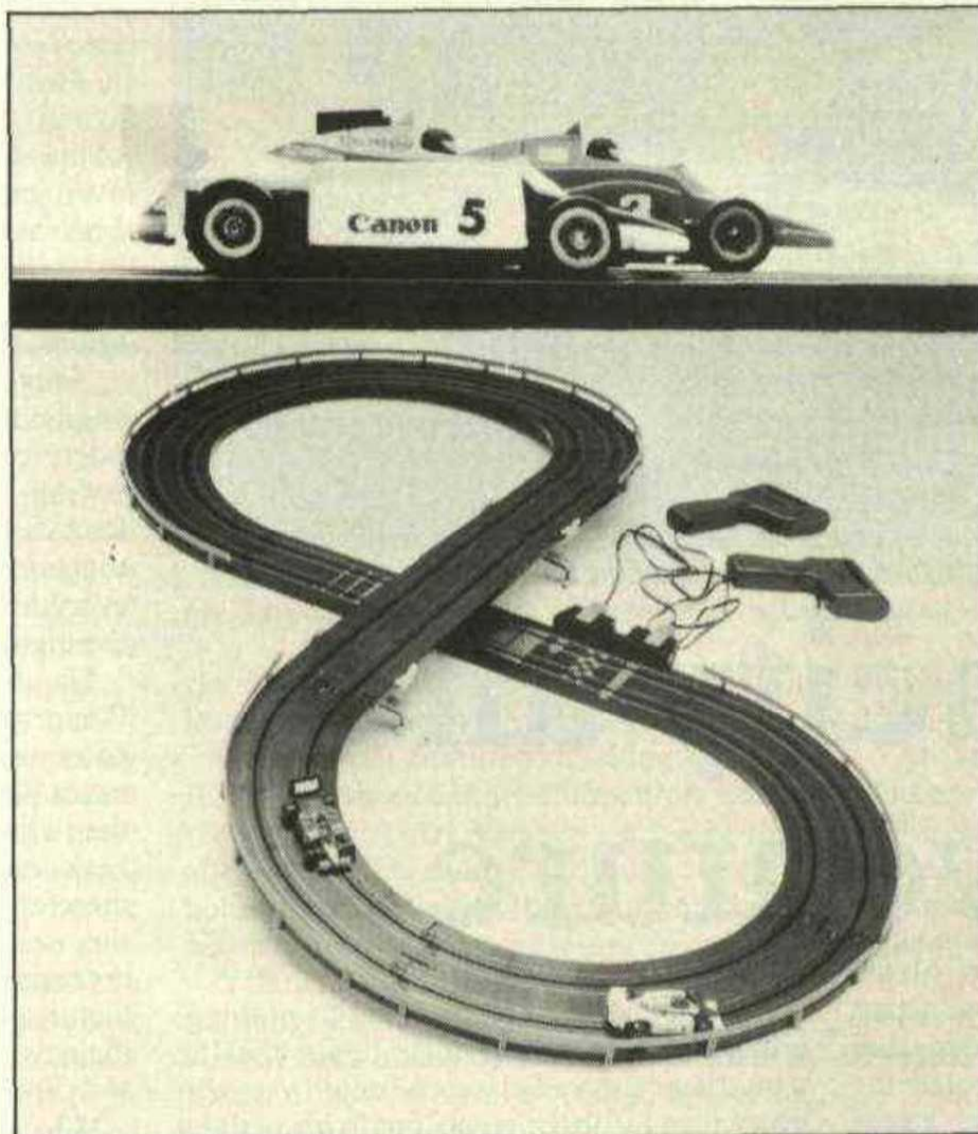
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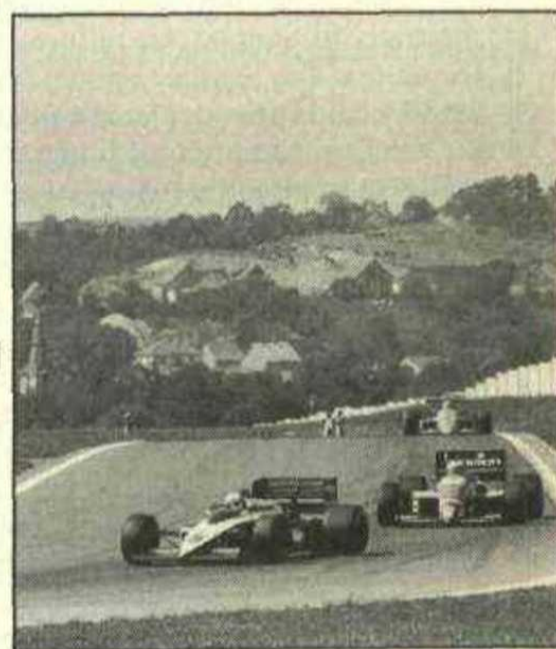
**MOTOR SPORT** and **TOMY AURORA** offer the lucky winner of this three-part competition grandstand tickets for one adult and one child at the Silverstone British Grand Prix in July. Parent and child will receive full VIP treatment including a champagne reception, a four-course lunch with wine, afternoon tea and drinks from the bar throughout the day. **PLUS** the winning child will receive a fabulous **TOMY AURORA FORMULA 1 DUAL** slot-car race set with two new AFX F1 race cars, eight sections of track for a 8½ft race course, two piers, six crash barriers plus much more — value £50 — complete and ready for hours of exciting racing.



The competition will be in three parts of ten questions each. Ten are printed below; the others will be published in the April and May issues of **MOTOR SPORT**. Cut out or photocopy each of the three entry forms, complete the answers in block capitals and mark the envelope "**MOTOR SPORT COMPETITION**", **P.O. BOX 35, STANDARD HOUSE, BONHILL STREET, LONDON EC2A 4DA**. Entries should be received by Tuesday May 10, and the first all-correct entry drawn will be declared the winner.

### QUESTIONS

1. Which three teams have constructed six-wheeled Formula One cars?
2. What was the Lotus 56B?
3. Who won a World Championship Grand Prix at his first attempt and never won another?
4. Which two current Grand Prix venues include tunnels?
5. Which driver has won the most Formula One World Championship races, and how many?
6. Which was the last front-engined car to take part in a World Championship Grand Prix, and when?
7. Who was the first driver to win a World Championship Grand Prix using a turbocharged engine, and where?
8. Only one driver has won the World Championship, the Indianapolis 500 and the Le Mans 24-Hour race. Who?
9. Where did John Watson win his first Grand Prix?
10. Which circuit is shown in the photograph on the right?



### COMPETITION RULES

1. The competition is not open to employees of Tomy UK Ltd or Teesdale Publishing Co Ltd.
2. Entrants must answer all 30 questions using the forms provided or photocopies (one entry per household).
3. The winning entry will be the first all-correct reply drawn.
4. No correspondence will be entered into concerning the results.

### ANSWERS (BLOCK CAPITALS PLEASE)

- 1.....
- 2.....
- 3.....
- 4.....
- 5.....
- 6.....
- 7.....
- 8.....
- 9.....
- 10.....

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_

## RALLY REVIEW



Ted Toleman had this V8-engined Metro 6R4 built specially for the Dakar raid.

# Audacity and Adventure

When the marathon trail was blazed twenty years ago from London across Europe, through Iran, Afghanistan and India, across the Indian Ocean aboard the *SS Chusan* to Perth, and thence across Australia to Sydney, there were many who feared that the regular, annual rallies of the world would suffer depleted entry lists due to the total consumption of budgets by such a monstrous marathon lasting many weeks.

They were right, but imaginations were nevertheless fired by the immensity of the competition, the infinite variety of the terrain through which it passed and the sheer adventure of it all. After all, adventure was the element which set rallying apart from other motor sports, and the ingredient which its devotees craved.

Other long-distance events followed; to Mexico, to Munich via the Sahara, and to Sydney again; but none of them was intended to be an annual event. They were too long, too complicated and too expensive to be run each year on a regular basis.

One such event which did not come off was the Peking-Paris Motoring Challenge, originally planned to follow as much as possible the route of the 1907 race. When Wylton Dickson was running the 1977 Singapore Airlines Rally from London to Sydney he was at the same time well advanced with plans to run a Peking to Paris event in 1982 — 75 years after the epic journey by Prince Scipione Borghese the nobleman, Luigi Barzini the journalist and Ettore Guizzardi the chauffeur/engineer, driving, pushing, heaving, lifting, dragging and fettling their Itala across 10,000 rugged

miles in 80 days.

Alas, Dickson's efforts came to nothing, although there can be little doubt that he would have succeeded were he not thwarted at every turn by obstructions put in his path by FISA president Balestre. Their exchange of letters and telex messages was quite amazing, and left one with the conclusion that in Place de la Concorde it was considered an affront to French pride that a London-based Australian should have the impudence to even think of running an event which was to finish in Paris.

In the meantime the French had joined the marathon bandwagon. An attempt to run an event to circle the Mediterranean failed, but a French rally driver called Thierry Sabine had got off the ground an event which started in Paris and finishing in Dakar on the Senegal coast. It was apparently not planned as an annual event, but it has nevertheless been held each year for ten years, its participants expressing satisfaction at the challenge of the trackless Sahara and its shifting sands.

In its early days the Paris-Dakar Rally attracted very little attention from FISA. It was not a gentleman's rally but a course hybrid, catering for trucks and motorcycles as well as cars, and this did not fit into any convenient segment of existing regulations.

But when it became an annual event and generated increasing publicity — particularly when the hopelessly inexperienced Mark Thatcher caused international news by getting lost and stuck in the desert — and when other long, French-run events sprang up elsewhere in North Africa, FISA decided that it should bring such competitions under its

control.

Regulations were formulated specifically for long-distance rallies, which they called "raids", a word coined by Citroën many years before as a name for the motoring expeditions for young drivers which it regularly organised into North and West Africa.

Thierry Sabine himself was killed two years ago in a night-time helicopter crash near one of the event's night stops, but his father took over, gathered more sponsorship, negotiated financial and other deals, and generally built up a degree of pre-event ballyhoo which glorified the mystique of pitting one's wits against the desert.

The result has been an influx of competitors who, although equipped with the regulation safety equipment, have little experience of coping with the enormous difficulties of long-distance desert travel and are lacking in the tenacity required to keep going when everything seems to be going wrong. Hence the high retirement rate in the early stages.

Handsomely sponsored this year by Pioneer, the Japanese manufacturer of in-car entertainment equipment, the rally was nevertheless completely under the control of the Thierry Sabine Organisation (TSO). Service vehicles were not allowed as such, and therefore had to be entered in the rally themselves, thereby accounting for the entry list running to some 600; these included cars, motorcycles, "service" trucks running in their own category at the back, and even Press and film crews.

When FISA put an abrupt end to the Group B cars which evolved from its own regulations, some manufacturers lost huge development investments which became useless overnight. Peugeot took legal action, causing a rift between itself and FISA which has steadily widened, and to which many openly refer as "the French Civil War". Events during the Paris-Dakar Rally can only have worsened the situation . . .

When Group B cars were banned, Peugeot immediately withdrew from World Championship rallying and redirected its resources towards non-championship long-distance events such as Paris-Dakar, where vehicle regulations were far more lenient and interference by FISA not as dictatorial. When a special 205 won the 1987 Paris-Dakar, Peugeot's Jean Todt claimed that the success brought more publicity (in France, perhaps) to the company than all its World Championship victories put together!

This year a huge fleet of vehicles set off from Paris to Dakar, Britishers among them being Andrew Cowan and Johnstone Syer in a Mitsubishi Pajero and Ted Toleman and Barry Lee in a special V8-engined Metro.

Alas, Cowan/Syer went out when the engine overheated and blew its cylinder head gasket, whilst Toleman/Lee, after getting stuck and losing time, decided to withdraw after their service truck got so far behind that they would be left without spares and tyres.

# Paris-Dakar Rally

Peugeot, sponsored by Pioneer as was the rally itself, mounted a huge exercise with two 205 Turbo 16s (for Kankkunen and Ambrosino) and two of the new, purpose-built 405 Turbo 16s (for Vatanen and Pescarolo). Pescarolo was taking the place of Shekhar Mehta who is still recovering from a spinal injury in an accident during Egypt's Pharaohs Rally last year.

Backing them were two Peugeot P4 support cars, four 4WD Mercedes trucks, three 6WD Mercedes trucks and various aircraft. Total personnel was 60 — 33 on the ground and 27 travelling by air, including a doctor, a camping specialist and even a *cordon bleu* cook! It must have been a logistical nightmare keeping such an entourage running efficiently for three weeks.

After a token competitive appearance in France, the vast convoy crossed the Mediterranean to Algiers, and made a 375-mile journey southwards to the first competitive section which began at Sahan Berry near El Oued.

After this, all competitive running was by day, with rest stops at towns or temporary camp sites at night, but lateness often meant that crews ran into darkness, especially those in the tail-end trucks who were then faced with repair and replenishment work before enjoying their own rest.

The very first "special stage", for want of a more convenient phrase, threw everyone in at the deep end, although they were actually warned of this. Huge sand dunes had to be negotiated, many of them having been moved by desert winds since the roadbook was made, thus making navigation tricky. Many got stuck, and there were several collisions as competitors charged at dunes, cleared the tops, only to career helplessly into others stuck in soft sand below on the other sides.

There were more serious incidents, too. Accidents during the event caused critical injuries and ran up a death toll of six, among them both competitors and bystanders. This brought the total number killed in the ten-year history of the event to an astounding twenty.

Some have said that this points to an intolerable degree of risk which should be compulsorily reduced, but the appeal of the event is the challenge of the desert and all its myriad traps.

Adventure, after all, is rarely without its risks, as any mountaineer, sport aviator or white-water canoeist will tell you, and a driver who oversteps his limit can blame only himself — not the car, not the road, not the weather. If the competitive spirit urges him beyond his capabilities, then he should learn to keep his enthusiasm in check.

On the other hand, competitors in the rally are so numerous and the stages so long and dusty that a delay of any kind will mean that a faster competitor will be faced with the dreadful hazard of having to overtake others whilst blinded and choked by their dense dust



*The adventure for Vatanen's Peugeot 405 included "carnapping" and disqualification!*

clouds. The alternative is to stay behind and lose all chances of vying for the lead.

Guy Colsoul admitted to taking risk after risk by passing 26 other competitors on one section, whilst Ari Vatanen reckoned that, after a long delay which put him a couple of hours down the field, he overtook an amazing 120 cars in one section!

Vatanen was the leader throughout most of the rally, followed by his team-mate Kankkunen, but a highly controversial incident at Bamako, in Mali, in the closing days of the rally put an end to that.

As most people slept in the small hours, his Peugeot 205 T16 vanished from the parking area, team manager Todt later receiving an amazing phone call from the "hi-jacker" demanding payment of 500,000 francs for its return. Whether that payment was actually made is not clear, but the car was later found on open ground near the town.

By this time Vatanen's due start time had long passed, well after the 30-minute maximum to stay in the rally. But under the circumstances the organisers were sympathetic and declared that if it were found in a "reasonable time" he would be allowed to start late with no penalty.

When he reached Kayes all was not smooth. There had been some communication between West Africa and Europe and the stewards of the rally declared that the organisers had no right to grant Vatanen dispensation from the half-hour lateness rule, even if it were for such a mischance as having his car stolen. He was consequently excluded from the event.

Jean Todt immediately lodged a protest on the grounds of "unforeseen circumstances"; when this was turned down, he gave notice of appeal. But it was to no avail, and when a disgruntled Kankkunen finally drove into Dakar the victor, so upset was he at the treatment of his team-mate and fellow-countryman that he declined the champagne,

remained serious-faced and wasted no time leaving the ramp.

At the time of the discussions Jean-Marie Balestre was in Monte Carlo, where he made it quite clear that he considered the organisers had no right to modify their own regulations. In an amazing exchange he is said to have called Jean Todt a "Napoleon of the Desert". In reply, Todt quickly quipped that "it is better to be a Napoleon of the Desert than a Bokassa of Motorsport".

Whatever the outcome, the intense bad feeling between Todt and Balestre shows no sign of dissipating, and remains clear for all to see. We admire Todt's frankness about his opinion of Balestre and FISA, an opinion which we know others secretly share but are afraid to voice openly. Is it not high time that team managers who are fed up with rule-making for the sake of rule-making, and disgruntled organisers who are frustrated at having to diminish the competitive elements of their events and see their characters destroyed, got together and spoke their minds?

Finally, it seems appropriate to quote the words of Luigi Barzini before he, his colleagues and their Itala embarked for China from Naples: "Only discuss a plan long enough, and you will end by thinking it absurd; objections are the necessary food for discussions. Enthusiasm grows stronger by action, but weaker through words. Speech is too reasoning a thing; it foresees all obstacles and mishaps — it is pessimistic. If every hero were made to discuss for a moment the brave act he is about to perform, heroism would perish. In great or original undertakings, many points must be left to chance; there must always be some facing of the unknown; the adventure must always be entered upon with a certain amount of unreason. This unreason is called audacity; and audacity is too incompatible with logic and common sense to survive a long scrutiny." **GP**



Best of the production 4WD models in the French Alps was the second-placed BMW 325iX of François Chauche.

(Photos: Phillip Scott)

## Snow Wonder

While most circuit activity comes to halt for the closed season, the sport of ice-racing thrives in winter, and the most glamorous of these Continental events is the Chamonix weekend. Known as the 24-hour ice race, this actually comprises some 15 separate heats which include driver changes and night racing, with points from six of these counting for the Grand Prix de Chamonix.

Running outside FIA regulations, obsolete Group B rallycars such as the Lancia S4 met specials such as a 4WD Matra Murena and production 4WD vehicles — Lancia, Citroën and BMW all figuring amongst the leaders. But the dominant force was a Group B-based special, a Renault Maxi 2 4x4 driven by French rally veteran Jean Ragnotti and Gerard Roussel, which took four out of six races to win the GP title.

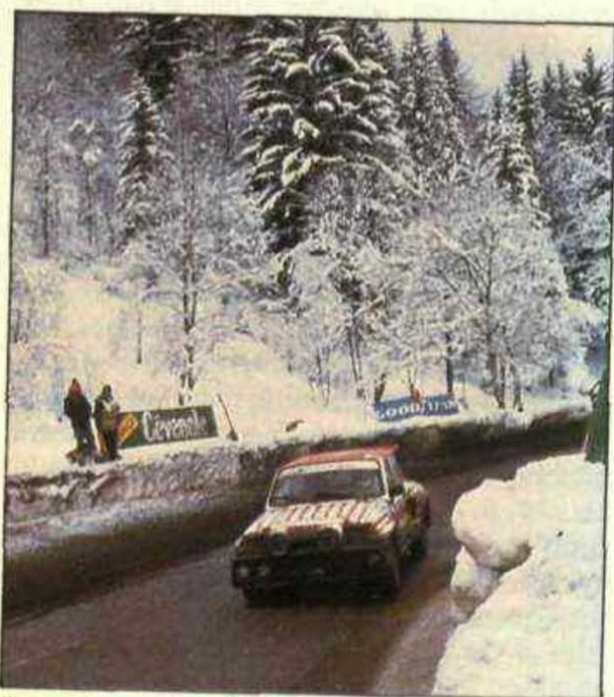
Their only strong challenge came from one

of the two 325iX BMWs entered by BMW France, driven by Francois Chauche and Max Mamers. Team-mate Bernard Beguin's similar 4WD car suffered transmission problems, missing two night races and losing any hope of victory.

Third place honours were shared between Lancia and Citroën — Jacques Laffite giving the Lancia Integrale its competition debut, with equal points going to a Citroën Visa 4x4. Another Formula One name was that of Jean-Pierre Beltoise, co-driving Denis Marcel to sixth in the Murena 4x4.



A 4WD Matra Murena with Jean-Pierre Beltoise at the wheel was one unusual entry.



Jean Ragnotti and Gerard Roussel excelled in the extremely mild conditions.



Compulsory pit-stops for wheel and driver changes added drama to the Grand Prix heats.

### RESULTS

#### Grand Prix de Chamonix, January 31

1st:	Jean Ragnotti/Gerard Roussel	Renault 5 Maxi Turbo 4x4	181 pts
2nd:	François Chauche/Max Mamers	BMW 325iX	141 pts
3rd:	Jacques Laffite/Jean-Claude Lagniez	Lancia Integrale	83 pts
4th:	Jean-Louis Capette/Christian Dorche	Citroën Visa 4x4	83 pts
5th:	Bernard Beguin/Alain Coppier	BMW 325iX	79 pts
6th:	Denis Marcel/Jean-Pierre Beltoise	Matra Murena 4x4	75 pts

## LETTER TO READERS

### Dear Reader

The times they are a-changing, people keep telling me, and I am happy to accept the fact most of the time. But now and then I wish they would not change.

A recent announcement by the governing body of Formula One made me very sad, for it told us that the Austrian Grand Prix on the spectacular Osterreichring has been cancelled; not by the Austrians, but by FISA itself, for which you can read Jean-Marie Balestre and Bernard Ecclestone.

Unlike some circuits I could name, the Austrians built theirs from sheer enthusiasm for motor racing, rather than as a speculative venture on an expanding public interest. I still recall the enthusiasm with which the Austrian race organisers took me into the hills in a 4WD Haflinger to show me the vast hillside they had purchased for the construction of a permanent circuit to replace the temporary one on the local military airfield. They had got backing for the project from local government in the province of Styria, and the end result was one of the best Grand Prix circuits in Europe.

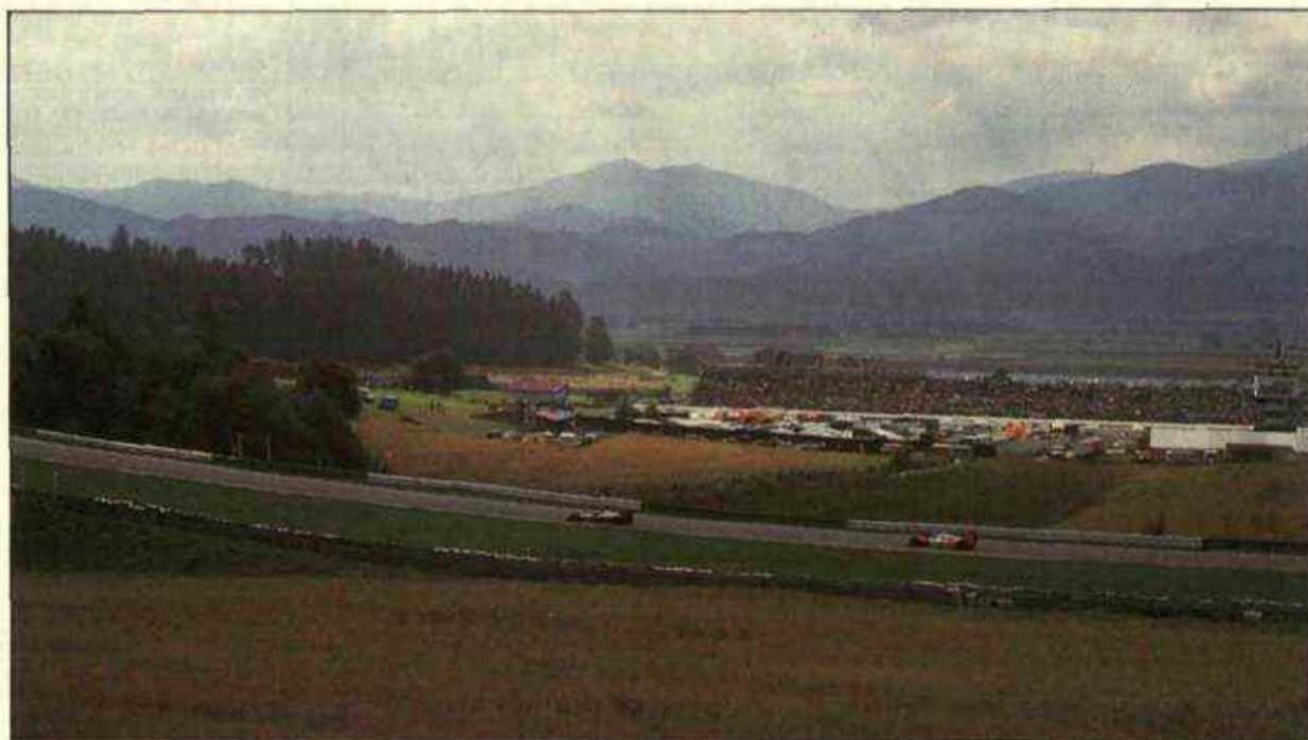
Drivers came back from their first contact with the Osterreichring, saying "Cor!" or "Whew!", and few could wait to get back and have another go. It was fast and undulating in the steepest sense of the word, and you needed to be able to drive with high-speed precision. With an eventual lap record of around 160 mph, I do mean high-speed.

It had one big drawback for the Formula One "circus" and its followers, especially the posers and non-workers, and that was its location. Even if you climbed to the top of the nearby mountains you could not see a Holiday Inn or a Post House Hotel; the local Gasthofs were friendly and cheerful, providing you did not want television, bathroom, bedside telephone, Telex and Telefax facilities and gourmet restaurants; the nearest international airport was two hours away, and if the weather was not blazing hot, it was pouring with rain. But at least it was warm rain.

For those of us who enjoyed the country atmosphere, in total contrast to the city atmosphere of Detroit for example, it was one of the more enjoyable European Grand Prix events. I know I have enjoyed every visit I have made since it opened in 1969.

Last year, due to the structural failure of one of the Formula One cars, there was a multiple accident at the start which caused the race to be stopped. The re-start was marred by another accident, caused by a driver error, and the third start saw another driver error, and a third accident was narrowly avoided. All this was blamed on the start-line area being too narrow and too constricted. Nobody put any blame on the constructors or the drivers.

In its usual dictatorial fashion, the Formula One governing body demanded that sweeping changes be made to starting area and the pits, without the slightest thought as to where the



*The magnificent Osterreichring, which some people don't seem to like.*

## Easy Way Out?

money was coming from. There was not much in the way of financial help offered by the Formula One Constructors Association or the International Federation which governs our motor racing.

With the likelihood of snow on the Knittelfeld plateau below the circuit until April, there was no guarantee of getting all the work demanded completed by the middle of August, even if the money was available. So, without suggesting a possible "second option", FISA has cancelled this year's Austrian Grand Prix.

In passing, it is worth noting that the Formula One teams have put a limit of 16 on the number of races to count for the World Championship, and FISA had 17 races on its application list. Its decision has therefore solved its problem. Easy, wasn't it? But it makes me very sad.

It is not a question of this being a "doom and gloom" month, but at the other end of my motoring interest there is another noticeable change taking place. This is the price of motor racing books. Not the old out-of-print "collectors items" which the second-hand book trade demands absurd prices for, but brand new books.

A recent advertisement in MOTOR SPORT featured a new Ferrari book for £500 (yes, five hundred pounds), another for £130, a Targa Florio history for £99.95 (which is £100 of anybody's money) and a Porsche book for a mere £99.50. It was not so long ago that we all staggered back from the first £35 book. By comparison with these latest offerings, a £30 book must rate as a paperback!

One of the weekly motoring journals recently reviewed a handful of new books (not including the £500 Ferrari book) and had you found them all desirable and worthy of purchase they would have set you back nearly

£350, which makes you realise how lucky book reviewers are in getting free copies. If our magazines had to buy the books we review there would not be many reviews published.

When I mentioned the £500 Ferrari book to a friend, his view was that if people were prepared to spend £100,000 on an old Ferrari, then £500 for a brand new book wasn't too bad. He added that at least the book would be new, unlike the old Ferrari which could well be a fake. He had a point there.

A proliferating scene at the moment seems to be extravagant auction sales, and in last month's MOTOR SPORT there were seven forthcoming auction sales advertised, most of them splashing out on the cost of a full page advertisement. One even went to a two-page spread.

All this is excellent news for our advertising department, but I can't help wondering where all the buyers are going to be found, or for that matter where all the exotic and expensive cars are coming from. These auctions range from Las Vegas, through Monte Carlo to a castle in Kent. Nothing simple or tawdry like the local market place on Saturday morning.

Professional auction-goers must spend a few hundred pounds on buying the expensive catalogues which are the ticket of entry for spectators, and on travelling to and from the venues. A remarkably expensive hobby—but then all hobbies are expensive by some standard or another.

A final motoring thought. Driving on a motorway after dark I wondered why some large lorries are so dimly lit that you can barely see them, while others have a light on every conceivable corner and coming up behind them is like driving into a fairground. There doesn't seem to be any reasonable compromise.

Yours, DSJ

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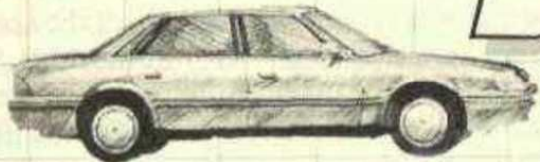
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Fiat's "bravely styled" Tipo is a significant arrival, even though rapid versions must wait.

## Tomorrow the World?

January 1988 set new British records for rainfall, and for new car introductions. In a month normally given over to introspective reflection of "that was the year that was" tone, Audi, BMW, Ford, Fiat, Saab and Renault all held international Press launches for new wares.

Some were more notable for technical details than the complete vehicle, such as Saab's direct ignition, a distributor-less system introduced in conjunction with its booted 9000 CD saloon; or Renault's Quadra 4WD version of the Espace, complete with viscous coupling and the claims to be France's first saloon in production with permanent 4WD. Funny, I thought the point of the Espace was that it is neither car nor van, but a completely new class of recreational vehicle...

The most significant newcomer, in terms of its impact on a wide front, was Fiat's Tipo. For this is the Fiat group's versatile successor to the Ritmo/Strada, one charged with an assault upon the VW Golf, Ford Escort and Toyota Corolla sales territory. But don't yawn, there is more to this innovative Italian than simply being another brat to join the hatchback pack.

Introduced with a simultaneous satellite link bringing together 1100 journalists in European capitals such as London (the Gatwick Hilton, actually!), Paris, Rome and Madrid, the Tipo will sire Lancia and Alfa offspring in the early Nineties — plus a bevy of forthcoming Fiat-branded derivatives from four-wheel drive to a 16-valve/140 bhp basis for a 200 bhp competitor.



Tipo Digit, with electronic displays, will be a separate model line.

Completely contrary to normal industry practice, Fiat brought its LHD, Turin-registered debutants to the people, rather than flying us to exotic climes. This upset that sector of the Press which depends on "jollies" to put (preferably sunlit) distance between itself and the office, but I appreciated the chance to assess a debutant over familiar Sussex terrain.

Why? The roads over which a new car is driven make a tremendous difference to the relevance of a motoring journalist's comments, and I much prefer territory over which I have experience of the car's likely competitors.

It takes a lot of experience to correlate a car's behaviour in a location such as Morocco to the

everyday experience of even the sportiest motorists in Britain. Drivers stranded on a wet motorway, or bouncing along the special stages which local UK authorities still designate as B roads, might not appreciate your wisdom in identifying ventilation at 90°F as the worst potential problem of a newcomer. Fiat's action in bringing the Tipo to us was thus a genuine breakthrough, though I do not think it did them any UK favours.

Although the Tipo features a bravely styled body of almost sensual smoothness (0.31Cd, good for a 155.8in length), the Italians have followed the VW code of evolution rather than revolution in development.

There is a double-skin plastic tailgate to save weight, plus a return of the dreaded electronic instrumentation (Tipo Digit, a separate model line), but the front-drive line, initially of five-doors only, contains nothing to startle the Japanese, or the more advanced Europeans.

Whilst Honda's Civic hatchback line is composed entirely of 16V units, all available now, Fiat spoke of electronic injection arriving "in a few months" and "a 1.8-litre, 16V sports version" some twelve months away. Turbocharged and 4WD cousins are more distant still in the development chain.

The fastest of the five main Tipo engine options, from 1108cc petrol to 1929cc turbo-diesel, is the latter at a claimed 108.6 mph on 92 bhp.

The opportunity to widen the appeal of anti-lock braking is missed. Only the turbo diesel Tipo has the option of Bosch ABS, which is curious because Leamington Spa's AP Antiskid vacuum system has already been premiered in the Fiat Uno Turbo which is anticipated in Britain this Spring.

The 1580cc/83 bhp Tipo 1600 Super which I drove flashed no more than 160 kph (99.4 mph) upon its distracting digital dashboard, but the maker says it will nudge 107 mph. Both turbo-diesel and 1600 Super are credited with 12-second periods to attain 0-62 mph.

Fuel consumption statistics for the range report a best of 60.1 mpg for the 1.1 "fire-engined" Tipo to a worst of 31.7 urban mpg in the 1600 Super.

A stupid power/economy flashing light adds to the electronic bewilderment of the multi-function dashboard, a disappointing layout in that it is one of Europe's first to coincide with a new model launch.

I do not dislike digital instrumentation as such, but find it has to be bright and possess a large read-out and exceptionally gifted graphics (as in Chevrolet's Corvette) to be immediately comprehensible enough to qualify for sports use. Given such a layout, I then appreciate the facility to emphasise certain aspects (perhaps rpm and oil pressure) for hard use.

Surely digital information will become a regular feature of the Nineties? For the generation bred in the Seventies is more used to assimilating digital information from

watches and calculators than its elders.

Fiat chiefs emphasised the Tipo's present role as a Golf/Escort challenger, the Japanese being dismissed as "not particularly strong in this sector" by Fiat, Lancia and Alfa Romeo ruling force Vittorio Ghidella. Personally, I thought the Toyota Corolla a challenger for world dominance as the most popular badge currently on sale. The Japanese claimed over 12.5 million sales by the time the sixth generation appeared late last year.

However, those Corollas were and are an assorted bunch of models (like the Escort, covering a switch from rear- to front-drive), and I would nominate the VW Beetle as the largest single model run: it is still in South American production, spanning 50 years and more than 22 million units. By contrast the Golf, also a single model in my book with front-drive a consistent theme, is scheduled to reach ten million units this March, attained in less than 14 years.

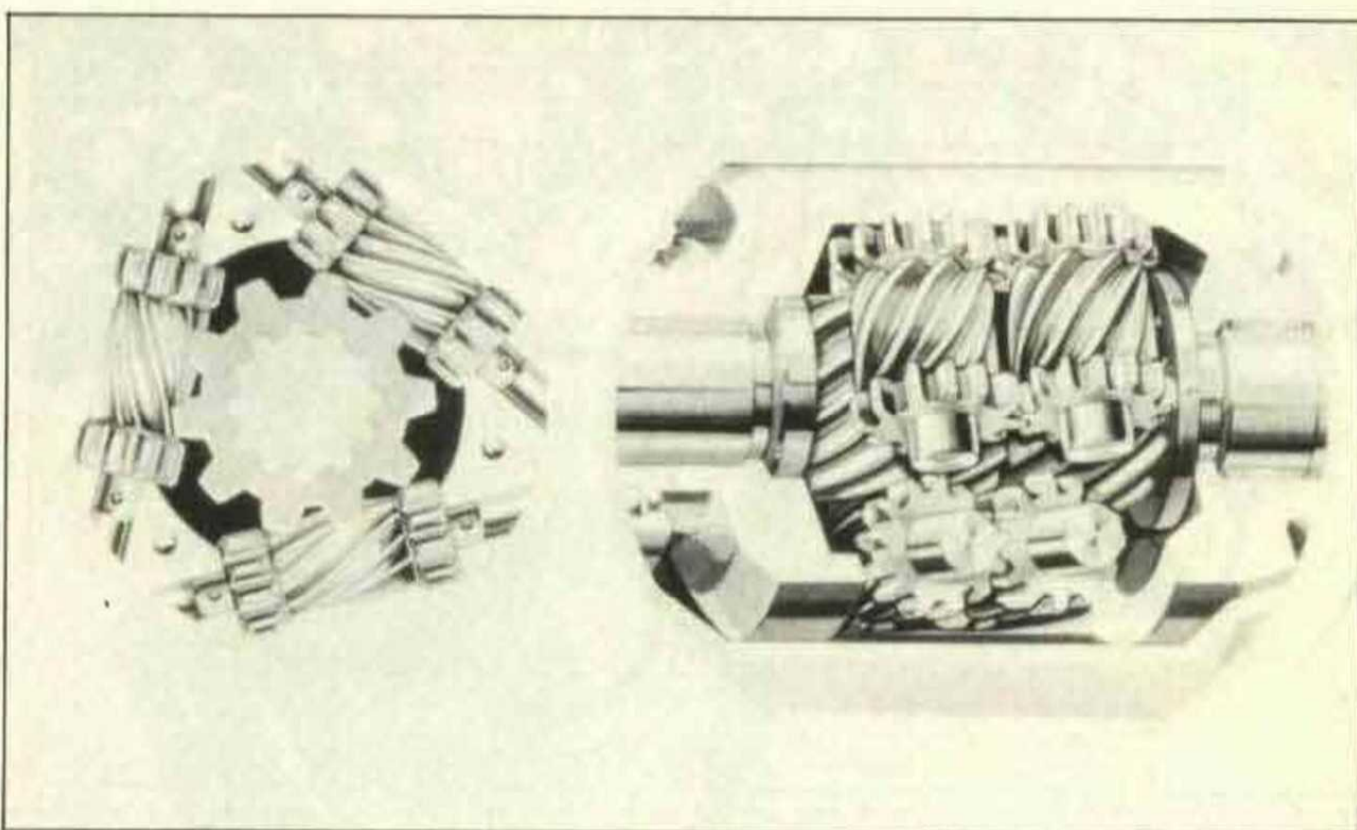
I liked the Tipo's quiet competence in brisk road use, and the imaginatively practical manner of its public premier. Yet I must point out that the Tipo is less of a world challenger than Fiat suggests.

Neither the USA nor Canada is on the sales schedule, and our American readers will be well aware that Fiat had to retreat from their mass market some seasons ago. Toyota's wares, along with now German-built Golfs and domestically-constructed Ford Escorts, continue to fight there.

You can feel the lack of a USA presence in the Tipo's predicted production figures of 1800 cars per day. Hall 54 at Wolfsburg hit 3900 per day early in the life of the second generation Golf, and is now pumping out the contemporary shape at 4415 on every working day! Yet there were still journalists, eminent *German* journalists at that, asking Fiat when it expected to overhaul Golf sales. It may happen, but not on Fiat's current sales topography... **JW**



Fastest out of Tipo's introductory range is, surprisingly, the turbo-diesel.



Torsen differential now equips all quattro Audis.

## Audi Ado

For MOTOR SPORT's readership there is an equally strong reason to cite the new BMW 5-series as the most important of the January 1988 arrivals, and I was saddened that I could not accept a last minute chance to attend the Portuguese driving exercise.

For the announced UK 5-series price span of £16,000-£25,000 means that Audi and Ford aspirants to some of BMW's business could have been directly compared, after a trip to Austria brought my experience of the now all-Torsen differential-equipped quattro line to 100%.

I was an early convert to the quattro system, admiring its lightweight hollow-shaft answer to the normally weighty problem of 4WD. Yet I cannot let my enthusiasm overcome the stark commercial facts of life which seem bound to reduce its availability in the Nineties.

For Audi revealed that approximately 9.5% (about 40,000 of 420,000 cars made in 1987) of its production is now of 4WD quattro type, far below its original aspirations.

There is no doubt in my mind that the Torsen centre differential's presence, in place of the fixed 50-50 power-split bevel gearing of the original Audi system, is thoroughly worthwhile. We were allowed to investigate over three test courses at an unusually snow-free Salzburgring, including a slalom sprint for 90 quattros in which the British were thrashed by the multiple-run expertise of the Dutch. Yes, I got a prize, but I am not sure that a quattro wallet full of fake credit cards made out to a variety of unlikely aliases will prove acceptable in Britain!

The final quattro cornering characteristic of understeer has been diminished by the Torsen Gleason Corporation's variable power apportionment. According to the surfaces encountered, it will automatically bias power

in a range from 75% front to 25% rear, or *vice versa*.

Audi R&D engineers, under the leadership of the now ultimate boss of the Audi company Dr Ferdinand Piech (he of Porsche fame), worked from rallying to road endurance testing to make the Torsen durable enough to withstand everyday usage. Accelerated endurance tests over 186,000 miles included constantly-recurring 90° turns to make the Torsen work for a living.

After the spate of New Year debutants, my personal preference amongst desirable all-weather transport is still headed by Audi's Quattro coupé. The coupé body is due for change in Audi's busiest year, which will also see the 20-valve five-cylinder in non-turbo guise for the 90. Its V8 saloon is not as far away as I thought, either...

BMW's 5-series looks so promising that I could imagine foregoing the security of Audi 4WD, but both are so financially remote that I am forced into the more accessible Cosworth Ford cockpit, but of the three-door variety. Such 145 mph performers are available at lower second-hand prices in the wake of the £19,000 Sierra RS four-door.

Reduced second-hand values may apply to the Audi quattro original too. Yet a senior executive offering me the chance of owning his cosseted coupé confided it would still cost £25,000—after he had finished with it! A new Audi-VW price list has just come to hand and I note that the 200 bhp quattro coupé is now the painful side of £30,000.

I await 4WD for the people, but VW in Britain has yet to price the impending Golf Synchro, which impressed me on its debut in February 1986. Synchro derivatives number ten in LHD, though none mates any more than 90 carbureted bhp to the system. **JW**



*Rounder grille, new lights and a longer tail are the visible changes to Renault's clever craft.*

## 4 × 4 × 7

What's the best type of going to show off four-wheel drive? Snow, of course. Where is there always snow? In the Alps, surely. And which manufacturer has just announced the first full-time 4WD system on a French car? Renault. Add all this together on the Press launch of the 4WD Espace and what do you get? A winter so mild that ski resorts are melting into the Alpine meadows, plus a group of very over-dressed British motor writers wishing they had brought their shorts.

But though the ski-runs were thin, the roads were awash with the slush and gravel typical of a British winter in any case, giving the newly-announced Quadra 4WD version of the ingenious Renault Espace all the testing it needed. This is the car concept that has taken far too long to evolve — an efficient box with removable seats, combining saloon car comfort and performance with versatility surpassing any estate car, wrapped in an efficient shell which, at 14ft 3in, is shorter than a Sierra.

This is not the only seven-seater car on the market, but what distinguishes Renault's "one box" approach to the question is the complete removability of the five rear seats (three in the middle, two behind) to leave a flat floor more than 6½ft long with a low tailgate sill. Recessed mountings allow just one or all five of the identical seats to be fitted, and any one can be folded to form a table. It is a clever principle, and thoughtfully executed, down to a choice of positions for the rearmost seats and arm-rests in the side panel. There is, of course, one snag — if on your travels you buy a chest of drawers, how do you carry the displaced seats home?

Adding a 4WD option is but one of the revisions to this multi-purpose vehicle for 1988: the face-lifted Espace not only looks

better but has more power, more room and more flexibility than the 3000 or so which have been sold in the UK since 1985. Despite its unconventional outline, Espace production has climbed steadily, and this year assembly will total 28,000 vehicles. The car was designed by Matra, which has a history of unusual "packages" including the Matra Simca Rancho and the three-abreast Murena sports car, and is built mainly at that company's Romorantin plant with some help from Renault's own Alpine factory at Dieppe.

The Espace bodywork is all composite (GRP-reinforced polyester) over a steel shell, and is surprisingly slippery; with the new front bumper and spoiler the Cd is 0.34, helped by the heavily-raked screen, which allows the new electronic injection-engined version to top 110 mph. Both petrol engines (there is also a turbo-diesel) displace 2 litres, but while the carburettor unit has only 103bhp, the injected one develops 120bhp. This is standard for the 4WD Quadra.

Like much of the front suspension and steering, the engines are borrowed from mainstream Renault models (R21 and R25), and the unit mounts ahead of the front axle and drives through a transaxle both for the 2WD and new 4WD models.

Adding a prop-shaft and rear differential has not affected the interior at all, despite the new floorpan and rear suspension, but a small amount of fuel capacity is lost and the spare has now to be a space-saver. At the front the double wishbone layout is unaffected (though the track of the new models is up by 1½in with the fitment of R25 parts) while the rear end uses the same torsion axle principle as before with some re-location. This is a form of simplified De Dion axle, with trailing arms and a Panhard rod locating a twistable cross-member which keeps the wheels paral-

lel. Rising rate coil springs reduce body movement.

One of the innovations on the Espace Quadra is the use of a hollow fibre-composite prop-shaft, an expensive item which pays for itself in several ways, since its large diameter (over 3in) and great rigidity cut out any need for a central bearing, cutting weight, noise and vibration.

This shaft is driven by the gearbox secondary shaft and connects with the rear diff through a viscous coupling, giving continuously and automatically variable torque distribution, biased towards the front wheels when accelerating on grippy surfaces but capable of instantly channelling 90% to the rear if that is where the grip is. And the coupling works both ways, optimising the distribution of braking forces and reducing the chance of locking wheels. However, Bosch five-channel ABS will shortly be available as well. In the meantime, the old rear drums have been replaced by discs.

Renault looks on the Quadra system as an all-weather rather than an all-terrain system, and 4WD Espaces are fitted with a new Michelin tyre which gives added sideways grip on slippery roads to go with the traction of four driven wheels. Although the MTX4 tyre rates as an M+S, it seems no noisier than normal rubber (though it howls in extreme cornering) and gives good enough grip to use all year round.

Driving the Espace is novel but easy, in that one sits very upright behind the wheel and a long way from the screen, but power steering and the fine view make positioning simple. Gearchange quality varied amongst the test cars from good but slow to vague and slow, and the ratios are inevitably widely spaced in order to combine mountain pull with motorway cruising, but a firm foot will crack 60 mph in 11.4 sec.

Handling is much like any modern car; the Espace does understeer under pressure but the viscous coupling noticeably smooths out the effect of mid-corner deceleration, keeping the car close to the intended flight-path. Over sinuous mountain roads my companion and I found that if you ignore the angle of lean the tall machine will cling on pretty well, while it never seems to be lost for grip through snow and water, ignoring puddles and climbing strongly even on packed snow as though it had snow chains on.

Broken surfaces can noticeably jar the generally comfortable ride, and even with only two people aboard the 120 bhp unit was a bit short of breath at times when climbing (at least one special Espace has been built with the R25 V6 engine, but don't expect to see a production version).

Overall, though, I appreciated the ease of access, fine visibility, generally good fascia and clever concept of the Espace; with the bonus of fuss-free full-time 4WD for those wet days at Oulton Park, what better way to tow the racer to VSCC meetings? **GC**



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Three generations: softer lines distinguish the new car (left) from original (right) and face-lifted 5s.

## Another Ace?

BMW's "series two" 5-series range was beginning to show its age, but that did not stop the German company from selling 700,000 of them since the mild facelift in 1981. However a completely fresh model will reach the British market in June, so extensively re-styled and re-engineered that the old model will look, and feel, positively antique.

Munich executives are confident that the new 5-series will sell in even greater numbers worldwide, even though the four-cylinder engine has been discontinued, and it is inconceivable that the new range will be anything but a total success.

Superlatives have been heaped on the 7-series, and the new "5" basks in its limelight. The fresh styling bears a strong resemblance, suggesting a four-door coupé rather than a saloon, and the 5-series now has a commanding executive "presence" which the old model lacked. It is longer, wider and lower, and has a longer wheelbase and better accommodation (especially in the rear); but the most positive improvements, so far as the driver is concerned, are in the suspension.

If BMW had a cross to bear, it was the criticism that the 5-series was too softly sprung, less than ideally located at the rear, and wayward on wet roads. All that is likely to be history now, because the suspension layout is as close to perfection as modern technology allows. No matter how bumpy the roads may be, and no matter how fast it is driven, the BMW's combination of poise and comfort is highly impressive.

The range will start with the six-cylinder 520i, provisionally priced at around £16,000 in Britain, going on to the 525i (circa £18,900), the 530i (£22,000), and the 535i (£23,500) — with Special Equipment versions of the 3.0 and 3.5-litre models adding £1500 to their prices. BMW (GB) Ltd intends all models to be well equipped, the 520i for instance having electric windows at the front and rear, twin exterior mirrors, green tinted glass, central



In profile the new 5-series BMW looks a larger car than it really is.

locking and a quality sound system.

These are certainly premium prices when compared with those of rival models from Rover and Saab, to mention two quality makes, and BMW admits that prices on the run-out 5-series models have been pegged in the past year. BMW has a special cachet though, and *afficionados* of the marque will not have to wrestle very hard with their consciences before signing order forms.

Later this year, probably in September, the new M5 model will top the range with its glorious 285 bhp, 24-valve engine, but in the meantime the 211 bhp 535i is the flagship, and the M535i is absent from the range. Both the 3.0- and 3.5-litre engines are more powerful than before, and match the outputs of the equivalent 7-series models.

In quantifiable terms the 5-series is 10cm longer than its predecessor, the wheelbase is 13.5cm greater, the body is 5cm wider and the height is lower by 3mm. Knee-room for backseat passengers has been increased by 40mm, confirming the new 5 as a genuinely roomy model.

Press information was coy in revealing that model-for-model the new 5 is 90kg heavier than the old one, to the detriment of acceleration figures for the 2.0- and 2.5-litre

models, though a much better Cd figure of 0.30-0.32 produces substantially higher maximum speeds.

The 520i, for instance, is said to reach 62.5 mph from rest in 11.9 seconds (although it feels quicker than that), but the maximum speed is raised from 118 mph to 126 mph. At the top of the current range the 535i reaches 62 mph from rest in 7.7 seconds and has a maximum speed of 146 mph.

The wheels are up from 14in diameter to 15in, with wider tyres, to accommodate larger disc-brakes which are ventilated on the 525i and upwards. A bigger brake servo reduces pedal pressure, and in the steering department BMW has standardised the speed-related, power-assisted recirculating ball system; Servotronic, which is also governed by engine speed, is an option.

In suspension the 5-series has made a quantum leap over the old model, straight from the 1970s to the 1990s. Although it resembles its predecessor in general layout, the system has been aligned with that of the 7-series, with Boge or Fichtel & Sachs twin-tube gas dampers all round.

The front suspension, with effective anti-dive characteristics, now has separate mounting points for the coil-springs and dampers, and improved rubber bushing. The rear suspension, with even more effective anti-squat characteristics, has 13° trailing arms and an additional supporting bracket, and is perhaps 25% stiffer than the old layout.

Rubber bushing has again been improved, although more in the interests of noise suppression, and the handling has been improved generally by achieving a 50:50 weight distribution, instead of 47:53. Tyre contact is enhanced, and the spring and damper rates are more highly tuned.

What goes on underneath the floor does not interest the majority of customers, but the effective ride and handling qualities do, and BMW has reached the finest compromise. Ride, on sometimes atrocious surfaces in Portugal's Algarve, remained exemplary, and the stiffer-suspended, wider-tyred 535i remained impressive. The wheels were able to cope easily with holes and ridges without transferring shock to the cabin, and were not deflected even in hard cornering.

Fine handling, hitherto not a prime feature of the 5-series, is one thing (and we can only suppose that the car will behave itself on wet surfaces). Excellent noise suppression, both from the engine and from the tyres and suspensions, is the other factor which will impress potential clients. The 5-series comes close to the 7-series (and the Jaguar XJ6) in these areas, helped by having upwards of 44kg of noise-suppression materials added to the specification.

The 5-series is available with many of the features first seen on the 7s, including such things as speed-related wiper arm pressures (standard from 525i upwards), a more powerful and sophisticated heating system

# BMW 5-Series

with five interior sensors and individual left-right control, and seat-belt upper fixings which height-adjust automatically as the front seats are moved forward or back.

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Subjectively the 320i felt quicker in acceleration than BMW claimed (a 0-60 mph acceleration time of 10 seconds would not be surprising), but there were variations in standards between models; while the 2-litre felt very sweet and quiet, the 535i had a fair amount of wind-noise around the screen pillars, which we were told would be cured in production models, and connoisseurs will also miss the availability of the close-ratio gearbox.

Whilst it is always better to save a proper critique until a new model has been driven on familiar roads, it must at least be safe to say that BMW has produced another model with award-winning potential.

MLC



Similarity to the new 7-series is obvious from behind.



  
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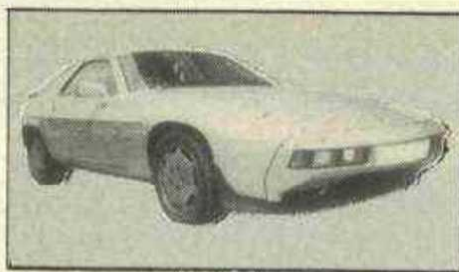
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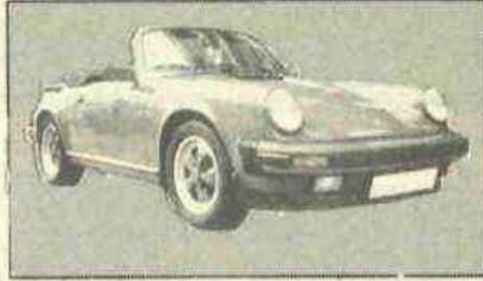
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1984 8 reg 3.3 Turbo. Light bronze, brown leather, 21,000 miles only, FSH ..... £34,950  
 1984 A reg 3.3 Turbo. Ice blue, dark blue leather, with white piping, 26,000 miles, 2 owners, FSH ..... £32,950  
 1982 Y reg 911 SC Sport Coupe. Guards red, 39,000 miles, FSH ..... £18,950

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## TIP OF THE MONTH

Autoheat — the Final Solution? The 911/930 Autoheat System, fitted from 1976 onwards, is necessarily somewhat complex in order to offer an improvement on the human brain adjusting the heater lever the desired amount. The consequence is that if (when?) the Autoheat System malfunctions, it can be more than somewhat expensive to repair, with the thermostat switch at £73.74 + VAT and the control board at £121.93 + VAT. Our solution, being simple folk, is to dispose of it completely and re-fit the original manual lever system, which obviously is so simple-reliability is inevitable. It also, incidentally, provides separate control levers for the driver and passenger, a small improvement the Autoheat cannot offer. Complete conversion kit - £65.00 + VAT. Additionally, it is extremely simple to install the old 'RS' era hand throttle control at the same time, if nothing else to combat occasional neuroses from the automatic choke system. Additional hand throttle kit - £15.00 + VAT. Installation costs - £50 to £75 + VAT, depending on model. Then you'll have to occasionally adjust the lever (by feel), instead of very occasionally adjusting the Autoheat control. Think you can manage it?

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## ROAD TEST



Rear view of Volvo's front-drive mini-estate is pleasingly similar to its predecessor, the P1800ES.

# Jack of all Trades . . .

Somehow the 480 ES sits a little uncomfortably in Volvo's range. If there is one manufacturer which has pressed the safety message home, making it the strongest selling point of all, it has been Volvo. Solid, safe, dependable — and that was just the styling. Higher performance crept in to refresh the old 200-series, with the GLT variant in saloon and estate form benefiting from the turbo version's surprise race-track successes, while the big 760 Turbo churns out a healthy 173bhp.

Yet now comes the first sportingly-styled Volvo since the 1960s, when the stylish P1800 coupé found television fame as the Saint's chosen transport and the later estate variant (built from 1971 to 1973) squared up to the Reliant Scimitar, and it is fitted with the lowest-power engine in the range. The official line is that the car should not be compared directly with out and out sportscars; if so, what sector is it aiming for?

Its concept is that of a small hatchback with vaguely estate-car looks, the flat roofline giving rear seat headroom in the same way as VW's Polo or Honda's Civic, and it is built on the floorpan of the soon-to-be-revealed small saloon which will replace the 340/360 series. Thus it acts as something of a taster for these new models, the first Volvos to be equipped

with front-wheel drive.

Like the existing 300-series cars, the 480 is assembled in Volvo's Dutch factory (ex-DAF) and uses the four-cylinder 1721cc engine set transversely and mated to an end-on five-speed gearbox. The single belt-driven overhead cam unit has a Heron-type head, designed with some input from Porsche, and multipoint fuel injection linked to electronic engine management, and as both inlet and exhaust tracts open from the rear of the block, the two-valve-per-cylinder unit breathes through a cast inlet manifold which lies on top of the cam cover like a huge hand.

Output from this engine, which derives



Nose is less successful, with heavy bumper and large rectangular pop-up lamps.

from Volvo's collaboration with French giant Renault, is 109bhp at a noisy 5800rpm, together with torque which hovers somewhere around the 100 lbft mark at a comparatively high 4000 revs — not impressive characteristics for a 1.7-litre injected engine. These figures are more comparable to a Ford Orion 1.6i than the sort of car which the Volvo seems to be aimed at, given its £12,000 price tag, and the unit is if anything less refined than the Ford.

Lacking urge at the bottom end, the revs need to be kept high in order to use what performance there is, and the penalty is noticeable roughness and an increasingly rowdy noise as the power peak is approached. That might be acceptable if there was some sparkle to be found somewhere in the rev range, but it feels bland and flaccid; Volvo claims 9.5 sec to 60mph, while at the same time stressing the car's overtaking abilities rather than its standing start times, but I was unable to carry out any track-testing of my own. A pity, since the car felt as though it would be hard-pushed to turn in the right figures.

There was, too, an alarming characteristic in the test car: although it always started promptly, as one expects with an injection

engine, the idle was very erratic, occasionally stalling even when warm, but much more often rushing up to over 2000rpm and staying there. More than once, after slowing for a hazard in second gear, I lifted my foot from the brake and the car rushed forward before I had touched the throttle. A sticking idle valve, I was told, quickly corrected after I had returned the car.

But there are good things to say as well: for a front-wheel drive car, the little Volvo turns in obediently, its speed-related power-assisted steering, taking the effort away, though it could benefit from a quicker ratio. And understeer is minimal — this could almost be a rear-wheel drive chassis while cornering within its limits. What sharpens it up is the carefully planned compliance of a little kidney-shaped bush in the wishbone at the bottom of the front coil-spring strut; this flexes by a small but significant amount as the steering is turned, cancelling out any lost motion and reinforcing the directional response.

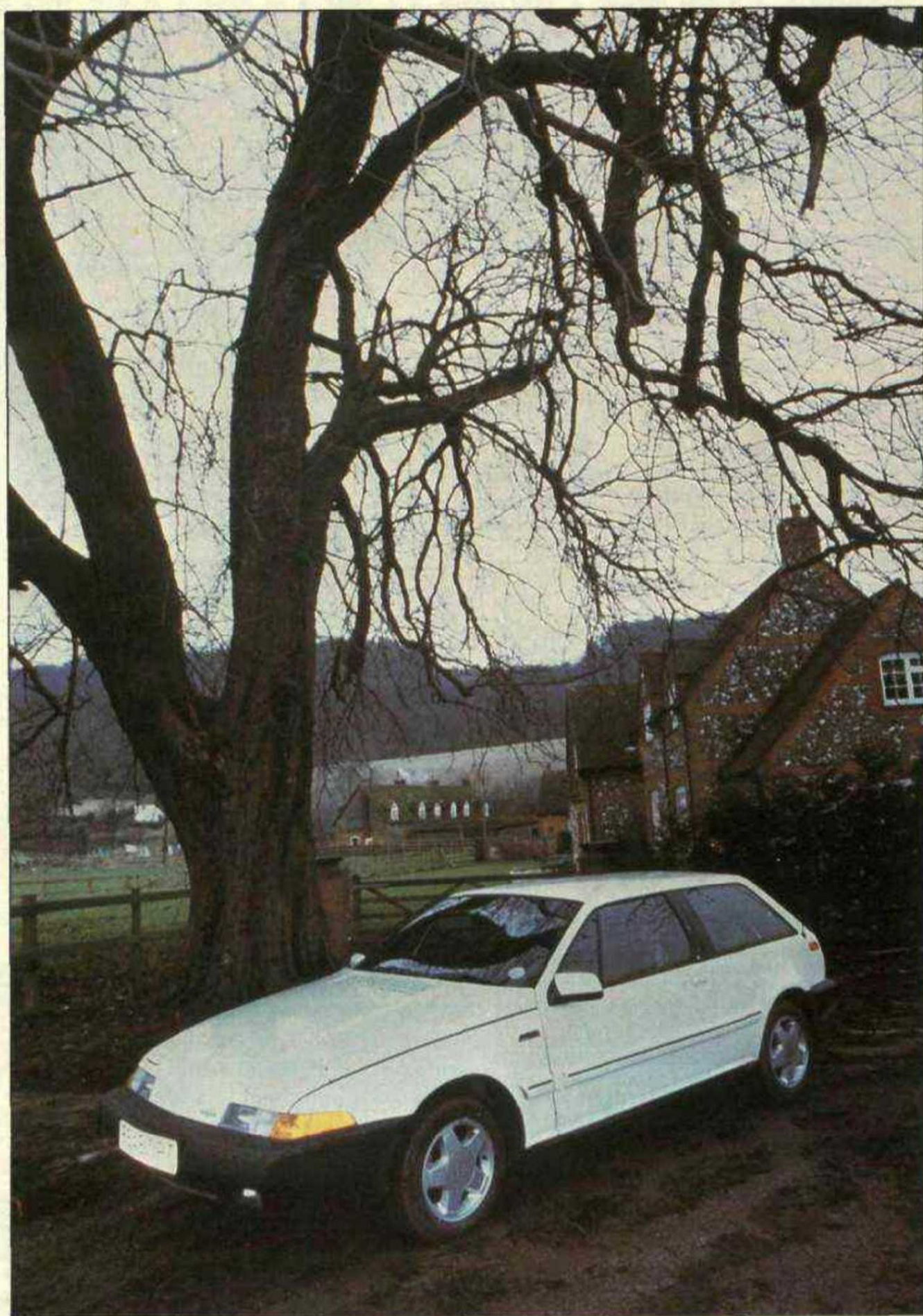
As a result the chassis feels better balanced than many FWD cars, even if the adhesion is not dramatically high, and can be threaded through faster corners with spirit; it is also very stable in cross-winds.

A simple coil-spring beam connects the rear wheels, but Volvo's engineers have chosen an unorthodox location method: two longitudinal Watts linkages plus a Panhard rod. The Watts system is more usually used as an alternative to a Panhard rod for lateral location of a de Dion tube as on the Alfa 75, but here the low position of the mountings means less intrusion into the boot-space.

And that is a vital feature, given how small the boot is. With the individual rear seat backs raised, there is room for a couple of modest suitcases and some odds and ends, which can be covered by a hook-on plastic blind. Folding the seats helps to a point, but they only lie on top of the squab, leaving an irregular floor.

On the other hand, the backrests can be locked into one of three different angles for rear passenger comfort, and there are arm-rests and pockets in the side panels and in the centre — this is definitely not a five-seater. Leg and headroom are just about adult-level, putting the 480 ES right on the borderline between a 2+2 and a full four-seater. A spacesaver spare tyre is squeezed in more-or-less vertically below the small all-glass rear hatch, so that it can be extracted without disturbing everything.

Volvo has long had a reputation for excellent seating comfort, and this small version seems to come up to the mark, including lumbar adjustment up front. A deeply recessed instrument panel carries a large speedometer, smaller rev-counter and the Electronic Information Centre, which is a much more practical device than its grand title might suggest. It allows the driver to select one of several readings (fuel consumption, average speed, range, plus oil, water and air



*Sporting looks should eventually be matched by promised turbo version.*

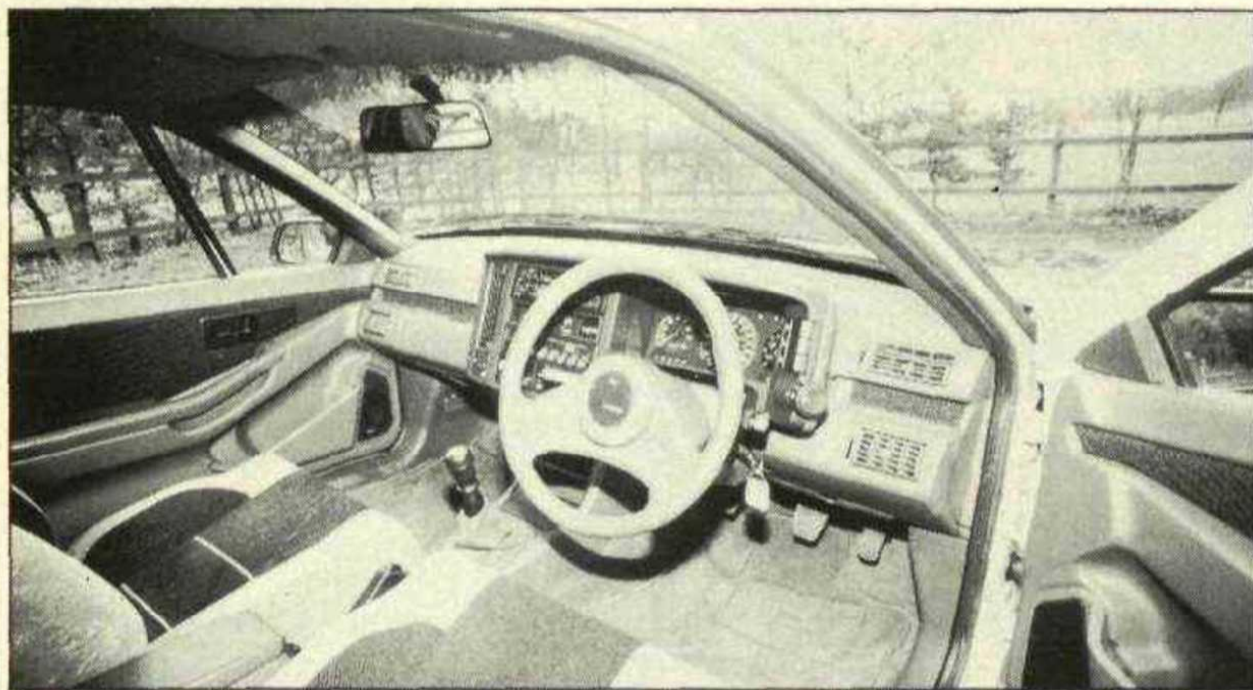
temperatures) with a simple rotary knob, his choice being shown on a corresponding rotary display, which is automatically over-ridden by any urgent warnings. A neat approach, and possibly the easiest trip-computer to use currently available.

Also near to the driver's hand is the radio, with a voltmeter and oil pressure gauge below, and a blank space which can only be for the boost gauge of the turbo version, due to make its American debut this summer, but not expected here until 1989. Tiny push-buttons operate the heat/vent system, but the vents are too distant to refresh the driver. Auxiliary switches in the off-side of the binnacle operate fog-lamps and heated rear window, with a

rotary knob for the lights.

Like all Swedish cars, the 480 has permanent running lights, which gives Volvo and Saab drivers an edge over here while no-one else has them. But the dash panel should not be permanently lit, since that leads the Volvo driver to imagine that he need not bother with headlamps at night; London is already full of ignorant drivers who imagine that side-lights are enough in town. Wrong — side-lights are inadequate and dangerous to drive on even under street lamps.

A dimly-lit car (or taxi, cabbies being amongst the worst offenders in this as in so many areas) is harder to see and to judge the speed of, and there are thousands of cyclists



Controls are well-grouped in large dash binnacle; trip computer especially good.



Headlamp pods are switched so that they cannot be raised while the short bonnet is up.

and motorcyclists who rely on reflective belts to make them stand out at night. Those too lazy to use their headlamps are putting the most vulnerable road-users to excessive risk, and as a cyclist myself I strongly resent that. The forthcoming "dim-dip" legislation is an unnecessary and half-hearted complexity entirely due to the carelessness of one section of the motoring public.

Another Volvo lighting oddity is the standardisation of a third high-level brake light to comply with regulations in the USA, where even convertibles must show one. The advance warning this gives through the screen of intermediate cars is a Good Thing, though anyone who has sat at the lights on a rainy day while the Volvo driver in front rests his foot on the brake pedal and dazzles him might disagree.

Amongst the list of standard equipment are tinted glass, electric windows, mirrors and locks, headlamp washers and a burglar alarm system, with leather upholstery coming in at £760 extra.

From behind, the 480 ES pays more than a

passing acknowledgement to the lines of its predecessor of 17 years ago, the P1800ES. The proportions of the hatch and the little kick-up of the light treatment recall that gloriously Sixties chrome swage line running along the older car's wing which became the door handle. It is as if Volvo's stylists (for the car was designed in-house and not by Bertone which has been employed for many projects by the Swedish company) have quite consciously updated the styling of the P1800ES, for the proportions are very similar up to the A-post.

Forward of here, however, the shape loses its way, the swaged bonnet sweeping down to a slightly V-shaped nose with a blank central panel. Slim driving lights and indicators give the nose a flash of character, but the heavy bumper obscures the traditional Volvo grille which is submerged below it, and the rectangular pop-up headlamps look clumsy when raised. The bonnet line is commendably low for an FWD car, thanks to the backward tilt of the block, but the nose looks too heavy for this small vehicle.

Now that the car which started it all, the Reliant Scimitar GTE, has gone out of production, there are few cars which could be called sports-estates, though plenty of full-sized estates are fast enough to be called sporting. Yet the 480 ES has only mediocre abilities in these fields. Volvo says that it is not a sportscar, yet there are family hatches with more go, and certainly more engine refinement — the harshness of the Renault unit becomes tiring in time, although sound-levels otherwise are good.

Luggage accommodation is disappointing for a car as long as a Cavalier (despite the useful way Volvo has built various lockers and pockets into the boot sides), which makes a normal small hatch look like a better idea. Alfa has the attractive Sprint or the 33, or indeed its own fast estate, the Sportwagon, all with a more pleasant engine, while Citroën can offer the Visa GTI with with more room and performance at almost £5000 less. Still, Volvo

and Alfa customers are likely to be rather different in outlook; perhaps the most probable opposition, given the higher average age of customers of both makes, is Honda's Aerodeck. Similar in concept, the longer Honda has a bigger boot, reasonable rear passenger space, if a little down on headroom compared to the Volvo, and a lovely free-revving engine of 122bhp. And there would be enough change left over to buy a fancy radio/cassette.

What you do not get with any other than a Volvo is a Lifetime Care Commitment. For years now, Volvos have headed the tables of expected useable life, now at an astonishing 16-plus years, and its dedication to durability as well as to passenger safety is accepted by all. So on top of the expected 12 months unlimited mileage warranty on every new Volvo, the company agrees to honour any manufacturing defect at any age or mileage. This is obviously a very open scheme, and Volvo goes to some lengths in its promotional material to stress the idea of "joint responsibility, fairness and honesty" between factory and owner, who is tied to using Volvo dealers and parts only. But it indicates a real faith in the company's products.

As one who learned to drive on Volvos, I have always had a soft spot for the *marque* and its reputation of safety and engineering integrity, and the company's customer loyalty is envied by most other manufacturers. Volvo's marketers must be hoping for long-term owners to switch to the 480 ES when the children have grown up and the 245 estate is no longer needed, because it is not likely to make startling conquest sales from other makes. The 480 ES is a jack of all trades, master of none, and until the 128bhp Turbo is available to give it a little dash and exploit a basically decent chassis, it has much headway to make up. **GC**

**Model:** Volvo 480 ES

**Type:** 2+2 coupé.

**Engine:** Transverse four-in-line sohc, 1721cc (81 x 83.5mm). Electronic fuel injection/ignition, 10.5:1 cr. Power: 109bhp at 5800rpm. Torque: 99.9 lb ft at 4000rpm.

**Transmission:** Front-wheel drive, five-speed manual transaxle.

**Suspension:** (Front): Spring strut with lower wishbone. (Rear): Beam axle, longitudinal Watts linkages and Panhard rod, coil springs.

**Steering:** Power-assisted rack and pinion, 3.1 turns lock-to-lock.

**Brakes:** Servo-assisted, diagonal split. (Front): Plain discs. (Rear): Plain discs.

**Wheels and tyres:** 5.5J x 14 alloy rims, 185-60 HR 14 tyres, spacesaver spare.

**Performance:** 0-60 mph: 9.6 sec; Maximum speed: 114mph.

**Economy:** 28.3 mpg overall.

**Price:** £11,995.

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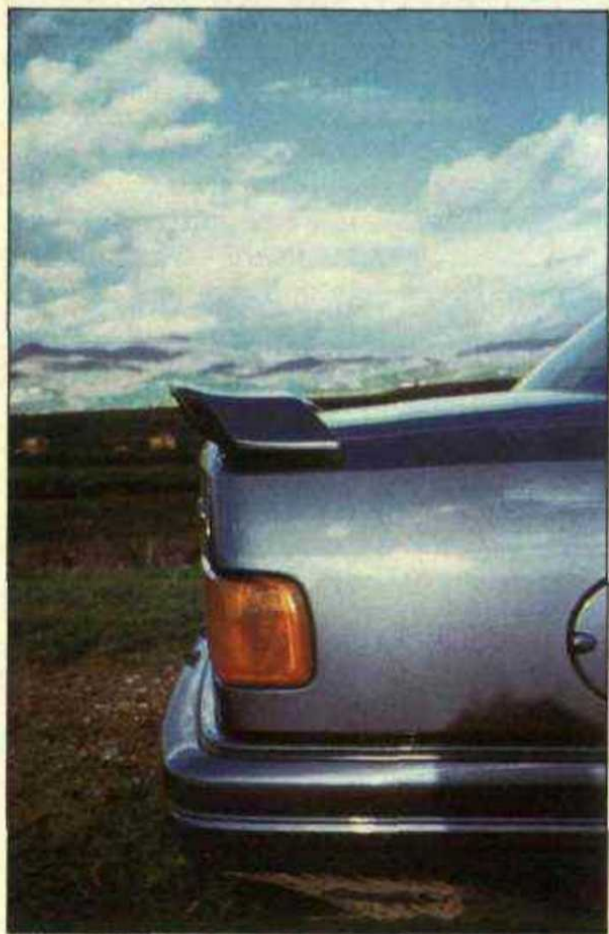
IN ASSOCIATION WITH LORD MONTAGU OF BEAULIEU

Sitting in the driver's seat, this could be either of the previous Cosworths: ahead is the well-known Sierra dash, small leather-clad wheel and gear-knob, and 170mph speedometer. But there is no boost gauge, a pointer to the less aggressive buyer Ford hopes to reach with this 150mph luxury supercar, and this time there are no limits to production. And at £19,000, much less than expected, it pitches right into Saab, BMW and Audi territory with a big performance edge and the accolade of a Design Council Award.

Fitting the Cosworth running gear into a Sapphire Ghia shell has transformed the character of the car: improved rigidity from the three-box shape, plus last year's other mainstream Sierra improvements such as larger windows and better sealing and insulation go together with refinements to the suspension to make a much more relaxing car which is virtually as responsive on the road.

Most noticeable is the feel of the MacPherson-strut front end: gone is the race-track sharpness and wander over irregularities, replaced by more consistent feedback due to added castor. By dropping the original Cosworth's high roll-centre back towards a more normal level, front-end bite, and thus potential oversteer, has been traded for more stability, and this is no real loss thanks to the excellent load-sensitive power-steering. At the back the trailing-arm layout remains, although the standard Sierra's latest tubular subframe is incorporated, rubber bushes give way to uniball joints for crispness, and the extreme negative camber has been much reduced to give a flatter tyre contact patch.

Spring stiffness has gone up slightly all round, but softer damping keeps comfort levels more than acceptable, while there is



Bye bye biplane.



Several restrained changes make the new Cosworth distinctive.

## No Limits

much less noise transmitted from the road through the 205/50 x 15 Dunlop D40 tyres on their special alloy rims.

Powering what Ford sees as an executive express is the 204 bhp Cosworth YBB motor with Garrett T3 turbo, which has far more eager mid-range pull than the more extreme 224 bhp RS500 version, boasting 80% of its maximum of 197 lb ft of torque at just 2300 rpm. Coupled with a close-ratio Borg-Warner five-speed, this means real punch in every gear, and with claimed 0-60 mph times of 6.1 sec the RS Cosworth is unrivalled by any saloon at this price (and few at any other). We drove it over twisting and sometimes rough mountain passes, fast main roads, and dual carriageways, and at all times the RS responded more-or-less immediately to the throttle, surging away whether in second or fifth, and accurately following the driver's wishes.

With a viscous differential to control wheelspin, there is only the occasional chirp from a rear tyre leaving a hairpin, while the actual adhesion and balance are superb. Braking, too, embodies the track-proven four-pot vented disc layout at the front, plain discs behind, with ABS as standard to improve safety margins, and it stood up perfectly to heavy mountain use.

Although this is a 150mph saloon, Ford hopes to sell it into the company car-park

alongside middling BMWs, and to this end it boasts plush velour trim, Recaro seats and heated screen, plus power windows, locks, and sun-roof. However, these are hardly sufficient to give it the same prestige, so Ford will need to stress the staggering performance and last year's competition successes to give it the necessary glamour. Nor does it feel the same class of quality car in build, although the latest Sierras and Sapphires are much improved and well up with their more usual rivals.

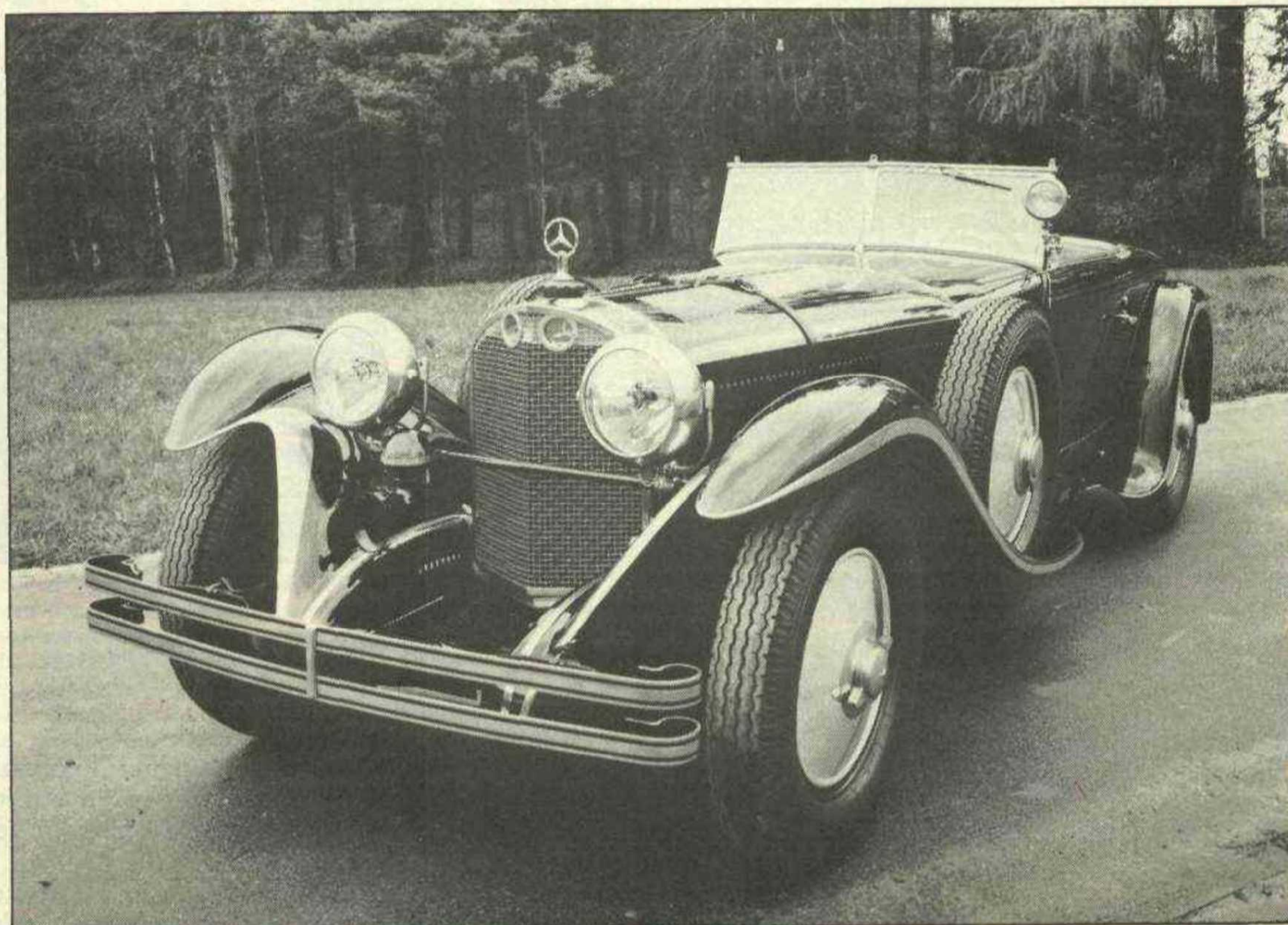
Yet in RS guise, the Sapphire is actually a handsome car, much more restrained than its biplaned predecessor; with a smallish boot spoiler, foam-filled front bumper/airdam and flared rocker panels between the wheels, the car is recognisably different, recording a Cd factor of 0.33, and it should be turning in better than 22mpg.

There is no doubt that Ford has done all the right things to push the Sapphire Cosworth (officially it is called merely RS Cosworth in Britain, and just plain Cosworth on the Continent, which is bound to lead to confusion with the two previous versions) away from the road-racer image towards that of a fast all-round five-seater, and in this it has succeeded admirably—the new Cosworth is a much “better” car. Yet there was an appeal in that raw homologation special idea which I think I shall miss.

GC

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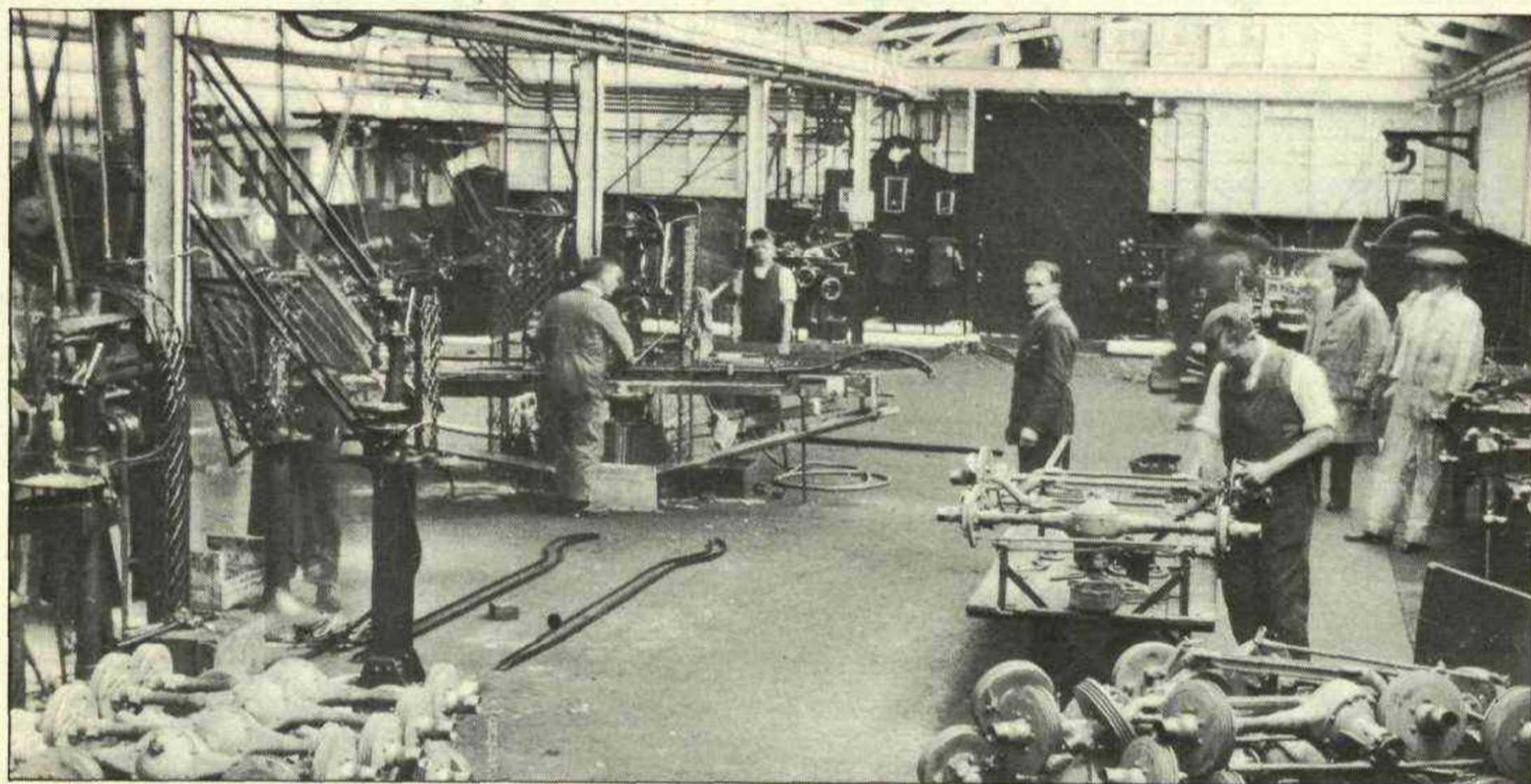
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## VETERAN TO CLASSIC



The MG factory in 1935, when this small company's track successes were boosting prestige and improving durability.

# Performance Uprating

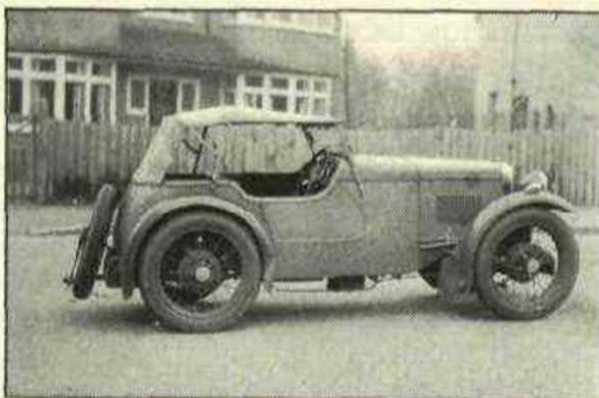
Modern cars are often deceptive. Very similar body shapes conceal engines of vastly different output, with chassis detail modified to suit, and the availability of spoilers, wheels and so on from kit shops often upgrades the appearance of the low-performance version until it resembles the fast version. This is a growing trend, and several popular cars now have a range in which maximum speeds might vary within the realm of 90-125mph for any given configuration.

Years ago, taking the 1930s as an example, the options in a given model were generally restricted to two or more engine sizes giving only a small difference in performance, usually by increasing cylinder bore. Jaguar was probably on its own in offering a range extreme of 1¾, 2½, and 3½-litre engines with almost the same body, but even then top speeds varied by only about 20mph.

There was one notable exception to this restraint. The MG company, regarding sports performance and racing as a design progression towards the improvement of production models, took extraordinary steps with its products.

It transformed the popular M type, in a series of steps which involved drastic frame re-design and engine/transmission uprating, into the C type which was raced successfully almost worldwide during 1931-33. Later C types were fitted with two-seater TT-type bodies, modified to include doors; these were used for the J2 production model, introduced in August 1932, which had a twin-carb 36 bhp

In the last years of the David Brown era, Aston Martin's Engineering Director Dudley Gershon fought against financial pressure to abandon development of the Aston Martin V8 engine. His conviction that the lessons of racing need to be amalgamated with production specifications grew largely from the pre-war experience of MG in developing its competition cars. Here, he details the thoroughness of the programme which resulted in the supercharged J4 MG.



Starting point: M-type Midget.

engine. The final version of the C delivered about 70 bhp in supercharged form, whereas the original M barely reached 20 bhp.

The J2 was immensely popular on introduction, and was also made available in supercharged form as the J3, which had about 60 bhp on tap and was suitable for minor events but not for serious racing. Following the introduction of the J2, the racing version of the C type developed into the J4, which was available from 1933, with a larger supercharger, bigger brakes, and longer wheel-

base. The engine delivered 72-90 bhp according to blower size and fuel permitted.

In 1934 the J4 type was developed into the Q, which was given a three-bearing crank (matching the touring version P type which had then replaced the J2). This engine produced 95-124 bhp, with exceptions around 140 bhp for brief record attempts using larger superchargers, special fuels and sometimes heads.

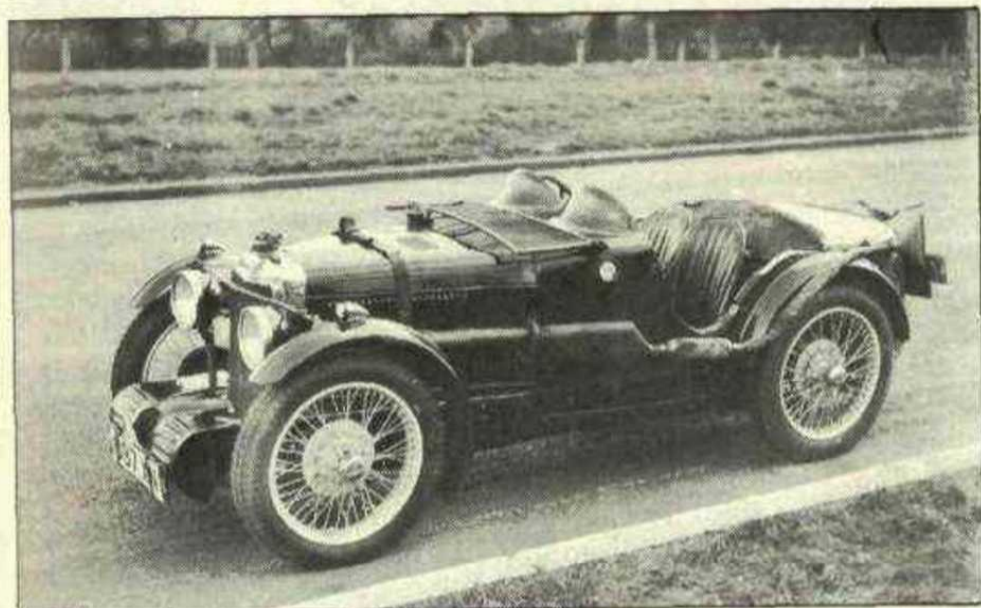
Common to all these engines in racing form was a reduction from 850cc to 750cc obtained by downstroking a much sturdier and counterbalanced crank. The J3 was also a 750cc unit, but it had a simple forged crank, rather like that of the J2 though with the short stroke and larger bearings.

At this time, in around 1935, I owned a J2 which I decided to convert into a J4, assuming this would be easy. Not knowing any better (but thinking I did!), I ordered a No 7 Powerplus blower, a Laystall crank, an outside exhaust system with regulation Brooklands silencer and an ENV gearbox.

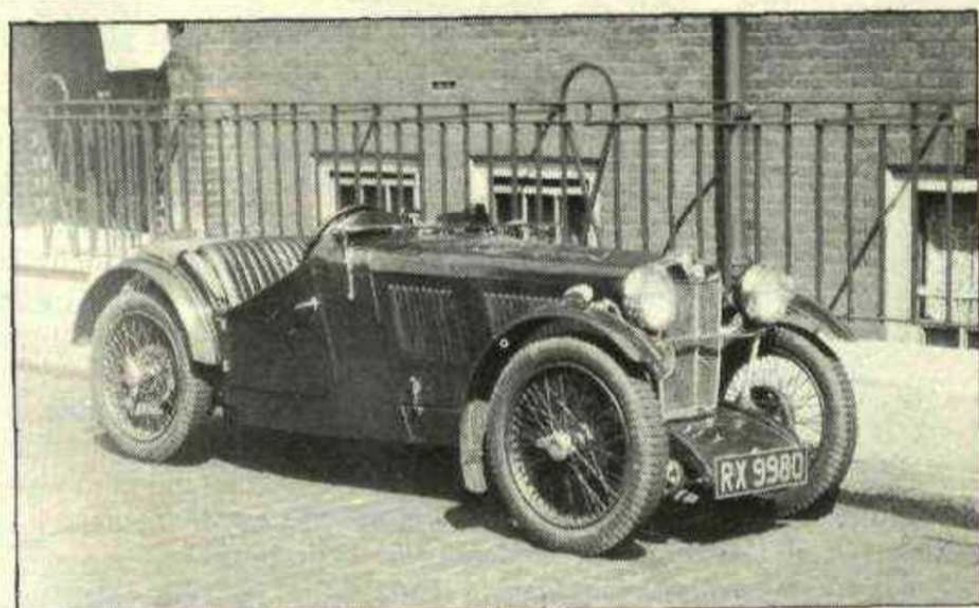
I intended to get the work done in about



## J-Series MGs



The C-type MG, built to special order with or without supercharger.



Simple and attractive, the J2 had a body derived from the TT C-type.

three weeks, but as soon as I started I hit trouble. Realism, in the form of a stream of new factual information, stopped me in my tracks.

Every single part of the car, from carb to wheels, was either of different design or material or both (or was an added extra), and thus needed replacement or modification. This applied to supercharger and reduction box (added), carb, valves, springs, pistons, rods, crank, clutch, gearbox (another type), propshaft, axle nosepiece, driveshafts and wheels. The steering, brakes, body structure, suspension, wiring system, exhaust system, and a host of other details were also different.

The immensity of the task and the fact that there were no short cuts, showed me that it was no use trying to be clever; my only course was to change the car for a genuine J4. This I was lucky enough to locate and buy.

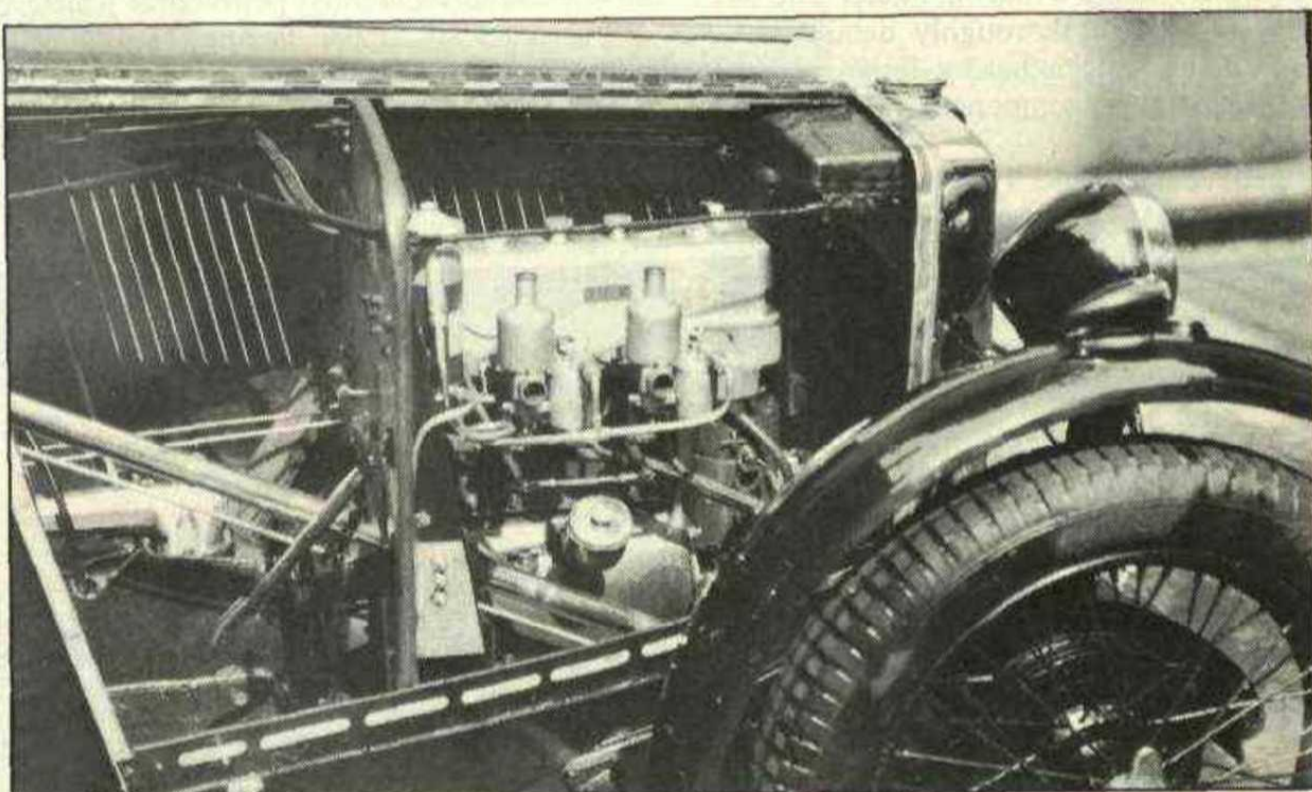
The J4 looked very similar to the J2, except for the outside exhaust, the blower, and the absence of doors. But the vast difference in specification was one obvious reason why a new J4 (only 17 were built — my ex-Dennis Mansell example was No 4) cost £675, while the J2 was only £225.

I used this car for local trials and, when I could afford it, for such events as the Junior Handicap (Nuffield Trophy) at Donington, where I crashed it in practice and broke a crank in the race due to my lack of restraint and scant attention to the rev counter.

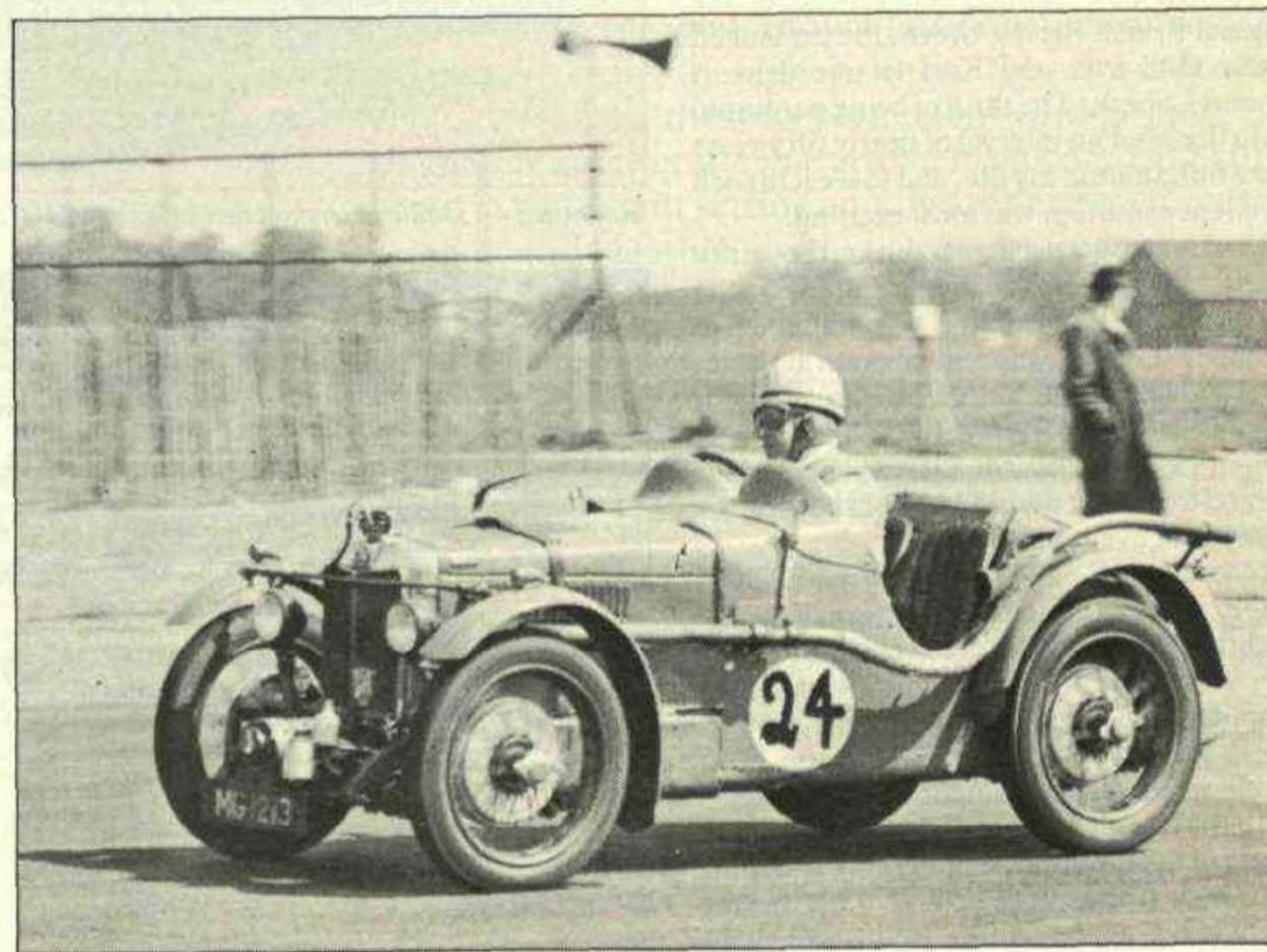
If anyone wonders why I bothered to change the car to get the proper end product, rather than just risk boosting the J2 by supercharging a strengthened engine and forgetting the rest, my mind was made up after taking a ride in a J3, which was simply a supercharged version of a J2.

The J2's top speed was around 75 mph, although the original *Autocar* test got 80 mph on a car later admitted to have been a bit special. The J3 would do 90 mph (and possibly more), but it was lethal at above 80 mph — all over the road with everything flexing.

On the other hand, the J4 was rock steady and properly under control right up to its maximum of more than 100 mph. I do not believe any other manufacturer has developed



A twin-carburettor 36 bhp engine powered the J2.



Gershon's C-type at Silverstone in 1953, with brakes and supercharger uprated to J4 specification.



*Gerhon's C-type was originally unblown; the first Powerplus supercharger was fitted in 1950.*

a racing version of a touring model (and *vice versa*) in such a thoroughly detailed way before or since. Whether by design or metal spec, almost every component was changed in the process.

I believe the fastest TT-bodied two-seater J4 performance was that of Hamilton's car, which was second in the 1933 Ulster TT at around 73 mph and later exceeded 110 mph in that form at Brooklands. The same chassis configuration, but with a light single-seat body, lapped the Weybridge Track at over 120 mph.

I relinquished my J4 in 1938, and did not see it again until recently. I discovered it now belongs to Dr Karl Weissmann, a great MG enthusiast who has three or four of the pre-war works supercharged cars (K3 and J4) and who has rebuilt my old car to a first-class standard. Naturally I could not resist nipping over to Lubeck, near Hamburg, where he lives in a house which he has practically converted into a shrine for old racing MGs.

Though now painted red instead of the original British Racing Green, the car looked better than ever and Karl let me drive it around Lubeck. The thrill of being permitted to do this after an interval of nearly fifty years was a milestone in my life, and to see it in such excellent condition was most exciting.

I had not forgotten the car during those fifty years; indeed I had made strong efforts to re-trace it in 1949 when I was stationed in Hanover. There was an annual event at Peine, nearby, which the Germans entered with great zest using early Porsches and various home-made Volkswagen conversions, and it seemed to me that the old J4 would be ideal for this type of event.

I advertised for a J4 (including in *MOTOR SPORT*), but the few replies revealed only modified J2s or similar. However, one reply led indirectly to a C type which was dilapidated but completely original, and as the C was only one stage behind the J4 in development terms I bought it.

All the C engine/transmission features were identical to J4, but steering/braking and some bodywork aspects were behind. This was the "unblown" model, so in the subsequent rebuild I converted it to the "blown" spec by

getting hold of a No 7 Powerplus and the associated reduction gearbox.

The rebuild was completed in time for the 1950 Peine event, which it was leading on the penultimate lap when put out by a broken crank! It gave a lot of fun in other minor races and trials in Germany, including the following year's Peine event, when it was again leading half-way through but went out with a broken con-rod.

The car was able to achieve a maximum speed of 95 mph on alcohol/benzol, but the steering tended to weave, for unlike the J4 it had no divided track-rod. Furthermore the 8in brakes were nowhere near as effective as the J4 12in jobs, and were juddery and inclined to overheat. A further weakness was the horizontally-mounted petrol tank which was affected by frame flexing, and kept leaking in spite of rubber mounts.

I set about uprating the brakes to the 12in standard, and also found a No 8 Powerplus which brought the top speed up to a mean 101mph — but another posting forced me to

sell the car before I could get down to converting the steering to match. I had entered it for some VSCC Silverstone events in 1952-53, but as usual I retired, with broken cranks, rod or crown/pinion. I did manage a third place in the Welsh MC event at Fairwood in 1952, however.

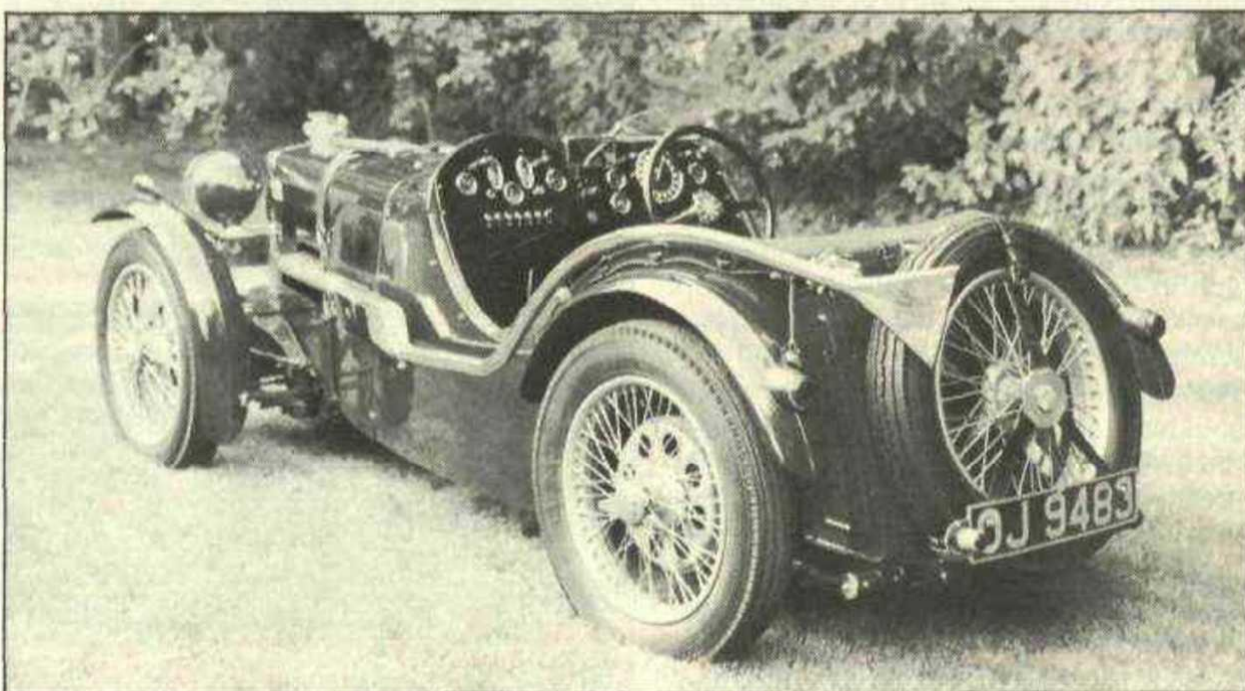
The C is now in USA, stripped to the bare bones, and I hope the resultant rebuild will one day make it look and go like the J4 in Lubeck still does.

The equivalent exercise nowadays would consist of converting something akin to a 5TL Renault into a GT Turbo, or a Ford Escort 1.3 GL into an RS Turbo. My bet is that it would be nothing like as difficult, and relatively much less expensive. In the old days, for example, the Ambrosia crank for the MG cost £37, and the Powerplus £75, today's equivalent of about £750 and £1500 respectively.

At a rough guess, the total cost of conversion, without labour, would then have been about £550, or £11,000 in modern terms. Yes, it is easier nowadays! DG



*Re-united — Dudley Gershon drives his old J4 after nearly 50 years of separation.*



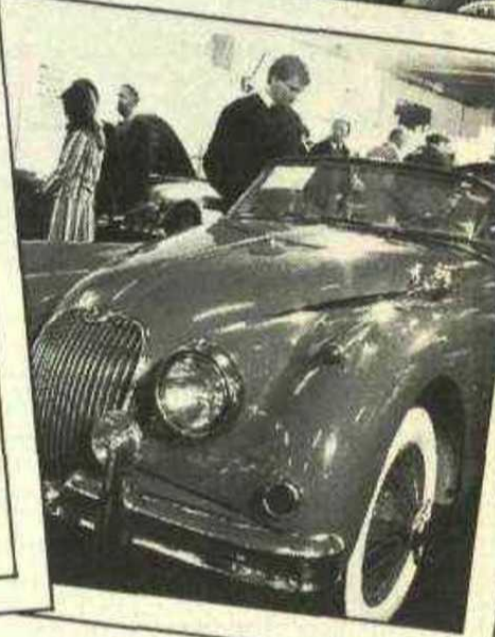
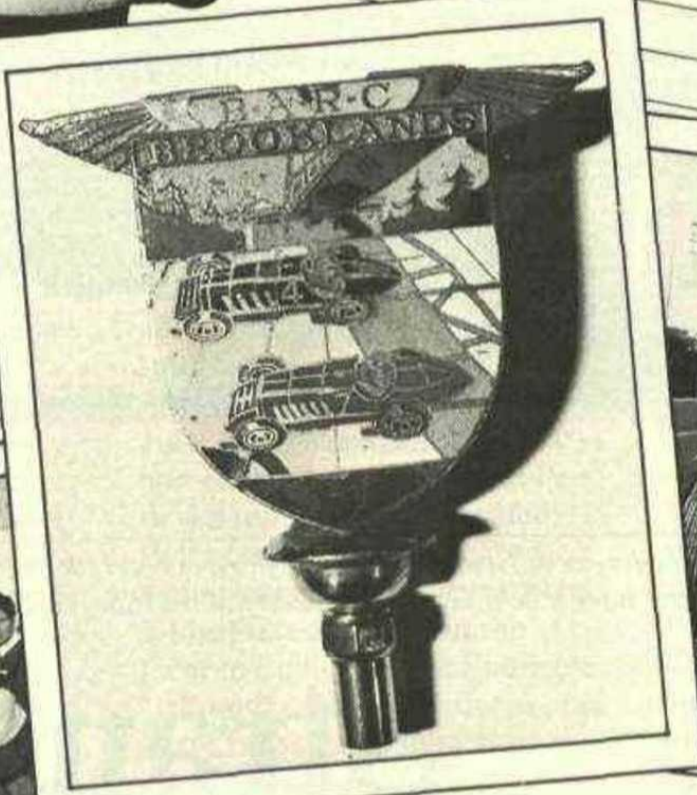
*Current owner Karl Weissman has rebuilt the J4 to a high standard.*



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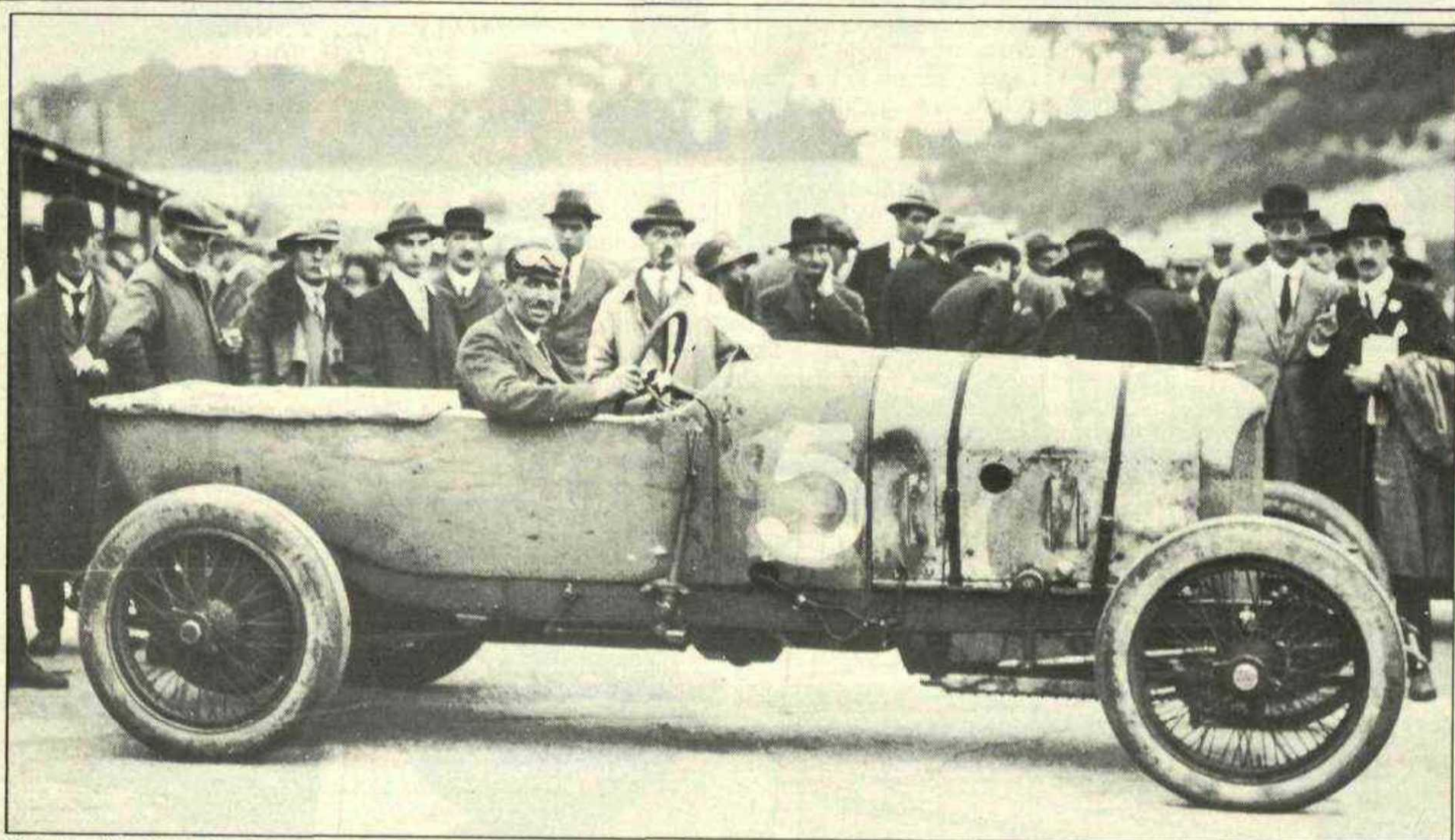


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## VETERAN TO CLASSIC



John Duff and a rather-the-worse-for-wear Bentley following the Double-Twelve-Hour record run Brooklands in 1922. Note the lashed-up bodywork, special Indianapolis-pattern spring-hanger behind the front wheel, and outside fuel line as used on the TT and Indy cars. (Photo: Michael Hay)

Sir,

In common with most historically-minded Bentley enthusiasts, I was more than a little interested and surprised by WB's revelations (*MOTOR SPORT*, November 1987) to the effect that the car used by John Duff at Brooklands in September 1922 to break the "Double-Twelve" record, and at Le Mans in 1923, was not chassis No 141 as has been generally accepted, but chassis No 143.

My initial reaction was one of incredulity, as all the research done by Darell Berthon, in producing *A Racing History Of The Bentley* in 1956, and by myself, in producing *Bentley — The Vintage Years* in 1987, did not produce one iota of evidence that the Duff car, now at Donington, was not 141.

However, not wishing to be in any way blinkered to possible truth, I have made a full re-examination of the available records. I return to the same conclusion, that, with the exception of the BARC records consulted by WB, there is not one shred of evidence to support 143, and a great deal to support

141 — some of it contemporary and handwritten by people who had far more involvement with the car itself than the BARC officials.

Frank Clement's racing notebook was a foolscap record kept by the head of the experimental shop at Bentley, which was also the racing shop. It was so meticulously kept that, when Nobby Clark gave it to Darell Berthon, Darell was strictly instructed not to tell Frank he had it — because it documents the way in which Bentley Motors swapped the identities of the No 1 TT car and the Indianapolis car to enable it to sell the full TT team

whilst retaining the No 1 car, which was the fastest and most developed of all (the BARC does not seem to have been aware of this fact when the No 1 TT car, chassis 42, renumbered as Indy car chassis 94, raced at Brooklands with a single-seater body).

It is this book from which WB quotes details of the record attempts. In view of Clement's truthful recording of what was literally fraud, it seems unlikely he would have listed the car as 141 when it was 143!

If we accept that the car in question is chassis 141, events according to Clement's notebook read as follows:

*Early August 1922:* chassis 141 delivered to Frank Clement. 3.35 back axle.

*August 15, 1922:* engine 62 removed from EXP 2 and fitted to 141 for first record attempt.

*August 28-29, 1922:* first record attempt.

*August 30, 1922:* car/engine dismantled and rebuild started. 3.0 back axle.

*September 19-20, 1922:* on track. *September 27-28, 1922:* Double-Twelve-Hour Record.

*September 29, 1922:* cylinders off. Guarantee issued from Bentley Motor Works service records.

But the words "guarantee expires 29/9/27" were preceded

# Strange Case of Mistaken Identity?

**In response to WB's theory that the 1922 Bentley in the Donington Collection is not the car used by J F Duff for the 1922 "Double-Twelve" record and for Le Mans in 1923, Bentley historian Michael Hay reiterates and enlarges upon the counter-arguments.**

# The Great Bentley Debate

by the words "15/53 rear-axle ratio" ( $15/53 = 3.53$ ), whereas at this date 141 had a 3.0 back axle. This will be explained shortly.

September 30, 1922: Essex race meeting.

October 1-11, 1922: engine rebuilt.

October 14, 1922: BARC meeting.

October 16, 1922: returned to works for finishing off as standard chassis. 3.53 rear-axle ratio fitted.

So the person keeping the service records anticipated, by some 18 days, the fitting of a 3.53 back axle. How? By retrospective book-keeping, of course!

In the course of writing my own book, it was necessary to make a full examination of all 3024-odd chassis, and many similar anomalies were found. Bear in mind that we are referring to the service records, not the official sales records, so the accuracy of the information has to be questioned, and interpretation is important. Duff's 1925 Le Mans car, chassis 1040, appears in *All The Pre-War Bentleys — As New as a Macquet Galvier saloon*, because the original Vanden Plas four-seater was crossed out and over-written!

December 6, 1922: delivered to Park Ward for bodyfitting.

This is the last entry in the notebook, because after this it was Duff's own car. From a continuation log-book issued in

1949, it was first registered XM 6761 on January 10, 1923.

Before this, Duff very probably ran the car on trade plates — he did the same in 1925 with chassis 1040, which always wore MD 7187, a registration number which was never issued by the licensing authorities.

Duff was pictured in *The Autocar* (March 23, 1923) at the wheel of a fully road-equipped 3-litre bearing the registration XM 67(??), which, beyond any reasonable doubt, must have been XM 6761. The caption read: "One of the competitors will be Capt J F Duff, who will drive a three-litre Bentley. Capt Duff is depicted at the wheel of the identical Bentley car on which he covered 2083 miles in twenty-four hours at Brooklands last September."

At this point, WB ties himself in agonising knots over the meaning of the word "identical". According to my dictionary it means "the very same" — in other words, that Duff was indeed sitting in the car he used for the "Double-Twelve record."

In *The Autocar's Bentley Special* book, there are two further photographs of 141 during the 1923 Le Mans race, clearly showing the identical (and I use the word advisedly) body to that shown on XM 6761. The lines of the body are the same, including the unusual nearside cutaway, as is the upholstery. It should be noted that, at that time, the Le Mans

race was for cars with fully-equipped four-seater bodies.

The March 23 picture clearly shows the rather unusual pattern of front shock-absorber brackets used on the 1922 record car. Photographs taken during that record attempt and during the later Le Mans race also clearly show the special front spring-hanger brackets with integral scoops to prevent the axle going back in the event of a failure of the master leaf. These were originally developed to meet the Indianapolis regulations, and were fitted to the Indy car and to at least two of the three TT cars. All of this proves beyond any reasonable doubt that we are referring to only one car.

On May 26-27, 1922, the car was raced by Duff and Clement at Le Mans, finishing equal-fourth at 50.05 mph and setting fastest lap at 66.69 mph. On July 25 it was raced by Duff at San Sebastian in the Grand Prix de Tourisme, being awarded first place on merit despite a heavy crash, and on September 7 Duff raced it again in the George Boillot Cup at Boulogne.

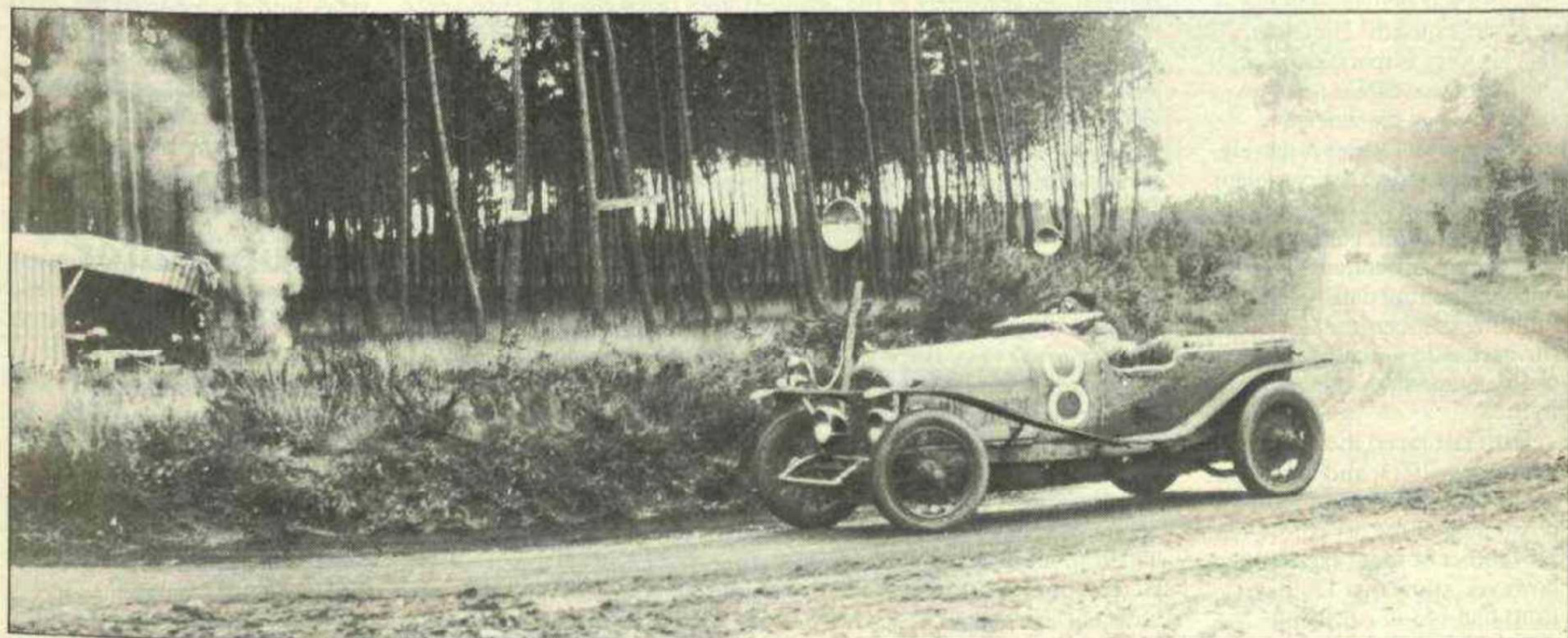
Photographs taken during the latter race clearly show the special Hartford shock-absorber brackets (originally developed for the TT cars) mounted on the axle backplate carriers. It is rather naive of WB to believe that this car is a standard chassis in view of its distinctly non-standard performance. After all, Duff averaged nearly 7 mph

more for twenty-four hours than the standard chassis was guaranteed to attain in a straight line!

141 appeared at the service station for the first time on November 21, 1923, to have a 14/53 back axle fitted, and then again on December 1 to have minor adjustments made to its SU carburettor, at a time when the standard chassis was fitted with a five-jet Smith's or a Claudel Hobson as an option. Importantly, work at the service station was booked out to the owner by name; since the only owner listed was Dr R Ogier Ward (a distinguished Harley Street consultant who served with distinction in both wars), and since ten weeks had elapsed since Duff finished racing 141, there is no way of proving that Ogier Ward took delivery of her before November 1923.

In July 1924, 141 was "inspected for damage due to accident". In a recent letter to the Bentley Drivers Club, David Soltau recalled his parents referring to a bad accident which Ogier Ward had shortly after acquiring the car, in which the other car was practically sliced in half and the driver killed. This accident probably explains the braked front axle, later steering-column and bulkhead which are now fitted to the Bentley.

After having four further owners before the war, 141 was re-registered in 1949, was taken off the road in 1959, and



Le Mans in 1923. The Bentley's body is identical to that in the March 1923 photograph in *The Autocar*.

(Photo: Michael Hay)

# VETERAN TO CLASSIC

languished in the proverbial barn before being bought by Tom Wheatcroft. (*It is curious how no-one then realised it was the Le Mans car!* WB)

Thus we have a logical and consistent case for 141. There is just one fly in the ointment — the listing of engine 190 in the service records.

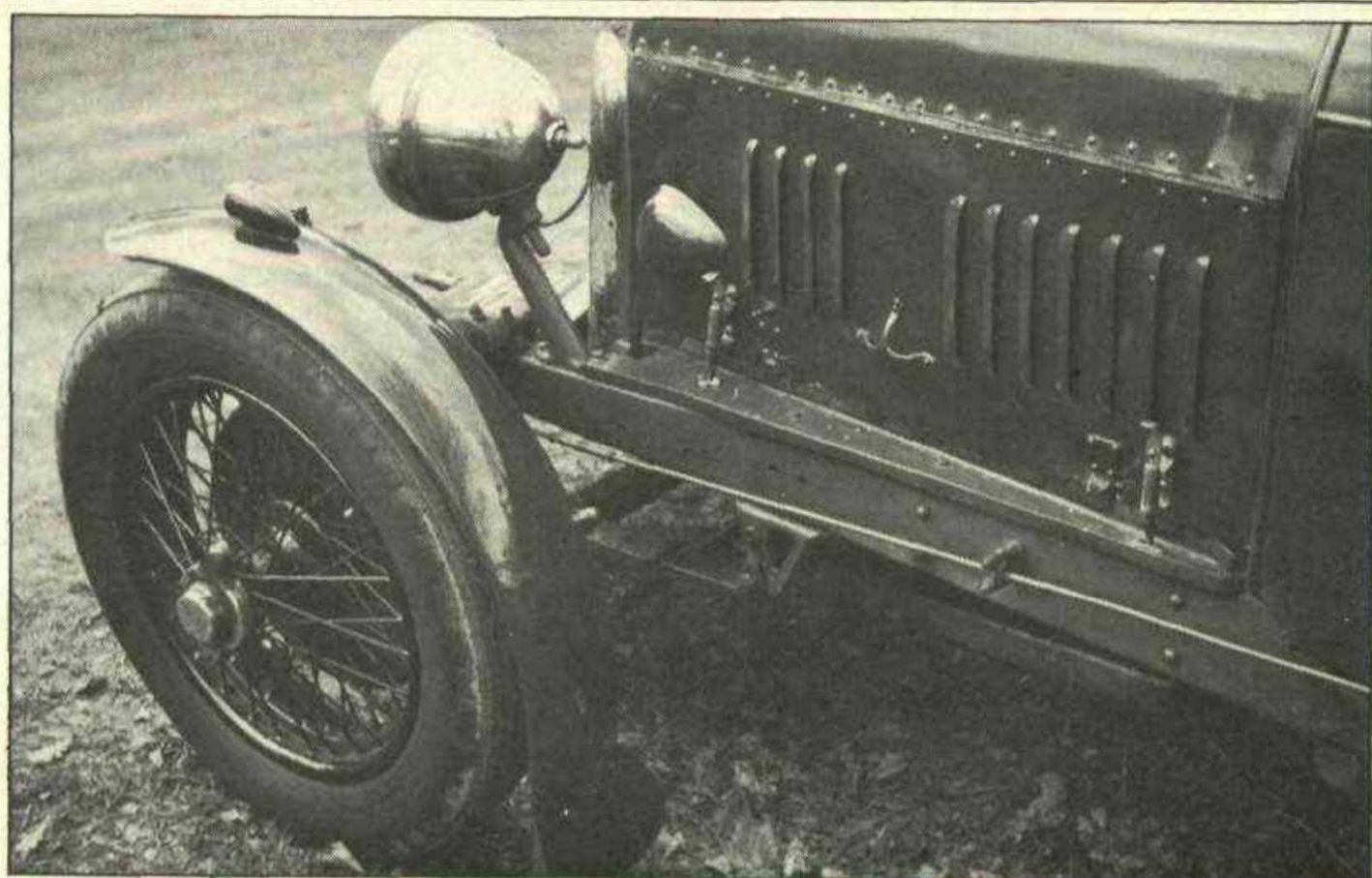
I feel this has to be dismissed as an error for several reasons: 141 was fitted with engine 62 in August 1922, and it is still there; chassis 181 is also listed as having engine 190. A clerical error could quite easily have mixed up 141 and 181, and as an experimental/racing engine it is unlikely that service would have had any record of engine 62.

To argue otherwise leads to *non sequiturs*: if 141 had 190, what engine did 181 have when it was delivered in March 1923? How did 62 get out of 141 after September 1923, to be replaced by 190, which should have been in 181? How and when did 62 find its way back into 141? That way lies madness. . .

Now let us examine the case for 143. First, we must assume that throughout his notebook Clement listed 141 when he meant 143. (*But see my footnote!* WB)

143's guarantee was issued on September 10, 1922. This makes a nonsense of WB's statement that the car in question could not be 141 because 141 was delivered in September 1922 — he conveniently omits to mention that 143 was delivered in the very same month! However, and this is a very important point, the guarantee date is not the same thing as the date of delivery. The former is merely the date on which the complete car was passed off by road tests as being all right, confirming that the coachbuilders had not done something daft such as building the seats too low over the back axle so that the banjo could come into contact with the frame.

Duff last raced the car in September 1923, and we cannot prove that Ogier Ward took possession of the car before November of that year. We can, however, show that Dudley Pratt had 143 in April and August, since 143 was in the



*That Indy spring-hanger seen on ME 4976 in the 1950s. This is thought to be the No 1 TT chassis (renumbered chassis 94) which is now to be found in the Indianapolis Museum with a replica Indy body. (Photo: Cyril Wadsworth)*

service station in those months. Had the car been Duff's, the work would have been booked out to him — but it was not! (*But if Duff were an agent, would his name have appeared? Pratt's early 1923 ownership, 143 having been sold to him by Duff, supports (?) my revised reasoning.* WB)

Then there is the matter of engines. 143 was fitted with engine 78, which was the number given by both Lieutenant Colonel P C Nicholson and N D Dastur, from India, when they joined the BDC in 1947 and 1956 respectively as owners of the chassis. As far as I know, 143 is still in India — does anybody know where?

The argument for 143 really falls apart on this issue, for the scenario looks as follows: engine 62 was fitted to 143 in August 1922 and removed (after September 1923 but before 1949) and fitted to 141; but engine 190 was fitted to 141, and later removed to be fitted to 181. So what engine did 181 have between the issue of its guarantee in March 1923 (note that a car must be driven for a guarantee to be issued) and September 1923? Where was 78, which should have been in 143, all this time? And how come none of the owners knew what was going on, and none of this

was recorded in the service records? I could go on, but this is, as the ancient philosophers would say, *reductio ad absurdum* (ie it's a load of cobblers!).

In March or August 1924, 143 was fitted with Hartford shock-absorbers, but the record car already had them — and this at a time when the standard chassis had lever-arm dampers. (*They could have been replacements, very likely badly needed!* WB)

So the only piece of inexplicable evidence is the BARC's listing of 143. My first comment would be that Bentley Motors raced the No 2 two-seater as chassis 400 (as declared to the BARC) whereas the real 400 was a Chalmer & Hoyer saloon owned by Noel van Raalte! It is quite conceivable, given the handicapping system at Brooklands, that Duff tried to fool Ebby with a change of identity.

This point rather relies on Duff's own integrity, but I would not lend much weight to that. After all, Duff is the man who is remembered for having cheated over the refuelling regulations at Le Mans in 1925, and for the black look on his face when he realised his rear wheels had been changed towards the end of the 1925 24-Hour Record run at Montlhéry, which cost him the

several hundred pounds promised by Rapson's for finishing on the same set of tyres — this at a time when making money out of motor racing was not the done thing.

I wonder, though, who wrote the numbers in the BARC records? Could they have been transcribed by a busy clerk from a grubby form pulled from the darkest recesses of the scrutineer's back pocket?

Whatever, we have a clear case for 141 which fits all the evidence except this one point, has been unchallenged for many years, and is supported by contemporary documents of impeccable authority from inside Bentley Motors' own shops. On that I rest my case.

Michael Hay

## The Editor Replies

*Michael Hay has produced a convincing argument for the Donington Bentley being John Duff's 1922 Brooklands and 1923 Le Mans car. However, I might possibly be able to convince him that we both have a stake in this — that 143 was the Track Bentley and 141 the Sarthe car.*

*First, I think we may ignore the confusing dates from All The Pre-*

# The Great Bentley Debate

War Bentleys — As New; these cover "delivered" dates, "first-registered" dates, "guarantee issued" dates and "early owners", and the preface shows that car No 19 was delivered in December 1921, although its guarantee was not signed until May 1923 . . .

What we do know is that Bentley 143 was registered well in advance of 141. It had, or was to have had, engine 78. Now Duff took on a London-based Bentley agency in 1921-22, so let us assume that the car allocated to him was 143. For his "Double-Twelve" record, he was permitted by WO to use engine 62.

If you can agree to this, two problems are immediately resolved. Firstly, the BARC correctly entered chassis 143 in its records and, when Duff had ceased racing, the car's original engine (78) was re-installed — this way Michael Hay is saved from madness and no "load of cobblers" is involved!

Secondly, no further explanation is required for The Autocar's 1923 caption identifying "the identical Bentley" with which Duff captured the Double-Twelve-Hour record, except that the car had clearly been put back in road trim, and appears to be carrying 141's number plates. I do not think the latter fact undermines my argument, since number plates were swapped about freely in the trade at that time.

Hay wonders whether, just before or immediately after the record run at Brooklands, 141 was mistakenly entered as 143 by some overworked BARC clerk or by a scrutineer who pulled a "grubby form" from his back pocket. BARC administration at the time was run from offices in Pall Mall, to which secretary Kenneth Skinner travelled daily by train from Weybridge, and an agency was used to supply Press cuttings which were meticulously dated and pasted in large scrapbooks. This hardly gives a picture of poor little overworked clerks who did not care which particular car had just established an epoch-making record! Nor does Hay appear to have in his mind a clear picture of Hugh McConnell, his clipboard and his assistant, the Brooklands Scrutineer . . .

After the long pounding it had undergone around Brooklands, 143 might well have been ready for an overhaul. We know that when Duff heard about the first Le Mans 24-Hour Race, he asked whether

WO Bentley would help him were he to enter. WO was dubious about the day-and-night marathon, but agreed to let Clement go as Duff's co-driver, and to give some factory help in preparing the car. One story has it that Duff said he would buy a new 3-litre if WO showed some interest.

What actually happened is unclear. WO implied that for the Double-Twelve-Hour record Duff worked on his own engine (78?) and that the Le Mans car was his own. Hillstead refers to a "satisfactory outcome" to Duff's request, but then he also says WO offered to help with the pitwork personally, whereas we know he only decided to attend at all at the last moment. Elizabeth Nagel's book adds nothing conclusive.

It seems to me perfectly feasible, however, that Duff was offered chassis 141, or at least its frame, in which engine 62 (from chassis 143) was installed and to which the "Double-Twelve" body was fitted. Most of the mystery is thus resolved, and Hay's sanity further safeguarded, because engine 190, which was supposed to be for car 141 but was also attributed to car 181, would be free for the latter purpose (assuming the engine number of the Donington car is genuine, the racing engine has

remained in 141 ever since).

It all seems to fit. We know Duff used his own car at Brooklands; and the 1923 car was driven to Le Mans and therefore presumably taxed — whereas 143 probably used trade-plates. Duff would have had access to 141's registration number by the time The Autocar requested a picture, and could well have used it on 143.

No doubt 143 was about to be overhauled, re-engined and sold. I have seen a "For Sale" advertisement prior to the Le Mans race, and this might well have applied to 143, for which Duff already knew he had no further use. Press reports that he would run the "Double-Twelve" car in France could easily have been based on statements made by Duff himself before WO relented and put chassis 141 at his disposal.

I go along with Stanley Sedgwick, for Dudley Pratt might well have bought 143 — only someone with such a name, perhaps, would contemplate purchasing such a hard-used Bentley! And Dr Ward (perhaps inspired by Dr Benjafield) might have been glad to have 141, an actual Le Mans Bentley, and to have waited before taking delivery.

Clement's records show both cars as 141. My explanation would be that, having done most of the work

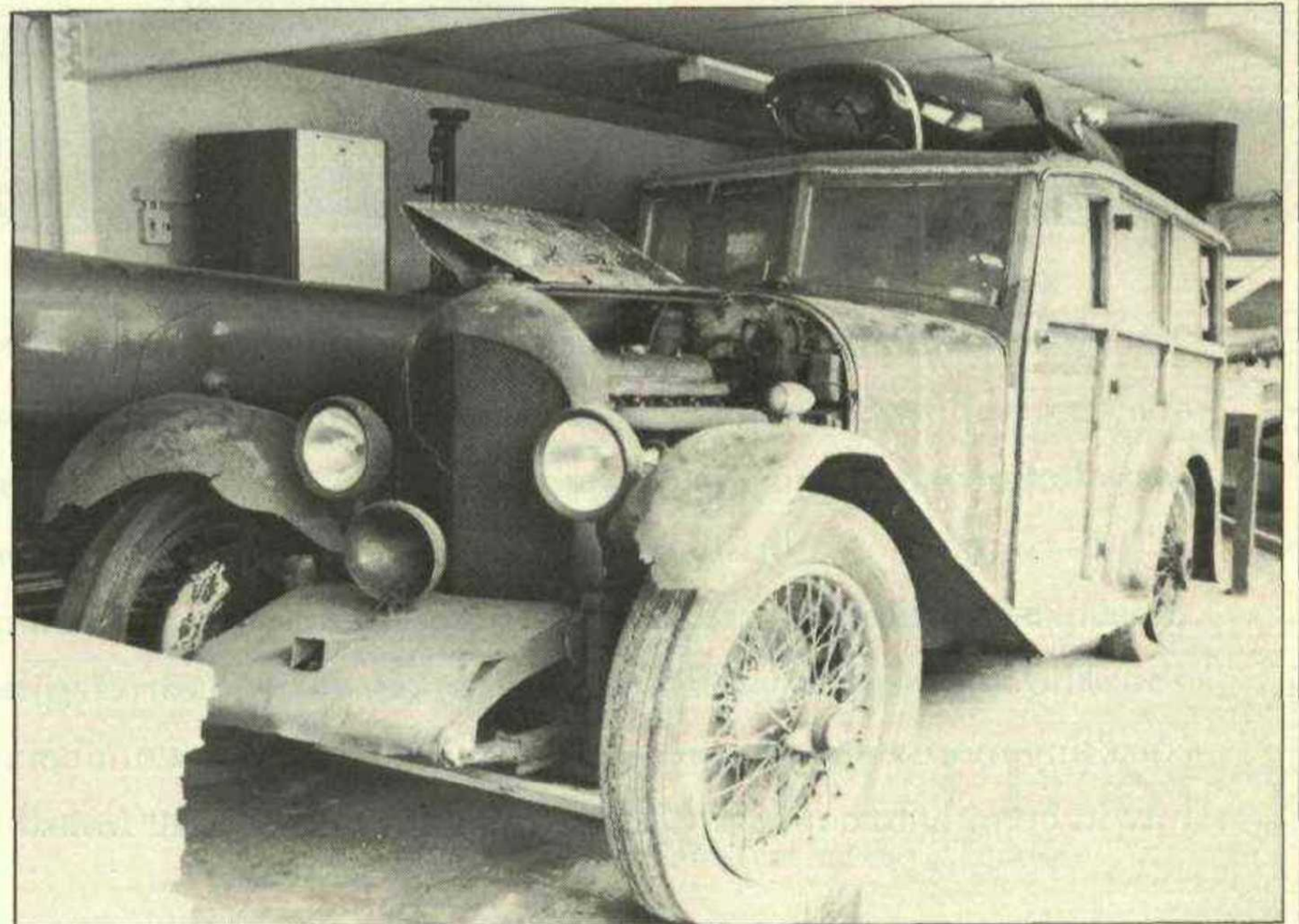
on the Le Mans car as well as sharing the driving (indeed, he made fastest lap at Le Mans), down the years he would tend to think of both Bentleys as 141.

I do not know when his "foolscap book" was compiled, but it does not sound like the sort of thing he would keep on a workshop bench. More likely, he sorted out his rough experimental shop notes in this way when interest in motor racing history became more intense during the war, when his memory would be less sharp. If Michael Hay relies on a BARC clerk's carelessness, I must be permitted to invoke the same in Clement!

A few details remain. The Indy spring shackles would be likely to be used on both 143 and 141 as a safety factor. Hay calls me naive for saying Duff's Bentley was standard, but I did so only in the context of 1923 Le Mans requirements. He thinks Duff might have altered chassis numbers to fox "Ebbey", but that astute gentleman relied more upon lap-timing and keeping his ears open than upon reading entry forms.

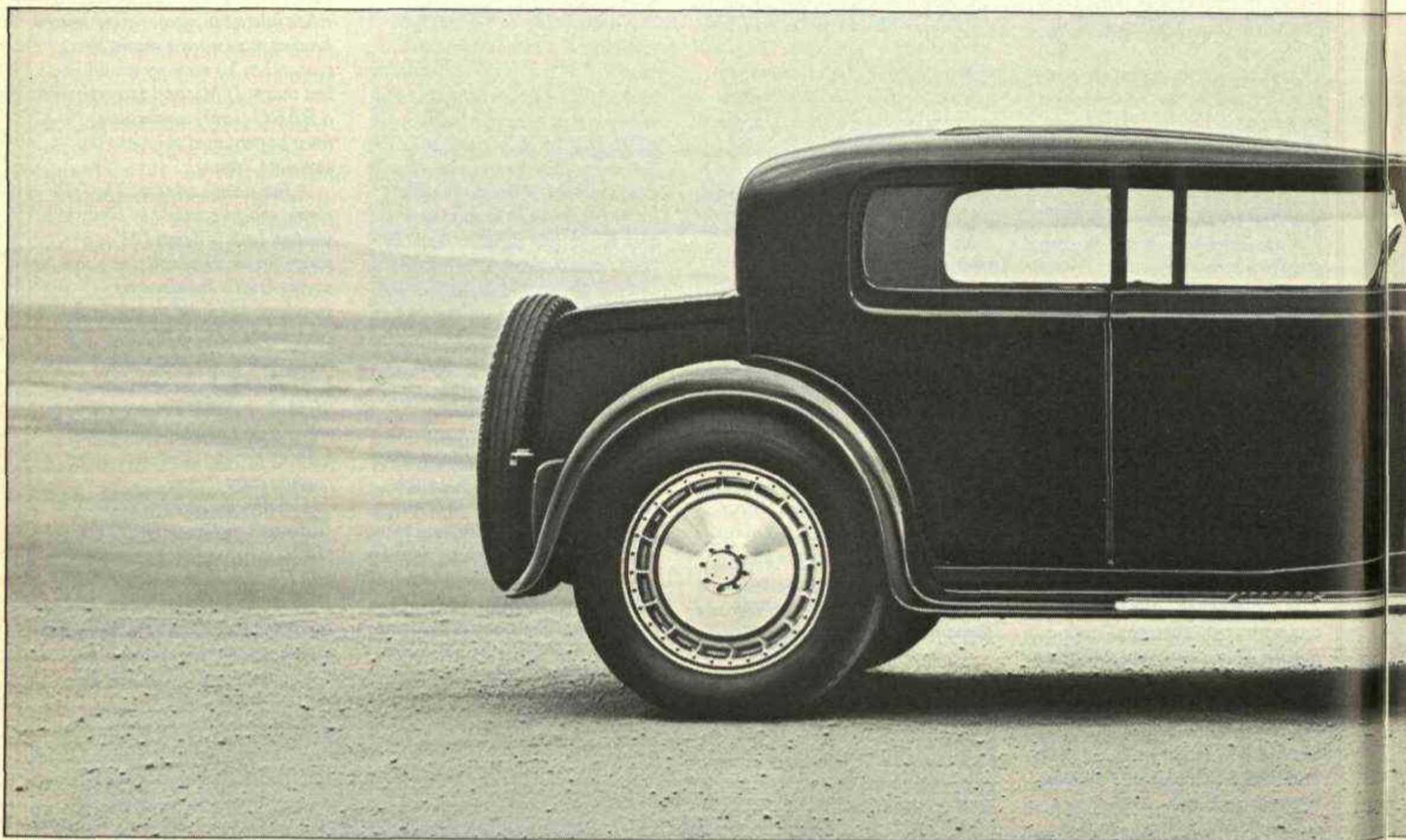
Finally, the registration in The Autocar's picture of Duff's car (143?) is only partially readable, and Hay provides evidence that Duff might not have been averse to swapping them . . .

WB



Wolf in dog's clothing — chassis 141 as now in the Donington Collection.

(Photo: Tim Houlding)



When built in 1931, the famed Bugatti Type 41 Royale cost around three times that of a contemporary Rolls Royce. It is little wonder then, that it took Ettore Bugatti twenty years to find a buyer.

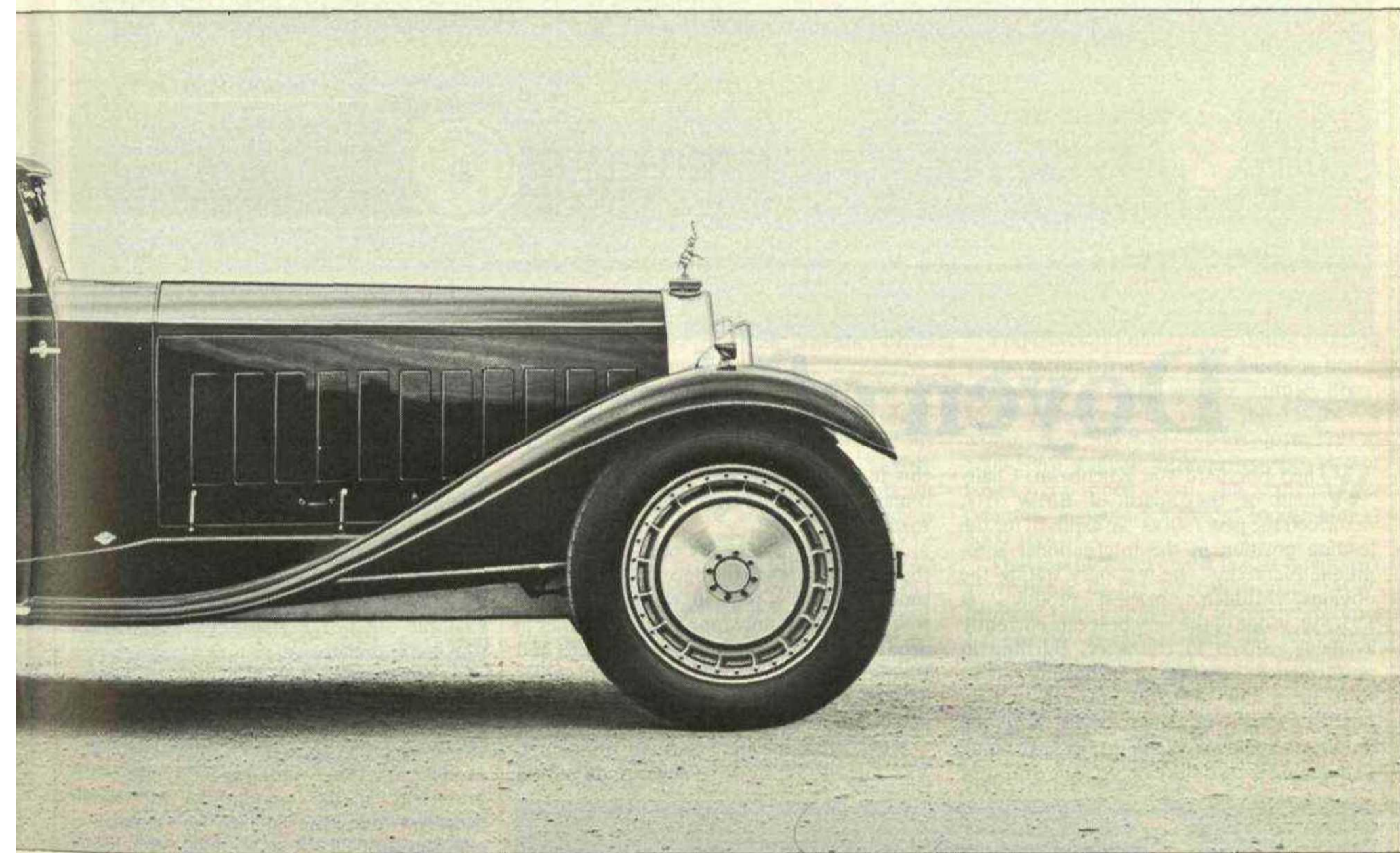
In comparison, Christie's search for a second buyer was rather short-lived. At the Royal Albert Hall in November the Kellner Coach sold within two minutes for £5½ million.

The sale of the world's most expensive motor car coupled with a 1987 turnover equalling more than all other European vintage car auctioneers combined, went a small way in helping to confirm Christie's reputation as leader in its field.



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*It originally took twenty years to  
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Not surprisingly then, considerable interest has already been generated in the first Christie's sale of 1988; this will be held at the National Motor Museum Beaulieu, on March 14th. The renowned Monte Carlo auction will take place on May 11th, followed by a sale at the Dutch National Motor Museum.

Entries are now being accepted for these sales, and once again, record prices are expected. If you would like a catalogue, or further information, please contact Robert Brooks at Christie's, 8 King Street, St. James's, London SW1Y 6QT. Telephone: 01-839 9060. Telex: 916429.

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## ROAD TEST



# Doyen of the Dozen?

When Eberhard von Kuenheim, Chairman of the Board of BMW AG, described the new 750i as "an aspirant for the leading position in the international automobile hierarchy", he was only stating the obvious. Munich's priciest product, at £53,750, is one of the very best cars currently available. Silken in character, startling in performance, sybaritic in furnishing, it can waft in a tall overdrive top to a City board-meeting, or snap down into the autobox's Sport mode and thread itself along demanding B-roads like a sports car. And all of

this in near-silence and with a poise which remains untroubled by poor weather or poor roads.

As the 735i has already been described in these pages, it is worth concentrating here on those elements of the 750i which differ from it. This is one of only four V12 car engines in production; the others, Jaguar, Ferrari and Lamborghini, all owe their origin to an earlier day, a less sophisticated era of carburetors and vacuum advance mechanisms.

Now, with the first German production V12 since 1939, we see a new age of faith in

electronics, to the extent that BMW has dispensed with any mechanical connection between throttle pedal and engine. Instead the driver's foot operates a potentiometer whose signals are obeyed by individual motors on the throttle butterflies. That is one example, but in every area the car's sophistication is comprehensive.

A V12 engine is not, of course, just about power, or even torque, although the Munich unit churns out a full 90% of its huge 325 lb ft as low as 2500 rpm, and an impressive 78% even when virtually idling at 1000 rpm. More important is the smoothness of twelve cylinders and the silence of expensive engineering.

Waiting at the lights the BMW's idle simply cannot be felt or heard; depress the heavy throttle and only a shiver betrays the acceleration. Under load, though, more of a rumble can be heard than from the Coventry unit, but the overall silence is almost uninterrupted. At 30, 70, or 120 mph the radio volume needs no adjustment, the passengers suspended in a cocoon of calm. It is just as well that there is a pre-settable speed limit alarm.

Coventry is of course, currently running on handicap in that its own magnificent V12 engine, now seventeen years old, has yet to be installed in its superlative XJ40; when that combination is available, it will be Munich's biggest threat, not least because of Jaguar's extraordinarily competitive pricing. The Jaguar's ride is the softer, though anything but slack; it has a fluid and progressive response both to road inputs and to steering movements which arguably gives it an edge in the luxury field over the sharper BMW; but



*Elmwood cappings and leather upholstery are standard — buffalo hide is optional.*



Ellipsoid headlamps have superb throw on main and very sharp cut-off on dip.

**Model:** BMW 750i.  
**Maker:** BMW GmbH, Stuttgart.  
**Importer:** BMW (GB) Ltd, Bracknell.  
**Type:** Five-seat luxury saloon.  
**Engine:** All-alloy 60° V12, 4988cc (84mm x 75mm), 8.8:1 cr, sohc per bank. Separate Motronic electronic engine management/fuel injection system per bank. Power: 300 bhp at 5200 rpm. Torque: 325 lb ft at 4100 rpm.  
**Transmission:** Four-speed automatic with Sport/Economy choice.  
**Suspension:** (Front): Double-joint spring strut. (Rear): Semi-trailing arms, auxiliary arms.  
**Steering:** Power-assisted ball-and-nut, speed-related.  
**Brakes:** Servo-assisted, ABS, ventilated discs front and rear.  
**Wheels and tyres:** 7J x 15 forged alloy rims, 225/60 VR 15 tyres.  
**Performance:** 0-62 mph: 7.4 seconds; Maximum speed: 155 mph.  
**Economy:** 18.3 overall.  
**Price:** £53,750.

then that very sharpness is seen by some as desirable.

MOTOR SPORT has commented already about the sumptuous furnishings of the 7-series cars; in 750iL shape everything is standard from remote locking and window-closing, electrically-adjustable seats front and back, full leather upholstery, and all-round heated leather seats, down to heated door-locks and air-conditioning which can be pre-set to cool the car before getting in. Even the rear headrests only pop up when a seat is occupied.

And if you feel that this much luxury is sinful, brace yourself for the proposed super-luxury package the company is working on. It seems that for a rare few, the cost is simply not relevant.

Bodily, this year's 200 or so British V12 owners can display their good fortune by the wider BMW grille and matching bonnet, and twin square exhausts, a styling whim which also appears on the BMW K100 motorcycle. The most significant change, however, is almost invisible: all V12s for Britain will be the longer-wheelbase L model which puts no less than 4½in extra legroom behind the front

## Development History

The aluminium rendering of Bayerische Motoren Werke's 60° V12 engine provides such a splendid ensemble that plenty of proud owners must have wondered about displaying its 4988cc in the manner in which so many magazines have photographed it: bonnetless.

First impressions are of a unit far more compact and lightweight (it weighs 529 lb) than Jaguar's established 5.3-litre 12. This is not surprising as the V12 we assess in today's BMW flagship is far from being the company's first attempt at such a configuration.

BMW itself publicises the 1926-36 V1 aero engine which was employed in Dornier flying boats, but the relevant point for automotive V12 BMW engines was the M66 programme of the mid-Seventies, which culminated in pre-production units in readiness for 1976. Such V12s could be found in experimental CS coupés, but the company hesitated long enough to realise that the post-fuel crisis world was not ready for a V12.

As I understood it, the BMW V12s of the Seventies were formed from two banks of the six cylinders (323i/320i/520i) debuted in 1977. Such a convenient plan was swiftly abandoned in November 1982, the date on which BMW's motor engineers started to seriously outline the specification for the V12 we silkily enjoy in 1988. However, the V12 does share the compression ratio and bore and stroke statistics of the slant-six 325i, plus con-rods.

By December 1982 drawing work had begun, a considerable task for an estimated 2500 parts are involved in the current unit. Components were ordered and manufactured from June 1983 onward, and the unit first ran in October of that year. More than 400 units were used in the development programme between September 1983 and December 1986. March 1984 saw the start of test-bed endurance running, but it was January 1986 before the new V12s could be run in a car.

A full twelve months were allowed for the V12's further pre-production development in

association with the 7-series it was to power. It is safe to assume that the 6-series coupés have also seen their share of development in readiness for the 1989 coupé 850i.

Sheer performance in terms of output is a by-product of using a 5-litre unit. At 60 bhp per litre and 300 bhp from 4988cc, the BMW is in a slightly hotter stage of tune than Jaguar's 295 bhp from 5343cc, but BMW's efficiency — and later design date — extends beyond that facile comparison.

For one of BMW's priorities, right in line with the philosophy of other leading German car companies, has been to get the performance of the emission control (catalytic convertor) unit on par with non-catalytic convertor units. Politically, clean air is much more important in West Germany than in Britain. The ability to run on unleaded fuel whilst providing suave performance was paramount.

Thus BMW's nominal selection of 300 bhp as the output from its new 5-litre is better compared with a rival such as Daimler-Benz. In catalytic converter form, the 5547cc V8 within the 560 SEL yields just 279 at 5200 rpm. Jaguar enthusiasts should not laugh. Equipped with the exhaust gas cleanser, Jaguar's 5.3 droops to 265 bhp at 5000 rpm.

That loss of power on the Jaguar is partially attributable to the loss of its usual May-inspired 12.5:1 cr (11.5:1 in catalytic trim), but BMW is also happy if you make comparisons on the basis of peak torque.

For the 8.8:1 cr BMW turns out a muscular 450 Nm (332lb ft) pulling power at 4100 revs, whereas Jaguar can only offer 432 Nm in unleaded fuel form, or less than 400 Nm with catalytic convertor: the 5.6-litre Mercedes yields 430 Nm in catalytic trim. However, both Jaguar and Daimler Benz do have the advantage of lower rpm peaks for maximum torque — Jaguar up to 1100 rpm lower — and the BMW generally has to be delightfully worked through a higher rpm band than its rivals. **JW**

seats, with correspondingly wider doors. So subtly is this done that it only really shows when the two models are side-by-side, unless you are seated within, lounging back on the heated leather with room to cross your legs.

Whether in V12 or straight-six form, the big BMW is beautifully crafted in every conceivable area. Pull one of the heavy stalks and the screen is rinsed by four perfect crossbow-accurate jets, then cleaned by heavy wipers which adjust their pressure according to road-speed. Separate temperatures for driver and passenger are manipulated by silky-smooth thumbwheels, and yet more controls allow rear passengers to choose their climate too.

All British-specification cars come with the

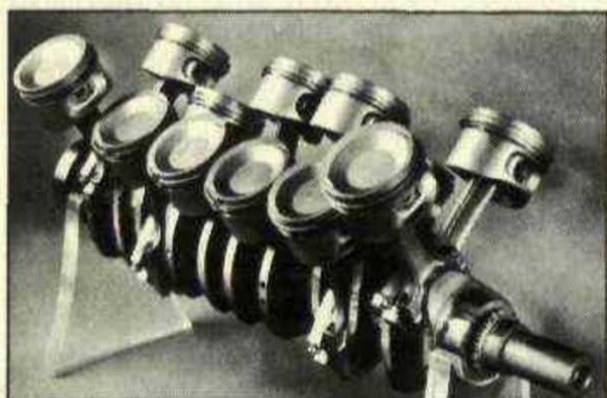


Seat controls work in very logical fashion; three-person memory is included.

Electronic Damper Control system. A rocker switch on the console flicks between "sport" and "comfort" and the device is tied into the automatic self-levelling rear suspension so that even with soft damping and a full boot the car remains horizontal. But it can be psychologically risky to give the driver the choice; he is likely to start to worry about whether he is in the correct setting for the circumstances and wondering why there is no central position.

In BMW's case there is a clear division between the characteristics in the two modes: "sport" means sharp and precise at motorway speeds but distinctly abrupt over 30-50 mph bumps; "comfort" makes the ride exceptionally smooth and controlled over the longer undulations but detracts from stability at high speed, the fine precision of BMW's Servotronic steering being dissipated in extra body movement. And it is still edgy over holes and ramps even at the softer setting, a reflection of the German taste for a generally firmer ride.

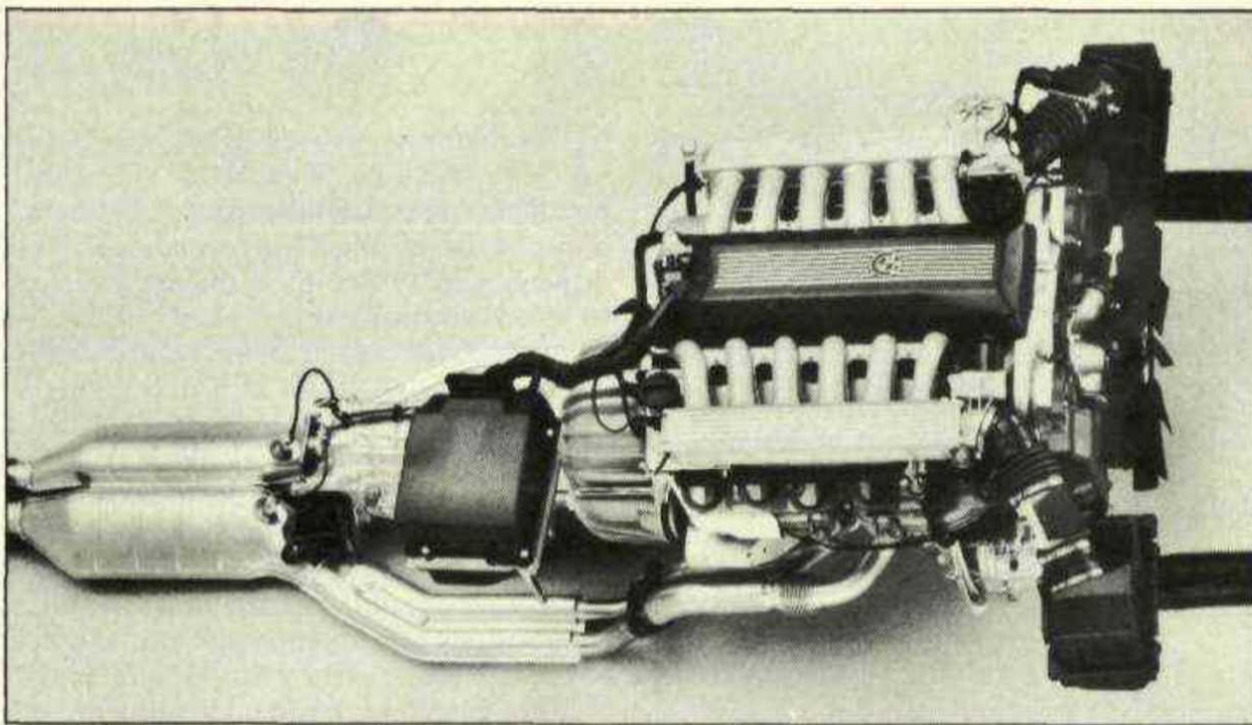
Nevertheless, BMW's engineers have contrived a superbly able and refined chassis which is certainly a contender for the unofficial "Best Car in the World" tag. Despite its electronic elaborations, the 750iL cannot expect to rival a Rolls-Royce in lavish traditional detail; but conversely the Crewe product lacks the springbok abilities of its Munich rival. In recently-tautened Bentley Turbo R form, though, the Rolls-Royce factory does have a car which stands square with the other British high-flyer, Jaguar, just as the 750iL faces the Mercedes S-class at home; it is amongst this quartet that this quiet battle will be fought. **GC**



Seven-bearing crank carries two sets of 325i rods, with recessed-crown pistons.



Lavish extra legroom of L version shows in long rear door openings.



Particularly compact and light, the engine includes extensive noise reduction measures.

## Key Construction Features

The short and rigid aluminium crankcase houses a forged steel crankshaft that spins in seven bearings, with balance inherent in the 120° cranks. Cylinder liners provide a bore of 84mm whilst the 325i's connecting rods ("modified on the outer surfaces" to suit the relative position of V12 rod angles) allow a stroke of just 74mm.

The recessed crown pistons run an 8.8:1 cr that is compatible with unleaded petrol, whilst the cylinder heads cling to older traditions in the use of sohc per bank (chain driven) and two valves per cylinder. By far the majority of combustion space is contained in the crown of each piston, their design visually reminding one of the Heron heads that were so fashionable in the British industry of the Sixties and Seventies.

The valve-gear is actuated by rocker arms with hydraulically-maintained clearances which require no service attention. Ancillary power-unit drives, for items such as the air conditioning compressor/engine fan and the alternator/hydraulic pump, are allowed the Eighties drive system of poly-vee belts.

Fuel induction is by equal-length aluminium manifolding of irresistible allure to engine enthusiasts, each six-branch bank

bearing the BMW logo. To reduce noise, all intake manifolding is mounted on elasticated joints on the inner face of each (identical) cylinder head.

A third generation of Bosch Motronic engine management is sub-divided into one Motronic computer unit per cylinder-bank. All the usual functions of a fully-mapped ignition and injection sequence are provided, plus compensated idle speeds which account even for engine wear.

The Motronic has also learned to speak with the electronically-managed four-speed automatic to assist in cushioning each gear change, and will also be asked to function in association with ASC (Automatic Stability Control), an automatic power reduction taking place when the rear wheels are in danger of spinning. We have experienced this spoil-sport device in Germany, and it does avoid the worst excess of oversteer from tight corners, but provides Audi engineers with ammunition in their "traction is more important than power" argument.

That leaves the exhaust system to trail, largely unheralded, through a series of collector pipes which culminate in twin downpipes for each bank. The system is united at the catalytic convertor, separated briefly before a combined exhaust box allows egress through distinctive rectangular stubs.

BMW jumped ahead of its home market opposition with the bold move into V12 power, and a V8 is confidently expected to be added to the Bavarian arsenal before 1990. In response, Mercedes is credited with a 48-valve V12 of 350 bhp for 1990 to make its forthcoming 600 the "strongest and fastest" limousine in the world.

I hope Jaguar has the answer to all that under development. Do not everlook both Audi with a V8 and the Japanese, who will also be joining the luxury power game in the closing years of this decade. **JW**

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## VETERAN TO CLASSIC

It always happens the same way. The sudden lurch of anxiety as you realise that something is wrong, tense moments while a suitable stopping place is sought, the frustrating sight of an engine displaying no obvious repairable disorder. Will I miss my next appointment? How will I get the car home? Will this be expensive? But it is worse when the car is a Touring-bodied Alfa Romeo 2600 spyder built in 1963 which belongs to someone else.

Tim Stewart was confident enough on the phone about his car. "Dynamo light on? Water temperature rising? Fan belt intact? It had a new belt recently — probably started to slip. There's an Alfa dealer near where you are — take it in there." It seemed appropriate; I have made unscheduled visits to Alfa Romeo agents in the south of England and the north of Scotland; in the Pyrenees, Provence and Savoie. Why not Amersham?

We pottered from the market place of the old Buckinghamshire town up the hill to Amersham Motors, where in a few moments Tim's diagnosis was proved correct. A quick readjustment of belt tension and the gauges and warnings returned to normal, allowing us to resume our plans for some spirited open-air motoring. I was glad, not because I actually thought anything drastic had happened to a car which I had been loaned, but because it meant that I could look forward to my first proper taste of the forgotten Alfa Romeo engine — the all-alloy twin-cam six of 1962.

After more than 30 years, Alfa's famous four, in whatever variation, is still regarded as the classic twin-cam engine; it competes on the track as a Formula Three power-unit, and is starting a fresh chapter as the TwinSpark. Yet there was a time in the early Sixties when it was meant to be the younger brother, powering the mass-production vehicles while the prestige fell to a 2.6-litre straight-six in hand-built luxury bodies. It did not turn out that way; the cheap and rapid Giuliettas grew in stature while the expensive sixes faded away in sales and in significance.

The four-cylinder 1900 model, which in many different guises had supported the company through its recovery from the war and into volume production, had become overshadowed through the Fifties by the enormous success of the Giulietta. Alfa wanted to retain a bigger, powerful car in its range alongside the small and efficient Giulietta, and had experimented with a 3-litre six-cylinder version of the 1900 engine, but the production idea was shelved and its only fruit was a handful of six-cylinder competition sportscars. These achieved a single outright victory in the 1954 Supercortemaggiore Grand Prix at Merano, though the most impressive result was Fangio's second place in the 1953 Mille Miglia with only one of the front wheels actually steering.

After this, however, the company's competition hopes rested on tuned versions of the 1900, and indeed its achievements were



*Simple but imposing lines clothe Alfa Romeo's last straight-six.*

# Luxury Cruiser

many. The 1900 blossomed finally in 1958 into the 2000 series, which in fact used an unchanged 1975cc version of the iron-block twin-cam engine but in a choice of modern saloon, coupé or spyder bodies. This was the range which, after some further minor styling updating, was to become the 2600.

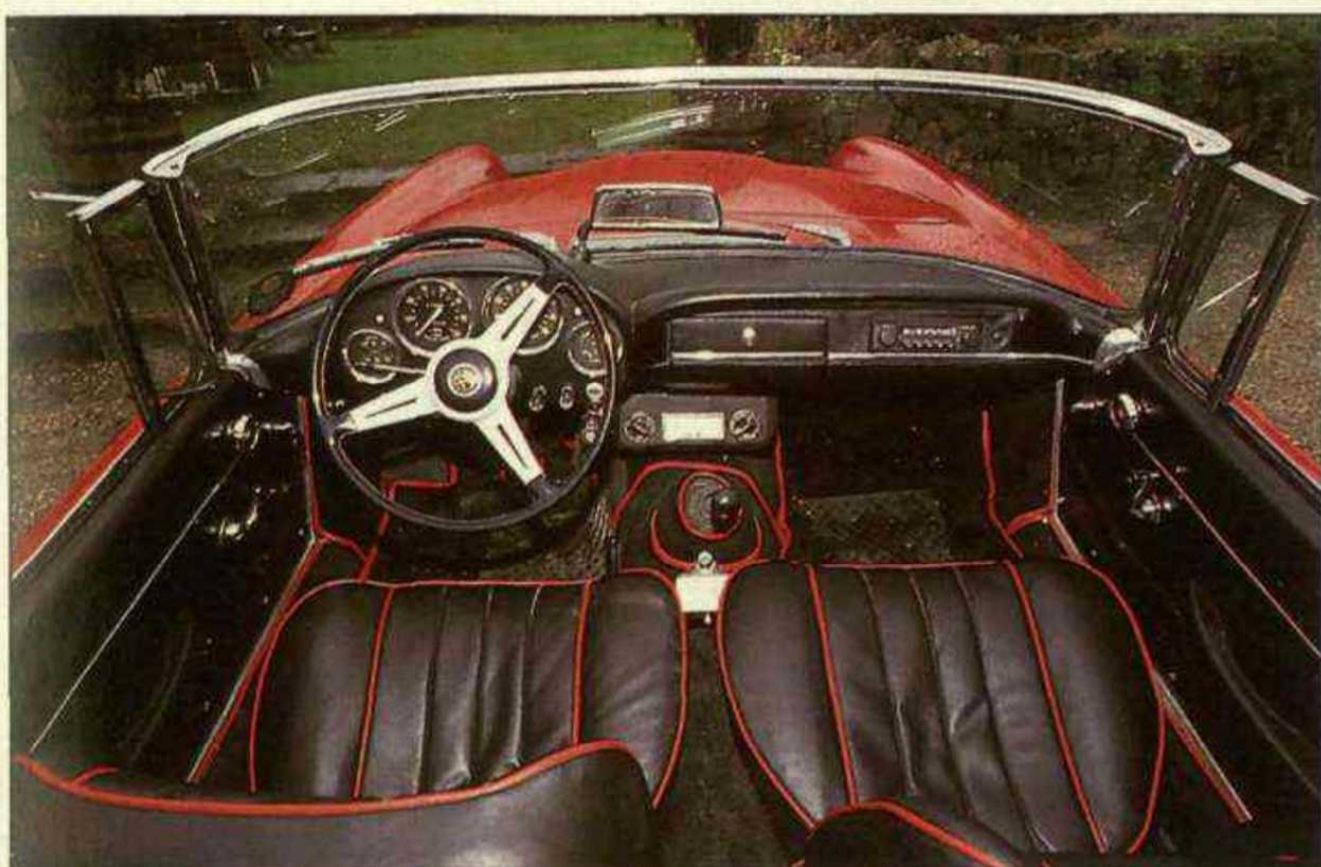
Suspension of the 2600 was identical to that of the 2000, and traced its layout back to the 1900: at the front were paired wishbones, while the solid rear axle was held by lower trailing arms and a triangle centred on the top of the differential.

The six-cylinder engine, released in 1962, took its layout from the long-running 1900, but added the fruits of Giulietta research

including an alloy block; bore and stroke were reduced for higher engine speeds, and combustion chamber and valve sizes also went down to improve volumetric efficiency. Thus the new motor was not merely two extra pots added to the now-classic twin-cam, but an amalgam of two streams of development.

Looking now under the front-hinged bonnet, the gleaming alloy lump seems enormous, on the same scale as an XK Jaguar or six-cylinder Aston Martin power-unit, and it sits well forward in the chassis. The three twin side-draught carbs are fed via trunking from a large dustbin-shaped air-cleaner/silencer (seeing it recalled the day a friend wrongly connected the plug leads on my 1300

# Alfa Romeo 2600 Spyder



Compact instrument binnacle hides switches behind wheel. Note off-set mirror mounting.

GT Junior Alfa, causing it to back-fire and set fire to its similar unit . . .).

In its last 2000 form the four-cylinder engine was giving some 115 bhp — not a great deal more than a tuned Giulietta. Now the same big saloon body concealed 130 bhp, while the Spyder and the Sprint coupé had leaped up to 145 horsepower thanks to a higher compression ratio (9:1) and three twin-choke carburetters. But although this put Alfa Romeo back into the fast luxury class which had been such an important part of its history, these expensive cars were something of a luxury to Alfa itself, selling only in small numbers. This was the last six-cylinder Alfa Romeo engine until 1980, when the current V6 appeared in the staid Alfa 6 saloon.

There is something of the lines of the Giulietta spyder in the 2600, although the former was created by Pininfarina and the latter by Touring. Perhaps it is more obvious in the soft lines around the triangular Alfa grille than in the four projecting headlamps, which look more aggressive and less tradition-

al, but the long rear wing-line and little kick-up just behind the door also help to visually tie the compact four-cylinder and extravagant six-cylinder convertibles together.

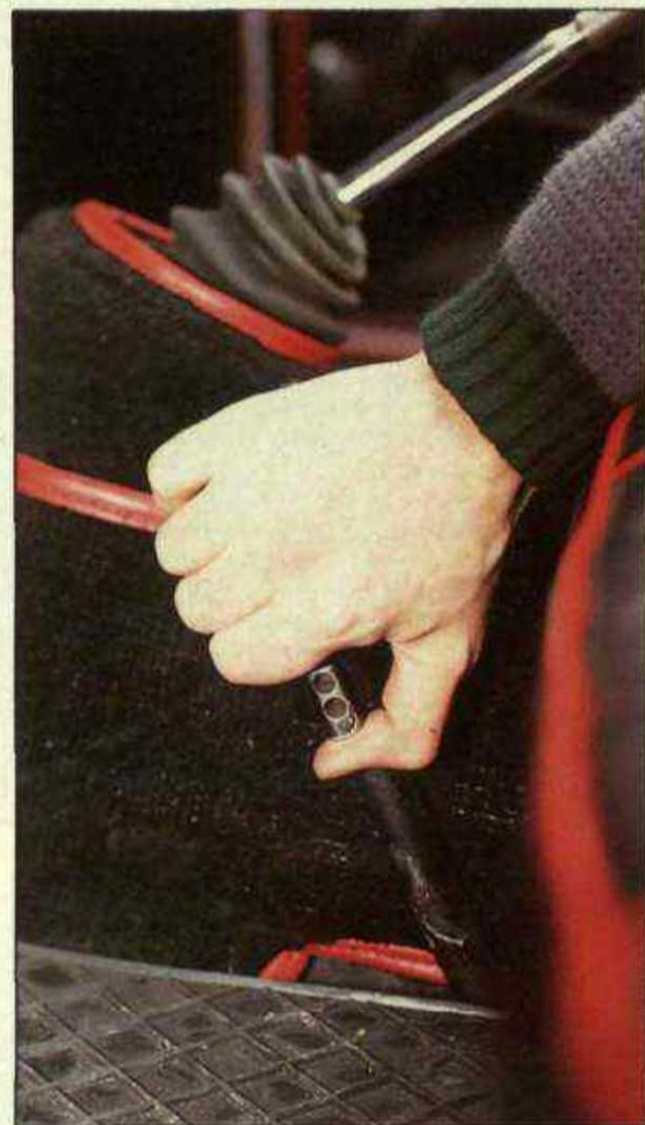
Ostensibly a 2+2, the 2600 has a comfortable-looking rear seat which proves to be clever window-dressing. Front seat occupants of any ordinary height will leave very little leg-room for the unfortunates behind, and the seat cushion is very thin. Moreover, the seat back is actually a soft padded cover for the hood — clever packaging, but hardly supportive.

And the hood! We took the car out on an unpredictable day which mixed sunshine with storms and got caught. Light rain I can ignore in an open car, but when it starts to trickle down the nape of the neck it is time to cover up. Blithely imagining that this one would be as easy to erect as the Pininfarina hood, we unpoped the fasteners and tried to pull the thing out.

Lesson one is that there is only one way to



Touring craftsmanship is very fine; this chromed hook secures the hood.



Thumbs-down handbrake action is a clever idea and more convenient than it looks.

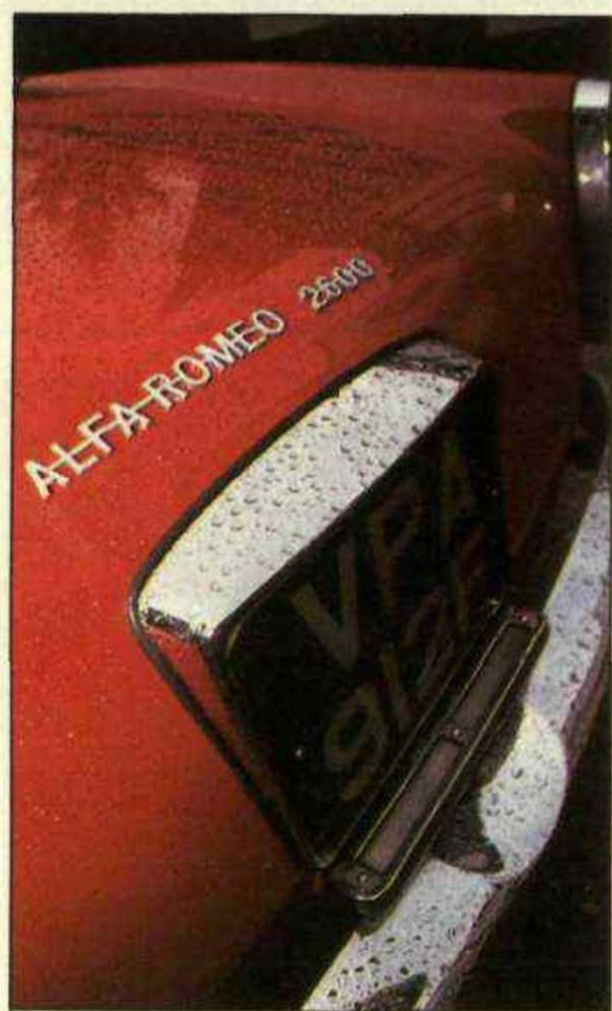


Mirror images: raised hood complements the car's lines, though rear passenger would probably rather get wet than crouch inside.

## VETERAN TO CLASSIC



Famous grille is carefully blended with more modern thrust-forward lamps.



extract the hoops from their nest and until you find it the mechanism will not budge. Having got it all sticking into the air, there is also a crucial pressure point which will transform this assemblage of metal rods and flapping canvas into a taut roof; and if you have sufficient strength left, the rigid rear edge of the hood has to be slipped over three chrome hooks on the boot. Oh, for the very elegant steel hard-top which Touring offered as an option.

Perhaps it was only the pouring rain which made it seem so hard, but in any case the shower had gone by the time we had figured it out — so we folded it all back into the back-rest cum cover, popped the fasteners in place, and set off again.

Even on the dual carriageways which removed us from London the feel of the car was coming through. A gentle, even floating ride, quite low-geared steering, and a relaxed cruising pace thanks to the five-speed box with its long angled lever and unhurried change; all these confirmed that the big convertible is meant for different things to smaller nimble Alfas. But it is a quick car, a mile-eater with a wonderful elastic surge in every gear; revving it beyond 4500rpm seems

to add little to the performance, even if it amplifies the glorious noise, so typical of twin-cam Alfas though deeper and harder than usual.

Be gentle in pulling away, for the narrow tyres will spin easily in first, and do not rush the up-change, and you will be rewarded with a thrilling progression through the ratios, the open throats of six carb-chokes blaring at full throttle in each gear and the penetrating exhaust rasp swelling behind. Brake and change down for the next corner and the rasp changes to the abrupt gargling sound of a large



Fuel filler is concealed inside boot with flip-top and screw caps to prevent fumes.



# Alfa Romeo 2600 Spyder

powerful engine on overrun as you lean on the brake and use the side of the foot to blip down to second, snicking momentarily into neutral between cogs to aid the half-hearted synchromesh. Back onto the throttle and the wide convertible swishes away from the bend, the broad thin wheel quite responsive at speed despite its low gearing.

Ergonomics did not interfere too much in the symmetrical layout of the dash: the usual twin speed and revs indicators are flanked within a curved hood by paired dials for oil and water temperatures to the left and oil pressure and fuel to the right. Below left is a row of light switches, with wipers, fan, and ignition in the corresponding positions opposite. It takes a bit of groping to find them all tucked behind the wheel, but Alfa (or Touring) has thoughtfully provided a foot switch for combined wash and wipe. But the poor quality of Italian electrics of past years shows in the floppy little lever on the column which triggers the indicators, and the erratic functioning of the light switches.

Italian style leaps up in the passenger's grab-rail which stretches like a flying buttress across in front of him, and the delicate swan-necked bracket for the rear-view mirror angling out from the binnacle. And there is some bright lateral thinking about the floor-mounted handbrake; perhaps inverted thinking would be a better description, for rather than squeeze the driver's knuckles against the transmission tunnel as a normal push-button lever would, Touring has elected to turn the thing on its head. The thumb release comes half way down the lever and the pilot uses it in thumbs-down fashion; it looks odd but works well.

What a wonderful car this must have seemed in the early Sixties with its luxurious blend of visible flair and audible breeding; a real Grand Tourer with generous luggage capacity. Naturally it would be expensive both to buy and to run (our short day consumed over £20 in fuel) but it did combine the finest Italian automobile pedigree in the work of one of the great Italian coachbuilders. Touring's designs may not have shown the inspiration of Bertone, nor the eccentricities of Zagato, but its proportions were well considered and the quality of the craftsmanship was superb. Tim Stewart's spyder shows this: the panel fit is even, invisible edges are properly finished, the bonnet and boot are rigid and lock solidly into place, and the details, the embellishments such as the chrome hood-mounts and number-plate frame, are fitted exactly to the body's curves.

If the 2600 series Alfa Romeos have one truly unusual quality, it must be their scant competition history. True, Zagato did build a run of lightweights called 2600SZ, but in reality the straight-six cars were the last connection with a tradition of big, fast, comfortable machines which has not been successfully re-invoked since. Unless, that is, the latest 164 can prove its worth.

GC

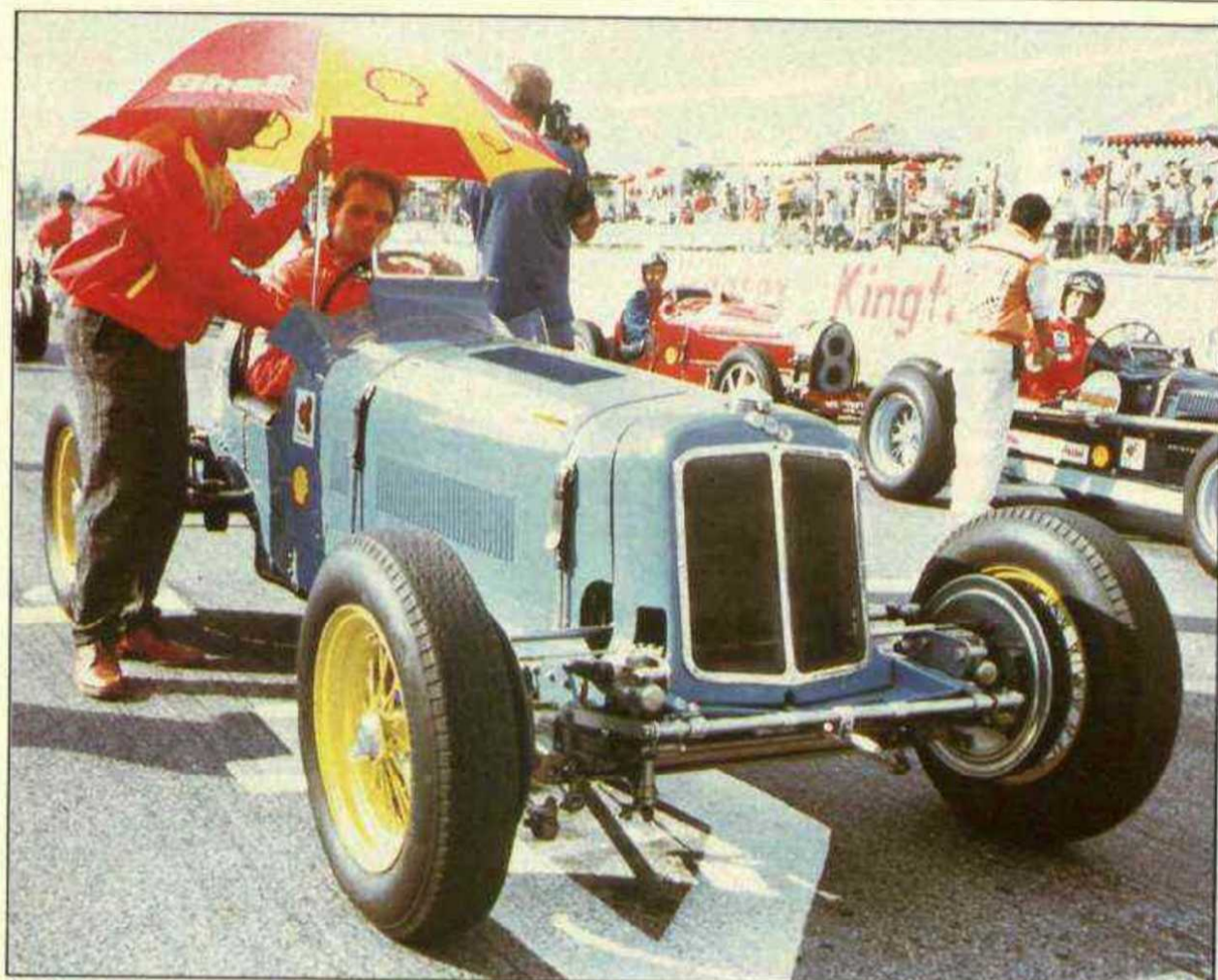


Running repairs: a brief pit-stop reveals the massive-looking block and the row of carburettors.



Fast, comfortable and handsome, with room for luggage; an ideal long-distance tourer.

## VETERAN TO CLASSIC

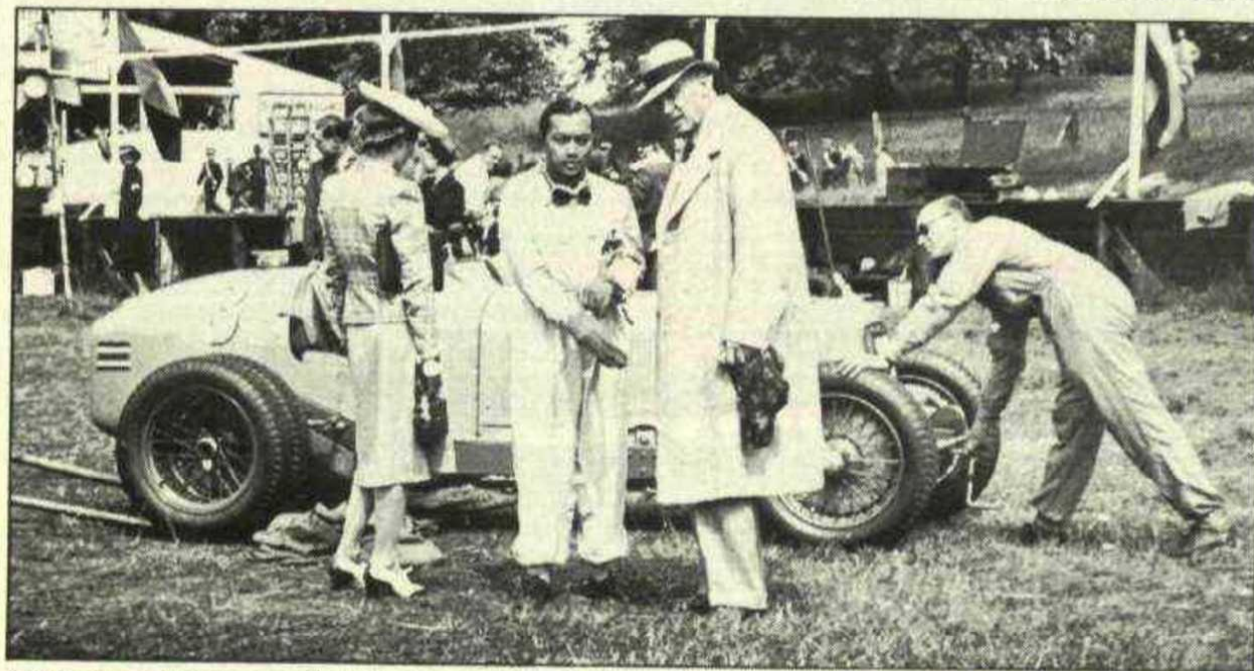


Ludovic Lindsay and Remus are sheltered from the Thailand sun on the grid of the newly-named Prince Bira circuit at Pattaya. (Photos: Alain de Cadenet)

# Tribute to Romulus

Readers of this magazine should not need much introduction to the racing career of the late Prince Birabongse, who died in 1986. He raced under the pseudonym of "B. Bira", and together with his cousin and sponsor Prince Chula Chakrabongse, he cut a considerable dash through European society as well as European race tracks.

During the mid-1930s Bira became a hero to the Siamese people. He was arguably the only international sportsman produced by his country, and the demand to see him was sufficient for his cousin to arrange a demonstration run in Bangkok. Bira's favourite car, ERA 2RB (nicknamed Romulus), was shipped out to Bangkok and formed an exhibit in



1939: Romulus is started while Prince Bira pulls on his gloves ready for the Crystal Palace Cup.

Prince Chula's splendid riverside palace.

Siam (now Thailand) has always enjoyed close links with Britain. Its code of law, banking system, railways, military forces and police are all run on British principles, and the Thai people even drive on the left in right-hand drive cars. King Prajadhipok was the first monarch to have gone to Eton, and many of the royal family studied in Britain (including Prince Chula who went to Harrow in 1923). Some of the first cars in Thailand were shipped out at the order of the then Queen Mother, Queen Saowabha, whose great hobby was choosing vehicles for her family!

The present king of Thailand, Bhumibol, celebrated his 60th birthday on December 5 last year, and in his honour it was intended to have Romulus repeat history by having it drive him over the very route around Bangkok used by Bira 50 years earlier. Unfortunately the necessary army control could not be made available until January 9 this year, but a month's delay did not deter anybody's enthusiasm.

Romulus was not alone, for various other cars driven by Bira or associated with him were also present. The main instigators of this spectacle were Prince Chula's daughter Narisa, who is also responsible for Romulus' welfare, together with Bill Morris (he of the VSCC and ERA Hanuman fame. Aply assisted by John Ure, they assembled a substantial grid of *bolides*. These were flown to Bangkok courtesy of Thai Airways International (not all at once, I hasten to add!).

The line-up consisted of the following cars: ERA R5B (Remus), to be driven by Ludovic Lindsay; Hanuman with Bill Morris; the ex-Rolt Delage ERA for Tony Stephens; Lord Raglan's Bugatti T51 (which had been exhibited by its sponsor the Montien Hotel) for his works driver Sir John Venables-Llewellyn; Rodney Felton's Alfa Romeo (being run on its doughnut-like 16in wheels and tyres); an MG KN single-seater (a twin-cam headed 6-cylinder) for Roger Sweet; and the very venerable ex-Whitney Straight, ex-Bira Maserati 8CM No 3011, which was driven by its new owner Peter Giddings.

This last car was a cause for some concern,



Another Bira car — Peter Brady's MG K3, the last to be built.

## ERAs in Thailand



Peter Giddings warms up the Whitney Straight/Bira Maserati, recovered from the effects of alcohol on its blower.



A last-minute charge gave Hanuman and Bill Morris a thrilling win in the second race.



"A mixture of Cadwell and Donington Park . . ." Felton leads the jostling pack on the short Prince Bira circuit at Pattaya.

as it had previously suffered a terrible attack of "blower rot" whereby the supercharger casing was eaten away by the action of alcohol (methanol) on it. Giddings was hoping this had been fixed prior to leaving London!

Apart from this British contingent, a complementary selection of cars was flown up from Australia. There was a trio of Bugatti GP cars — T51A driven by Max Lane, T35B for John Fitzpatrick and T35C for Stuart Saunders. Peter Brady had his ex-Bira MGK3, Lou Molina his rapid MGTB special and John Ould his BMW 328.

The enthusiastic Art Valdez brought his Bugatti T39 over. He was on beaded-edge tyres and the car looked very vintage — it had been in Australia for nearly sixty years!

The Royal Thai Army very kindly hosted a lunch for everybody, and then all the cars were driven out to the open square for the sprint. They lined up under a statue of King Chulalongkorn (Narisa's great grandfather) whilst Romulus was warmed up for the opening run round the course.

At last racing cars were heard in Bangkok as the timed sprint started. There was plenty of noise and smells as they went off in pairs; or at

least they tried to — the starter got in the way of the lights!

Felton seemed to know what was required, and got it right on both his runs. Lindsay did a couple of quick runs, as did Bill Morris, but Llewellyn was very quick on his first try, and could not see the lights on his second! Lane's T51 looked and sounded great, and so did the Valdez T39, even though it had caught fire in front of the royal stand and given the occupants a close-up of what drivers fear the most.

During the 1937 demonstration Prince Chula had hosted a ball at his palace on the river, and Narisa did exactly the same thing, in the same place, after the sprint. Romulus, Hanuman and 3011 were all on show in a special army-built pagoda which was lit up and looking very peaceful!

Although the White Mouse cars were painted "Bira blue" initially, the yellow wheels and chassis which were added created the Thai national racing colours. Yellow and blue were, therefore, the theme for this ball. The ladies all made a considerable effort to sport yellow and blue dresses, and there was a preponderance of blue bow ties for the men —

some of which even had little white mice insignia on them!

This was a lavish affair with fireworks, five-star food and drink, and an excellent display of Thai dancers including "Hanuman" in national dress. This latter dancer was very pleased to meet the real ERA's driver on the dance floor!

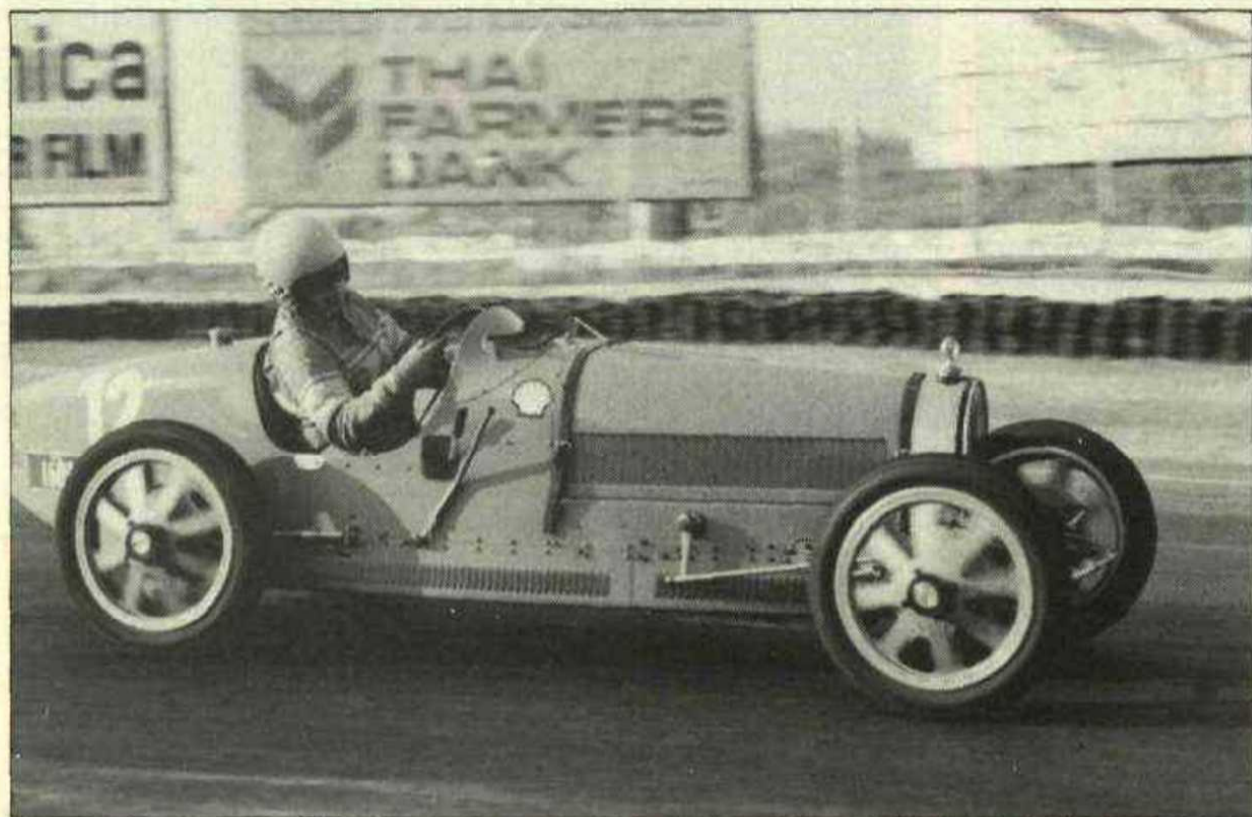
The Press turnout was quite amazing, and the sprint was televised live throughout the nation! The Sunday newspapers also gave the event plenty of coverage, with pictures of "Romulus" very prominent. Mind you that is hardly surprising, as this car is considered more of a spirit than a machine in this predominantly Buddhist country.

Sunday evening saw a gathering of all the cars and drivers as guests at the British Embassy. It was quite a sight, with a statue of Queen Victoria in the foreground and the American and Italian Ambassadors mixing in the crowd. Even the local *Pravda* representative turned up and let on about one or two old cars he knows of in Russia

The Australian Ambassador put on a drinks party in the same vein the following night, and the final evening in Bangkok was spent on

# VETERAN TO CLASSIC

# ERAs in Thailand



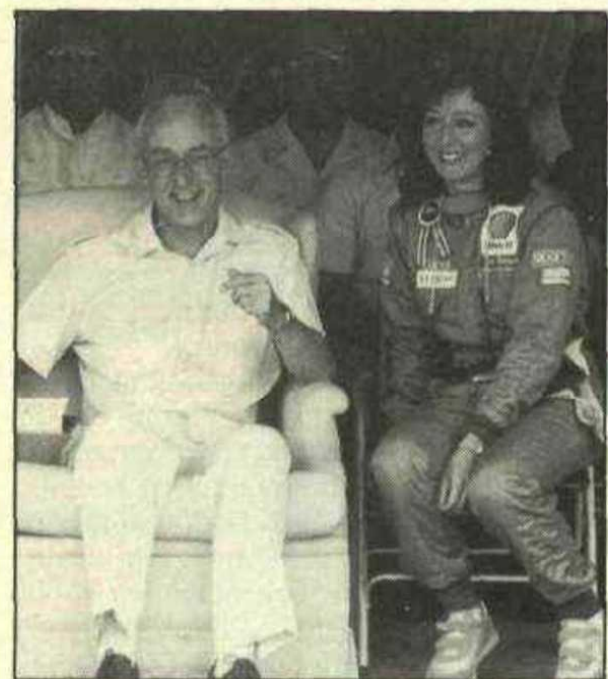
Australian visitor Art Valdez' Bugatti T39 was very original, down to its beaded-edge tyres.

board the Bank of Bangkok's former Royal Barge which glided up and down the river while the drivers polished off a substantial feast.

The air force transported the cars the 100km or so to Pattaya, while everyone else went in coaches driven by Thai army personnel. Some of the drivers were of the opinion that the coach drivers were frustrated racers, but there were no casualties. The Montien Hotel put up the rooms once again, providing a relaxed atmosphere under the sun.

This local circuit is a fairly new affair, recently renamed after the late Prince Bira. Only 2.4km in length, it is a mixture of Cadwell Park and Donington with tight turns and undulating sweeps.

The drivers were let loose in Toyota road-cars on the Thursday and had an hour's free-for-all in their own cars on the Saturday



Watching from the Royal enclosure are the British Ambassador and Narisa Chakrabongse.

morning. Other than complaints about the heat, the only mishap was to Fitzpatrick's T35B which suffered Bugatti brake-judder followed by a seizure to the front offside drum which broke the back-plate, bent the steering arm and track-rod, and sheared the brake cable . . . ough!

3011 was not running very well either, with misfires and refusal to rev. Investigation of the large SU showed it to have a kilo weight on top of the piston/needle assembly to reduce initial flutter. Although the ERAs usually find this helps, its removal turned out to be an improvement. In fact 3011 had a couple of excursions onto the highway and might have inadvertently broken the Thai Land Speed Record at the same time! Anthony Mayman had come over to relieve Tony Stevens of the command of his Delage-ERA, so Tony busied himself as the official scrutineer instead.

The first of the two 10-lap races was predictable enough, Felton being led away by Bill Morris, Lindsay and Sweet, with Llewellyn and Mayman in pursuit. Felton soon established a lead, and the interest then centred on the two ERAs and the MG having a marvellous ding-dong, with the Llewellyn T51 and the Delage trailing behind.

Felton came home in front of Morris and Sweet, with Lindsay fourth and Llewellyn fifth. Mayman was sixth but he had discovered that the Delage-ERA weighed in at 963kg, whereas the Tipo B was nearer 750kg. 3011 was next followed by the first of the Aussies, John Ould in the TB special with Lane's T51 behind.

Many of the crowd had come to see "Romulus" as well as the races, and Narisa was greeted by a huge ovation when she drove him around the track for a couple of demo laps. She was not supposed to go too quickly, but had obviously got the hang of things and left the pace car way behind. If anyone was

still in any doubt as to the popularity of Romulus and its driver, this was dispelled by their total disappearance after the run, submerged in cameramen.

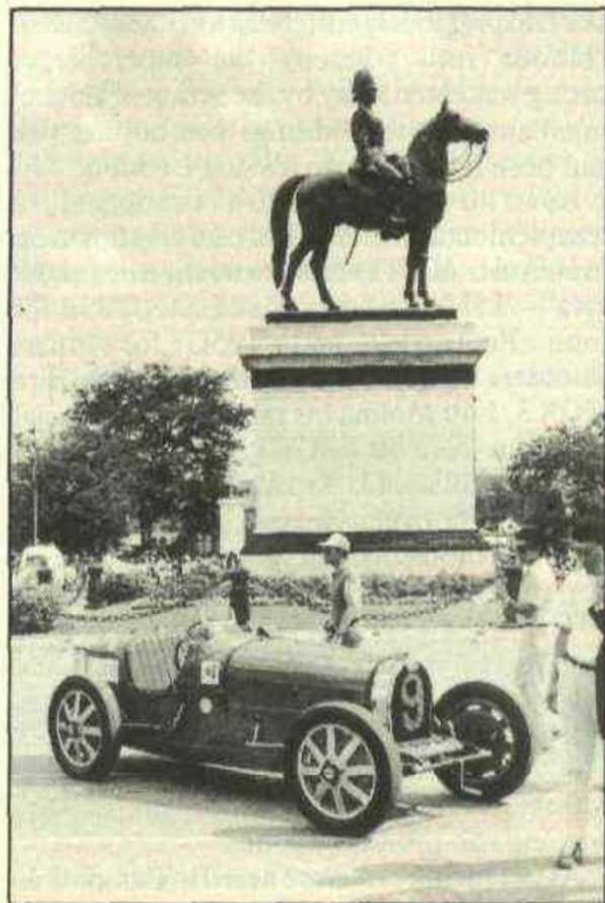
The second 10-lapper was as good a fight as one could wish to see in any class of motor sport. It was thought that Felton would not have too much trouble, but he did. Morris, Lindsay (suffering from a cracked rib) and Sweet all drove exemplary races with little more than a second between them. This was no pose or parade, but proper unarmed combat! The television had the good sense to cover both heats live, and, when this heat overran its time, the news started late, which does not happen very often in Thailand.

The crowd, pits, and spectating generals were all on their feet as, on the last lap (though Rodney says he thought it was the ninth), Hanuman got alongside the Alfa at the end of the pits; as the Alfa went a few feet wide he nipped in, and then went like the wind to take the flag by half a second. The duelling Lindsay and Sweet finished within half a second as well, with Llewellyn a lonely fifth.

Overall aggregate put Felton first in 26min 51.46sec, Morris second in 26min 56.38sec, Lindsay third in 26min 58.44sec, Sweet fourth in 26min 58.98sec, and Venables-Llewellyn fifth in 27min 56.85sec. The way the latter driver drove his machine was an object lesson, and it is no surprise he wins the Williams Trophy so easily!

It all came to an end with plenty of first-class champagne being sprayed about. Happy public, happy television, happy sponsors (who had "milked" the events well), happy Press and happy drivers — could one ask for anything more from our favourite sport?

Alain de Cadenet



Under the statue of King Chulalongkorn, Max Lane's T51A awaits the start of the sprint.

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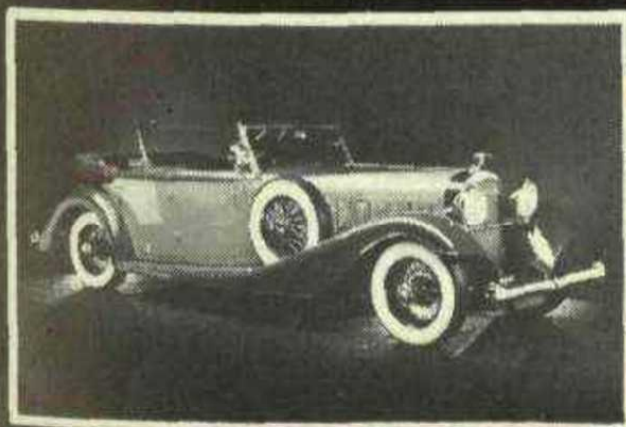
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1936 Lancia Convertible Astura  
1957 Pontiac Convertible, Fuel Injection  
1931 Cadillac V-12 Convertible Coupe  
1959 Cadillac Series 62 Convertible  
1961 Jaguar 150 Coupe, 1,900 Miles  
1933 Chrysler Phaeton CL  
1938 Buick Special by Lancefield  
1932 Hispano Suiza J-12 Dual Cowl  
Phaeton by Binder  
1932 Packard Custom Dietrich  
V-Windshield Roadster  
1948 Buick Convertible  
1957 Ford Fairlane 500 Convertible  
1969 Shelby GT500 Cobra Convertible

1966 Ford Mustang GT350 Convertible  
1985 Duesenberg II Murphy  
Roadster Prototype  
1926 Bugatti Type 40GS  
1967 Ferrari 330 GTS Spyder  
1925 Minervia Rollston Tourer  
1951 Ferrari 340 America  
1952 Ferrari 212 Ghia Coupe  
1957 Mercedes Benz 300SL Roadster  
1933 Rolls Royce PII Newport Towncar  
1962 Ferrari 250SWB Coupe  
1937 Cadillac V-12 Towncar  
1941 Lincoln V-12 Zephyr Convertible Coupe  
1955 Allard J2X  
1932 Stutz DB32

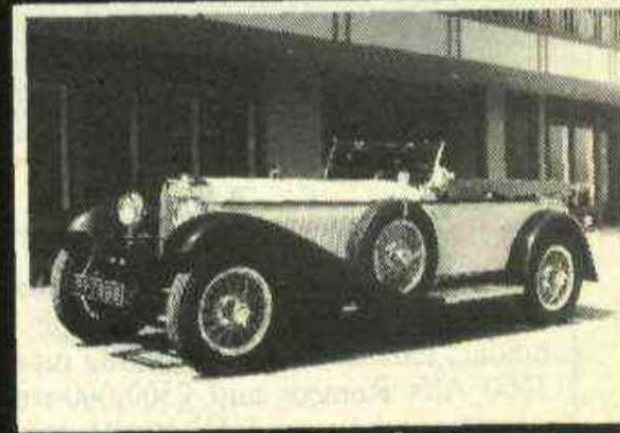
1935 Packard V-12 Town Cabriolet  
1930 Mercedes SS Tourer  
1930 Duesenberg LaGrande Touring  
1939 Aero Roadster  
1938 Cadillac V-16 Convertible Coupe  
1939 Delage D8S Roadster  
1935 Buggatti Type 57  
1981 BMW M1  
1982 Ferrari 308 Convertible  
1935 Hispano Suiza J-12  
1936 Horch Cab. 853  
1954 Cadillac Eldorado Convertible  
1937 Mercedes Benz 540K Cabriolet  
1957 Chevrolet Convertible  
1966 Ford Mustang Convertible



1932 Hispano Suiza J-12 by "Binder".



1954 Cadillac Eldorado Convertible.



1928 Mercedes Benz SS 4 Seater.

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Second Class Award-winner A P Costigan negotiates the Walcot Ford in his Riley Lincock.

## Home Again

Ten years after the last Measham Trophy Rally was run, the event has once again been established on the VSCC calendar.

The intervening years saw a series of night rallies in the south-west and scatter rallies in a variety of venues, but this year the event returned to within a few miles of its birthplace at Measham in Leicestershire. A full 200 miles of route produced a full entry of 69, nearly all of whom set off from Beaumanor Hall in Old Woodhouse on the night of Saturday January 9.

A few miles of A and B class roads took competitors into open country, although a short loop of minor road near the start, on which a route check was placed, caught several competitors out. From then on it was minor roads all the way to Grantham, many being so covered in mud and farm by-products that staying on the road became as much a problem as finding it. A certain 30/98 Vauxhall spent 25 minutes trying to extract

itself from a muddy field where the road had turned more sharply than the car had!

Sadly some cars failed to get far around the course, Phil Champion's Nash retiring with clutch trouble and Nick Lees' enviable Riley Sprite with a seized starter motor.

The light car class took a short-cut to miss a 20-mile loop, and this allowed it to keep ahead of the other two classes while remaining on schedule. However, by the time the last controls of the first half were reached the field was well mixed. One navigator's map had blown away just past the 60 mile mark, and his route to the half-way halt was behind the tail lights of whoever seemed to know the way!

Some eight miles before the halt a couple of fords had to be negotiated, one of which had

only appeared after the excessive rain of the previous week. The other, although only about 8in deep, was fairly wide, which caused competitors to approach it in a variety of ways, although none managed to persuade his navigator to set out on foot. Some drivers had a very long look before cautiously driving through whilst others took it in their stride, water cascading everywhere. As the ford was on a bend it caught some competitors unawares and at least one braked too late and ended with both offside wheels in the water.

A local photographic duo were busy at this point and others around the course so as to provide competitors with a photographic record of their efforts — a usual occurrence at race meetings but a nice extra for a night rally. Several competitors blamed their erratic driving on being blinded by the flash from the cameras . . .

The second half quickly provided entertainment and sorted out the careful navigators. A right turn off a main road required a choice from two routes either side of a small wood, and those who took the wrong leg of the triangle entered the inevitable control from the wrong direction. About 50% of the field made this error. At other controls marshals were being kept fit running after Dave White's Austin Seven, which seemed to want to keep moving in top gear regardless of the driver's selection of neutral.

Via the Vale of Belvoir, the cars eventually arrived back in the grounds of Beaumanor Hall. Results were computerised, and those competitors who chose to wait for them were able to see a print-out of their performance at all 38 controls. Among the more remarkable performances was that of M G Dawson, who won a second-class award in a 1924 Silver Ghost which only had rear-wheel brakes and was almost as wide as much of the route!

A good time had been had by all, and if so many willing marshals support it again there might just be another Measham in Measham country next year. **SGH**

### RESULTS

#### Measham Trophy Rally

Jeddere Fisher Trophy: ..... C. Bloy  
 Measham Trophy: ..... C. Thetford  
 Bryan Luscott-Evans Trophy: ..... J. Burnell

### Bouts Motors

EL Bouts, who must be about the oldest surviving Brooklands 120 mph badgeholder, tells us that, after selling more than 3000 Alfa Romeos and £300,000-worth of spares over the years, EL Bouts Motors Ltd of Wolverhampton has severed its connection with the Italian Company and taken on a Citroën franchise. **WB**

## Squire Survivors

Following our feature on Squire cars (MOTORSPORT, January 1988), Hugh Palmer writes to say he owns the second car built, X102 (the prototype now being owned by Tom Perkins in California).

This car was originally a VDP two-seater (UD 6784) but since the first owner, the Hon Sherman Stonor, wanted a lightweight body it was rebuilt after some eight months by Maythorn's. The Duke of Grafton used it for competition work, and it formed the basis of the first "Skimpy Squire" when Adrian

Squire copied it for a production model which is now owned by Mr Palmer's brother. The VDP body was used on the single-seater chassis when this was converted into a road-car (COA 420). It was scrapped in the 1950s, the only one of the seven real Squires not to survive.

The racing engine (No 1040) is now in Mr Perkins' chassis. He says that of the six surviving Squires three are in the United Kingdom and three in the United States. Two Zethrin Squires also still exist. **WB**

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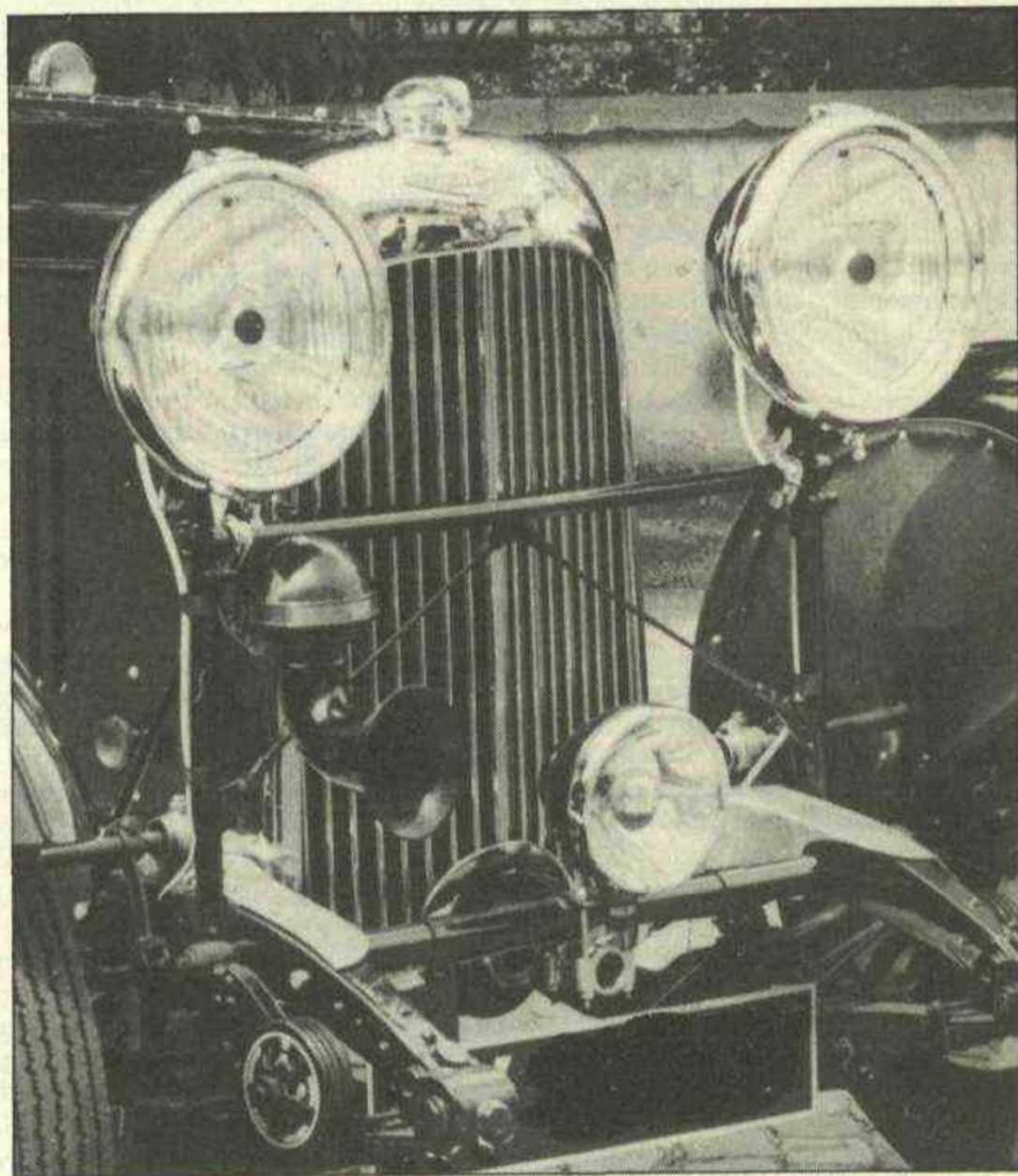
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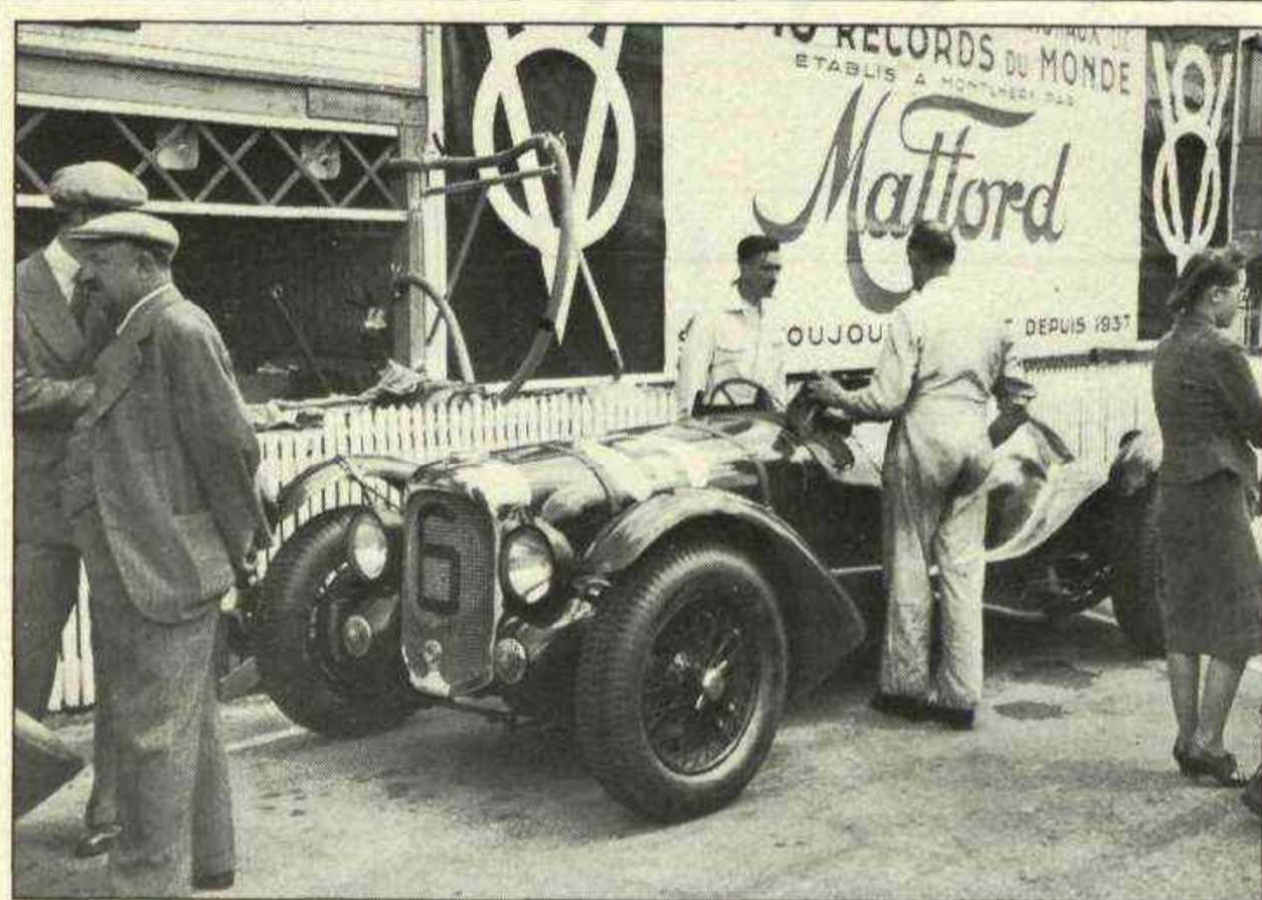
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## ENTRIES NOW INVITED

## VETERAN TO CLASSIC



"To the eternal credit of all concerned", W O Bentley's V12 Lagondas finished third and fourth at the Le Mans 24-hour race in 1939. This is the Selsden/Waleran car before the start.

# Casualty of War

When I think back on the cars for which I have considerable affection, the final pre-war design-thing of W O Bentley comes readily to mind — the V12 Lagonda. Unfortunately it was hampered by the proximity of its conception and production to the Second World War; but had Hitler not intervened this car would surely have become one of the great all-time Classics.

The project was born with WO at Staines around 1936; the concept was of a modernisation of his great 8-litre Bentley, the 100 mph saloon which had so frightened Rolls-Royce that it had bought Bentley Motors out by underhand means — which is how WO found himself at Lagonda but unable by law to use his name on Lagonda cars. Among the engineers he had around him were Stuart Tresillian, Charles Sewell and Leslie Stark, all of whom had had a hand in the Rolls-Royce PIII, and Stan Ivermee, Percy Kemish, Jack Sopp and Lionel Taylor.

The fascination of the new Lagonda was its modest-capacity V12 engine. Most V12s were big-engined cars such as the PIII (if we except the 4.4-litre Lincoln Zephyr of 1936 as an inexpensive development of Ford's famous V8), but WO had no need of the six big cylinders of the vintage 8-litre by 1936, providing he used a number of short-stroke ones to reduce piston-speed at the higher rpm

he would require to get the desired performance from a 4.5-litre power-unit.

Lagonda's V12 was a comparatively simple engine. Its 60° blocks had cast-iron heads, the 75mm x 84.5mm dimensions giving a capacity of 4480cc. There was a single overhead camshaft above each cylinder bank, driven by chains and operating two valves per cylinder. The crankshaft ran in four bearings, the alloy conrods directly on the nitro-hardened big-end journals; balance weights and a torsional vibration damper were used.

An SU downdraught carburettor for each cylinder bank supplied the mixture, and each had its own Delco-Remy coil-ignition set. There were two oil-pumps, one for the valve-gear and auxiliaries and the other for the main and big-end bearings. Cooling was by pump, with thermostatic control of the radiator shutters.

Some 180 bhp at 5500 rpm was claimed for this engine, which was mated with a new gearbox whose bearings were lubricated by a plunger pump. The chassis had torsion-bar independent front suspension, half-elliptic rear springs with torsion anti-roll bar, hypoid back-axle, Armstrong hydraulic dampers with override control for the back springs, and Lockheed brakes with 16in drums. The box-section side-members of the chassis-frame were 8in deep. With a 20-gallon fuel

tank, twin batteries for its 12-volt electrical system, 6.50 x 18 tyres and gear-ratios of 14.46, 7.43, 5.56 and 4.45:1, it weighed 29 cwt in short form.

A saloon was made ready just in time for the 1936 Olympia Show, and if prices were anything to go by it proved that WO and Lagonda's Alan Good were out for revenge on Rolls-Royce. Whereas a PIII chassis cost £1850 and a 4¼-litre Bentley saloon £1510, the short Lagonda was listed at £1050, a long chassis at £1070, and a long-chassis saloon at £1450.

A launch party at the Royal Palace Hotel in Kensington had Good, the Duke of Richmond and Dick Watney praising the V12, but when called upon to respond, WO, a man of few words who hated making speeches, just murmured "Thank you very much" before sitting down again . . .

It had been hoped to start production by the summer of 1937, but it was not until the Motor Show of 1938 that the V12 was an accomplished fact — and as for the claimed 180 bhp, I refer you to Davey and May's excellent Lagonda history (David & Charles, 1978)!

By this time three chassis-lengths of 10ft 4in, 11ft and 11ft 6in-wheelbase had been decided upon, respectively priced at £1200, £1225 and £1250 (a saloon body on the former costing £1550). Minor modifications to the Sanction-2 V12s included the oil-filler being moved to the offside cam-cover, the firing order being changed to 1-12-9-4-5-8-11-2-3-10-7-6, a redesign of the two-pressure lubrication system and some gearbox alterations.

Although the war left little time for real development, the V12 made some very reasonable competition appearances. At Brooklands, Earl Howe drove a saloon for the production-car hour-run, averaging 105.52 mph until a tyre deflated; this was changed using the car's DWS jacking system, and 101.5 miles resulted from the interrupted RAC-timed hour, with a fastest lap at 108.27 mph.

The real excitement, however, was provided by Good's announcement that Lagonda would enter Le Mans in 1939. Bentleys having won there five times and a Lagonda once (in 1935), a WO entry was quite something. It was said that Dick Seaman had been invited to drive for him, but that Mercedes had refused to release him.

The project went ahead, but WO wisely insisted the entry should just be treated as a "feeler" in preparation for the 1940 race and stipulated that speed be restricted to just one mph more than the 82.35 mph average at which the Chaboud/Tremoulet Delahaye had won in 1938.

The Le Mans engines had four hot-spotted downdraught SU carburettors (which had involved elaborate manifolding on the production engines, with the exhaust pipes inside the vee before bending to the outside), an 8.5:1 compression-ratio to suit Le Mans fuel,



# V12 Lagonda



*With three chassis lengths available, the V12 lent itself to elegant coachwork.*

a 4.09:1 axle-ratio, 6.50 x 19 front tyres to kill excessive understeer, 7.00 x 19 rear tyres and ultra-light aluminium bodysells. Power output was quoted as 220bhp, but was more likely to have been 206bhp at 5500 rpm, theoretically giving 140 mph at 6000 rpm.

Driven by Dobson/Brackenbury and Lords Selsdon and Waleran, it is to the eternal credit of all concerned that the Lagondas finished third and fourth behind a Bugatti and a Delage. At 83.61 mph and 83.35 mph respectively, they had complied with WO's wishes and proved that Staines' V12 had it in it to return and win in 1940 — though the war was to deny it the opportunity.

It is interesting that, at Harry Weslake's suggestion, smaller valves were used in the racing than in the production engines, and that cracked valve-seats between adjacent exhaust valves apparently caused WO to opt for twin-cam power for his post-war 2½/3-litre six-cylinder Lagonda engines.

Both Le Mans V12s ran in two races at the final Brooklands meeting of 1939, in stripped form. Brackenbury won the first of these at 118.45 mph, 3.8 seconds ahead of Lord Selsdon, who in closing up after a poor start did a lap at 128.08 mph. After this both drivers are said to have lifted off somewhat, to humour handicapper "Ebby", who had perhaps been too kind to these deserving British cars. Some measure of the effectiveness of these far from fully-developed sports cars is provided by the fact that Selsdon's lap speed was exceeded that day only by the Multi-Union, the Duesenberg and the big Bentley-Jackson (all pure racing cars), and by a mere 1.35 mph by Connell's Darracq.

It was October 1940 before MOTOR SPORT was able to publish road impressions of the V12. In spite of the war Peter Clark, who had campaigned his HRGs at Le Mans, was able to borrow a short-chassis saloon. He was favourably impressed, but discovered the shortcoming of these cars, which was a lack of

torque at under 3000 rpm. Clark praised the clutch-action and especially the steering, the heavy long-levered gearchange less so; he described the engine's hush as "unequaled", after he had adjusted a noisy tappet, but the wind noise he found distasteful.

A year later, when the Battle of Britain had been won, I was able to test Lagonda's only remaining demonstrator, a medium-length saloon (JPG 654) with a blackout mask on its nearside headlamp. Petrol was in very short supply, but we went to a 750 MC meeting under an evening sky laced with vapour trails

from Hurricanes and Spitfires engaging the remaining German fighters, and on Winston Churchill's "V-for-Victory" Sunday we drove to Petersfield.

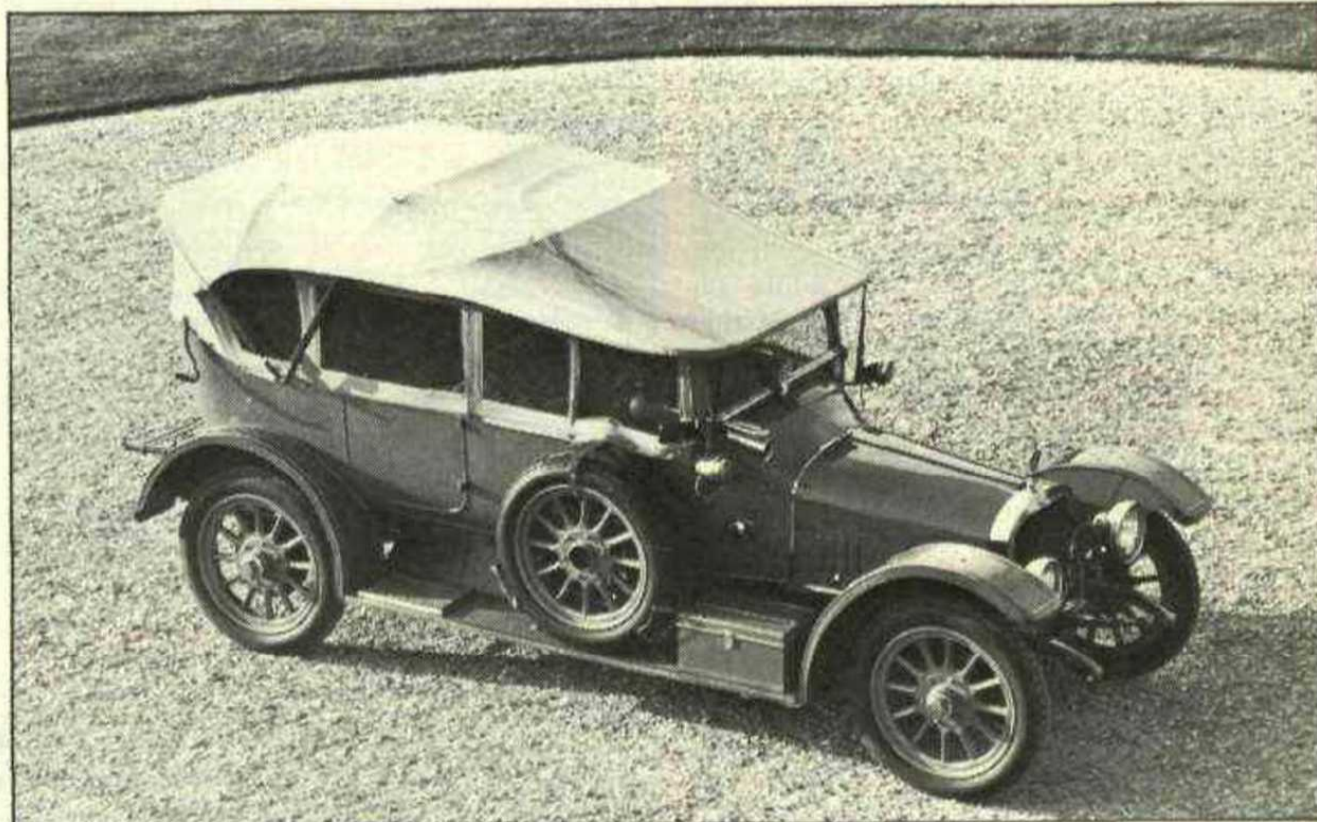
The extreme smoothness and quietness of the engine was impressive, but in deference to wartime conditions we kept our top speed down to 90 mph, although the V12 Lagonda was a genuine 100 mph car. It cruised at 3500 rpm, equal to 70 mph, and a somewhat tentative test showed 0-50 mph in 12 sec, 0-60 in 14.3 sec, and 0-70 in 20 sec; 30-60 mph in top gear took 13 seconds.

I found the brake pedal badly placed and the brakes heavy and non-progressive, but adjustment seemed needed. I agreed with Peter that the light "silky" steering was too low-g geared, and there was some bonnet and headlamp movement. The gearchange was on the slow side, but then the V12 did most of its unobtrusive running in top gear, running down to 400 rpm in that ratio. Taking Frimley railway bridge at 54 mph did not trouble the suspension. Oil pressure was 70-75°, water-heat 65-70°.

No 4 plug on the offside cylinder bank looking inaccessible, we got Joe Lowrey to remove and replace it using Lagonda's special spanner, against the stopwatch. He did this in 67 seconds, and then did the same with a plug on his own HRG 1100, which had screw terminals, in 37 seconds . . .

The V12 Lagonda was a great, though under-developed, car. How unfortunate that the war killed it off before it could relise its full potential on road or track. **WB**

## Future Engagement



*Very often when the owner of an historic car dies, his executors pass the vehicle on to a museum. In the case of this 1914 16hp Sunbeam tourer owned by the late J L Mackinlay on Teesside, his solicitor decided the NMM at Beaulieu was the one to support. A one-owner vehicle all its life and very original, this Sunbeam had been overhauled after wartime storage among chickens, and little used since. One stipulation was that Mrs Mackinlay's great niece (now aged 15) should have the use of the Sunbeam on her wedding day, should this arrive, and to this Lord Montagu has agreed.*

The Vintage Sports Car Club's luck with the weather broke for this year's driving tests at Barton Stacey near Andover. Although snow had avoided the bleak, deserted army camp which is otherwise ideal for DTs, rain poured down continuously.

Vintage-car drivers do not stop for bad weather, whatever their cars might do. There were rather more non-starters than usual, and de Wills had the misfortune to break the differential of his little 1924 Jowett two-seater almost immediately, but something in the region of 70 drivers pitted their skill in the ten tests which were named after aeroplanes, in deference to Sir Thomas Sopwith's hundredth birthday.

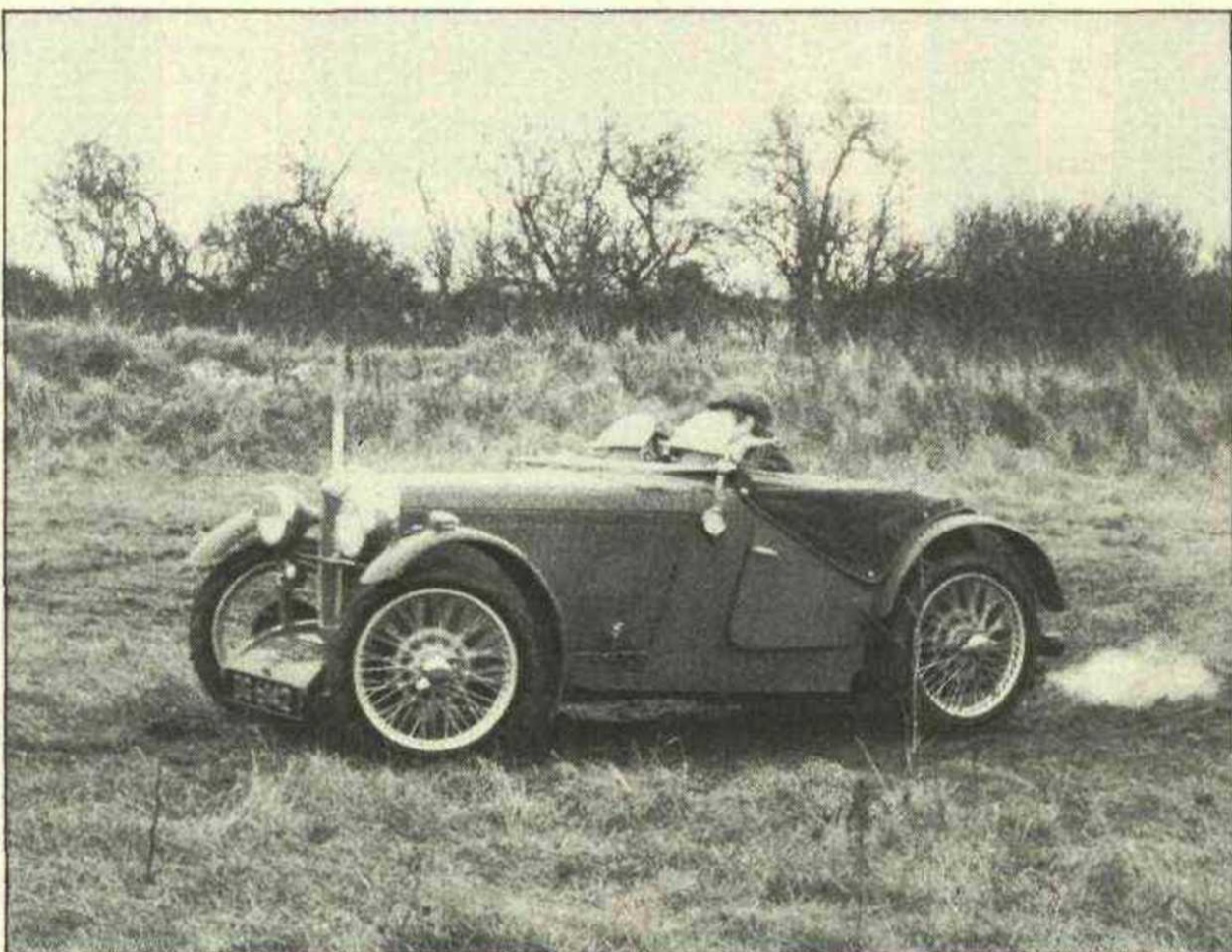
Driving in the security of the Sierra 4x4 from a slippery Wales, the first car we set eyes on was the 1902 Paris-Vienna Mors racer, but after retiring last year, it was not on the entry-list this time.

I do not mind rain but my notebook does, so only sketchy reporting was possible, concentrating on Test Seven, "Gloster Gyration", which involved a longish reverse round a lone sapling. The weather had made the going muddy, to the extent that some competitors could not get any real traction and drove away without completing the gyrations, including Charnock's smart open 3½-litre Bentley (screen flat), one of the bonnet-strapped vintage Bentleys, and some of the Rileys.

As last time, there was strong support from the Singer fraternity, with Le Mans two-seaters (one of which had to be pushed when wheel-grip was lost), the ex-Sammy Davis TT car and a Le Mans four-seater. Horner's A7 went well until he took a swerve by mistake at the end, Gardner even put down one of the aero screens of his J2 MG, and Rouse managed a useful tail-slide in spite of the size of his 1933 SA Speed-20 Alvis saloon (the one with the fine Silver Eagle mascot), though it refused to repeat this at the next gyration.

Tom Threlfall was good in the seclusion of his familiar Model A Ford, while Di Threlfall had been persuaded to drive the open air-cooled TB10 BSA light-car, with a golf umbrella. Barry Clarke ruefully remarked that here he was in his spartan Ruby-engined GN when he could have brought one of his hood-equipped A7s — but he finished the test very fast.

One of the quickest of all was Edward Riddle in his vee-twin GN, hood down for the period of the manoeuvres, while the pace of Lambert's 1932 Sunbeam 18 saloon was sedate in contrast. Bartlett's 1928 A7 Chummy bounced round effectively; some of the Frazer Nash brotherhood opened the near-side doors of their open cars to see better, Giles in the TT Replica taking a longer reversing line than some in the hope of better grip; and Roger Collings did a clean run in his 4½-litre Bentley, the car well placed. The Baxters in their Model A Ford



Benger puts his J2 MG to the test in Hampshire.

(Photos: Tom Threlfall)

## Almost Ideal!

tub-like two-seater were very neat, but Horner's 3¼-litre Bentley was more careful, and the 30/98 Vauxhall of Hamish Monro might have been quicker with more adhesive rear tyres.



John and Fred (right, with Barry Clarke) Giles and the TT Replica FN.

A very good performance here was that of Hescroff's 1935 16/80 AC, which was well wound-up even in reverse. Brett's smart Talbot 90 coupé, with those Georges Roesch inbuilt direction-indicators, dummy hood-irons (remember them?) and rear trunk took a sensible route but was badly hampered, like most, by lack of grip, whereas Bennett's pleasing little 1923 8/18 Talbot coupé had the benefit of a solid back-axle, both artillery wheels spinning in unison.

L E Herring's big 14/40 Humber tourer kept its hood bagged in spite of the rain, the drilled outside levers on Roberts' TT Replica Frazer Nash cannot have helped in this frolic, and both Shoosmith's sports Riley and Clear's Riley Lynx retired, in mid-test, sans sufficient motion. Bevington's M-type MG was extremely good, on the other hand, emitting nice sounds from its fishtail, and Goding's 1929 A7 put up one of the best shows of all, with practically no wheelspin.

But enough of this! Let's have a look at the results. **WB**

### RESULTS

#### VSCC Barton Stacey Driving Tests, January 23

**Best Tourer:**..... R. Andrews (Riley)  
**Best Saloon:**..... S. Bennett (8/18 Talbot)  
**Best Light Car:**..... E. Riddle (GN)  
**First Class Awards:** Mrs Threlfall (BSA), D. Marsh (Bugatti), C. Marsh (Bugatti), P. Blakeney-Edwards (Frazer Nash), I. Hall (Riley), H. Monro (30/98 Vauxhall).  
**Second Class Awards:** T. Threlfall (Ford), A. Jones (A7), H. Conway (Bugatti), M. Garfitt (FN-BMW).  
**Third Class Awards:** R. Harcourt-Smith (A7), P. Binns (HRG), T. Tarring (Frazer Nash), G. Still (Frazer Nash), J. Baxter (Ford), D. Baxter (Ford), B. Clarke (FN-GN), M. Goding (A7), J. Bevington (MG), W. Moore (Riley).

## The Roads of the 1920s

Continuing to follow Owen John's diaries, which give such a good idea of what motoring was like in vintage days, we find him off to Manchester at Easter in 1927, in his well-known Rover; its Dunlop tyres were by now becoming a little bald but there were no worries about how much tread was legally required to remain in those times!

OJ found that by 1927 Oxfordshire had improved its roads wonderfully, in direct contrast to Warwickshire on some of whose surfaces back-seat passengers were bounced about more than they would have liked — though this could be as much a criticism of the prevailing car suspension as of the roads.

However, the new Coventry to Stonebridge highway was under construction and the short-cut via Coleshill to Lichfield was as enjoyable as ever; OJ even found Newcastle-under-Lyme to be quite navigable. The Cheshire roads received high praise and the Manchester by-passes were already open.

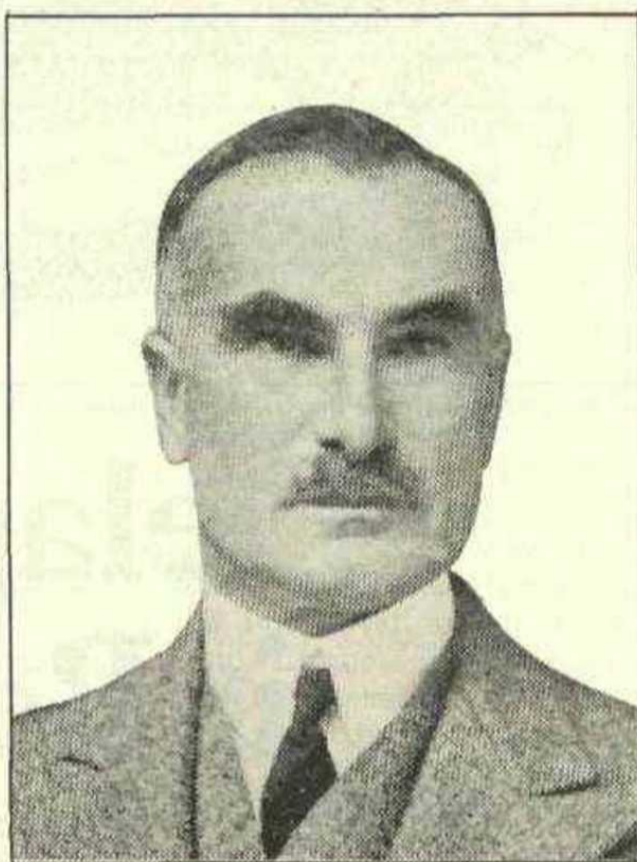
But a two-mile hold-up between Warrington and Eccles had a vintage flavour, for the cause was a steam-wagon which had set fire to a load of cotton bales. The wagon was badly damaged, probably a write-off, and he advocated widening of the "narrow, ever-crowded twisty lane which runs between Prescott and that most depressing of towns, Eccles."

OJ stopped to look at Liverpool Cathedral, remarking on the glory of its stonework but finding the figures in the stained-glass windows so small they reminded him of cartoons. Perhaps he was distracted by the many charwomen kneeling to clean the cathedral floor with the same powder he was always falling over at home (Vim?) and the fact that someone was tuning the organ, making "a sound worse than the wireless".

The next day was enlivened when Mr Ede of Crossley's took OJ for a whirl over half-a-dozen of the steepest and longest passes on the Yorkshire and Derbyshire moors in the very latest six-cylinder Crossley saloon. Neither of the Crossleys OJ had owned (before going over to Rovers) was anything approaching as fine as this one, which he thought would become a very famous car indeed. It had good brakes too, which proved useful at the right-angle bridges still found at the bottom of most of the Peak District hills; OJ had encountered these gradients previously only from reports of hill-climb events, but he now found them deserving of great respect.

His route home was by way of Macclesfield, Leek and Ashbourne to Derby, and the Rover managed a high average speed except when OJ foolishly got lost attempting a short-cut between Derby and Nuneaton. He paused at Ashby-de-la-Zouch to show his wife the inscription on the war memorial: "220 miles to Ypres". Is it still there?

OJ was also impressed by the already important traffic of lorries between factory and station, such that goods made in the afternoon in Leek could be delivered to



*S F Edge — crossing swords with OJ.*

London by rail that same night.

At about this time Clare Sheridan had been wandering about the Sahara desert in a Renault tourer (she wrote a book about it, a copy of which I once discovered in a secondhand bookshop a few minutes walk from MOTOR SPORT's offices but turned down as the price seemed too steep, in those days before such books became collectors' items), and one of the Chitty-Bang-Bangs was being offered for sale at Glass' Used Car Show at the Alexandra Palace. Meanwhile OJ was defending his preference for closed bodywork . . .

He wondered whether driving an open car brought on a greater thirst than spending all day in a closed one, and cited as evidence the number of open cars seen outside pubs — I think perhaps this is a matter which should be referred to members of the VSCC! OJ was also on about how to eat when on the road, suggesting that a packet of cheese biscuits, a home-made sandwich and a bottle of beer met his needs, providing he was in a saloon car and thus had dry elbows and freedom from dust.

That there is very little under the sun that is new is proved yet again by an entry in OJ's outpourings, concerning crossroads.

Segrave, you may remember, suggested that the safest way to tackle them was to drive over them as rapidly as possible, thereby reducing the time at which one was at risk. Doubtless this was not a method of which the

police and those in authority over road users approved! Certainly in the mid-vintage period such crossings were unguarded and dangerous when they were "blind", and I have already recounted in these columns how, as a schoolboy, I used to station myself with a friend at a notorious crossroads in south London and wait to see whether any near misses or accidents happened.

Well, in early 1927 OJ had received a letter from a very old friend of his, none other than Mr Neville Grenville of Butleigh Court in Somerset (who began driving about on his steam-roller before the advent of practical "autocars"). What this very experienced road-user was suggesting was that every county or local surveyor responsible for the roads in his area should decide which of two roads at a crossing was the subsidiary one, and that 50 yards from the crossing there should be erected "magpie" posts, indicating to drivers that they should creep up to the intersection and give way to other traffic.

So now you know where the universal "Give-Way" and "Halt" signs which guard every crossing in the land stemmed from. Apparently Mr Grenville had tried them out in his own village and OJ thought there might be such signs in other places, but they were by no means universal in 1927. There had, of course, been red triangles at some dangerous spots (not necessarily at crossings) in earlier days — one at least persisted in a town near my home to quite recent times — but I assume OJ's friend had something more easily visible in mind. The amusing thing is that OJ thought these would save the cost of white-lining, whereas now, we have both forms of warning at every little side-road and intersection.

Finally, OJ again crossed swords with S F Edge — no difficult thing to do. He had remarked that he preferred vee-windcreens to flat ones, and Edge wrote to say he did not agree, after experience of such screens which had once been fitted to all six-cylinder ACs.

There is no need to quote the pros and cons of this argument because modern cars are flat-screened without exception, but I cannot resist mentioning one of the arguments in favour of a vee-front given by OJ, whose Rover had just such a windscreen. It is an argument one would be ashamed to utter in 1988 but was thought nothing of back in 1927. Said OJ, fewer draughts around the vee-screen "keeps tobacco smoke gently moving instead of creating a fog exactly before one's eyes". Which sounds like some profound aspect of obscure aerodynamics to me. . . WB

## VETERAN TO CLASSIC

Some time back I analysed the luxury cars which manufacturers, expectant of post-war sales to the wealthy, put on the market just after the 1918 Armistice in an attempt to undermine the supremacy of the ageing 40/50hp Rolls-Royce. We looked at cars such as the Lanchester Forty, 40/50hp Napier, Parry Thomas-designed Leyland Eight, sleeve-valve Daimler 45 (forerunner of the great Daimler "Double-Sixes"), Isotta-Fraschini and 37.2hp Hispano-Suiza.

Two other important car-makers, Lancia and Fiat, had similar ideas, but both made a hash of the new top-class designs they prepared for post-war consumption.

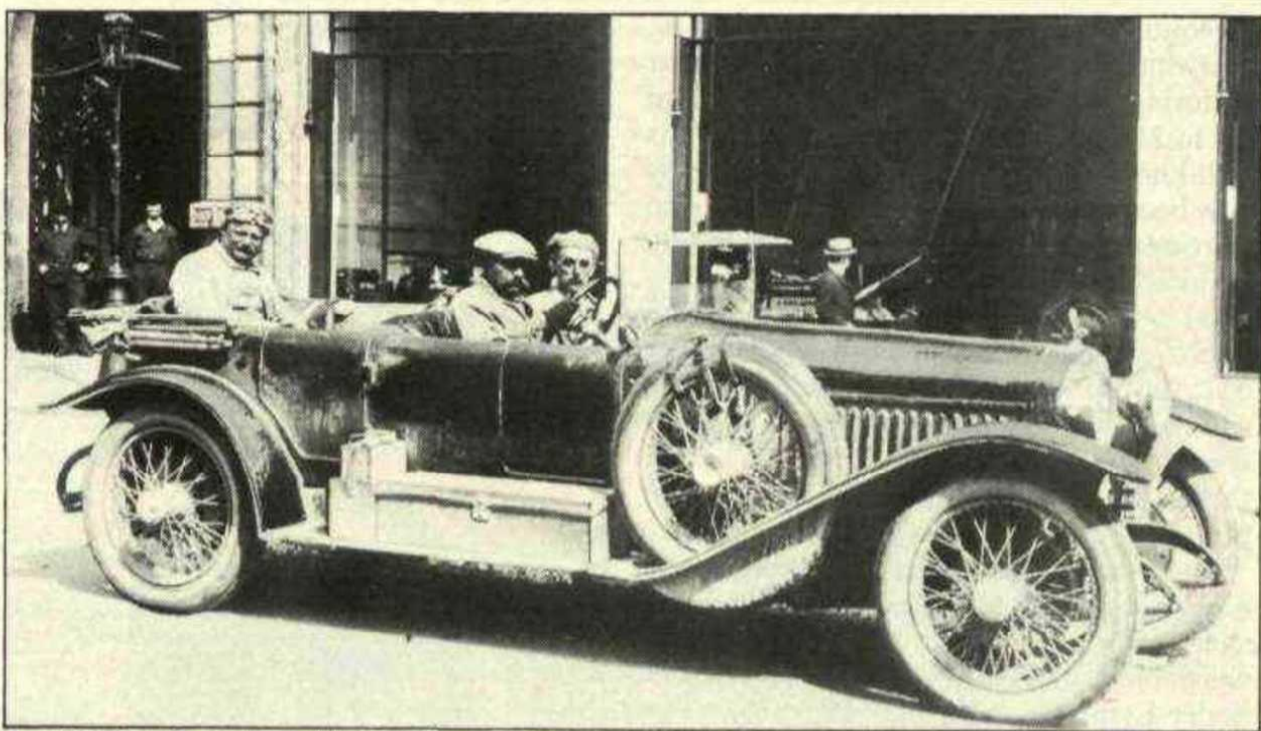
Lancia caused a short-lived furore with a big new twelve-cylinder luxury chassis, which appeared at the 1919 Paris Salon and Olympia Show. It had a six-litre engine, with the twelve 80mm x 100mm cylinders set as a vee in a single block at an angle of 22°, a foretaste of the Lambda and subsequent four- and eight-cylinder Lancia power-units. This unusual construction gave the big engine a very neat appearance, and there appeared to be no exhaust pipe—the manifolding being in the centre of the block, it emerged from the back. To enhance the clean appearance there were no external oil-pipes, just a carburettor on the offside and six sparking-plugs along each side, inclined at 45°.

The cylinder bores were offset, as were the conrods (forked rods being common on other multi-cylinder vee engines), and the Lancia engineers had contrived to make this huge engine just under 3ft long. Overhead valves were vertical in the detachable head, operated by an overhead-camshaft and rockers. Aluminium plates covered the valve-gear and both sides of the cylinder block (where the base of the cylinder-barrels would be seen on most engines at this time), thus further tidying up the appearance.

The camshaft was driven by a vertical shaft and bevels at the front of the engine, the bottom of this shaft turning the oil-pump. It also drove a cross-shaft which actuated the dynamo and magneto and from which a helical gear drove the water pump. The crankshaft ran in four bearings and the very thorough system of lubrication retained the method used on the 35hp four-cylinder Lancia (the chassis which had served the Allied Forces so well in the recent conflict) in which at full throttle all the pressurised oil was fed to the bearings. The carburettor was a Zenith, the magneto a Dixie, the clutch a multi-plate.

Unit construction of engine and gearbox had gained much ground since the war and was used for this new 12-cylinder Lancia; there were three forward speeds, the speedometer being positively driven from the gearbox. Gear and brake levers were mounted centrally. Torque was taken by the T-shaped propshaft casing, obviating a separate torque member.

Special care had been taken over the springing of the big 12ft-wheelbase, 26-cwt



Louis Delage leaves Paris in his 24hp tourer for his 1920 dash around France.

(Photo: Autocar)

# Delage did it Better!

chassis, the springs being devoid of rolled eyes to ensure retention of lubricant fed from an under-bonnet reservoir. Side movement of the shackles, normally needing adjustment by washers, was taken up automatically by helical springs, and the rear springing consisted of divided half-elliptics linked to cantilevers. This ingenious suspension had been tested for two years on a Lancia seating nine people three-abreast, and it was said that the ride was as comfortable two-up as when fully-loaded, because under load the cantilever rear springs supplemented the half-elliptical.

It sounded very promising, especially as the V12 chassis was supplied complete with dashboard, aluminium instrument panel with tool-lockers, and a spare-wheel carrier (to take disc wheels shod with Michelin 875 x 135 tyres) to alleviate the coachbuilders' task. The engine size had been increased to 6½-litres by the time this interesting Lancia got to Olympia, where W L Stewart & Co exhibited a chassis which certainly attracted the crowds.

Yet nothing more was heard of this big V12 Lancia after 1920. Perhaps that central exhaust-pipe just beneath the dashboard warmed the feet of the front compartment occupants too effectively ("It is carried away to the chassis exhaust-box with a minimum of curves," was the claim) or maybe that exhaust porting on the inside of the vee caused engine overheating problems. It is possible, too, that the big many-cylindered engine took some starting, judging by the use of 12 volts for this purpose as opposed to six-volt electrics otherwise (a precursor of dual-voltage sys-

tems on other cars, such as the Roesch Talbot which required 24 volts for starting). Whatever, a failure the V12 was, and Lancia's reputation was built upon later models such as the Lambda and Dilambda.

Fiat, an even greater motor concern which had also supplied vehicles to the Armed Forces (one of whose drivers was Ernest Hemingway), got little further with its post-Armistice luxury car. This, too, was a V12—the legendary SuperFIAT. Turin did not release this until 1921, but even so one authority has suggested that only three were built.

The Fiat was a bigger car than the Lancia, having a wheelbase of 12ft 8in and an engine size of 6.8-litres. The chassis weighed 33½ cwt, and when shown at Olympia in 1921 was priced at £1800. The cylinders were of 85mm x 100mm, set at 60°, claimed output being 80 bhp at 2200 rpm.

A neat appearance was achieved for this power-unit by hiding components beneath covers. Overhead valves were used, push-rod operated. There was dual ignition, a multi-plate clutch, a three-speed unit gearbox, hydro-mechanical servo 4WB with two pumps in the gearbox, equipment including an engine-driven tyre pump, telescopic steering-column and altimeter, and suspension by half-elliptic front and cantilever rear springs.

Again, it sounded promising, but mass-production was more Fiat's forte. The SuperFIAT was prone to catch fire and had what we would today term over-servoed brakes; the Rolls-Royce-style radiator

clashed with the use of artillery-type wheels. Although a boat-tailed torpedo sports model graced the 1922 Paris Salon, the thing soon faded away. Fiat found a similar 4.8-litre Six, the Tipo 519, a more saleable commodity, and undoubtedly the prevailing post-war economic deprivation was against Agnelli's V12.

Delage did it much better! This company had embarked on post-war planning long before the war was over, and Louis Delage came up with his offering in 1919, keeping to comparatively conventional design.

It was a side-valve 80mm x 150mm (4524cc) six-cylinder with two horizontal Zenith carburettors, which was ready for display at the 1919 Paris Salon. Again unit construction and a multi-plate clutch were employed, but the gearbox gave four forward speeds and, in accordance with previous high-class practice, right-hand control levers were used, with the gear-lever in an open gate. A cross-shaft at the front of the engine drove the water-pump and magneto, and the SEV generator was driven by a chain from the crankshaft.

This fine, straightforward 4½-litre engine proudly bore the inscription "Delage-Courbevoie" on its tappet cover, and although it was said that much of the chassis detail had been derived from the company's racing cars, Louis Delage had not succumbed to the temptation of following the engine design of his 1914 French GP cars, which had desmodromically controlled multiple inclined overhead valves operated by twin camshafts. The 4WB was, however, a consequence of this racing programme, being all pedal-applied with the handbrake on the transmission intended simply for parking.

By the time this 24hp Delage came to the 1919 Olympia Show the 11ft 3in wheelbase chassis on 895 x 135 tyres cost £1800, and a Million-Guinet tourer attracted the connoisseurs. Motoring journalist W F Bradley had been driven by Louis Delage himself from Paris to Nice in 15 hours 55 minutes (the train home took 21 hours 12 minutes), at an average speed of 41.53 mph for the 621 miles, nearly 50 mph being averaged from Valence to Orange. It was believed that no other car had done this journey in a day.

The Delage carried the equivalent of four occupants in weight, used 1½ pints of oil and gave no trouble; the brakes were adjusted once. One cannot imagine Giovanni Agnelli or Vincenzo Lancia doing such a run in *their* new cars, which is perhaps just as well!

Not content, Louis Delage was off again in 1920, on a fast run round France under a torrid sun, once more taking Bradley and a mechanic with him. A distance of 3120 miles was covered in just over six days, an average of almost 520 miles a day; the longest day's run was 626 miles. Delage again did all the driving himself, regretting the slaughter of four hens and a goose *en route!*

The 24hp Delage tourer broke a road spring on the shocking war-scarred roads (this car had three-quarter-elliptic back springs and a

gulley had broken the quarter-section of one) but otherwise gave no mechanical trouble. The engine was given oil, the radiator was topped up only once, and the brakes adjusted four times; and as hotels had not been booked in advance, time was lost looking for accommodation. Delage had two specially-calibrated Tel odometers in the car, constantly checked against kilometre-posts and one another.

A useful yardstick for this run is MOTOR SPORT's run around Europe in 1972, when we drove through ten capital cities in four days. The BMW 3.0 CSL was fully extended for 3789 miles in all, with 1145 miles covered on the "best" day. The time included two Channel crossings, but when you consider the enormous difference in cars and road surfaces more than a half a century earlier, all praise is surely due to the indomitable Louis Delage?

Early in 1921 the 24hp Delage acquired vertical, push-rod-operated overhead valves. Although it was said that power output had been deliberately restricted to improve flexibility, 88bhp was developed at 2380 rpm, almost the same bhp/litre as that of another celebrated new French car, the overhead-camshaft 37.2hp Hispano Suiza. This gave the sports 24hp Delage an impressive performance, the fully-equipped prototype doing a mean (two-way) 83 mph when tested over four miles of French highway.

Whereas the valves of the side-valve engine had a lift of 9mm, those of the ohv engine had a lift of 11mm and were 42mm in diameter. The side-valve power-unit had one sparking plug placed centrally in each head, but in the ohv engine there were two plugs per cylinder (one on each side, fired by an SEV double magneto) and a double-choke Zenith carburettor was used. Oil was fed under pressure to the valve rockers, with wick-feed to the push-rod ends. The neat Delage aluminium instrument panel was now mounted on a cast-aluminium dash, and the tyre size was now 880 x 120.

Hoping to emulate Louis Delage's fast run round France, Pierre Delage set off to drive round Spain in the summer of 1921, a journey thought to be impossible in less than three weeks. Fallen bridges caused long detours, rivers had to be forded and the car fell into ditches beside the atrocious roads and had to be dug out; petrol was not easily obtained and so bad were the conditions that the Delage's mud-caked brake-gear had to be freed, water drained from the carburettor, and the plugs changed; away from the towns only three other cars were encountered.

On the worst day only 34 miles were possible, yet the circuit of 2548 miles was covered in eight days, the best day's distance being 511 miles, and the average more than 318. This time there were no breakages, and the car returned triumphant. All of which just goes to show that in this difficult post-Armistice period, Delage was certainly doing a great deal better than Lancia and Fiat! **WB**

## V to C Miscellany

A recent issue of *The Driving Member*, the Daimler & Lanchester OC's magazine, contained much Daimler Conquest and Consort material, including a report on a year's running by Mr Boyd-Carpenter's Conquest Century (which has done 325,625 miles in 31 years) and recollections of the 1954 International Touring Car Race at Silverstone, in which Ken Wharton's Conquest saloon led the team of four Jaguars until an MG spun into it and burst its radiator (the other Daimlers finishing first and second in class and fifth and sixth overall behind the Jaguars). It seems these Conquests had Century engines tuned to give 116bhp at 5800rpm, mainly from raised compression ratio and improved breathing, but no apparent alteration to flywheel weight or gear ratios.



Pictured in the charge of Donald Barnes on Juniper Hill during the 1937 SUNBAC Colmore Trophy Trial, this Autosports Singer Six Le Mans Special Speed Model was an early entry in the RAC Classic Car Run for Terence Barnes.

Five starting places are being used by the RAC for its third Classic Car Run on May 29 — Bath, Chester, Cheltenham, Windsor and Norwich (the last named being the headquarters of the sponsoring Norwich Union Insurance Group). All routes converge on Silverstone, and 700 cars are expected, spanning the years 1905-1968. Regulations are issued by the RAC MSA, 31 Belgrave Square, London SW1X 8QH.

The model Napier-Railton chassis which appeared at the Brooklands Society annual dinner (MOTOR SPORT, January 1988) was made by a Mr Gebby of Oatlands Park, not by Derek Dent as stated — although the latter acquired it later. Dent was himself a keen model maker, starting with the GN "Kim" in 1924 and progressing through many fine models of Frazer Nash racing cars to a childsize FN towed behind his full-size "Chain-Gang" Frazer Nash. **WB**

# BOOK REVIEWS

**Carrera Pan-Americana "Mexico"**  
by Adriano Cimarosti. 381pp. 11½" × 9½".  
(Automobilia International Publishing Group,  
4 Viale Monte Santo, Milano, Italy.  
Available from Chater & Scott and similar  
specialist bookshops. £74.95).

This is something that has never been done before, the history of the short-lived but memorable "Mexican Road Race".

Probably second only to the famed Italian Mille Miglia open-road race, the Pan-American "Mexico", or Carrera Mexicana for short, was held for the first time in 1950, and subsequently run annually until 1954. But the worldwide reverberations from the 1955 Le Mans disaster put paid to this wild and woolly event for all time.

It ran in timed stages for nearly 2000 miles, for the whole length of Mexico from the Guatemalan border in the south to the United States border in the north, covering every type of terrain imaginable, from mountain passes to long flat plains. The fast bits were fast, even by Mille Miglia standards.

While the first event was solely for production saloons, won by an Oldsmobile 88, it almost immediately became an extension of the European Sports Car Racing scene, as witnessed by the winners — Taruffi/Chinetti (Ferrari 212) in 1951; Kling (Mercedes-Benz 300SL) in 1952; Fangio (Lancia D24) in 1953; and Maglioli (Ferrari 375) in 1954.

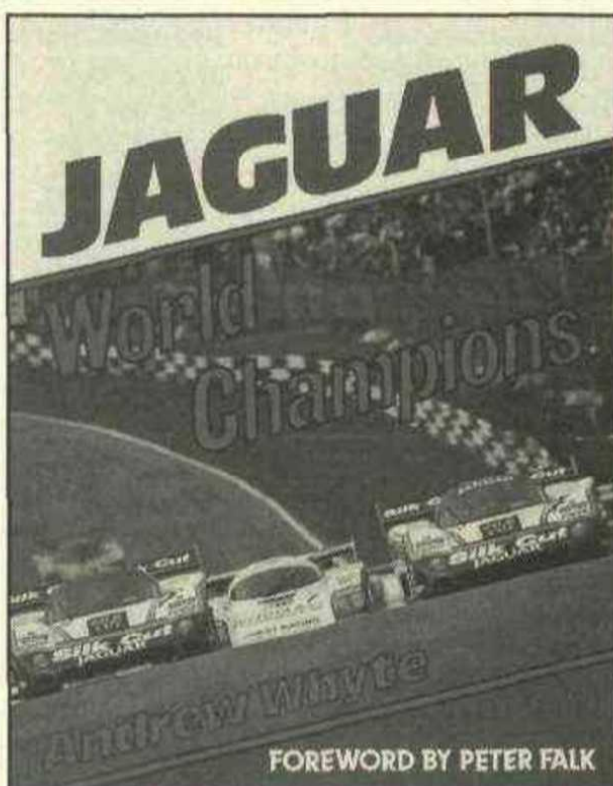
Adriano Cimarosti, who is the Formula One reporter and sports editor of the Swiss motoring newspaper *Automobil Revue*, and is one of those fortunate people who speak four languages fluently, has been a motor racing enthusiast since his school-days in the immediate post-war years. His research on the Mexican race has been prodigious, both in locating and talking to old winners and competitors, and in finding photographic coverage which was a hard task in itself.

The large format not only allows dramatic use of the more spectacular photos, but permits the text to be run in three large columns, and in three languages — Italian, English and French. If nothing else, the book is a useful language course, with the accent on motoring racing!

It is a very expensive book, but it is a quality production; it is also a serious work, not a coffee-table-spectacular-work-of-art. A solid tome which weighs 6lb and needs two hands to carry it, it is very full of information and stories. **DSJ**

**Jaguar — World Champions**  
by Andrew Whyte. 208pp. 10¾" × 8".  
(Haynes Publishing Group, Sparkford,  
Yeovil, Somerset BA22 7JF. £14.95).

Andrew Whyte, who has recently won two important awards for his writing, is the Jaguar historian *par excellence*. If you want to know anything at all about Jaguar or SS cars,



about Sir William Lyons, Sir John Egan or for that matter Swallow Sidecars, Andrew is the authority.

Having dealt with Jaguar history and the racing of Jaguars in two vast volumes, what is left but to bring the latter story up to 1987 — the year when Jaguar won the World Sports Car Championship? Indeed, reading the blurb on the back cover, you might think Whyte is psychic and has written up TWR's defence of the title in 1988 as well.

Certainly the book is well up to date, and says it all in pictures of praiseworthy excellence as well as in Andrew's words of wisdom. So this is an enchanting read for those who want to leave history behind and read of today's great sports-car racing achievements, and it is a compliment that the foreword is by Peter Falk, Porsche's Competitions Director. This year should see a resumption of the Porsche/Jaguar battle, with Mercedes-Benz joining in, and this new book is the best possible lead in to enjoying the contest.

Andrew Whyte makes it clear how much is owed to Tom Walkinshaw, Tony Southgate, Roger Silman and the team, who have put the great British make back on the racing map with the XRJ-8. His book is right up to date, with an XRJ-9 pictured on test at Daytona prior to its magnificent start to the season in the USA.

It is all here in detail: the drivers, the cars, colour plates, many tables of results and statistics, pictures from earlier times and even of the transporters! The ten championship rounds of 1987 are covered in great detail, as are the Jaguar successes of 1982-1986, and the entire book is packed with fascinating information. **WB**

Overhaul and tuning books, started we believe by Kenneth Ball and taken up by John Haynes, have achieved great popularity, and Motor Racing Publications has recently

come up with two such titles. **Ferrari Guide to Performance**, subtitled "Essential Tune-up Secrets for every Red-Blooded Ferrari Enthusiast" (forgive us for thinking that you had to be blue-blooded to afford to run a Ferrari!), is by Allen S Bishop, and **Volkswagen — Water-Cooled, Front-Drive Performance Handbook**, by Greg Raven, covers all models since 1974.

The former is the smaller and costs £10.95, for which Ferrarists get 141 (235mm × 190mm) pages and 178 illustrations. The VW volume runs to 208 (278mm × 215mm) pages and more than 400 pictures — and remember that pictures often help enormously in DIY books — and costs £12.95. We note that MRP prefers photographs to drawings in these publications. **WB**

**Japanese Car**  
by Marco Ruiz. 192pp. 10¾" × 8½". (Hayes Publishing Group, Sparkford, Yeovil, Somerset BA22 7JF. £14.95).

Now that almost all Japanese makes are available in Britain and our roads abound with them, some directory is called for to sort out complex makes and models programmes, and to help us understand the origins of these Japanese autos. Here is the book for the students' bookcases!

The Italian author has sorted it out rather well, with more than 500 pictures (colour ones included) of the many Japanese cars — a phenomenal number of makes when you consider that it was not until after the Pacific War that automobiles really concerned that nation. Those photographs not obtained from manufacturers are the work of Amedeo Gogli.

The author is not afraid, and why should he be, of showing how the Japs cribbed European designs (the 1937 Nissan Type 70 being a copy of the Graham Paige, for instance), and how Nissan built the Austin A40 from 1952, Isuzu the Hillman Minx in 1957 and Hino the Renault 4CV in 1953, paving the way to the country's first original modern cars — the Toyota Crown of 1955 and the Datsun Bluebird of 1959.

How ugly the early Japanese cars were — Type 3 Takuri for example, and the 1923 DAT torpedo which looks like a charabanc . . . It apparently all started with that Takuri Type 3 in 1907, and the Fiat-like Mitsubishi Model-A of 1917 is claimed as the first Japanese car built in series by a big factory.

The author attempts a great deal, including the country's own Grand Prix, Japanese cars in Formula One and Formula Two, dream cars and experimental designs, the new technology (complete with engineering drawings), and then illustrated histories of Daihatsu, Honda, Isuzu, Mazda, Mitsubishi, Nissan, Subaru, Suzuki and Toyota. Indeed, the book purports to be the complete history of the Japanese car, and is very much one for the bookcase. **WB**

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**'Ace of Clubs' 1962** Rufforth in the North East, Club races at Castle Combe, Brands Hatch, the Guards Trophy. Also, Ferrari GTOs, E-Types, including Surtees, Salvadori, Graham Hill, Bonnier, Innes Ireland and lastly, Malory Park club racing.

**FILM No. 2 'Circuit and See' 1963** Covers Oulton Park club racing, Wiscombe Park Hill Climb, Brands Hatch six hour saloon car race in which the Jaguars challenge Dan Gurney in a Ford Galaxie, Malory Park three hour saloon race, GTO Ferraris v E-Types, Graham Hill, Jack Sears with the Minis of Paddy Hopkirk, etc. Brands Hatch, saloons, Galaxies again (this time piloted by Jim Clark). Finally, Cadwell Park with a significant win by Roy James latherwise noted for his part in the Great Train Robbery!!

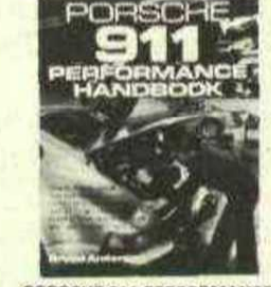
**'A Hard Days Frigh 1964** Covers Oulton Park club racing, Cadwell Park club racing, Castle Combe, GTs, sports cars, Malory Park club meeting, Brands Hatch Formula Three and sports cars.

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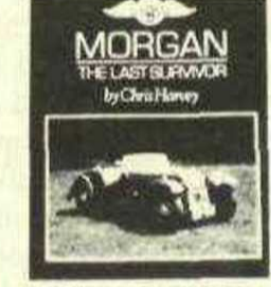
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#### FILM No. 3 'Charge of the Fright Brigade'

1967 Starting with the Racing Car Show run by the BRSCC, the film moves on to Brands Hatch for the 'Race of the Champions' Formula One and a saloon car race. Cadwell Park is covered with a full programme of Club racing, Brands Hatch, Saloons and Formula Three, Oulton Park, Clubman and sports cars, Castle Combe, club racing, Brands Hatch the BOAC 500, with the first appearance of the winged Chaparral v Lola, Ferrari, Porsche, with Phil Hill, McLaren, Hulme, Stewart, Siffert, Graham Hill and Rindt. Malory Park closes the film with some lighthearted Club racing.



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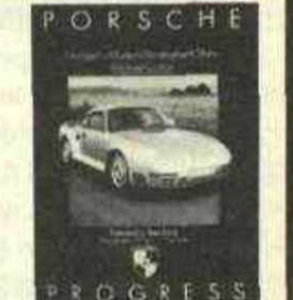


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# LETTERS

## Insurance Assurance

Sir,

Mr Wright's letter (MOTOR SPORT, February 1988) seems to call for a reply. As one of the leading brokers dealing with Agreed Value insurance for collectors' vehicles, perhaps a reply from us would assist.

First of all, it would not be sensible to comment on Mr Wright's particular case, because we are not in possession of all the facts, and certainly the extent of the enquiries which were made in this case would lead us to believe that there must be some unusual feature. Where we arrange cover on an Agreed Value basis, it is *agreed* and no further questions are asked at a later stage.

However, we do go into the question of value very carefully to make sure we get it right. We do not rely on reports completed by the policy holder himself, as some insurers do. Our reason for avoiding this procedure is that if a client filled in such a form inaccurately due to lack of knowledge, he could invalidate his Agreed Value. We believe that the car's owner is not the best person to fill in such a form, and so we usually work from photographs and our own records. If we have an engineer's report form completed at all, it has to be done by an acknowledged independent expert.

There are schemes for all types of collectable cars and we believe that the Agreed Value scheme is an essential element. We have been handling the insurance of collectors' cars for some twenty-five years, and to date we have never had such a claim queried.

Maybe Mr Wright did not go to one of the recognised brokers in the collectors' cars market?

**DAVID FRANKLIN**  
John Scott and Partners  
Farnham, Surrey

## NKA 9

Sir,

I have read the article *In Resurgam* by DSJ in the February issue of MOTOR SPORT with interest.

A few extra details on the history of the car will not come amiss. The car did not disappear

during the 1950s, deteriorate and quietly rot away. In 1959 or 1960 I acquired the car in first class condition, and for the next few years used it in competitions including sprints and circuit racing. At the same time I also owned a competition 328 and a Formula Two AFM.

From the photographs accompanying the article, I feel TT Workshops must be congratulated on the fine job of rebuilding. Whilst I appreciate the decision was not theirs, I feel that to have destroyed the Supermotor — as the car was known during the Gillie Tyrer era and which was to Northerners as famous as his LTC 9 — and to create in its place what amounts to a nondescript replica of one of the original works cars, has successfully removed an historic car which, in its own right, was well worthy of preservation. There are many 328s in existence but there was only one Gillie Tyrer Supermotor.

In its place we are presented, not with a rebuilt standard 328, which it was originally and which I could understand and stomach, but a very fine motor car, which it obviously is, in a false guise, which makes me very sad. Truly the car has lost its identity.

Another little item: the motor fitted was a Cisitalia-modified Fiat 1100, not a 1½-litre. As far as I know, Cisitalia never made equipment for anything larger than the 1100.

**J C BROWN**  
Fulwood, Preston

## BMW Under Way

Sir,

As the son of the late Mr Raymond Way, I was very interested to read your article on BMW 328, chassis 85.297 (MOTOR SPORT, February 1988).

I remember the car very well, and indeed the many modifications that were made to make the car as light as possible. This even included drilling out the dynamo casing, and replacing the holes with cork inserts. The car held several class records, including at the Brighton Speed Trials.

You showed a photograph of

the car competing at Finchampstead on September 15, 1946. At this meeting my father also took part with an ex-Freddie Dixon Riley. Perhaps it would be interesting to trace the history of this car?

It was good to read that chassis 85.297 has been fully restored, albeit in a revised form. I hope it provides the new owner with lots of pleasure in the future.

**RAYMOND WAY**  
Harrow, Middlesex

## Concours Replicas

Sir,

It seems a little hard to single out the Bugatti Owners Club for criticism, for giving a prize to a replica 35B in its annual concours.

Why pick on the BOC? When the VSCC did the same thing at Oulton Park in June 1986, nobody pointed out how silly it was. At that event a racing car built in Lincolnshire won second prize. It was called a 1925 Miller 91 . . .

The BOC *did* get it wrong last year, but they should be given credit for putting it right. Now, any replica competing in any BOC event is listed in the programme for what it is, and everyone knows where they stand. Would that the VSCC and other clubs followed the BOC's excellent example!

**CHARLES RODGERS**  
Edgbaston, Birmingham

## Aston Hill

Sir,

Almost every account written of the origin of the name Aston Martin (originally with a hyphen) links Lionel Martin with the "Aston Clinton Hill-Climb", where he is attributed with many successes on one of his 10hp Singers. In your piece *A Family's Cars* (MOTOR SPORT, December 1987), there are two references to "Aston Clinton".

Every contemporary reference I have seen, until at least 1922, makes it clear that this popular venue was known as "Aston Hill". This is true, for example, of the only two meetings at which Lionel Martin took part, the Cyclecar

Club's on April 4, 1914, and the Herts County Automobile and Aero Club's on May 16, 1914.

Aston Hill, clearly identified on the Ordnance Survey 1:50,000 map, is only about one mile from Aston Clinton, so that it is not altogether surprising that with the passage of time, the name of the hill-climb has slipped a notch. The ample precedents for the slip include Martin's own story of the origin of the name (MOTOR SPORT, November 1944)!

**ALAN ARCHER**  
AMOC Historian  
Chigwell, Essex

*I have seen the double name used for the Herts AC's first hill-climb near Tring in 1904 — perhaps to avoid confusion, since events had been held at an Aston Hill, off the Oxford road, in 1899-1902. WB*

## Lost and Found

Sir,

At last it has reappeared — the Chevell Alvis Special. My interest is very simple. Basil Chevell was my father and he built the car.

In 1969 I started trying to track it down. I wrote first to the BRSCC, and they suggested I wrote to a Lieutenant Commander B H Clinkard. He in turn suggested I try one A S R Charnock, who had owned the car from 1958, but had sold it in March 1969 to Peter Griffin of Stafford.

I contacted Peter Griffin and he was quite happy for me to go and see the car. But things did not work out, and after a period of time I lost contact with him.

Then by pure chance my brother-in-law bought a magazine to read on a train, and there was a letter from Dr Pinkerton. I rang him and he told me why he wrote. He referred me to another copy of the magazine, which had reported that KLR 573 had been sold at auction.

Great joy! I was back on the trail. In MOTOR SPORT's VSCC Cadwell Park report (October 1987, page 1032), I missed the words "an interesting car returned to the track in the hands of Gregor Fisker: the handsome Alvis Charnock Special", but I was alerted by Dr Pinkerton's letter the following





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# LETTERS

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month. You can imagine my delight! The car had not only reappeared, but was racing as well! A double bonus!

I have a number of photographs of the car, which was built at our garage in the Goldhawk Road, and also pictures of it racing, race programmes and record of times it recorded at various meetings. The burning question now is: where do I find Gregor Fisker?

**D CHEVELL**  
Market Bosworth, Leics

## Photographic Memory

Sir,

Recently in your correspondence pages Dr Pinkerton was commenting on the Alvis Special of Basil Chevell and, later, Tony Charnock, which prompted me to search through my photographs taken in the late Fifties and early Sixties for a picture of the car. I found one which I think is the car in question.

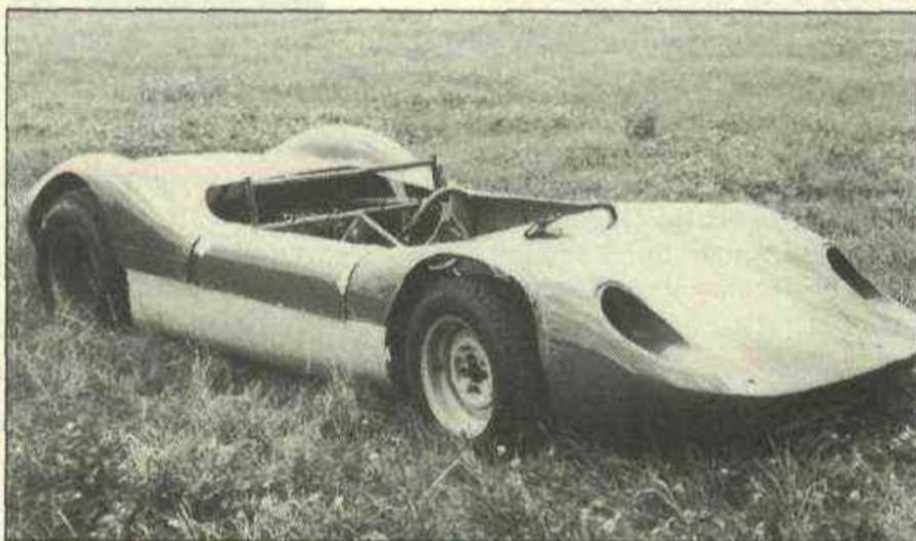
I was covering an Alvis Owners Club Day on Coventry City Airport for Charley Ballard of the Alvis Service Depot in Finchley, and the enclosed photograph was taken there. I remember the car being used in early club events at Silverstone and at Prescott Hill, but I can't put an exact date on these events.

On another matter, have you any record in your race coverage of the Sixties of a sports racing car known as the Wilson, or Wilson Lotus, which was basically a shortened-chassis version of a Lotus 23B with twin-cam engine and Mk 5 Hewland transmission? I am rebuilding this car to its original form for historic-class hill-climbing and sprints, and I would welcome any additional information or photographs which could help fill in the background and history.

I think it was once used in Coupé GT form, with perspex windows and gullwing doors, but is now an open car. One partly-legible scrutineer's label indicates it was still in competition use in 1970, but I can't read any details of the location of the event. The only clue I have is that the owner/builder Mr Wilson was a



Peter Asquith's photograph of the Chevell Alvis Special at Coventry.



The Scottish-built Wilson Lotus — what is its competition history?

Scottish garage owner who drove the car in northern events.  
**PETER ASQUITH**  
Coventry, West Midlands

## Restored Driver?

Sir,

There has been much comment recently about historical accuracy as it pertains to restored or even "replicated" cars. How about a "restored" driver? I refer to M Mestivier of Amilcar fame.

T R Nicholson, the author of the Profile *The 4-Cylinder Amilcar of 1967*, said that Marius Mestivier, the head of the Amilcar racing department, was killed in the 1925 Le Mans 24 Hours. This is confirmed by David Hodges in his detailed book *The Le Mans 24-Hour Race* where he says, "Mestivier was killed when his Amilcar spun off the Mulsanne straight."

Nevertheless Paul Sheldon in his *Grand Prix and Voiturette Racing Vol 1*, in the notes relating to the 1922 Cyclecar GP at Le Mans, speaks of Maurice

Mestivier, one of the entrants, thus: "Mestivier was still to be seen, still in his Amilcar, in 1946!" Similarly, David Venables in *The Racing Fifteen-Hundreds* records that Maurice Mestivier with an MCO Amilcar was active in the mid 1930s, and his comment implies that it was the same Mestivier.

Thus, in my limited library, there is a 2-2 split as to whether Mestivier survived the 1925 Le Mans 24-Hour race. It seems unlikely that there were two Mestiviers, otherwise that fact would surely have been mentioned. I would be very grateful for any further comments on this enigma.

**DOUGLAS C MITCHELL**  
Elloughton, Humberside

## ATN Addendum

Sir,

One of Tom Norton's modifications to the MG chassis of the ATN (*Letters*, MOTOR SPORT, January 1988) was having the spare set of Porsche IFS from R4D fitted by Horace

Richards. Is it possible that the next owner of R4D would also have taken over the ATN?

Horace Richards, a great Riley enthusiast, racing with either a "9" engine or a 6-cylinder which he had fitted with a roller bearing centre main, also built the HAR subsequently owned by Colin Clifford of V8 Riley Specials fame.

Horace was less well known for the chassis he constructed mainly for hill-climbing exponents, the Alvis-engined Norris Special for example, which Peter Stubberfield either owned or had ordered. It would be interesting to know what other cars were built on these chassis.

**P WHITEHORN**  
Acocks Green, Birmingham

## Palace Plea

Sir,

I am researching into the history of Crystal Palace circuit, and all the forms of motor sport which took place there from 1927 until the circuit's demise in 1972. I hope to get this published.

If any readers have any memories of the Palace in its heyday, I would be delighted to hear from them. Or if anyone can lend me any programmes, race reports, etc, which might assist me, or who have any original photos I could use, I would be most grateful.

Any information lent would be most carefully looked after, and returned as quickly as possible.

**PHILLIPARFITT**  
Werrington, Cambridgeshire

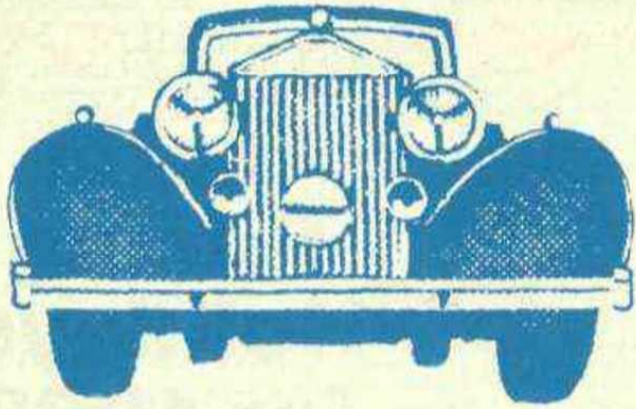
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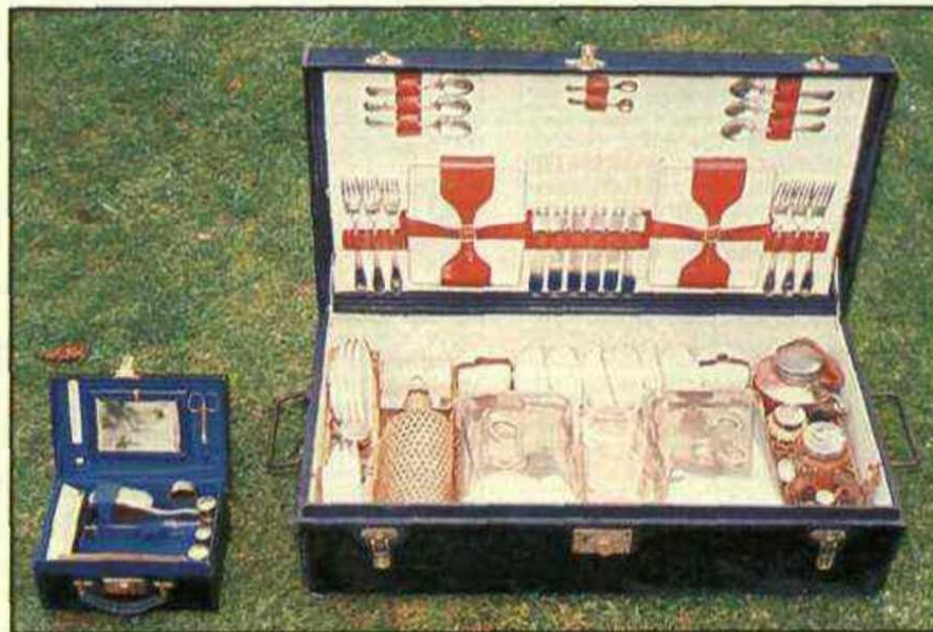
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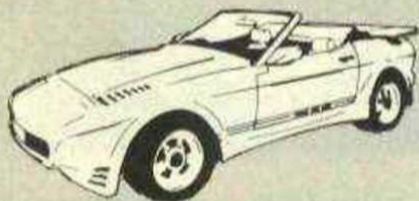
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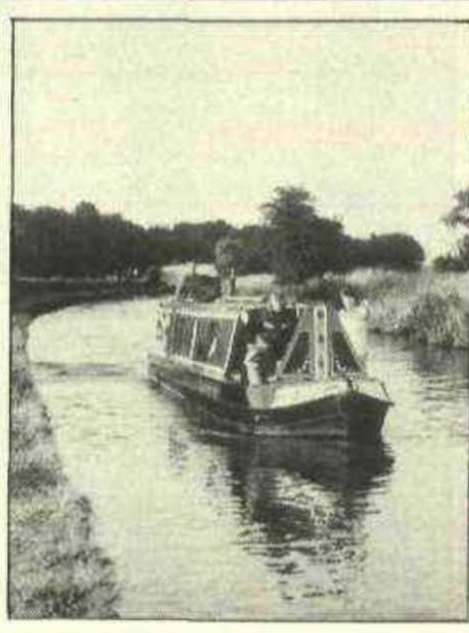
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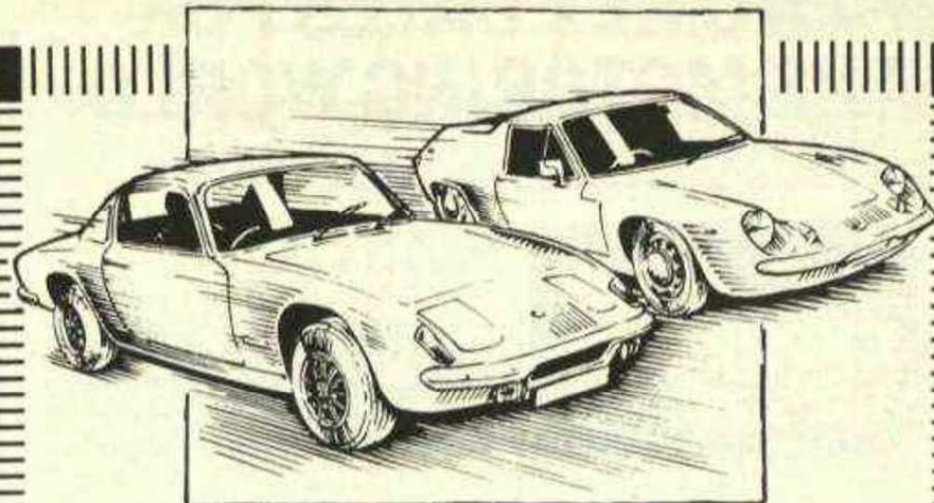


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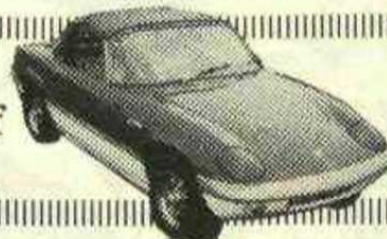
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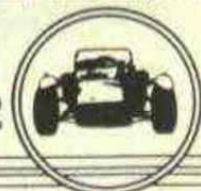


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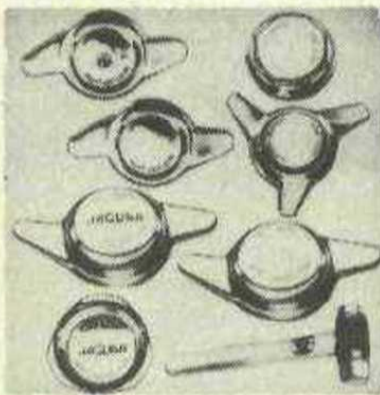
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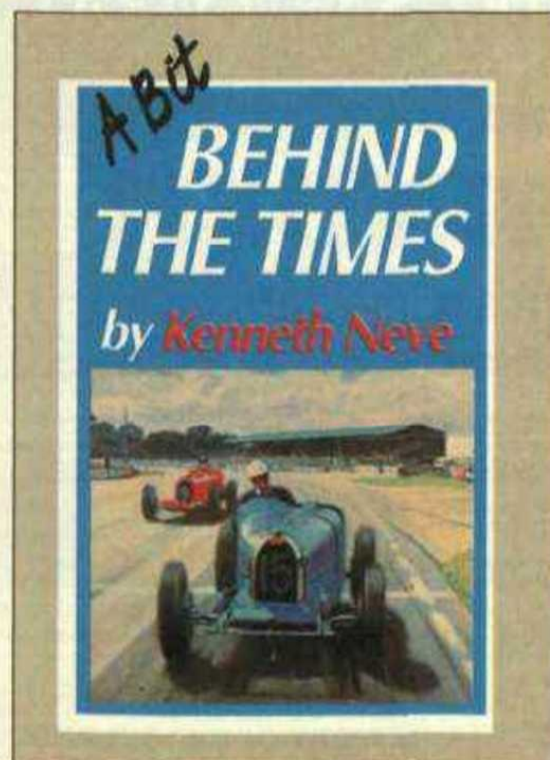
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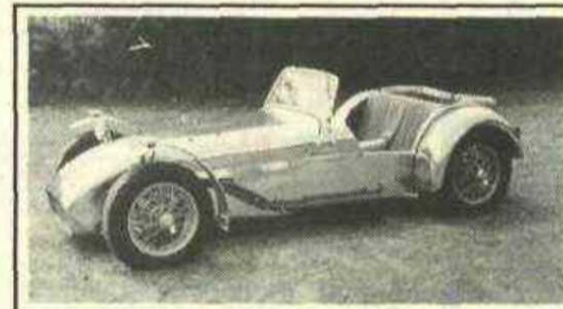
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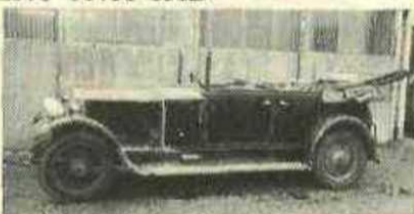
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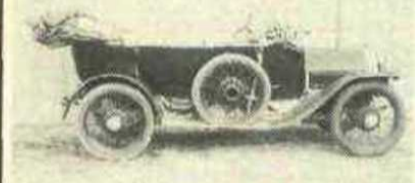
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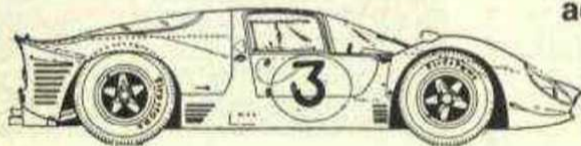
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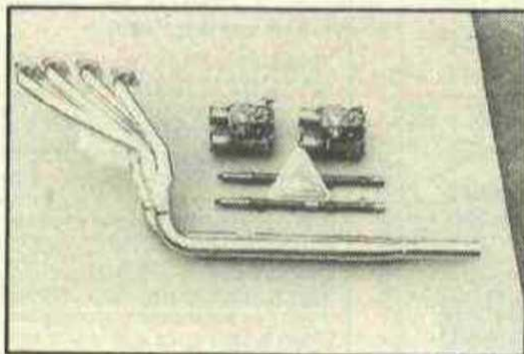
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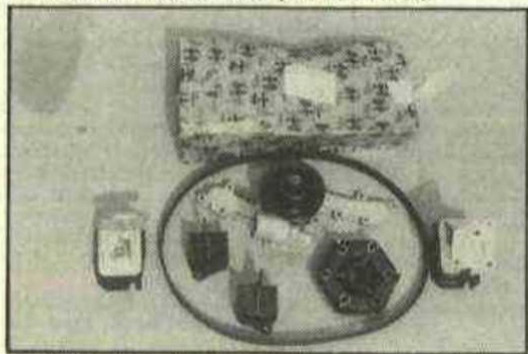
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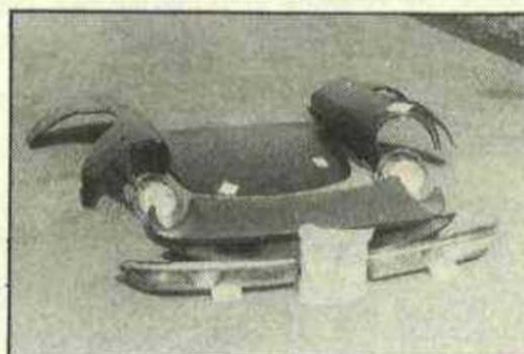
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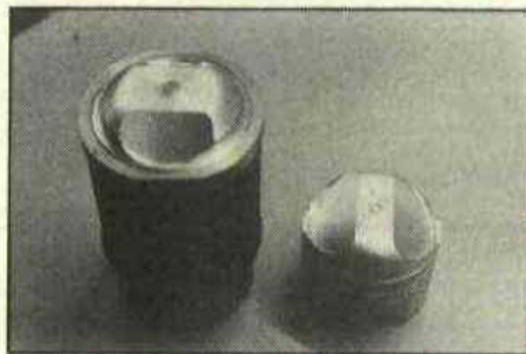
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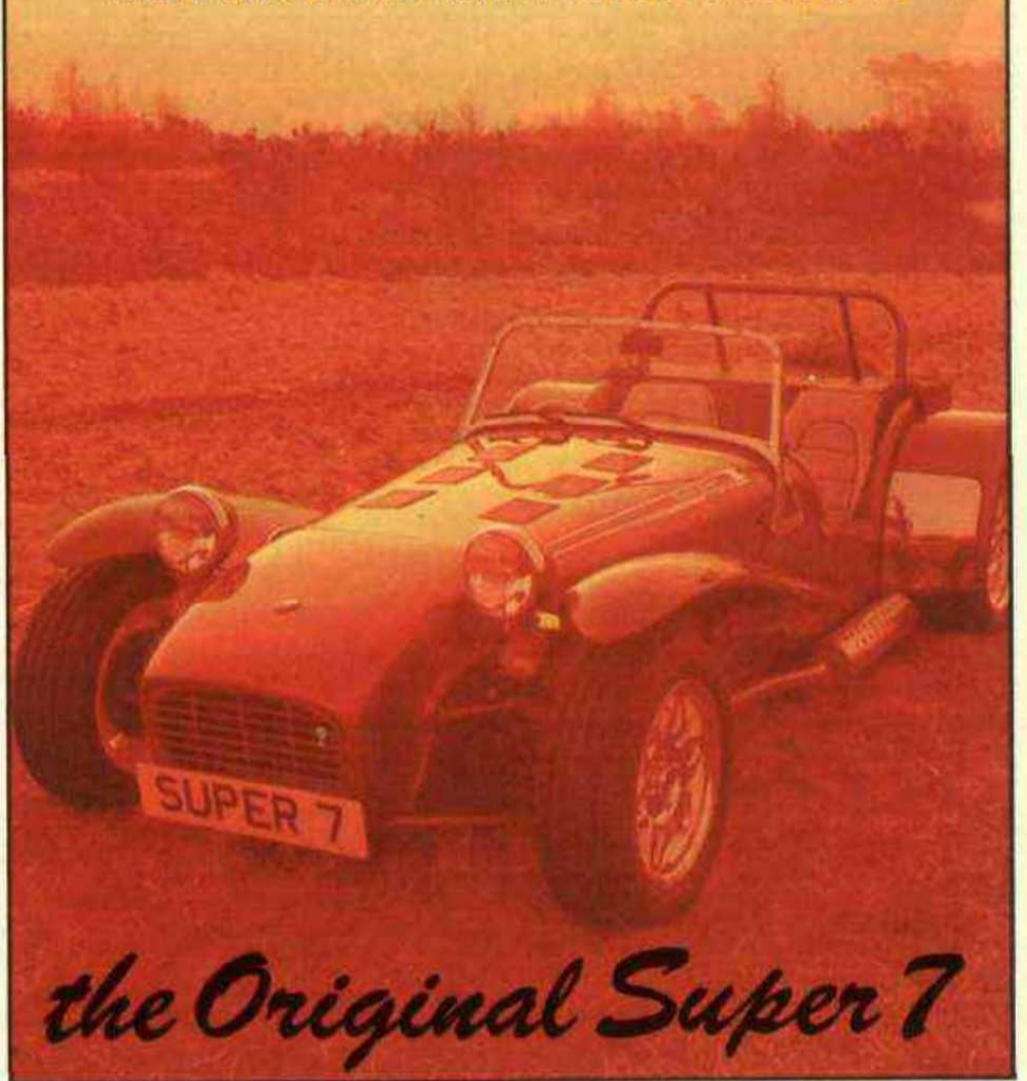
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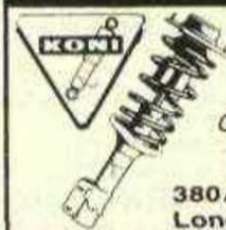
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 1986 LHD Ferrari Testarossa. Red, 11,000 kms. Tax free.  
 1973 RHD Ferrari 246GT/GTS. Several known to us.  
 1972 RHD Ferrari Daytona. FHC and Spyder — choice.  
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 1983 RHD Ferrari 308 GTS QV. Red, black hide, 30,000 miles.  
 1986 LHD Ferrari 328 GTS. Red, black hide, 4,000 km.  
 1987 LHD Ferrari 328 GTS. Red, magnolia hide, 1,000 km.  
 1975 RHD Jaguar XJS 3 V12 Coupé. Lavender, beige, 31,000 miles.  
 1978 RHD Jaguar XJS V12 Coupé. Red, beige, 63,000 miles.  
 1964 RHD Jaguar E3.8 Roadster. Red, beige. 'Concours'.  
 1963 RHD Jaguar MkII 3.8 Saloon. Gunmetal, blue, concours.  
 1963 RHD Jaguar MkII 3.8 Saloon. BRG, avocado hide.  
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**ANNUAL DAFFODIL RUN.** Maidenhead/Bournemouth 17 April 1988. Pre-1940 vehicles only. S.A.E. for entry form to: Greening, 16 Wellington Rd, Sandhurst, GU17 8AN. (947010)  
**9th SOUTHAMPTON AUTOJUMBLE** (under cover), multi storey car park Eastgate, Southampton, Sunday April 10th 1988. Details from A.C. Tanner, 19 Warwick Road, Southampton 774050. (C/C)  
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**EVENTS — continued**

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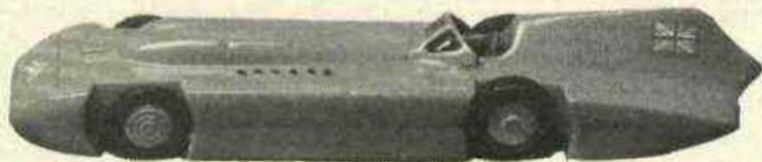
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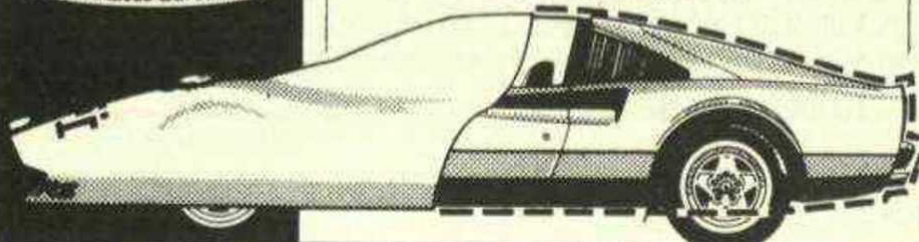
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1959 Austin Healey 3000 Mk 1, 2/4 seater. Red over white, wires, o/d	£11,000
1982 Fiat X/19. Met red, 45,528 miles, Stage 2 head/high lift cams	£3,500
1964 Jaguar E Type 3.8 FHC. Red, original log book. Last owner since '80, C/WW	£6,995
1973 Jensen Healey. White, complete history file with car	£3,695
1974 Jensen Healey. Last owner 12 years, recent hood, blue	£3,645
1972 Lotus Elan S/E Convertible. Cream/black	£7,995
1969 Lotus Elan 2+2. Green/black	£3,145
1984 Marcos 3 litre V6 Coupé. Blue, 13,181 miles	£4,695
1984 (Q) Marcos 3 Litre. Blue, 5 speed, super	£5,750
1982 Mazda RX7. Blue, 40,885 miles, fsh	£5,125
1979 Mercedes 350SE Saloon. Brown, auto, electric sunroof and windows	£3,500
1973 Mercedes Benz 280CE Coupe. Gold/black, sunroof, auto	£2,495
1928 Pontiac 2 Door Coupé. LHD. blue over black, quite delightful	£6,995
1909 Sears Roebuck High Wheeler Auto buggy. Manufactured from 1906-1911. Solid tyres, 2 cylinder engine, tiller steering. Total production amounted to 3,500 vehicles. A 1906 example is in a museum in Toronto & a 1909 is in Ford's museum in America	£15,000
1981 Toyota Celica 2000 GT. Dohc engine, blue	£1,995
1972 VW Convertible. Red, LHD, interesting car	£4,500

## TRIUMPHS

1982 (81 model) TR7 Conv. (Export model, LHD) 3240 miles, met green	£6,650
1979 Spitfire. White, radio, overdrive	£2,525
1981 TR7 Conv. Red, bills for £1,083	£2,995
1981 (80 model) TR7 Conv. Silver, lady owner since '84	£1,995
1980 TR7 Conv. Red, full tonneau, Weller wheels, 2 owners	£2,495
1971 TR6. White, o/d, anti roll bar	£3,995
1981 TR7 Conv. Gold, radio/cassette, local owner	£3,675
1977 TR7 Coupé. Blue, export model, LHD	£995
1982 (81 model) TR7 Conv. Red, 1 lady owner, 31,945 miles	£3,725
1975 TR6. Magenta, hard/soft tops, overdrive, last owner 5 years	£4,145
1974 GT6. White, overdrive, lady owner since '77	£1,600
1976 Stag. Yellow, hard/soft tops, overdrive, 2 owners	£2,995
1972 TR6. Red, overdrive	£3,195

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1979 MGB GT. Choice of 3, vermilion, blue or white	from £3,295
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1980 MGB. Yellow, 1 owner, 29,000 miles, hard/soft tops, local owner	£4,500
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1978 MGB Roadster. Green, needs work	£1,895
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### NEW TVR's

350i CONVERTIBLE Red, half leather, 390SE door mirrors	LIST
350i CONVERTIBLE SII Nimbus Grey, half leather, 390SE door mirrors	LIST

AUDI QUATTRO TURBO 1983 (A). White, brown cloth trim, wide alloy wheels with P7 tyres, e/tints, pas, 4-wheel drive, pull out r/cass, 2/o, 41,000m, s/hist

BMW 316 1985 (C). Black, black cloth trim, alloys, s/roof, e/door mirrors, tints, r/cass, 2/o, 23,000m, s/hist

FORD RS TURBO CUSTOM 1985. Diamond white, r/cass, c/locking, c.c. alloys with LP tyres, Recaro seats, f/s/roof, 2/o, 27,000, s/history

XR3i CABRIOLET 85 (B). Met silver, s/lamp grille, tints, r/cass, 3 owners, 33,000m

XR3i 85 (C). Red, fac s/roof, alloys, r/cass, tints, 2 owners, 18,000m, s/history

FORD ESCORT 16.1 CABRIOLET 1985 Red, black hood, alloys, tints, r/cass, f/s/lights, 1/o, 16,000, s/history

FORD ESCORT 1.6 CAB. 1985 (B). Red, grey cloth, r/cass, 1/o, 24,000 miles, s/history

LOTUS ESPRIT TURBO 1986 (D). Bright red, magnolia 1/2 hide, a/c, fact s/r, e/tints, alloys, 1/o, 16,000 miles, s/history

LOTUS ESPRIT TURBO 84/85 model. In Essex, met blue, full red hide, fac s/roof, r/cass with graphic, 3 owners, 28,000 miles, s/history

MAZDA RX7 1987 (D). Bright Red, grey cloth trim, e/f/s/roof, e/tints, e/door/windows, alloy wheels, radio/cassette, rear spoiler, 1/o, 4,000 miles, s/history

MAZDA RX7 TURBO 1984. Red, TWR, s/skirts, f/r spoilers plus boot spoiler, f/sun roof, alloys, r/cass, e/tints, e/aerial, sports steering wheels, 1/o, 42,000, s/history

MAZDA RX7 85 (B). White, burgundy trim, e/fac s/roof, tints, alloys, e/door mirrors, r/cass, 1 owner, 23,000 miles, service history

PANTHER KALLISTA 2.8 INJ 1986 (C). Rosso red, black trim, alloys, low profile tyres, h/lamp stoneguards, f/spoiler, s/s running boards, tints, locking console, r/cass, 1/o, 4,000 miles, s/history

PANTHER KALLISTA 1.6L 1983. White over black, walnut dash, door caps, stainless steel grille, chrome headlamp guard, alloys, 1 owner, history, 13,000 miles

PANTHER KALLISTA AUTO 1979. Light metallic green over silver, light and dark green hide, chrome wires, 3 owners, 21,000 s/history

PANTHER KALLISTA 2.8L 84 (B). Red with black cloth, alloys, chrome bumpers, wood dash/door caps, boot rack, r/cass, 1 owner, 29,000 miles, s/h

PEUGEOT 205 GTI CONVERTIBLE 1987 (D). Bright Red with black cloth trim, alloy wheels, electric tinted windows, central locking, Cobra alarm, radio/cassette, 1/o, 9,000m, s/history

PEUGEOT 205 GTI 85 (B). White, black cloth trim, fac s/roof, alloys, tints, r/cass, 1 owner, 45,000 miles, s/h

PORSCHE 911 TURBO 1984 (A). Black, black lthr, fact s/roof, e/tints, r/cass, wide alloys, P7's, 3/o, 43,000 miles, s/history

PORSCHE 944 LUX 1982 (Y). Met blue, fact s/r, r/valence, wide alloys, e/tints, PDM, r/cass, 60,000 miles, s/history

PORSCHE 924S 1986 Guards red, 5sp, e/f/s/roof, r/cass, PAS, PDM, cass/holder, 2/o, 21,000, s/history

PORSCHE 944 LUX 1986. Dolomite/met burgundy trim, e/f/sunroof, alloy wheels, c/locking, r/cass, e/tints, e/d/seat height, rear turbo valance, 1/o, 28,000, s/history

PORSCHE 944 LUX 83 (Y). Guards red, fac s/roof, e/tints, alloys, PDM, coin/cass holder, r/cass, 3 owners, 48,000 miles, s/h

TOYOTA CELICA 2.0 GT 1986 (C). Black with grey cloth trim, air conditioning, PAS, e/f/s/roof, alloys, e/tints, radio/cassette, 2/o, 26,000 m, s/history

TOYOTA COROLLA GT COUPE, 87 (D). Met burgundy, grey cloth trim, f/s/roof, alloys, t/windows, LSD, r/cass, 1 owner, 2900m, FSH

TOYOTA MR2 86 (D). White, black cloth, fac s/roof, e/tints, e/door mirrors, alloys, central locking, r/cass, 1 owner, 27,000 miles, s/h

TOYOTA MR2 86 (D). Red, black cloth, fac s/roof, e/tints, e/door mirrors, alloys, central locking, r/cass, 1 owner, 17,000 miles, s/h

TVR 350i CONVERTIBLE 'A' FRAME 1986 (D). Met/silver, blue hide trim, 225 bhp uprated engine, adjustable suspension, 420 boot spoiler, c/c alloys, 390SE mirrors, walnut dash, e/tints, radio/cassette, 2/o, 13,000 miles, s/history

TVR 350i CONV. A FRAME 1986 (D). DK met blue, gull grey hide, colour coded alloys, 390 SE door mirrors, e/tints, walnut dash, r/cass, 3/o, 16,000m, s/hist

TVR 350i S2 CONV. 1986 (C). Arabian blue, champagne hide, with blue piping, 390 SE door mirrors, pas, e/tints, colour coded alloys, walnut dash, r/cass, s/s by us, 1/o, 8,000m, s/hist

TVR 350i S2 CONV. 1986 (C). Nimbus grey, grey hide trim, 390 SE door mirrors, e/tints, colour coded alloys, walnut dash, r/cass, 2/o, 13,000m, s/hist

TVR 350i CONV. 1985 (C). Met black with biscuit hide trim, walnut dash, e/tints, r/cass, alloys, 2 owners, 21,000m, history

TVR 280i CONV. 1985 (B). White, red velour trim, 5sp, colour coded alloys, e/tints, walnut dash, e/door mirrors, r/cass, 2/o, 16,000m, s/hist

TVR 280i CONV. 84 (A). Rosso Red with beige trim, r/cass, e/tints, alloys, walnut dash, 1 owner, 15,000m, history

TVR 350i CONV A FRAME 87 (D). Met black, full magnolia hide trim, 390 SE door mirrors, alloys, e/tints, walnut dash, r/cass, 1 owner, 5,000 miles, s/h

TVR 350i A FRAME 87 (D). Dark met blue, full grey hide, p/steering, 390 SE door mirrors, alloys, e/tints, walnut dash, r/cass, 1 owner, 9,000 miles, s/h

TVR 350i CONV S2 85 (C). White, red full hide, 390 SE door mirrors, colour coded alloys, e/tints, walnut dash, r/cass, 1 owner, 27,000 miles, s/h

TVR 350i CONV S1 1/2 85 (B). Red with full black hide, colour coded alloys, e/tints, e/d mirrors, walnut dash, r/cass, 3 owners, 30,000 miles, s/h

VAUXHALL ASTRA GTE CONV. 1987 (D). Red, grey cloth trim, 2 litre inj, engine, alloys, tints, digital dash, 5sp, r/cass, 1/o, 3,000m, s/hist

### NEW SCIMITARS

SS1 1600 Istrian blue	LIST
SS1 1600 Turbo Red	LIST

VW GOLF C.C. CONVERTIBLE 1986. White with blue hoods and trim special, c.c. alloy wheels, r/cass, tints, 1/o, 11,000, s/history, from

VW GOLF Convertible Campaign 1986 All white alloys, r/cass, r/reflector, 1/o, s/history, 7,000

VW GOLF GTI CABRIOLET 84 (A). White with black hood, grey Berber trim, alloys, twin headlight conversion, t/windows, r/cass, 2 owners, 21,000m, FSH

VW GOLF CONVERTIBLE CAMPAIGN BLACK 1985 5sp, alloys, black hood, r/cass, tints, 3/o, 27,000, s/history

VW GOLF GTI CAMPAIGN CONVERTIBLE 84 (A). All white, colour coded, alloys, t/windows, r/cass, 4 owners, 44,000m, FSH

VW GOLF CAMPAIGN CONVERTIBLE 1984B. White with white hood and hood bag, c/c, alloys, r/cass, tints, 1/o, 20,000, s/history

VW GOLF CAMPAIGN CONVERTIBLE White, 1984, white hood, c/c, alloys, r/cass, tints, 1/o, 38,000, s/history

VW GOLF GTI CONVERTIBLE 1984 (A). Mars Red with beige hood, beige Berber trim, Hartge engine conversion, alloys, electric tinted windows, radio/cassette, 2/o, 28,000 m, s/history

VW GOLF GTI 3DR 1982. Mars red, 5 sp, f/s/roof, four headlamp conversion, alloys, r/cass, tints, 2/o, 42,000, s/history

VW GOLF GTI CONVERTIBLE CAMPAIGN 1984 MODEL. White with white hood and hood bag, c.c. Zender body kit, Zender c.c. alloys with L.P., 2/o, 49,000

VW GOLF GTI CAMPAIGN 83 (A). Black, grey cloth trim, fac s/roof, BBS alloys, tints, trip computer, r/cass, 2 owners, 45,000 miles, s/h

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FERRARI 328 GTS 1986 (D). Rosso red, magnolia hide, r/cass, e/w & mirrors, alloys, tints, 1/o, 10,000 miles

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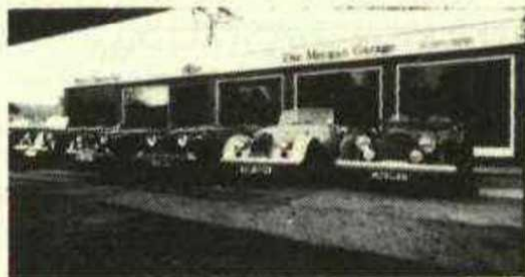
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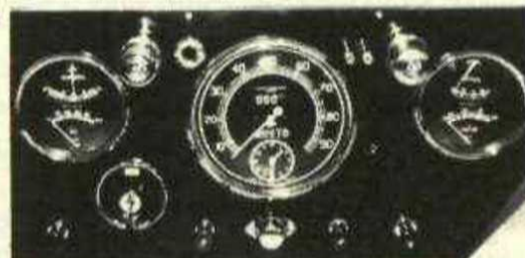
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1980 Plus 8 — Red Alloy/Black leather, d/handles, radio, wheel cover, b/strap. 30,000 miles.

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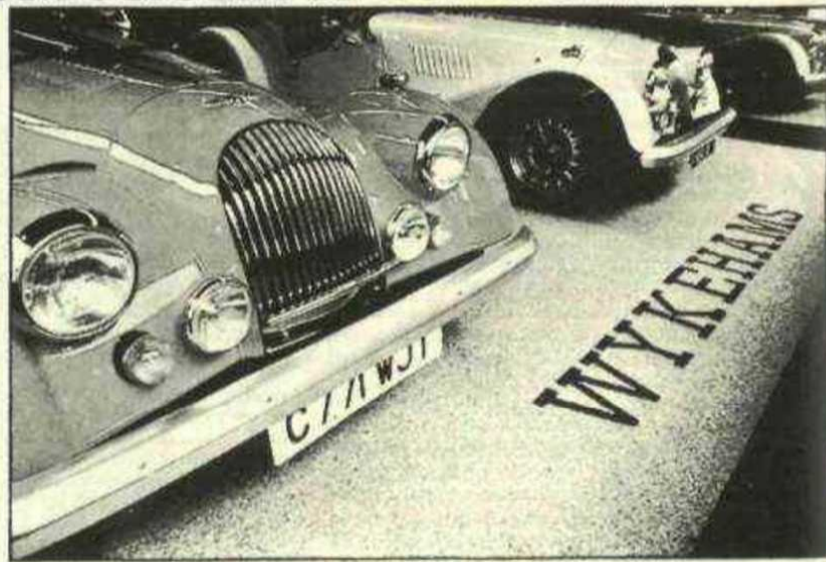
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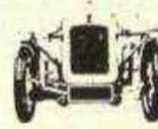
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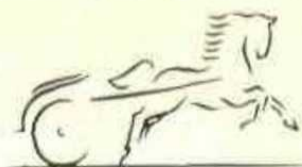
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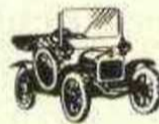
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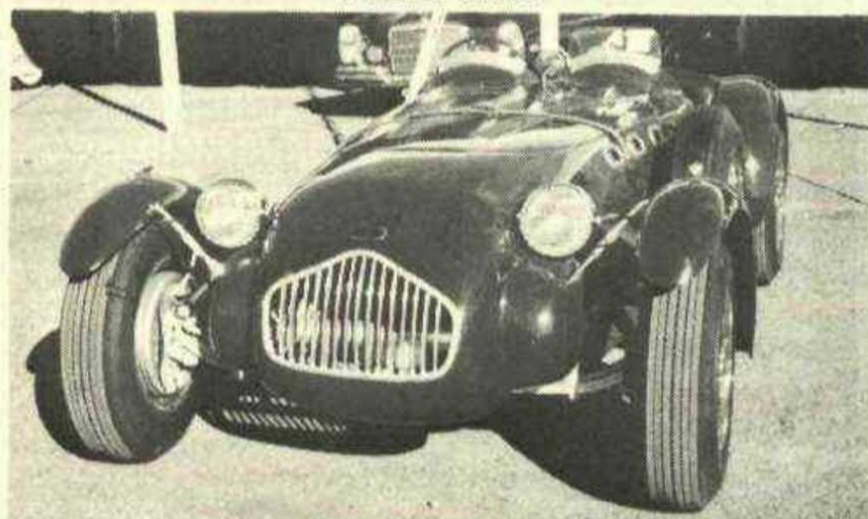
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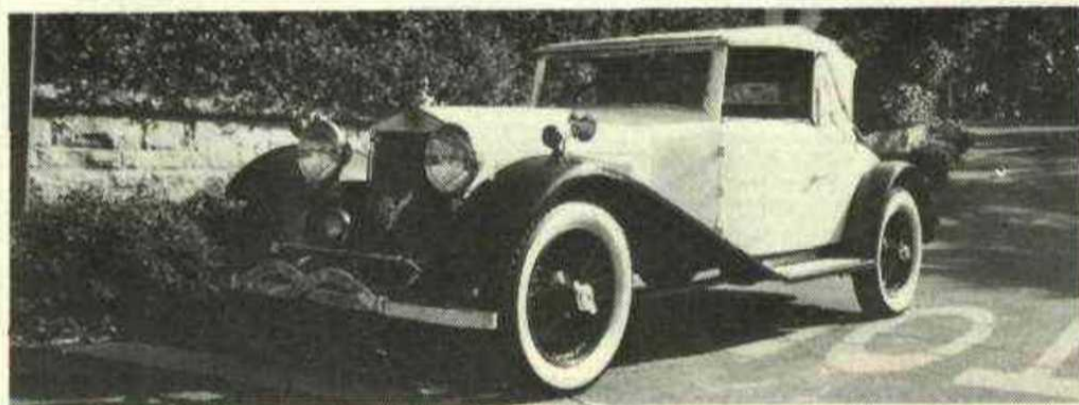
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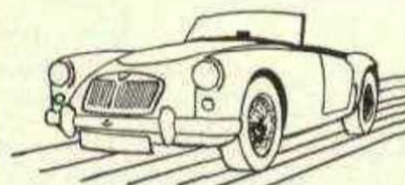
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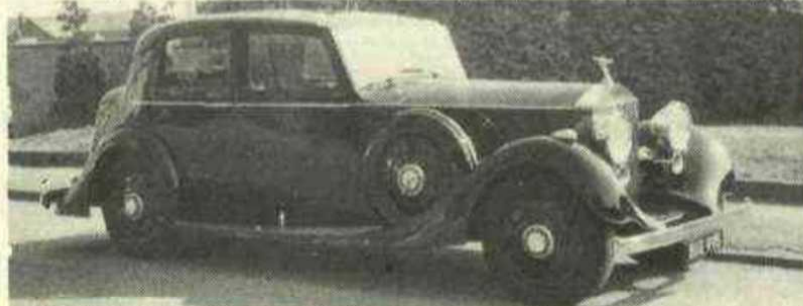
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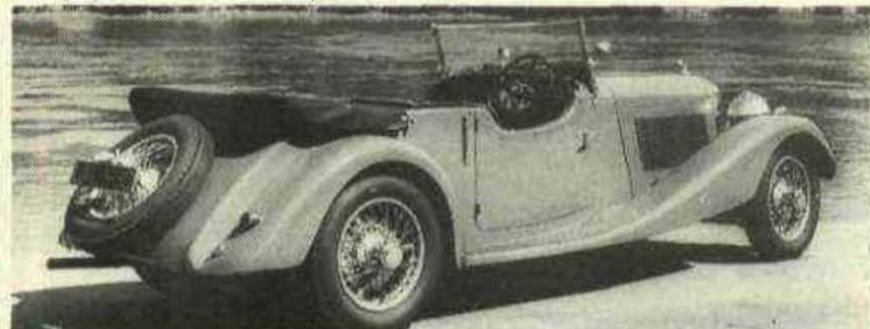
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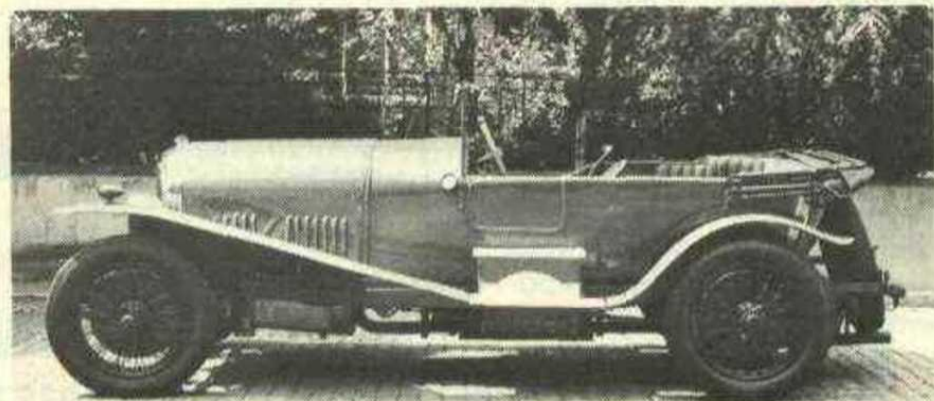
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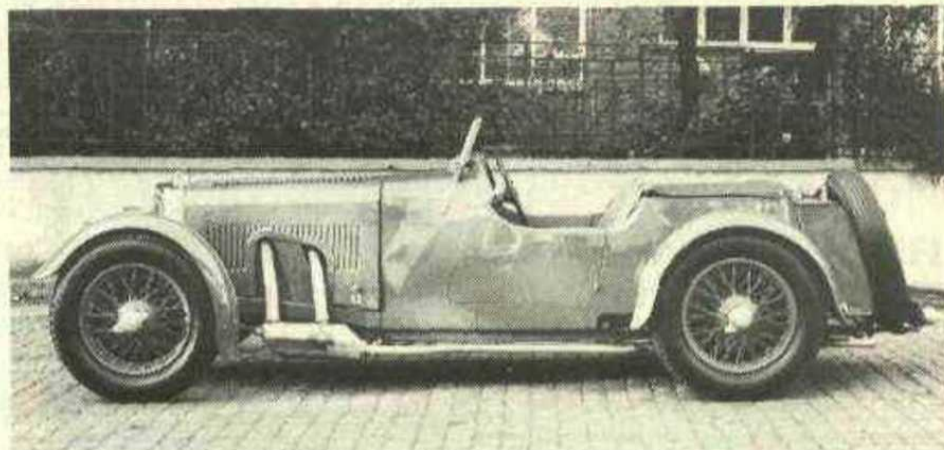
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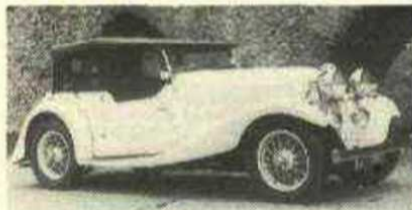
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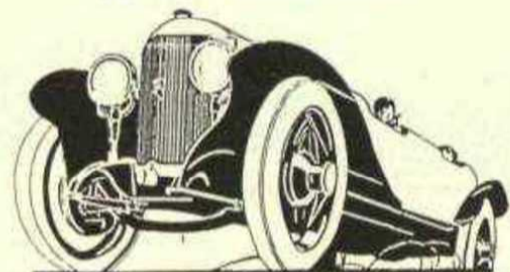
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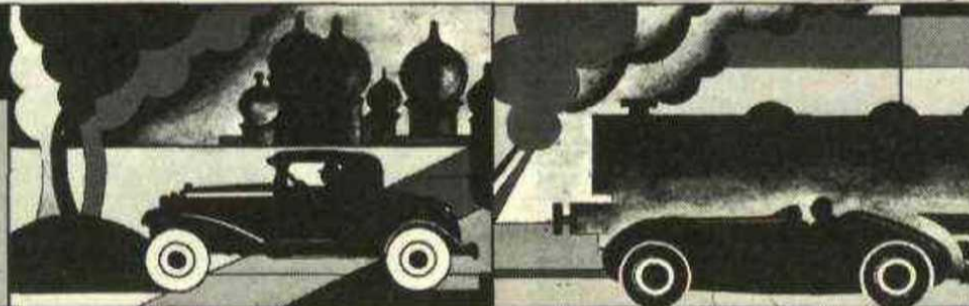
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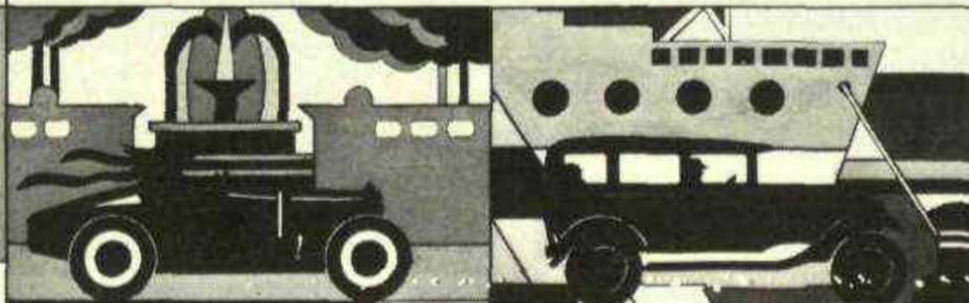
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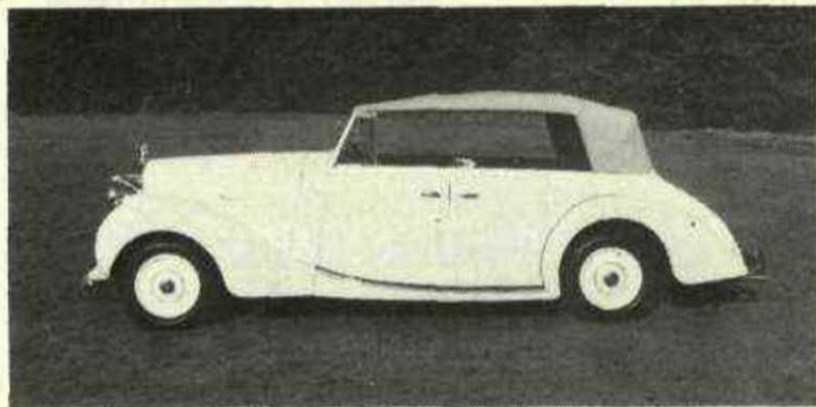
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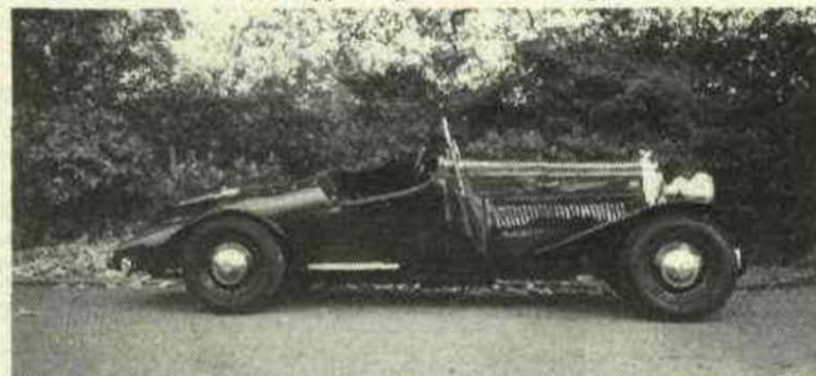
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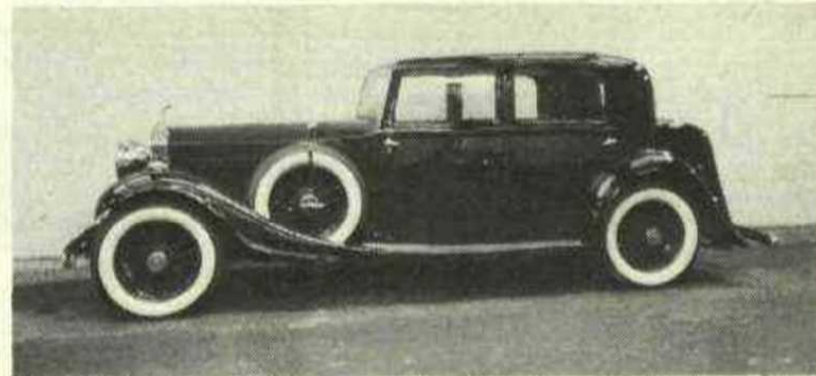
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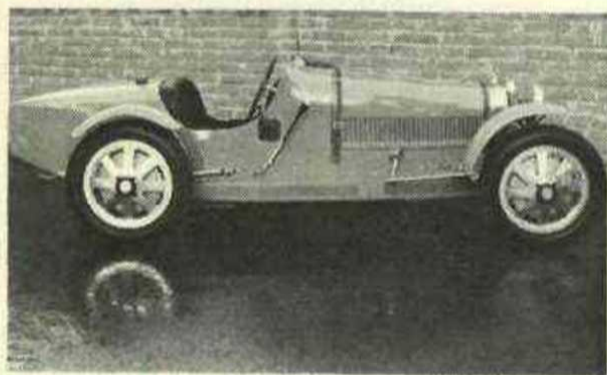
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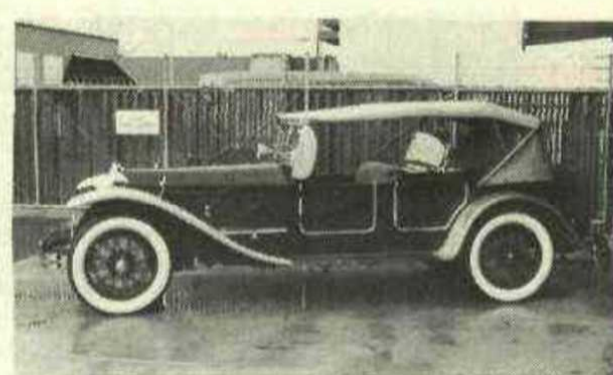
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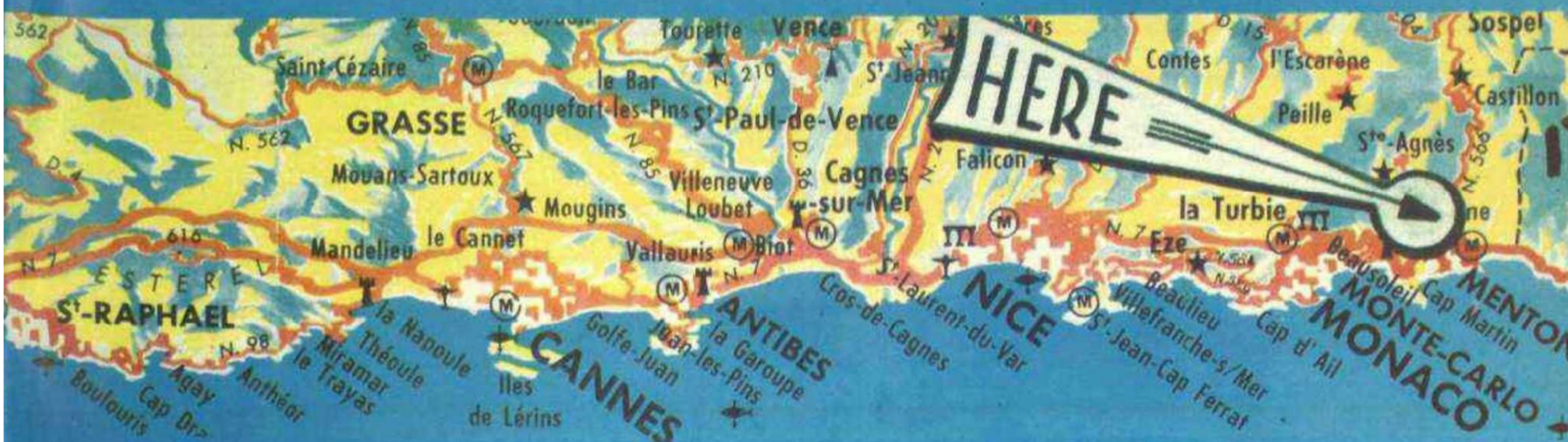
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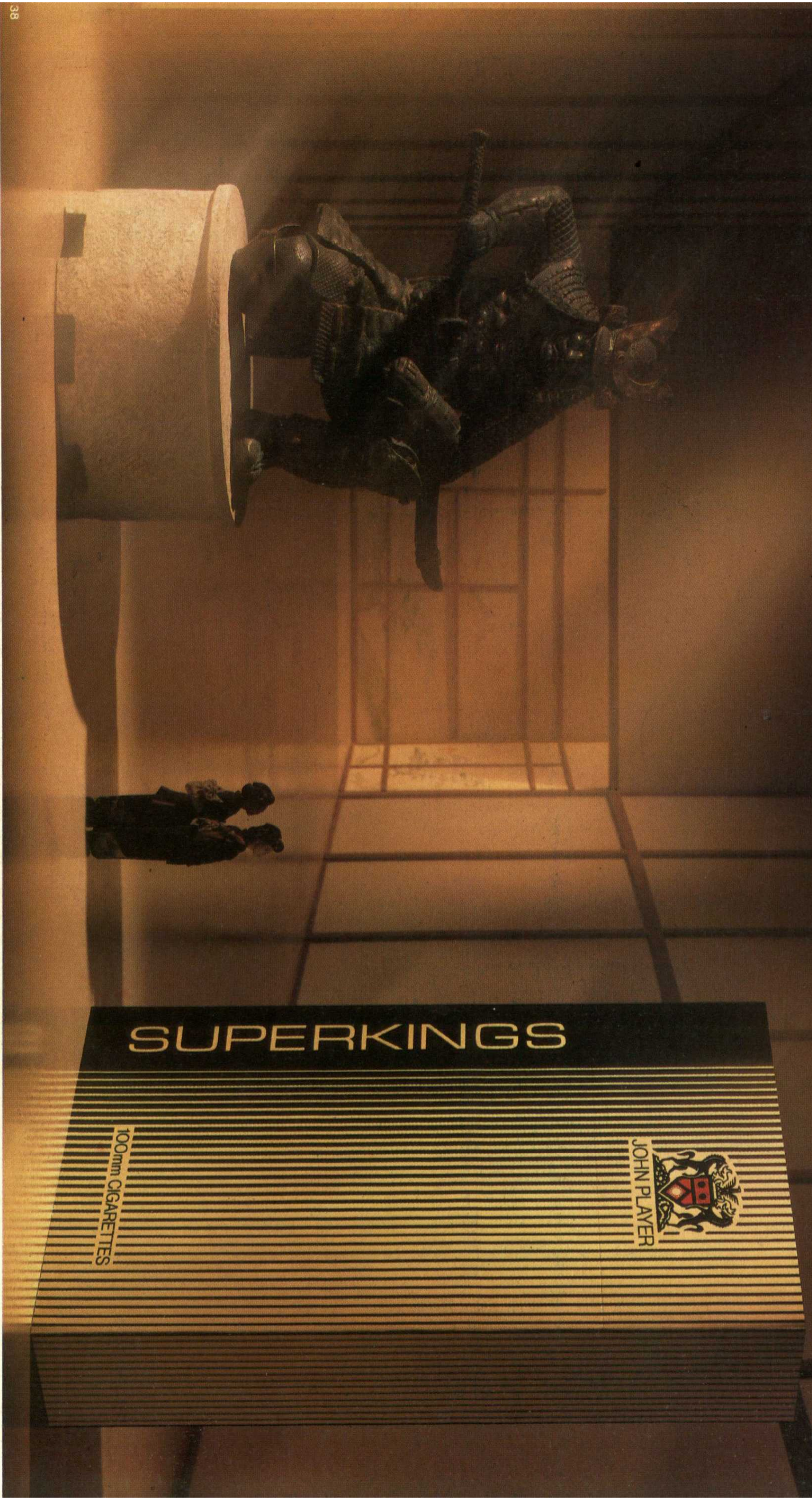
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