PROBE 16

The Daily Telegraph Magazine promotes an adventure in British styling, in co-operation with the Institute of British Carriage and Automobile Manufacturers.

The Probe 16, a completely new car, fully operational and ready for the road, was designed by the Adams Brothers a exhibition at the 1969 Motor Show at Earls Court as an example of what independent British stylists can do. Here we

The Adams Brothers, Dennis and Peter, work in small, but efficient premises by the river at Bradford-on-Avon. Dennis, 37, does the styling and Peter, 30, the engineer, has to make the cars work. Their latest effort, shown in this brochure and on the special stand organised by The Daily Telegraph Magazine and the Institute of British Carriage and Automobile Manufacturers, is Probe 16, an exciting, futuristic coupe powered by a British Leyland 1800 engine mounted behind the driver.

Like Grand Prix racing cars, Probe 16 has smaller wheels at the front than at the back – 10in wheels in front of the driver and 13in wheels behind. "It was just a private fancy to get something as low as possible and doing whatever was necessary to achieve that," said Dennis.

"Previously we have mostly designed cars with competition aspects and we had to stick to the competition rules and regulations. We jumped at the chance to do something regardless of restrictions. We just made it as extreme as we could, though we had to stick to the road use regulations as we are hoping to build about half a dozen for sale."

Dennis Adams is probably best-known for his styling of the Marcos 1800.

He has also done a compact city car – which is tipped up on end for parking – and numerous other design exercises.

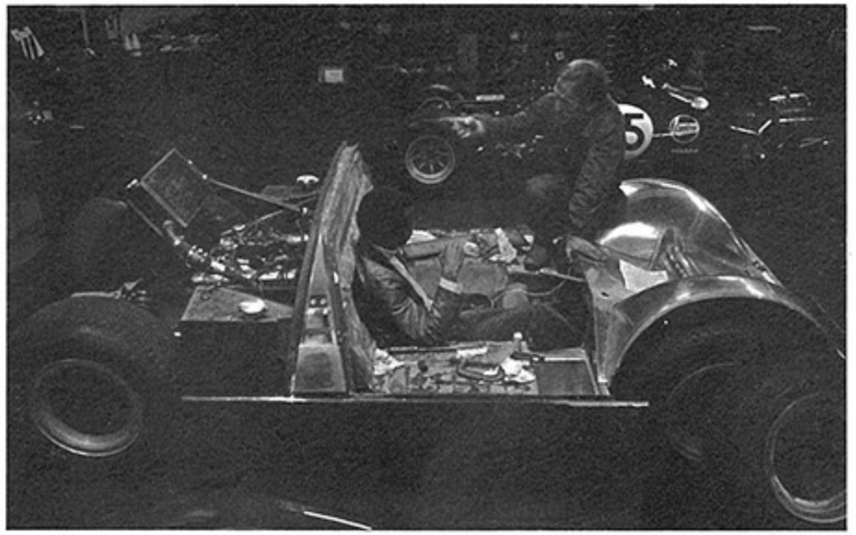
One of the pacesetters among the independent designers has been the David Ogle organisation at Letchworth, Herts. Its fashionably wedge-shaped version of the Reliant Scimitar GT, the GTE, has attracted a lot of attention as a distinctive but extremely practical design.

Ogle's managing director and chief designer, British born Tom Karen, 43, says: "We are trying to develop a British school of styling." Karen studied Aeronautical Engineering at Loughbrough College and worked at Hunting Percival and in Ford's styling department before joining Ogle. He took charge at Ogle when the founder, David Ogle, died in a car accident in 1962. The Ogle firm now has one of the best known independent design studios in Britain. It styles radios, domestic appliances and machine tools, in fact "everything from prams to luxury coaches" as well as cars. Since 1963, the studio has been retained as design consultants to the Reliant Motor Co. which produces economical 3-wheelers and 120 m.p.h. Scimitar GT coupes. In the car world Karen is best known for his GTE Estate version of the Scimitar. Its wedge-shaped styling gives room for up to 4 people with much more luggage space than is normal in this sort of high performance car.

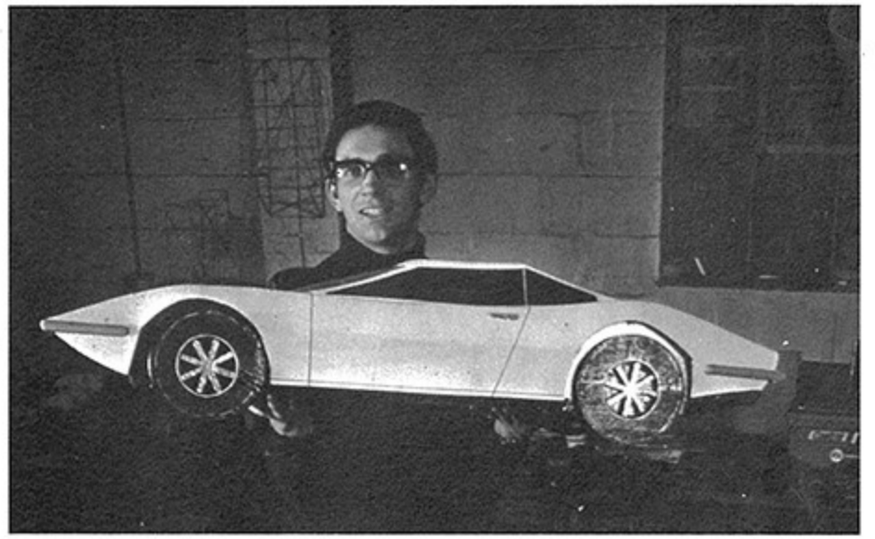
Engineering genius, business acumen and a phobia about losing his independence have made Colin Chapman a millionaire at the age of 41. He is chairman of the Lotus Group. After taking an honours degree in science at London University and serving in the RAF, he began building cars as a hobby in 1948. He launched the Lotus Company in 1953. Chapman is one of the few engineers who is also a brilliant driver, up to Grand Prix standard. Racing successes throughout the world (Team Lotus were Formula One world champions in 1963, 1965 and 1968 and won Indianapolis in 1965) have helped the company to become the leading British manufacturer of specialised sports cars within a few short years.

chosen by The Institute of British Carriage and Automobile Manufacturers and The Daily Telegraph Magazine for
e details of the Probe 16 and information on some other leading British stylists

:us racing cars have often led the d in new design trends and the ne flair is apparent in Chap- ın's production models. They are ıowned for their road holding, ·l economy, acceleration and 'odynamically efficient styling. ɜ mid-engine Europa coupe was roduced as an export-only model 1966, and has just been launch- on the home market. It was the :t mid-engine road car to go into ɟular production and is claimed have the lowest drag coefficient any current production model.



David Gittens, aged 30, wants to start a styling studio at Harold Radford's in Harlesden, where he runs a prototype shop. He says: "I am bored by speed. My interest now is in sculpture on wheels. The time has come to re-evaluate the car in terms of the environment". He believes that the next step is electronic safety devices – even to the point where the speed of a car can be governed by the speed zone in which it is being driven. A graduate of the New York School of Visual Art, he came to London as a photographer, but what he really wanted to do was build a car. His first effort is the Ikenga (Kikuyu for "man's life force"). The Ikenga started life with a Camaro engine with which it could do 162 m.p.h. (as pictured). Later versions have the Buick-Rover engine with a top speed of 150 m.p.h. "The next version will probably be slower, but with more electronic safety devices," says Gittens.



On the fringe of the motor industry, but hoping to do a Colin Chapman one day, is Chris Humberstone, who has produced the Saluki mid-engined sports two-seater. At 23, he is managing director of the Scorpion Car Company of Dorking with financial backing from friends and family, and divides his time between this and his father's floor contracting business.
The Saluki is named after the dog because its designer sees it as "a hairy, fast beast". Costing around £2,500, including purchase tax, it is propelled by a two-litre Viva GT engine with fuel injection, developing 147 brake horsepower. With its light weight construction, it has a power-to-weight ratio of some 230 b.h.p: per ton and a top speed of 135 m.p.h.

Styling is on traditional Italian lines but with an emphasis on practicability and good rear vision.

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Probe 16, by the Adams Brothers—"just a private fancy to get something as low as possible and doing whatever was necessary to achieve it", says Dennis Adams, who did the styling. "Most of the cars I do are based on feminine lines". 1 The Probe 16 has clean, simple, futuristic lines 2 The top of the car is only inches higher than the top of the wheels. 3 Retractable headlights rise out of the bonnet when needed and entry to the car is through an electrically-operated roof which slides back. 4 The rear louvres over the Leyland 1800 engine. 5 the windows and headlights are carefully designed to fit into the overall shape.