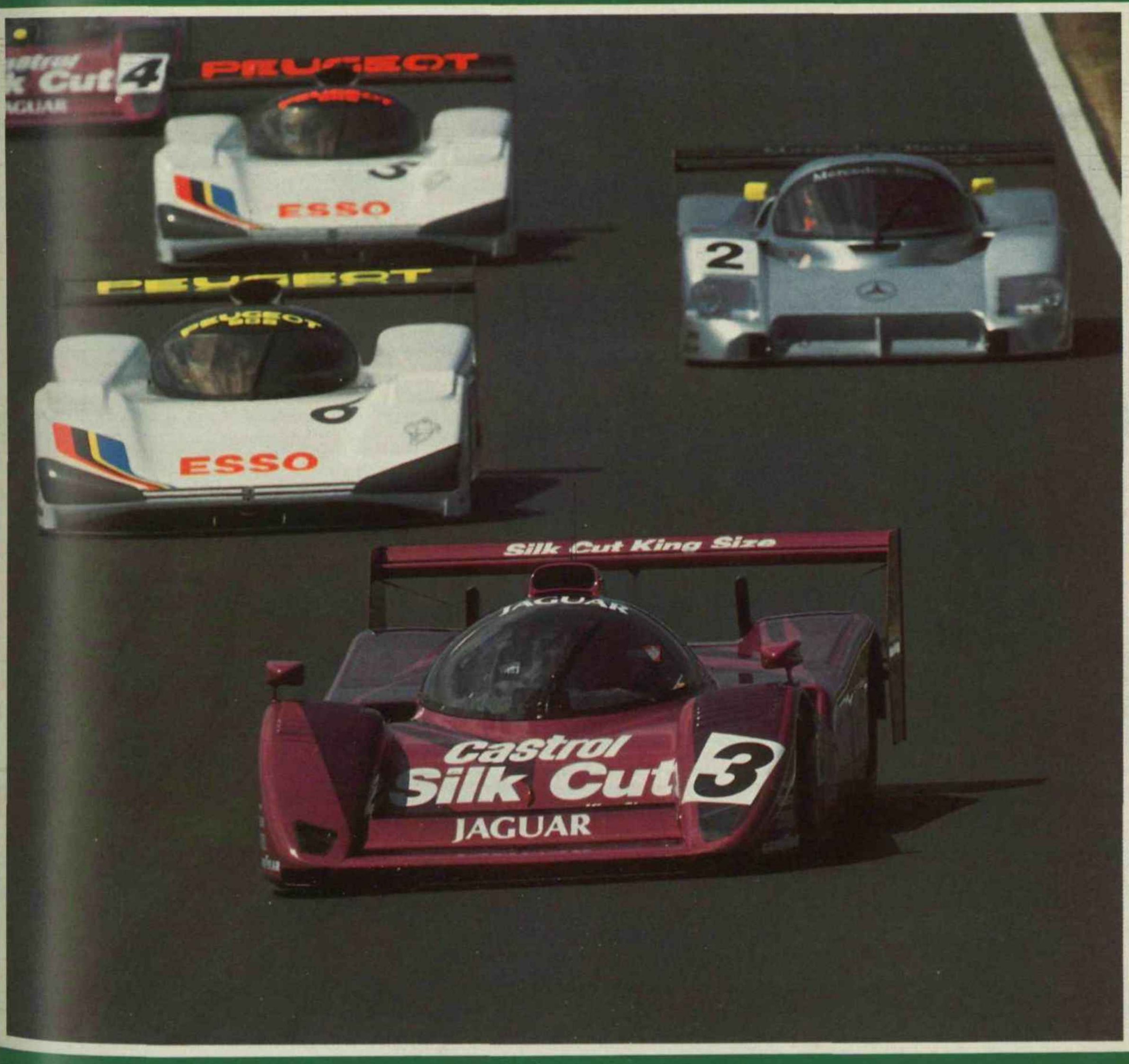
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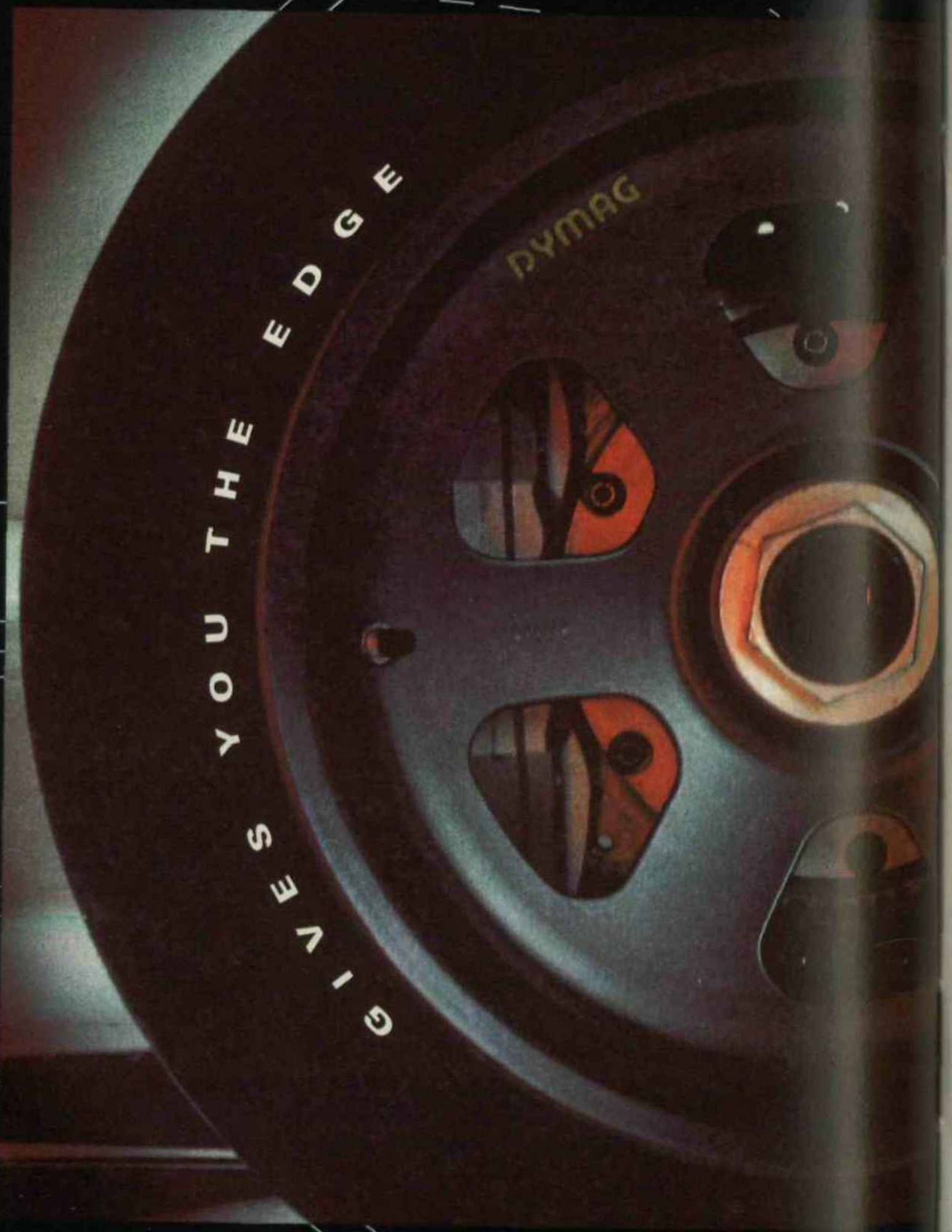
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FRONT COVER: *The grid may have been depleted at Suzuka, but the racing was close and exciting for much of the time.*

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MATTERS OF MOMENT

Post-Budget Blues

Post-Budget blues for many, but not necessarily pale blue, and hopefully not red.... From the car-owner's viewpoint it might have been worse. The so-called 'Road Fund' Tax (but it was raided many years back) is unchanged and the much appreciated reduction for older cars presumably remains intact, at £60 a year. However, as most veteran to vintage vehicles cover only about a tenth of the mileage of moderns, £10 would be a more realistic assessment. As for the increases in petrol and diesel-oil duties, with mild encouragement for 'green' fuels, they are what motorists have come to expect!

Successive Governments have invariably been after the motorists' money. They have extracted it in various ways. The RAC hp-tax and 3d on a gallon of petrol was imposed from 1909, and a petrol levy was reintroduced in 1928 at 4d (1.7p) a gallon, after it had been abolished for 12 years. The original hp-tax produced the design-crippling 'small-bore' incentive and varied from £3 up to 12hp, to £42 per annum for cars of over 60hp. It persisted for eleven years, until replaced by an overall £1 per hp-tax in 1920 (minimum £6), model-T Ford users then having to find £23 instead of 6gns a year. The levy was reduced to 15/- (75p) per hp in Chamberlain's 1934 Budget (blowing away the 1930's blues!) but increased to 25/- (£1.25p) by 1940, Chancellor Simon explaining that this was in lieu of an Income Tax increase, car owners being seen as very largely corresponding to the Income Tax-paying classes!

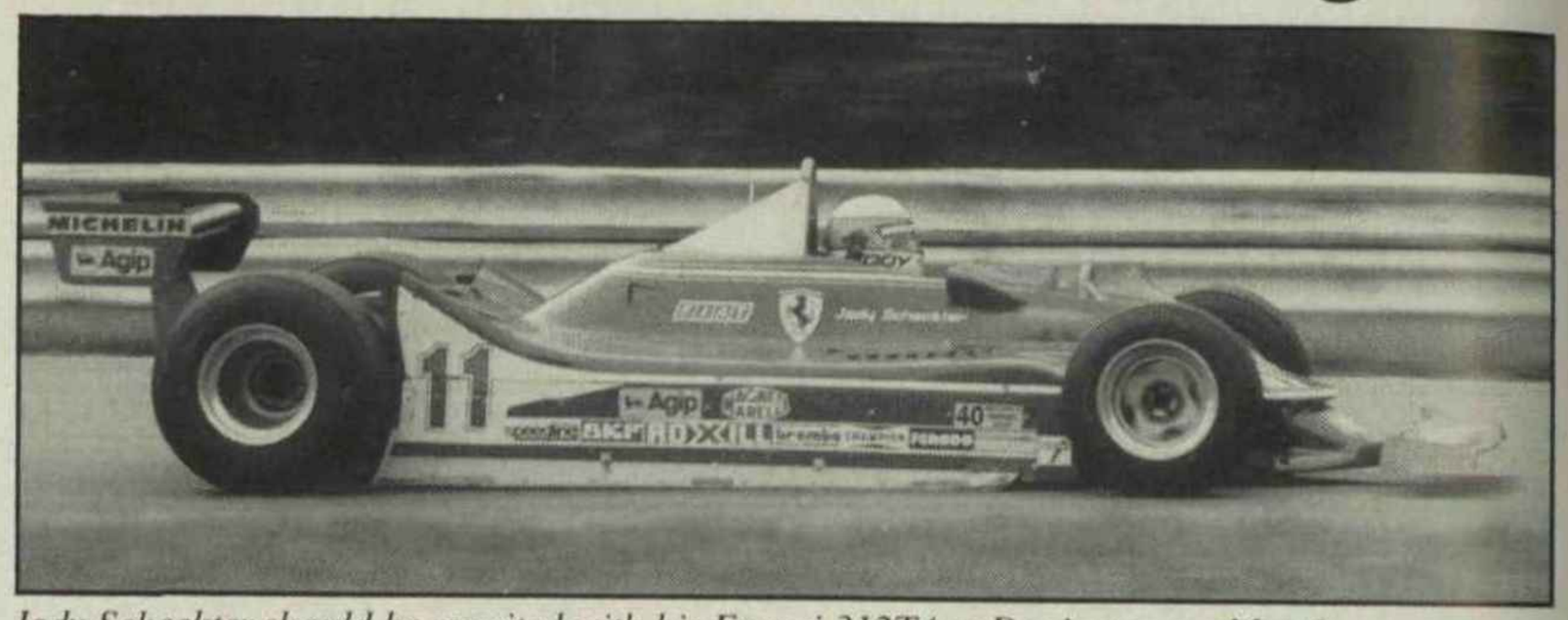
The taxation basis was altered in 1947 to a charge on engine capacity, in increments of 100cc and the present flat-rate tax came in in 1947, then at £10, but with purchase-tax on cars costing over £1000 raised to 66⅔ — the motorist always pays! In addition, petrol tax was 9d a gallon.

We must be grateful that, at a time of recession, the Lamont Budget held the flat-rate tax at £100. However, car tax does not end with buying a licence disc. There is company car tax, for instance, which those not entitled to free motors regard as far too low and those who are 'lucky' enough to qualify for such cars think of as too high. Let's be realistic. For highly-paid executives a fine big car on the company may be an acceptable 'perk'. But what of those on comparatively low salaries, who may not particularly want a company car? Commercial travellers out all the week behind a steering-wheel may have had almost enough and use their cars very sparingly at weekends. Yet they are taxed just the same. If they and other workers to whom a car is part of the job, can convince the Tax Gentlemen that they exceed 18,000 business miles a year, there is a tax-reduction; but this does not help those whose work involves toiling in offices and factories as well as being out on the "enjoyable open-road", as against those whose work justifiably involves almost 100% driving about. It seems, too, that the Tax-man places undue faith in the accuracy of odometers and the reading thereof...

What of the employee who may not want a company car, or not the one provided, but who is unable to refuse it and has to pay a thumping great slice of tax on it, even though his pay-scale commences at £8500? It is arguable that the average company car still represents a "bargain", even at the increased rate of tax now put on it by the Major Government. But Lamont could have made the point more convincing by raising the surprisingly low, and unacceptable, salary threshold. The fact is that the British Motor Industry is in a pitiful state and that rubs off on the components and accessories makers — ask Lucas's employees! This latest increase in company car tax will have a very adverse effect on fleet sales, on which the Motor Trade relies heavily, and this will govern the price we pay for our personally-owned cars, spares, and the rest of it....

Cars themselves have kept reasonably in step with inflation. According to *The Economist* scale the £100 Morris Minor 2-seater of 1931 or the £100 Ford 8 Tudor saloon of 1935 would cost today around £2700. Compare with the present prices of a Fiat 126 (£3225) or a Mini City (£5150). But unless mass sales to fleet users can be regained, the Motor Industry has a slim chance of making a quick return to prosperity, never mind the effect of the Major/Lamont Poll Tax which will continue to be in the news at least until after the next General Election. WB

Donington Formula 1 Extravaganza



Jody Scheckter should be reunited with his Ferrari 312T4 at Donington on May 6.

The Bank holiday weekend of May 5/6 is one to mark in your diary. Commencing on Sunday, but with the main day being the Monday, the HSCC are organising a meeting at Donington to celebrate 25th anniversary of the 3-litre Formula One.

At the time of going to press, 26 Formula 1 cars have been accepted into race for 3-litre Grand Prix cars while there are a total of 41 cars so far accepted for the couple of Formula 1 demonstrations planned.

Jack Brabham, Denis Hulme, Jody Scheckter, John Surtees, Brian Redmond, Guy Edwards, Dickie Attwood, Jean-Pierre Jarier, Jean-Pierre Beltoise, Jacques Laffitte, David Charlton, Brett Lunger, Howden Ganley, Brian Henton, Tony Trimmer, Mike Wilds, Vern Schuppan, Rupert Keegan and Loris Kessell are the named ex-Formula 1 drivers turning up while Paul Stewart will be demonstrating Tyrrell 003. It is also hoped that Damon Hill will drive his father's Brabham BT34.

Apart from the cars racing and those participating in demonstrations, there will also be a static display in the paddock which the organisers have promised should present good photo opportunities.

The rest of the programme is made up of the usual HSCC championships, such as the QED Classic Formula 3, the pre '65 saloons, and there is also a Historic GT race which sees cars as delectable as Chevron B19s, McLaren M8Cs, Lola T70s and Lola T212s taking to the track.

New Formula 1 Engine



Scott Russell's new Formula 1 engine which has yet to be installed into a chassis.

As reported in the February 1991 issue of MOTOR SPORT, Scott Russell Race Engine Design of Rochdale has acted primarily as a consultancy service for the world's racing engine industry for over twenty years. Consequently, much of its work has remained hidden because of confidentiality agreements. Though the company will continue to undertake consultancy work, it has recently decided to take its light from under the bushel and produce racing engines with its own name on the cam covers. In fact, the company is producing not one, but a whole family of engines designed for use in Formula One, Group C, and Indy/CART racing.

Ultimately, Chief Designer Al Melling would like to make a wide-angle V12 of the sort that they designed originally for GM a couple of years ago. However, as an initial and more practical step, his company has opted for an engine of V8 configuration which can be adapted more easily for use in a wide range of racing applications. Also, the V8 layout had been chosen because Melling, like Geoff Goddard of Cosworth, believes that V8s are inherently more compact and torquey.

The first new Scott Russell engine family to be produced is a 3.5-litre motor. The cylinder banks of this engine are set at the relatively wide angle 90° so that it could fit in cars designed originally around Cosworth, Judd, or Mugen engines, all of which are 90° V8s.

In design terms, it is a relatively straightforward four-cam, 32-valve engine with the camshafts being driven by a train of gears from the rear of the crankshaft and the oil pumps from the front. The engine follows the basic tenets of Melling's design philosophy. Naturally, it is an oversquare engine, but the bore/stroke ratios are lower than one finds, for example, on the latest Judd V8s. The valve included angle at 18° is also relatively narrow, and the combustion chambers are very compact and of regular shape. The pistons are virtually flat with only the slightest indentations for valve clearance. The engine has been designed to operate at the exceptionally high compression ratio of 13.5:1 on pump fuel.

By March the first engine had been on the dynomometer for many hours operating under a racing type programme with over 12,500 rpm used on occasion. The maximum power is 635 bhp at 11,600 rpm, but, more significantly, the engine's power band is very wide with over 500 bhp available from as low as 10,200 rpm. The torque curve is equally broad; more than 300 ft lb are available over a band of 2500 rpm, with a maximum of 304 lbs ft achieved at 8600 rpm.

The cylinder block and heads are made of aluminium alloy while most other castings are magnesium alloy. Some machining is done in-house, but most is contracted out to engineering firms in the Rochdale area. Scott Russell's new engine is a robust motor, weighing 149 kg complete, including exhaust headers. Strength and reliability were primary design considerations. The present engine is very short, shorter than any other now used in Grand Prix racing, but fairly wide and tall; its dimensions are length 526mm; width 700mm and height 540mm.

The second engine in the family will be similar, but has been designed to a more advanced specification and is intended to fit current and future Formula One cars. The angle of the cylinder banks has been

narrowed to 72°, consequently, the width of the engine is reduced to only 540mm. Weight will also be slightly less. This engine will introduce carbonfibre composite materials for pistons, cylinder liners, and, possibly, connecting rods. A more obvious change will be the first use of Scott Russell's unique bifurcated port design. Single-cylinder tests of bifurcated ports have shown that the volumetric efficiency increases by 10-15% over ports of conventional design.

So many projects all of a sudden may seem a bit much for a small company, but one must remember that Scott Russell is essentially a design firm. The company has facilities to do assembly, test, and development work, and a computerised and fully instrumented test-bed was recently installed to help with some of these tasks. Assembly, testing and development will be done at the Rochdale factory. Re-building can be done there as well or subcontracted to the many specialist firms in Britain and on the Continent which form yet another layer of the racing engine industry. DDH

VSCC Derbyshire Trial

Held on 6 April, this got off to a good start, with only five non-starters, two A7s, two 30/98s and a Model-A Ford, to even things up out of an entry of 80, yet another shining example of the popularity of VSCC competitions. The winner of the Dick Bartho Trophy was Rodney Felton in his 1932 Brescia Bugatti and the other 1st Class Award winners were: P Blakeney-Edwards (Frazer Nash Super Sports), B Thwaites (A7), both only a point away from Felton's score, and R Winder (A7), only two points behind these two. 2nd Class Awards went to B Clarke (A7-GN), J McEwen (Riley), S Diffey (A7), P Longhurst (Riley), F Giles (navigated by his wife, in the Boulogne Frazer Nash), R Scaldwell (Riley) and D Johnson (Colemore Frazer Nash) in Class 1. The Class 2 1st Class Award scorers were: C Rides (Invicta) who took the Patrick Marsh Trophy, H Monro (30/98) R Collings (1903 Mercedes) and S Baxter (Chrysler 75), the 2nd Class Awards going to P Longdon (Ford-A), P Tebbett (Riley) E Peppercorn (1914 Renault), T Threlfall (Ford-A) and the President, Bruce Spollon (30/98). The joint 3rd Class Award takers were: A Carlisle (Trojan), R Low (A7), J Gunn (A7), D Rolfe (MG-M), M Holt (Ford-A), G Rankin (30/98) and D Marsh (30/98). WB.

Following the Historic Grand Prix Cars Association's deal with British Aerospace for sponsorship of its Fifties sports car races, the club has now secured backing for two more of its major races. Ralph Lauren, the clothing company, will sponsor the Association's Grand Prix car races at Spa-Francorchamps (May 18/19) and at the Nürburgring Oldtimers meeting (August 10/11). Ralph Lauren himself is of course a keen car collector.

With the introduction of a new event in the Christies' Historic Festival at Silverstone (July 27/28), the Association will now be running four of the eight races; the new Christies Cup will be for four-seater Le Mans cars, and should pack the grid with Bentleys, Alfa Romeos, Lagondas and Invictas. But will they be made to run some laps with the hood up?

MAY FIXTURES

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

Date	*Organiser*	*Venue*	*Event*	*Type*
27 Apr	JDC	Pembrey, Llanelli, Dyfed	Classic car races	R
27 Apr	500 MRC	Kirkistown, Cloughey, Belfast	Race Meeting	C
27 Apr-2 May	**ASAC de la Corse**	**Corsica, France**	**Tour de Corse (WRC)**	**INT**
28 Apr	SMRC	Ingliston, Edinburgh	Race Meeting	R
28 Apr	CPRC	Cadwell Park, Louth, Lincs.	FF1600, First	N
28 Apr	**BARC**	**Brands Hatch, Fawkham, Kent**	**F3**	**INT**
28 Apr	**BRSCC**	**Donington, Castle Donington, Derby**	**BTCC**	**INT**
2-5 May	**MW Veteran Car Club**	**Brescia-Rome-Brescia**	**Mille Miglia**	**INT**
3-5 May	**AC Milano**	**Monza, Italy**	**WSC**	**INT**
3-5 May	**South Wales AC**	**South Wales**	**Fram Welsh International**	**INT**
5-6 May	LIMRC	Lydden, Dover, Kent	Trucks, Inter Saloons	R
5 May	AMOC	Brands Hatch, Fawkham, Kent	Historic Sports and Saloons	R
6 May	BRSCC	Castle Combe, Chippenham, Wilts	FF, Caterhams	R
6 May	OPRC	Oulton Park, Tarporley, Cheshire	FF1600, MGs	N
6 May	BRSCC	Snetterton, Norwich, Norfolk	TVRs, Porsches, Historics	R
6 May	BARC	Mallory Park, Kirkby Mallory, Leics	F Vauxhall Junior Formula 500	R
6 May	**BARC**	**Thruxton, Andover, Hants**	**Thundersaloons, F Renault**	**INT**
6 May	**HSCC**	**Donington, Castle Donington, Derby**	**25th Anniversary of 3-litre F1 power**	**INT**
10-12 May	**Automobile Club of Monaco**	**Monte Carlo, Monaco**	**Monaco Grand Prix**	**INT**
11 May	BRSCC	Brands Hatch, Fawkham, Kent	FF1600, Alfas, Minis, MGs	R
12 May	**BARC**	**Brands Hatch, Fawkham, Kent**	**British F3000**	**INT**
12 May	SMRC	Ingliston, Edinburgh	Race Meeting	R
12 May	BARC	Pembrey, Llanelli, Dyfed	F Vauxhall Junior	R
12 May	EMRA	Mallory Park	Galliford Mallory Championship	R
12 May	**BRDC**	**Donington, Castle Donington, Derby**	**500km race for GpN saloons**	**INT**
17-18 May	**BRDC**	**Silverstone, Towcester, Northants**	**WSC**	**INT**
18-19 May	Clwb Modur Cymru	S Wales	Welsh Retrospective Rally	R
18 May	BARC	Harewood Hill, Nr Leeds, Yorks	Hillclimb	R
18 May	BARC	Oulton Park, Tarporley, Cheshire	Production Saloons, FF1600	R
19 May	LIMRC	Lydden, Dover, Kent	Single-seaters, Sports	R
19 May	BHLRC	Mallory Park, Kirkby Mallory, Leics	MGs	N
19 May	BRSCC	Cadwell Park, Louth, Lincs	FF1600, Hondas, Caterhams	R
19 May	**BARC**	**Brands Hatch, Fawkham, Kent**	**F3**	**INT**
19 May	**ASAC de la Corse**	**Pau, France**	**F3000**	**INT**
25-26 May	BARC	Gurston Down, Broadchalke, Wilts	Hillclimb	N
25 May	500 MRC	Kirkiston, Cloughey, Belfast	Race Meeting	N
25 May	MGCC	Silverstone, Towcester, Northants	MGs	R
26-27 May	LIMRC	Lydden, Dover, Kent	Trucks, Inter Saloons	R
26 May	RAC MSA	Donington, Castle Donington, Derby	Norwich Union RAC Classic	N
27 May	VSCC	Donington, Castle Donington, Derby	Vintage racing	C
27 May	BRDC	Silverstone, Towcester, Northants	FF1600, F First	N
27 May	BRSCC	Castle Combe, Chippenham, Wilts	Rover 216 GTis, Mazda MX5s	R
27 May	**BARC**	**Thruxton, Andover, Hants**	**F3, BTCC**	**INT**
27 May	BRSCC	Mallory Park, Kirkby Mallory, Leics	TVR Tuscan Challenge	R
27 May	OPRC	Oulton Park, Tarporley, Cheshire	FF1600, MGs, BMWs	N
27 May	SRC	Snetterton, Norwich, Norfolk	FF1600	N
27 May	BRSCC	Brands Hatch, Fawkham, Kent	FF1600, MGs	R
30 May-2 June	**RSAC**	**Scotland**	**Scottish Rally**	**INT**
31 May-2 June	**Grand Prix du Canada**	**Montreal, Canada**	**Candadian Grand Prix**	**INT**

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



The start of the race and Senna has already leapt into the lead from yet another pole position.

At last!

After the dramatic inflation of recent months, and the manner in which most of them drive on what pass for roads in Sao Paulo, the local populace is used to scrapes and close escapes. Yet 70,000 of them held their breath throughout the closing laps of the Brazilian GP as their idol, Ayrton Senna, performed perhaps the greatest escape of them all. On seven previous occasions the McLaren Honda driver had failed to win his home race. Now, after a flawless performance, leading all the way from pole position, here he was being caught steadily by Riccardo Patrese's Williams. When Patrese's teammate Nigel Mansell had been forced to abandon his own challenge when his transmission malfunctioned on lap 60, the Italian had been 40s adrift of Senna, yet the manner in which the gap was diminishing made it clear that even Ayrton was not indulging in a little gamesmanship. He was in trouble.

Interlagos was not Phoenix. In the seasonal opener, to everyone's surprise and consternation bar McLaren's, Senna had walked away on a virtuoso demonstration run. If the United States victory had been one of his easiest, however, Brazil was one of the hardest. All weekend it was clear that Williams had made a lot of progress in setting up its FW14s. McLaren had competition.

Ayrton, of course, started from pole. The way things are currently, it might save everyone a lot of time and expense if FISA just reserved it permanently for car number one. For the first 25 laps, however, he was under sustained pressure from Mansell. The Briton, as ever, was in irrepressible form in a car that clearly is a quantum leap over last year's uninspiring FW13B. True, he had to give best to Patrese in qualifying, something that won't have pleased him after their near contretemps in Phoenix, but come the race Mansell was always going to be Senna's principal opponent. Nigel was right in Ayrton's wheeltracks when he came in on lap 25 for his scheduled tyre stop, but it was an agonisingly slow one as he struggled to find a gear. When he did, he sped back down the pit lane after giving the transmission its second racing start. Any mechanic will tell you, restarts from pit stops are worse because the tyres have literally just come out of the oven and thus have even more grip. The chase was back on.

After Senna's demonstration in Phoenix, the F1 circus had been cautious in Interlagos, those outside McLaren worried about the effect over 16 races of a totally superior driver/car combination. Thankfully, Mansell signalled that 1991 will be as hard fought as 1990 with the manner in which he came back at Senna. In Brazil, it was the Williamses that were the best cars, but they did not have the advantage of starting from pole, and as a race leader, there is none better than Senna. He timed his own tyre stop perfectly, and though Mansell reduced the fresh deficit lap by lap, Ayrton didn't make a single mistake. He felt the MP4/6 was better balanced on its second set of Goodyear Cs, the first having been slightly under inflated. He'd radioed ahead to have the new set's pressures increased, and the ploy worked. Nevertheless, by lap 42 the gap was back to a mere 2.97s, and at that rate, Mansell would certainly have won, given the problems Senna was to encounter with his gearbox.

He gained a respite, though, as Mansell

went rushing pitward again, this time with a cut on the centreline of the right rear. This time the stop took 9.5s, but even then he very nearly collided with the left front man's jack, such was his haste.

Williams had run its cars with five-speed gearboxes instead of the usual six-speeders used in Phoenix, believing that its problems centred on the shift from fifth to sixth and vice versa, but that ploy failed to work.

In the opening race it was the Didcot cars which had transmission problems. Now, as they experienced them again, the gremlins also struck at McLaren. Twenty laps from the end Senna lost fourth gear. However, the loss came too late for Mansell. A slow downshift – one of the problems the team had already experienced on its semi-automatic design – threw the FW14 into a spin. After a dramatic, tyre smoking spin turn back into the right direction, Mansell then pulled off to retire. What had gone wrong?

"I went up through the gear in the normal way, from first as far as third," he said, "but when I got to fourth, it wasn't there." Some suggested that four racing starts had ultimately been too much for the transmission. . . .

Ayrton should then have walked home, the comfortable victor from Patrese even though the track was now slick after light rain. But with only seven laps separating him from the adulation of the crowd, fifth and third gears also disappeared and rather than risk further trouble, he kept the car in sixth. Try keeping your road car in a high gear as long as possible, even in traffic, then imagine that you're within miles of winning the race that means more to you than any other, and you get a reasonable idea of what Senna had to cope with. From the onboard camera it was clear he was in some sort of trouble, since he wasn't changing gear. The durable Honda V12 was virtually stalling round the slower corners, and all but skating off as he nursed the brakes and coped without engine braking in the fast ones. Outside the cockpit, however, only McLaren really knew the score. Williams could only guess why he had slowed so much.

From that 40s on lap 60, Riccardo began charging. Ayrton's lap times went out to 1m 28s as Patrese was consistently in the 1m 21s. His FW14 had been a little imbalanced on its first set, but like Senna's car, his second batch was better. He was closing, closing.

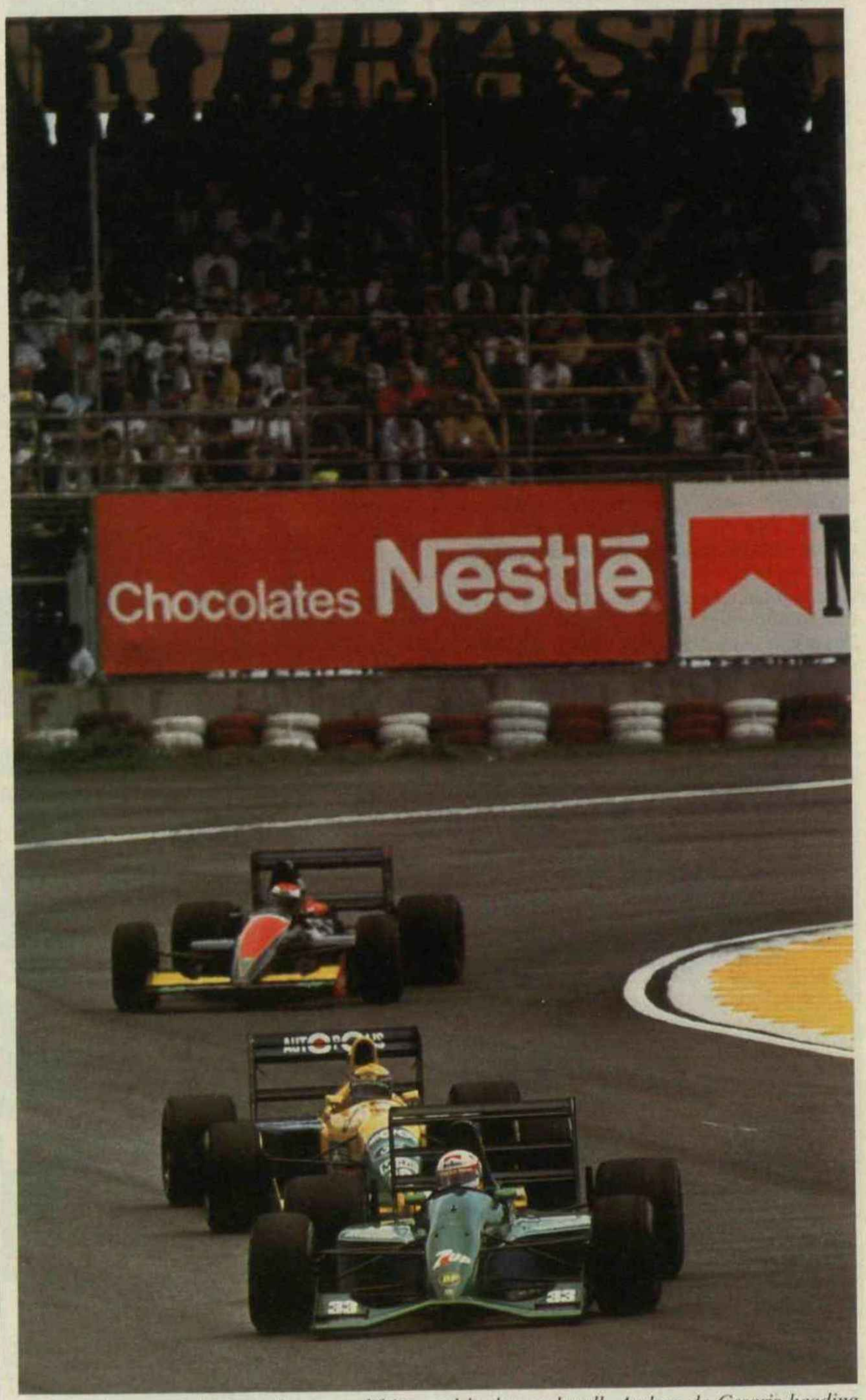
Yet he too had a problem. Two, in fact. "My car was missing gears at times when I changed down," he said. And then there was the classic dilemma. "Should I be conservative and try to finish second, or should I push?"

In the end he decided discretion was the better part of six lost points and eased back a fraction, but by the flag he was only 2.99s behind the McLaren. Hindsight would reveal that had he pushed a little harder, he could well have won.

As television viewers saw, Senna stalled just after taking the flag, and was exhausted in the cockpit. It was, he said, the hardest Grand Prix he had driven since he knocked the nose askew on his Toleman in South Africa in 1984, and struggled through for an overheated sixth place and his first World Championship point.

"In the closing laps I just had to leave the car in top gear," he revealed. "The rain didn't help me, and I was really hoping they'd stop the race. In the slow corners I was pulling only 2000 rpm and the engine was nearly stalling. In the fast corners the car always wanted to push straight on. I saw Patrese coming and didn't think I would make it, but I felt it was my duty to win here. I pushed the car regardless of the rain, but I was getting cramps and muscle spasms in my upper body. Partly that was because the safety harness was so tight, but also because of emotion! By the finish I had nothing left. God gave me this race."

For McLaren, then, it was a win that again owed perhaps more to its lead driver than to its car, as was the case at times in 1990. One only had to look at Gerhard Berger's performance, which ultimately



Both Jordans made it through pre-qualifying and both raced well, Andrea de Cesaris heading Moreno before retiring.

NON-QUALIFIED

No	Driver	Nat.	Car/Engine	Tyres	Best Lap	Result
10	Alessandro Caffi	I	Footwork A11C-Porsche V12	G	1 min 22.190s	DNQ
18	Stefan Johansson	SWE	AGS JH25-Cosworth V8 DFR	G	1 min 22.432s	DNQ
9	Michele Alboreto	I	Footwork A11C-Porsche V12	G	1 min 22.739s	DNQ
12	Julian Bailey	GB	Lotus 102B-Judd EV8	G	1 min 23.590s	DNQ
35	Eric Van de Poele	B	Lambo F190-Lamborghini V12	G	1 min 21.919s	DNPQ
34	Nicola Larini	I	Lambo F190-Lamborghini V12	G	1 min 22.944s	DNPQ
31	Pedro Chaves	P	Coloni C4-Cosworth V8 DFR	G	1 min 23.231s	DNPQ
14	Olivier Grouillard	F	Fomet 191-Cosworth V8 DFR	G	1 min 23.951s	DNPQ

yielded a useful if unspectacular third place, to appreciate that. Senna won Interlagos, not McLaren. But for Senna, one or other of the Williams would have won. It was an interesting point, for while the MP4/6 had been healthy, the FW14 had been its match. Had Mansell's transmission lasted, or Patrese pushed that little bit more. . . .

If McLaren thus knew it had a fight on its hands after the opening two rounds, and Williams that it had a solid contender, Ferrari was thrown into utter turmoil. By its own admission, it had not expected to go desperately well in Phoenix, since the 642 concept has never really been happy on street tracks. After the opener, however, Prost had counselled caution. "Wait until Interlagos, a circuit that suits us much better. There we will be able to draw better conclusions about our car's performance."

Well, the conclusions were drawn all right, but they were negative. Where second place in north America had been acceptable damage limitation, fourth for Prost and sixth for Alesi in south America clearly wasn't. As in 1990, neither of the cars was particularly quick in qualifying, yet Prost was second only to Mansell in the raceday warm-up. Where did the speed go in the race?

Alain made a poor start, and found himself having an unsuccessful fight with Nelson Piquet's Benetton. Interestingly, the Ford V8-powered car gave absolutely nothing away to the V12 on either acceleration or top speed, and the Frenchman was the first to stop for fresh Goodyears. It profited him not at all. The Ferraris began to move up towards the middle of the race, as others stopped, but they flattered to deceive. Prost, like Alesi, planned two stops and closed temporarily on Berger after the second, but his bolt was shot. The cars were reasonable on one-lap qualifying-type runs or one-off spurts on full tanks, but ask them to run for any distance, and they lost their edge.

Much was made in some quarters of an alleged front suspension problem, but the design is identical to last year's. A much more credible suspect was the aerodynamics. Just as McLaren has made obvious strides after hiring former Ferrari air-man Henri Durand, so Ferrari has suffered in the hiatus between his departure and the return of Jean-Claude Migeot, the man responsible for the Tyrrell 019 anhedral nose-look. Meanwhile, team manager Cesare Fiorio's continual assertions that a new car is imminent have merely served to fuel the internal flames licking round the top management doors at Maranello. There won't be a new Ferrari this season, but take it as read that some of Migeot's efforts should be seen at Imola's race, with more to follow by the French GP in July. The signs from the first races, however, indicate that Ferrari is going to have to come up with something pretty dramatic if it is to regain possession of the ball it dropped so early in the match.

Benetton, like Ferrari, went home pondering what might have been. As in Phoenix, the B190Bs proved highly reliable, and



In Brazil the Williamses were the best cars, Patrese finishing only 2.99s behind Senna at the flag.

STARTING GRID

↑

6
PATRESE
Williams FW14
1 min 16.775s (2)
1 min 22.069s (1)

2
BERGER
McLaren MP4/6
1 min 17.471s (2)
1 min 19.557s (1)

27
PROST
Ferrari F1/91
1 min 17.739s (2)
1 min 20.079s (1)

15
GUGELMIN
Leyton House CG911
1 min 18.664s (2)
1 min 22.196s (1)

32
GACHOT
Jordan 191
1 min 18.882s (2)
1 min 21.493s (1)

21
PIRRO
Dallara BMX 191
1 min 19.305s (2)
1 min 21.286s (1)

19
MORENO
Benetton B190B
1 min 19.360s (2)
1 min 21.266s (1)

3
NAKAJIMA
Tyrrell 020
1 min 19.546s (2)
1 min 21.825s (1)

25
BOUTSEN
Ligier JS35
1 min 19.868s (2)
1 min 23.197s (1)

20
MARTINI
Minardi M191
1 min 20.175s (2)
1 min 22.852s (1)

11
HAKKINEN
Lotus 102B
1 min 20.611s (2)
1 min 25.587s (1)

17
TARQUINI
AGS JH25
1 min 21.219s (2)
1 min 23.618s (1)

7
BRUNDLE
Brabham BT59Y
1 min 21.280s (2)
1 min 23.271s (1)

1
SENNA
McLaren MP4/6
1 min 16.392s (2)
1 min 18.711s (1)

5
MANSELL
Williams FW14
1 min 16.843s (2)
1 min 20.056s (1)

28
ALESI
Ferrari F1/91
1 min 17.601s (2)
1 min 19.350s (1)

20
PIQUET
Benetton B190B
1 min 18.577s (2)
1 min 20.105s (1)

4
MODENA
Tyrrell 020
1 min 18.847s (2)
1 min 21.709s (1)

29
BERNARD
Lola L91
1 min 19.291s (2)
1 min 22.127s (1)

33
de CESARIS
Jordan 191
1 min 19.339s (2)
1 min 21.710s (1)

16
CAPELLI
Leyton House CG911
1 min 19.517s (2)
1 min 21.171s (1)

30
SUZUKI
Lola L91
1 min 19.832s (2)
1 min 22.281s (1)

22
LEHTO
Dallara BMX191
1 min 19.954s (2)
1 min 22.243s (1)

24
MORBIDELLI
Minardi M191
1 min 20.502s (2)
1 min 26.147s (1)

23
COMAS
Ligier JS35
1 min 21.168s (2)
1 min 22.682s (1)

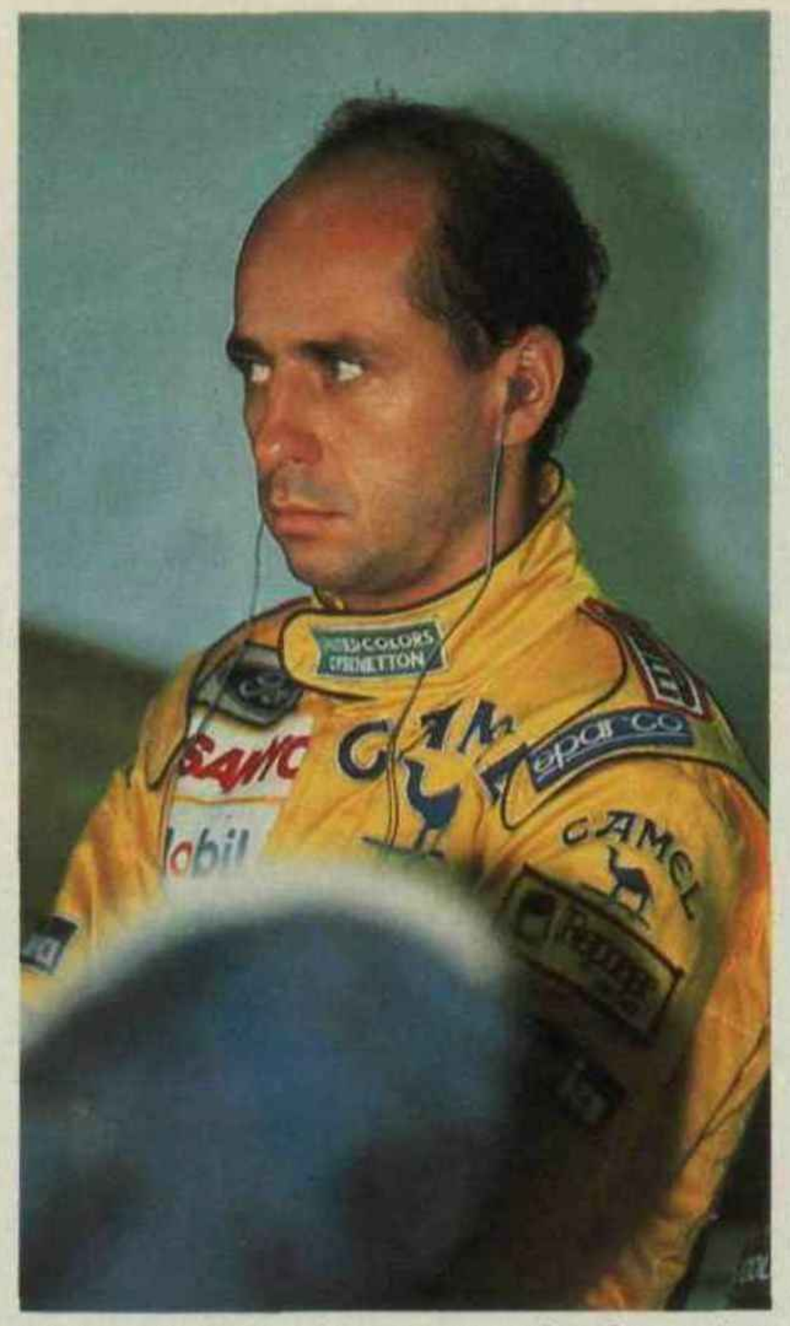
8
BLUNDELL
Brabham BT59Y
1 min 21.230s (2)
1 min 23.547s (1)

N.B. The numbers in brackets refer to Qualifying Session. Pole position is 10 metres in advance of second place, and the two lines of the starting grid are staggered by the same amount. The arrow indicates the direction of the first corner.

again they could have run non-stop. Both Piquet and Roberto Moreno, however, elected to make stops in Brazil, but neither benefitted to any great extent. "Basically, we were too cautious on our choice of tyre compounds, in both races," said a team insider. "We went for hard compounds each time, and it turned out that in both races we could have got away with something much softer. Put it down to our relative lack of experience on Pirellis."

In the closing stages Prost pushed really hard to catch and pass Piquet, as Nelson's clutch began playing up in the last 20 laps, but the Brazilian felt he could have stayed ahead if he hadn't had the problem. "Maybe I stopped too late for my fresh tyres," he admitted further, "otherwise I think I'd have repassed Prost." He kept ahead of an unhappy Alesi, while Moreno brought his understeering sister car home a lapped seventh.

Much has been expected of the Tyrrell Honda combination, and the much vaunted Stefano Modena, but frankly neither has looked up to much so far. The Italian blotted his copybook with a major shunt in qualifying which wrecked the tub of his 020, and he was chasing vainly after Prost's seventh-placed Ferrari in the opening stages and being pressed a little by the impressive Bertrand Gachot in Eddie Jordan's 7-Up 191. Modena's battle against power understeer ended on lap 20 when the gear linkage broke in the cockpit. With team-mate Satoru Nakajima already out



Moreno is still waiting to score his first points this year, handicapped in Brazil by an understeering car which he brought home a lapped seventh.

after simply falling off, it was a frustrating weekend for a team that had been expected to run much closer to the front.

Both Jordans made it through prequalifying, and both raced well. Gachot got as high as seventh, just as he had in Phoenix, when what was initially thought to have been a broken exhaust finally took its toll. Subsequent examination indicated that a faulty plug or injector that had caused the 191 to lapse onto seven cylinders, seriously compromising economy in the process.

Andrea de Cesaris had worked up to eighth place behind Gachot at one stage but from lap 17 his Cosworth HB began cutting out intermittently. When it cut altogether four laps later the green car spun into retirement — tearing a hole in its tub and damaging the engine mounts as it slid over a kerb. The Italian had endured a difficult week after flipping a windsurfer and sustaining a nasty leg injury after landing on the keel.

The Dallaras had also pre-qualified with ease, the reliability of their Judd GV V10s again being notable, but just as in Phoenix their qualifying promise went unrewarded. Pirro was nudged out in traffic on the first lap and lost a lot of time having repairs effected, while Lehto dropped back steadily with fading voltage after the alternator drive belt had broken.

Even before the start, drama had claimed Suzuki when Larrousse was unable to start his Lola. The fuel pressure had zeroed, and the blue and red machine was wheeled off the grid. Team-mate Bernard also struggled initially with a fuel

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Gugelmin was unable to put in a good performance in front of his home crowd, pulling in to retire after only 10 laps in agony from chemical burns after his onboard fire extinguisher had gone off in the cockpit in the morning warm-up session.

pressure-inspired misfire, but his Lola gradually improved and he ran strongly in the top 10 until a clutch hydraulic pipe fractured. Leyton House, too, came away empty handed and embarked on another of its numerous rounds of personnel culling. Both Gugelmin and Capelli showed flashes of promise, but the unlucky Brazilian called it quits after 10 laps, in too much pain from chemical burns sustained after his onboard fire extinguisher had gone off in the cockpit during the morning warm-up. Seven laps later Ivan followed him into retirement with an Ilmor V10 failure, after an energetic charge. For Minardi there was at least consolation for another uncompetitive showing with Morbidelli struggling home eighth, having lost both third and fourth gears in the final laps. Team leader Pierluigi Martini lost ninth place, ahead of him, when he spun on lap 48. Mika Hakkinen again drove an excellent race to pick up a very welcome ninth for Team Lotus, careful in the opening stages such was his anxiety to finish a GP. "I think maybe I could have got Morbidelli, but he was so far ahead there was no point in me overstressing the car," he admitted. His pace took him ahead of poor old Thierry Boutsen, consigned for 1991 to the role of HGV driver in the awful Ligier JS35. Even Guy thinks it's another duff car, and fired engineers Claude Galopin and Richard Divila on their return to France to prove it. Comas spun and damaged an oil radiator in his first GP, leaving Boutsen to limp to the finish in an awful state, his car running on 10 cylinders for most of the race after losing its clutch from the 30th lap. To keep him alert, the oil light



Some parts of the Interlagos circuit afforded the spectators a panoramic, if distant, view of the proceedings.

ANOTHER FIRST . . .

. . . 250 GRAND PRIX VICTORIES FOR GOODYEAR

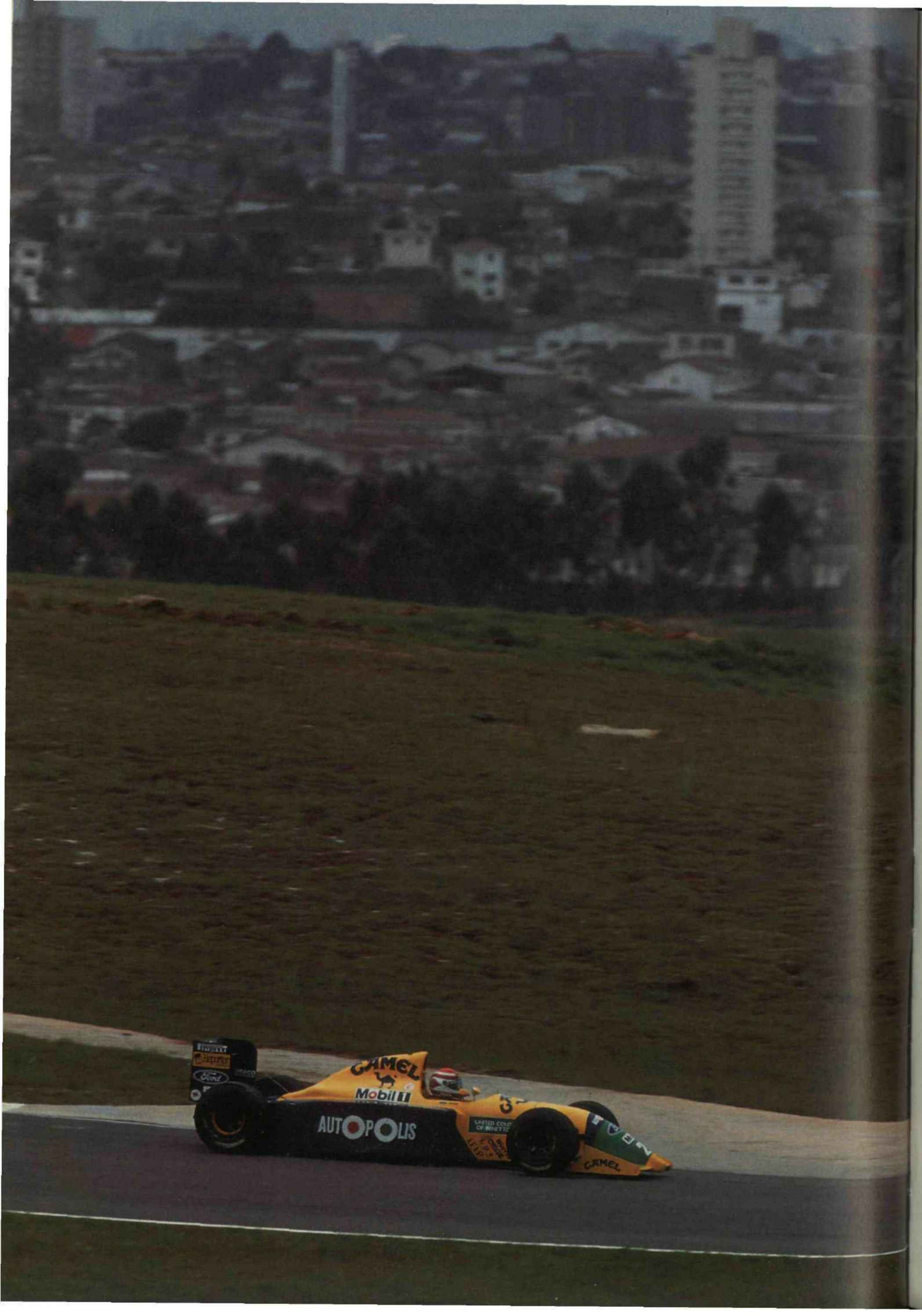


First again! Goodyear Eagles take the chequered flag in the 1991 Brazilian Grand Prix marking an incredible 250 Formula One victories for Goodyear. It was also a fabulous first for Ayrton Senna, in the Honda Marlboro McLaren, who's 28th win was his first in front of his ecstatic home crowd.

Goodyear's first Grand Prix victory was also in a Honda powered car — driven by Richie Ginther at the Mexican Grand Prix in 1965. Since that time Goodyear have been the most successful tyre manufacturer in Formula One history. Success that is reflected in the superb range of Goodyear Eagle High Performance road tyres — the Eagle NCT, Eagle NCT2 and the Eagle VR. Make performance your priority and remember — 'Goodyear comes first!'

GOODYEAR

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AUTOPOLIS
Ford
PIRELLI
GAMEL



Remarkably it was Senna's first home win in the 28 victories he has now notched up.

persisted in blinking for the final 20 laps, while the brakes were as bad as they had been when he had complained of them in the warm-up. It was not a happy Belgian who earned the team its first '91 finish.

After qualifying well poor Gabriele Tarquini hit the wall at the end of the back straight on the first lap, leaving AGS boss Henri Cochin to continue his desperate fight to prolong the team's life, while the uncomfortable Brundle triumphed in his own way by bringing the Yamaha-powered Brabham home 12th, four laps adrift.

The two Brabhams effectively brought up the rear throughout, with Blundell quite liking his set up, but Brundle hating every moment in a dreadfully cramped cockpit. Blundell ran ahead of him until lap 34, when his engine quit as he was hoping at least to profit from reliability, while Martin was so enervated that he could do only do two or three hard laps before he had to ease up.

As the recovered Senna celebrated a thoroughly deserved 28th GP victory, Goodyear was also busy breaking out the Moet after recording its record 250th GP win. It was fitting, after Richie Ginther had scored the first back in Mexico in 1965 in a Honda, that the Japanese company should take this milestone too.

That the Brazilian performance was no flash in the pan for Williams, however, was underlined early in April when the teams went to the first pre-race test at Imola, for there Patrese was marginally faster than Senna, and Patrick Head came away convinced that the team had identified and eradicated its transmission gremlin. As the various post-mortems were conducted, the new season proper could now begin in earnest. DJT

RESULTS

Brazilian GP, Interlagos, March 24
71 laps of 4.325 km circuit (307.075 km; 190.807 miles)

Pos	Driver	Nat.	Car/Engine	Tyres	Time	Best Race Lap	On Lap
1st	Ayrton Senna	BRA	McLaren MP4/6-Honda V12	G	1h 38m 28.128s	1m 20.841s	36
2nd	Riccardo Patrese	I	Williams FW14-Renault V10	G	1h 38m 31.119s	1m 21.330s	45
3rd	Gerhard Berger	AUT	McLaren MP4/6-Honda V12	G	1h 38m 33.544s	1m 21.125s	66
4th	Alain Prost	F	Ferrari F1/91-Ferrari V12	G	1h 38m 47.497s	1m 20.635s	64
5th	Nelson Piquet	BRA	Benetton B190B-Cosworth V8 EXP	P	1h 38m 50.088s	1m 21.280s	66
6th	Jean Alesi	F	Ferrari F1/91-Ferrari V12	G	1h 38m 51.769s	1m 20.991s	66
7th	Roberto Moreno	BRA	Benetton B190B-Cosworth V8 EXP	P	1 lap behind	1m 22.473s	63
8th	Gianni Morbidelli	I	Minardi M191-Ferrari V12	G	2 laps behind	1m 23.161s	44
9th	Mika Hakkinen	FIN	Lotus 102B-Judd EV8	G	3 laps behind	1m 22.613s	33
10th	Thierry Boutsen	B	Ligier JS35-Lamborghini V12	G	3 laps behind	1m 23.873s	32
11th	Emanuele Pirro	I	Dallara BMX191-Judd GV V10	P	3 laps behind	1m 23.808s	62
12th	Martin Brundle	GB	Brabham BT59Y-Yamaha V12	P	4 laps behind	1m 25.319s	44
13th	Bertrand Gachot	L	Jordan 191-Cosworth V8 HB	G	8 laps behind	1m 23.051s	11
14th	Nigel Mansell	GB	Williams FW14-Renault V10	G	retired on lap 60	*1m 20.436s*	35
15th	Erik Comas	F	Ligier JS35-Lamborghini V12	G	retired on lap 51	1m 23.587s	33
16th	Pierluigi Martini	I	Minardi M191-Ferrari V12	G	retired on lap 48	1m 22.887s	37
17th	Mark Blundell	GB	Brabham BT59Y-Yamaha V12	P	retired on lap 35	1m 26.224s	7
18th	Eric Bernard	F	Lola L91-Cosworth V8 DFR	G	retired on lap 34	1m 23.270s	32
19th	J.J. Lehto	FIN	Dallara BMX191-Judd GV V10	P	retired on lap 23	1m 24.420s	14
20th	Andrea de Cesaris	I	Jordan 191-Cosworth V8 HB	G	retired on lap 21	1m 23.144s	17
21st	Stefano Modena	I	Tyrrell 020-Honda V10	P	retired on lap 20	1m 23.424s	11
22nd	Ivan Capelli	I	Leyton House CG911-Ilmor V10	G	retired on lap 17	1m 23.580s	6
23rd	Satora Nakajima	J	Tyrrell 020-Honda V10	P	retired on lap 13	1m 25.053	6
24th	Maurico Gugelmin	BRA	Leyton House CG911-Ilmor V10	G	retired on lap 10	1m 23.669s	4
25th	Gabriele Tarquini	I	AGS JH25-Cosworth V8 DFR	G	retired on lap 1	–	–
26th	Aguri Suzuki	J	Lola L91-Cosworth V8 DFR	G	did not start	–	–

Winner's Average Speed: 187.110 kph; (116.264 mph) **Conditions: Dry and then wet**

Fastest Lap: N. Mansell (Williams FW14-Renault V10) 1m 20.436s on lap 35; 193.570 kph (120.278 mph)



Despite a superficial resemblance between the Benetton 190B (see page 410) and the 191, the new car is a very different machine.

Just one week after the Brazilian Grand Prix, John Barnard's long awaited new Benetton 191 was finally unveiled in Britain. Bearing a superficial resemblance to its Rory Byrne-penned predecessor, (for comparison see picture on page 410) it breaks significant new ground beneath its carbonfibre shell.

It was Barnard, of course, who pioneered the use of that material for a complete F1 chassis in 1981, but the introduction of innovative manufacturing techniques at Benetton has allowed him to produce a structure that uses fewer parts.

"It's a more monolithic structure. It's not really a step forward, it's more like testing new methods that will enable us to make a step forward on the next chassis," said John. "The number of separate load carrying components in the chassis is substantially reduced. This is the first step in an ambitious development programme. The new chassis is stiffer and lighter than the old, and easier to work on."

Lack of time meant that instead of having the active ride suspension and semi-automatic transmission, the first B191 has been fitted with a very compact new six-speed transverse manual gearbox and conventional double wishbone and pushrod suspension front and rear. Barnard, however, who was responsible for developing the gearbox currently used by Ferrari and in particular for making it reliable, is known to be working on suspension systems manufactured fully in carbonfibre. "The gearbox will initially be semi-automatic, but the objective long term is to go fully automatic. We plan to bring in carbon suspension components one at a time later this year. Part of the trouble," he continued, "is that I always seem to be rebuilding a team, rather than moving forward as fast as I'd like."

Revised aerodynamics include front wing endplates, a high-speed rear wing and a show diffusor, but the development of the Tyrrell-style anhedral front wing was a genuine indication of the new car's revised aerodynamics.

A Series V of the Cosworth V8 HB engine will be used by the team for the first time at San Marino, replacing the Series IV power unit which itself seemed to be losing nothing to Prost's Ferrari during Nelson Piquet's early lap duel in the Brazilian Grand Prix.

The HB is known to rev to 13,500 rpm which makes it the fastest revving V8 ever, and while Cosworth personnel are coy about releasing true bhp figures, it is thought that it delivers a genuine 700 bhp in race trim.

After countless requests from Benetton, however, Ford and Cosworth are also preparing qualifying engines while the Series V will metamorphise into the even more powerful and faster revving Series VI as the season progresses into the second half.

Footwork Gears Up

Footwork Porsche unveiled its new FA12 challenger at the lavish headquarters of Porsche Cars Great Britain in mid-April.

The work of former McLaren, Penske and Onyx designer Alan Jenkins, it is the first fruit of the Milton Keynes team's ownership by Wataru Ohashi. "We are a new team," says Managing Director and Team Principal Jackie Oliver. "Arrows existed for years, but this is a new team. What you have seen in the last 14 years won't be the same now. It's all change. This year we aim to gear up to a championship challenge for 1992."

Technical Director Jenkins admits his design team hasn't been able to spend as much time with the FA12 in the wind tunnel as he would have liked due to availability. "We concentrated on looking at the whole raised front floor idea and where that led. You have to look at the front suspension geometry slightly differently as the place where you used to mount the lower wishbones isn't there any more!"

Currently the car has an underslung front wing mounted on a vertical skeg, but he admits there are other configurations that may be used for different circuits. With his experience of transverse transmissions at Onyx, and Arrows' in building three, a strong pool existed to formulate a design around a new gearbox which could take maximum advantage of the central power take-off from the Porsche V12's crankshaft.

The FA12 uses pushrod suspension all round, and like the new Benetton, careful use of moulding techniques has allowed Jenkins to dispose of some internal bulkheads.

Engine designer Hans Mezger responded to repeated suggestions that his baby is seriously overweight — the current estimate is 198 kilos compared, say, to the 135 kilo Ilmor V10 — with the comment: "People tell me it is heavy, but I say it is not too heavy. When we started the project we used technologies and materials from the V6 F1 and V8 Indy engines, so that will make the engine not heavy."

He then admitted that development is aimed at reducing its weight (!) and increasing the power, which has also been said to be disappointing to the drivers.

Dr Ulrich Bez, Executive Vice President of Research & Development at Weissach, said: "We start at Imola with our first generation of race engines. What we have used so far are our test engines. Our next major step" — believed to be a lightweight version — "will be ready for Hockenheim."

A problem with an oil leak on the car's first test lost the team valuable time, and later a fuel pump gremlin prevented Alex Caffi from trying it, but Michele Alboreto expressed himself satisfied with the six laps he managed. "It feels livelier and more taut than the A11C," he said, "and the turn-in is much, much better." The team now moves on to Imola for its first serious run.



Can the FA12 reverse the trend of recent years for this Milton Keynes team?

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Letters

Dear Reader

By and large our Postal Service gives me enormous pleasure, though there are times when it can be tiresome and frustrating; but at other times it is wonderful, such as when it delivers a letter with a hand-written name and address that I cannot decipher, even though I know it is for me. I keep a file in my office entitled "Our Postal Service is wonderful" in which there are some gems, like the envelope addressed to "The man who lives in a cottage on Rye Common", and others where my village name of Crondall has been spelt Crundley, Croudall, Condall, Crandale and Cronehale, but all arrived safely even from far away places like South Africa and Australia.

While I find the envelopes interesting, especially some of the PR world's attempts at entering my name and address on their computer systems, and the way so many PR communications systems send me identical information in two envelopes with two different attempts at my correct address, it is the contents that provide the pleasure, especially letters from readers. When, recently I mentioned how long I had been preaching the Gospel of motor racing enthusiasm in the pages of MOTOR SPORT, as a disciple of WB and others like *Grande Vitesse* in *The Motor* and enthusiasts like Gordon Wilkins and John Dugdale, all of whom influenced me in my formative years, I received letters and postcards from an incredible cross-section of readers from all over the world, most of whom started by saying "You won't know me from Adam, but thanks etc etc" and most of them had a story to tell of how they caught the motor racing bug at an early age and still have it. Some are barely out of their teens and are up to their eyes in the sport already, and while they may envy those of us that have years of pleasurable experience behind us, we can envy them the years that lie ahead, because motorsport is a wonderful way of life and is worldwide. No matter what happens in the future nothing is ever going to stop it.

Change it certainly will, for it has always undergone change, and it is a natural law of life that without change stagnation sets in and fossilisation surely follows stagnation. While there is some target or record to aim at stagnation can never set in, which is why competitive motoring has always fascinated me. I have a very good friend who is as besotted by competition motoring and motor racing as I am, and if I say to him that I met a man with a Rolls-Royce that had once belonged to the King of X, he says "Oh, really!" and if I add that the man showed me a photograph of the car and you could still see the Royal monogram on the door, my friend says "How nice!"

However, if I say that an Italian friend has sent me photos of a 2-litre Fiat-Abarth he has found in Sicily, still with its Targa Florio racing number on it, he quickly says "I'll be over in five minutes" and we will then spend hours researching notebooks, race reports, photographs and programmes until we have found out all we can about the car, its owner, its racing history and so on, even if it only raced once in the Targa Florio and finished last. To us it is a car that lived and added its share to the wonderful history of motor racing.

Now and then I try very hard to keep away from the subject of fakes and phoneys, wheeler-dealers, collectors and Auction-sale hype, but invariably as soon as I make a conscious effort a letter arrives from a reader drawing my attention back onto the straight-and-narrow; or to be more precise, the bent-and-wide.

"There was a sudden commotion as a stocky middle-aged man leapt to his feet to interrupt. 'That bike's not a Seeley at all . . . and if you want to know, my name's Colin Seeley.'"

A recent newspaper cutting arrived showing a photo of something that appeared to be a Ferrari sports/racing car, about to be sold at a London auction. The car was described as a 1977 Ferrari P4 Replica "One of several historic cars being auctioned."

The reader who sent the cutting asks quite simply "How can a 1977 Replica be 'historic' or for that matter, a Ferrari?" At another Auction sale a large collection of racing motorcycles were being offered and Lot 43 was described as a Seeley Weslake 750 of 1975 and being "new." Now anyone in the motor cycle racing game knows about Colin Seeley and his "specials" that virtually became production racing machines when the British motor cycle industry died, and before the Japanese took over their were a number of highly skilled racing motor cyclists who built their own bikes and fitted a proprietary engine and gearbox. Colin Seeley was one of the more successful and actually got into production with racing and road going "specials", each one built more or less to the customer's individual requirements; thus we had Seeley-Triumph, Seeley-Matchless, Seeley-AJS and so on. Not far away Harry Weslake's firm developed the Triumph engine until it was all-Weslake and then went on to make Weslake twin-cylinder engines. The joint venture that produced the Seeley-Weslake was a first class example of what British craftsmen could achieve and more financial support from British Industry might have saved part of the British motorcycle industry from the Japanese onslaught.

I was not at the motorcycle auction sale in London, so I will quote from someone who was and reported the fact in our sister journal *MOTORCYCLE SPORT*: "When he (the auctioneer) mentioned Lot 43, listed as a Seeley Weslake 750, there was a sudden commotion as a stocky middle-aged man leapt to his feet to interrupt. 'That bike's not a Seeley at all, it's a load of rubbish with no Seeley bits on it — and if you want to know, my name's Colin Seeley,' shouted the former Grand Prix racer and frame-builder, sitting down to a ripple of applause."

Oh my, oh my, how I wish I had been there!

What a pity that Ettore Bugatti could not have been at the Auction the first time a fake Type 51 or Type 35 was sold to an unsuspecting "punter". Imagine the scene with the "as new" Grand Prix Bugatti under the spotlight and a large gentleman in the audience standing up, removing his bowler hat and saying, "That is not a Bugatti and none of the bits on the car ever came out of my factory. For your information my name is Ettore Bugatti."

In later years we should have had Cameron Miller standing up when one of his CM cars was being auctioned and saying, "My name is Cameron Miller, that is not a 250F Maserati, I made it myself and you will see my chassis number stamped on it, it is CM5." This could start an interesting trend of wide-open honesty in the dealer/collector/auction world.

A reader from Bristol writes an interesting letter with regard to the "touchiness" of some people to the word "fake" preferring less sinister words like "copy" or ""replica". He quotes an interesting story about a National Trust house that has in the drawing room a very fine painting by Murillo and on the opposite side of the room a superb copy of the Murillo done by Gainsborough. The story is that the owner of the house, long ago, wanted the Murillo, then owned by his uncle, so much that he had Gainsborough paint a copy of it. Years later on his uncle's death, he inherited the original. Now on the face of it this situation is simple enough, the copy painted by Gainsborough is a genuine Gainsborough, but it can never be considered to be a genuine Murillo. If the copy was ever passed off as a being the original Murillo that would be totally dishonest — in fact, a genuine fraud and one calling for action.

In our world of fakes, copies, replicas or what you will, there are a lot of similar instances some of which sail very close to the wind. The professionals involved use the Latin phrase *Caveat Emptor* which they translate as "Buyer Beware". I would prefer to translate it into "Don't Buy" then life would be a lot simpler. If people were not so greedy there would be far fewer problems and we could get on with "just messing about with old cars, worth no more than their scrap metal price" as we used to do until "Collecting" became fashionable. DSJ

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The Lion Pounces



It might have been a fortuitous win, but third time out and the Peugeot 905 came up trumps.

Racing the 905 sports car only for the third time, the Peugeot-Talbot Sport team cruised to a one-lap victory at Suzuka on April 14, the first round of the World Sportscar Championship. Fittingly the reigning World Champion drivers, Mauro Baldi and Jean-Louis Schlesser, took the first two places, the Frenchman having wrung what he could out of the heavily ballasted Mercedes C11 turbo.

As an event the Japanese race fell apart after 50 minutes with Martin Brundle's new Silk Cut Jaguar XJR-14 parked at the roadside with failed electrics and Derek Warwick's having its starter motor changed. The Mercedes C291 had done a passable imitation of the doodlebug, catching fire during the morning warm-up when an oil union loosened, and covering half a lap from the refuelling stop with flames pouring from the nozzle valve.

The two Peugeots had the run of the place, but while Yannick Dalmas was shadowing Philippe Alliot his clutch blew apart. The French cars certainly hadn't had an easy weekend so far and there was no optimism that Alliot would go the full distance, but with a lap in hand over the C11 he could afford to slow down and preserve the car.

Despite their lack of test miles the two Jaguars were clearly the fastest and best handling cars on the track, and reliable too prior to the race. The first one tested for the first time at Silverstone's south circuit on March 20, and the second one was completed, tested and crated on March 30.

By that time the Peugeot 905 and the Mercedes C11 had completed thousands of kilometers of testing at the Ricard Circuit, at Jerez, Monza and various other tracks, and even then neither team felt any degree of confidence about completing a 430 kilomtre 'sprint' distance. Apart from a damaged gearbox the new Jaguars hadn't had anything go wrong in their ten-day life, and mechanically they sailed through practising and qualifying as well. The biggest problem for Tom Walkinshaw and the XJR-14's designer, Ross Brawn, was the decision of the stewards to disallow the controversial, two-tier rear wing. It was a matter of interpretation, as these matters usually are, and chief scrutineer Patrice Catalano took a straight line from the lowest point on the chassis where Brawn had followed the upward slope, because the XJR stands nose-down, and taken the height of the wing from a higher reference point.

Mechanics worked all night to remake and lower the wings and sideplates, but even at the correct height they were taller than the roof of the cockpit, in clean air, and the drivers hardly noticed the difference. It must be significant that Warwick established pole position on Friday afternoon at 1m 48.084s (well inside the sportscar qualifying record set by Geoff Lees last year in his high-boost Toyota), and that Brundle went even faster, at 1m 47.973s, early in the Sunday morning warm-up. . . . on race tyres and with a full tank!

"I've never driven a sports car like this before," enthused team leader Warwick. "It really is a two-seat Formula 1 car, and that suits me fine. You can feel the g-force pulling your cheeks when you're cornering, and I don't think there's anything out there to touch the Jaguar. And, the car is so new, we haven't begun to tap the potential."

The only reservation really was the left-hand gearchange, on the centre tunnel, because Brawn chose a straight line through the centre of the Jaguar engine's vee from the TWR six-speed gearbox. "It's a fabulous gearchange, really quick and positive," Warwick insists, "but you have to change your driving style to change gear with your left hand. It's bad enough for me, it must be very difficult for Teo."

Teo being Teo Fabi, the Italian who'd come to Jaguar via the Lancia sportscar team and Porsche's unhappy CART programme in the States. He certainly was having trouble with the gearchange, buzzing the V8 engine during the Sunday morning warm-up and failing to get a race, once Brundle had parked the XJR-14 as early as the fifth lap. To compare the XJR-14 even with the best "unlimited" cars, say the Mercedes C11, is to compare a jet fighter with a bomber. It needs lead ballast to bring it up to the 750 kg minimum, while the Peugeot 905 and the Mercedes C291 are both around the 780 kg mark. The Porsche 962Cs, which really are showing their age now, have to weigh 950 kg instead of 900 kg last year, and the C11 is ballasted to 1000kg. At this weight it feels "terr-ib-le" according to Jochen Mass, and Schlesser had no idea how to pass Manuel Reuter in the Kremer Porsche in the first session of the race.

It was very strange to see the once omnipotent silver car rumbling around in sixth place for 45 minutes, and the eventual second place was a combination of good fortune, good driving and good teamwork. Schlesser's opinion that, "they've got to reduce our weight to 950kg, the same as the Porsches" is likely to fall on exceedingly deaf ears in Paris.

Peter Sauber and the Mercedes team decided to run the C11 in the opening round, at least, to gather as many points as possible, and in that they succeeded with a tally of 15 (we're back to the Can-Am scale again, thankfully, rewarding the top ten finishers). It now seems that they might run the C11 in the three sprint events in May, up to and including Le Mans in fact, which won't please FISA overmuch.

The C291 looks much more an evolution of the C11 than a futuristic projectile, in the mould of the XJR-14 and the 905, and so far the power of the flat-12 engine is pegged at 600 bhp, at 13,000 rpm. By contrast both the Jaguar V8 (closely related to the Ford HB Grand Prix engine, though with Bosch Motronic 1.8 management) and the Peugeot 905 V10 are thought to be developing 650 bhp, the Peugeot also at 13,000 rpm.

When aerodynamic form is included in the equation, the comparative performances make sense. Mercedes' top engineers believe that it may take a year for them to catch up with the Jaguar in terms of power: weight and general track performance, an admission which couldn't have been made lightly.

Neither was the C291 quite as reliable as might have been expected, yielding to an engine management fault early in the vital qualifying session on Friday afternoon and catching fire twice on Sunday. It each case the cause was trivial, and reliability is something that Dr Hermann Hiereth and Leo Ress will pursue with vigour, but we may not see the flat-12 engined car in its true light before the Nürburg outing in August.

The Jaguars seemed glued to the road, bumps and all, the Mercedes visibly rode better and had astonishing downforce in the fast turns (resulting from the unusual configuration, with a full width, unimpeded venturi tunnel underneath the engine), but the Peugeot looks absolutely frightening as the drivers strove to wring out the best performance.

Twitching and bucking, they looked likely to fly off the track at any moment, and none of the settings that worked at Montreal, Monza or Richard seemed to be any good at Suzuka. The cars were harsh-sprung, lacked traction and understeered. "There are many opinions here about how to make the cars good," said Baldi, who is ever the diplomat these days.

The Italian had a poor start, flying backwards off the road halfway round his first lap on Friday morning, but he took full blame on himself. The spare car was slow on Friday afternoon, and Saturday's sessions were run in rain, so there was little chance to assess the French team.

Rosberg's dry session on Friday morning was marred by a brake hydraulic leak which caused him two off-road excursions (once down the chicane escape road, and once across a sand trap at high speed), while on Saturday Rosberg was stopped by an engine failure in his race car. The transmissions, at least, which have been so troublesome during the winter, gave no trouble throughout the weekend in Japan.



The Spice only just failed to finish third.



The XJR-14 showed great potential.



The Mercedes team ran both C11 and C291.

Most of the grid positions were established on Friday, in warm sunshine, with Warwick quickest and Brundle second in the newly built car which was understeering badly. The scrutineers pulled Brundle's car in for a spot check in the pit-lane, however, and deemed the rear wing to be too high, so the XJR's times were disallowed. Luckily Warwick's time wasn't questioned, which enabled him to start from pole position.

The Sauber team was smarting from a $5000 dollar fine for push-starting the C291 from the pits. The 1991 regulations insist that qualifying is run to the same rules as the races, so the cars must start under their own power.... so it was strange that nobody noticed that in most cases cars were started with slave batteries, on the pit lane or in the garages. FISA certainly does move in strange ways, becoming ever more rule-bound!

An heroic effort by Rosberg put the Peugeot on the front row with a time of 1m 50.568s, two-and-a-half seconds slower than Warwick's time, with Baldi sixth on 1m 53.419s in the spare 905 and Brundle next, with an outstanding time of 2m 03.439s in wet conditions on Saturday.

Schlesser, with Mass in the C11, was third quickest overall at 1m 50.764s, the team calculating that the extra 100 kg of ballast cost the V8 turbo car two seconds a lap at Richard and three seconds at Suzuka. It was heavy, it was hard work and it took a lot of the tyres, but the team's senior drivers seem prepared to put up with all that in their quest for championship points. Although it was Karl Wendlinger's turn to qualify the Mercedes C291 and take the start, Michael Schumacher set the grid time on Friday on race tyres then pulled up with a fault in the new TAG management system. The 22-year-old team protegés are quick and mature, and don't seem prone to making any silly mistakes. They agree on most things, particularly that the C291 has terrific handling but is underpowered, and gives too much away in acceleration from the slow corners to be truly competitive.

Manuel Reuter and Harri Toivonen look set for a fine season in the Kremer team's Porsche 962/CK6, the German sixth fastest overall and quicker than Cor Euser, the speedy Dutchman, in the Euro Racing Spice Cosworth DFR SE90C. Charles Zwolsman's newly formed Euro Racing team is apparently well funded and took a spare car to Japan, needing it when the race car's engine felt short of power when it was needed on Friday afternoon. The Spice's handling didn't seem to be all it ought to be and the tyres were overheating, something that marred the Dutch team's race.

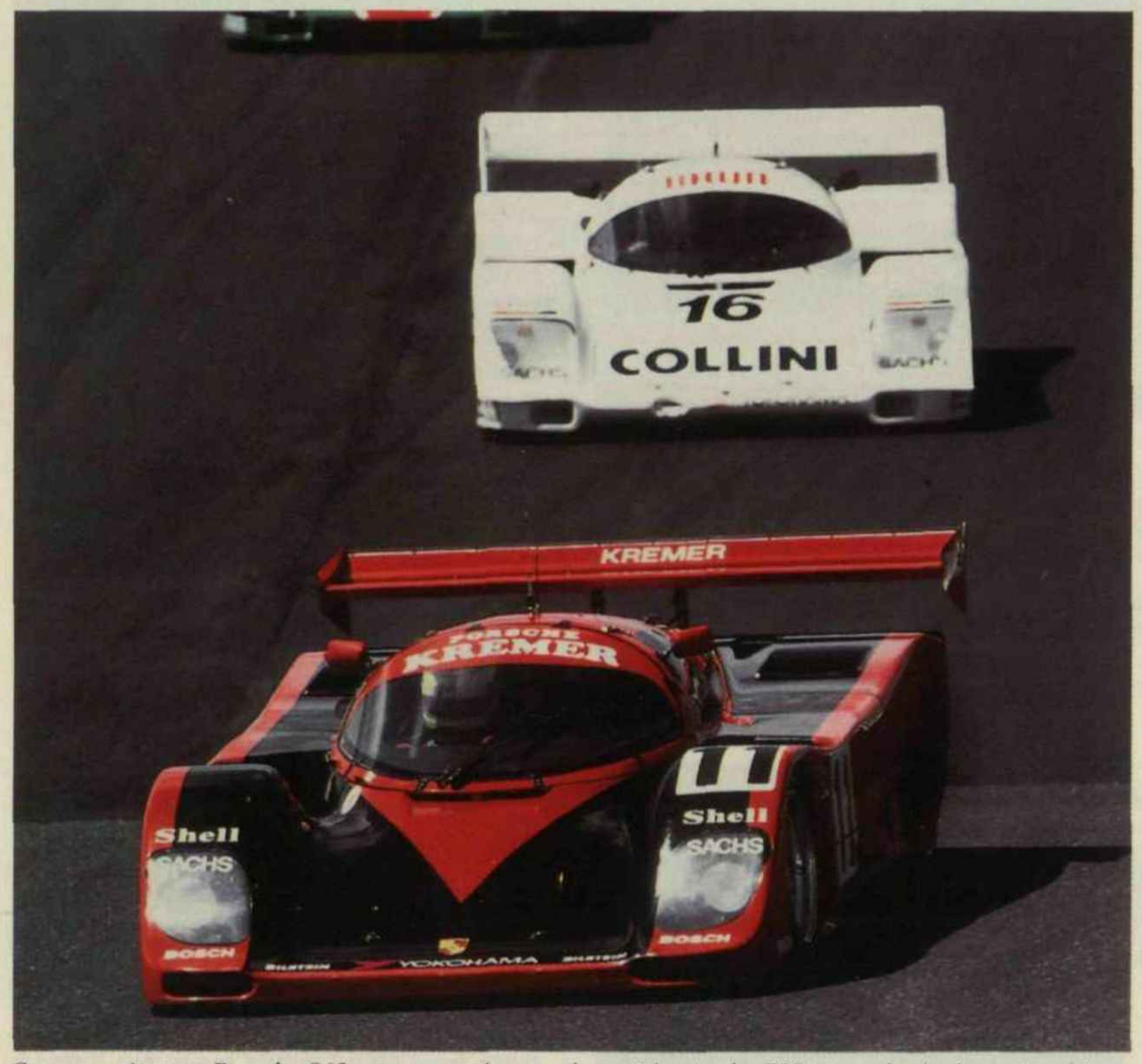
There were only six 3.5-litre cars on the grid, when all was said and done, and all the "unlimited" cars had to line up behind them. Louis Descartes presented his new ALD, powered by Cosworth DFR engines fresh from Guy Ligier's team, but it had a serious clutch problem on Friday and failed, by a mile, to qualify on Saturday. Philippe de Henning was the driver, and he failed to get any heat into the carbon brakes which only work properly when they're good and hot.

Tim Lee-Davey didn't show up in Japan, faxing FISA in Paris to withdraw his two Porsche entries. Team Davey's financial difficulties have been well chronicled, and FISA's dithering over Le Mans entries proved to be the last straw for the Kentish barrister.

The newly formed Veneto Equipe went from Italy to Japan with a Gianni Mussato-prepared Lancia LC2 which was hopelessly slow (and probably would have been little quicker at a lower weight). The team seemed rather pleased when Andrea Filippini ran it through sand on Friday and damaged the nose panel, announcing quickly that the chassis had been damaged.

Antoine Salamin took his Porsche 962C from Switzerland with not so much as a spare set of spark plugs, relying on the normal reliability factor to get him to the finish. One wonders why these teams bothered to enter the World Sportscar Championship, but without them there would hardly be a series worthy of any name now that the number of cars registered is down to 16.

Cars set off for the opening round of the WSC series on a wing and a prayer, and it was certainly a stirring spectacle to see the five real, genuine works cars rushing away from the old turbos in a blare of sound, twitching on the bumps, with staccato blips of acceleration between the gearchanges.



Once omnipotent Porsche 962s: no more than make-weights in the FISA new-look championship.

They were urgent, exciting, and quite unlike the sleepy, monotone turbos which use hardly half as many revs.

Warwick established the lead from pole position but Rosberg kept close by for the first ten laps surprising Brundle with his determination as the Englishman moved up from sixth on the grid. No sooner had Brundle put his XJR into second place on the fourth lap then the engine died, an electrical failure of some sort which awaited diagnosis back at base in Kidlington. Warwick's clutch failed at around this time, so the temperature in Jaguar's pits was rising rapidly. It didn't seem to make any difference to his lap times and once past the 10 lap mark Rosberg's Michelins began to suffer causing the Finn to drop back rapidly, to 28 seconds at 20 laps. Wendlinger practically caught up, bringing Baldi along too.

It was unusual to see Manuel Reuter keeping the vaunted Silver Arrow C11 in his Porsche's mirrors for 45 minutes, Schlesser grumbling that even two-minute laps were hard to achieve with the correct fuel consumption, and the turbos were also going to be restricted to refuelling at one litre per second. But still, it was FISA's intention to put the turbos behind the 3.5-litre cars, not alongside them and certainly not ahead, and in that respect the governing body has achieved the objective. We started with a thin field, but it was spreadeagled by the problems of four vital entries. Warwick led into the pits when the first fuel stops were due, but the supposed 35 second stop turned into a long-stay occupation when the starter motor refused to turn over. The TWR mechanics had to change the starter and lost a dozen laps in the process, putting Warwick so far behind that he couldn't be classified under the 90% rule that now prevails (this rule replaces the traditional one that requires cars to cross the finishing line, and was used with enthusiasm by the fuel-restricted turbo teams).

As well as the pole position and a fine race, Warwick took a new sportscar lap record at 1m 49.148s, giving Jaguar a lot to be pleased about despite the loss of a result.

The second blaze of the day put the Mercedes C291 out of the race even as Schumacher left the pits, the driver unaware that the car was trailing flames until Sauber's pit crew shouted a warning on the radio, having seen the fire on the television monitor.

At 25 laps, one-third distance, the Peugeots had the race in their pocket. Alliot led Dalmas by 17.5 seconds, Oscar Larrauri was a lap behind with a pit stop due, and followed by Mass and Toivonen whose cars had been refuelled. Tom Walkinshaw had a grim look on his face as mechanics toiled to change the starter motor on Warwick's car, a 20 minute job, knowing that the rest of the race would be a test run for the XJR-14.

Dalmas certainly had ideas about passing his team-mate for the lead, taking two seconds a lap off Alliot, but when he was within three seconds team director Jean Todt intervened personally with a board telling Dalmas to slow down. The gap extended quickly, to 7.5 seconds then to 11.6 seconds. . . . then Yannick's Peugeot wasn't seen again. The clutch had shattered, taking with it the ignition pickup, and so far as the engineers were concerned, the telemetric system told them that an electrical failure had stopped the 905.

Alliot and Baldi had to go that distance again to win the race, but there was no pressure from Mass or Toivonen and they could really protect their car. It's just as well the old 1000 kilometre format has been dropped, because the Suzuka race became as exciting as Le Mans on a Sunday afternoon, with long gaps between the few cars in the contest. The brightest feature now was the sight of Derek Warwick pounding round at 1m 50s or better, establishing a new lap record at 1m 49.148s.

Despite tyre problems which caused a lurid spin, Euser moved the Euro Racing Spice up to third place, only to be beaten by Reuter, in the Kremer Porsche, on the run to the flag. On his fuel reserve Reuter found a bit more speed in the 962C and took Euser under braking for the chicane. The flat-six turbo engine actually died as he took the flag.

The final twist in the race was the unhappy disqualification of Oscar Larrauri's Brun Porsche from fifth place, for taking 1/10th of a litre too much fuel at the second stop. It mirrored the disqualification of the winning Mercedes at Mexico last October, also for a cupful of fuel, and allowed the Trust teams Porsche 962C of George Fouche and Steven Andskar up into fifth.

Peugeot were jubilant about the victory, and will prepare for the three vital races in May with a good deal more confidence than the team has felt until now. They know, as do Mercedes, that when the Jaguar XJR-14 becomes predictably reliable it will be an extremely tough car to beat.

MLC

SWC – Round 1 – Suzuka

1st	Baldi/Alliot	Peugeot 905	74 laps in 2h 25m 01.688s
2nd	Schlesser/Mass	Mercedes C11	1 lap behind
3rd	Reuter/Toivonen	Kremer Porsche 962C	2 laps behind
4th	Zwolsman/Euser	Spice SE90C	2 laps behind
5th	Fouche/Andskar	Trust Porsche 962C	3 laps behind
6th	Sala/Kennedy	Mazdaspeed 787B	3 laps behind
7th	Pareja/Sigala	Brun Porsche 962C	4 laps behind
8th	Barilla/Elgh	Trust Porsche 962C	8 laps behind
9th	Salamin/Cohen-Olivar	Salamin Porsche 962C	8 laps behind



A selection of items from the collection of Mrs Graham Hill, wife of the famous racing driver, the late Graham Hill (1929-1975). Estimates range from £200–£2,000

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CHRISTIE'S

WSC Prospects – False Dawn?

Just eight 3.5-litre cars were registered for the 1991 World Sportscar Championship when FISA closed the list on March 15, and the administrators must have thanked their lucky stars that they had decided, somewhat begrudgingly a year ago, to allow the 'unlimited' fuel consumption controlled cars a year of grace. There are 10 of those, making a half-decent grid of 18 cars for the WSC series.

Being positive, there are two-car works teams from Jaguar, Mercedes and Peugeot with a fascinating variety of technical approaches. The TWR-operated Jaguar team has taken the direct route (a typically British approach, our Continental friends would say) adopting a JaguarSport version of the Ford HB Formula 1 V8 engine, and coupling it to an adventurous, stylish and probably very efficient aerodynamic body.

The TWR six-speed transmission ahead of the differential is perhaps the most interesting part of the mechanical package, and the XJR-14 is the first major sportscar project undertaken by Ross Brawn, Tom Walkinshaw's technical director.

Mercedes has a technically advanced car, the heart of which is a flat-12 engine. Flat engines went out of fashion in the Eighties, the "ground effect" era, but Dr Hermann Hiereth and C291 designer Leo Ress have agreed that such an engine, inclined upwards towards the rear, allows space for a wide, shallow venturi which is presumably as efficient as two deeper tunnels.

Peugeot has installed a V10 engine in a pretty car that looks more "styled" than its main rivals, and the 905 had the advantage of being ready for two races at the end of last season, allowing the team ample development time.

A masterpiece of planning is demonstrated by having three World Championship races in May, following a six-month layoff, and Europeans have opportunities to see them at Monza on May 5, at Silverstone on May 19 and at the Paul Ricard circuit in southern France on May 26 (why the Monza and Silverstone dates couldn't have been swapped, giving the teams an easy route from Monza to Ricard for races on consecutive weekends, only FISA knows!).

After that, there won't be any more "sprint" races until August 18, at the Nürburgring, because June is reserved for Le Mans — where most teams will run last year's cars — and nothing happens in July.

The racing might, with luck, be more exciting than in the past few seasons when Porsche, Jaguar and Mercedes have dominated in turn. It would be nice to think that the three manufacturers now involved will be at each other's throats all season, and that the results could not be predicted; it would be nice to think that spectators will attend in large numbers, and that the championship will prove to be attractive to television companies around the world.

FISA too greedy

This year the World Sportscar Championship is on trial for its very existence. No matter how good the contest proves to be, I fear that the public response may not be fast enough, or strong enough, to persuade FISA and the various manufacturers that they really do have something that will rival Grand Prix racing, given time.

FISA is entirely to blame for this situation, although the administrators will heap all the blame on the manufacturers themselves, the teams, the circuit owners, the public and any other convenient scapegoats that come to mind.

It will never occur to FISA that while the public pays Formula 1 ticket prices to watch Formula 1, it has little intention of paying Formula 1 prices to watch 18 disparate sports cars racing for two-and-a-half hours, even if three manufacturers are involved.

It will never occur to FISA that the private teams, which are the backbone of any championship, have been starved out of existence, reducing the field to skeletal proportions. Before FISA took such an interest in the World Championship it was possible for the teams (with OSCAR as their voice and negotiator) to race at Fuji for little more than it cost to race at Silverstone, or Monza, because all the travel and freight costs were covered by the organisers.

Now, all competitors meet all their own expenses and receive merely $3,000 start money, whether for Suzuka or Silverstone, Monza or Montreal. It's small wonder that the likes of Spice Engineering, Reinhold Joest, Richard Lloyd, Jochen Dauer, Franz Konrad, Chamberlain Engineering and GP Motorsport found themselves unable to continue — the economics didn't add up at all, and everyone wondered where on earth the money had gone.

A team would need extremely good sponsors and/or extremely wealthy amateur drivers to have any existence in the World Championship, and these are now few and far between. Those private teams which continue to support the series are unusually loyal to sportscar racing and remain unusually optimistic that a good sponsor will materialise (perhaps because there are now only half the number of cars on the grids).

It isn't often realised that when teams get into financial difficulties, as most of the private ones are or have been, their suppliers are the hardest hit. People who make the chassis, people who supply the tyres, the wheels, the spare parts, the engine rebuilds, the travel, the air freight, the advertising, the public relations, even team personnel, these are all the people who, ultimately and unwittingly, pay the price for FISA's poor financial structures.

Many people who have been involved in the sport in supporting roles won't be there this year, and nobody will be able to calculate how many of them have been ruined by the failure of teams to pay their debts. This is not an aspect we often think of, but the burden of debt in World Championship racing would probably keep a Third World country in food for a year.

Procar folly lives on

Two questions need to be answered: How did we get into this situation, and what can be done to get out of it?

The first one is quite easy to explain, and the second one is going to cause FISA a lot of heart-searching in the next few months. In 1987 FISA had the idea of introducing "silhouette", or Procar racing, as the alternative to Formula 1. Twelve manufacturers would each produce two-car teams which would contest twelve races a year, television-oriented events restricted to a two-hour maximum. The engines would be of 3.5-litre capacity, just like in Formula 1, and the cars would resemble road-going products.

The world's manufacturers turned that idea down flat. Jaguar didn't want to be beaten by something that looked like a Skoda Estelle, and Mercedes didn't want to face ignominy by being beaten by a Nissan Sunny. The costs would be staggering, at least as high as in Formula 1, so "thanks, but no thanks!" Alfa Romeo's Procar 164 remains a single monument to this idea, which was hatched by Max Mosley and Bernie Ecclestone.

Thwarted, they turned their attention to the World Sports-Prototype Championship. Great idea! There were Jaguar, Mercedes, Porsche, Nissan, Toyota and Mazda already competing.... perhaps more would join in.... Ford, General Motors, Peugeot, Subaru, BMW and Audi. That would be the dozen FISA wanted. Make them run 3.5-litre engines, shorten the races to a couple of hours, kick out all the tatty private entries and away you go!

So FISA kidded everyone along a bit, talked about raising the level of competition, more professionalism, big television contracts under negotiation, all of that, but the Japanese were slow to respond. That was a problem, because none of them would be ready for 1991. In fact they were dragging their heels because they have quite a good domestic series, and they're happy so long as they can come to Le Mans.

Porsche decided to give priority to single-seater racing, CART and F1 in turn, Subaru got their hands burned, and apart from Peugeot, all the others maintained the same opinion they had about Procar. It was too expensive, and there was too little return. If they wanted to spend tens of millions of pounds, dollars or yen, they'd go straight into Formula 1.

Le Mans is the engine that drives the World Sportscar Championship, and although FISA hates it, this remains a fact of life. Unless Le Mans is part of the World Championship, not many people want to take part in the series and prospects for

television coverage are very poor. When Le Mans is part of the World Championship the teams have to build different cars for this one race, and that puts the costs up sky-high!

There is all the difference in the world between the 3-litre cars of 1968-1975, which were built to last 1000 kilometres or six hours and could be stretched to 24 hours, and the Formula 1-engined, 13,000 rpm screamers which are "lifed" to rebuilds every three or four hours. To run them at greatly reduced speeds might eke 24 hours out of them, but I'm not sure that this would be a great spectator attraction.

Something which not many people have yet realised is that the new regulations allow the 3.5-litre cars to be classified as finishers providing they complete 90% of the distance. At Le Mans, the Peugeot team could claim a finisher so long as one of the cars lasts for 21 hours and 40 minutes (and next year, when all the cars will have to be 3.5-litres, we could see the Russell Brockbank scenario where the last car conks out an hour from the end, but could still be awarded the victory).

Optimists will say that prospects are excellent for next year's World Sportscar Championship with two-car teams from Mercedes, Jaguar and Peugeot, Nissan, Toyota and Mazda, two Lamborghini-powered cars, and Judd-powered Brun, March and Lola private entries. There could be, what, 22 or 24 cars?

Fine, if they all come, but what about Le Mans? Definitely no turbos or "unlimited" cars there, just a potential for 30 or so contemporary, 3.5-litre cars. Surely the Automobile Club de l'Ouest has already worked on this scenario?

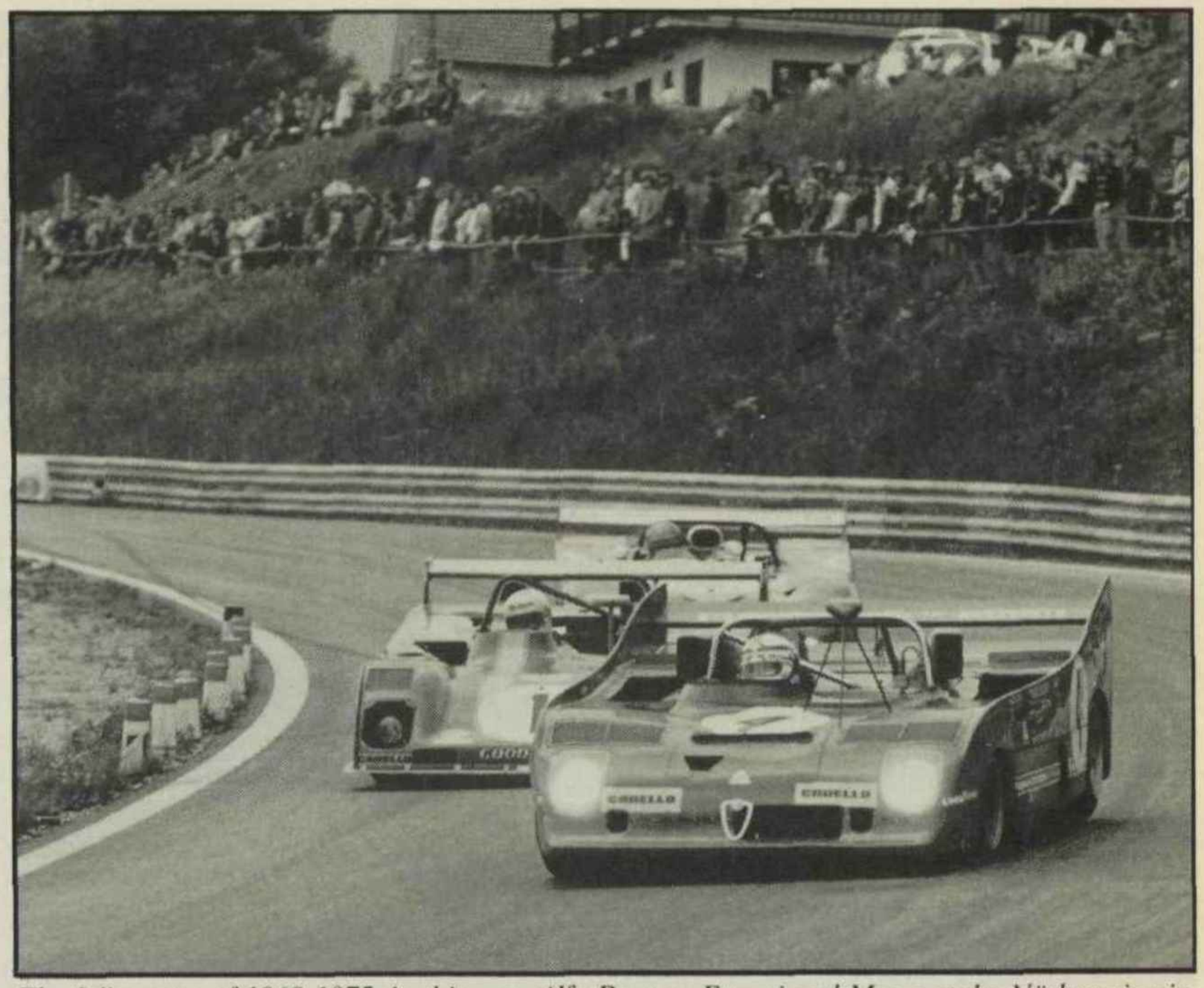
How about IMSA?

We have to come to the conclusion either that FISA, the ACO, and the various manufacturers will view the 1992 prospect with relish and press on with the World Sportscar Championship, or — and we must face the possibility — FISA will pull the plug on the whole series, just as they did on the European and World Touring Car Championships a few years back.

Interested parties must now prepare a contingency plan, a "just supposing" idea, because if FISA did cancel the WSC series you may bet that they won't offer an alternative.

It has to be a formula for cars that exist now, and the only one that's viable is the IMSA championship in America, a series which already caters for 3.5-litre cars. Fuel consumption has outstayed its welcome (it was liked by the engineers, but never by the spectators or drivers) but IMSA's air restrictors really do balance the car performances, helped by a bit of judicious weight-rigging.

The Japanese might well decide that they would prefer IMSA regulations to their 1991 fuel consumption formula. Nissan and Toyota already have IMSA specification cars that win, and Mazda is working on a potential winner for 1992.



The 3-litre cars of 1968-1975, in this case Alfa Romeo, Ferrari and Matra at the Nürburgring in 1973, had unstressed power units and were more capable of lasting 24 hours.

That leaves Europe. Some circuit owners or promoters (I'd suggest at Silverstone, Donington, Spa, the Nürburgring, Monza and Jarama) would need to agree on a series of races that would support the 24-Hours of Le Mans, and feed the ACO with suitable cars prepared to IMSA regulations.

It is possible to imagine IMSA racing in America, the All-Japan sportscar championship, and a new European championship running to exactly the same regulations, each supporting a 24-hour race: the Daytona 24-Hours in February, the Le Mans 24-Hours in June, and a new event, the 24-Hours of Fuji, in October.

Teams might move from one continent to the other for the 24-hour races, ensuring an excellent and varied entry, but not for the bulk of the programme.

Grand Touring cars would have to be admitted, and they might sometimes form the bulk of the grids. MOTOR SPORT has already proposed the outline of such a series, and it's all the more valid with road-going XJR-15s and Porsche 962s being built in reasonable numbers, though Porsche's road cars would always be strong numerically.

Is this proposal treason, or realism? For various, valid reasons FISA will cling to the 3.5-litre formula for as long as possible, and it certainly isn't in the interests of Jochen Neerpasch, Tom Walkinshaw or Jean Todt to endorse any alternative to what we have now.

Whether they welcome it or not, though, there will have to be a period of stock-taking after Le Mans, because it would not be businesslike to press on hoping that everything will turn out right for 1992. FISA will have to ascertain, with some guarantees, that the Japanese manufacturers will support the '92 series with full commitment, and that there will be enough private teams in existence to buy March and Lola chassis in sufficient numbers to make them viable.

There will have to be real indications that the public wants the World Sportscar Championship in its new form, and FISA will need to offer an attractive level of television coverage to keep the manufacturers interested.

The ACO will have to be convinced that the World Championship offers sufficient cars, in enough forms, to maintain the attraction of the race as the world's leading sportscar event.

We hope that all these things will come to pass. Endurance racing (if only "endurance" wasn't a dirty word these days) has traditions (sorry, another dirty word) going back to the first Le Mans race in 1923, and the golden Fifties are within the recollection of many people. The 3-litre formula wasn't the end of sportscar racing, though it wasn't very good, and the 3.5-litre formula needn't be a damnation either.

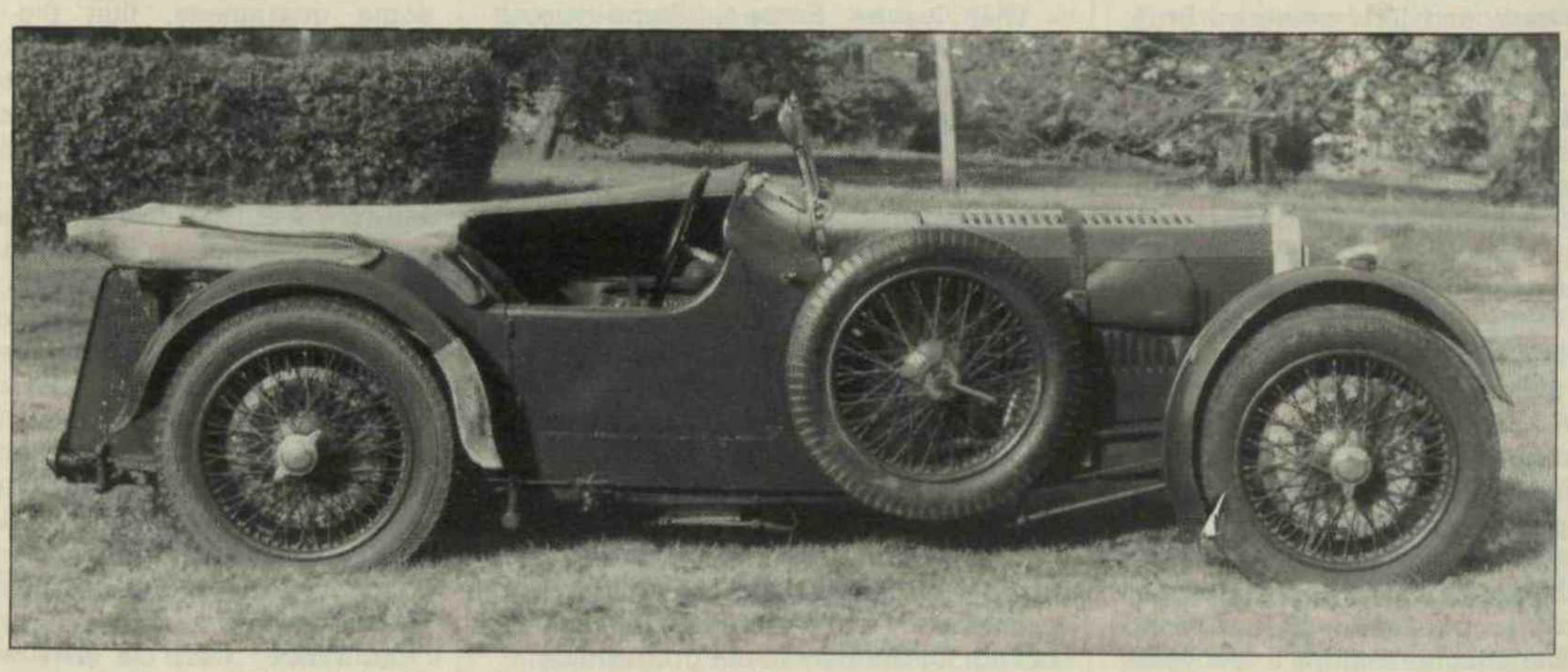
If the various parties decide that the WSC series isn't going to develop properly, FISA will have to make a decision that will be shocking only if no-one has made alternative plans. The first half of this season, up to and including Le Mans, is going to be very, very critical to the future of sportscar racing, and the level of support at Silverstone on May 19 — the first international race on the new Grand Prix circuit — could well be a crystal ball for the future. MLC

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SOTHEBY'S

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The 7-speed, 300 bhp rally car proved an uncompromising and captivating competition car.

In the mid-Seventies I wrote a MOTOR SPORT feature about a selection of three RS-branded Ford Escorts. All of them — RS1800 (2.0, DOHC, 16v, 120 bhp); RS2000 (2.0 SOHC, 110 bhp) RS Mexico (1.6-litres, SOHC, 95 bhp) — were timed against our then current fifth wheel equipment. The results were unique in that the second generation Mexico was not so tested elsewhere, and all the cars were tested on the same day. Judging by the widely reprinted use (official and unofficial) of these figures, this group has stood the test of time and fuelled a few saloon bar arguments.

For the record the slowest of that 1976 trio (Mexico) reached 106 mph, the fastest (RS1800) managed 111 mph and their 0-60 mph times ranged from 11.1 to 8.6 seconds, the fuller torque curve of the "beak nose" RS2000 allowing that quickest 0-60 mph time of the day. Fuel consumption figures of the old leaded four star were 27.2 mpg (Mexico); 26.5 mpg (RS1800) and 24.7 mpg (RS2000).

A glance at the data panel will show that the current Cosworth 4x4 can nearly equal such fuel economy, but on cheaper unleaded grades. Furthermore fifteen years of progress deliver an average of 6.5 seconds to 60 mph and almost 142 (rather than the claimed 150) mph.

Naturally costs have climbed through the roof. An RS1800 Escort was listed at £2990.12 in Custom Pack form. Now items

"How far have we come since the RS Fords of the 70s? JW assesses the new breed."

such as standard power steering, sunroof, central locking and electric side glass and mirrors boost purchase price to roughly ten times as much. The official list price of the RS 4x4 tested was £27,060 plus optional leather at £500 and "Premium Sound" system, which included a CD player in one car (the first vehicle was stolen before figures could be taken).

Recently I had the opportunity of measuring just how far we have come since 1976, spending successive time with a 41,000 mile rear-drive Sapphire RS (2.0, DOHC, 16v, 204 bhp), before stepping straight into a factory 7-speed rally car (circa 300 bhp, as used to finish seventh on the Monte Carlo rally in the hands of Malcolm Wilson). A current 4x4 version of the RS 4-door with the usual 220 bhp was then allotted to me as transport for an Oulton Park racing weekend, during which I would conduct a Collins Performance Engineering RS500 3-door (the biplane homologation version of the Ford Cosworth 2-litre), this particular example credited as delivering over 500 horsepower to its Bridgestone road tyre-shod rear wheels.

I did not performance test all the vehicles mentioned, but even in wet conditions the RS500 I drove ascends from rest to 100 mph in less than 11 seconds. We also attached our electronic Correvit equipment to the standard 4x4 RS in order to establish a benchmark for future work. The results and a specification for that car are appended as guidance to the now accepted "norm" in performance motoring.

Today the converted RS Cosworth seems just as common in the Nineties as the Escort RS did in the Seventies, so many may wonder why it is worth increasing the performance of an already seriously rapid motor car?

The factory rally example posed no questions as to the whys and wherefores of its existence. From its Ford-designed 7-speed gearbox, initially manufactured by Ferguson, to suspension and braking that share only principles with the production car, it proved an uncompromising and captivating competition car. Rapid beyond expectation, the factory rally car was demonstrated at the snowy Boreham HQ of Ford Motorsport by the man who had led the Monte Carlo rally in a sister example,



The character of the 4x4RS Cosworth is more restrained than the original RS Sierra.

François Delecour.

The unexpected speed comes from a man determined to upset the established World Championship rallying order (he had not won an event of any status as at this March writing), plus a beautifully modulated horsepower and torque curve, one that seems to spread from 2000 to 6500 with equally appealing vigour. Further escalation in rpm toward the 7600 rpm electronic limiter is rendered almost pointless by the official power peak at 6500 rpm and the gentleman's agreement figure of 300 bhp. Maximum torque is reported as 322 lb ft at 4250 rpm.

Ford sources indicated that 0-60 mph should be covered in "less than four seconds" and that the Monte Carlo maximum speed was around 135 mph at 7500 in seventh — velocity the grinning Northern French *pilote* described as "happening very often," which gave me pause for thought as a routine task over icy Alpine terrain, in total darkness. . . .

We were allowed to drive in what passed for daylight on an exceptionally cold and icy day and then repaid the compliment by allowing Mr Delecour his first RHD miles at the wheel of the rear-drive RS Cosworth that MOTOR SPORT has operated for several years.

Monsieur Delecour spun our vehicle twice — once in fourth gear — and we repaid the compliment at much slower speeds in the factory example. One did not expect much in common between a "works" rally car and the showroom brethren in the days of the World Championship-winning (1979) Escort, but the international groupings used today (A and N) mean that such differences now only exist in Group A.

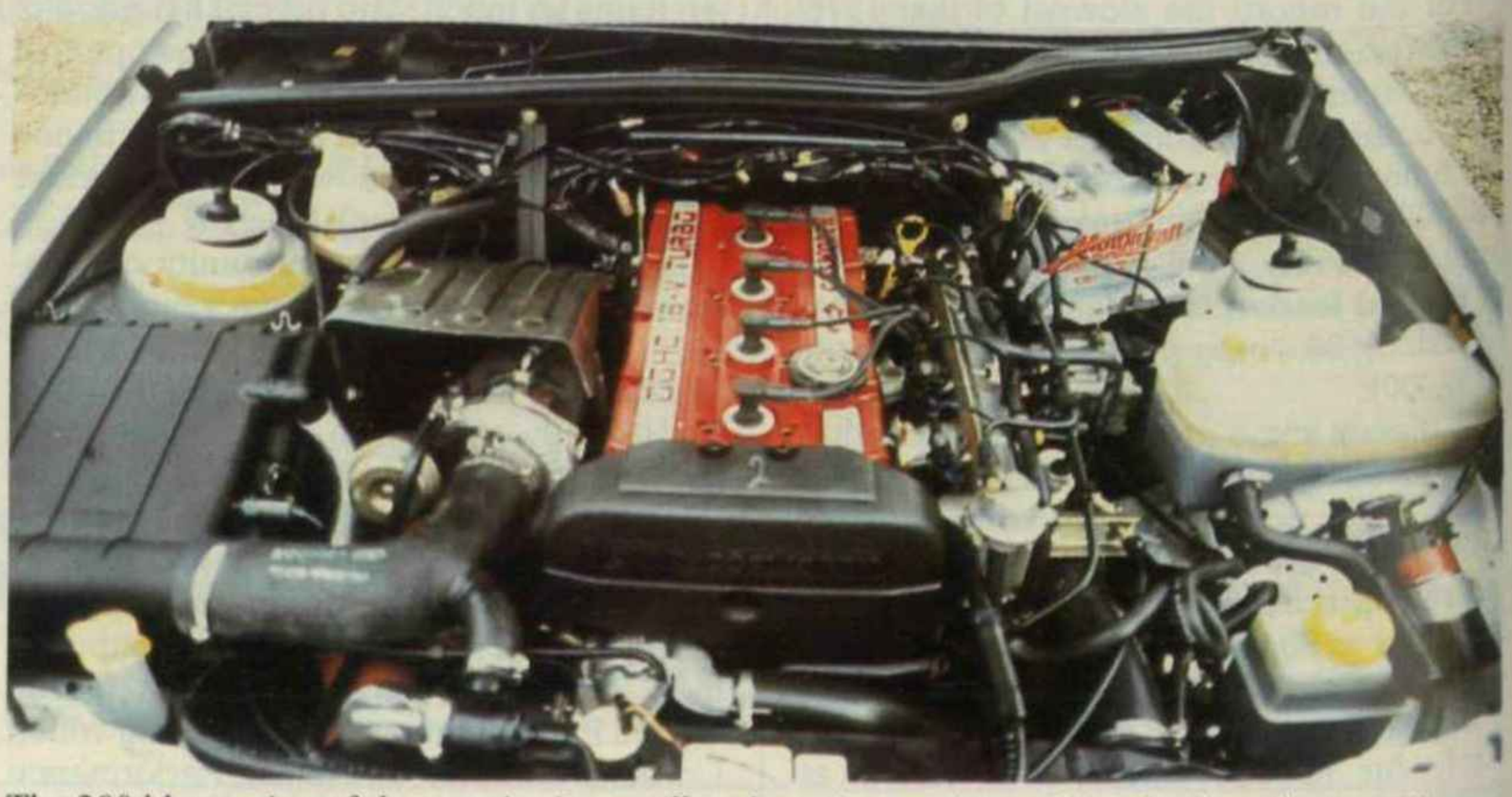
Even then there is a restrictor on turbocharged cars in an effort to ensure some general compliance with a 300 horsepower ceiling. In Group N far more standard features have to be retained, but the 5-speed Ford factory examples that are used for World Championship reconnaissance duties, or in their successful forays within the category for Welshman Gwyndaf Evans, develop some 285 bhp. As such they are not a lot slower in a straight line than the full house Group A machinery: the difference lies in the cornering speeds where the liberal allowance for replacement braking and suspension components allows the Group A vehicle truly gripping cornering abilities.

The 7-speed gearbox of the factory Group A Ford was originally homologated as a 6-speed unit plus a "crawler" L-for-Low initial ratio. Thus the main change pattern of all non-synchromesh ratios two to seven lies in H-pattern swops, first protected by a collar and closest to the LHD suede wheel rim. Change quality is outstanding for the rapidity of swops, but the gate is not quite so neatly defined as that of the 6-speed units I have driven from Peugeot (Pikes Peak 405), BMW (Prodrive racing M3 saloon) and Toyota (Xtrac of Woking equip the World Championship Celica GT4). There is plenty of transmission whine accompanied by some awesome flame-throwing from the imposing side exhaust, but the Q8-backed factory Ford remained recognizably a Sierra RS Cosworth: rapid, rough, tough and effective.

It was something of a shock to climb out from the security of the 4x4 powerhouse to our old rear-drive 4-door RS. It feels comparatively unstable over snow and had amused all and sundry with its Boreham test track antics over slippery surfaces, apparently with no rear traction at all. Yet it remains a faithful friend that has survived a very tough life with three determined drivers at the helm. As a Contract Hire Vehicle F332 ODX does not get a lot of favours, but a recent 41,000 mile/£401 service at Hartford Motors in Oxford left it still faster in acceleration than the press fleet 4x4 demonstrator.

It is a notable proposition as a secondhand performance per £ buy at current £10,000-£12,000 prices for F-plated examples such as ours. The H-plated Ford demonstrator was similar in all major presentation respects to the rear-drive model, but there are some useful details that have changed as Ford have tried to keep the Sierra/Sapphire range in touch with GM Cavalier success. The 1991 boot is now released via an internal pull lever that releases the plastic fuel filler flap when depressed, or the boot when pulled upward; the exhaust has changed from unashamed drainpipe to chromed orifice and the steering column is adjustable in a vertical plane.

The character of the 4x4 version is a lot more restrained than the original hatchback RS Sierra. The heavy but effective 4x4 element ensures that its road manners are a lot tidier even than the comparatively tamed Sapphire rear-drive predecessor. Wheelspin becomes almost a memory and power sliding is unlikely to occur, save on the greasiest of roundabouts with the most provocative of drivers. The MT75 gearbox is the Ford unit that replaced the Borg Warner unit of the rear-



The 200 bhp engine of the standard car still endows the machine with a lively performance.

drive RS types and there are those who like its slick changing habits better than the notchy precision of the American original (which was also found in North American Mustang and Bronco products). I am not a fan of the later MT75 unit, but I would be if they tightened up the long throw shift quality and the "floppy" nature of the gear lever.

The ratios are logically set and allow just about 60 mph in second gear at the harshly attained 6500 rpm limit. Driven back to back, the 4x4 model is much quieter and smoother than its rear-drive forerunner, which can be regarded as a considerable achievement in view of the extra gear sets involved. However,I must stress that these comments do not imply that the Ford has become a naturally smooth performer which belongs naturally in the £25,000 to £30,000 sector of the market.

What the RS Ford Cosworth does in terms of performance and handling/adhesion abilities to provide driver pleasure is unmatched outside the LHD-only Lancia Delta Integrale (or BMW M3 for rear-drive fanatics). Yet Ford fit and finish remains too uneven to be credible in the £25,000 plus sector. For example the plastics are of markedly varied quality, the sound system looks garish (the radio particularly prone to interference and loss of selected station) and the instrumentation is sparse, ugly and becoming cluttered amongst the speedometer digits.

A simple run up and down our timing strip, using a 4000 rpm clutch start point, created our performance figures effortlessly. We then left the car on idle for more than a minute and drove away, calculations complete. An enormous cloud of oil smoke apparently announced the mortality of turbocharger or piston at this point. Our imperturbable companion from *Motoring News* said assuredly, "I had one do that not long ago, it'll be OK in a minute." So it was, but a litre of oil was required to restore the oil level and we had cause to bless the sturdier and more accessible 1991 dipstick.

SUMMARY

As a long distance companion, one full of entertainment and capable of sustained high speeds, the Ford Sierra 4x4 RS derivative is unmatched at the price. It was proved not just around our test track, but another example also managed all but one day of the Lombard RAC Rally in our hands, underlining its all-weather capabilities.

The Ford is painfully priced almost adjacent to the (just) sub-£30,000 Audi S2 that we tested last month and that is its only serious weakness: it should be a lot cheaper. Then the obvious mass production flaws (plus rather a lot of panel/paint defects on the second test example) would not so unacceptable. In other words, it is about time that Ford, whilst waiting for a new generation of bodies and engines for the Sierra, started to price a lot more aggressively.

Those RS Escorts (and their Capri 3-litre stablemates) of our introductory paragraphs gave the customer the sort of value for money that made the blue and white oval a worldwide symbol for value for money. The product has advanced by an enormous margin; but the ten-fold plus UK pricing policy is too pricey by far. It has taken Ford from its traditional pastures into the executive classes, a category that houses too many conscientious competitors for comfort. JW

PS: The racing RS500 took pole position in my first race for three years, but my wet weather incompetence meant restarting from the tail of the 26 car field, but I did win the next round.



A couple of spins in Delacour's car did not curtail JW's press-on style of motoring.

Key Features: Ford Sierra Cosworth 4 x 4RS 4-door

Tax-inclusive price: £27,060 (£27,560 with leather, as tested). Two types of in-car entertainment tested were £475 and £710 optional extras.

Body: Steel, 4-doors and ancillary spoilers and body extensions in plastics and rubber. **Drag factor:** 0.32 Cd. **Engine:** In-line Ford Cosworth 4-cyl, 1993cc (90.8 x 76.95mm). DOHC, 16-valve alloy cylinder head, 8:1 cr. Garrett AiResearch T03B turbocharger and intercooling. Weber Marelli electronic fuel injection and ignition management. **Power outputs:** 220 bhp @ 6000 rpm; 214 lb ft @ 3500 rpm. **Transmission:** In-line engine drives all wheels. Permanent 4-WD by Ferguson features Ferguson patented Viscous Couplings and central differential with epicyclic gears to split power 34 % forward, 66 % rear. Ford MT 75 5-speed gearbox. **Ratios:** First, 3.61; Second, 2.081; Third, 1.36; Fourth, 1:00; Fifth, 0.83 gives 22.24 mph per 1000 rpm. Final drives, 3.62:1. **Running gear:** MacPherson strut front suspension with gas damping, coil springs and 30mm anti-roll bar. Independent semi-trailing arm rear suspension, gas filled dampers, separate coil springs; 18mm anti-roll bar. **Steering:** Power-assisted rack and pinion, variable effort, 2.5 turns lock-to-lock. **Brakes:** Ventilated 278mm/10.94 inch front discs; 273mm/10.75 inch solid disc rears. **Wheels & tyres:** Alloy 7 x 15 inch and 205/50 VR Bridgestone ER90 test tyres. **Claimed performance:** Maximum speed: 150 mph; 0-60 mph: 6.6 seconds.

PERFORMANCE HIGHLIGHTS
Ford Sapphire RS

Millbrook Proving Ground test site, Teesdale Publishing staff using Correvit electronic measuring gear.

Acceleration (average of two-way best runs)
0-30 mph = 2.2 seconds
0-60 mph = 6.5 seconds
0-100 mph = 16.9 seconds
0-120 mph = 26.8 seconds
Standing 0.25 mile/400 metres: 15.0s @ 94.4 mph
Flexibility 30-50 mph Fifth gear: 6.7 seconds

Maximum speeds: (@ 6500 rpm) First: 34 mph, Second: 60 mph, Third: 91 mph, Fourth: 122.5 mph, In Fifth @ 6228 rpm over a 2.189 mile bowl: 139.5 mph; @ 6321 at peak sustained speed: 141.6 mph. Overall test Fuel Consumption: 22.5 mpg, Track: 18.7 mpg, Government mpg figures: Urban: 22.1 mpg; 75 mph: 30.4 mpg; 56 mph: 37.2 mpg



The Trakstar car had a miserable first race at Silverstone on April 1.

While the World Rally Championship is the Ford Motor Company's number one priority in motorsport this year, the televised and highly popular British Touring Car Championship is too important to vacate after several years' domination. The difference is, however, that the change of rules which has led to the ineligibility of the turbocharged Sierra Cosworths has meant that Ford no longer has a certain winner on its hands.

In the past Ford have had the advantage of having developed the RS500 into a virtually unbeatable race-winner within the fairly strict restrictions of the Group A regulations. After the early development work, Ford simply did not need to get too deeply involved and it was left to the individual teams to compete against each other. This time around, however, if Ford were to stay in the championship, they needed to build a car for the new regulations, break their allegiances with most of the teams for logistical reasons and decide whether to prepare and run the car themselves or nominate a team to run it for them. The other alternative, of course, was to withdraw from the series altogether.

It says much for the success of the series, however, that Ford have been tempted to stay in, despite not having budgeted for it last year. The British Touring Car Championship is the most popular televised motorsport in this country with an accumulated audience across all 13 races last year on BBC TV's *Grandstand* of 39 million viewers, which averages out at 3 million per race comparing favourably with the 2½ million of Grand prix racing.

Having decided to continue in the championship, Peter Ashcroft, Ford's Competitions Manager, approached Trakstar team directors Mike Smith and Robb Gravett in July last year to run the works Ford. There would be no cash, but the team would not only benefit from the invariable advantages a tie-up with a major manufacturer brings, but also have the fruits of Ford's research and development programme.

Trakstar is still a young team, but since its formation in 1989 it has proved a front running outfit, co-director Robb Gravett winning first time out and 3 further victories bringing him to within an ace of clinching a class victory, while in 1990 he achieved 9 wins, 8 pole positions and 5 lap records in the 13 race series on his way to becoming Champion.

Inevitably several approaches were made from four other manufacturers in the ensuing winter months, but Gravett and Smith decided to exploit the opportunity given to them by Ashcroft to develop the RS500 successor. Apparently three of those four other manufacturers have since decided to sit on the sidelines this year adopting a wait and see policy having failed to entice Trakstar to develop their cars.

It would be too easy to be fooled by the familiar shape of the car and assume that

"If all this was priced out, the first car, which took to the track on April 1, would have cost in the region of £150,000, engine work alone being around £20,000."

Ford and Trakstar are running a detuned Cosworth, but nothing could be further from the truth, for there is no carryover at all on the new car from the RS500. There was even some debate as to which bodyshell to use. To begin with it was thought that the standard Sapphire was the best choice as it had a better Cd factor, but in fact they arrived back at the 4x4 as the 6 kg of downforce generated by that model's rear wing was required.

Delivery of the new bodyshell was not made until mid-January which then underwent 600 man hours transforming it into a racing machine and paring its weight to just 270 kg before being painted into sponsor's Shell's colours. The final product is therefore the result of some painstaking work. The roll-cage, for example, is very much more complex than before, and is made of a lightweight aerospace steel, specially designed titanium nuts and bolts are used throughout, the door panels are made out of carbonfibre as the standard door trim is not required by the new regulations, and even the door mirror has been changed with the consequent weight saving of some 90% over the standard item. The cars will also be the first in the series to have a digital display dashboard and full on-board telemetry.

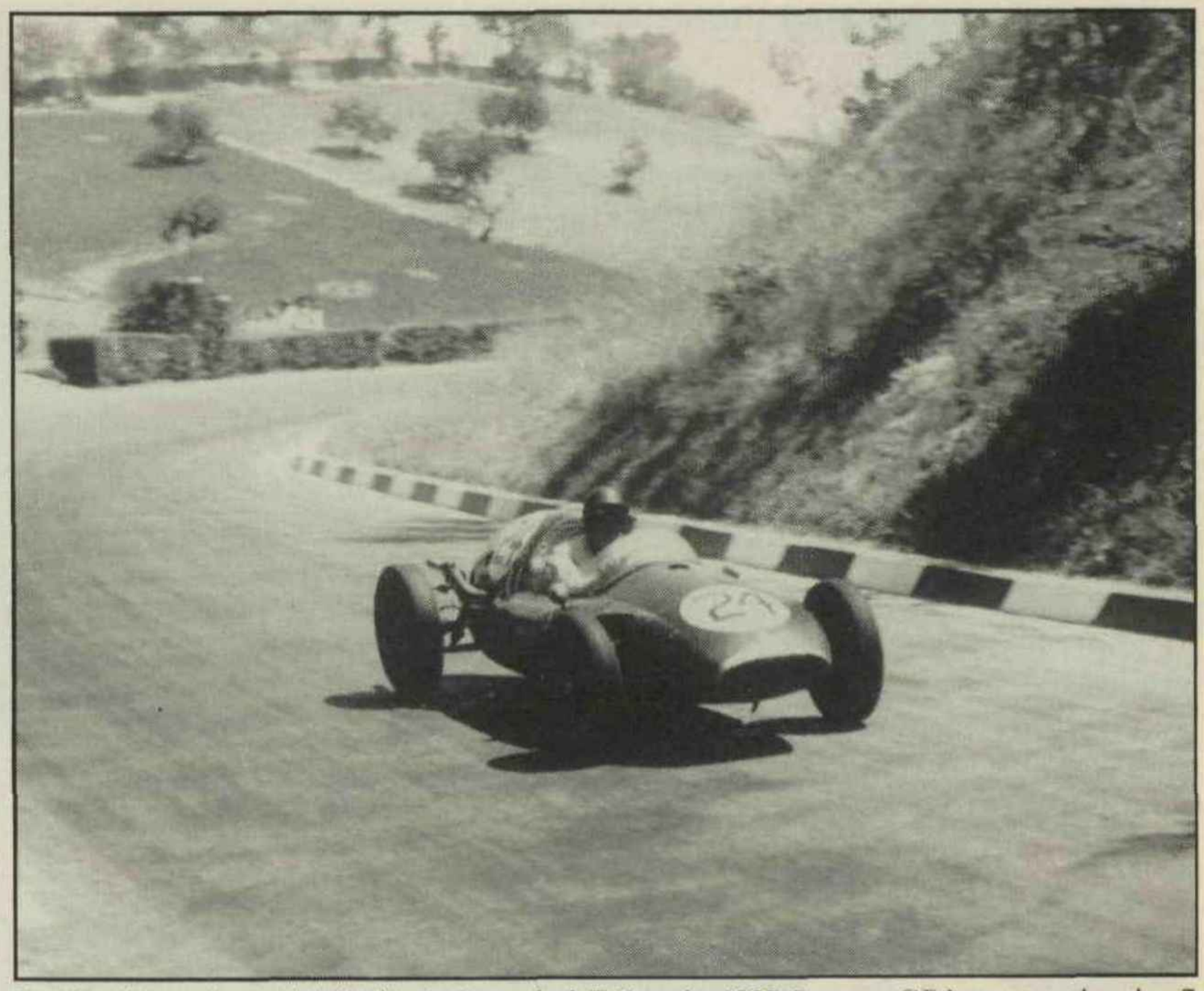
Much of the work can be credited to Allan Wilkinson, the chief engineer who has brought to the team a wealth of race engineering experience that goes back many years to Ford in the Seventies, Toyota, Audi and latterly Mitsubishi. One of his primary objects has been to get a 50/50 balance, taking the weight away from the top of the car and relocating it where it was needed to bring the car back up to the 1050 kg weight limit.

The Mountune-prepared 2-litre engine has been the subject of dyno work since the end of last November and a great deal of effort has gone into finding the correct length of the inlet trumpets. The unit itself has been located in a very different position in the engine bay while the gearbox has been relocated so that it is just some 6 inches in front of the rear axle.

18 inch Dymag wheels replace the 17 inch ones from last year while the car will run for the third successive year on Yokohamas. This season, however, they will lose their unique position in this respect and be joined by some 10 other similarly shod cars on the grid although Trakstar will still have exclusive use of the latest compounds. The front brakes from AP are a little smaller than those used on the RS500 while the suspension is fabricated out of magnesium. If all this was priced out, the first car, which took to the track on April 1, would have cost in the region of £150,000, engine work alone being around £20,000.

Altogether three cars will be made for drivers Robb Gravett, Mike Smith and customer Sean Walker, but rather than produce them all for the first race, Trakstar have hedged their bets in case they have miscalculated and got it all wrong, working on the principle that it is easier to change one car than three. Therefore the car Gravett raced on April 1 was used by Walker on April 14 while Gravett took over the new car. Smith is scheduled to take to the tracks in late May.

Despite this immense investment and the enormous amount of work involved, everybody at Trakstar and Ford are well aware of the strength of the opposition, particularly from the BMW teams who have had a number of years to build up their data banks of knowledge. Whether Gravett can retain his championship this year will be seen over the following months, but if he doesn't, it will not be for want of trying. WPK



Jack Brabham drove Rob Walker's Formula 2 T41 in the 1957 German GP but stopped on lap 7 with transmission problems.

The Coopers are coming (again) . . .

Vintage Sports Car Club racing has a new look this year. For the first time, rear-engined cars are being admitted to the Club's postwar Allcomers' races.

Although qualified by age — the cut-off date for these events has long been 1960 — they have until now been specifically denied participation in the belief that they were not in keeping with the Club's traditions.

The cut-off date was not chosen merely for convenience, as the year one Grand Prix formula ended and another began. It was widely accepted as being the end of an era, for the success of the rear-engined cars was the downfall of the traditional type of Grand Prix car. At the same time as designers switched from placing their engines in front of the driver to behind, there also began the now-accepted policy of "kit-set" construction, whereby the chassis manufacturer buys in parts from a variety of sources, his individual design being distinguished only by the way they are put together.

In preventing the new-fangled contrivances from participating in their races for pre-1960 Grand Prix cars, the VSCC felt it was preserving a Golden Age. On the other hand, simple logic suggested that if the class was for cars built before the end of 1960, then all cars built then — wherever their engines were placed — should be admitted. Thin grids in some recent events, and the success of rival organising clubs, has now led the Club to reconsider its definitions.

Between 1957 and 1960 one make was responsible for the revolution in accepted design practice: the Cooper cars which emanated from Surbiton. At first regarded with amusement, these little cars, powered by four-cylinder Coventry Climax engines, picked up a number of places in 1957. But by increasing the engine size from the 1500cc limit of Formula Two, for which they were originally designed, to something closer to F1's 2½-litre allowance, the light nimble Coopers became increasingly competitive. And by the time they were given the full 2495cc, they were at worst on a par with anything the traditional designs could produce, at best markedly superior.

After shocking the establishment by winning two World Championship races in 2-litre form in 1958, Coopers took the Constructors' World Championship in 1959 and again in 1960, their Number One driver, Jack Brabham, winning the drivers' title in both years.

If history is reflected in modern-day racing, Cooper-Climax cars should once again be showing the way to the four-cylinder BRMs, the 250F Maseratis, the Lotus 16s and other front-engined cars in 1991.

The Cooper name was very well-known internationally before the Climax-powered cars came onto the scene. A reputation founded on lengthy domination of the 500cc Formula Three had been enhanced by a brief foray into Grand Prix racing in 1952 and 1953 when the World Championship was run to Formula Two regulations.

"Before the European season started, Stirling Moss asked to use Walker's car in the Argentine GP as Vauxhall, with whom he was contracted, were not entered. To the horror of the Italians, he succeeded in winning the race."

The later Formula Two category, which ran from 1957 to 1960, was a gift for the new Cooper-Climax. Over this four-year period some 55 international races can be identified as being the most important, and Coopers won 38 of them.

Part of their success at least can be attributed to sheer weight of numbers. Cooper production records are notoriously hazy, but it is known that well in excess of one hundred cars were sold in the period, most of them in F2 configuration. But they could not have achieved such success without a sound design.

The first F2 car which appeared in 1956 represented no departure from established Cooper practice, having a simple curved-tube frame with transverse-leaf suspension at either end. The engine was mounted forward of the rear axle-line, with the Citroën-based gearbox behind. This made it in effect a big-engined version of a contemporary Cooper 500, or perhaps more accurately an open-wheel version of the central-seat "bob-tailed" sportscar.

By the time the new Formula Two became official on 1st January 1957, Coopers already had an updated version on the stocks, the Type 43. The most important departure from the earlier car was its use of the new FPF Coventry Climax engine. This was not a twin overhead-camshaft version of the FWB — the famous development of the fire-pump unit — which had been used until now, but in fact a quite different design, basically one bank of the aborted V8 "Godiva" Formula One engine project.

Before the 1957 season had begun people were wondering about the possibilities of running a larger-engined version in Formula One. Private entrant Rob Walker, who had run one of the prototype F2 cars in 1956, accordingly got together with the Cooper factory to field a T43 with larger fuel tanks and a stretched FPF engine in selected 1957 Formula One races.

In its 1960cc form the FPF engine delivered some 176 bhp, a significant advance on the 140 bhp or so of the F2 version but well short of the 280/285 of the existing F1 contenders; even in terms of bhp/litre, the Climax's figure of 90 was



Maurice Trintignant never put a wheel wrong and the Rob Walker Cooper never missed a beat on their way to victory in the 1958 Monaco GP.

significantly below the 112/114 of the rest.

But where the Cooper-Climax did score was in terms of weight, for it tipped the scales at a mere 368 kg. The established front runners, Ferrari and Maserati, were between 630 and 650 kg and the threatening British makes — Vanwall and BRM — around 550 kg. This put the newcomer squarely in the middle of the group as far as power-to-weight ratios were concerned. On paper its low-down acceleration, enhanced by the excellent torque characteristics of the new engine, would be competitive with the opposition's, and its handling was considered superior to most. The twisting Monte Carlo street circuit was therefore chosen for the car's debut.

Brabham in the works car started from the back, but after 25 laps (the race was over 105 laps this year) had fought his way through a pack of bigger cars and was now fifth. This improved as the race wore on but, with third place in its first race in sight, the gallant little Cooper-Climax coasted to a stop on lap 99 with a broken fuel pump. Brabham leapt out and pushed the car to the line, and was fortunate there were sufficiently few other runners to enable him to be classified sixth.

The cars were campaigned in other F1 events during the year, Roy Salvadori joining the works set-up after cancelling his BRM contract.

The 1958 Coventry Climax made it known that they would be able to supply larger engines — still not 2½ litres, but at 2208cc significantly closer; these boosted power output to 196 bhp.

The Cooper design was slightly uprated for the year, with double-wishbone and coil-spring suspension being utilised at the front. The factory also used double-wishbones with the transverse leaf at the rear, though customer cars retained the single-wishbone layout. The new T45, as the 1958 car was called, was also available with disc brakes, and a stronger Citroën-ERSA gearbox was devised.

Weight increase was only slight, so that the Cooper was now on a par with the best Formula One designs in power/weight terms.

Before the European season started, however, Stirling Moss asked to use Walker's car in the Argentine GP, opening round of the World Championship, as Vanwall, with whom he was contracted, were not entered. To the horror of the Italians, he succeeded in winning the race. True, the Ferrari and Maserati opposition were expecting the car to stop for new rubber, as they had, but although the second-placed Ferrari crept ever closer, Moss held on for a historic victory.

In the first European round in the World Championship, the Monaco GP, Trintignant in a Rob Walker car ran just behind Brabham in the early stages, both Coopers in the top half dozen placings. There was the usual high number of retirements, after which Trintignant, to the general amazement, gave Cooper (and the Walker team) their second World Championship race in a row.



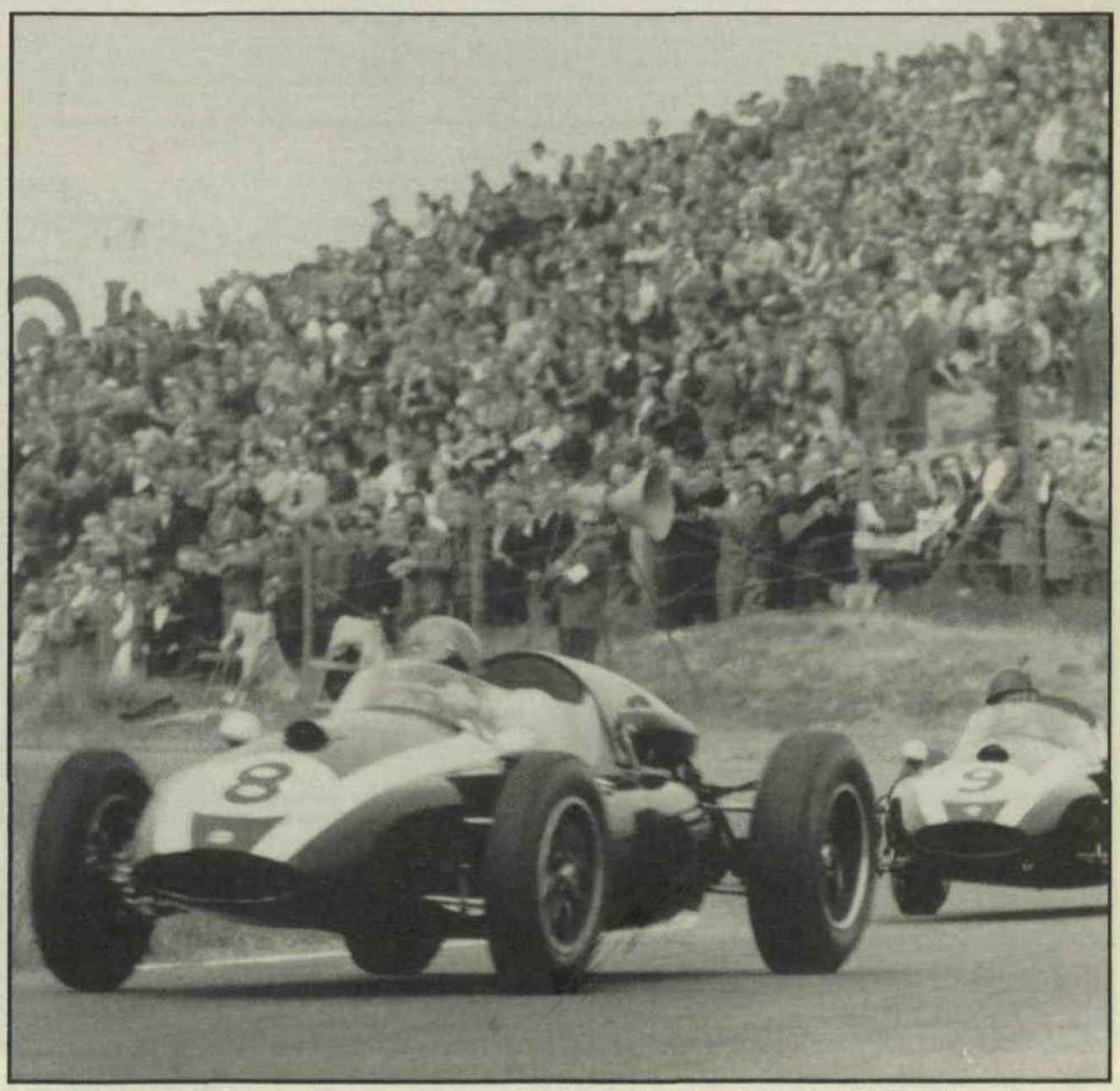
Brabham scored a consecutive victory for the marque at Monaco in 1959 at the wheel of the new 2½-litre Coventry Climax-engined T51.

In the 1959 Dutch GP Stirling Moss was very quick in practice in a T51, setting fastest lap in the race, but retired from the lead.

Over the remainder of the season Trintignant enjoyed several good finishes, including a fine third in the German GP at the Nürburgring. Highlights for the works team were Salvadori's beating Lewis-Evans's Vanwall for third place after a race-long battle in the British GP, and then second in the German GP, which left him sharing fourth place on the final World Championship table. In the Constructors' championship Cooper-Climax was listed in third place, beaten only by Vanwall and Ferrari.

The design was further developed for 1959, to take advantage of the full 2495cc engine which Coventry Climax had developed by casting a new block. This developed 240 bhp against the 280 of the BRM, and the claimed 300 of the latest Dino 246 Ferrari. And although the new engine carried a weight penalty over the old, the 1959 T51 Coopers were still 100kg lighter than the front-engined opposition, which put their bhp/tonne figure between those of Ferrari and BRM.

Thus equipped, Brabham won the Monaco Grand Prix and the British Grand Prix at Aintree, and other placings gave him the World Championship. His team-mates backed him well, the American Masten Gregory involving himself in the lead battles on several occasions while young New Zealander Bruce Mclaren improved all year and at the end of the season won the United States Grand Prix at Sebring.



Team-mates Brabham and Masten Gregory finished second and third in the Dutch race.

Moss tried a number of cars before settling relatively late in the season on a 2.5 Cooper-Climax, which he ran under the Rob Walker flag. Cooper's own development of the Citroën-ERSA gearbox was not readily available which led the Walker team to order their own, from the Italian engineer Colotti. But this was not a reliable unit, and let Moss down four times, usually when he was holding first place. The fault was not due to the design, it was subsequently disclosed, but to poor machining of bought-in parts. Everything held together in the Portuguese and Italian Grands Prix, however, and Moss won them both.

In the World Championship Brabham's final tally was 31 points to the 27 of Ferrari driver Brooks, with Moss third on 25.5. Trintignant in the second Rob Walker Cooper-Climax finished fifth on the table and McLaren sixth. Cooper-Climax were clear winners from Ferrari in the Constructor's championship.

1960 opened with McLaren winning in Argentina, after Moss retired the Walker car. One of the surprises in this race was the pace of the new rear-engined Lotus-Climax 18, and this was underlined back on the Northern Hemisphere when Innes Ireland won the early season non-championship race at Goodwood.

This caused serious rethinking in the two main Cooper camps; Moss and Walker switched their allegiances to Lotus, while the Cooper factory produced a much lower car, designated Type 53. This used a new five-speed transaxle and coil-spring suspension on all four corners and represented a considerable saving in weight, for although there had been no increase in power the power/weight ratio was now 552 bhp/tonne — well in excess of most of the opposition (but not the Lotus).

Brabham in his T53 won this year's Dutch, Belgian, French, British and Portuguese Grands Prix in succession to take his second World Championship title. Team-mate McLaren backed him up with five top-three placings, in addition to his Argentine win, and this left him second on the points table. In the Constructor's series Cooper-Climax ended up with 40 points to the 32 of Lotus-Climax and Ferrari's 24.

"One of the surprises in this race was the the pace of the new rear-engined Lotus-Climax 18 . . . this caused serious rethinking in the two main Cooper camps; Moss and Walker switched their allegiances to Lotus."

Throughout these years a number of privateers had run Cooper-Climaxes in Formula One. The most successful of these was the British Racing Partnership which obtained backing from the Yeoman Credit company to contest the 1960 series. After a bad start, in which they lost two drivers (Harry Schell and Chris Bristow) in fatal accidents, they took a number of good placings. The best-scoring member of the team was endurance exponent Olivier Gendebien, who took a second place and a third in World Championship races. Up-and-coming Henry Taylor joined Tony Brooks as the other regular team members.

Other independent teams had made attempts to get around the shortage of full-sized Climax engines by substituting the products of other manufacturers; BRM, Bristol, Connaught-Alta, Maserati and Ferrari were all campaigned at various times, by teams of varying seriousness. None was a success.

From the scores of Coopers built over the years, a number have survived to race this year. One of the 1956 prototypes, known as the Type 41, has been a regular competitor in British historic racing events for the past few years, driven by Allan Miles, while 2-litre T43 models have been campaigned by Gerry Porter, Jeremy Agace and Mike Hayward. The T45 model is a relative rarity these days, though John Beasley was seen in one last year, but the T51s are among the most popular. They are being campaigned this year by Rod Jolley and Martin Stretton, while John Harper is sticking with his well-known and very successful low-line T53. KHRC



The Cooper domination in 1960 was complete, Jack Brabham winning his second World Championship, team-mate Bruce McLaren coming second and Cooper taking the Constructors' Championship.

NEW

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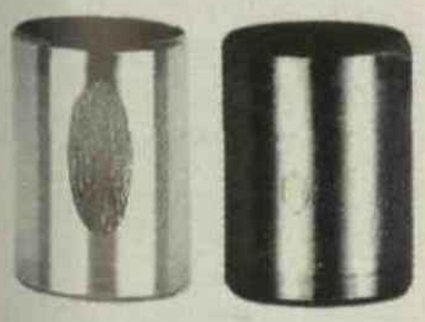
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Yes! Duralube is purely monomolecular and contains no PTFE, molybdenum, graphite, silicone or lead compounds found in most additives. Its re-engineered, solvent-refined hydrocarbon molecules are based on the constituents of oil itself.

Because it's free of solids or sediments which can congeal onto surfaces, the highest compressions and finest design tolerances of modern engines and power trains are unimpaired.

Duralube is naturally compatible with any lubricant, including synthetics, in any petrol, diesel or 2-stroke engine as well as manual transmissions, final drives and load bearings.

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How is Duralube applied?

Simply pour a small amount into the oil already in the sump. The standard concentrated measure (250ml) is enough to protect an average size engine for up to 50,000 miles or more. And the better the quality of oil you use, the better Duralube works.

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OilTec, a British company specialising in high performance lubricants, has reported 7% to 20% fuel savings with every petrol and diesel vehicle tested after adding Duralube. Reduced diesel smoke and smoother performance are among other findings.

Static tests by a US Government-recognised engineering laboratory have indicated 5%-7% increased power and torque throughout the normal operational range of an engine and cleaner internal surfaces.

Can Duralube affect my warranty?

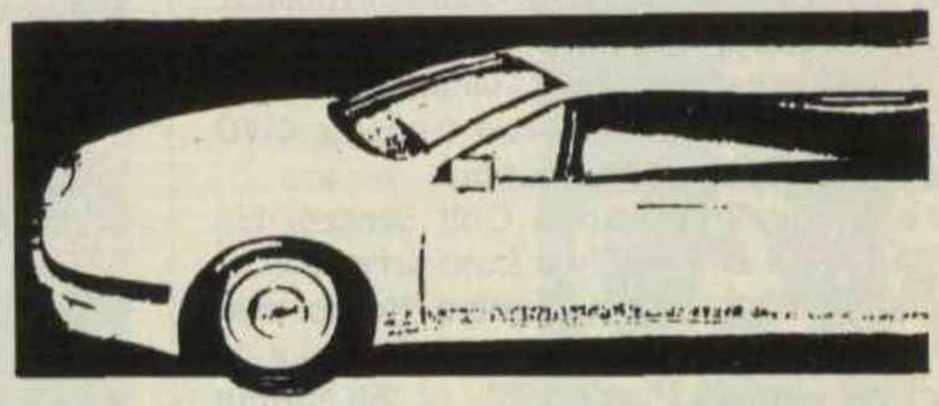
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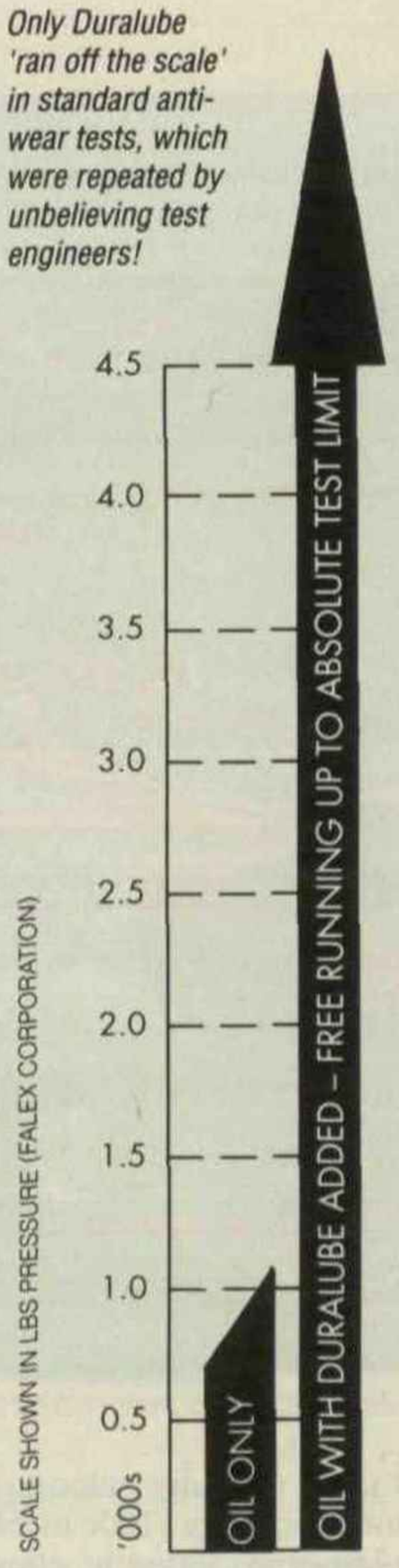
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Topical footnote - Millions of cars stand to fail the new MoT emission test (*Daily Telegraph*, 4 March 1991). Duralube reduces all noxious emissions without catalytic control.

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More Jazz for Alfa 33

Alfa Romeo's 33 model goes deeper into the sporty market with the launch of the 33 S 16v Cloverleaf Permanent 4. Introduced at the Geneva Show in March, the latest version has a 16-valve version of the 1.7-litre 'boxer' engine developing 137 bhp, plus a permanent 4WD system using a Ferguson viscous coupling. Another newcomer is the Sport Wagon 16v estate car, also with 137 bhp but not offered with 4WD in Britain.

Until now the 33 model has been tagged with a poor image – it was never forgiven for badly replacing the acclaimed Alfasud. Slow steering and major understeer were unloved characteristics which seem to have been banished, at last, from the 4WD versions with power-steering.

Like the Volkswagen Golf Syncro, the Alfa 33 4x4 is virtually a front-drive model with 5% of the torque going to the rear wheels. Loss of traction alters the balance completely, and up to 95% of the torque could go to the rear wheels in freak conditions.

A higher geared, power-steering rack with speed-sensitive assistance is coupled with suspension modifications that really alter the whole character of the 33 (and without which the 137 bhp available wouldn't be very enjoyable).



The new Alfa Romeo Sport Wagon 16V estate car is not offered with four-wheel drive in Britain.



As only 5% of the torque goes to the rear wheels, the 4WD 33 behaves like a front-wheel drive car.

Recaro seats and a smaller diameter, leather-trimmed steering wheel improve the relationship between the seat, the wheel and the pedals, and the front disc brakes are now ventilated. The saloon has disc brakes at the rear, the Sport Wagon drums, and the difference can be felt in mountainous driving.

The 33 is no ordinary saloon. The flat-four engine, originally 1100c in the Sud, is now 1712cc and virtually double the power, managed by the sophisticated Bosch Motronic ML 4.1 ignition/injection system. It's lustily raucous, like having a souped-up Volkswagen Beetle engine under the toe-board, but very satisfying if you like having plenty of power delivered raw. Compared with the ordinary 33, which lives on, the differences in handling are illuminating. The steering is much quicker and lighter and the understeer has been reduced, though not eliminated. At last, we thought, the Sud ti has a spiritual successor.

Alfa Romeo took us to Sestrière, the Fiat-orientated ski resort in the mountains behind Turin, to sample the techniques of 4WD. A kart track, deep in snow, was the ideal proving ground where the 33's traction proved to be quite superb, even on so-called summer tyres.

It calls for skill and bravery to exploit the 4WD handling advantages, which is the way the Golf Syncro is remembered. Power and torque are normally concentrated at the front wheels so the 33 behaves like any normal front-drive car on an even, or trailing throttle. It takes a confident and determined assault on the throttle pedal to get the front wheels spinning, and only then will drive transfer to the rear and give the benefits of a real four-wheel drive car. Most customers just don't have that level of skill or confidence, and it's difficult to regard the Permanent system as anything but a traction device.

Left-foot braking is rewarding as a means of keeping the throttle open and feeding the rear wheels, but this is for the experts. ABS is available on left-hand drive models, but is 'impossible' on rhd export versions according to the engineers. That's a pity, because ABS really does give average drivers confidence to use left-foot braking in slippery conditions.

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Toyota's

While each succeeding year brings a fresh onslaught of Japanese cars to worry European and American manufacturers, there is at least one less model that will be no such threat, for the manufacturers are unaccountably keeping it solely for domestic consumption.



Toyota's attractive little coupé, the Sera, will not be marketed outside Japan.



There is plenty of glass area in this unique car as can be seen on the gullwing doors and rear hatch.

Little Jewel!

The Toyota Sera is not a name that will mean anything to anybody, but there is no doubt that had Toyota decided to release the model from captivity, it would be a name as readily on the lips as the MX-5 or the MR2.

As it stands a couple of examples have actually made their way to this country, one of which came to the notice of MOTOR SPORT reader Tim Robinson who described and photographed just what a stunning car it is.

Capable of carrying four people, although the rear seat space may be a little cramped, the most unusual feature of this Escort-sized car is the operation of the doors — for the Sera has gullwing doors.

Hinged from the roof and wing top, they swing up and forward controlled in their movement by a gas-strut located behind the A-post. At first glance they appear to be heavy and awkward, but this is quickly dismissed once opened and their weight and amount of damping is perfect, allowing easy operation from both inside and outside.

The tailgate, with integral spoiler, hinges upward to reveal a plastic lid covering the moderately sized boot. The high lip, however, would cause problems if heavier items needed to be loaded.

Wrap-around rear light lenses and colour-coded absorbing bumpers continue the smooth theme, with flush indicators and combined hemispherical headlamps, fog and sidelight units at the front.

This particular example is finished in metallic grey which is continued inside with grey seats and trim and yellow on black instrumentation.

Powered by Toyota's 1500cc twin-cam engine, driven through a five-speed box, the price of this little stunner is somewhere around £13,000 in Japan, where it has caught on in a big way, but with Toyota Japan adamant about its non-appearance here, or in any other country for that matter, it seems unlikely that we shall see any more on our roads.

WPK

Continuing the Trend

As MLC reported in December, BMW have launched the third version of the 3-series, the first models of which are just now reaching Britain.

To say that this model range is the most significant to have emanated from Europe in the last six months does not overstate the case, particularly bearing in mind the quite substantial improvements that have been carried out.



Some may regret the loss of the classic look, but we have no doubt that within a year, the 3-series' new look, which fits in perfectly with BMW's corporate shape, will make its predecessors look dated and old fashioned, even if the Cabriolet and Touring will soldier on for another year in this clothing.

First to arrive in this country are the four-cylinder 316i (£13,950) with an admirable 0.29Cd figure, and the 325i (£21,250) powered by the 24-valve 6-cylinder engine we tested last November. These two models will be followed by the 318i (£14,950) and the 320i (£21,250) in June.

While the new model is 0.4 inches higher and 1.9 inches wider than its predecessor, it is the extra 4.3 inches in length which are the most important statistic. The one complaint continually made against the 3-series was the lack of rear seat legroom. That has now been rectified, while at the same time, BMW have not lost the opportunity of improving an always good dashboard layout.

Although less important in this country, another objective the engineers have tried to meet is to make the car more stable in snowy conditions by achieving a 50/50 weight distribution. The engine has thus been moved further back in the compartment and the battery relocated to the boot. At the same time body rigidity has been increased by 30% in flexural distortion and by 45% in torsion.

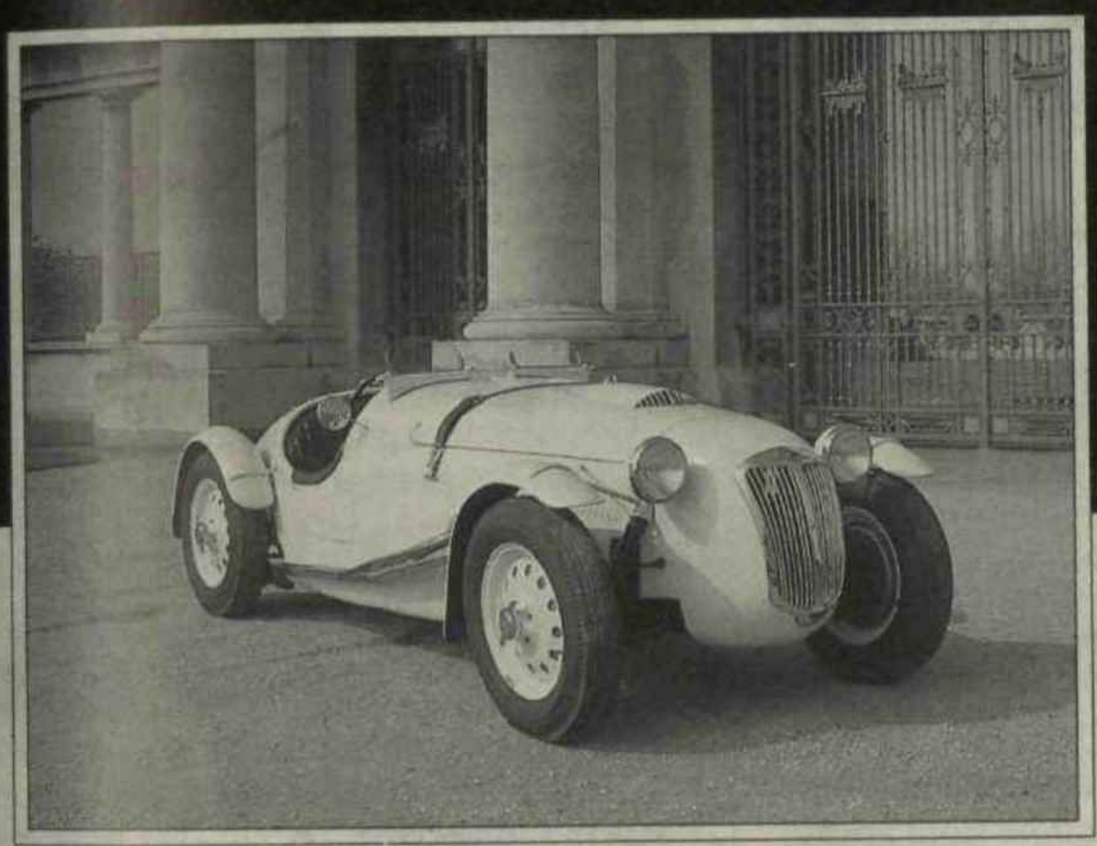
The result is not only a better balanced car for the snow drivers, but a car that now has simply outstanding handling attributes for the rest of us to enjoy. The ride, meanwhile, is firm but never harsh. For those who want an even firmer ride but pin-sharp precision, BMW also offer the M Technic Sports suspension. While both models will come in five-speed manual form, the four-cylinder cars will not have the option of BMW's five-speed automatic transmission, but will have to make do with the familiar four-speed box.

According to BMW, service costs have been reduced, the four cylinder cars by 1.7% over 3 years/56,000 miles, but the six-cylinder cars by a more substantial 17.6% over the same period/distance. According to a post-budget review of car operating costs published by Leasecontracts, the monthly running cost of the 316i, based on the new 17.5% VAT, insurance premiums, fuel costs at £1.80 per gallon excluding VAT on a 12,000 mile a year average, would be £412 per month or 55.21 pence per month, the 318i £434 per month or 54,00 pence per mile, the 320i £490 per month or 60.79 pence per mile and the 325i SE (Special Equipment) at £598 per month or 72.76 pence per mile. These are good performance figures when compared to many of their rivals because of the excellent projected residual values.

The new 3-series BMW looks set to continue the success story of its predecessors

WPK

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A Dash of Cosworth

Although the Ford Scorpio and Granada ranges in 4 and 5-door bodies have always been front runners in the British big car selling stakes, the German-built machines have not been without their critics. It is currently fashionable to berate Ford for a range of the roughest engines in production, so the three year Cosworth Ford development programme to place 24-valve heads upon the 2.9i V6 was to address such problems as much as to meet a need for further performance.

The priority was not outright performance, but any gain over the lacklustre standard harvest of 150 bhp at 5700 rpm and 172lb ft of torque on 3000 rpm would obviously be appreciated. Especially in a class where outputs of 200 horsepower are familiar. Cosworth created a 34 per cent gain in horsepower and a 24 per cent advance in torque, specifically 195 bhp at 5750 rpm and 202lb ft at an elevated 4500 rpm.

The new engine is mated only to the Ford 4ALD automatic gearbox. The result is that the £27,382.61 Ford claim a maximum speed of 140 mph although we saw the equivalent of 137 mph indicated in our LHD demonstrator on the autobahn, but we had



Only a discreet '24V' emblem gives the game away.

no performance quibbles with the engine. The 24V Ford delivers its power bonus with an ease that extends to allowing over 6000 rpm from a short stroke (93 x 72mm) that is not evident by 5000 rpm in the production 12 valve cam-in-block 2935cc.

Cheaper grades of unleaded fuels are digested by the catalytic convertor-equipped unit at the rate of 18.7 mpg. That was a little higher than the figure computed for us (18.2 mpg) after a brisk day. Outside the engine bay there are effective changes to the brakes and chassis. The front spring rates are only modestly uplifted (as is the roll bar, increased from 27 to 28mm), but those of the rear climb a whopping 23 per cent to slave in association with an 18mm rear anti- roll bar. Gas damping rates were also described as "uprated by 15 per cent" fore and a massive 75 per cent, aft.

Normally such statistics would tell us that there is something seriously amiss with the standard product, yet we cannot recall Granada Scorpio drivers bitterly complaining about the roll stiffness of their (frequently) company-owned barges, so we can attribute such changes to a sporting conversion.

The firm ride is a bit harsher at town speeds than some executives would accept in Britain, but no such reservations exist about the brakes, for some lessons from the Sierra RS Cosworth series have allowed near inch thick discs (vented front and rear) of 11.1 and 10.7 inches to cooperate with standard ABSA11 which hold this faster Ford in check.

Standard equipment emphasizes luxury with air conditioning, electrically adjusted seats and sunroof and a compact disc played to occupants who can be surrounded by leather at a total price of £27,893.48.

Further perusal of the torque curve shows that Cosworth had their work cut out enhancing the mid-range delivery of the 24v unit: there is more than 147lb ft from 1000 rpm upward but the DOHC per bank V6, and its four valves per cylinder, only beat the standard output at 3000 rpm (returning 176.5lb ft around 3300 rpm). The torque curve between 2500 and 3500 rpm wanders up and down as if it were a drunk let loose in a park.

Despite this apparent aberration, the Ford V6 in Cosworth guise becomes a worthy entrant in the executive class. One that will be handicapped primarily by its rarity (6500 pa will be made, nearly half coming to Britain) and a price tag beyond that of the Jaguar 3.2 Sports Package that we tested recently. JW

Looking to the Future

As red wine is to fish, British Rail is to timekeeping, Stanstead Airport is to mainstream aviation and the Scud is to precision bombing, so diesel-powered cars are to MOTOR SPORT. They are not natural bedfellows, and yet if the pundits we have been talking to recently are correct in their assessment of motoring in the next ten years, then we had better change our ways.

It was more of a duty than a wish for further enlightment that we attended Rover's launch of its diesel-powered 200 and 400 series, and it was also a chance to patch up relations with our national manufacturer after years of non-communication between them and us and their refusal to invite MOTOR SPORT to drive their new models.

Two reasons to go then, but hardly a mouthwatering prospect.

There are four versions in this model range — the 218SD, the 218SLD, the 418SLD and the 418GSD, the latter three powered by the same 1.8-litre turbocharged engine and the former by a normally aspirated 1.9-litre unit. The surprise is, however, that these powerplants are not Rover's own, but are Peugeot's, the French company having a reputation for refinement and performance for such engines. The decision to use them was also made with an eye to the export market where a Rover product powered by a familiar-to-many Peugeot unit would be an attractive proposition.



The Rover 418GSD with turbocharged engine.

Not being acquainted with either the five-door and three-door 200 range and the four-door 400 range, we were very impressed by the interior of every model driven. The top of the range 418GSD displayed touches of oppulence, such as walnut inserts and more comfortable surroundings than usually associated with the more utilitarian image of the diesel. In every case, the environment for driver and passenger was light and welcoming, in stark contrast to many medium sector offerings.

What of the diesel engines? It is difficult to judge since our only experience was that of a fairly basic Ford Escort diesel, but since it is Rover's contention that their new models will make conquest sales from the petrol-engined variety, perhaps our lack of experience was not altogether a bad thing and more representative of the customer they hope to win over.

Whether it was the 418GSD or the 218SD, there was no escaping the fact that we were being propelled along by a diesel-engined machine, especially on tickover, but once on the move, that feeling was more or less dispelled. While the turbocharged versions had a little more performance than the normally aspirated one, none could be described as being over-endowed in this area, but that really is beside the point.

What we did notice, however, since our last ride in a Rover, is just how much better the build quality is nowadays. Unfortunately we were never in a car long enough to have a really good poke around underneath and inspect everything closely, but first impressions were nevertheless good; the doors closed with a satisfying click and nothing rattled or creaked within the passenger compartment.

Prices start at just under £11,000 for the 218SD, £12,950 for the 218SLD Turbo, £13,175 for the 418SLD Turbo and a highish £14,500 for the 418GSD Turbo. We have no doubt that these diesel-powered variants are keeping the company on the right track, one leading to a brighter future. WPK

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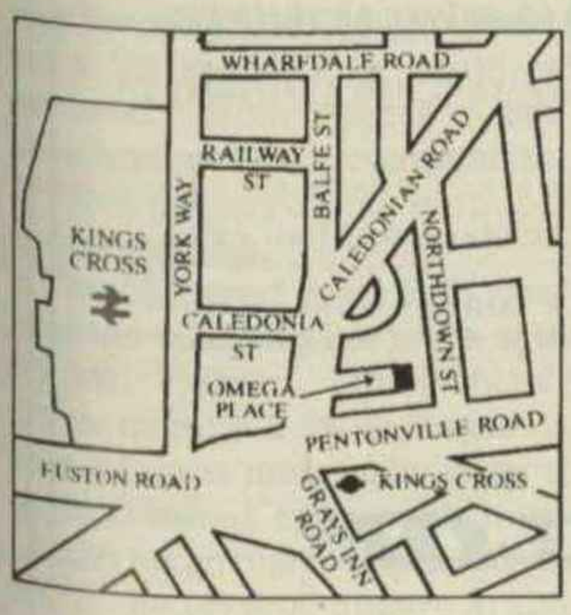
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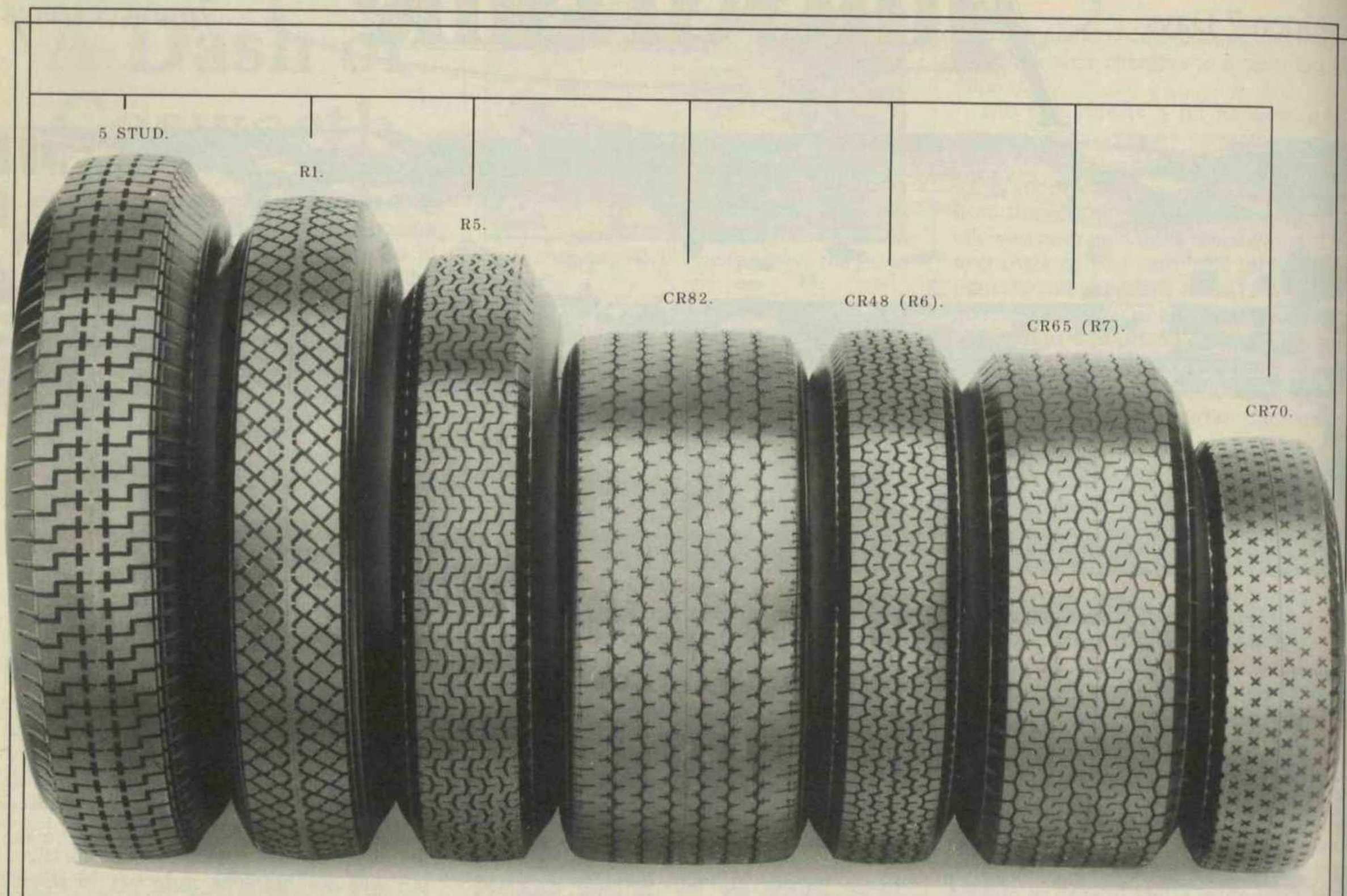
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A RACING CAR'S NOT PROPERLY DRESSED WITHOUT THEM.



The updated Audi Coupé lines have allowed the smooth 0.32 Cd coachwork to cover the familiar 20-valve turbocharged engine and the permanent four-wheel drive.

Quietly Charismatic

It took three major appraisals before this writer was able to see beyond his blinkered "Original quattro is the best quattro" atti- tude to the genuine improvements that Audi engineers have provided in replacing the 1980-90 model with the cynically named S2. "Cynically" because this trades on old rally terminology for the thunderous 450 to 600 bhp Sport S1 competitors. Yet the slick S2 could not be more removed from those eye-wobbling, jaundiced-yellow, competition machine, devices that shook the earth beneath your spectating feet.

The S2 saved several thousand pounds over the outgoing list price of the final 20v original quattro. Unfortunately the UK Government's 2.5% increase in VAT has now taken it marginally over the £30,000 barrier; tested options such as air conditioning mean that the final cost was close to that of the original quattro at £33,590.

Updating the current Audi Coupé lines allowed slippery 0.32Cd coachwork to cover the familiar front-mounted 20v turbo engine and permanent 4WD, utilising Torsen limited slip differential. Aside from the benefits of low drag body work with an accessible, and versatile, hatchback element, the S2 also incorporates a controversial Bosch Servotronic steering system.

To come to our test conclusions there were three distinct S2 driving opportunities that coloured our views. In total we drove a total of five vehicles in LHD and RHD, utilising two circuits and public roads.

TECHNICAL ANALYSIS

At the launch of the current Coupé Audi body the most senior of engineers assured us that the obvious transplant of turbocharged power into the aerodynamic outline of the later coupé would not take place. It was admitted that it might be a long term project, but there was no motorsport motivation for Ingolstadt to become involved in mating their most powerful engines with their sleekest body. Thus it has been the road customers that have finally benefited, Audi no longer interested in doing anything more than mildly supporting customers in the rallying game that made their quattro name.

To speed development after this corporate about-face, Audi assigned their race and rally preparation specialists at Konrad Schmidt Motorsport in Nüremberg the task of squeezing the 20v inline five of 220 bhp into their later Coupé, deploying the traditional longitudinal Audi front engine position. This aluminium-headed five is also used on the LHD-only 200 saloons and was featured in later original quattro coupes.

The 20v motor has an honest heritage. It was first seen as the product of a team led by Dr Fritz Indra (now at Opel) with belt-drive to one of its twin overhead camshafts and geared drive thence to the second camshaft. It was made in limited numbers for the Sport quattro homologation special (first shown in September 1983) and produced an amiable 306 bhp from just 2.1 litres (146 bhp a litre). It was a phenomenal road car, and made the basis for a series of Sport/S1-coded rally and hillclimb cars that culminated in 598 at

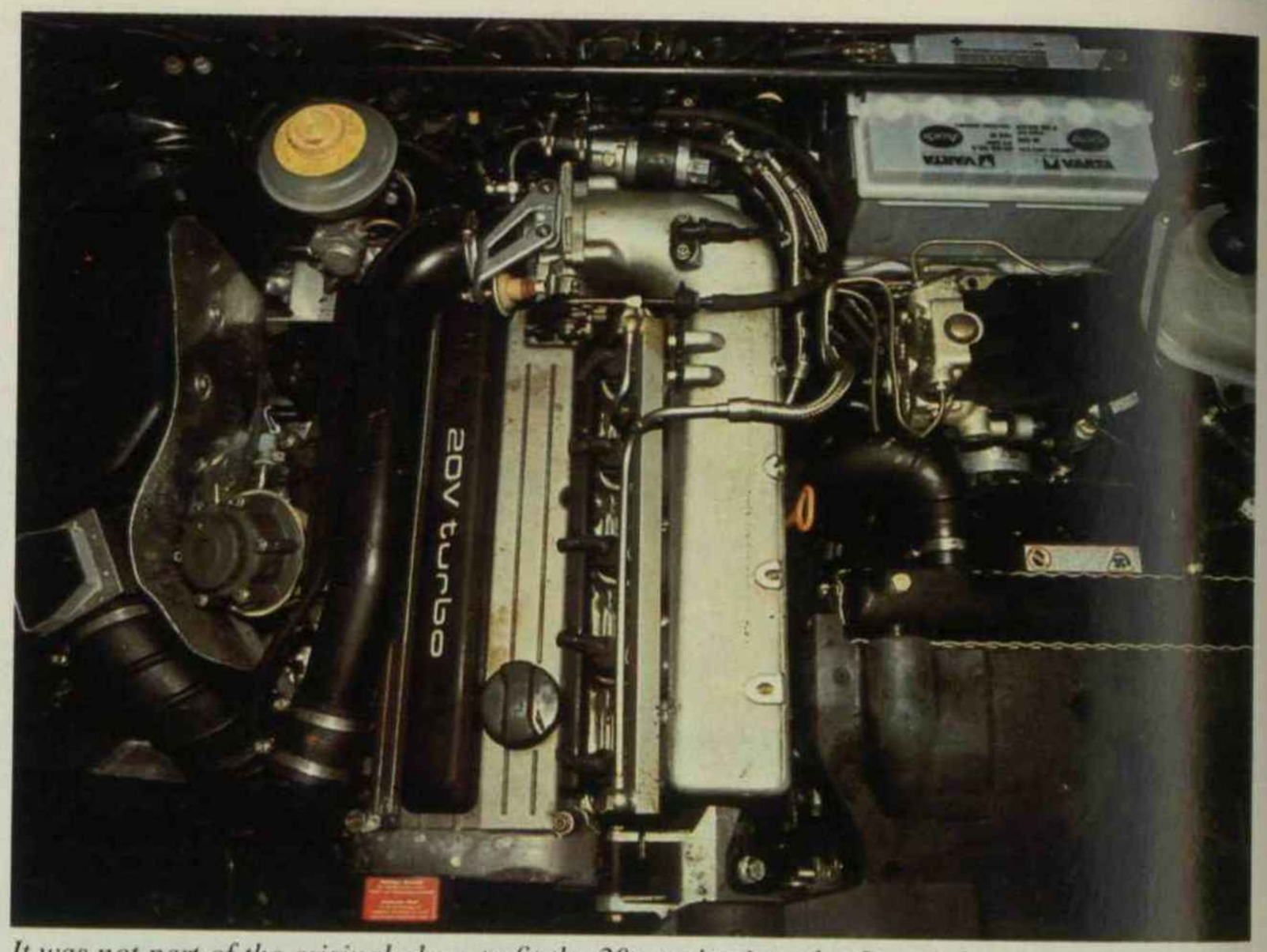
8000 rpm for the winning Walter Röhrl Pikes Peak machine of 1987.

For production purposes the 20v unit gained roller chain camshaft drive and the solid valve lifters were replaced by hydraulic tappets, these moves made on the grounds of reducing noise and extending service intervals to the normal VAG 10,000 mile period. Compression ratio went from the Sport level of 8:1 to the current 9.3:1 and the turbocharger sizing was dropped from KKK-K27 to the current K24. Boost beyond atmospheric pressure was clipped from 1.03 bar to 0.85 bar. Peak power came down 86 bhp, but the torque (assisted by replacement manifolding and intercooler) peak was accessibly placed at 1950 rpm to become a major attraction.

The affable Schmidt and his team made a number of minor but significant installation changes around the proven strength of the slanted block inline five. Step one was to move the normal Coupé radiator backwards and add a secondary cooler on the righthand side of the grille. Revised ducting led to a new home in the AH right-hand wheel arch for the oil cooler, and the intercooler dropped into place below the bumper line, a new apron crossmember carrying the intercooling ducting.

Both inlet and exhaust manifolding had to be changed once more, because the fit beneath the Coupé bonnet really was not an original design intention, and a classic shoehorn job (in the best possible mass production taste) was completed.

Because the baulky old "big" Audi five-speed would not fit into the Coupé floorpan without major sheet metal work, Schmidt and company opted to uprate the B-series unit found in 80/90 series cars. That ratio quintet had a torque limit of 310 Nm (228 lb ft) so the maximum boost pressure of the 200/quattro specification 20v was dropped from 0.85 bar to 0.75 bar. One major benefit is a closer second to third ratio gap and a second gear that will now permit more than 60 mph.



It was not part of the original plans to fit the 20v engine into the Coupé shape.

"... continues an Audi tradition for inviting drivers to look away from the road. Thus you may test Procon-ten in anger."

The motor will now run happily on the cheapest unleaded, but for the maximum outputs quoted in our data sheet and performance panels, 98 RON octane Super Plus fuel grades were employed and recommended. Such versatility is possible because the Bosch MH Motronic engine management system learns as it runs to correct fuel grade differences, being sensitive enough also to re-time the engine for optimum performance when the running-in process is completed.

Durability testing included 140,000 miles for five prototypes and a torture chamber dynamometer session for a brace of S2 engines. These were asked to complete 100,000 kms (62,000 miles) at the 6250 rpm equivalent of the 154 mph maximum velocity.

Outside the unglamorously coated engine bay, changes to the running gear betray the influence of Schmidt Motorsport. The S2 sits almost half an inch closer to the tarmac than the 170 bhp Coupé 20 and it has spring, damper (twin-tube, gas-type) and anti-roll bar stiffness "boosted by between five and 10 per cent," again compared to the normally aspirated 20v derivative.

As with the Audi V8 saloon and the BMW 750 V12, Bosch Servotronic power steering has been adopted. A conventional rack and pinion is used, but the action is made very light at parking speeds by the action of microprocessed electronics upon hydraulic assistance. The Servotronic system acts upon information received from the electrically activated speedometer. Largest visual clue to Schmidt Motorsport development input is the presence of a cross-turret brace in the motor



The night lighting turns the dials into an illegible pink.



The power split between front and rear wheels depends on the road conditions.

compartment to increase substantially front-end rigidity.

High pressure hydraulics are effectively used in a quartet of disc brakes that are of the ventilated type at the front and solid on the rear; as on all Audis the driver can push a button to terminate the standard anti-lock ABS braking action at will. Similarly Audi allow the driver to lock the rear differential as required, whereas the majority of other car companies feel that these actions should be automatically dictated to the driver. We suspect that such "driver power" traces back to the powerful personal freedom philosophy of Porsche family member (and former Porsche engineer, before he fathered the quattro), Dr Ferdinand Piëch.

The 4WD system remains as it has been since the September 1987 quattro variants. Power from the longitudinally mounted engine passing through the five-speed gearbox to the central self-locking Torsen differential. Drive to the front differential remains through the ingenious Audi hollow shaft layout, which turns the cage of the Torsen unit. Rear drive is conventional, via a two-piece propeller shaft to the lockable multiple plate back differential. The latter puts the ABS out of action.

In dry surface, straight, motoring the power split remains at the original Audi quattro specification of an even 50-50, front to rear. For harder work, tight slippery corners and the like, power splits alter dramatically. These are contained within a 75:25 per cent basis (suitable for a standing start on ice) through to the logical opposite: 25 per cent front, 75 per cent rear, needed in the hardest of dry road cornering conditions.

Audi have always maintained that their 4WD extracts a modest weight penalty, and this 220 bhp 4WD is lighter than the front-drive Saab we tested last month of similar power. Audi still quote their 4WD weight handicap as 75kg/165 lb versus an equivalent front-drive Audi and plus 30 kg/66 lb against rear-drive (BMW, perhaps?). This figure is retained since the fitment of the paired half dozen Torsen worm gears. Audi were the first to utilise American Vernon Gleasman's TORque SENsing principles in a central differential, rather than as a limited slip rear differential.

If you are interested in car technology Audi is probably the most individually innovative marque to be found in Europe. The S2 packages many such unique features as a matter of course, but it is worth recalling that inline five-cylinder petrol engines were a definite oddity at their Seventies introduction for the 100 saloon; that 4WD for production performance coupés had been confined to less than 400 Jensens, and that aerodynamics were for race tracks, Citroëns and Lotus, before Audi made them fashionable in the 0.30 Cd 100 saloon of 1982.

Audi engineering individuality now continues with the unique Procon-Ten stainless steel cabling to protect front seat occupants in severe head-on collisions. All UK Audis have been sold only with catalytic convertors for several sales seasons. Only Audi offers galvanised bodies throughout its range and backs up their effectiveness with a ten year anti-rust warranty, and three years protection against paint ravages. The mechanical warranty is nothing special (one year, unlimited mileage), but there is a useful six year recovery service, so long as the cars are serviced within the VAG network.

AT THE WHEEL

Can a car built for sophisticated technocrats have great driver appeal to the sentimental British? It seems not from the verdicts delivered by the majority of the British specialist press; but we beg to differ.

The original quattro coupé, albeit in 20v guise, was the writer's 1990/91 Christmas holiday transport and he enjoyed the car as much as ever. The limpet grip in all conditions, joyous driver messages from steering and seat were reason enough to purchase. Yet more recent miles in the S2 have convinced us that it offers some important advances that will be appreciated as the Nineties unfold.

The most important item is not the largely "carryover" powertrain, but that body. Its clean lines are not particularly advanced in current aerodynamic numbers, but this bulbous body allows an 11 mph maximum speed bonus, significantly reduced noise levels at extraordinary cruising speeds, enhanced practicality (including the galvanisation process, not a part of the 1990-90 recipe) and superior ergonomics.

Externally the "V8" corporate grille, likely to be the face upon all Audis of the early Nineties, is accompanied by extended front and rear spoilers to identify the most expensive Audi Coupé from its £20,000 and under subordinates. Assisting in this class-conscious status are the five-spoke alloy wheels. Practical touches include high pressure headlamps washers and ellipsoid fog lamps that are (illegally) handy for further defining kerbs.

Most cockpit comment centres around the use of seven off white dials and grey numerals (almost reminiscent of the steam age). The information provided is generous, extending to oil temperature, as well as the more usual pressure and advice of a 7200 rpm limit; the night lighting turns the dials an illegible pink. Placing three of the instruments down on the centre console continues an Audi tradition for inviting drivers to look away from the road. Thus may you test Procon-ten in anger.

Instrumentation is more tasteful and generally informative than the orange digital dash of the other quattro turbo, but boost gauge fanciers should note that this facility has been absented from the S2 as well as the later original quattros. In compensation the grey and black trim, plus deliciously decadent Jacquard satins, are superbly executed. They leave you in no doubt that Audi are a sliver above the mass production norm.

The triple-spoke steering wheel is fashionably shaped to allow excellent steering grip, but the action of the system is, at best, dubious progress. The contrast between low speed manoeuvres and violent cornering action (haplessly demonstrated by Audi in a slalom format at the 1990 presentation) is a disaster. For the steering load veers from Jaguar limousine levels to that of a single-seater racing car on heavyweight full lock: for a second you believe the power steering has failed. In normal road use, Audi steering gear has a manageable ratio, allows accuracy and does become an ally when



The triple-spoke steering wheel is fashionably shaped to allow excellent steering grip.

you have extensive experience of the S2.

Initially, you may only bless the fly-weight parking effort of Servotronic and wonder in amazement how the people who brought you the informative original could contemplate Servotronic in its place? Higher mileage, as for previous Jaguar systems, does instil some confidence in the driver, but this is the one aspect of the S2 that reduced our driving enjoyment; otherwise the chassis components always perform so effectively that the S2 simply soaks up high mileages imperceptibly. The ride is especially praiseworthy, far better than many executive saloons, yet one can still fling an S2 around a race track with vigour and controllable body lean.

At the heart of this supreme competence is the 4WD system, and there simply is not a better friend for the enthusiastic driver through a British winter. In typical 40 mph sidewinds and the company of a £60,000+ BMW 850i, the S2 tracked along obediently and underlined its all-round prowess for almost half as much cash as its Southern Bavarian rival.

The S2 is not embarrassed by 5-litre BMW power either. Our example did not perform remarkably by the standards of other magazines, but it was still quick enough to cope with our automatic BMW comfortably, both officially sharing the same top speed. The S2 should slip just below the six seconds to 60 mph barrier that defines Porsche 911 territory these days. Our figures, including a 6.6 second average to the mile a minute marker, are the result of just one run in each direction. These results are a convincing testimony to the S2 ability to launch itself undramatically from rest to improbable velocities: 0-100 mph was comfortably under 20 seconds and the trip to 110 mph only occupied 24.4 seconds. In this connection it is interesting to compare the similarly powerful (but even more abundantly torquey) Saab front-drive machine with the S2; on the acceleration front the Audi zips away from a standstill to 30 mph so convincingly that the front-drive Saab was left a second adrift immediately. By 100 mph the gap was still around 0.7s, so even the TCS electronic traction device of the Saab is no match for that initial standing start quattro traction.

If one compares flexibility in the gears, where no standing start element is involved, the Saab demonstrates that it really does have a pulling power bonus. It opened up nearly a 1.9 second advantage in fifth between 50 to 70 mph, always holding the upper hand in third and fourth. Fuel consumption differed little between the 220 bhp Swede and its equally powerful German opponent, within an 0.6 mpg band of 21 mpg use in similarly testing and thirsty circumstances.

VERDICT

The Audi S2 Coupé is an immensely competent car, that makes us hope "one day all cars will be made this way." The S2 is versatile and blisteringly fast, all achieved with barely a mutter from the now civil and almost liquidly powerful five cylinders in conscientiously designed and constructed coachwork. The steering is a flaw, but not a crucial one in road use. We think our readers, like the writer, would grow to appreciate the literal *Vorsprung durch Technik* (progress through technology) that Audi have achieved. The S2 may lack the motorsport involvement of its forerunner, but it is just as effective a weapon for Nineties motoring as was the original was in the Eighties. JW

MOTOR SPORT TEST RESULTS – AUDI COUPÉ S2

SPECIFICATION

ENGINE: Water-cooled, iron block, light alloy head; inline five cylinders and DOHC 20-valve cylinder head. KKK K24 turbocharger; intercooled; Max boost 0.75 bar/10.7 psi. Capacity: 2226cc (81 x 86. 4mm). Bosch MH Motronic electronic ignition and fuel management with over-run fuel cut-off and fault memory diagnosis; 9.3:1 cr. Max power: 220 bhp @ 5900 rpm. Peak torque: 228 lb ft @ 1950 rpm.

TRANSMISSION: Permanent 4WD, self-locking central Torsen differential and driver-operated locking rear differential. Five-speed Audi B-series gearbox. Final drives, 4. 111:1.

GEAR RATIOS:

First	3.500	
Second	1.842	
Third	1.222	
Fourth	0.903	
Fifth	0.714	24.7mph per 1000 rpm

BODY: Steel monocoque 3-door 4-seater Coupe. Petrol tank of 70 litres/15 gallons. Drag coefficient 0.32 Cd.

DIMENSIONS: Wheelbase, 100.4 inches/2549mm; front track, 56.9 in/1453mm; rear track, 56.6 inches/1437mm; width, 67.6 inches/1716mm; length 173.2 in/4401mm; height, 54.1 in/1375mm. Kerb weight: 3131 lb/1420 kg.

FRONT SUSPENSION: MacPherson struts, lower wishbones, twin tube gas dampers, anti-roll bar. Steel bracing tube between front suspension top mounting points. Steering: Power assisted Bosch Servo-tronic; 3.3 turns lock-to-lock, rack and pinion. Lock-to-lock: 36.25 ft.

REAR SUSPENSION: Independent action, struts, gas damping, lower wishbones and anti roll bar.

BRAKES, WHEELS, TYRES: Power-assisted, vented 10.86 inch/276mm diameter front discs; solid rears, also of 10.86 inch diameter. Bosch ABS electronic anti-lock braking with cabin push-button over-ride. Light alloy five-spoke 7J x 16 inch wheels. Kleber C555 205/55 ZR 16.

PRICE: £30,033.20p, UK taxes paid; £33,589.97p with listed options, but In-car entertainment at additional and unspecified cost. Tested Audi options: air conditioning £1387.48; heated front seats £243.73; pre-select steel sunroof £1133.13; Thru Load access £179.93; electrically activated rear window vents £612.50; Blaupunkt Heidelberg in-car entertainment system.

MANUFACTURER/IMPORTER: VAG (United Kingdom) Ltd, Yeomans Drive, Blakelands, Milton Keynes, MK14 5AN.

CLAIMED PERFORMANCE: Max speed, 154 mph; 0-60 mph, 5.7s.

TEST RESULTS

Test conducted at Millbrook Proving Ground using 1991 Correvit electronic measuring gear. **Weather conditions:** Dry tarmac.

ACCELERATION:

0-30 mph	2.0 seconds
0-40 mph	3.6 seconds
0-50 mph	5.0 seconds
0-60 mph	6.6 seconds
0-70 mph	9.3 seconds
0-80 mph	11.4 seconds
0-90 mph	14.2 seconds
0-100 mph	18.8 seconds
0-110 mph	24.4 seconds

FLEXIBILITY:

Third gear 50-70 mph	4.31 seconds
Fourth gear 50-70 mph	6.2 seconds
Fifth gear 50-70 mph	8.0 seconds

Standing 0. 25 mile/400 metres: 15.2 seconds @ 93 mph.

Maximum speed: Millbrook 2.029 mile bowl: 149.9 mph. Best observed speed: 151.9 mph.

Maximum gear speeds: At 7200 rpm:

First	35.5 mph
Second	65.5 mph
Third	97.3 mph
At 7000 rpm:	
Fourth	136.5 mph

Overall Fuel Consumption: Test Average: 21.8 mpg Best: 23.6 mpg. Worst: 20.1 mpg

Government mpg figures:

Urban: 20.2 mpg
@ 75 mph: 38.7 mpg
@ 56 mph: 31.7 mpg.



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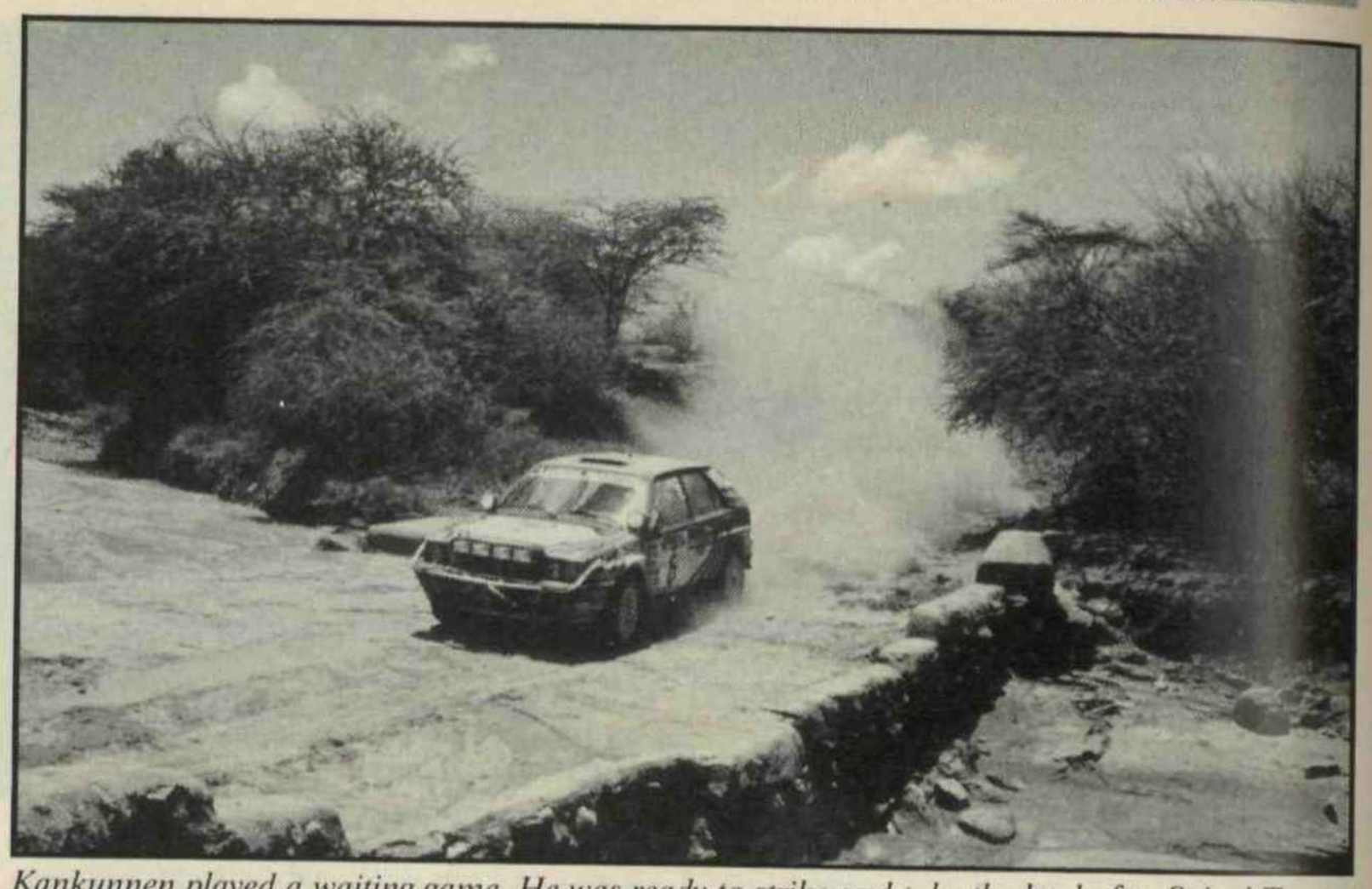
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Kankunnen played a waiting game. He was ready to strike and take the lead after Sainz' Toyota engine blew up.

The Right One

It must be all of twenty years since we first warned against the Europeanisation of that unrivalled event in the world rallying calendar, the East African Safari Rally, as it was then called. It was refreshingly different from all other rallies and was run in a way which used the vast expanse of East Africa's countryside to its fullest advantage. Its delight lay not only in the incomparable terrain over which it passed, but in its distinctive style, its unique grandeur, its adventure element, and even its plain, straightforward simplicity, all features which set it apart from other world class rallies.

The toughness of the Safari was beyond question. Nothing in Europe could match it for subjecting cars to the most severe punishment, and their crews to a stringent test of their skills, their stamina, their endurance and their tenacity. Without a generous endowment of all these qualities, they had little hope of finishing.

But rallying has degenerated into a nine-to-five technology race. We say degenerated because honest-to-goodness rallymanship seems to have gone out of the window; blown away by the effects of huge technological advances, of enormous budget increases by works teams and of the piecemeal partitioning of events into dismantled fragments.

In its determined bid to change the face of rallying, and reduce World Championship events to faceless sterotypes of the Paris pattern, FISA has so meddled with the make-up of the Safari that it bears little resemblance to its forerunners. True, it remains based at Nairobi and still passes through some of the most spectacular scenery in the world, but it has been so stretched and diluted that rest stops now far outweigh actual driving time. Stamina, hitherto a fundamental quality for a rally competitor, whether driver or navigator, has lost its importance, because human batteries can now be fully recharged in comfortable beds rather than in short doses on reclining seats whilst on the move.

The inclusion of long rest stops is not something which was introduced suddenly by the Safari this year. It has been done gradually over several years. Indeed, in 1990 the breaks were plentiful enough, far more being allowed than actual running time. Nevertheless, it was the subject of a FISA complaint that competitors were not allowed sufficient rest.

The result of that complaint was a restructuring of the rally timetable so that it began not on the traditional Thursday before Easter, but on the Wednesday. The finish remained on Easter Monday morning.

The extra day added a little in the way of competitive distance, but most of it went to extend the rest stops even more than they were. In the six days spanned by the rally this year, there were no less than five long rest stops of more than twelve hours each and one short one of four hours; enough to make Coronation Safari stalwarts burst into laughter, or shed a few tears!

In its early days, the whole essence of the Safari was to press on; to make progress; to find a way around unexpected obstacles such as floods, mud holes, washaways and broken bridges; to fight off the onset of fatigue and to snatch as much sleep as possible in the car whilst on the move. Making a little detour to avoid an obstruction nowadays brings howls of protest for failing to adhere to the correct route, whilst the very idea of driving whilst feeling tired is quite unthinkable.

In the days when rest periods were not as plentiful, and when it was really up to crews themselves to find their way around unexpected obstacles, privateers were not so far removed from those with works support. Stamina and bushmanship were not qualities confined only to factory drivers, and amateurs were still in with an outside chance. However, the gradual arrival of massive ground and air support for works teams opened up a wide gap between privateers and professionals, although what an amateur lacked in team backing he often partly made up in tenacity. Alas, even that advantage has been removed by the extra rest now scheduled.

This year's 2800-mile route, after beginning with a two-minute special stage around the infield of Nairobi's Ngong Road Racecourse, first ran from Nairobi down to Mombasa and back, with dirt road sections here and there on each side of the main tarmac road. That made up the first two legs of the event.

Next came legs to the North-West as far as Kapenguria, though not as far westward as the highly populated areas to the North of Kisumu. The rest stops here were at Nakuru and Eldoret. From Eldoret, the route made a long loop north-eastwards via a short morning stop at Maralal, where rows of tents, toilets and "oil-drum" showers had been put up to cater for the overspill from the small lodge.

After Maralal, the route should have taken the Loiyengalani road northwards almost as far as Baragoi before turning southwards to Wamba, Ngobit and the final rest stop at the Aberdare Country Club near Nyeri. However, a Lancia mud car reported that a river crossing near Barsaloi was in flood and the road impassable.

Having lost direct contact with their own route-opening crew due to a radio failure, the organisers felt obliged to cancel the competitive sections from Maralal to Larregei and Wamba and substitute a shorter, non-competitive section. This gave the opportunity for additional service, and certainly Lancia was relieved to be able to fettle ailing front strut top mounts which might not have survived the pounding of 150 competitive miles beginning right from the exit of Maralal Lodge. Ironically, that river crossing proved to be passable not long after, but that's the way the weather works in Kenya.

The final leg, starting at 4am on Easter Monday, formed a loop to the East of Muranga before returning to Nairobi along the Thika Road for the 8.35am finish in the spacious grounds of the Kenyatta Conference Centre in the heart of the city.

The entire route of 2800 miles, shortened somewhat by the route change after Maralal, consisted of 45h 55m running time and no less than 72h 40m of rest, and that does not include the 40m additional rest due to the cancellation. Of course, to find the actual running time of a car, you should add its lateness, and for the winner this comes to 48h 2m. The last (27th) finisher's running time was 73h 21m.

All this, however, is not to say that the competitive distance of the Safari, both actual and intended, was not punishing in

the extreme. We have been critical in some ways, but we are nevertheless of the continued opinion that this event offers the best mixture of competition and adventure available in world class rallying. Where else can you halt your practice to rescue a stricken elephant trapped in a deep mud hole, take a shower under a perforated oil drum slung in a tree, endure blistering heat one moment and be blinded by a violent storm the next? Despite the interference of FISA, the Safari remains an outstanding contest.

The field this year consisted of 57 starters, two less than in 1990, among them teams representing Lancia, Toyota, Nissan, Subaru, Mitsubishi and Daihatsu. Lancia, the team's sponsor Martini having taken over the backing of the rally itself after Marlboro's long run came to an end last year, brought three Delta Integrales for Juha Kankkunen/Juha Piironen, Massimo Biasion/Tiziano Siviero and Jorge Recalde/Martin Christie.

Toyota also had three cars, Celica GT4s driven by Carlos Sainz/Luis Moya, Björn Waldegärd/Fred Gallagher and Mikael Ericsson/Claes Billstam. They ran at numbers two, three and four, which made things rather hectic at service points, at least in the early stages of the event.

Nissan was the first of the Japanese factories to contest the Safari as a works team, although in its early days it was called Datsun. Its first victory was in 1970 and the make appeared every year since, until 1969 after which its two-wheel drive cars were not considered sufficiently competitive to match the opposition. Meanwhile, a new four-wheel drive version of the Sunny, the GTI, was under development, and after a year of intensive testing immediately after just about every round of the World Rally Championship, the car made its first competitive appearance in the 1991 Safari.

Having been built in Japan, then further adapted at Nissan Motorsport Europe's base in England, the three cars, driven by Stig Blomqvist/Benny Mellander, David Llewelin/Peter Diekmann and Mike Kirkland/Surinder Thatthi, bristled with electroncs, even in their transmission systems which were said to possess their own "intelligence". There were even telemetry systems fitted, enabling signals from an array of sensors in the cars to be transmitted to attendant helicopters, from which they were bounced to computer banks manned by experts in vehicles which leapfrogged their way around the route.

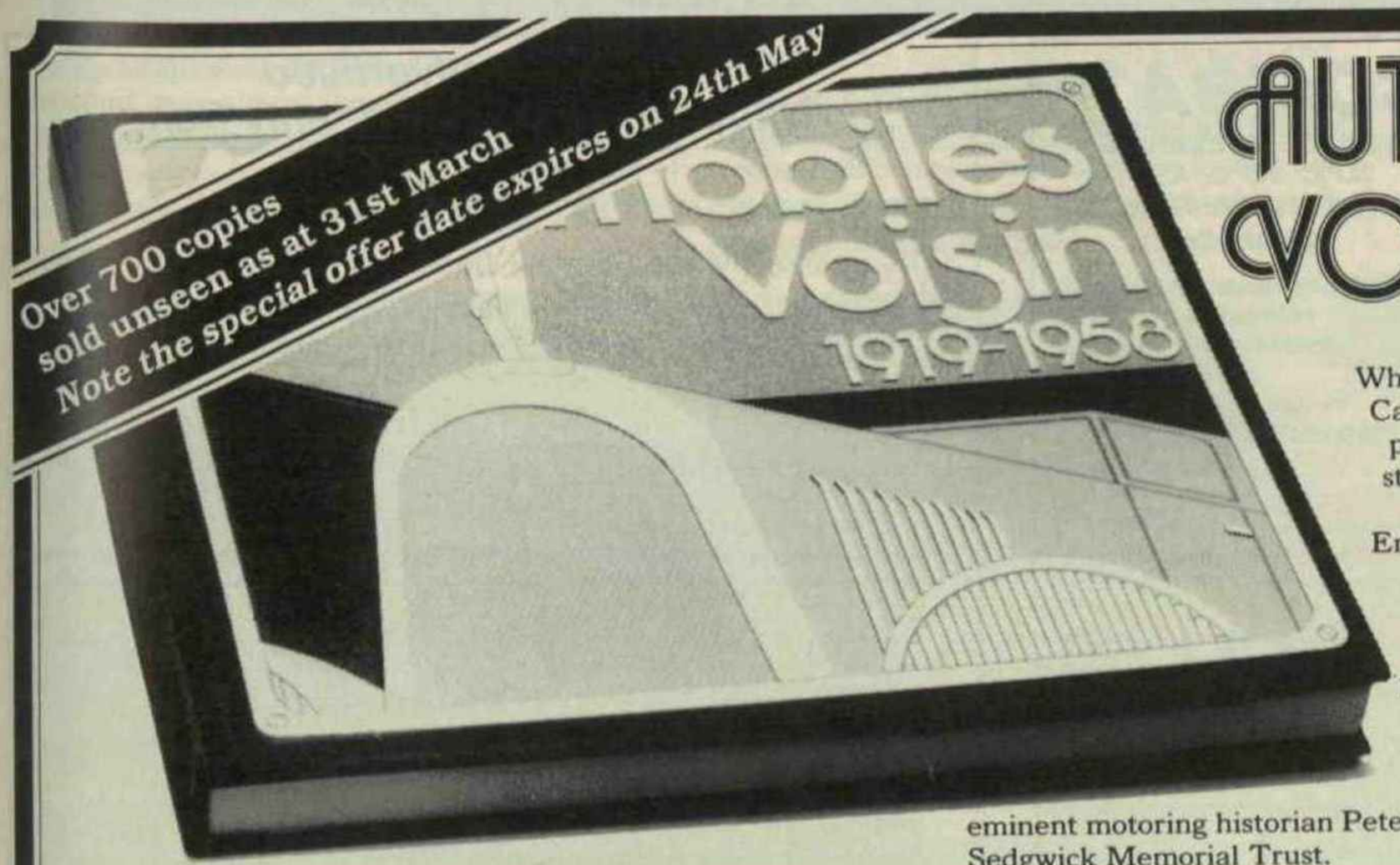
Telemetry is widely used in Formula One racing, but it was said that this was the first time it had been used in rallying. That is not quite the case, for Mercedes, during that make's few years in World Championship rallying more than a decade ago, used telemetry during extensive testing prior to the Safari, when the test car sent its signals to recording equipment installed in a helicopter. The system was not used during the rally itself, but team boss Waxenburger proudly claimed at the time, "Now, in Stuttgart, we have simulated the whole of the Taita Hills!"

Nissan's object may not have been to collect data for simulation, but the boffins were certainly monitoring everything that happened in the cars, and occasionally passing a warning to a crew that all was not well. Sometimes they were right; sometimes they were not, and we once heard a competitor comment, after being told that his oil pressure was dropping and its temperature increasing, "My gauges read normal, and I prefer to trust those than yours."

The Subaru team operated from Britain by Prodrive did not make the trip to Kenya, but there were four Legacies entered privately, and backed by the Kenyan company Associated Vehicle Assemblers (AVA). Drivers were Ian Duncan/Dave Williamson, Patrick Njiru/Bob Khan, Jaswinder Matharu/Andy Nagi and Michael Hughes/Salim Hajee. Similarly, the one Mitsubishi Galant VR4 entered by Ralliart did not come from Britain but from Japan and was driven by Kenjiro Shinozuka/John Meadows.

The most surprising team was that of Daihatsu which, through local distributors Ryce Motors, entered four of their front-wheel drive Charades and got all four of them to the finish after the very minimum of attention along the route.

Drivers of the Charades were Lynda Hughes/Vanessa Evans, Steve Anthony/



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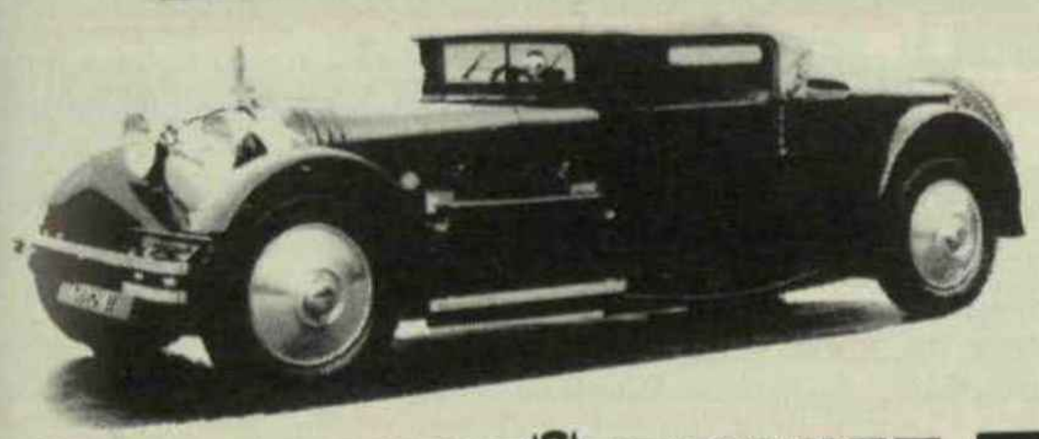
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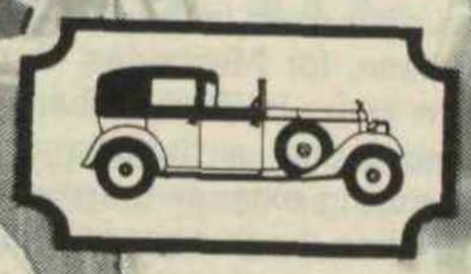
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Philip Valentine, Ashok Pattni/Raffiq Cassam and Guy Jack/Dez Page-Morris, and it really was remarkable to see them arriving at service points fairly close together, only to have fuel, perhaps tyre changes and high pressure washes to get mud out of radiators.

Running at number eight as an A-seeded driver was the inevitable Rudolf Stohl from Austria, with co-driver Reinhard Kaufmann, a pair who just have to come back to the Safari year after year. They were in their usual Audi 90 quattro. Further down the list was Lofty Drews who made the journey back from his new home in Australia to partner Jayant Shah in a Nissan 200 SX.

Each of the teams had an aircraft flying throughout the event to provide radio relay facilities, whilst Lancia, Nissan and Toyota each had helicopters for close support, Lancia three and the others two each.

No comment about the Safari would be complete without mention of the weather, for this can often mean make or break, finish or retire. Prior to Easter there had been a long drought in Kenya, so long that the bush was more brown than green from the air, roads were baked hard and uncommonly dusty, animals were moving far from their usual haunts in search of water and farmers were inevitably complaining about the crop losses they seemed to be facing.

Short, isolated showers here and there were dismissed as "Lake Rains" and not the real "Long Rains" due towards the end of March. But, only two days before the start, the skies blackened as far as the eye could see and down those rains came in one violent storm after another. The countryside greened over almost overnight, the animals and farmers became happier, rivers began to flow, roads became softer and muddier and service planners took renewed interest in their tyre stocks.

It didn't turn out to be an entirely wet Safari, for after the initial days of storms the rain settled into a pattern and fell largely in the late afternoons, evenings and nights. Nevertheless the going was mostly on the muddy side, and high-pressure water hoses were invariably brought into use at every service point before the mud had a chance to bake as hard as rock, blocking cooling devices and jamming components such as brake calipers.

The first day began with the short special stage at Nairobi's racecourse which, after steady overnight rain, turned out to be a sea of mud. With leaders' penalties little over two minutes and varying generally by just a few seconds, the results were no more than academic.

The first real sections came when the rally moved off the tarmac at Mathatani to head into the Mua Hills, to skirt Machakos and emerge at Makindu. It was here that Blomqvist ran into trouble when he began losing engine oil at an alarming rate through a cracked sump. Constant replenishments were necessary, and when he finally emerged from the section he was attended by both a chase car and a helicopter, each having carried enough oil to lubricate an entire convoy. A new sump was waiting for him, but he had lost some 45 minutes to his rivals. Later, he needed a new rear differential, and the next day Kirkland needed his changed. One comment was that the computerised transmission decided it didn't need any oil!

Kirkland had intercom failure and later needed turbocharger replacement, Sainz had his clutch bled, whilst both Ericsson and Recalde needed driveshaft replacements, the latter after a front left puncture and losing a wheel. Shinozuka later lost time having his gearbox changed after being left with just 2nd gear in the Taita Hills.

The Taita Hills section, at 25 miles, was the shortest it has been for some time, and the final eight of those miles were on tarmac. Competitors left the Mombasa Road at Voi, entered the hills at Bura and emerged at Mwatate, which meant that the wide, tarmac road from Voi to Mwatate carried two-way rally traffic, on a non-competitive section of course.

It was at the Mwatate T-junction, where competitors turned left on the main road after leaving the hills, that Llewelin's rally came to a sudden and violent end. Emerging from the junction and heading for the Nissan service vans which were parked on the opposite side of the road at the junction, his Nissan hit the driver's side of the Subaru driven by Alwi Hassan and Shailen Shah.

Llewelin and Diekmann suffered severe bruising, but Hassan and Shah sustained various fractures, Hassan being trapped in his car for some twenty minutes whilst crowbars were brought into use to free him. A fifth casualty was the Nissan mechanic, a Japanese, who was standing at the junction to direct Llewelin to the service cars and was hit by the Subaru after it was deflected sideways by the Nissan. He sustained fractured ribs.

After treatment on the spot by two team doctors, all five injured were later flown to hospital.

At Mombasa, Sainz was leading from Waldegärd and Recalde, followed by Kankkunen and Biasion, but on the return journey the Italian driver was put out of the rally when he collided with the back of a lorry during overtaking. The crew were uninjured, but the Lancia was so badly damaged that it could not be repaired.

Back at Nairobi there were five drivers whose penalties totalled half an hour or less — Sainz, Waldegärd, Kankkunen,



A broken sump on the first day delayed him considerably so Blomqvist did well to finish 5th.



For two thirds of the distance, Sainz resolutely held onto the lead, only to retire suddenly when his engine block split apart.

Recalde and Ericsson who were placed in that order. Duncan was sixth in his AVA Subaru.

The rally continued on the Friday morning, through the Kedong valley behind the Ngong hills, up to Seyabei and on through Elburgon towards Timboroa and thence back to Nakuru. Almost without turning a hair, Waldegärd reported that he had rolled after Molo, but all the car needed at the time was a few hammer blows, a new windscreen and a check of fluids. Apparently it was just a gentle roll!

Sainz, after noticing that his turbocharger intercooler water temperature was increasing, needed a new water pump, whilst Recalde, after losing his power steering, had a new hydraulic pipe fitted. Duncan lost some 25 minutes when his engine suddenly stopped and he had to wait until a new engine management computer could be brought to him and fitted. At the same time, the front left wheel bearing was replaced.

A huge thunderstorm was centred over Nakuru when cars began arriving on the Friday afternoon, but it did not dampen the spirits of rally leaders Sainz and Moya who needed no more that a new rear driveshaft and a routine check. Having gone to Kenya directly from Portugal, where they won by little over a minute from Auriol and Occelli, they had precious little time to practice but were nevertheless driving as though they knew every inch of the road by heart. Team-mate Waldegärd lost 48 minutes whilst shock absorbers, a rear driveshaft and the front differential were changed, perhaps a legacy of his earlier roll.

Kankkunen's comment was that he was not going quite as quickly as he was able, "But just enough to keep the pressure on Sainz." All four Daihatsus were still going with remarkable reliability, although all of them had got stuck in mud for a little time in the new section just South of Seyabei on the Narok road.

After Nakuru, the Saturday run was to Eldoret, and it was at Nyaru, after the climb of the wide but tortuous road up the escarpment from the fluorospar mine in the Kerio Valley, that Duncan discovered that sportsmanship has not been lost in the heat of intense competition. Unable to locate his service car (which had not arrived), he was desperate for fuel and was relieved when Toyota mechanics agreed to refuel his Subaru.

Still before dawn, there was a bizarre incident at Plateau, where a passage control was located in the very short distance between a level crossing and a T-junction, the control coming just after the crossing and just before the junction. Shah and Drews were about to enter the control when, as they negotiated the crossing, they experienced a severe jolt and found their car moving sideways along the railway, wedged in front of a train! Fortunately, it was not pushed very far before it bumped off the rails and to one side.

Although unhurt, they were badly shaken, and more than a little angry that no warning had been given that a train was approaching. Their Nissan was too badly damaged to continue.



Njiru lost well over an hour after breaking a driveshaft and waiting for a service crew to arrive with a replacement. Kirkland also broke a driveshaft, whilst Blomqvist found that his car's telemetry system was consuming so much battery power that when he switched on his wipers his lights were dimming. With telemetry switched off there was no difficulty, so from then on the team's boffins were without any transmitted data from Blomqvist's car, at least until full daylight.

Shinozuka had a slipping cluch changed after completing the Cherangani Hills section, whilst Recalde had earlier broken his steering rack which was replaced in a non-competitive section but at a cost of three minutes. Sainz also complained of steering difficulty, but this seemed to be cured when the rack brackets were replaced.

Waldegärd's clutch pedal was becoming softer and softer, and eventually went to the floor with no effect. No amount of pumping would get it to work, and it is to his credit that he drove through a very muddy section without a clutch and did not get stuck. Bleeding made no difference; neither did two clutch changes, and it was not until the next day, after the master cylinder was changed, that clutch operation returned to normal.

A broken front driveshaft in the Cherganis led to a seized hub on Blomqvist's car. Heli-borne mechanics, after backtracking to collect spares, eventually changed the shaft and hub, but later felt that the shaft had not been fully inserted into the gearbox. However, at the next service stop it took only a couple of minutes or so to make sure it was pressed fully home.

Kankkunen needed some welding around the turret of his front right suspension top mount. He said that he had caught up with Sainz in the Cheranganis but had been unable to pass due to the amount of mud and stones being thrown up. There was also considerable fog in those hills, and Ericsson commented that he could hardly see the front of his bonnet! Sainz needed a new driveshaft and turbocharger, and commented that his engine did not seem to be giving quite as much power as earlier in the rally.

At Eldoret the Daihatsus had their first front suspension changes of the rally, but the rear units were considered perfectly okay after having already covered nearly 2000 miles. Michael Hughes' gearbox oil was overheating, but hoped that an oil change would cure the problem.

Kankkunen eventually got ahead of Sainz on the road, but at Eldoret the Spaniard still let the Finn by four minutes. Ericsson had got up to third place, ahead of Recalde.

However, all that changed soon after the restart from Eldoret. Sainz, who had the previous day felt that his engine was down on power, noticed that his engine water temperature had increased. Very soon after, his engine expired suddenly and noisily, its cylinder block cracked.

It was on this same section that Kirkland put his Nissan off the road and stopped with its nose over the lip of a steep bank. Unable to reverse, he was aided by the crew of a nearby Land Rover, but even they could not get him out. Eventually, Sainz came along, on the end of a tow-rope behind a chase car, and they stopped to lend a hand. It was an incorrect assumption by a later competitor that led to the rumour that Kirkland and Sainz had collided.

The winch in Sainz' car was brought into use, but as neither Spaniard had used it

before, and no-one at the scene could read the German instructions, it was some time before they could get it to work. Eventually, it was hitched to a tree and the racking began. Imagine the concern when, instead of the car coming up, the tree fell down!

It was almost a comedy situation, but then along came a Nissan chase car whose crew knew exactly how to use their winch, and within ten minutes Kirkland's car was back on the road and on its way again.

At Maralal, Guy Jack's Daihatsu appeared with its floorpan ripped open as though with a tin opener, the result of running over a sharp rock. All four cars in the team were running as well as ever, although Lynda Hughes said that she had been baulked in the mud, even by her team-mates, and had collected a cracked windscreen and lights.

At the restart from Maralal there was some consternation caused by the re-route, for some service cars had already left for their position in the cancelled section. The loss of official communications aggravated the problem, but eventually the re-route was confirmed, and a departure from Eldoret 40 minutes after scheduled time, allowing service cars to re-position.

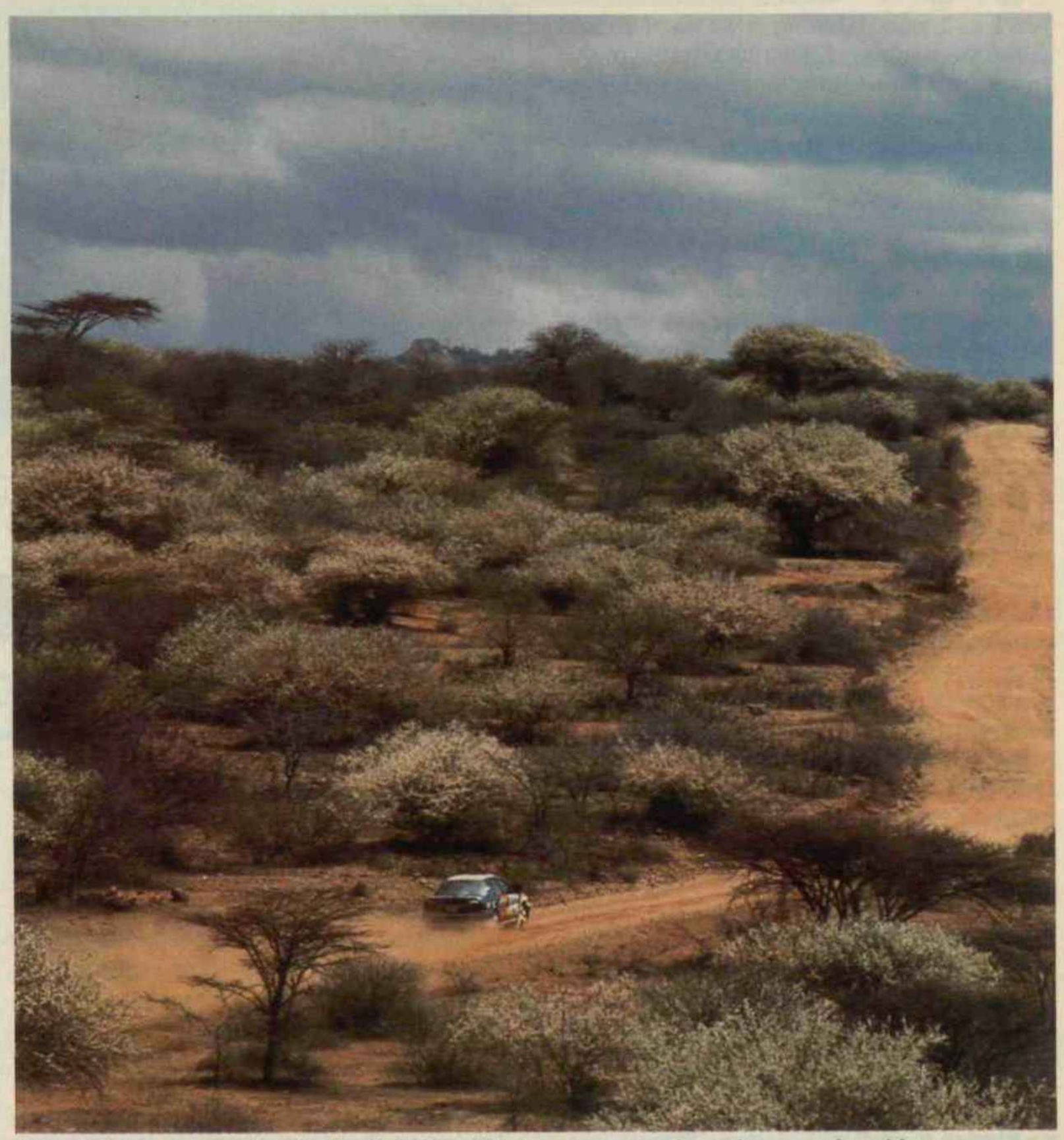
Having an unexpected bonus in service time brought relief to many crews, but it did not stop Waldegärd from saying, "If we have time to change, I will take anything that's new. Otherwise I'll stay with what I've got."

Not long after, just after lunch in fact, the survivors got to the Aberdare Country Club for the final night stop. Some, notably the Toyota drivers, were disappointed that the northern loop had been scrubbed; others were delighted. After Sainz' departure, Ericsson had been hoping for as much competitive motoring as possible to give him a chance of making up the Kankkunen's 20 minute advantage, but this was not to be.

The final leg was relatively short, but it was enough to scare Duncan when his right rear hub seized. A chase car went to his aid, and twenty minutes later he was on his way again, having held on to his sixth place. Another to stop was Guy Jack, but after his fan-belt was replaced, he carried on. Iwase broke a driveshaft, but he too was able to continue.

That was about it. Twenty-seven finishers drove past huge crowds along the Thika Road into Nairobi. In the first days of the rally it seemed that the reigning World Champion would score another victory, but nothing can ever be taken for granted, and now Kankkunen is only two points behind Sainz. Lancia has also moved up among the manufacturers and is now just three points behind Toyota.

For Martini, sponsorship of the rally could have been nothing but a success. It was a hasty, toe-in-the-water exercise, and it seems almost certain that the association will continue for some time. The company considers the event well worth the investment and, despite what we said in earlier paragraphs, so do we. It remains a giant among rallies. GP



Mitsubishi were outsiders in the Safari and in the event were beset by several problems.

Portuguese Rally – 5 - 9 March, 1991

Results

1.	Carlos Sainz (E) / Luis Moya (E)	Toyota Celica GT4, Gp A	6h 06m 36s.
2.	Didier Auriol (F) / Bernard Occelli (F)	Lancia Delta Integrale, Gp A	6h 07m 23s.
3.	Massimo Biasion (I) / Tiziano Siviero (I)	Lancia Delta Integrale, Gp A	6h 08m 41s.
4.	Juha Kankkunen (SF) / Juha Piironen (SF)	Lancia Delta Integrale, Gp A	6h 13m 57s.
5.	Markku Alén (SF) / Ilkka Kivimäki (SF)	Subaru Legacy, Gp A	6h 34m 12s.
6.	François Chatriot (F) / Michel Perin (F)	Subaru Legacy, Gp A	6h 35m 34s.
7.	Jesus Puras (E) / Jose Arrarte (E)	Mazda 323 4wd, Gp A	6h 50m 17s.
8.	Gregoire de Mevius (B) / Herve Sauvage (F)	Mazda 323 GTX, Gp N	6h 55m 38s.
9.	Ernst Harrach (A) / M. Uhl (A)	Lancia Delta Integrale, Gp A	7h 09m 18s.
10.	Carlos Bica (P) / Fernando Prata (P)	Lancia Delta Integrale, Gp A	7h 10m 44s.

95 starters; 28 finishers.

Safari Rally – 27 March - 1 April, 1991

Results

1.	Juha Kankkunen (SF) / Juha Piironen (SF)	Lancia Delta Integrale, Gp A	2h 07m 10s.
2.	Mikael Ericsson (S) / Claes Billstam (S)	Toyota Celica GT4, Gp A	2h 33m 34s.
3.	Jorge Recalde (RA) / Martin Christie (RA)	Lancia Delta Integrale, Gp A	2h 46m 13s.
4.	Björn Waldegård (S) / Fred Gallagher (GB)	Toyota Celica GT4, Gp A	3h 56m 08s.
5.	Stig Blomqvist (S) / Benny Mellander (S)	Nissan Sunny GTI, Gp A	5h 17m 24s.
6.	Ian Duncan (EAK) / David Williamson (EAK)	Subaru Legacy, Gp A	5h 47m 32s.
7.	Mike Kirkland (EAK) / Surinder Thatthi (EAK)	Nissan Sunny GTI, Gp A	6h 04m 35s.
8.	Kenjiro Shinozuka (J) / John Meadows (GB)	Mitsubishi Galant VR-4, Gp A	7h 42m 35s.
9.	Guy Jack (EAK) / Dez Page-Morris (EAK)	Daihatsu Charade, Gp A	9h 57m 34s.
10.	Steve Anthony (EAK) / Philip Valentine (EAK)	Daihatsu Charade, Gp A	10h 22m 20s.
11.	Ashok Pattni (EAK) / Rafiq Cassam (EAK)	Daihatsu Charade, Gp A	10h 32m 55s.
12.	Lynda Hughes (EAK) / Vanessa Evans (EAK)	Daihatsu Charade, Gp A	10h 39m 30s.
13.	Patrick Njiru (EAK) / Bob Khan (EAK)	Subaru Legacy, Gp A	10h 48m 40s.
14.	Michael Hughes (EAK) / Salim Hajee (EAK)	Subaru Legacy, Gp N	11h 09m 51s.
15.	Yasuhiro Iwase (J) / Sudhir Vinayak (EAK)	Toyota Celica GT4, Gp N	11h 51m 11s.

57 starters; 27 finishers.

World Championship Situation

Drivers (After 4 of 14 rounds)

Carlos Sainz (E)	40 pts.	Markku Alén (SF)	20 pts.
Juha Kankkunen (SF)	38 pts.	Didier Auriol (F)	17 pts.
Massimo Biasion (I)	27 pts.	Mats Jonsson (S)	15 pts.
Kenneth Eriksson (S)	20 pts.	Mikael Ericsson (S)	15 pts.

A total of 33 drivers have scored points

Makes (After 3 of 10 rounds)

Toyota	57 pts.	Nissan	10 pts.
Lancia	54 pts.	Mitsubishi	8 pts.
Subaru	18 pts.	Mazda	6 pts.
Ford	14 pts.	Daihatsu	2 pts.

Forgotten Makes No 100: The Bignan

JUST as I was debating what car I should make the subject of the 100th article in this series, this interesting letter was received:

Sir

I was interested in the report by WPK on the Essen Show in your January issue. I believe the car on the left of the picture of the French Le Mans contenders is a Bignan. I do not claim to have seen every copy of MOTOR SPORT *during the last 40 odd years but I have read nearly all of them and I cannot recall seeing any detailed reference to this make. If so, this is a pity because the car had a good performance, excellent brakes (front and transmission only — no rear drums) and was generally well regarded over here.*

When Anthony Fox and my uncle, Bob Nicholl formed Fox & Nicholl in 1926, they were agents for Wolseley and had some form of agency for Bignan. Fox had held a senior position at Wolseley before he left the company when Vickers sold it to Morris.

Bob Nicholl ran a Bignan between 1926 and 1928 which he swapped for a 2-litre Lagonda on F & N being appointed agents. I have happy memories of many trips in the Bignan, which could outpace most of its contemporaries.

May I suggest that Bignan would form the basis of an excellent report under "Forgotten Makes".

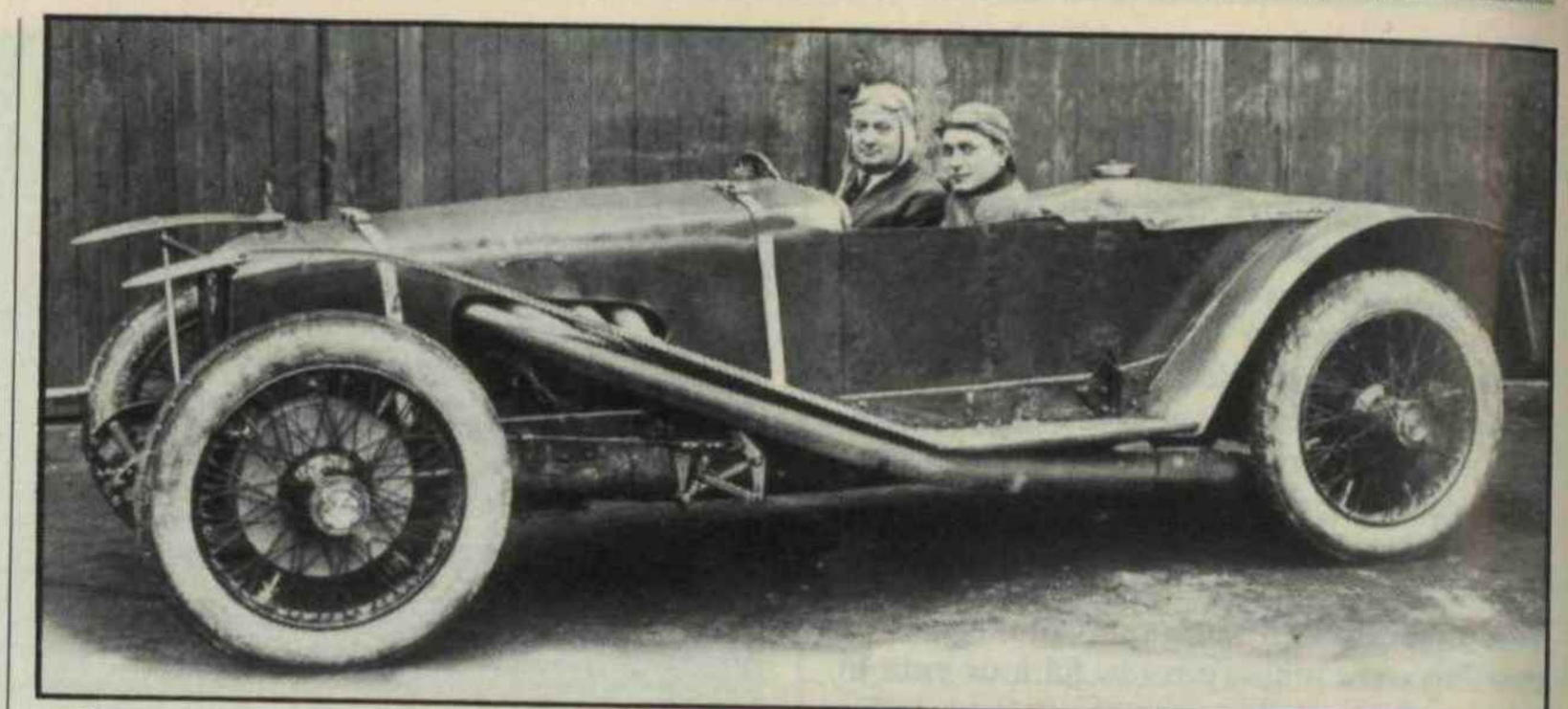
Malcolm Campbell
Hitchin, Herts.

So Bignan it shall be! Jacques Bignan was obviously a man who liked motor racing and who was not afraid of engineering innovations. He operated very much in what we now call the vintage period, after having supplied engines to other manufacturers, and although his cars will hardly have been forgotten by those who study all aspects of motor racing history, they were never all that well-known in this country.

The Bignan factory was situated at Courbervoie, on the Seine, where many other French automobile ventures blossomed and faded, and commenced operations immediately the First World War ended. Bignan seems to have been shrewd enough to make cars many people could afford, to finance the more costly and sophisticated Bignans used for competition work. In this latter sphere he employed some of the less well-known drivers, about whom someone will one day inevitably give us a book. He was himself a competition motorist, remembering that in 1928 he won the prestigious Monte Carlo Rally, not, however, at the wheel of one of his own handsome cars, but driving a Fiat from Bucharest, as by then his manufacturing affairs were in decline.

So far as this country was concerned, the Bignan arrived here not as a Bignan at all but as a Gregoire-Campbell. The person behind this was none other than Capt (later Sir) Malcolm Campbell, the famous racing driver and record-breaker. During the last pre-war season at Brooklands he had divided his activities between Charron, Darracq, Sunbeam, Schneider and Gregoire cars, winning the first heat of the Whitsun Private Competitors' Handicap with the last-named. Having become "Trade" after his war-service, Campbell, who had set up premises at 27, Albermarle Street, Piccadilly, presumably had to take on whatever agencies he could collar. He must have used his earlier association with Gregoire to persuade this company, operating here as The British Gregoire Agency at Halkin Place, Belgrave Square, to allow him to sell as the sporting Gregoire-Campbell, a Gregoire chassis in which was installed a Bignan engine. Another of Campbell's agencies at this time was for the Dawson ohc light-car (covered earlier in this series).

The Bignan engine was apparently installed at the Gregoire works in France and a Show chassis of this super-sporting car was on its way to England by August 1919 ready for display in Campbell's showrooms from September, it having been fitted on arrival with a complete set of Smith's instruments. Moreover, at the first post-Armistice Olympia Show that November, Campbell had persuaded the Gregoire people to display on their stand, beside their own exhibits of 2-litre 12/30hp Gregoires, a polished chassis and a sports-bodied example of this 85 x 130mm (2940cc) 17/50hp Gregoire-Campbell. Its four-cylinder engine had inclined side valves, covered by valve caps enclosed by the water-jacketing, an extreme method of cooling adopted later for the prototype 12/20hp Calthorpe by Hugh Rose, although he later abandoned it for a conventional detachable head. Accessibility (and avoidance of water leaks?) was hardly a feature of the Gregoire-Campbell engine, the two-bearing crankshaft being held in the upper part of the crankcase. Steps had been taken, however, to obviate oiling-up of the sparking plugs, set in a deep well on the o/s, by use of thrower-rings on the crankpins, placed to catch any oil leaking from the big-ends. The timing gears were helical and the camshaft pinion weighed 4 to 5kg, thus acting as a flywheel to damp out camshaft fluctuations. A leather-lined cone clutch drove a separate 4-speed gearbox, the wheelbase was 9ft 5in, and the wire wheels were shod with 820 x 120 tyres.



Albert Guyot in the 3-litre Bignan with which he won the 1921 Corsican touring car GP. Special cars were allowed and the Bignan was only 3ft 4in high on 820 x 120 tyres.

Campbell's name may have added allure, but the chassis price of £990 must have deflected prospective buyers to the Vauxhall stand, where a complete 30/98 was listed at £1475, the chassis at £1125. The 80mph 3-litre Bentley was not yet available and, when it was, its chassis cost £1150. One item of the Gregoire-Campbell which has a modern ring to it was the provision of a Haslam thief-proof lock on the steering wheel, to prevent the car being driven or towed away. There was also an exhaust cut-out, illegal on British roads.

Apart from a lone Gregoire-Campbell running at the 1920 Boulogne speed-trials, and a booted cloverleaf body being put on a Gregoire-Campbell chassis, nothing much came of this venture and neither the parent company nor Campbell exhibited one at that year's London Show, although a 3.3-litre £1550 version was listed.

By now, however, Bignan was into racing, with some success. At Le Mans in 1920 he entered three Bignan Sports. Three Bugatti *voiturettes* were faster and Friederich won, at 57.6 mph for the 256½-mile race, but after another Bugatti had failed to re-start after a pit-stop and Ettore Bugatti had caused the one whose radiator cap he had unscrewed to be disqualified, Nogue and Delaunay finished 2nd and 3rd, nearly 20 minutes later, the other Bignan retiring with magneto failure, after which de Courcelles was said to have sat in the woods reading the morning paper. . . .

These 1920 racing cars had a T-head valve-configuration, but with the valves inclined. The 61 x 119mm (1388cc) power unit gave a claimed 35 bhp at 3000 rpm, and was installed in a 4-speed, front-braked chassis



with cantilever rear springs, which caused poor road-holding.

After the race Delauney bought the car he had driven but in the 1921 Corsican race, on Targa Florio lines, the difficult handling was probably the cause of his crashing fatally at a hump-back bridge, assuming nothing broke. This first race in Corsica was won by a special Bignan-Sport designed by Monsieur Némorin Causan. (Monsieur Causan was born at Oppèdie and educated at the Arts et Metiers at Aix-en-Provence, and had designed the winning 1908 *Coupe des GP Voiturettes* Delage and the 1914 *Coupe des Voiturettes* Corre La Licorne racing cars.) It was of striking appearance, very low, with a flat-topped bonnet, from which protruded large exhaust pipes. The 3-litre 87 x 123mm 16-valve, single-ohc engine gave 95 bhp at 3400 rpm. There was a geared-up top speed, and the weight was 1750lb. Driven by the veteran Albert Guyot, it averaged 45 mph for the hard, mountainous 274½miles.

On the production front Bignan had 3-litre and 3½-litre four-cylinder cars which do not seem to have been very different from those to which Campbell had attached his name. It is said that these were Fournaise chassis, with the engines installed in them at the Gregoire works at Poissy. They had half-elliptic springing, a gate-less right hand gear lever and mechanical tyre-inflators, and Hallot servo-brakes on the front wheels and transmission only, *sans* rear brakes, as on Chenard Walckers. As the other Malcolm Campbell remembers, the Bignan was well received here, a smart sports model belonging to a spectator having attracted favourable attention at a 1920 JCC Brooklands Meeting. To this end, the 3-litre was exhibited at the 1921 London Show, at a chassis price of £640. A 10hp four-cylinder model with four-pushrod overhead valve-gear, *a la* Salmson, was also available.

By 1922 the mainstay of future production, the fine 75 x 112mm 2-litre four-cylinder 1979cc model, which in standard form developed 50 bhp, was in production, and Automobiles Bignan (England) Ltd had, with the best makes, taken premises in London's West End, in Jermyn Street. It was now that Bignan's innovative streak came to the surface. At the 1922 Paris Saloon and London Show this chassis was available with desmodromic valve-gear, and hydraulic suspension in which the axles were linked by dual arms to oil-filled pistons. In one of his inimitable "Sideslips" in MOTOR SPORT on the positive opening and closing of valves, EKH Karslake wrote: ". . . .this apparently mysterious term desmodromic is derived from two quite simple Greek words meaning "a halter" and "running", so that the whole thing means "running on the end of a halter or tether". He went on to quote estimates from *Omnia* as to the racing engines which would compete in the 1914 GP, which by its 4½-litre capacity limit would encourage long piston strokes. The paper calculated that crankshaft speed would be limited to about 3000 rpm to obviate piston speeds rising above a safe 3000 ft per minute. Apart from that, there were in those times doubts about a magneto sparking effectively at such speeds, hence the use of coil ignition on some immediately post-war racing cars, or of the valve gear being able to cope with rapid operation.

It was this latter, more pertinent, worry which led Delage and Th. Schneider to employ desmodromic valve-gear for that historic 1914 GP. Karslake quotes *Omnia* as pointing out that at 3000 rpm a valve has to open and shut 25 times a second, the duration both of opening and closing, including starting, full speed, and stopping being 1/200th of a second, and with a lift of 12mm, the valve's maximum speed is not less than 17 kph. Thus in 1/400th of a second the valve must pass from 0 to 17 kph (say 10 mph) and in the next such time-scale go from 17 to 0 kph.

Karslake said that whether these figures showed *Omnia*'s readers what difficulties they were likely to come up against if they insisted on driving their valves at more than 10 mph he didn't know. (As a layman, I try not to think about the alarmingly high velocities and accelerations and decelerations that go on inside internal combustion engines, especially as everyday cars now run at much above 3000 rpm, anymore than I care to dwell on the origin of the Universe or life after death. . . .)

Anyway, it was desmodromic valve actuation which Bignan's customers were offered by 1922. Karslake says the engine had eight vertical overhead valves arranged in two squares, each square comprising the inlet and exhaust valves of two cylinders. In the centre of each square, and driven through bevel pinions by a horizontal overhead shaft, were two plates revolving in a horizontal plane in opposite directions.

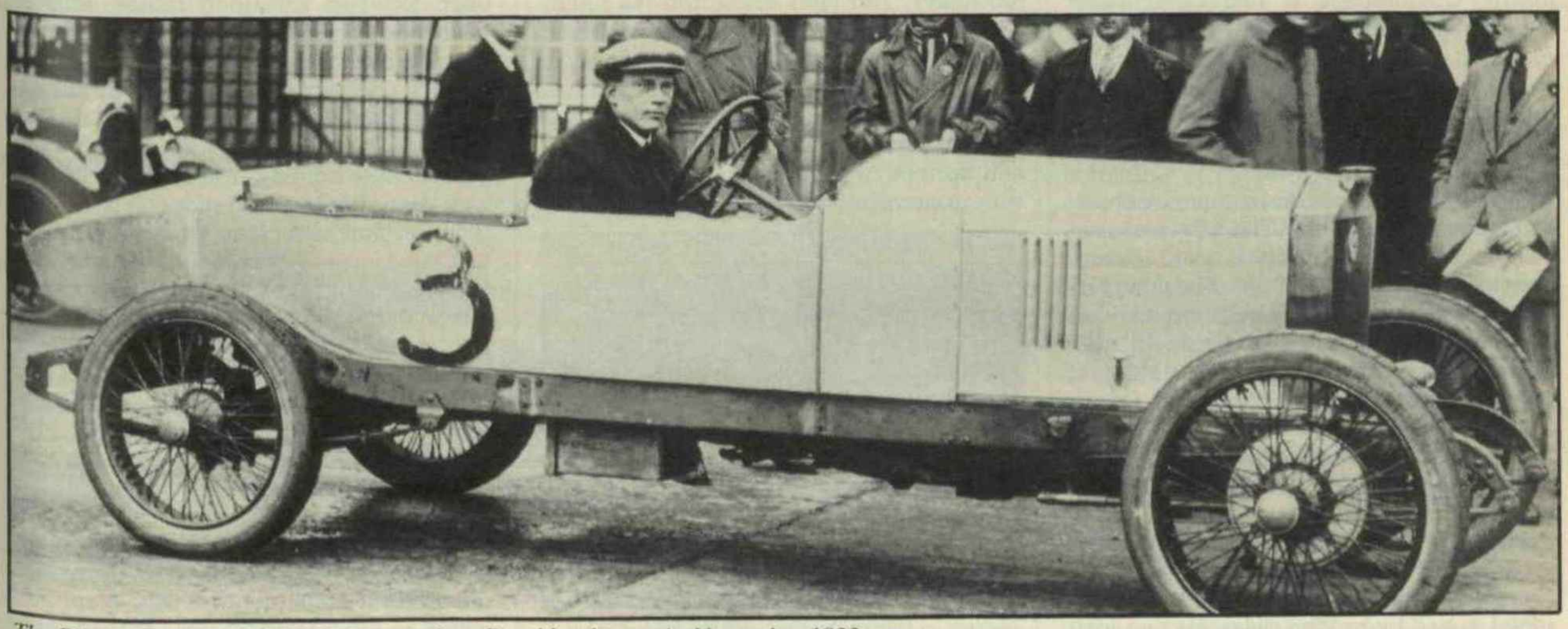
On an extension of each valve-stem were two conical rollers, which fitted one above and one below the aforesaid plates, which were in fact curiously-contoured swash-plates. As they revolved they imparted an up-and-down motion to the valves. No springs were used in the system which was, indeed, more like having a bull on a pole than a halter, and no provision was made for expansion and contraction due to changes of temperature. In fact, light springs for putting the valves firmly on their seats were shown in the patent drawings but were found to be unnecessary, as Mercedes-Benz found with their desmodromic valve-gear on the 300SLR racing cars.

How many customers bought Bignans so endowed I do not know. Very few, if any, presumably, because this unconventional model was withdrawn a year later. The chassis was priced at £825 but £200 could be saved by ordering normal valve-gear and springing. Perhaps the desmodromics were aimed at racing, because this engine ran up to 5000 rpm, whereas the other was restricted to 4500 rpm. These were high crankshaft speeds 62 years ago.

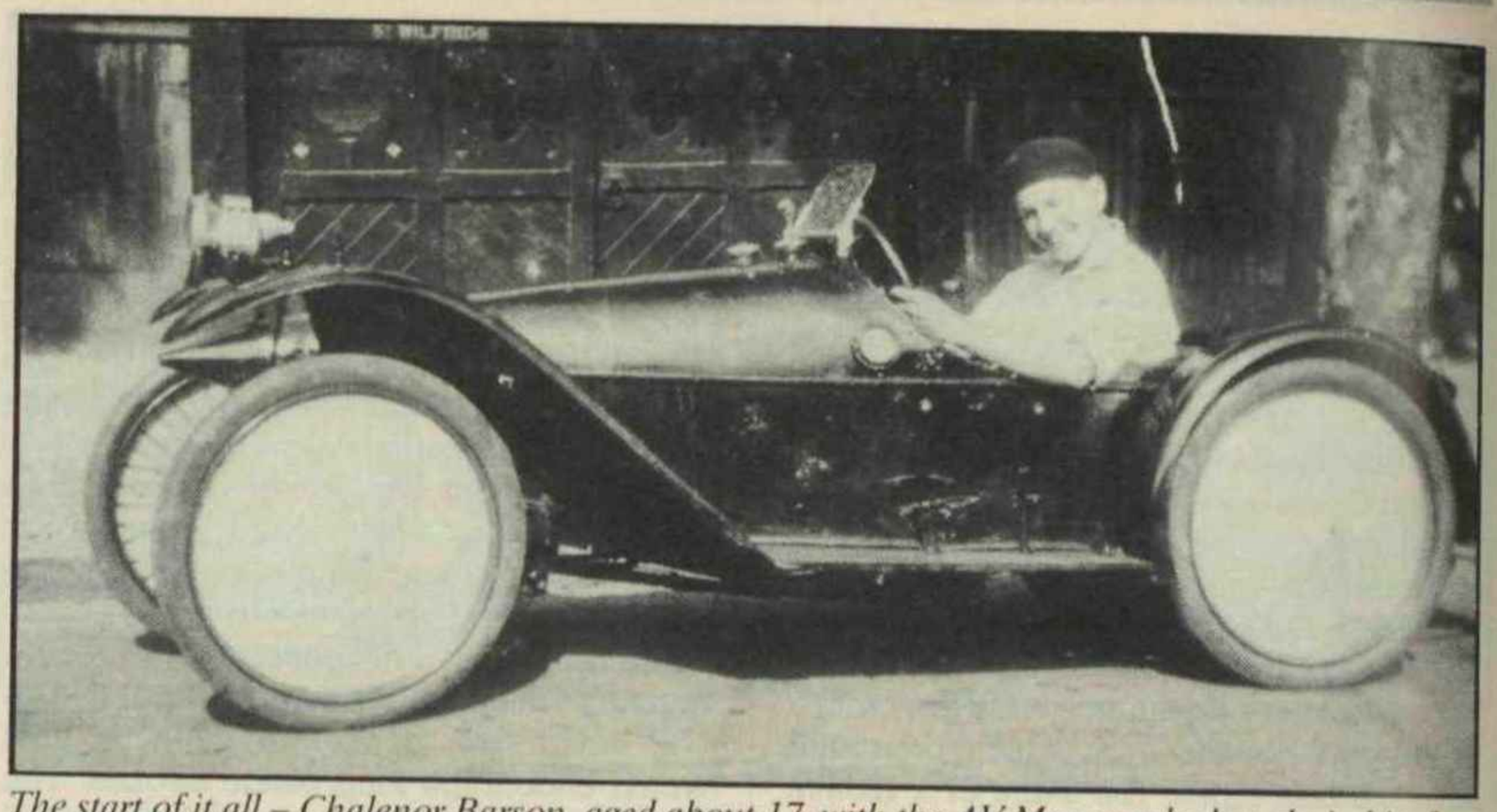
In any case, the normal 2-litre Bignan was an exceptional car. With a single-overhead-camshaft driven by spiral gears and a vertical shaft, and two plugs per cylinder, an 8-spark Marelli magneto being driven transversely from the timing gear, it had reverted to normal braking (five drums, ten shoes).

In 16-valve 75 bhp form it was a formidable proposition, costing £625 as a chassis, and capable of 80 mph, and it must have challenged the Speed Model 3-litre Bentley,

Continued on page 459



The Bignan Sport used by CV Gros to win a Brooklands race in November 1922.



The start of it all – Chalenor Barson, aged about 17, with the AV Monocar he bought in bits for 50/- (£2.50) and assembled, which gave him the specials' building bug.

Chalenor-Barson's Specials

Specials-builder supreme, not just in the vintage period but right up to the present, I took the opportunity of chatting about these cars with Mr E Chalenor-Barson while he was over in this country from S Africa, where he has lived since the war. It was not all Specials, and Barson will be remembered as racing the Frazer Nash 'Patience', with the Dubonnet-type ifs which he had fitted and which he crashed heavily at the Crystal Palace. But it was mainly about the Specials of which we talked.

The "fever" began with an AV Monocar, bought in bits for £2 10/- at the age of 16, and built up before he had a driving licence. There followed Seabrook, Albert, Eric Campbells, etc, at a time when the family cars had included Morrises, an Essex, and a Terraplane, Standard etc. The young Barson's first Special was an ash-chassis cyclecar with engine, gearbox and axles from an air-cooled vee-twin Humberette, built in the cellar of his parent's house while he was an apprentice at Stone's at Deptford, at that time aged 17. It had inadequate brakes and was abandoned before completion. But it was the inspiration for the GN based Specials Nos 2, 3 and 4 powered by a 1928 Salmson GP engine and having a 4-speed gearbox and a Coventry-Premier front axle. These cars were developed into Special No 5 after front brakes had been experimented with. This surfaced in 1931/32, when the Barsons were living at Anerley, in SE London. By this time the motive power was the GP Salmson engine via a Brescia Bugatti gearbox, the Coventry-Premier springs supported a San Sebastian front axle, steering-gear was from a Riley 12, and the brake-gear incorporated Morris Cowley and Lagonda components. This was a very smart little Special, set off by an Eric-Campbell radiator with filler-cap from a Morris Commercial. It had good road clinging and a top speed of some 83 mph. Although trained as an engineer, Barson was not averse to adapting a Castrol oil-tin for the vacuum fuel-feed tank and he fitted a racing Bosch magneto and a Le Jarnac carburettor.

By this time his Special-building instincts had become incurable. The next venture was much more professional; Baron Special No 6 Reg No AKT 588. Finishing his apprenticeship, Barson had joined the Ford Motor Co at Dagenham, using Special No 5 to travel there. In this rather spartan car Barson once took his clergyman father to officiate at a cousin's wedding at Blaeravon in South Wales, quite a drive in 1932. However, that ended when the car slid on black ice under the tailboard of a tipper-truck on the Parkway, Dagenham, the lorry shedding its load of bricks and rubble on the driver, who narrowly escaped being sliced in half by broken glass. Having lost his means of transport he took a job at the nearby Beckenham Motor Co, run by Ted Batten, himself a keen Special-builder and close friend. With the insurance money from the accident, Special No 6 was commenced. Its underslung Morris frame was supplied by the Beckenham Motor Co, using flattened half elliptic springs front and rear. The engine was a pre-Roesch six-cylinder 12/30 Talbot, retaining the Talbot gearbox, and radiator. A very nice slab-tank body was made of aluminium panels over an ash frame, constructed while Barson was working in Thornycroft's experimental department at Basingstoke. It was at this time that he joined the new VSCC at Hartley Wintney, through Tim Carson, an ex-Thornycroft tester.

Barson Special No 7 was a refinement of the sports car theme and was based on the well used No 6, the front half of which was completely re-built. At this time Ted Batten was re-building his Beckenham Special and Barson purchased his discarded AC engine which Ted had presumably found too heavy. Ted later discarded his SAGE 1380 cc engine and finally used the 12/50 Alvis engine in his GN-based Special, known as the Beckenham Special (Nos 1, 2, 3).

He finally dumped the GN chassis, axles and springs and fitted an ABC back axle with transverse underslung rear spring similar to the Fords. At this time Ted and Jim Batten were busy building and selling their Ford vee-8 Batten Specials professionally.



The first irs Barson Special with the body for No 7.

Barson Special No 7 used the AC-6 engine together with Ted's Isotta Fraschini clutch driving through a short shaft to a 12/50 Alvis four-speed gearbox, together with a Hyper Lea-Francis radiator and front axle with large front brakes. The result was a handsome low built sports two/four seater with cycle type front wings, reminiscent of a Bertelli Aston Martin.

Barson Special No 8 was a completely new car and formed the basis of Specials Nos 9, 10 and 11, and reflected the builder's desire for a more substantial car with independent suspension. To this end a very substantial frame was made following the shape of the old No 7 body which was re-used. At the front a modified Lancia Lambda front suspension was used, (later used on at least 2 Beckenham Specials) and at the rear a swing axle suspension with a single transverse rear spring was used together with long radius arms at each side. Its Achilles heel was the Morris universal joint used in the halfshaft set up — Dick Caeser bought the old AC engine and used it in his Caeser Special. The Lea-Francis radiator was retained but the power came from a 2-litre Lagonda engine with twin RAG carburettors and a 7.5:1 compression ratio. The power was such that the Morris U/Js failed, so Barson substituted a normal Ford V8 back axle, mounted on Bugatti springs facing to the back of the car. The Lagonda gearbox was beneath the front seats with 6-volt batteries on either side and the brakes were Lea-Francis. Later on, a very durable pre-selector gearbox from an Armstrong Siddeley was substituted, making Special No 9.

Just before the war Chalenor Barson had the chance to acquire an experimental straight-eight 4.4-litre Alvis engine, which he put into the chassis of No 9, later

changing the ifs to that from an 8th series Lancia Lambda, forming Nos 10 and 11, and making a new bonnet and brake-gear, etc. The radiator was enclosed in a shell from an Auburn.

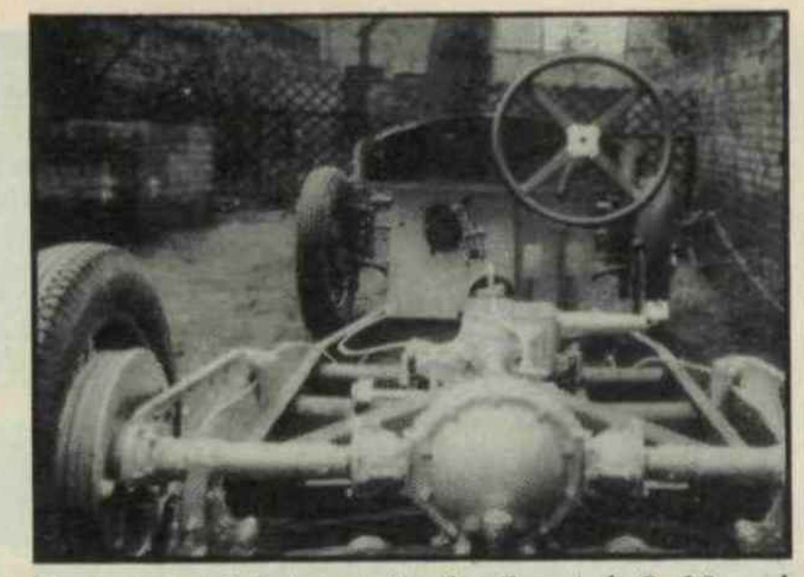
The war had started and this prolific Special builder was posted to South Africa but was able to take No 9 and a case of parts and tools including the Alvis engine with him. Once he had settled he rebuilt No 9 into No 10 changing everything ahead of the fire bulkhead and installing the new straight eight engine (Alvis 4.4-litre). Soon after this conversion was completed, he and his commanding officer were unfortunately destined to collide at a cross roads and the spare Lancia series 8 ifs had to be fitted — thus was No 11 completed. This car is now in the US and is owned by David Van Schaick who often races the Barson in local races. (Schaick also owns 4½ and 6-litre Bentleys and a type 57 Bugatti and intends to use the Barson in American hillclimbs.)

The cars had become quite sophisticated but reverting to the days when it all began to jell, under the auspices of the Beckenham Motor Co, the brothers KB and SJ Salmon built a special in 1935 which had another underslung Morris chassis, the Salmson axle from one of the Barson Specials, a 12/50 Alvis engine, a Bugatti gearbox also ex-Barson No 5, a Ford back-axle suitably cut-down, Talbot 65 brake-gear and a shortened Amilcar body. This was raced, as was the ifs Barson No 8 at Prescott, etc. Before the war Barson built the Duroy car in partnership with its designer Gerald Palmer, also a Special builder but better known for his Jowett Javelin.

You might have thought that was enough. Not at all. . . . Now resident in S Africa, Mr Barson, apart from building an ocean-going yacht and being chief Scoutsman for the RAC of SA for 20 years after the war, built himself a delectable residence and then got on with the job of constructing more one-off motor cars.

At the Motor Show in 1960 he had admired the Fiat 500, so bought one for his wife. Later came Arbarth-based Fiats, an air-cooled Fiat 500 given VW barrels and a finned spacer, to push this 2-cylinder power unit up to some 700cc, another Fiat powered with a Borgward Lloyd ohc twin-pot engine to which a supercharger was added, which necessitated Fiat 850 brakes, etc, and later a Fiat 600 with the 4-cylinder engine and transaxle was used with the radiator behind the old grille. This was finally cleaned up when Renault R8 power turned it into a very quick little car, later used by one of Barson's sons to tow his racing motorcycles to meetings.

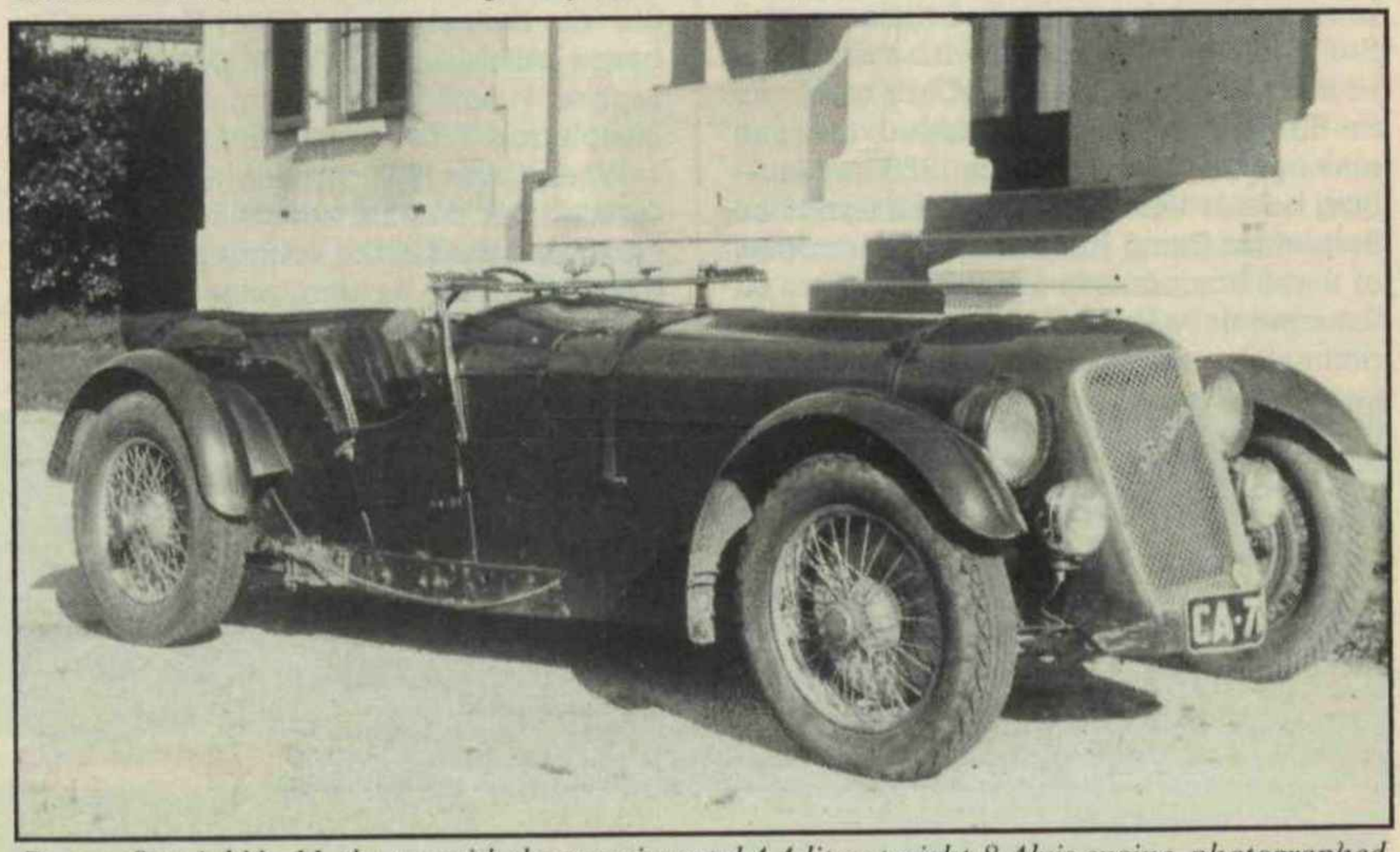
Today there is still a Barson Special in the family — two Honda coupé bodies cut in half and reunited to accept a Ford Kent engine with twin Webers, a Capri gearbox, rear suspension with trailing arms and Opel coil springs, a Panhard rod, and ifs consisting of cutdown Capri struts, Honda links locating the back springs and Ford wheels and brakes – but Barson motors in a normal Mazda 626, and his wife has pinched the Special (N0 12). Apart from remembering all these one-off Specials, Mr Barson recalled owning, among others, two 4½-litre Lagondas, a M45 and an L6, a 2-litre Lagonda Speed Model, a tubular-chassis Austro-Daimler, the Rover Meteor dh coupé, now owned by Peter Sutcliffe, a 1960 Alfa Romeo Giulietta into which he put a 1600 Alfa engine, several Rileys, and a Ford Escort Sport. It was a fascinating afternoon, of furious note-taking, with nostalgic memories of the hey-days of Special-building, still existing for the industrious and enthusiastic Chalenor-Barson. WB



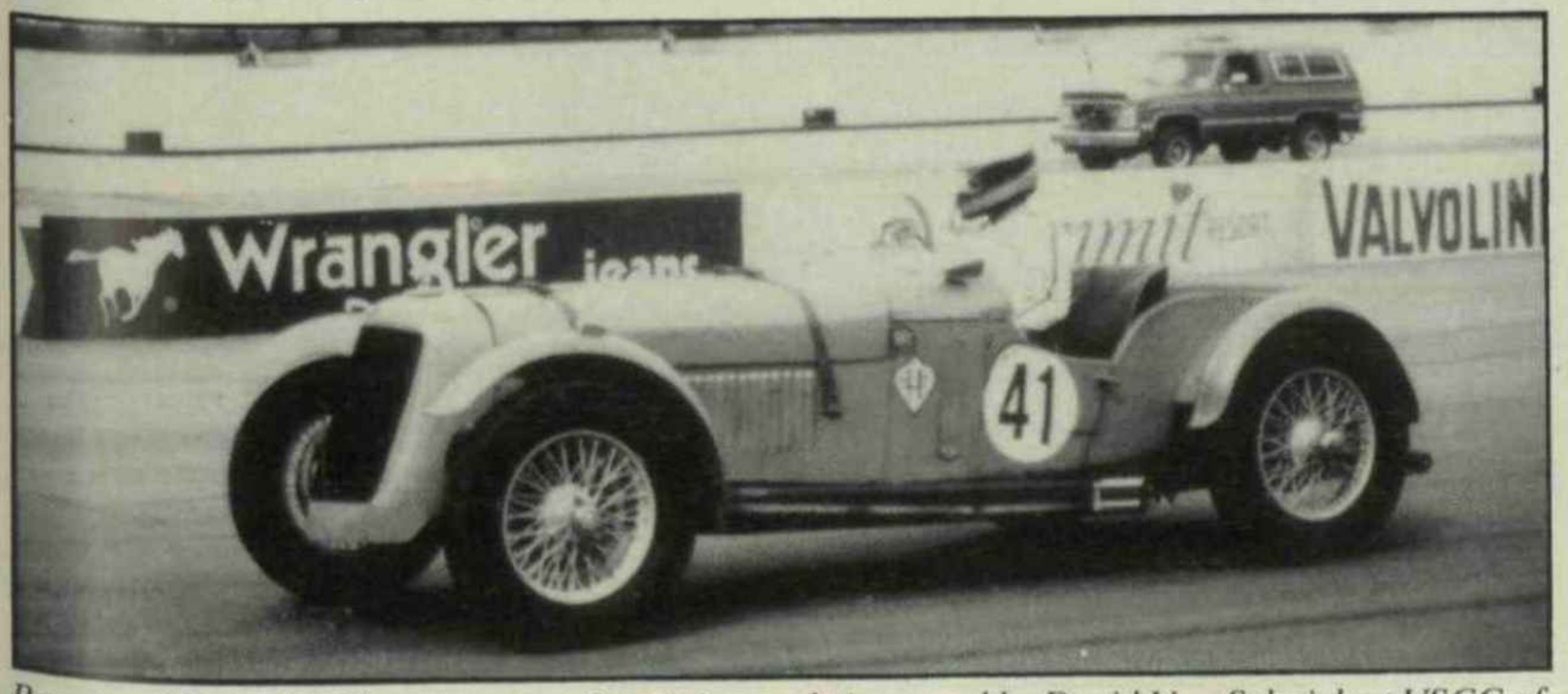
Barson made his own irs for Specials 9, 10 and 11 using Morris ujs for the halfshafts.



Chalenor-Barson continues building his Specials, this being one based on a Honda with a Ford engine.

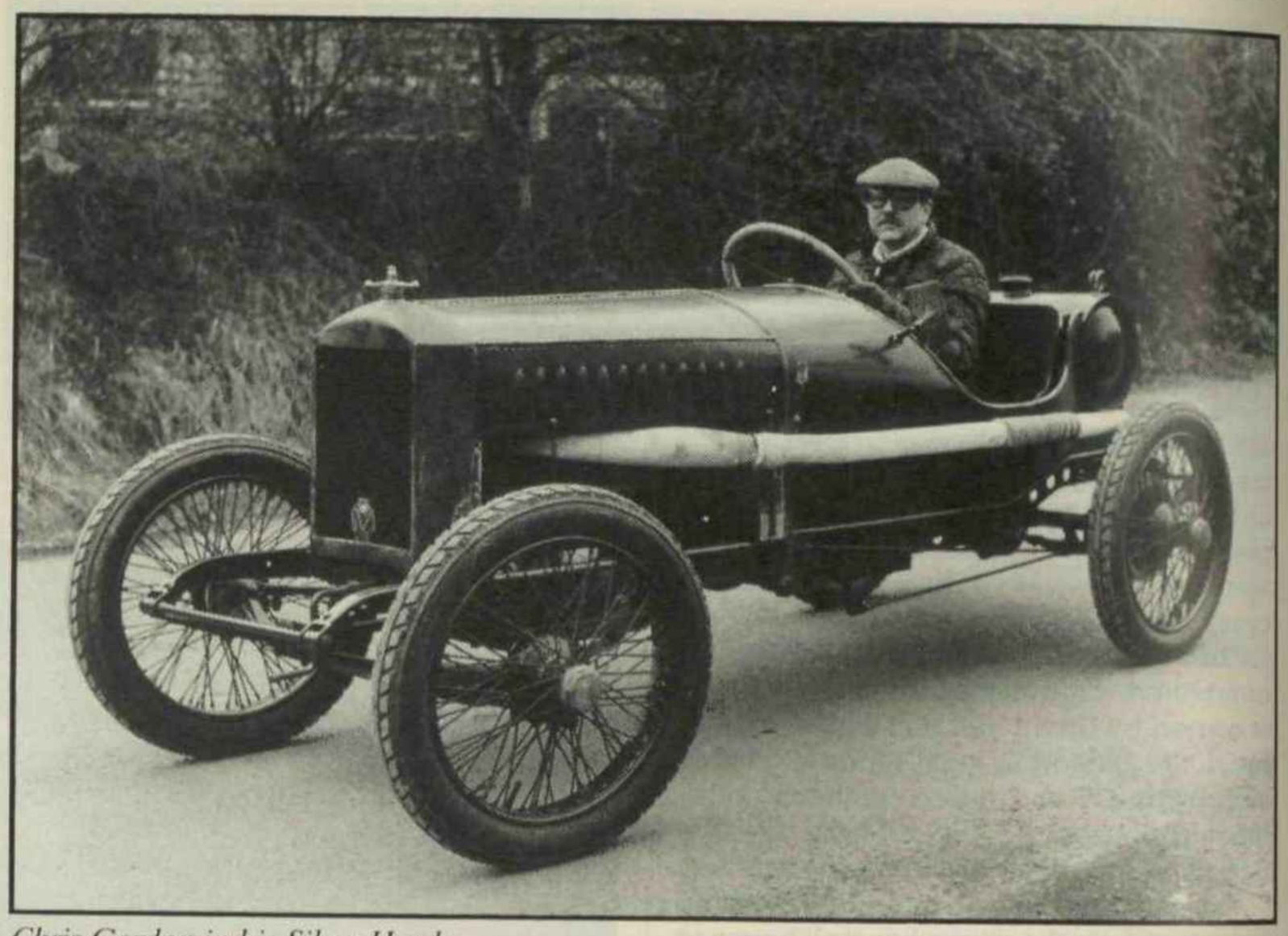


Barson Special No 11, the car with the experimental 4.4-litre straight-8 Alvis engine, photographed in Cape Town in 1940. It is now in America.



Barson sold number 11 to America where it is seen being raced by David Van Schaick at VSCC of A at Pocono Circuit in 1987.

Out in a Silver Hawk



Chris Gordon in his Silver Hawk.

Through the generosity of Austin/Rover I was able to investigate, at their Solihull test-track, Chris Gordon's 1920/21 Silver Hawk, the only one of its kind extant, surely, although there is an engine and gearbox of a different type at a Sussex museum. How Chris was able to add this interesting racing light-car to his stable which includes amongst others the 1915 Hudson, Tamplin cyclecar, Shelsley special "Granie", and Anna's Austin 7 Chummy was as follows.

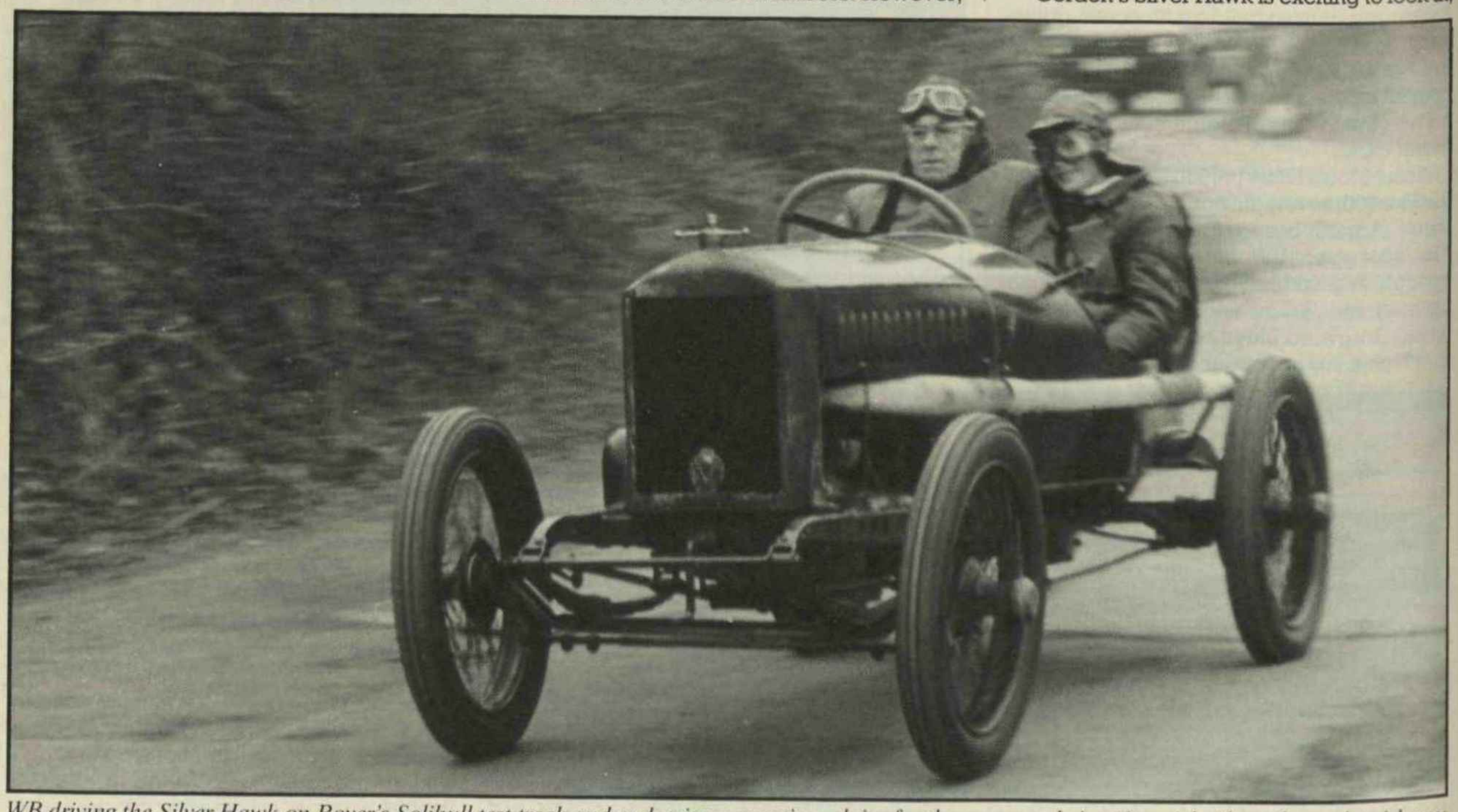
The 1373cc Sage engine and gearbox were entered for a Sothebys' sale, but chassis, axles and wheels were thought to be too rusty for inclusion by the vendor in Weybridge and were not included, but were subsequently purchased, having lain in the garage in Weybridge for 50 years.

This chassis had been bought around 1940 for £12 10/- from a Polish airman to prevent him turning it into a trials special. But nothing was done to it until it was rediscovered around 1987. Chris took it up to Birmingham and assembled the car, making a very good replica 1920 Le Mans-type bolster-tank racing body for it with the help of his friend John Selway. The origins of these components are unknown, but as the chassis was in Weybridge, a former racing Silver Hawk is suggested. Could the airman have found the car languishing at Brooklands, perhaps when the old aeroplane sheds were pulled down in 1934? As for the Sage engine, this has similarities to a special version used by Capt Noel Macklin, who built about ten Silver Hawks at his house at Cobham in 1920/21. Contemporary reports speak of 4500rpm, equalling 80mph from Macklin's racing Silver Hawk.

When I was trying to identify the car it seemed that it could not have been one of the three raced in the voiturette race at Le Mans in 1920, or the one which took records at Brooklands, as these had undrilled chassis side-members. However, it now occurs to me that such lightening would have been unacceptable for a road race or on Brooklands, but might have been done later, for hillclimbs and speed trials.

Sage engines were notable for their shaft-driven oh-camshafts and separate cylinders and were made by F Sage & Co, shop-fitters, of London, Peterborough and Paris. They went over to aeroplane parts, and even complete aeroplanes, during the 1914/18 war, EC Gordon-England, of later A7 fame, being in charge. After the war they turned to engine manufacture, with these advanced designs, in four and six-cylinder versions.

Gordon's Silver Hawk is exciting to look at,

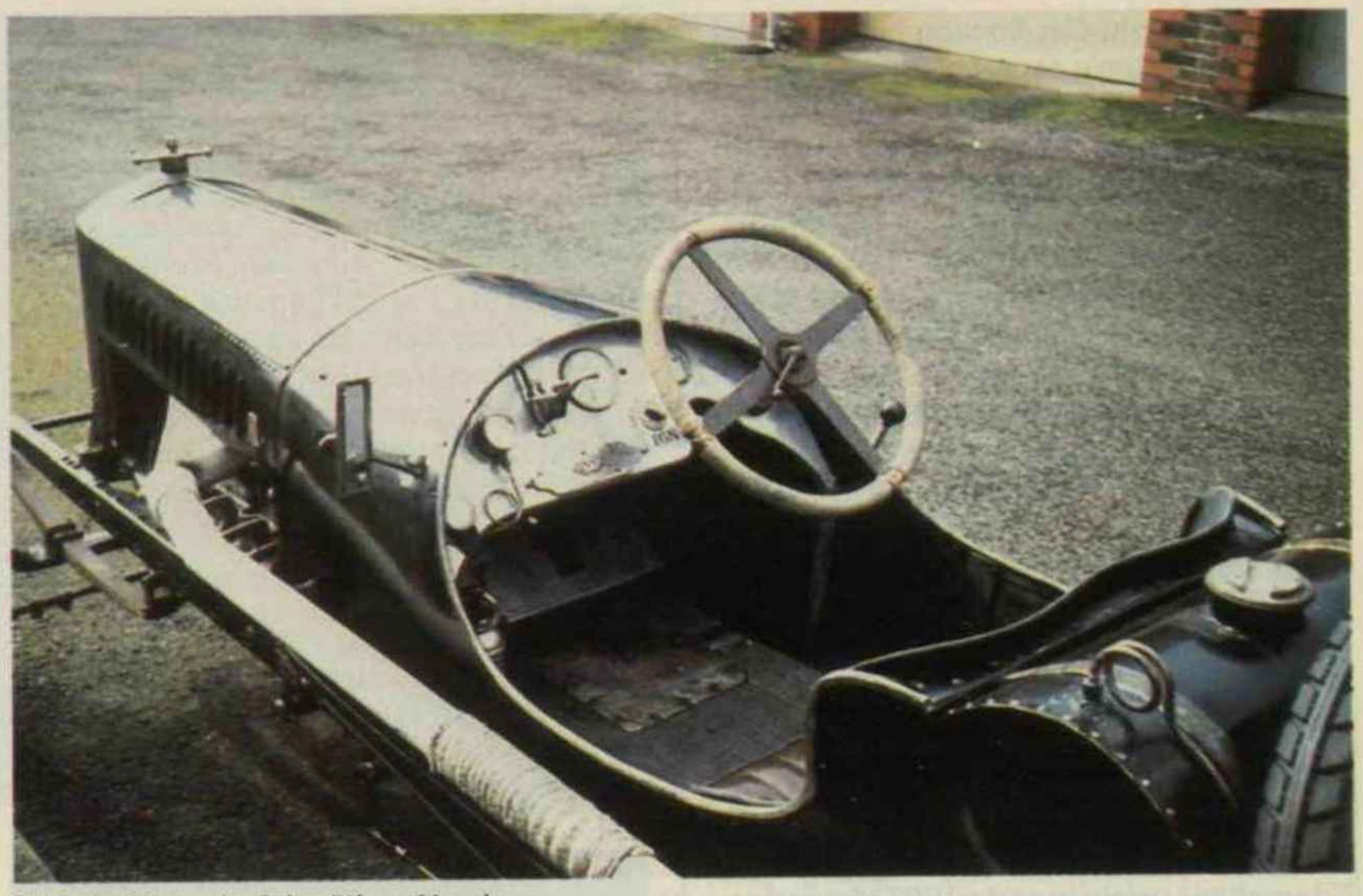


WB driving the Silver Hawk on Rover's Solihull test track and endorsing a one-time claim for these cars as being "just right if you fancy the girl, you have to squeeze up close to both sit in . . ." (The passenger is Gordon's fianceé Anna).

and to drive. It looks every inch a racing car, narrow, with outside levers and exhaust pipe, a tapering bonnet and a radiator remarkably like those on the later Invictas, and with spidery wire wheels shod with 710 x 90 Dunlop tyres. I am told that the handbrake came from an Invicta and the engine's racing ancestry is suggested by the absence of a starter ring on the small flywheel, straight-cut gears, Martlett pistons, tulip valves, and the elaborate form of the exhaust manifold and inlet pipes, which suggest a "works" car.

The unusual 1½in twin choke 3ODHK Zenith carburettor protrudes from the bonnet on the offside, under the black painted cylinders were traces of green paint, the axle-ratio is 4-to-1, and the engine is geared about 20 mph per 1000 rpm, high for a light-car, all suggestive of a racing car. The back axle is thought to be from a Gwynne 8, a later replacement no doubt, for which, after a halfshaft broke, Chris had to have a new one made, costing £100. There is a possibility that the engine may have been sold to Eric Campbell for their 1922 200-Mile Race car and then used by Ted Batten of Batten Special memory, in a GN Special.

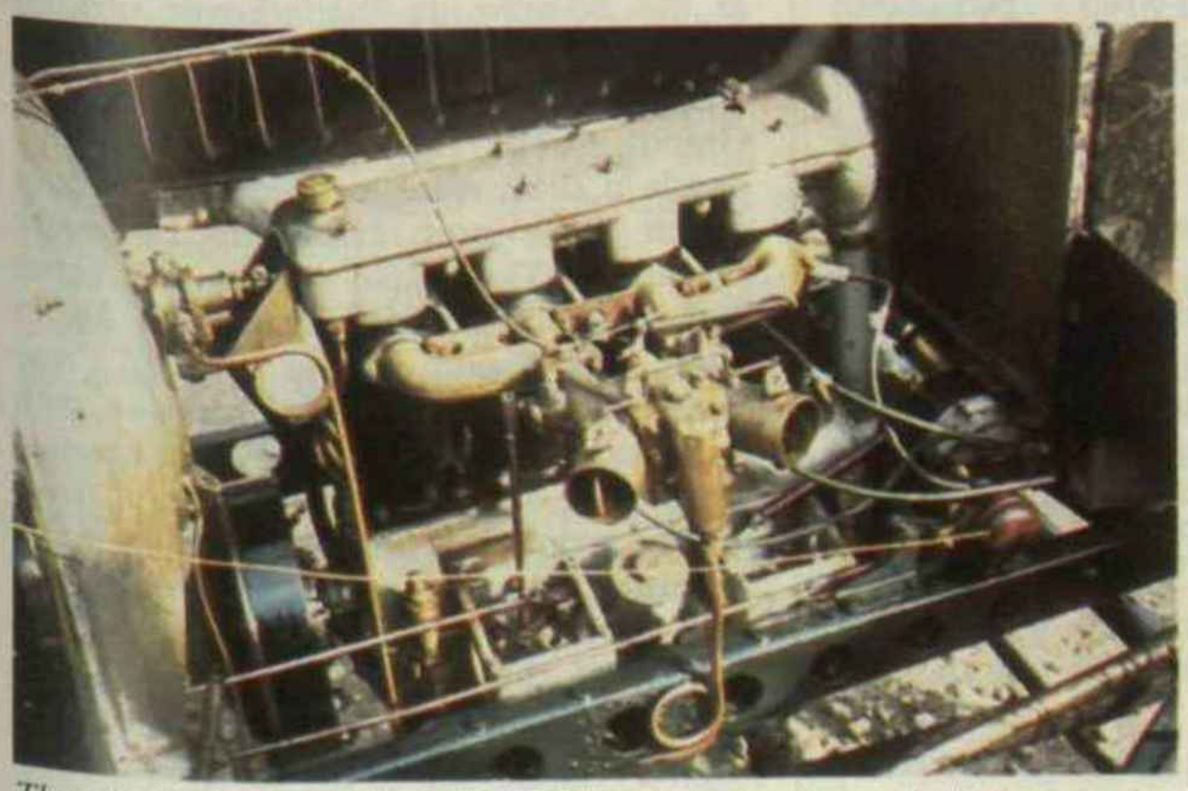
Be that as it may, Chris Gordon's car is no pedestrian vintage light-car. As I was soon to discover, it possesses good acceleration and plenty of life. The cone clutch engages smoothly once you have got used to the long pedal travel and the gear-change is by no means difficult, the gate-positions normal for a 4-speed box, but I would have made a better job of changing down had I had more time to get accustomed to the aforesaid clutch action, which slowed the double-declutching process. The big cord-bound 4-spoke steering wheel controls light, notably high-geared steering, at less than a turn, lock-to-lock. This is very much a 1½-seater, but Anna was able to ride with me, thereby recalling that old Chick advertisement for a Silver Hawk:- "Just right if you fancy the girl; you have to squeeze up close to both sit in it." Although small-shoed, I was unable to operate the rh throttle and brake pedals separately, but fortunately the outside handbrake was powerful enough to lock the rear wheels.

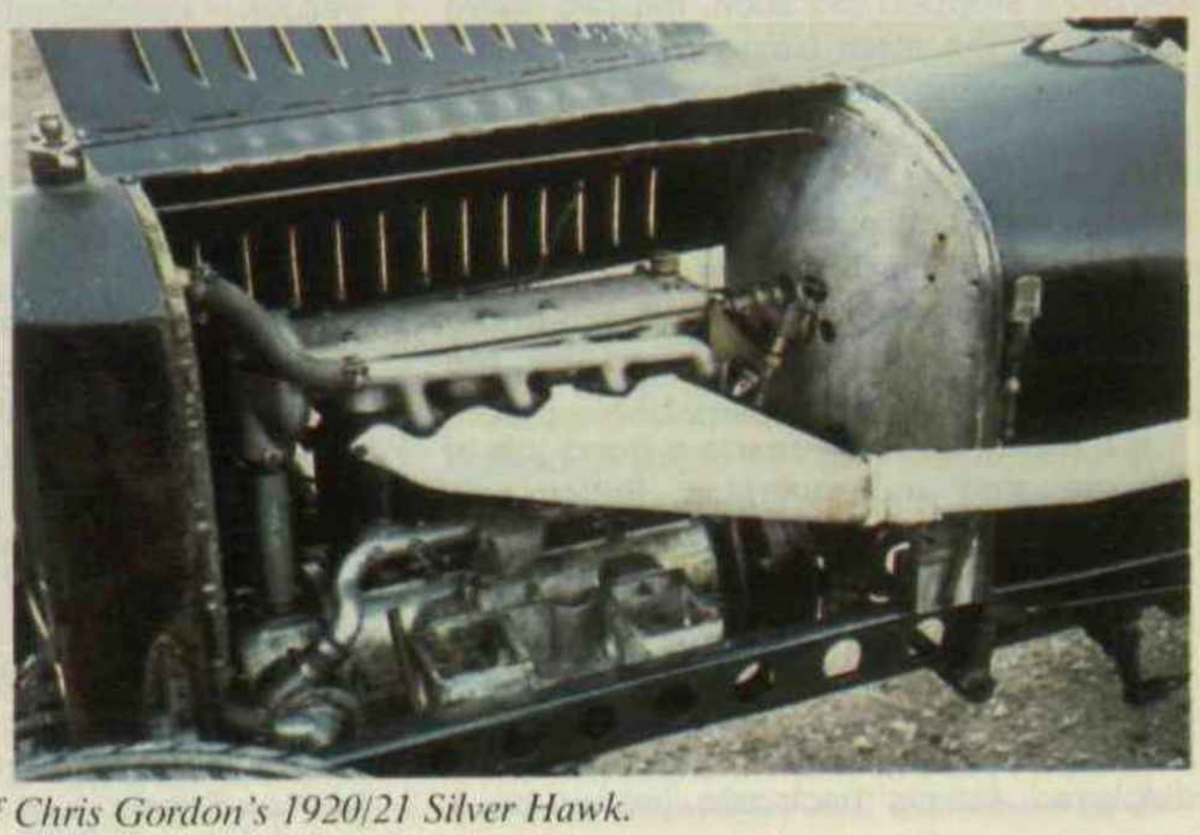


The dashboard of the Silver Hawk.

Having lapped the Rover test track cautiously in this enjoyable light-car, which will surely enliven VSCC Prescott if Chris runs it there on August 4, I was able to take stock of this rare possession. The Type 5F engine has an external oil-pump driven off the back of the camshaft and at the front a water pump and magneto mounted transversely, a door in the offside of the bonnet covering the latter — except that bonnet-sides have been dispensed with. The bolster fuel tank on the body holds ten gallons. The valves are operated via roller cam-followers and the gearbox has ENV gears. There is no windscreen and on the dashboard the driver is confronted with, from left to right, the air-pressure pump for the petrol-feed, with a very large plated knob as a handle, a "period" air-pressure gauge, two plated levers for air/mixture control and choke, (the advance and retard lever protruding from the steering wheel centre, a big rev-counter or tachometer (unconnected), its dial bearing the inscription "Sizaire-Berwick" (I wonder which model of S-B that came from?), an oil-gauge calibrated 0, 10, 20, 30, 40 lb/sq in, and on the extreme right, a big magneto switch, again very period in style. Across the centre of the dashboard there is a lap-scorer with flip-recorder, said to have been used on Guyot's Delage, a reminder, if you like, that at that 1920 Le Mans' light-car race Noel Macklin somehow managed to obtain the services of the French driver René Thomas, who had won the 1914 Indianapolis 500 Mile Race at record speed in a GP Delage from Georges Boillot and Jules Goux, and who had finished second in a Ballot in the 1920 Indianapolis race. With the Silver Hawk he came in seventh, beaten by Gedge (a shadowy, but keen Brooklands character about whom I have been able to discover practically nothing) who was driving another Silver Hawk, at Le Mans.

Whether Gordon's Silver Hawk (or its engine) was driven by one of these famous drivers, or by C M Harvey, the Alvis exponent when he took records at Brooklands, isn't clear. But this is certainly a very fine vintage light car, of no mean performance. (Further information about Silver Hawks appears in MOTOR SPORT for August 1963, while the issue for September 1984 contained some notes on Sage engines). WB





The offside and nearside of the 1.3-litre overhead camshaft Sage engine of Chris Gordon's 1920/21 Silver Hawk.

The VSCC Light-Car Section has acquired the Main Section's secret of ensuring good weather for it events, because sunny splendour made the Welsh Weekend (13/14 April) very pleasant. This year a treasure hunt passed the Saturday afternoon, replacing the former driving tests, prior to the annual dinner and prize-giving at the secluded Abernant Lake Hotel at remote Llanwrtyd Wells. The able organisation was by Jane Arnold-Forster, aided by Richard Moore.

The traditional trial followed on the Sunday, with choice sections arranged by A7-enthusiast Seymour Price. Dry conditions made most of the hills easy, so the driving test in the parking lot of Orbital Gears in Rhayader were useful for deciding ties. With ten sections, the entry of 52 had lots to do, especially as it was all over by lunchtime, well served at the *Bell*, Llanyre.

The Light Car section generously allows Edwardians to join in and a 1907 Mercedes-Simplex, a 1912 Buick 28, a 1914 3-litre Charron, a 1913 Metz 22 and a 1914 Darracq availed themselves of this opportunity — against, for instance, 22 A7s, some driven by girls as well as the boys, and four GN cyclecars, the latter once again displaying varying types of valve-gear, ioe and push-rod vertical oh-valves, of which Riddle's had his own push-rod plan to prevent these from becoming wayward. In fact, the Edwardians were mostly conspicuous by their absence, on the Sunday.... and the Charron broke its diff on the first hill.

The hills produced little to report, although Gray's GN just lost power at the very summit of Llwynbarried Bog, nor did the road sections cause much havoc, although Ian Walker made an adjustment to his Gwynne's clutch, Chris Gordon's A7 Chummy was losing water, and the Bereton's A7 Chummy had carburettor problems. FTD in the test was made by Peacop's ohc Morris Minor but Peter Rosoman was also very quick in his 9/20 Humber tourer, front axle juddering under reverse-braking; but he bashed a bollard, as did Riddle in the GN at the final reverse. P Rosoman's A7 saloon overshot the stop line, where Marsh's Chummy just escaped the same fate. Miss March's smart Chummy made a steady run, whereas Mrs Harper's stopped too soon, the two spare wheels in the stern being of no avail on such a situation. Barry Clarke's A7 top-hat saloon sounded as fast as it went, but rumour said that Mrs Tomlindon, who was sharing it, had put a wheel outside a marker on one of the hills. Simon Price (A7) nearly got up the dreaded Caerfagu-2 but in the test his speed was balanced by the bollards.

Hill's Crouch-Helix made a good job of the garaging and reversing, Bullett was neat in his GN, a real GN as it sports a gas headlamp. Chris Gordon made a great bid for FTD DT time in his Chummy, but Mrs Lemon stalled her Chummy's engine. Then Diffey set best non-A7 time in his 9/20 Humber. R Threlfall's hoodless Chummy displayed furious back-axle judder on a spirited run, but bagged two bollards. J Jeddere-Fisher did it sensibly in the Fiat 509 but Gledhill's A7 Chummy, also hoodless, was quick, but juddered and stalled. Moore's M-type MG's brakes squealed in alarm, but a flying finish followed two bashed bollards. Carlisle reversed his GN carefully, Urry was good in the Riley 9, but Gray got it all wrong in the GN, to despairing comments from his daughters. Ian Walker caused amusement by getting out of the Gwynne to re-read the instructions.

Through all of this Mrs Kynaston's 1921 5cv Citroën brought with it a touch of Paris chic, a yellow beaded-edge-tyred two-seater, except that it is red; it performed well, if not rapidly.

Llwynbarried Trophy (best performance): Martin Shaw (1930 Morris Minor),

Beaded-Edge Award: A. Carlisle (1921 GN). 1st Class Awards: A Carlisle (GN), B Clarke (A7), Miss Hutchings (A7), P Livesey (A7), P Coleridge (Riley 9), C Gordon (A7). 2nd Class Awards: M Shaw (Morris Minor), S Moore (MG-M), Miss P Thorpe (A7), J John (A7), Mrs Livesey (A7). 3rd Class Awards: W Urry (Riley 9), M Bullett (GN), W Ackworth (A7), R Threfall (A7), Miss A Thorpe (A7).WB

As we have shown, ask a question in MOTOR SPORT, and invariably you can expect an answer. The correspondent who inquired about a Daimler his father drove and who has discovered from records held by York archives that it was registered DN 350 (does it still exist?) asks whether anyone remembers speed trials being held on Knavesmire Road, York, in the late 1920s, where he recalls watching something of the kind; the road is still there?

A rather handsome brochure describes the Rallye Du Siècle which is being organised for up to 100 pre-1961 cars by Lord Montagu of Beaulieu and the Marquis de Goulaine, to take place from September 27th/29th in Brittany. Entries have just about closed but final selections will be made in May and copies of the brochure are available from the National Motor Museum at Beaulieu.

In the February issue we announced that, after looking at sites at Donington Park, Syon Park, Milton Keynes, Barnsley Hall and Lickey Grange, as an alternative to their present Studley HQ, the British Motoring Industries Heritage Trust, headed by Mr Peter Mitchell, was building new premises at Barnsley Farm, Bromsgrove. Although we were not informed, the BMIHT has apparently changed its mind again and is now looking at the 80-acre ex-Austin/Rover proving ground at Gaydon, in Warwickshire. That apart, it would be a terrible blow if Lickey Grange, Lord Austin's home until his death in 1941, were to be demolished, of which there now seems to be every possibility. The house stands in 27 acres and is much as it was when Lord Austin lived there and where the A7 was designed in 1921/22. The premises, with this historic background and staff houses, residential accommodation, sports field, indoor swimming pool, etc, would make an ideal motor museum, especially one with A7 connections. Les Gammon, Hon Editor of the excellent *A7CA* Magazine, is Hon Chairman of the Lickey Grange Appeal. If anyone can help in any way towards preserving this endangered

The Things They Say!

".... this famous car covered 101 miles in the hour at Brooklands driven by Parry Thomas's wife." — From Coy's auction catalogue, about the Frazer Nash-BMW EYW 3, which was bought new by EM Thomas and which his wife Jill drove 101 miles in an hour in 1939. Parry Thomas did not have a wife and he was killed at Pendine in 1927!

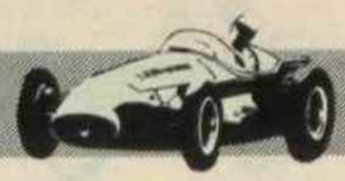
"The comfortable little car museum has Denis Jenkinson's ex-Ferrari and a Whitney Straight track Duesenberg single-seater as centrepieces...."

Eoin Young, in his column in *Autocar & Motor*, describing the Brooklands Museum. Actually it's one and the same car.

"The beauty of country roads and the majesty of the Hockenheimring, a world class race circuit." *Road & Track's* opinion of this German racecourse. As DSJ comments, "Believers in the Nürburgring, Francorchamps and Osterreichring must be astonished; it's like comparing Greenford Speedway with Brooklands." WB



Standing out amongst the A7s was R Thorpe's 1930 Swift 10 in the VSCC's Welsh Weekend event.



piece of British Motoring Heritage, they should contact Mr Gammon at 5, Larch Grove, Warwick, CV34 5TA (Tel: 0926 497641).

The Corporate Aircraft Division of British Aerospace is joining the HGPCA in running three race meetings this year for 1950s sports cars, the dates being May 18th/19th at Spa, July 27th/28th at Silverstone and August 10th/11th at the Nürburgring.

Ferrari, Maserati, Jaguar and Aston Martin cars which competed in the leading car races of the period are expected, such as the 3-litre Testa Rossa Ferrari that won four out of six world titles in 1958, the successful Maserati 300S and Nick Mason's Birdcage T60, C-type Jaguars which had six important victories between 1953-57 and Aston Martins of the kind that won the 1959 world title, including the DBR1. British Aerospace see this shared promotion as appropriate, since many HGPCA members own or operate business aeroplanes like the 1000 Intercontinental and the 800 Transcontinental versions of the BAe 125.

The Veteran CC of GB's annual awards were presented at its AGM at the RAC last March. Numbering 29 main prizes, it is not possible to list them all but the Lord Victor Ludorum Trophy for best overall performance was won by Brian Moore, the Milex Cup for greatest formula mileage by John Tanner (1904 Berliet), the Blake Memorial Trophy best performance by a tube-ignition car by Mrs Ruth Moore (1892 Panhard et Lavassor), the Philip Shaw Memorial Victor Ludorum Trophy by S Curry (1908 Clement Bayard), the Overseas Trophy by J Newell (1908 Vauxhall) and the Derek Nicholls Trophy for highest aggregate formula mileage by Brian Moore's Rolls-Royce, which recorded 921 miles, eight more than the Berliet as scored by Tanner in main events. Membership stands at about 1500, including 256 Overseas and 24 Junior members.

After reading the "Forgotten Makes" article on the Guy V8, Tony Guy, nephew of Sydney Guy who founded Guy Motors, contacted us to say that, although it is a forlorn hope, he would like to hear of any such car, or remains of one, anywhere in the world, to restore and share appropriate events with his 1935 Guy Wolf 20-seater ex-Llandudno single-decker bus. We can forward letters. WB

Can anyone help a reader to trace what became of two Bentleys? The first a 1925 3-litre, Reg No XX 5105, chassis 1019, engine 1025, a Speed Model with black/polished aluminium VDP body originally used by Hillstead as a demonstrator, until sold to a German called Deutsh. It was purchased by Raymond John Holford-Abrahams in 1936 until 1940 when he was called up urgently to serve abroad, so disposed of the car to the Station Garage, Hemel Hempstead for £2. The other a 1934 3½-litre Park Ward saloon, Reg No BLL 333, chassis B 30CR, bought in 1967 by Glyn Holford and sold 18 months later for £165 to a man called Kit from Muswell Hill, when the main bearing failed and soaked the clutch in oil, causing the owner to walk 14 miles to Crouch End, as it would not climb the hill past the Horniman Museum. Mr Holford, of 14, Monks Road, Exeter, EX4 7AY (Exeter 51318) would be glad of any information.

Another Brooklands landmark has been lost with the demolition of the "Hand & Spear" Hotel by Weybridge Station, which is to be replaced by a modern public house. It was where many drivers stayed and the motorcycle riders celebrated after race meetings, and before that was where Robert Louis Stephenson stayed while writing *Treasure Island*. It will be sadly missed, and it is odd that big business seldom sees the value of an historical heirloom.

Sue Lathan of Iris Productions Ltd, Brown Street, Sheffield S1 7BS, tel 0742 725946, fax 0742 754915, is researching a television series about women's fascination, attitudes and relationship to driving and cars. She would like to hear from any woman who may be a vintage enthusiast, a classic car collector, a mechanic, rally driver, truck driver, involved in the motor industry or just an enthusiast.

Sherlockian Problem

I have been reading *Round England In An Eight Pound Car* by Terence Horsley, published in London in 1932. It describes a tour which started and ended at Newcastle, taking in Kelso, Cambridge, London, Lynton and Manchester. The author was accompanied by his engineer — aged ten! The car, in fact, cost £7 10/- so this can be regarded as a formidable journey. The book describes the tour in a light-hearted style, not dwelling too long on the places and persons encountered. But nowhere is the make of the car disclosed, hence the problem, of trying to name it from the few clues provided.

All I know about the author is gleaned from his book — that he had written previously *The Odessy of an Out-Of-Work*, had had a friend with a water-thirsty steam-car, knew people living near Chester who owned a circa-1907 De Dion and a modern six-cylinder car, and may have been to Oxford. He had known motoring in earlier times, for he mentions, "Begoggled eyes, narrow roads between dust-coated hedges, breathless passage down the hills, and a perspiring chauffeur toiling at wired-on rims (he means tyres?) with tyre-levers stuck like toreadors' daggers round the wheel."

In fact Horsley says he took the trip to see again this pleasant land and in a car costing less than the price of a new overcoat because it added a spice of adventure, apart from preserving his bank balance. In it he hoped to capture some of the flavour of motoring in earlier days.

I do not know exactly when this tour was undertaken but it seems likely that the mss was written in 1931, so perhaps 1930 was about the year. There are a few clues which may confirm or contradict this, by a few years. For instance, the remains of a bunrt-out car remained on the grass verge near Alnwick, a steam-waggon was encountered refilling its water tank from a stream, the notice showing the correct way to lead horses up 1:3.9 Sutton Bank, erected by the National Equine Defence League, was observed (the old car had to climb the hill in reverse), at the summit of Shap Fell they passed "an extraordinary advertisement — a clocktower, intended to portray the excellence of a make of motor lorry," (a Leyland clock, no doubt), AA Scouts were on duty, and a fishing ticket at Kelso cost 2/- (10p). What do you make of that, Watson?

The author studiously avoids quoting car makes, apart from that De Dion and a Rolls-Royce from which its chauffeur took a sparking plug for Horsley's car. So what of the slender clues from which someone more expert than I may be able to deduce it make?

Going through the book reveals that it was a four-seater, the back seat of which was removeable (to take the luggage). It was "conceived in another decade." Thus, if the book was written in 1931 it dates around the 1920s. The dashboard carried a clock, an ammeter, and a petrol gauge, the yellow fluid from which dripped onto the latter. The steering coloumn was upright "like that of a bus", the steering wheel chipped, which suggests a celluloid rim. The gears were "noisy, almost vulgar", The four-cylinder engine filled the bonnet space, the body was "full of seating space", and there is a hint of a 3-speed gearbox, with perhaps a low bottom gear difficult to engage in an emergency, because when the old car ran away down Shap it was "crammed into 2nd gear".

The petrol tank held five gallons, assuming it to have been filled before starting out, and almost certainly fed by gravity. The sidelamps were on the front mudguards, the front seats (plural) were of "extreme comfort", upholstered in real leather, and of course there were runing-boards.

As for performance, cruising speed is quoted as about 23 mph, which sufficed to overtake a Ford truck early on the tour, the average speed on ordinary roads 19 mph, so that they reckoned on nearly a mile every two minutes. Flat-out, with a following wind, 33 mph was attained. Remember it was very much a used car but I don't think it was a pre-1914 model, because when they met the owner of a

two-seater and discussed the prospects of climbing Shap with him, his car is described as pre-war ""Handsome — far finer in looks than ours" and Horsley would hardly have mentioned it as pre-war had his own car been of such antiquity. His tourer had a grey bonnet (it is later described as "brass" but no doubt the radiator was intended, which presumably had once been nickel-plated)?

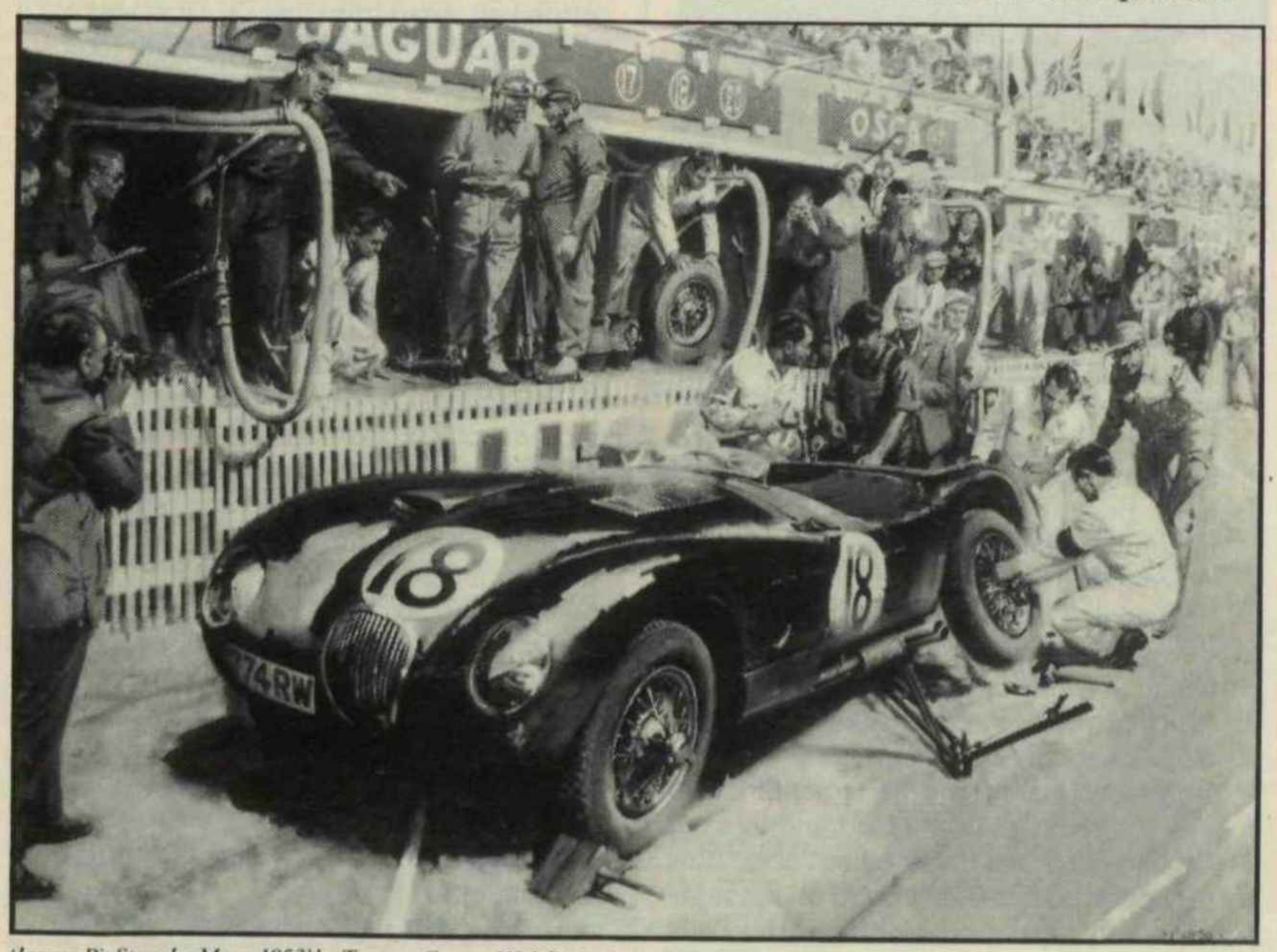
Shap was successfully ascended, and Porlock descended with difficulty amd smouldering back brakes. Here we get perhaps the most pertinent clue of all — the handbrake was so positioned that almost every time it was applied it skinned the driver's thumb. But whether because it was in the centre and too close to the gear lever, or on the right and too close to the side of the body, isn't disclosed. Otherwise there is little to help. There were no side curtains, and water found its way between the divisions of the windscreen, so this was either two-pane or a vee-screen. The hood was blown from the windscreen near Kendal and secured with copper wire. In one day, including Shap, they did 112 miles, at 18.5 mph. The weight of the old car is roughly about 15cwt. and at the end if the tour of around 1500 miles it went into a dealers' showroom, valued at £5. Its Reg No may have been NL 3530.

So what was this car which prompted this little book? Whether you can deduce it or not, I think many will agree with the author's sentiment that the motor car might be ruining England but is probably no greater menace than a government, a public house, or a bishop. And few VSCC members will be at variance with his comment that "It is satisfying to stagger into rain and wind without thought of sun; when the weather clears and an old car takes on a new lease of life, the world seems especially made, for us." WB

New Limited Edition Print

A new limited edition from the famous Cuneo painting of a pit stop of the winning Jaguar in the 1953 Le Mans race has become available from Richard Lucraft Limited Editions of 13 Pinceton Court, SW15 to mark the 40th anniversary of the C-type. Although well known for their railway and aviation prints, this is the print publisher's first motoring subject.

The print run is limited to 850 copies with each one individually signed by Terence Cuneo and 'Lofty' England. When these prints become available in May, they will be priced at £115 unframed. Their launch was marked in a gathering at the Stratstone Showroom in Berkeley Street at which 'Lofty' England, Duncan Hamilton, Jack Fairman and several of the original team mechanics were present.



'Jaguar Pit Stop, Le Mans 1953' by Terence Cuneo. With limitations on the number of people allowed by the regulations to work on a car, 'Lofty' England stands on the pit 'counter' (just below the 'J' of Jaguar). Len Hayden takes off a rear wheel while Gordon Gardner on the pit 'counter' holds the replacement ready; Duncan Hamilton listens carefully as Tony Rolt reports on circuit conditions. The famous Cuneo 'trademark' – a mouse – is perched on the jack at Rolt's feet.

Club News

Lotus Ltd, the largest Lotus club in the USA, has asked us to publicise its 11th Lotus OC gathering at Waterbury CT on August 23/25, which is to feature the Lotus Eleven. All manner of attractions, an early Lotus personality as Guest Speaker, models, swaps, a banquet, photography and other contests, a rally, autocross etc are to be laid on. Details are available from Foster Cooperstein, 16 Madoc Street, Newton Centre, MA or from Lotus Ltd, PO Box 1, College Park, MD 20740, USA.

The Port Talbot Motor Club's third "Edmunds Classic Tour" is a 150 mile rally for Classic and Historic cars. The event has been selected as the fifth round of the BBC *Top Gear* Heritage Historic Rally Championship and will be continuing the practice of supporting an excellent cause, the Cancer Relief Macmillan Fund.

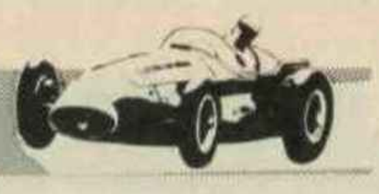
Regulations for the event will be available in May and entries are expected to be in high demand given the proven success of the 1990 Tour and the new *Top Gear* Heritage Championship status. Prospective entrants should contact Veronica Gale at "Tyrrell", 13 Wellfield Avenue, Neath, West Glamorgan SA11 1EZ. Tel: 0639 635860 to be included on the mailing list.

The Riley RM Club flourishes, with 28 new members appointed last winter and many well-preserved examples of these later Rileys illustrated in the Club's bi-monthly magazine. The Club Secretary is Simon Kinder, 6 St Matthews Close, Rowde, Devizes, Wiltshire SN10 2PG.

To avoid past confusion, the Sunbeam Talbot Alpine Register has asked us to clarify the fact that the Membership Secretary is Derek Cook who can be contacted at 84 High Brooms Road, Tunbridge Wells, Kent TN4 9BQ, tel: 0892 38128.

The Scripps-Booth Register is an irregular and informal newsletter and information clearing house begun in 1981 by Ledyard Pfund of Alpine, NJ, USA. The Scripps-Booth was manufactured in the US between 1915 and 1922, but many were exported to the UK. Of the 31 known Scripps-Booths, 3 are located in Australia and there are rumours of one in Cuba. Somewhere in Britain there must be a couple of them. The Scripps-Booth Register can be found at c/o Scripps Downing, RR-4 Bacon's Wood, Macomb, IL 61455 USA, tel: 0101-309 837 2593.

Rachel Roberts is preparing to launch the Ford Orion Owners Club, but before releasing full details, she is looking to owners and drivers to give her their views and comments on what they would expect from the Club. The annual membership fee will be approximately £15.00. When writing for further information to Rachel Roberts at Alexander House, Fleming Way, Swindon, Wiltshire SN1 2NG, please supply model details, year it was first registered, your age and whether you have heard of the club through MOTOR SPORT.



Writing Bugatti History

A tribute to motoring historian Griffith Borgeson in a contemporary motor journal which I read recently repeated the oft-told story of how, in 1929, the American racingdriver Leon Duray (not to be confused with the veteran Belgian driver Arthur Duray) exchanged two Miller 91 racing cars with Ettore Bugatti for three Type 43 Bugattis. What I found particularly interesting was that the author of this tribute to 72-year-old Borgeson said that Bugatti wanted those Millers to study their front-wheel drive, ignoring the popular theory that he copied their twin-cam engines when foresaking the Bugatti three-valve head for twin-cam valve-gear and inclined valves. That seems to me far nearer the mark than this latter theory, although many writers, including that great Bugatti expert, the late Hugh Conway, adhere to the twin-cam crib.

Duray's Miller 91, entered as a Packard Cable Special, after qualifying second-fastest at over 119 mph, retired from the 1929 Indianapolis 500-mile race, as did both the other Packard Cable Millers, driven by Gulotta and Hepburn. Duray then crossed the Atlantic to Montlhèry, where he took five Class-F records, the fastest the fs mile, at over 143 mph. He then hired or sold one Miller to the ex-Delage driver Bourlier, who entered it for the Grand Prix at Monza, where Duray drove the other fwd Miller. Bourlier gave way to Duray, who knew the car better, but the car retired from the first heat, while Duray's retired in the second, so both cars failed to run in the race final. After that Duray made his deal with Bugatti.

Did Ettore copy the Miller valve-gear? Or was he interested only in the front-wheel drive? The Monza race had taken place late in September, so by the time Duray had returned from Italy. It must have been well into October 1929. Yet by 1930 Bugatti had completed his first twin-cam car, the supercharged 5-litre luxury Type 50, and had it on show at the Paris Salon by September 2nd. Discounting WF Bradley's assumption that Bugatti could design, build, and test a new racing car in 13 days, for Bradley was first and foremost a journalist, would that have left sufficient time for the drastic change in Bugatti valve gear to have been influenced by the acquisition of those Miller racing cars?

Those who think so point to the piston-type cam-followers and Miller-like sparking-plug bosses of the revised Bugatti engine. But most designs incorporate past ideas, twin-cam engines had been widely used since 1912, and it would have to be shown that Miller, and only Miller, had used these features, for the argument to be substantiated. I suggest that, as the aforesaid article has it, what Ettore Bugatti was interested in was the front-drive aspect of the Millers. He apparently tested the cars at Molsheim, but when his 4WD Type 53 racing car appeared in 1932 (a quite effective hill-climb car, in spite of Jean Bugatti's practice crash at Shelsley Walsh) it was seen to have transverse quarter-elliptic front springs, not the De Dion tube of the FWD Millers. So what, and how much, if anything, did Ettore Bugatti crib from the Packard Cable Millers? Something for Bugatti historians to ponder? WB.

The Bignan

Continued from page 451

at £925. The owner of an early 2-litre model used in France and England for 10,000 miles reported it as very good on hills, fast and reliable, giving 22 mpg and 4000 miles from its rear Michelin tyres, 6000 miles from the front set, the Bignan people in France being delightful people to deal with. There was also a similar 8-valve 1.6-litre costing £495 as a chassis, £625 with English 4-seater body.

The 2-litre Bignan did well in racing. At the 1922 November Meeting at Brooklands CV Gros (perhaps over to demonstrate cars at the Show) won the 90 mph Handicap with a sports 4-seater at 79.9 mph and he also went to Brooklands that month, taking three short-distance Class-B records, the standing-start mile at 63.26 mph.

The first Le Mans 24-hour race in 1923 saw Bignans driven by de Tornaco/Gros and de Marne/Martin finish 3rd and 4th behind the victorious 3-litre Chenard-Walckers. Martin won the 1923 San Sabastian Touring Car GP at 56½-mph, Matthy repeating this success in 1924, at 53.83 mph. At Spa, Springuel/Becquet won the first 24-hour race in 1924 at 84.7 mph. That year a Bignan had been the first car to take records at the new Montlhèry track, when Gros and J Martin set the World's 24-hour record to 75.86 mph for 1864 miles, best lap at 85.6 mph, using a 16-valve car. Also in 1924 Ledure had started from Glasgow in the Monte Carlo Rally, winning outright.

A 124 bhp six-cylinder development was not a success but by 1925 the four-cylinder 2-litre was giving 80 bhp and it won at Marne (Clause), and Comminges (Goury) where Clause was second to Chiron's Bugatti in 1926.

By now a lower chassis using twin Cozette carburettors was available, and Gauthier was 3rd in the Marne GP, and 4th in the Avus GP, at 81 mph, and a Bignan was in the lead for 19 hours in the Monza 24-hour race before retiring. After this blowers and Chenard-like "tank" bodies were of little avail.

It was a fine record, enhancing the prestige of the production Bignans. At Olympia in 1923 a 2-litre was shown with a Kelsch leather-covered three-ply body weighing only 60lb and a 12/30hp model with a Forten & Bettens coupé body. A year later the Show exhibits included an impressive 16-valve 2-litre chassis with an oil-cooler between the front dumb-irons and a reversion to Hallot three-drum braking. The 2-litre chassis now cost £560, a handsome tourer £710. A Viel carburettor was now used.

After this, the magic began to wane, with Bignans using Ballot, SCAP, EHP and Salmson engines, and finally they became thinly disguised EHP and Salmson cars.

I have a final memory of this renowned make. We used to have a dear old odd-jobs man, who one day ventured to say to me that he believed I was interested in motors. "Certainly," I replied. He then told me that, as a lad in the Navy, he and a mate on leave found themselves in London, home being in Wales. They pooled their pay, found a used-car dealer, and bought his cheapest car. It was — a Bignan; he spelled out the name. They set off, but a big-end gave out and it was abandoned near Welshpool. WB

VSCC WESSEX TRIAL

Trials form an important part of the VSCC's programme, and take place in many different parts of Britain. That held over the weekend of March 16/17, was based at Priddy in Somerset, and included a Max Hill film show on the Saturday evening. From an impressive entry of 89 cars Barry Clarke won the Wessex Trophy in his 850cc Austin-GN and Roger Collings the Andrew Blakeney-Edwards Trophy driving his 1903 Mercedes Sixty, tying with his son's Bentley. First Class Awards were won by both drivers and also by D Pearce (MG), A Carlisle (Trojan), R Thwaites (A7), J Evans (A7), C Collings (Bentley), C Rides (Invicta), and N Garland (Alvis). Second Class Award winners: K Hill (Crouch-Helix), P Blakeney-Edwards (Frazer Nash), S Diffey (A7), P Stringer (A7), P Tebbett (Riley), H Monro (30/98), D Marsh (30/98). Third Class Awards: W Uglow (HRG), G Burridge (Riley), P Weston (A7), A Jones (A7), R Spence (Lea-Francis), J Ghosh (30/98), Mrs Tomlinson (A7), P Longden (Ford). Only two marks separated Clarke from Roger and from 200 scored by the former, the lowest award-winning number of marks was 83. WB

The new editor of the Riley Register's Bulletin is GL Holland, with Tony Bird lending a hand with contributions. The March issue contains articles amongst others, on War Department Rileys and the 1939/40 Riley Twelves. WB

On Monday, May 27 Goodwood circuit is playing host to a Supercar Testday at which Lamborghinis, Ferraris and Porsches are expected to attend. The day is organised to enable people to test their supercars around the circuit at speeds not permitted on a public highway. All the major exotic car clubs have been invited so the day should be of great interest. Refreshments will be available throughout the day and entry is free to anyone who wishes to spectate. Further details from Mike Pullen, Supercar Testday, 44 Sussex Road, Haywards Heath, West Sussex, RH16 4ED. Tel: 0444 455100.

The Ferrari Owners Club Essex Challenge, their sprint/hillclimb competition, is once again sponsored by BF Goodrich.

More than 20 members are expected the contest the 15 round series in road-going Ferraris, not just in eight cylinder *tipos*, but 246s, 275 GTBs, Testarossas and Daytonas as well. Events all around Britain include hillclimbs at Prescott, Shelsley Walsh, Harewood, Loton Park, Doune and Rotherfield Park with sprints at Curborough, West Malling and Debden.

For regulations and other information please contact series organiser Richard Allen, Thoby Lodge, Thoby Lane, Mountnessing, Essex CM15 0TB. Tel: 0708 732940 (day).

Vintage SCC events open to paying non-members in May are the Wiscombe Park speed hillclimb at that delightful venue in Devon on the 12th, preceded by the testing Curborough speed-trial near Lichfield on the 5th, while the Donington Park race meeting with all the sounds, sights and flavours of pre-war and historic motor racing is scheduled for the 27th. Details from the VSCC office, 121 Russell Road, Newbury, Berks RG14 5JX. Tel: 0635 44411.

The Pre-War Austin Seven Club is holding a meeting at Wollaton Park, near Nottingham, on Sunday, June 2. The event attracts some 500 entrants including vintage motor cars, motor cycles, traction engines, miniature steam exhibits and an autojumble with approximately 150 stalls and an attendance in excess of 15,000 people. Admission and car parking are both free. Further information from John Barlow, Pre-War Austin Seven Club, 7 Larch Crescent, Beeston, Nottingham NG9 4DL.

The Devon region of the Jaguar Enthusiasts Club is organising the Great West Jaguar Day at Crealy Park, Clyst St Mary, Exeter, Devon on Sunday, June 2. It will be a day of Jaguar events, displays, skilled driving tests, parade of cars etc. The entry fee is £3.00 for adults and £2.00 for children. Further details from Jacki Wright, Social Secretary, Jaguar Enthusiasts Club (Devon region), 72 Queens Road, Exeter, Devon. Tel: 0392 53833.

Club News

Also on June 2 is the Inter Marque Classic Sports Car day at Wimpole Hall, Royston, Cambs organised by the TR Register. The entrance will be £5.00 per vehicle with pre-booked exhibitors free. All benefits from admissions will be donated to two charities, the Sporting Bears and the National Trust. Included in the entrance fee are half price tickets to the National Trust facilities at Wimpole Hall.

The organisers are expecting 300 classic sports cars to attend and anticipate in excess of 5000 public admissions. If any additional clubs are interested they should contact Mike Norton, TR Register, 2 Canmore Close, Sawtry, Huntingdon, Cambs PE17 5PH. Tel: 0487 831964.

Yet another event on June 2 is the 2nd Bath Festival Run organised by the Classic and Historic Motor Club. The event is in aid of the Cancer and Leukemia in Childhood Trust and will be centred on Bath, starting in the centre of the city and taking in some of the surrounding countryside. The event is limited to 100 vehicles, so early entries are advised. For more details please contact Mrs T Burridge, The Smithy, High Street, Ston Easton, Bath, BA3 4DQ. Tel: 076 121 223.

Those who follow vintage motorcycle happenings should note that the VMCC's 43rd Banbury Run will start from Drayton School, Banbury on June 16 and finish at the same place, although spectators would be advised to watch from suitable, unobstructive places along the 60 mile route. Entries to D Eggby, 95 Mallory Road, Bishops Tachbrook, Leamington Spa (VMCC members). The Secretary of this 10,000 strong Club is Ann Davy, 138 Derby Road, Burton-on-Trent, Staffs DE14 2LF.

The Michael Sedgwick Run for pre-1961 cars will be sponsored this year by the Ordnance Survey as part of their 200th anniversary celebrations. Now in its sixth year this event, organised by the Friends of the National Motor Museum, is run over roads in and around the New Forest. It is essentially a family affair with a road section of around 100 miles, which includes a quiz for children in competing cars. It starts and finishes at the National Motor Museum.

The event is open to anyone with a pre-1961 car and full details and entry forms are available from Michael Ware, Curator, National Motor Museum, Beaulieu, Hampshire. Tel: 0590 612345.

With no full circuit yet available at Brooklands it is pleasing to know that the Monthlèry Track near Paris is still operative and that the ASAVA is holding races for pre-war cars and others there on June 28/30.

This year's Bentley DC race meeting at Silverstone is to be held on August 24 and other important fixtures include a Daks Simpson *Concours d'Elegance* at Hatfield House on June 29, the Third National Motoring weekend at Harrogate on August 8-12 and a meeting at the Long Crendon headquarters on October 23/24, although the BDC has something happening on most days of the year. There was even a golf match on April 25 and the West Wales Weekend of the Mid-West regional section happens on May 3/6. The *Review* is about to have a new Editor and the BDC Secretary is Mrs Barbara Fell, ACIS, WO Bentley Memorial Building, 16 Chearsley Road, Long Crendon, Aylesbury, Bucks HP18 9AW.

Revised dates have been announced for the Manx Mountain challenge, a new motorsport event in July which will link two historic venues of the early Tourist Trophy races.

The event is to be run under RAC Historic Road Rally regulations and organised by the BMRMC. It is open to cars manufactured up to 1968, particularly the famous marques which contested the TT over the original road course in the Isle of Man and later at many other circuits. The organisers envisage that the Manx Mountain Challenge will be held annually, linking historic Tourist Trophy venues with the Isle of Man.

The rally covers seven days of motoring and begins on Friday, July 19 with a celebration "get acquainted" lunch at Morecambe. Competitors will board the afternoon ferry to the Isle of Man with a drivers' briefing session during the voyage. On arrival, a drive along the coast road will lead to the Grand Island Hotel, the base for the Island section of the rally.

Saturday sees the Manx Mountain Challenge itself, a regularity run over the 37.7 mile TT Mountain Circuit. Sunday there is a round-the-Island treasure hunt and on Monday a series of hillclimbs and driving and navigation tests. Leaving the Isle of Man on Tuesday morning, cars head to Blackpool in time for lunch and further competition on the Promenade. On Wednesday the route leads south to Tatton Park and then to Weston Park. Thursday sees the cars arrive at Silverstone for the final stages, following which prizes will be presented by Derek Bell at a champagne reception hosted by the 96 Club.

The entry fee for the Manx Mountain Challenge is £250. The number of entries will be limited, so early application is advised. Competition licences are not required say the organisers. Advance application forms are now available by sending a stamped addressed A4 envelope together with a note giving details of the type of car to Graham Warwick, The Manx Mountain Challenge, PO Box 11, Douglas, Isle of Man. Tel: 0624 661199. Fax: 0624 622230.

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Stage by Stage
by Russell Brookes. 160 pp. 11" x 8¼". Motor Racing Publications Ltd, Unit 6, Pilton Estate, 46, Pitlake, Croydon, CR0 3RY £16.95.

We have had books about the racing careers of almost all the present-day and post-war F1 drivers, others about great racing drivers of the past, yet others by team managers and on the Marathon, etc, but not many about the flourishing pursuit of rallying. So I was pleased to see this excellent coverage of Russell Brookes' rallying memories, in the compiling of which he was helped by journalist Neil Perkins. The magazine-size pages enable justice to be done to the pictures, and that colour is sometimes adjacent to black and white photographs matters hardly at all. The colour plates are excellent and you get pace-notes, prize presentations, action shots galore, personalities, and the cars, all calculated to inspire newcomers to rallying.

Brookes' rallying career runs from Minis in 1969, through Ford Escorts of various sorts, to Talbot-Sunbeam Lotus, Vauxhall Chevette HSR, Opel Manta 400, Astras and in more recent times, Ford Sierra Cosworths, culminating in his winning the RAC Rally Championship year after year, from 1974, the European Rally Championship likewise, and other championships along the way. His achievements up to 1990 are detailed in a five-page Appendix, and to whet the reader's appetite, the chapters cover the early ventures, finding the ways and means, preparing his own rally cars, tyres and test sessions, on to sponsorship and success, with an idea of how tough it is at the top, the good and the bad rally cars, Russell's memories, and a look at the future of rallying. I am sure you are going to like this one; the illustrations alone cover a wide spectrum of rallying and are very well reproduced. Good show, Russell Brookes! WB

Motor Car Museum
Schlumpf Collection
Mulhouse, France
by Jacquest Rousseau, Jean-Claude Delerm and Patrick Garnier. English version translated and edited by David Waldron. 319pp. 13" x 10". Published by Editions d'Art, JP Barthelemy, Besançon, France. Distributed in the UK by Menoshire Limited. £99.00

This magnificently produced book, printed in Switzerland, has become the official catalogue of the Schlumpf Museum in France. Every single car is illustrated and described in some detail with accompanying text, attractively laid out page after page. In a book of this nature, there are hardly any relevations, but as a browsing tome it is unbeatable, but at £99, it cannot be denied that it is an expensive browse. Since the print run is being limited to 2000 copies, which are individually numbered, this book is really being aimed at the connoisseur of fine books. WPK

There have been legions of books about Volkswagens, from the Beetle onwards. *VW Power and Style* by Ian Kuah, an MRP publication, address above, priced at £19.95, is about the Golf GTi, Scirocco, Jetta and Corrado from the aspect of conversion specialists and performance car enthusiasts who know how to make these VWs go faster. Lots of clear pictures, lots of data, in 192 10in x 7¼in pages, sums up this useful work. WB

With Hindsight
by Charles Mortimer. 143pp. 10" x 7¼". Richard Netherwood Ltd, Fulstone Barn, New Mill, Huddersfield, HD7 7DL. £13.95.

The sub-title of this very readable book is *A Lifetime in Harmony with Cars, Bikes and Motorsport* and it is just that, being recollections by Charles Mortimer of his life of dealing, racing, motorbook buying and selling, running a motorcycle racing school, authorship, etc, starting with boyhood memories of his very inexpensive bikes and of getting to know cars through those of his family and the chauffeurs. As an author Charles has to his credit *Brooklands And Beyond, Motoring Afloat, Brooklands: Behind The Scenes* and *The Constant Search*, the last about motorbook collecting. Some of his many splendid anecdotes were included in these earlier works, although Mortimer has somehow managed to keep the text of this latest book fresh.

It covers all aspects of his long, still active, and very busy life, apart from his spell as an amateur yachtsman. There is much emphasis on Brooklands, where Charles Mortimer was one of the regular habitués, with his own shed. Starting with the last belt-driven motorcycle to race at BMCRC Meetings, he rode many makes of machines and drove many different kinds of cars there, and after the Track closed down for good, he raced at other venues. All this comes over very enjoyably, as DSJ emphasizes in the Foreword, saying that he felt he was reading his own biography, except that that he has never been able to sell anything for a profit and is reluctant to buy anything, even of himself. Whereas Charles's first love, after racing, is dealing.

The many and diverse cars he has owned make a sort of entertaining extension of the "Cars I Have Owned" article he contributed to MOTOR SPORT many years ago; I note he seems to have overcome his dislike of Rolls-Royces as cars in which he was invariably late for appointments! As one who can never have too much about Brooklands, I was avid to read this book and found it very hard to put down; and that's not because I opened it at a time when heavy Welsh rain was falling and heavy tractors and trucks were resurfacing the drive, thus trapping my Ford.

Clearly Jenks enjoyed it just as much and so, I think, will you. With the increase in motorbook buying there are interesting references to Mortimer's association with Eoin Young and Eric Thompson. But chiefly it is Mortimer's fund of anecdotes about the unique personalities he has met, especially at that ever-fascinating place, Brooklands Track, which make *Hindsight* such fun.

Most of the pictures have appeared in the author's earlier books but are in a bigger format. A few errors have crept in, making my editorial finger itch, such as the almost inevitable 'p' in Thomson of T & Ts, and there is no index. But the memories run well and could only come from a real enthusiast and a true lover of Brooklands. I was, though, sorry to see in the final paragraph a reference to a letter in MOTOR SPORT saying how dull and awful Brooklands was. I do not recall it, so perhaps Charles has confused us with another journal? If not, I am sure he will tell me where to look and I would be surprised if we let such a letter into print without adding a strong footnote. WB

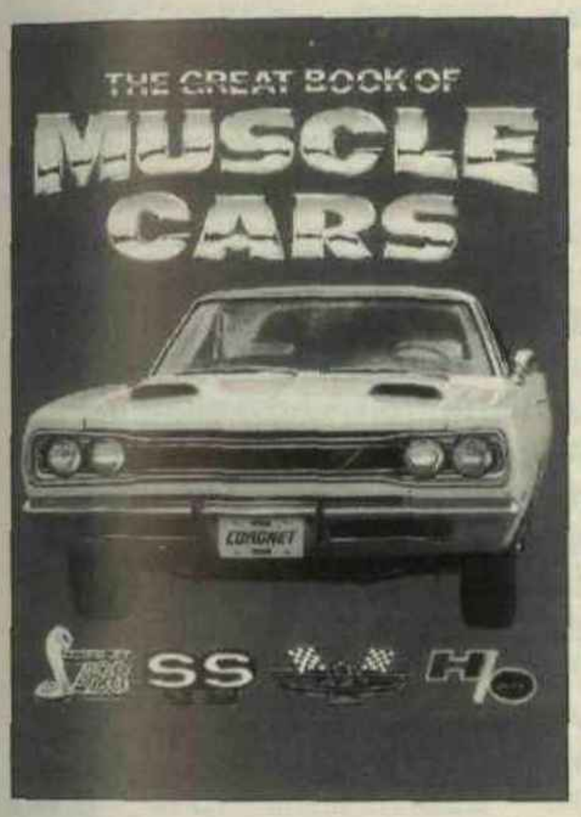
Cars in Books

A little more about the cars used by Clare Sheridan, whose Sahara adventuress with a 1926 Renault we mentioned recently, emerge from a book about her tempestuous career, *Cousin Clare* by Anit Leslie (Hutchinson, 1976), whereas in her biography, *To the Four Winds* (Andre Deutsch, 1957), intriguing as this is, Clare does not refer to cars by make. In the former book the Renault is mentioned, and we learn that when in Paris in 1931 she drove about in a Citroën and that her son Dick later had a Ford V8, involved in many smashes, in which he drove from England to Africa and which Clare shipped across the Atlantic to continue her restless travelling in America. It was she who travelled about Europe in 1924 in the sidecar of her brother's 1922 motorcycle, as we have described previously in MOTOR SPORT, bid goodbye by Winston Churchill and getting as far as Russia. Before that their mother had ridden in the machine to Paris from England, and thought nothing of doing 175 miles in a day in the sidecar when in her seventies, once taking tea with Winston while a puncture was mended. Peter Garnier sent a photostat from a novel by Ian Hay, *Half A Soverign*, published in 1926, in which one of the characters expresses his dislike of a car which met him at St Pancras Station, which had truly sporting features, including "four enormous asbestos-covered exhaust pipes.... running down the side of the bonnet.... At Brooklands the car, for those who like that sort of thing, would have been well enough, but as a domestic conveyance it struck me as vulgar without being funny."

So here is another mention of Brooklands in a non-motoring book and I seem to remember that Brooklands also comes into one of Ian Hay's plays. As most of the production cars I can think of with outside exhaust pipes had only three emerging from the bonnet, one wonders what Hay had in mind, if indeed the car really existed. A Duesenburg, perhaps? or a Frazer Nash. WB

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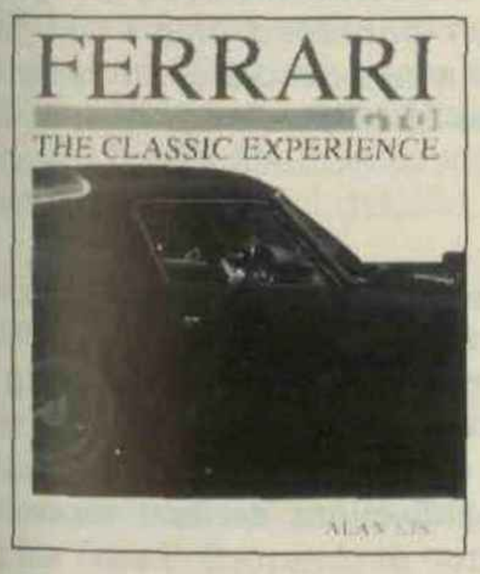
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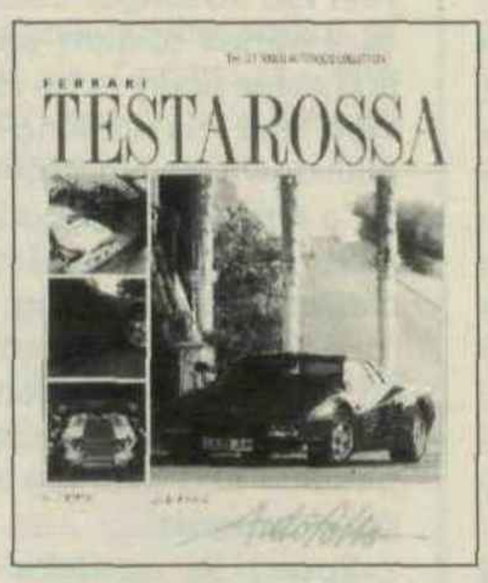
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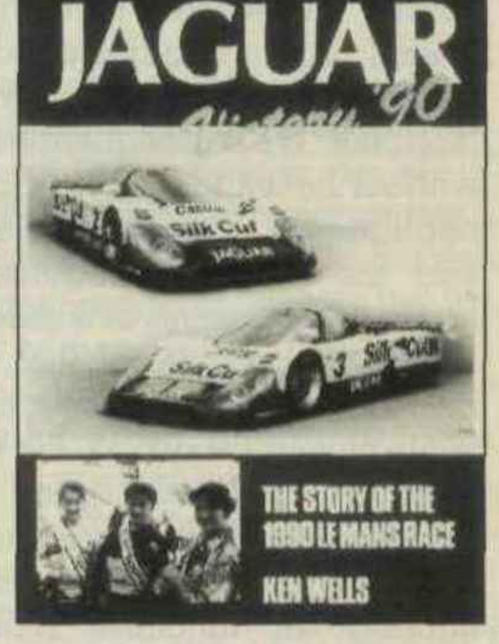
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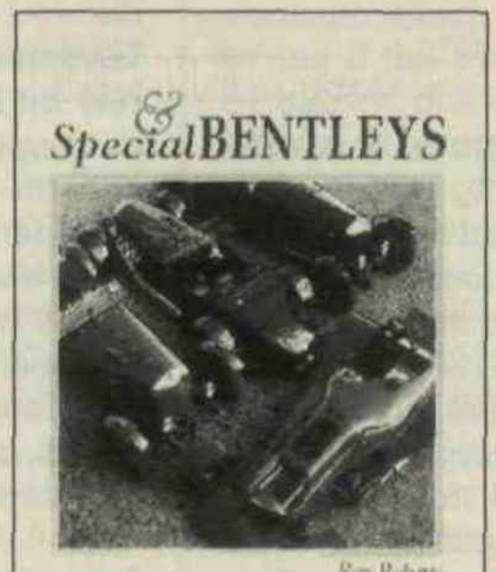
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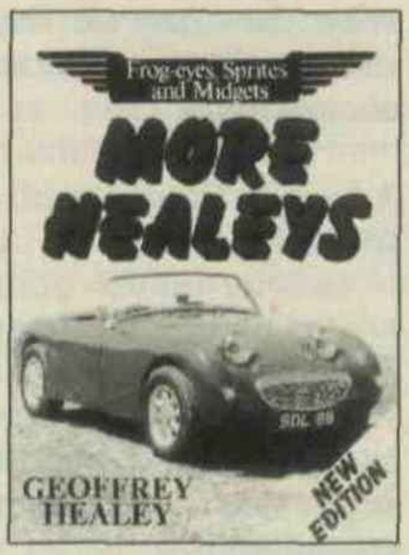
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0291

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

Police Discrimination

Sir
Matters of Moment (March, 1991) asks what happens to drunken pedestrians who cause accidents and whether they are breathalised.

While driving her VW one day, my daughter unavoidably hit a very drunk pedestrian who ran head on into her. Fortunately he was not killed, but he did suffer severe injuries by being pitched forward and striking the upper edge of the windscreen surround. A perfect "V" was punched into the roof which showered my daughter with glass fragments.

The subsequent police attendance seemed bent on finding the motorist to be at fault so my daughter was "routinely" breathalised, with negative results while still having pieces of glass removed from her face. The car was trailered away, at my daughter's expense, and impounded of account of the "potential" fatality. The police took no action whatsoever against the drunk. He was thus able to injure my daughter, damage her property, frighten her witless, cause her considerable expense and mayhem with impunity. Indeed, the police said that they were concerned about the adverse PR of prosecuting an injured man. The potentially "easy" target, in other words the motorist, was beyond their grasp and wholly innocent. We subsequently sued the drunk without hesitation in the County Court for negligence, obtaining clear judgement and the damages required. There was never any question of a defence.

This is clear proof that the police are primarily intent on prosecuting the motorist while shying away from the task of possibly wasting time on petty offences by pedestrians. The mere fact that one of these pedestrians came close to severely injuring an innocent motorist did not appear to concern them!

PJ Doyle,
Oxon.

Ignoratio Elenchi

Sir
We are hearing a great deal about raising existing statutory speed limits, with particular reference to the urban 30 mph restriction and the motorway limit of 70 mph. Your March editorial has focussed attention on the matter once again. Even as a long standing reader and supporter of MOTOR SPORT and an enthusiastic driver of many sports and high performance cars, I cannot subscribe to your views. The 30 mph limit is imposed for the protection of the pedestrian, including children and the elderly who do not react and move so quickly as they did in earlier years. Improvements in tyres and brakes really have little significance; the laws of physics dictate that the decelerative distance increases directly with the square of velocity. Quite simply, double your speed and you need at least four times the original stopping distance! In general, it is not practicable to achieve a mean deceleration in excess of about 1.1g under perfect conditions and this has been the case for many years.

At motorway speeds we have the same basic problems but they are compounded by an overall lack of awareness and "herd mentality" which seems to affect a large proportion of drivers. "Bunching" is not caused by the speed limit being too low, it is caused by an unpleasant aggression which takes over when drivers see themselves thwarted by a smaller or older car. These people will be "tailgating" at whatever speed is legalised for the so-called "fast lane".

The car has developed way ahead of the average driver. We all know that the Driving Test is totally inadequate and an 18 year old no longer does an apprenticeship on a series of slow and elderly cars. His first car is likely to be capable of at least 80 mph, and it is not long before he is able to rush down the highway at speeds in excess of "a ton". It is no good relying on modern motor vehicle technology, although today's cars are very forgiving, and blaming "killer roads" for our problems. Drivers must be educated more thoroughly and made to realise that intelligence, technical competence and skill are required to make a good motorist.

Speed for speed's sake is ludicrous, especially on today's crowded roads. Raising speed limits is not the answer as it will satisfy a small minority and encourage further inconsiderate and aggressive behaviour at the expense of the average, everyday family motorist.

Let us press for a much more thorough Driving Test and the possible introduction of graded licences so that high performance cars can be driven only by those sufficiently experienced and competent to control them.

Adrian K Smith,
Ipswich, Suffolk

Reduce Speed Limits!

Sir
With reference to your article concerning speed, I agree with your comments and suggested improvements for outdated speed limits.

However, while idiots insist on travelling as close as possible to the vehicle in front, no matter what the speed, treat red and amber traffic lights with contempt, treat Stop signs as Give Way signs, treat Give Way signs as if they don't exist, overtake dangerously just because they have got to be in front, drive in poor light or bad weather conditions with no lights, fail to acknowledge that pedestrians are allowed to cross roads, believe they can see better in fog than they can in normal daylight, and use hand held radio telephones while travelling at 90 mph and 3 metres from the vehicle in front etc, etc, surely speed limits should be reduced.

T Wilson,
Berlin, Germany.

Land Rover Tyres

Sir
Whilst waiting in my local garage for an MOT a couple of weeks ago, I was surprised to learn that Land Rover tyres were almost unobtainable. Apparently the word was that purchasing agents for the Armed Forces had been round all tyre-depots requisitioning them for the Gulf War, and consequently the farmers and contractors in the neighbourhood were very much having to make do and mend.

Peter Livesey,
Henley-on-Thames, Oxon.

Mr Livesey was reminded of a photograph MOTOR SPORT published of a FWD Alvis with a spare wheel devoid of a tyre, in the difficult times of 1947! ED.

Memory Trace

Sir
I am at present researching a book on motoring prior to the Second World War, and would greatly appreciate the help of any readers of MOTOR SPORT with stories to tell of life on the road in those days. Personal recollections on any aspect of motoring are of interest, from simply learning to drive, to touring in the not always reliable machines of the day. Memories and anecdotes of those heady days, be they sporting or otherwise, will be of great help, and all correspondence will be replied to.

If you can help bring the history of motoring alive, please contact: Paul Hurd, 47 Ambleside, Botley, Southampton, SO3 2NT.

Paul Hurd,
Southampton,Hampshire.

Expectations

Sir
Like most enthusiasts for sports car racing I rely on MOTOR SPORT and your estimable correspondent Michael Cotton for keeping abreast of the scene. His perceptive comments in *Cotton On* are also appreciated and prompt the thought that after nearly twenty-five years perhaps this year will see the Daytona 24 Hours overtake the Le Mans 24 Hours in term of machinery, teams, drivers and competition, if not of "atmosphere". We shall see in June.

Brian Joscelyne,
Essex.

Jowett History

Sir
I would like to take issue with WPK on minor point concerning Jowett history. On page 240 he states the 1192cc flat-four

arriving in 1930, "saw the company up to and through the War years and was to be basis of its post-war production."

Firstly, the flat-four "10/4" was not actually marketed until the 1936 model year. Secondly, pre-war 4-cylinder Jowetts were never common. Living in the late Thirties in north Derbyshire, not a million miles from the works at Idle, Jowetts were quite commonplace, puttering placidly around the Peak District roads, but the characteristic purr of the four-cylinder model was a rare sound indeed. The early type, with the rather ugly sloping grille (as depicted on the Players Cigarette Card) was most uncommon — I only ever saw two. The staple diet remained the trusty twin. Thirdly, even after the War, the Bradford twin played a large part in keeping Jowett going. Indeed, the new Jowett on the stocks at the time of the firm's demise was another twin, rather than the more costly and complicated 4-cylinder. Fourthly, the pre-war side-valve 4-cylinder engine was quite radically different in most respects, other than layout, to the post-war Javelin and Jupiter. Forward Jowett historians, with facts and figures and technical details!

D Filsell,
Llangynidr, Powys.

The J Genus

Sir
May I comment on the recent references to the Allard J type and confirm that a limited range of twelve only were scheduled. These short wheelbase competition cars were intended to cover the limited demand from serious competitors, leaving the main production to concentrate on the touring models.

Of the twelve, nine were sold with standard bodies, and three running chassis were purchased by Leonard Potter, who fitted bodies to his own design. These were more luxurious than the somewhat spartan standard J and even incorporated a built-in radio set — a feature quite beyond Sydney's understanding.

These chassis were numbered 153, 273 and 275; the latter being the one superbly restored by Roger and Sylvia Hayes, and described in the September issue.

The first order was received from Goff Imhof who took delivery in 1946, the day before the Motor Industry cavalcade in which he represented the Company. The following day he left on a 2000 mile continental tour; a trouble-free run except for a leaking water pump which was changed in Basle. Together, with two of his pre-war fellow competitors, Appleton and Burgess, both awaiting delivery of their J types, he had arranged to form a team, the trio of white cars to be known as CANDIDI PROVOCATORES (White Challengers) after the fashion of Imhof's successful pre-war trials team of Singers. After running for one season Imhof decided to follow the current fashion, and had a NorDec supercharger fitted by North Downes in Caterham.

A final note: late in 1958, Sydney Allard agreed to build another chassis for Arthur Frost, an old friend from the youthful motor cycle days, and this, the thirteenth and last one was numbered 415. Happily, this one has been found and acquired, so preservation is assured thus bringing the total of known survivors, to four, with Appleton's car (110) in original condition now in Australia, and Imhof's somewhat modified (106) in Dorset.

While on the subject of Allard I am trying to complete the history of the prototype J, registration number KXC 170, chassis J888, and hope that some of your readers can fill in the gaps. Introduced at Prescott in July 1949, and vigorously campaigned by Sydney throughout the 1950 season the car was sold in March 1951 to Mr Annabelle. Trace was then lost until acquired by a Mr Owen in Cheadle in December 1956, and then another lapse until a report from a Mr Campbell in Liverpool in 1962. Subsequently the car was sold to America and all trace lost until 1975 when it came to the notice of Allard enthusiast R de Larrinaga, who bought the car back and is now having J888 completely restored.

Tom Lush,
Worcs.

Ralph E Sanders & Sons Coachwork

Sir
With reference to the photographs on page 254 of your March issue, I can say that the one on the top right is not of the suggested Lancia.

Edwardian Lancias had wheels with ten wooden spokes and not the twelve shown. The radiator appears to have a curved top with a wired edge whereas Lancia used a style similar to Rolls and a plain right angle at the edge. I have never seen a Lancia with a housing protecting the bottom of the gear lever/hand brake but this would not be difficult to fabricate. Unfortunately, it is not possible to decipher the engraving on the wheel centres, which would read LANCIA, nor to see if the distinguishing knurled knob in one of the steering wheel spokes is present. No, not a Lancia, but I can't make any other suggestions, my knowledge is not exhaustive enough.

I deal with enquiries about all Lancia models made prior to the Lambda (introduced in 1921) on behalf of the Lancia Motor Club and if I can help any of your readers with their cars, will be interested to do so. But no spares — they are in rather short supply!

Roland Grazebrook,
Limpley Stoke, Bath.

Simple Cure

Sir
Your reference to the late Mrs Beatrice Naylor brings back wartime memories of one of her inventions in the days when she was Miss Shilling and employed by the RAE. It consisted of a brass insert in the fuel pipe line of the "Merlin" engine to prevent fuel seeping back to the supply during aerobatics, etc. A small hole was drilled inside the nut, thus creating a tiny reservoir in which the fuel could build up and preventing a dangerous flat-spot during combat. The simplicityof this device was fascinating, and I remember the novelty and pleasure of working with a Mr Craig from Rolls-Royce who came out to our Spitfire Squadron in Northern Ireland in 1942 to introduce this modification. It was a nice change to rub shoulders with a white-coated civilian from the outside world after being surrounded by the boys in blue. Thank you for your magazine, which has given me so much pleasure over many years.

LH Forbes,
Ashby-de-la-Zouch, Leics.

Motorsport and Recreation in National Parks

Sir,
You will know perhaps better than most just how much pressure is being placed on motor sport and recreation in this conservation and environment conscious period of time we find ourselves in. Members of the Land Access and Recreations Association (LARA) have identified the country's national parks as being particularly precious to motorised recreation in its many guises. Yet, because national parks are also very precious to preserve, motorised activity is seriously threatened by total exclusion from them. Consequently LARA wishes to do all it can to retain a legitimate slot for motorised leisure activity in the national parks, within the environmental pressures being applied as fast as possible.

Our plan is to document motor activity in these beautiful areas throughout the century, in a sincere attempt to illustrate that our sport has not been, and is not, damaging these especially precious areas of countryside in the way that some of our detractors would have others believe.

Going back to the first International Six Days Trials and early MCC events, territory which is now national park has been motor activity territory. Such activity has not destroyed the countryside in all those years, and will not do so in the future. We have to convince legislators that motor sport and recreation will remain legitimate in the parks for years to come.

Geoff Wilson,
Chairman, LARA
Penrith, Cumbria.

The North Lucas

Sir
In 1941 my late employer purchased two Scammell trailer fire pumps. I attended

the Scammell Works (I believe at Watford) to witness the pumps on test, and whilst there I noticed a car with a most unusual shaped body work standing derelict at the rear of a roofed enclosure that appeared to be filled mainly with junk. I thought that the car was probably the North Lucas, but no one could confirm its origin. When, however, I asked if the vehicle was fitted with a radial engine I was told that this was so. It would therefore seem possible that the car was the North Lucas. Perhaps some ex-Scammell employee of the period can give further information.

N Croft,
Essex

Sir
The late OD North was a regular visitor to Chagford on the edge of Dartmoor as a guest at our hotel.

He always stated that the North Lucas Special was written off in an accident on the road from Moreton-Hampstead toPrincetown, somewhere near the Warren House Inn.

Like Sir Alec Issigonis after him he was an innovative engineer; as designer for Scammel's he is best remembered for the huge Express Dairy tankers. His design did away with springs relying on the huge tyres for suspension. The gearbox was designed by him in a single weekend and his great joy was that it was still in use after WW2 in British Army tanks — transmitting 6 or 7 times as much power as it was designed to carry!

The two-speed rear axle was also his design. Scammel did not patent it. As a result it ended up patented in USA. Perhaps someone on Dartmoor may know more about the North Lucas special.

HB Robinson,
Glastonbury, Somerset.

Sir
Allow me to fill in a few gaps on the North Lucas Radial featured in your March issue, as I knew the car well and travelled in it many times, Ralph Lucas being a close relation.

You will understand that I was quite young in 1922, but nevertheless a keen student of the motor car. I recall that it was light and airy inside thanks to the translucent roof but rather cramped in width at the back. The suspension was superb, due to Oliver North's belief in the importance of minimal unsprung weight, achieved in this case by the use of independent suspension all round, the omission of FWB and the use of inboard brakes at the rear.

The main fault with the NLR was in the steering, a tendency to wander, which we would now identify as oversteer, a national consequence of IRS and excess rear-end weight.

You ask why OHV was not employed in such an advanced car. I believe the cylinders were of JAP manufacture, 350cc with short stroke, which would have been readily available in SV form at that time. As to the origin of the 5-cylinder radial engine, this was an Oliver North Design, influenced by WW1 aero-practice, but like the rest of the car, more of an institution than a production model planned to make money.

During the mid-1920's all the important UK manufacturers examined the NLR most carefully, but none were foolhardy enough to take it up as an economic proposition.

Ralph used the NLR as his only car from 1922-1928 covering 65,000 miles, his wife Mary, not enjoying the notoriety associated with it, resorted to a 10/23 Talbot when travelling independently of her husband. When Ralph finally tired of the car after six years, it was returned to Scammell at Watford where Oliver North was chief designer. I might add, a much respected chief designer, Cambridge educated B,Sc, contributing enormously to Scammell's successes from 1922 until his retirement in the early 1950s.

When I joined Scammell in 1968, rather late in my working life, I naturally enquired to the fate of the NLR, to learn to my surprise that it survived the war, only to be scrapped in the subsequent reorganisation. However, I understand the drawings were last at Beaulieu, where they may still reside.

Ralph had great difficulty in finding a car to his liking after 1928, which was not surprising when you realise that he started with the Valveless, moving on to Edwardian's which were generally good, and then the NLR. I remember him in 1930 unhappy with a 12hp Fiat, supplementing it with a supercharged Triumph 7, followed by a small SS Coupé, more of which were satisfactory. I last remember him in 1936, however, with a Lincoln Zepper which seemed to suit his needs reasonably well.

Edward Riddle.
Shaftesbury, Dorset.

Chiribiri

Sir
I was most interested to read of the Chiribiri in the February issue. Somewhere in the past I recall coming across that name — but was never quite sure, until now, that it referred to a make of Italian motorcar.

What I do remember most clearly, from even more distant times, was that when my late uncle returned from Italy after the War World 2, he often used to sit at the piano and play and sing an Italian tune which I still remember clearly. It commenced "Chiribiri bin que bella". Even though I never knew what the song was about I didn't ask, but could he have been singing about a motor car? In our home, in about 1945-47, this song was as popular as "Come back to Sorrento".

DRT Wadsworth,
Twickenham, Middx.

Fedden's follow-up

Sir
I enjoyed your look at the CAR (Cosmos) in the April issue, but although as you say, nothing more was heard of it, it was not the last radial-engined car to emanate from Roy Fedden's drawing board.

His rear-engined Fedden 1.Ex of January 1947 was not only powered by a three-cylinder radial engine, but was also sleeve-valved, like his aero engines. It differed from the CAR in not only being rear-engined, but in having its crankshaft vertical.

Michael Worthington-Williams,
Newcastle Emlyn, Dyfed

Rooster Tale

Sir
I am excited to read of your correspondent Mr Ernest Trotter's discovery of a chassis part buried close to the Brooklands banking.

I am pleased to shed light on his find; I strongly suspect it to be part of the front apron of my late grandfathers 1931 "Rooster Special", a car with much Brooklands history (albeit as spectator transport). The vehicle was not buried after crashing as Mr Trotter suspects, but was hidden in a dug-out close to the banking after the 1933 Whitsun meeting due to a misunderstanding between grandfather and an on-course bookmaker.

Circumstances did not allow for the car to be collected with any assurance of privacy, hence our property has remained at the course until this day.

The "Rooster Special" was bequeathed to me during the 1990's, since which time I have been painstakingly "restoring" the car assisted by components sourced mainly from local car-boot sales. I even have a (replica) VSCC "Eligibility Pink Slip" so if Mr Trotter cares to kindly restore the part he has found to its rightful owner he will have the pleasure of seeing this historic and rare Brooklands Racing Car back on the track (or even the auction circuit).

Richard McCann,
Olney, Bucks.

Hussein's Toothbrush

Sir
I suppose there are people who would challenge my contention that the Optimum Car must be a Frazer Nash like my 1930 Meadows- engined Vitesse. It not only provided all the enjoyment of a Nash on the road (especially the empty ones in France) but carried everything my wife and I needed for a two week Raid in the Alps plus suits and glad rags for a week working at the Salon de l'Aeronautique in Paris the week before.

John Teague,
Somerton, Somerset.

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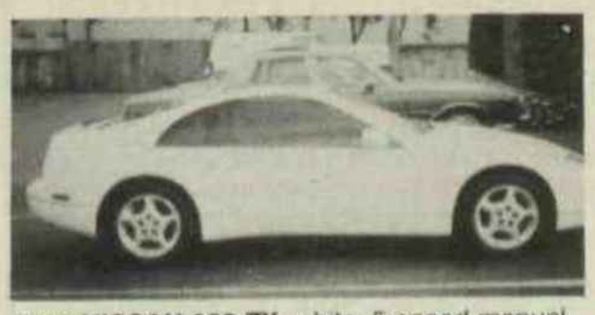
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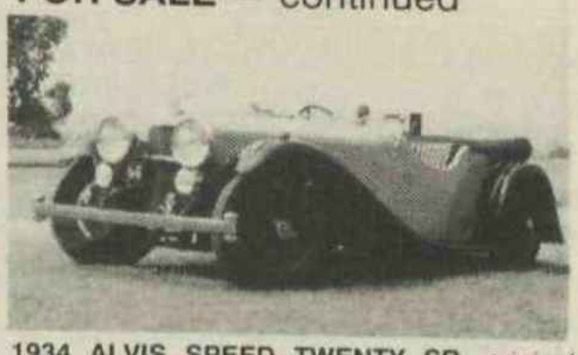
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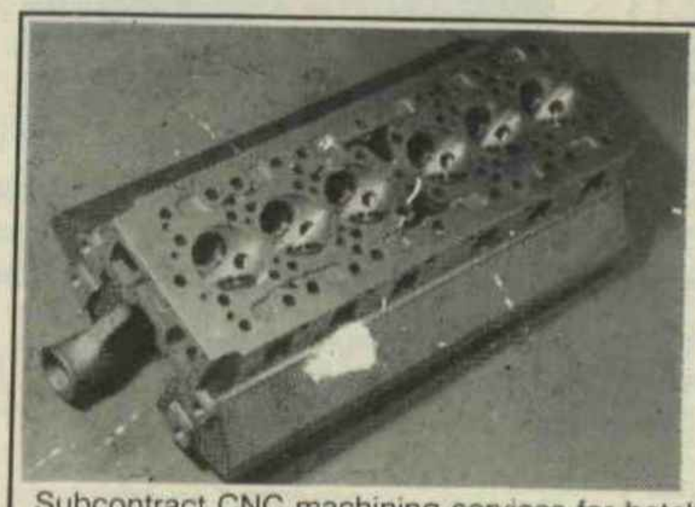


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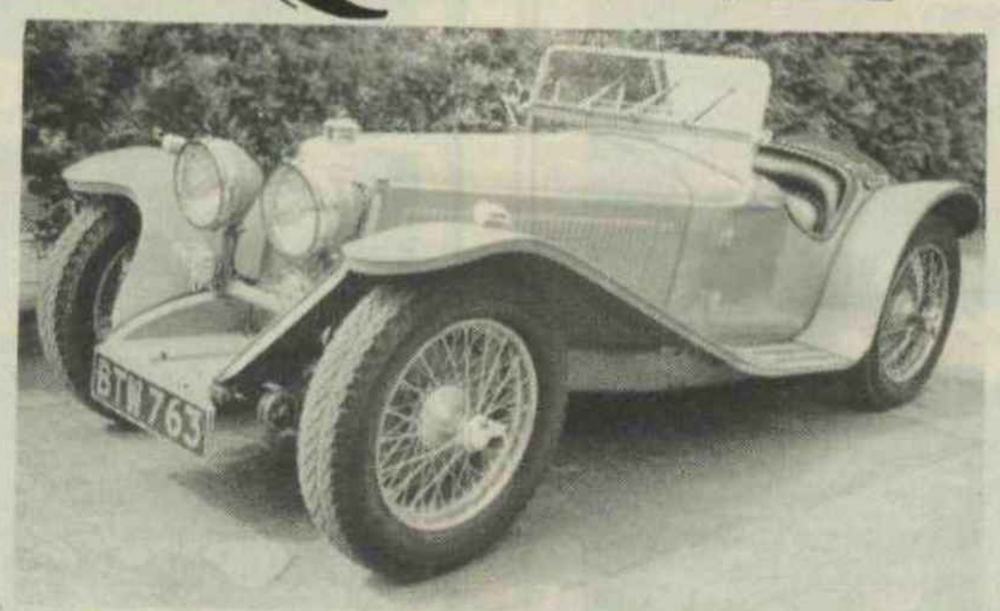
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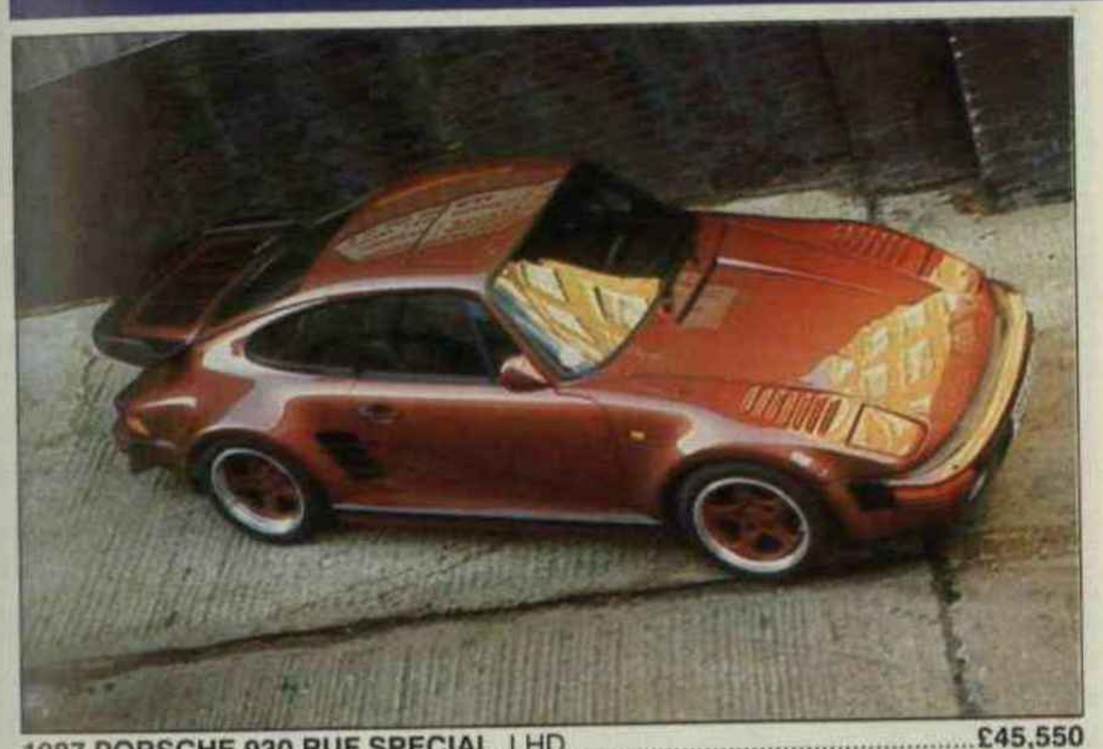
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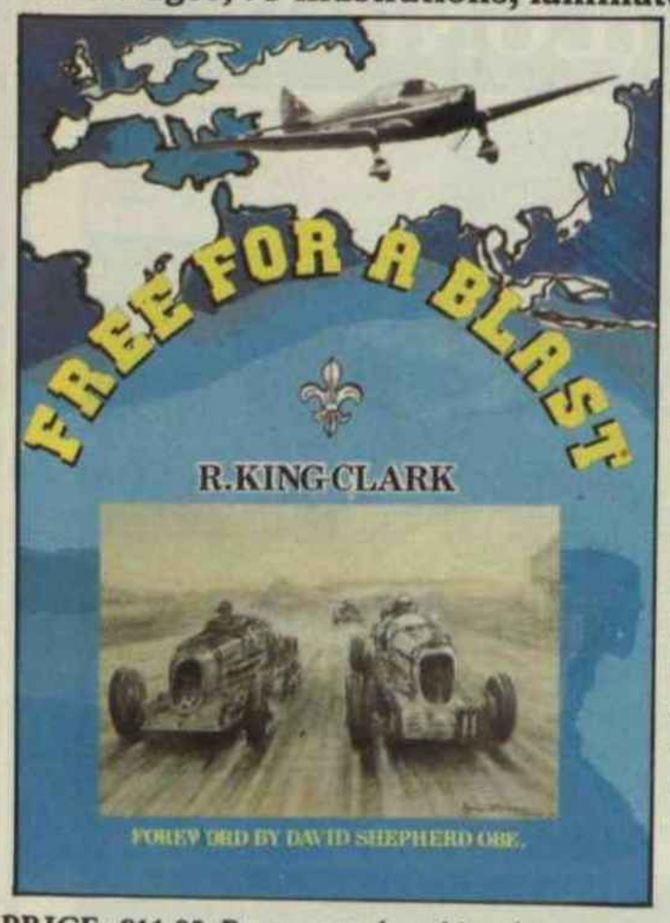
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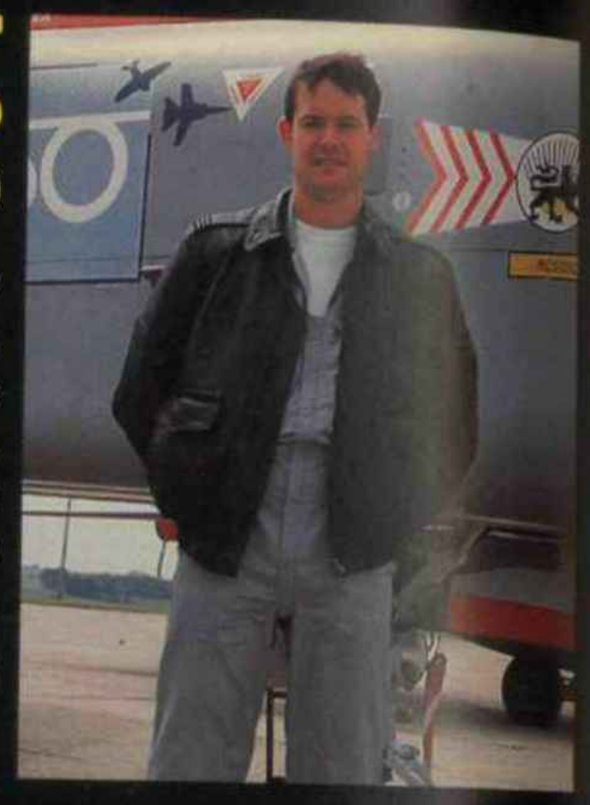
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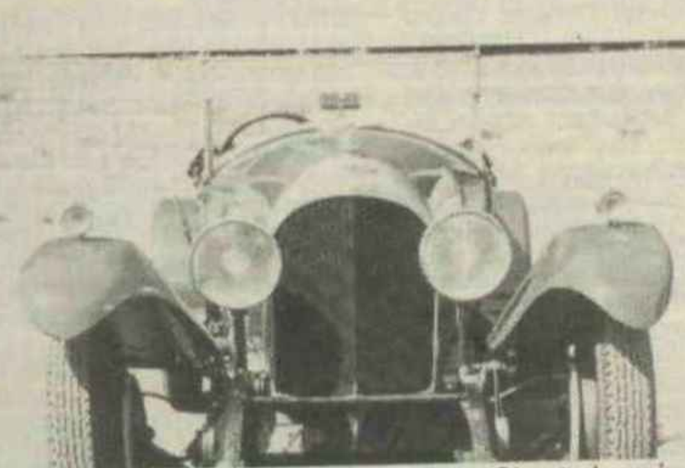
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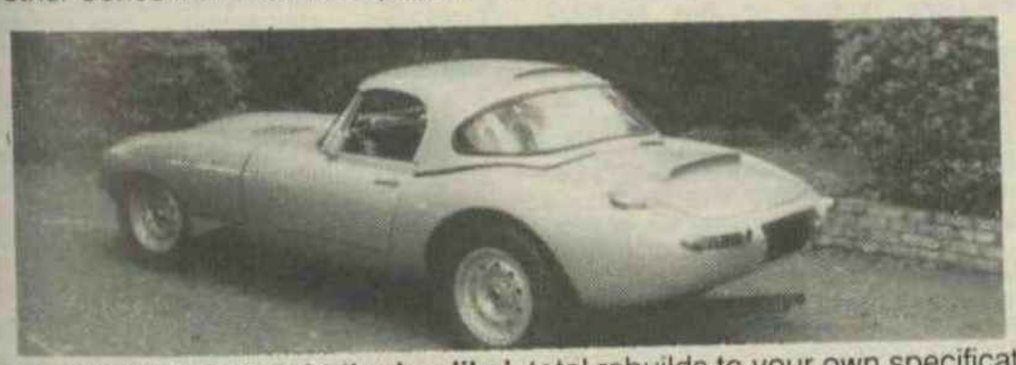
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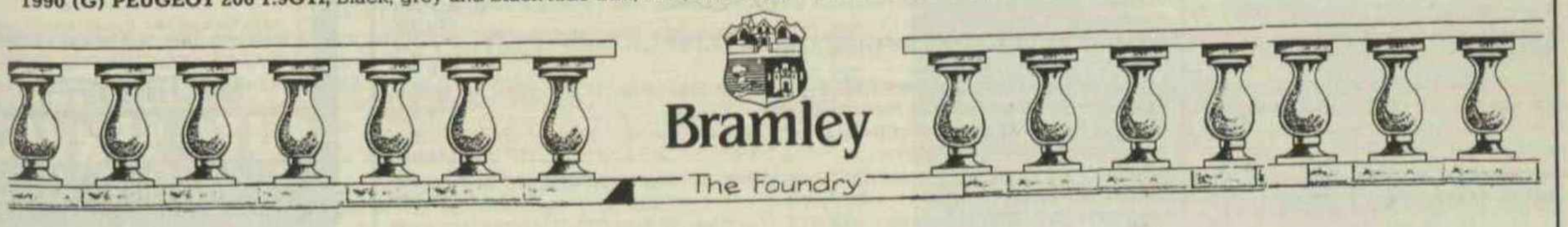
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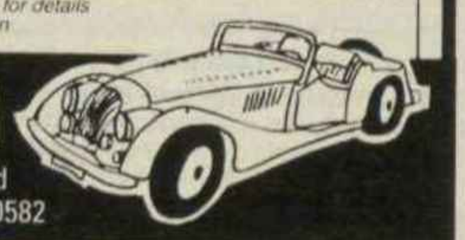
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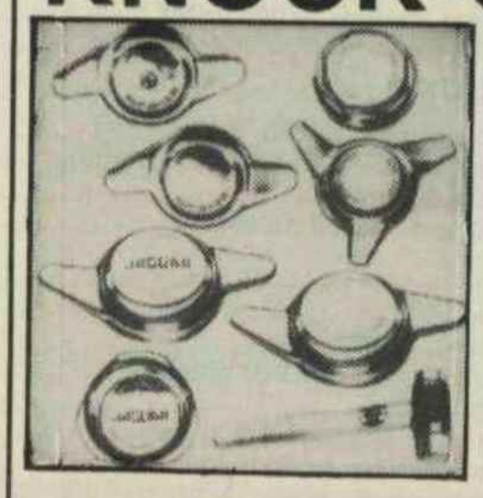
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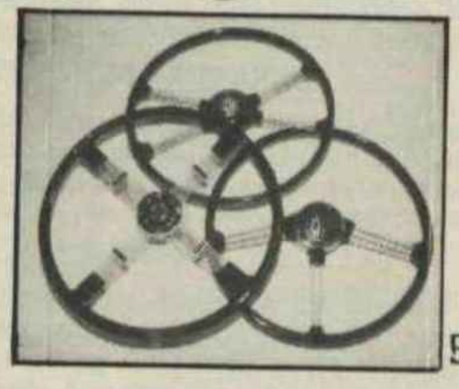
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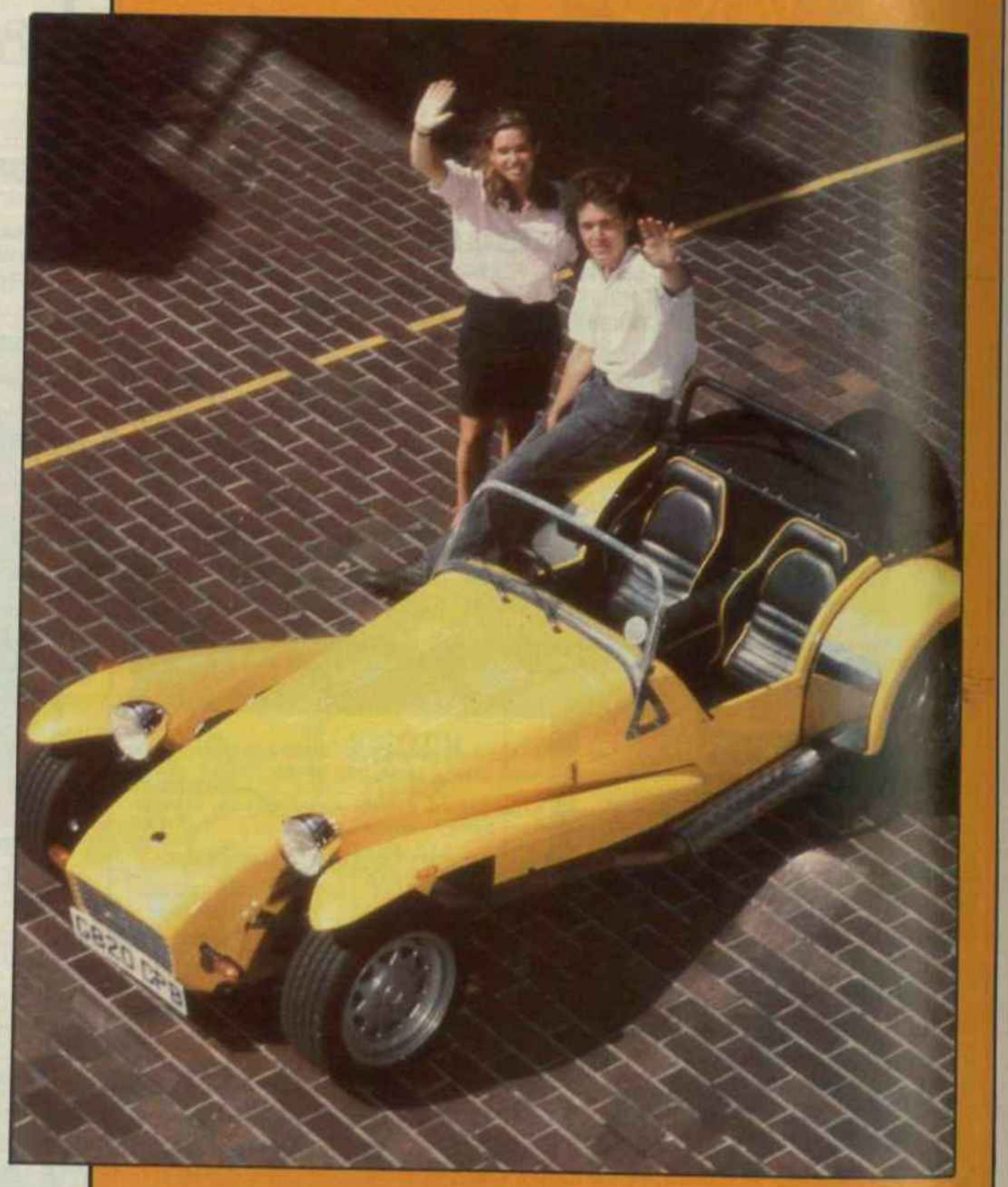
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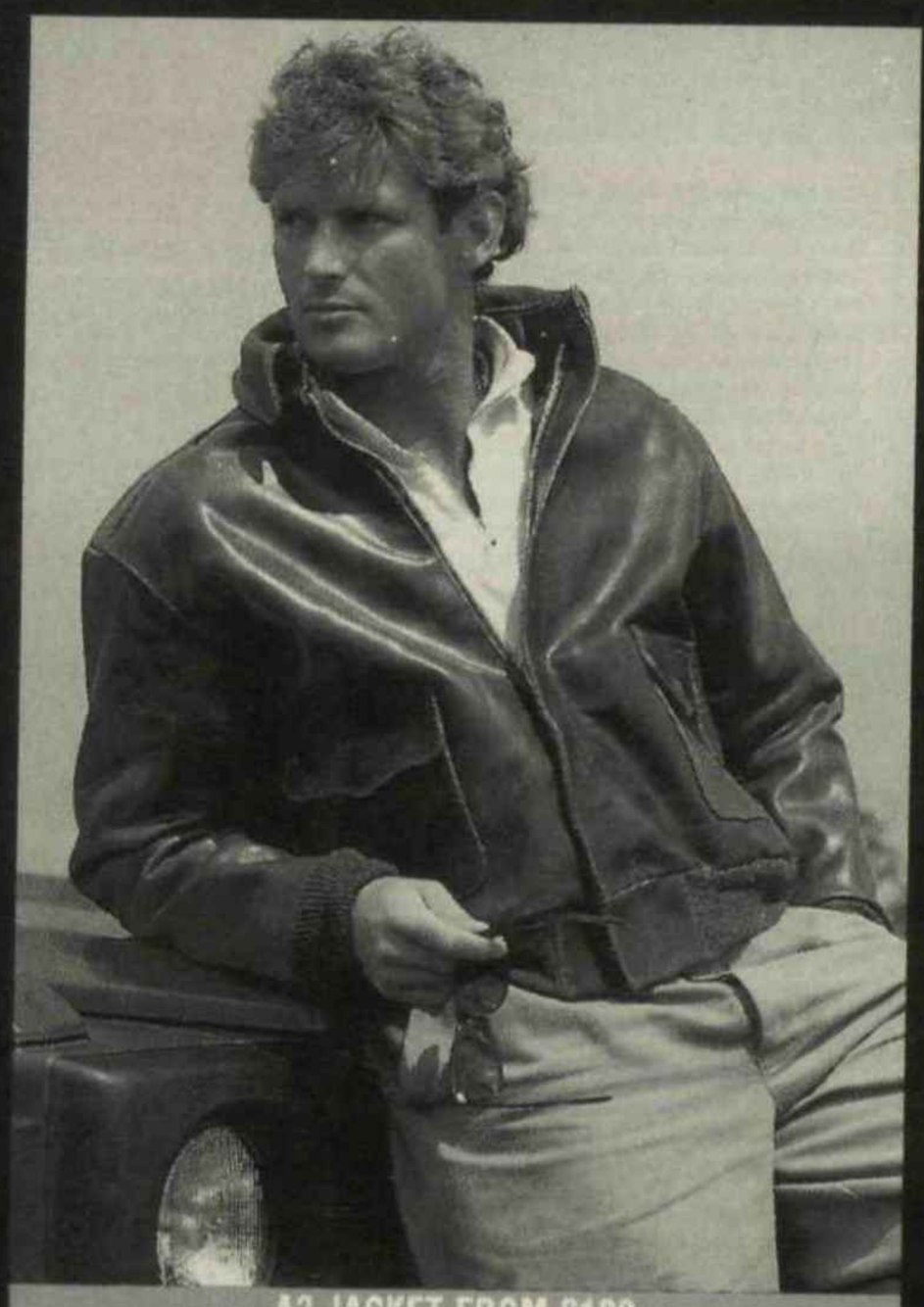
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1982 FERRARI 308 GTSi. Red, 42,000 miles.
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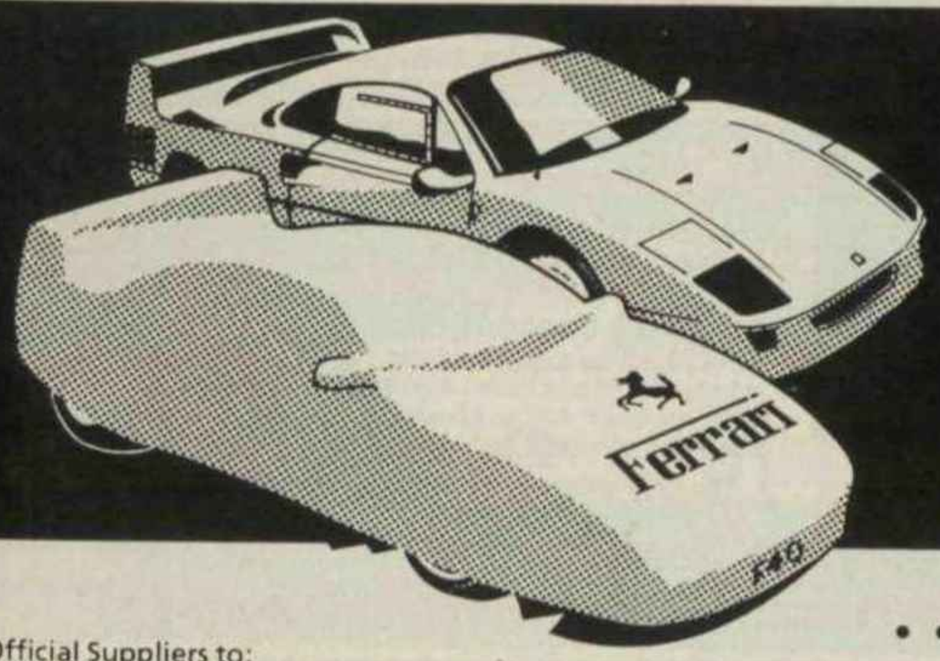
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1987 PORSCHE 911 CARRERA SPORT TARGA. Silver, 22,000 miles.
1987 PORSCHE 911 CARRERA SPORT COUPE. White, 19,000 miles.
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1985 PORSCHE 911 CARRERA SPORT CABRIOLET. Blue, 56,000 miles.
1985 PORSCHE 911 CARRERA SPORT COUPE. White, 38,000 miles.
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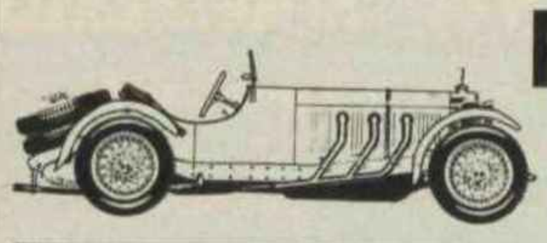
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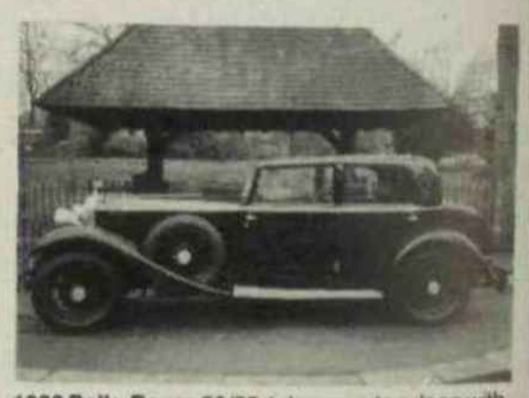
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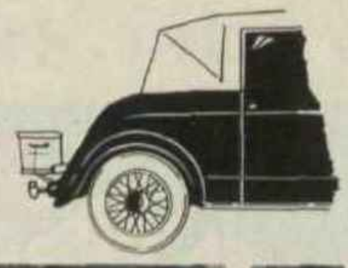
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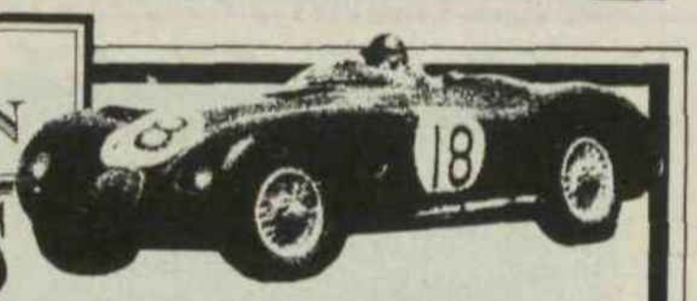


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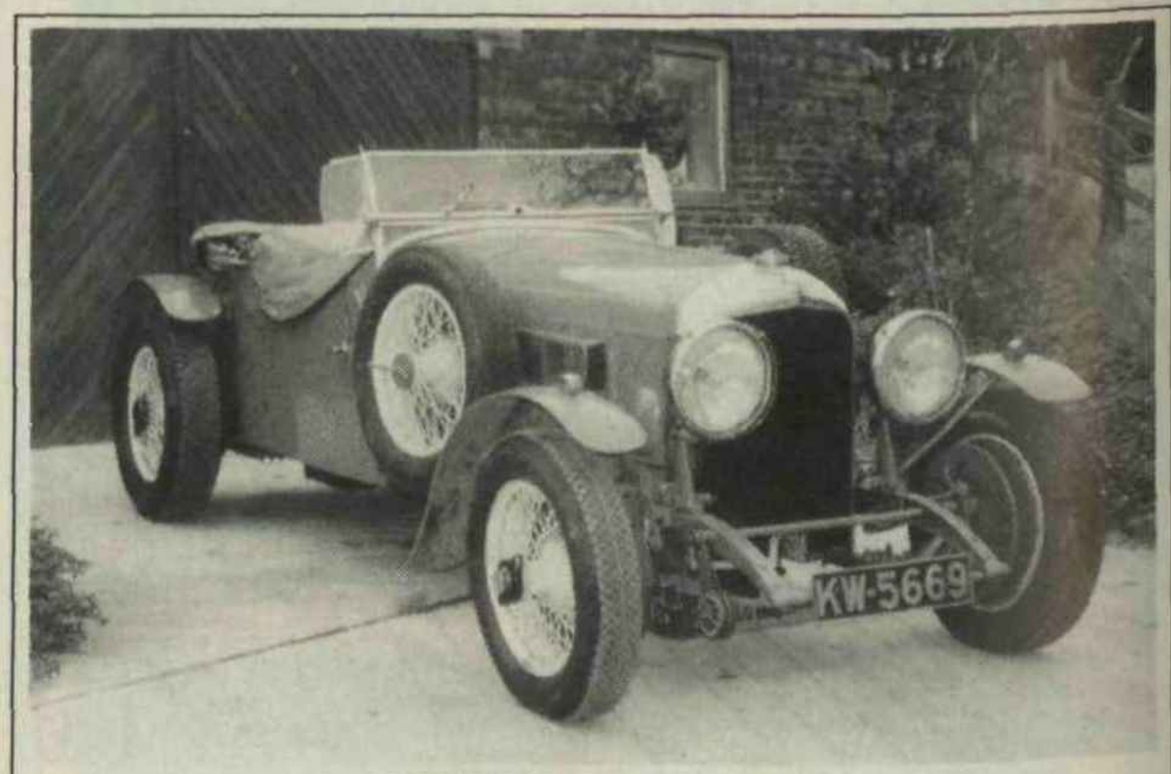


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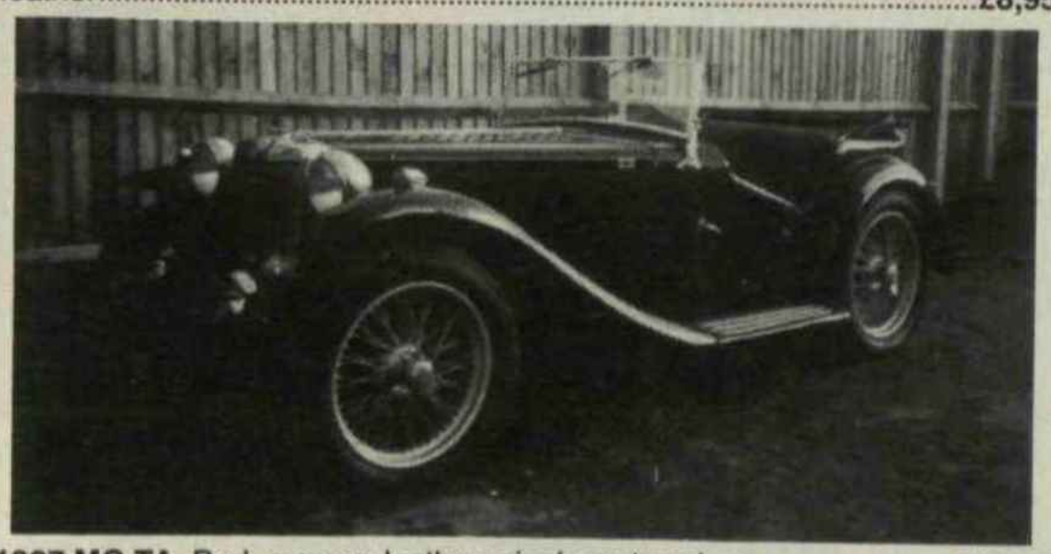
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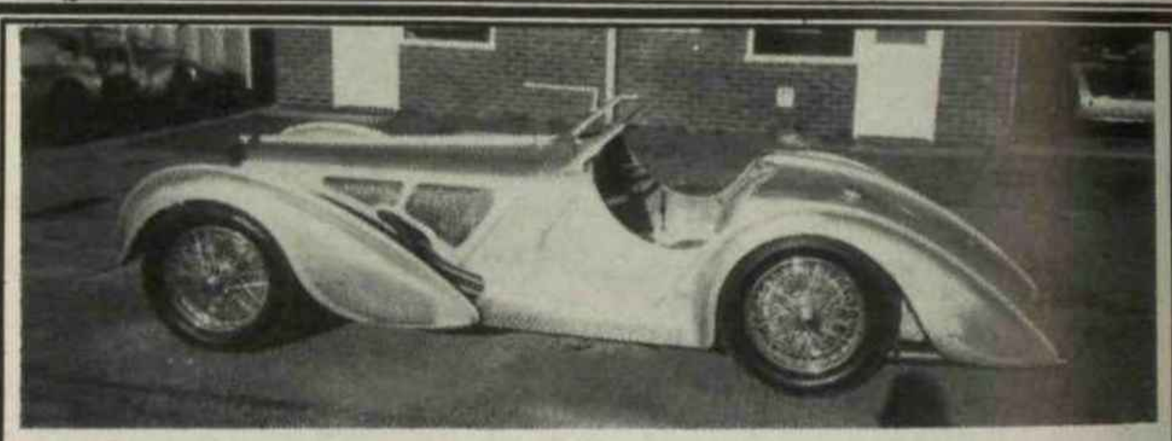
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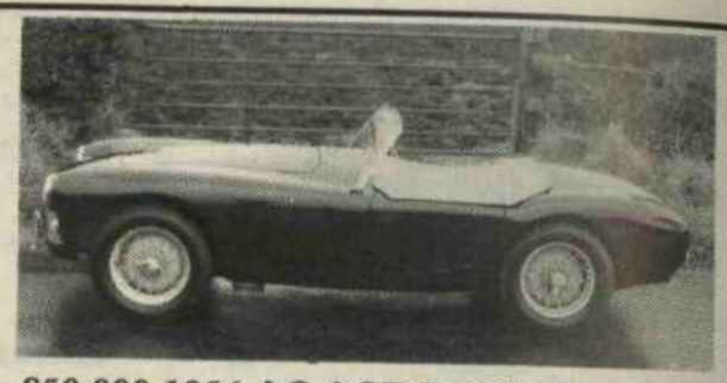
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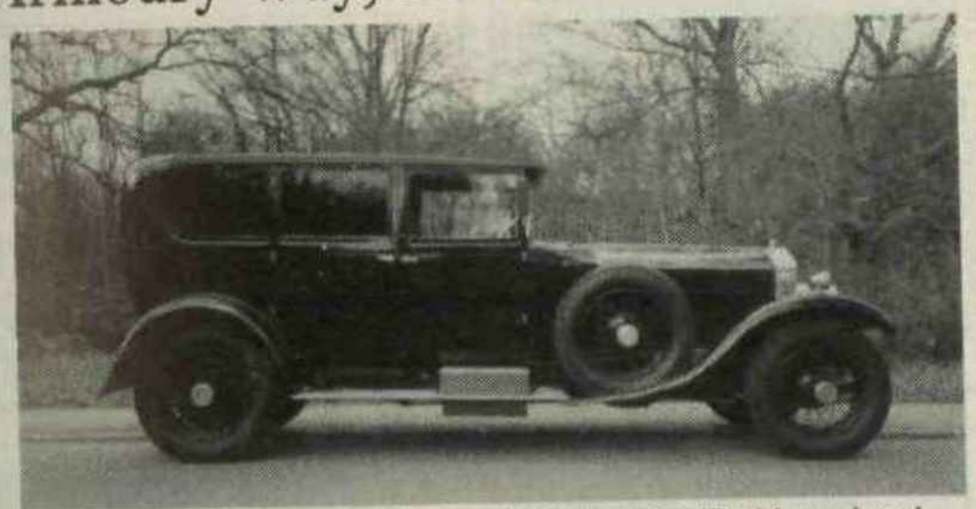
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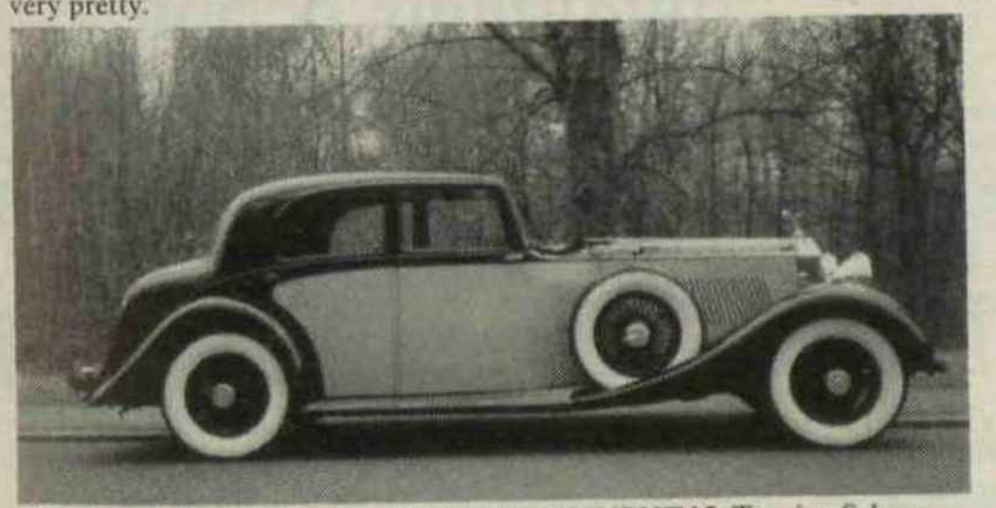
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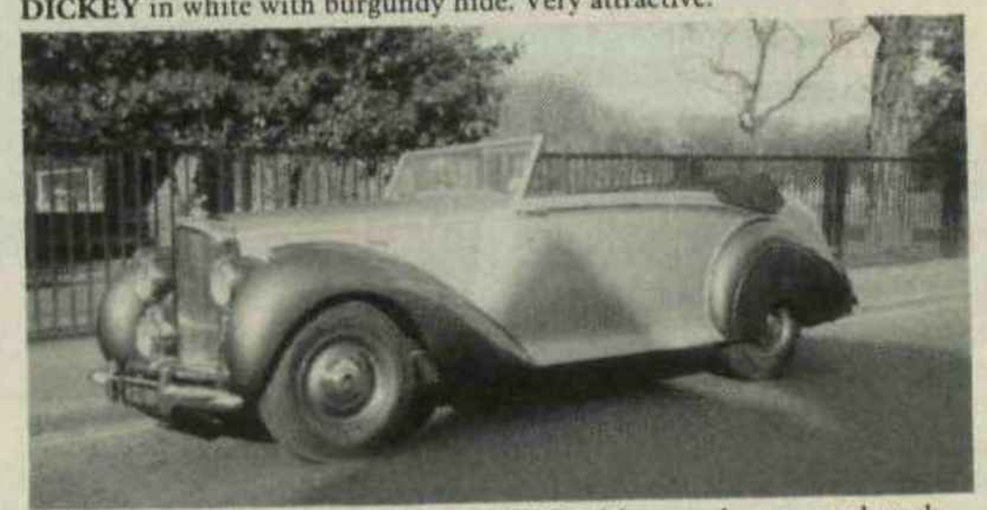
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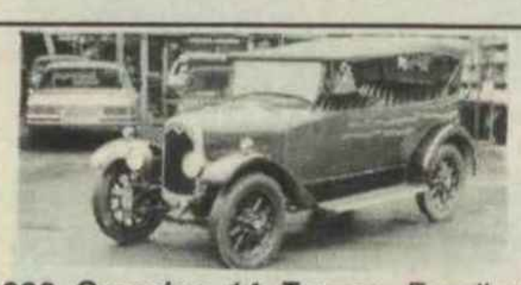
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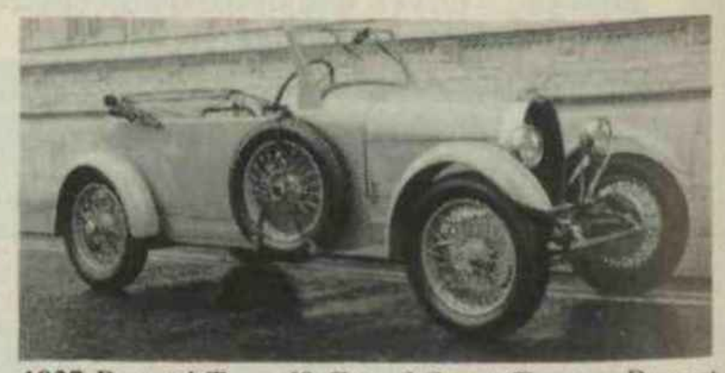
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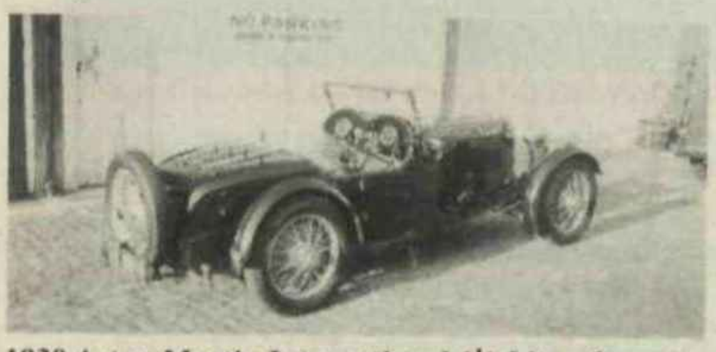
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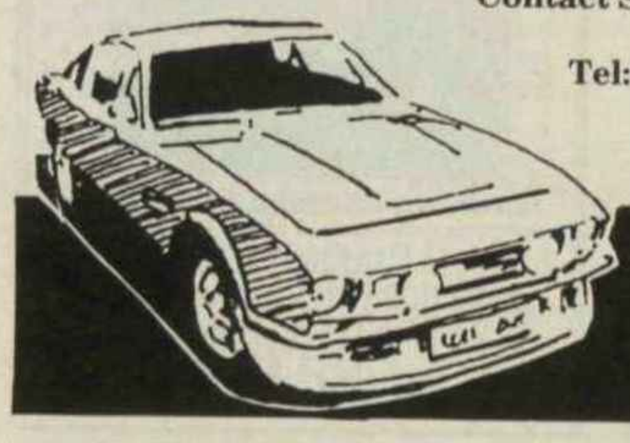
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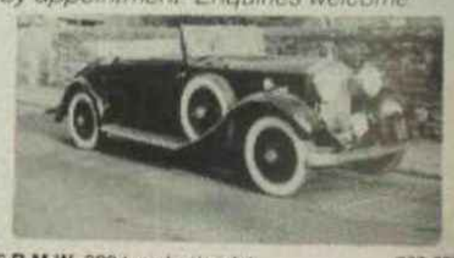
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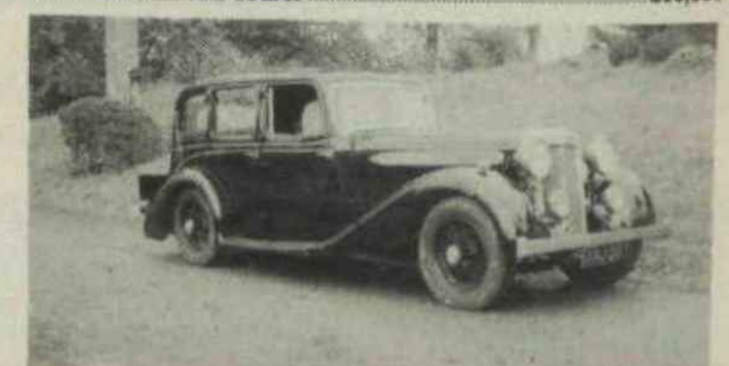
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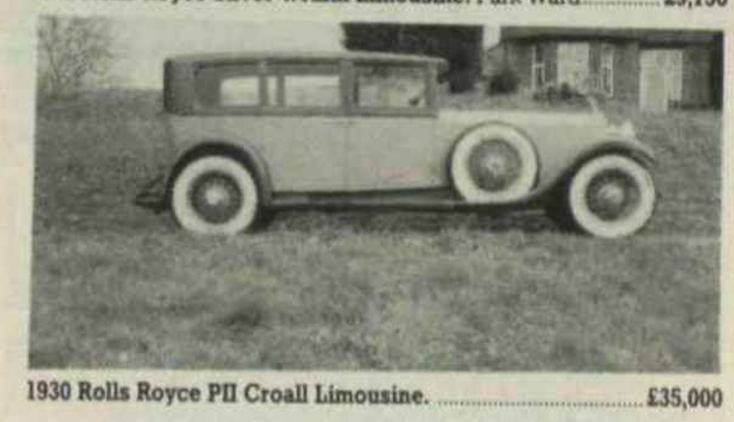
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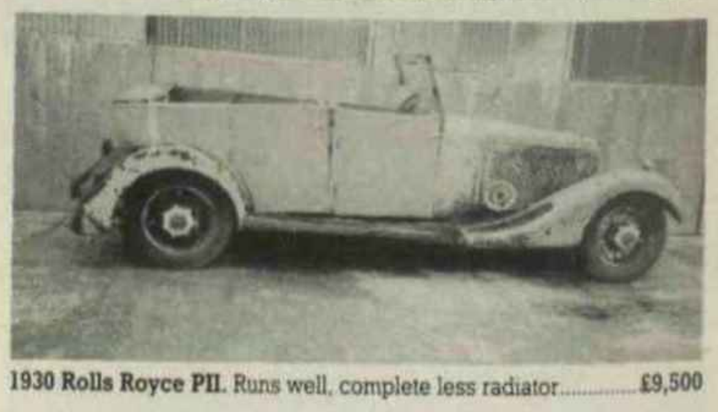
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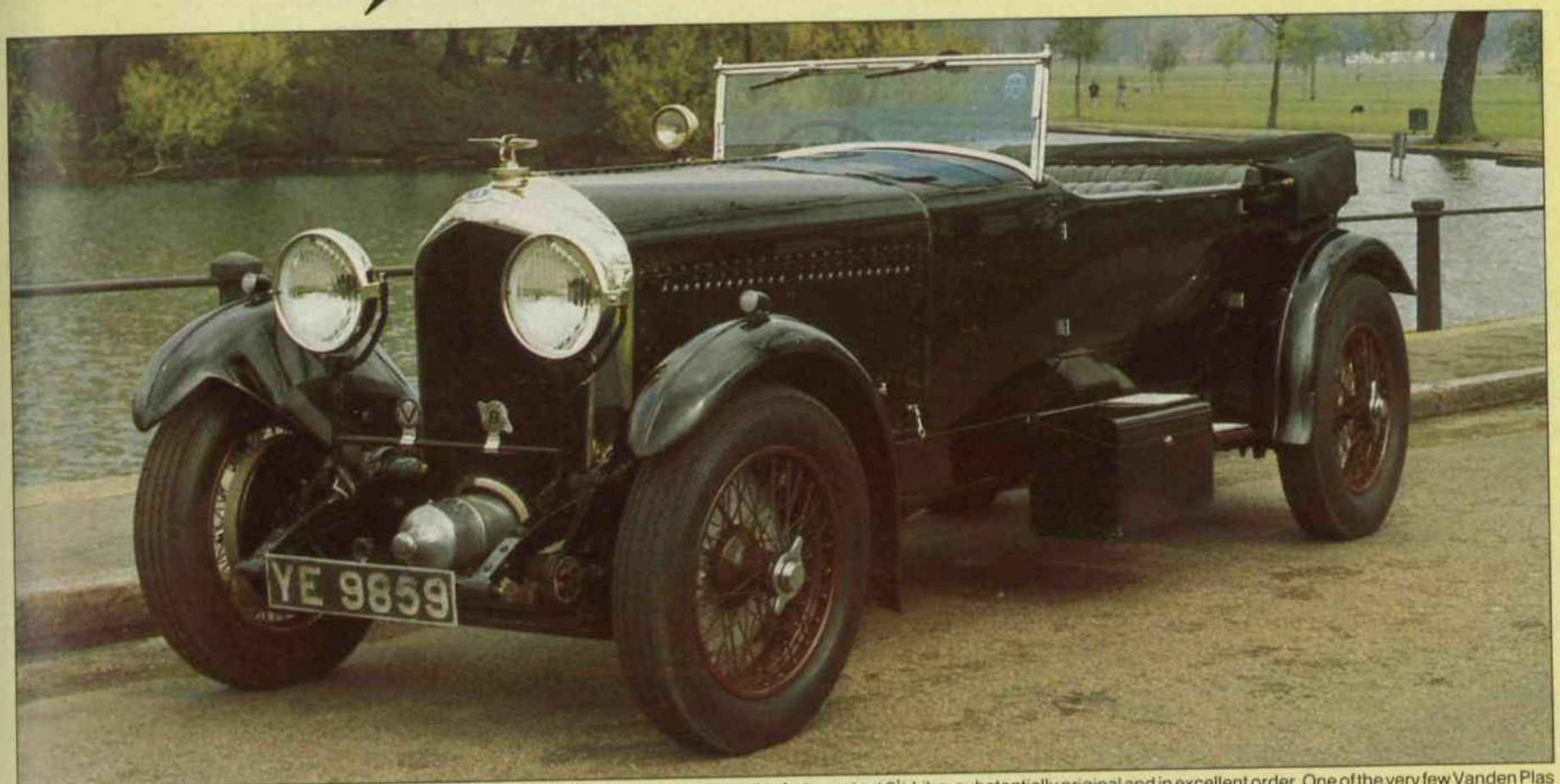


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