

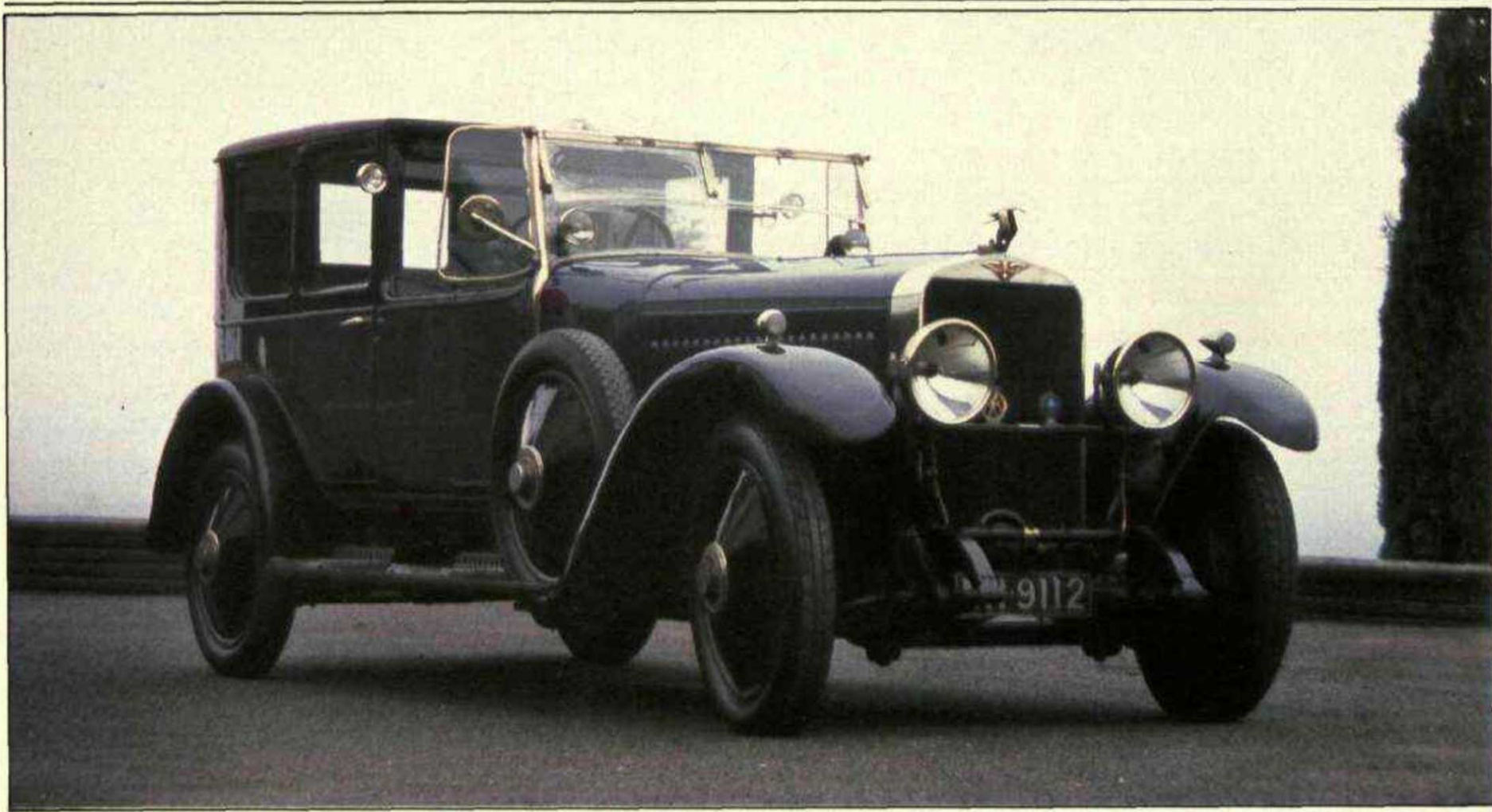
MOTOR SPORT



COUNTDOWN TO LE MANS

Fiat Mille Miglia

Tour de Corse



4th JULY 1988.
A SECOND HISTORIC OCCASION FOR CAR COLLECTORS.

This stunning Hispano Suiza – a 1925 H6B 37.2hp Sedanca De Ville – will be one of the stars of the second BCA Historic Vehicle Auction to be held at Bocket Hall on 4th July.

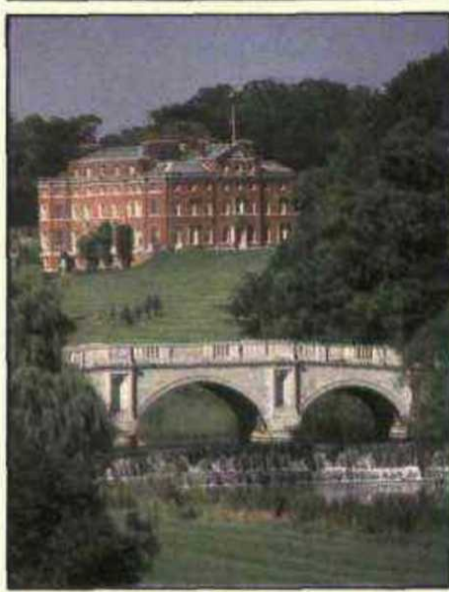
We're really pleased to attract such an important historic vehicle to only our second auction. In fact it's something of a coup.

But then the first auction was an historic occasion too.

A 1925 Type-35 Bugatti sold for an amazing £181,500.

Just as important, in its own way, was a 1935 Vauxhall DX14 Cabriolet. It went for £1,600 and will make some enthusiast a very satisfying restoration project.

And between the two of them, during an unseasonably warm and sunny afternoon in the beautiful grounds of Bocket Hall, in Hertfordshire, came and went over 80 different vehicles. Some vintage, some veteran, some modern classics. In fact, something to



**BROCKET HALL,
 1.30pm, 4th July 1988.**

fascinate everyone interested in historic vehicles.

Over 3,000 people attended the first BCA Historic Vehicle Auction. The catalogue was completely sold out and has already become a collector's item.

The second BCA Historic Vehicle Auction is on Monday, 4th July. And if you want to plan even further ahead, the third is on Monday, 19th September.

The auction starts at 1.30pm. As before, entry to the auction area is by catalogue only. They will be available on the day, but to be safe have your copy posted to you. Just write to Neil

Crabb at the address below, enclosing a cheque for £10 payable to

British Car Auctions. Right now there's still time to enter a vehicle in either auction. But knowing what's already going to turn up at Bocket Hall on 4th July, we can promise you one thing.

We're going to have another triumph on our hands.



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Le Mans Guide, page 554.

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Double-the-limit cars: safe in skilled hands.

Outlook Promising

In general, the outlook for the British motor industry and its specialised component parts is set fair for a prosperous future.

We reported last month on the party at which the Government displayed its appreciation of the importance and growth of the industries directly associated with motor racing. This was extremely satisfactory, especially as the efficiency of today's ordinary cars is closely coupled to technical lessons learned from racing and rallying.

It is remarkable how technologically advanced most production cars are. So many now have sophisticated, fuel-thrifty engines, four-wheel drive as pioneered in practical terms by Audi and so effectively developed for less expensive cars, and anti-lock braking, another important safety-factor.

Ford continues to lead the sales-race in spite of its recent strike. If most cars using our speed-restricted roads look alike these days — so much so that an aged 1.3 Cortina and a Morris Ital (both going well) attracted our attention, when we encountered them recently — the specifications of the better 1988 cars add up to excellent performance for a given engine-size, and notable inbuilt safety.

It is mostly only the super-fast cars which continue to break the monotony of the road-cavalcade. Ferrari is still perhaps the most magical name but the quality Porsche, individual TVR, less-costly Jaguar XJ-S, new Lotus Esprit Turbo, Lamborghini Jalpa and forthcoming Audi V8 quattro and BMW 8 series V12 all run it close.

These cars are all able to exceed 140 mph, with the Ferrari 328GTB and the Porsche 944 Turbo comfortably topping 150 mph (BMW speaks of 180 mph!). That you can buy them for about the equivalent of a mediocre town-flat is reassuring, that their maximum speeds are more than twice the British motorway speed-limit is less so.

What has still to be realised is that speed in itself is not a killer. It is possible to drive criminally recklessly at under 70 mph, particularly if under the influence of alcohol or drugs. The police are being re-equipped

with elaborate computer apparatus for detecting speed, when it might be more profitable to have them seek out incompetent drivers, at whatever pace they travel.

Indeed, we wonder whether accidents would decrease if speed-limits on motorways (except in bad weather) were abolished and stiff penalties introduced for sheer *bad driving* — although the difficulty of defending skilled car-handling before the biased or inexperienced would pose problems and fill lawyers' pockets. . . . If, however, scientifically checked speed restrictions kill sales of the higher-priced performance cars, and if the increased taxation on company cars has the same effect, the motor industry will start to lose on the kind of product on which maximum profits are currently to be made.

With the world's leading high-output manufacturers heading for increased 1988-89 production levels and such optimism reflected in the successes of auctions, classic car shows, the number of motoring books rolling from the presses, attendances and entry-lists at VSCC meetings, the flourishing state of the many one-make clubs and so on, the world of motoring and motoring competition is, it seems, set fair for a long way into the future.

Ragged edges? Well, following a rapid old Rover 100 towards Oxford the other evening, we reflected on how this prominent British make declined to the point where Japanese technology (if you can't beat 'em, join 'em!) was called in to make it viable again; and how the famous name has been sold to British Aerospace without Honda being consulted — an odd outcome, surely, for the Rovonda tie-up!

Then there is the Nissan empire now firmly being established here to add competition for British car producers, and the ever-present philosophy here that cars are to be clamped and speed-restricted rather than encouraged.

But to end on a cheerful note, we can rejoice that British engineering, especially in the shape of McLaren International, exhibits such supremacy in the exacting field of Grand Prix racing.

Contingents from Britain, France, Germany, Switzerland, Belgium and Sweden will be making their way to Le Mans for an International De Tomaso Festival from June 18-21, culminating in a test-day on the Bugatti circuit. De Tomaso Drivers Club events secretary is Rod Hunter, 7 The Dell, Upper Norwood, London SE19 2QA.

From a number of official starting points, pre-1956 MGs from all over the country will be converging on Abingdon in the "Wings Run" on Sunday June 12. Entries are limited, and details are available from Harry Crutchley of the MG Octagon Car Club at 36 Queensville Avenue, Stafford ST17 4LS.

All Rovers, Land Rovers and Range Rovers are invited to attend the sixth South East Rally at the Bentley Wildfowl and Motor Museum near Lewes on Sunday June 19, with pre-1950 vehicles especially welcome. Contact Richard Bryant at Flat 8, 102 Filsham Road, St Leonards-on-Sea, East Sussex TN38 0PG for details.

Yorkshire Historic Car Club will be celebrating its 21st birthday at this year's Pennine Rally for pre-1955 vehicles on August 6-7, which culminates at Calder Homes Park Pennine Centre on the Sunday. Entry forms can be obtained from B Collings, Automobilia, Billy Lane, Old Town, Hebden Bridge, West Yorkshire.

Lea-Francis Owners Club holds its annual rally at Stanford Hall this year, on June 5, and should attract bicycles, motorcycles, cars, vans, estates and tractors to its *concours d'elegance* and driving tests. Tom Delaney's No 3 Hyper Leaf is expected to attend (after re-importation from an Australian family which bought it after seeing Kaye Don's victory in the 1928 TT), as are other TT Hypers and a surviving Lynx. Contact Robin Sawers, Woodbine Cottage, Blackthorn, Bicester, Oxfordshire for details.

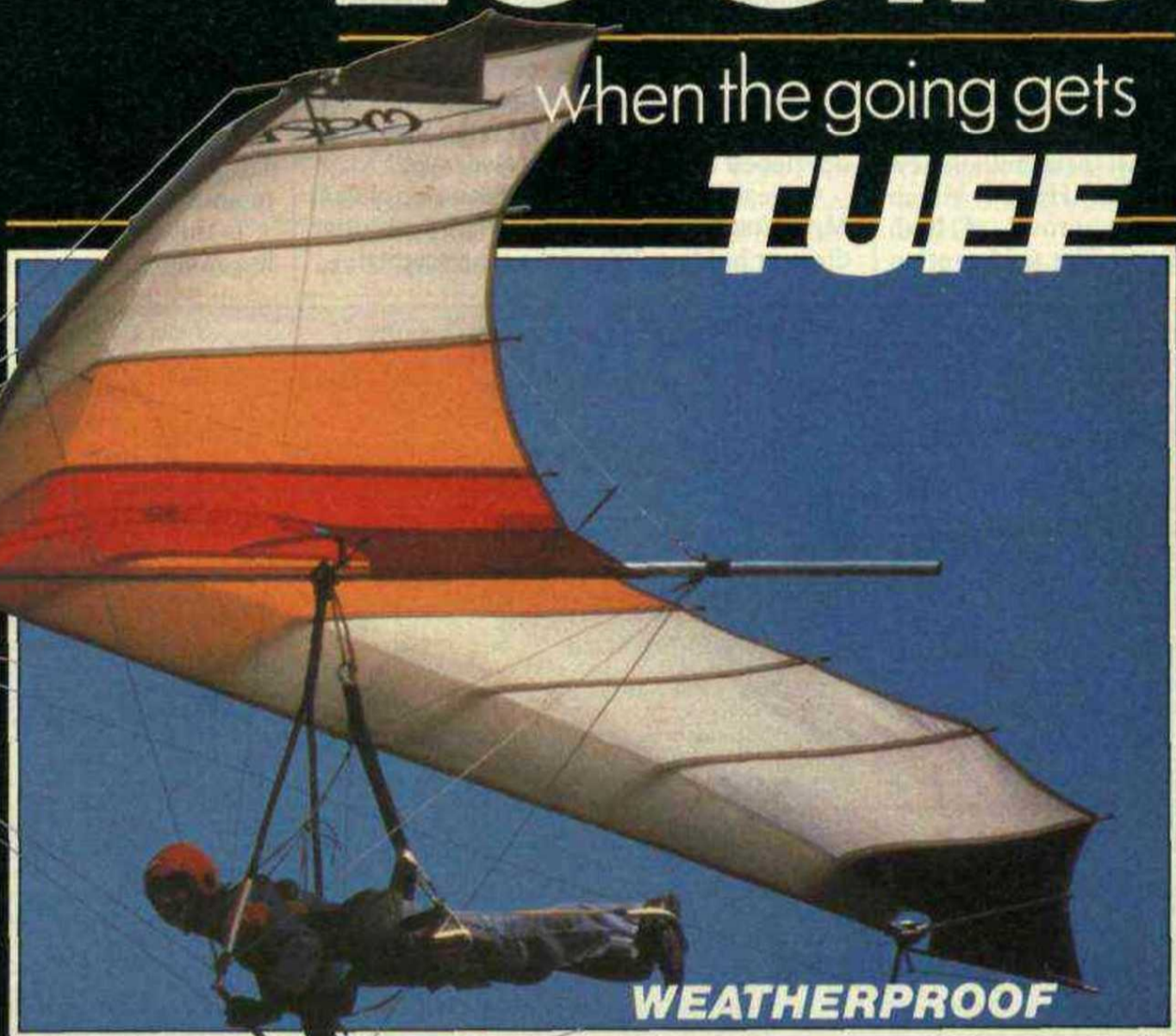
All owners and enthusiasts are invited to attend the informal Turner Sports Car Rally on Sunday July 3 at the Gwernvale Manor Hotel at Crickhowell in Powys. Turner Registrar Dave Scott (21 Ellsworth Road, High Wycombe, Buckinghamshire HP11 2TU) would be pleased to hear from anyone who is interested, and the creator of the marque Jack Turner will be attending the event.

Free camping, a free party, a giant autojumble, driving tests, a full race meeting and a lighthearted "alternative concours" for cars in less than perfect condition are among the attractions planned for the MG Owners Club National Event at Donington on June 4-5. Some 5000 MGs are expected to show up. Ring 0954-31125 for further information.

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AROUND AND ABOUT

Fresh Capital for March

When a Grand Prix team's sponsor is willing to invest more heavily, you know that not only is he satisfied with the return he is already getting but he also sees the long-term potential in that team.

It has just been announced that Mr Akira Akagi, Chairman of Leyton House, has agreed to subscribe almost three million new ordinary shares in Robin Herd's March Group, subject to the approval of both companies' shareholders. The subscription

will provide March with about £4-million (before expenses) which will be invested into developing specialised areas of engineering as well as in existing racing activities.

Since the March team re-entered F1 at the beginning of last year, Leyton House has been its major sponsor and a good relationship has developed between the two chairmen.

Once the subscription has been completed, Mr Akagi will become a non-executive director holding 20% of the share-capital.

Three Generations

At Donington Park's 750 MC meeting on August 29, three generations of one family will be represented in the same race.

Jack French will drive his old Austin Seven-based Worden which now belongs to Peter Hornby; his son Roger will race Complexity, which was also once Jack's but is now owned by Martin Eyre; and his grandson Jan French will appear in Simplicity, the famous A7 Special which Jack is rebuilding.

Is this the first time such a clan-gathering has competed together?

JUNE FIXTURES

Date	Organiser	Venue	Event	Type
May 28	500 MRC of Ireland	Kirkistown, Cloughey	Race Meeting	N
May 28-June 2	ATC of Greece	Greece	Acropolis Rally (WRC)	INT
May 28	750 MC	Cadwell Park, Louth, Lincolnshire	Race Meeting	R
May 28	MGCC	Silverstone, Towcester, Northamptonshire	Race Meeting	N
May 29	Vitesse 2000	Autodromo Hermanos Rodriguez, Mexico	Mexican Grand Prix	INT
May 29	ASA Dijon Prenois	Dijon, France	European Touring Car Championship	INT
May 29	BHLRC	Brands Hatch, Dartford, Kent	Race Meeting	R
May 29	SMRC	Knockhill, Dunfermline	Race Meeting	R
May 28-29	BARC	Gurston Down, Broadchalke, Wiltshire	Hill-Climb Championship	N
May 30	BARC	Thruxton, Andover, Hampshire	British Formula Three Championship	N
May 30	BARC	Donington Park, Castle Donington, Derby	Sprint Championship	N
May 30	BHLRC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
May 30	BHLRC	Snetterton, Norwich, Norfolk	Race Meeting	R
May 30	BRSCC	Castle Combe, Chippenham, Wiltshire	Race Meeting	R
May 30	BRSCC	Mallory Park, Kirkby Mallory, Leicestershire	Race Meeting	R
May 30	BRDC	Silverstone, Towcester, Northamptonshire	Race Meeting	R
May 30	USAC	Indianapolis, Indiana, USA	Indianapolis 500	INT
June 2-5	ADAC Hessen	Hessen, Germany	Hessen Rally (ERC)	INT
June 4-5	BRDC	Silverstone, Towcester, Northamptonshire	International F3000 Championship	INT
June 4	MCMRC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
June 4-5	HSCC	Brands Hatch, Dartford, Kent	Race Meeting	INT
June 5	Valllunga ACI Sport	Valllunga, Italy	European Touring Car Championship	INT
June 5	BARC	Snetterton, Norwich, Norfolk	Race Meeting	N
June 5	BARC	Goodwood, Chichester, West Sussex	Sprint Championship	N
June 5	BRSCC	Donington Park, Castle Donington, Derby	Race Meeting	R
June 4-7	ASA Nimes	France	Rally des Garrigues (ERC)	INT
June 10-13	RSAC	Glasgow	Scottish Rally (ERC)	INT
June 11	BARC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
June 11	BARC	Harewood Hill, Stockton Farm, Harewood, Leeds	Harewood Hill-Climb	R
June 11-12	ASACO des 24 Heures du Mans	Le Mans, France	Le Mans 24 Hours (WSC)	INT
June 12	Astra MC	Lydden Hill, Dover, Kent	Race Meeting	R
June 12	BARC	Cadwell Park, Louth, Lincolnshire	Race Meeting	N
June 12	BARC	Thruxton, Andover, Hampshire	Race Meeting	R
June 12	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	R
June 12	750 MC	Snetterton, Norwich, Norfolk	Race Meeting	R
June 12	Grand Prix du Canada	Montreal, Canada	Canadian Grand Prix	INT
June 12	BARC	North Weald, Epping, Essex	Sprint	R
June 18-19	Donegal MC	Letterkenny	Donegal Rally	INT
June 17	BRSCC	Snetterton, Norwich, Norfolk	Race Meeting	R
June 18	MGCC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
June 18	Aston Martin OC	Silverstone, Towcester, Northamptonshire	Race Meeting	R
June 18-19	BARC	Zandvoort, Netherlands	British Formula Three Championship	INT
June 19	Astra MC	Lydden Hill, Dover, Kent	Race Meeting	R
June 19	BARC	Mallory Park, Leicester	Race Meeting	R
June 19	BARC	Gurston Down, Broadchalke, Wiltshire	Hill-Climb Championship	R
June 19	SCCA	Detroit, USA	Detroit Grand Prix	INT
June 23-26	SCCA	Seattle, USA	Olympus Rally (WRC)	INT
June 24-26	AC Targa Florio	Ypres, Belgium	24 Hours Ypres Rally (ERC)	INT
June 24-27	Gunaydin Newspaper	Turkey	Gunaydin Rally	INT
June 25	BARC	Donington Park, Castle Donington, Derby	Race Meeting	INT
June 25	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	R
June 25	500 MRC of Ireland	Kirkistown, Cloughey	Race Meeting	R
June 25	VSCC	Silverstone, Towcester, Northamptonshire	Race Meeting	C
June 26	BARC	Donington Park, Castle Donington, Derby	Race Meeting	INT
June 26	BARC	Lydden Hill, Dover, Kent	Race Meeting	R
June 26	BHRC	Snetterton, Norwich, Norfolk	Race Meeting	N
June 26	AC Milano	Monza, Italy	International F3000 Championship	INT
June 26	AMK Brno	Brno, Czechoslovakia	European Touring Car Championship	INT
June 26	BRSCC	Mallory Park, Leicester	Race Meeting	N
July 2	BHRC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
July 2	BRSCC	Castle Combe, Chippenham, Wiltshire	Race Meeting	R
July 3	SA Ricard Dept Le Castellet	Circuit Paul Ricard, France	French Grand Prix	INT
July 3	Astra MC	Lydden Hill, Dover, Kent	Race Meeting	R
July 3	BARC	Brands Hatch, Dartford, Kent	Race Meeting	N
July 3	BARC	Mallory Park, Leicester	Race Meeting	N
July 3	BRSCC	Snetterton, Norwich, Norfolk	Race Meeting	R
July 3	BRSCC	Cadwell Park, Louth, Lincolnshire	Race Meeting	R
July 3	BRDC	Donington Park, Castle Donington, Derbyshire	British Formula Three Championship	N
July 3	SMRC N	Knockhill, Dunfermline, Fife	Race Meeting	R

Nissan Rocks IMSA's Boat

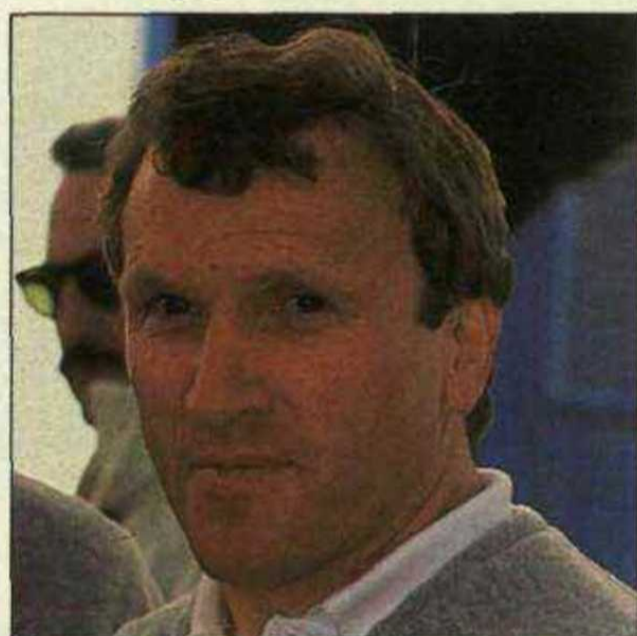
If the Porsche 962-equipped establishment in the United States' IMSA sportscar championship thought the only serious 1988 challenge to its four-year-old reign would come from Jaguar's XJR-9, it had a rude awakening in April.

By declining to enter the endurance events at Daytona and Sebring, the Electramotive Nissan team delayed showing its hand until the Miami round, at which Geoff Brabham put the ZX-T on pole position. Brake problems in the race disguised the threat.

However, early-season expectations have been turned on their heads by the fourth and fifth rounds of the series, at which Brabham claimed further pole positions in the Japanese 3-litre V6 turbo and completed convincing victories with co-driver John Morton.

On the fast Road Atlanta track the powerful Nissan fought back from a one-minute deficit to overhaul the Jaguar of John Nielsen and John Watson, and on the twisty West Palm Beach circuit it displayed impressive handling characteristics in defeating the TWR sister-car of Jan Lammers and Davy Jones.

Silverstone Appointments



Walkinshaw — Silverstone's new chairman.

Following the death of Jimmy Brown, Tom Walkinshaw has been appointed Chairman of Silverstone Circuits Ltd. He has been a Director of the BRDC for eight years. Pierre Aumonier, Deputy Chairman, will continue to administer the group's day-to-day running, while Hamish Brown becomes Managing Director of the Silverstone group of companies.

Return of the Tour

Next year's Autoglass Tour, backed handsomely by well-known Bedford-based windscreen replacement company Autoglass Ltd, whose marketing director Mike Cornwell was himself a rally driver some years ago, will be a six-day event with sea crossings linking the tests in England, Wales and Scotland with others in Northern Ireland and Eire.

It was said at the announcement that this will be the first home-based motor sporting event to include a sea crossing, but this is not actually so. We wonder how many readers can identify a previous occasion when a sea crossing formed part of the route of a British motor competition. We'll tell you next month.

In addition to hill-climbs and special stages in forests and other venues, there will be circuit races at Silverstone, Castle Combe, Oulton Park, Mondello Park, Kirkistown, Ingliston, Cadwell Park, Donington, Mallory Park, Snetterton and Brands Hatch. There will even be a special stage at Crystal Palace. Co-drivers can hardly expect to be named in the results, for the RAC MSA has agreed to allow changes of co-driver, leg by leg. The start, on Monday September 26, 1989 will be at the immense hangar of Airship Industries at Cardington, where R101 was built, and the finish at Brands Hatch the following Sunday.

Competition Winner

Congratulations to Mr Alan Smith of Cardiff, winner of the MOTOR SPORT/TOMY Aurora Competition we have been running over the last three months. His name was drawn at random from a bucketful of correct entries.

As our winner, Mr Smith and a child will be the guests of Aurora and MOTOR SPORT at the British Grand Prix at Silverstone on Sunday, July 10, where they will be able to watch all the race action from prime seats in the grandstands, and will be treated to a champagne reception and four-course lunch.

During the course of the day the child will be presented with Aurora's magnificent slot-car race set, worth over £50.

Mercedes Demo

An attraction at the VSCC Hawthorn Trophy meeting at Silverstone on June 25 will be demonstration runs by W125, W154 and W196 Mercedes-Benz GP cars. Hawthorn Boulogne and Pre-War trophies are the main races with another for pre-war Bentleys. Admission costs £5.50 (children under 15 free), paddock transfer £1.00. The action starts at 1pm.

Andrew Whyte

It came as a truly terrible shock to hear that Andrew Whyte had died of a heart attack on May 3 while driving from his home in Warwickshire to the Jaguar factory. He was 51. Andrew, who joined *Motoring News* in 1962 as a rally reporter, had been apprenticed to Jaguar in 1955, where he edited the celebrated apprentices magazine and after a spell as a motoring writer returned to Jaguar where he was promoted to PR Manager in 1972.

A typical product of Gordonstoun, his father an army officer, Andrew was a self-contained person, taking long holidays alone in order to photograph odd places and rare cars, until he met Wendy and her daughters Sarah and Louise when bachelor-

hood went overboard.

An extremely likeable extrovert, always willing to help other historians, there is little need to list all the books Andrew Whyte wrote about Jaguars and subsidiary makes. Suffice to say he was the world's greatest expert on the subject, from Swallow sidecars and bodywork to the very latest Jaguar competition successes.

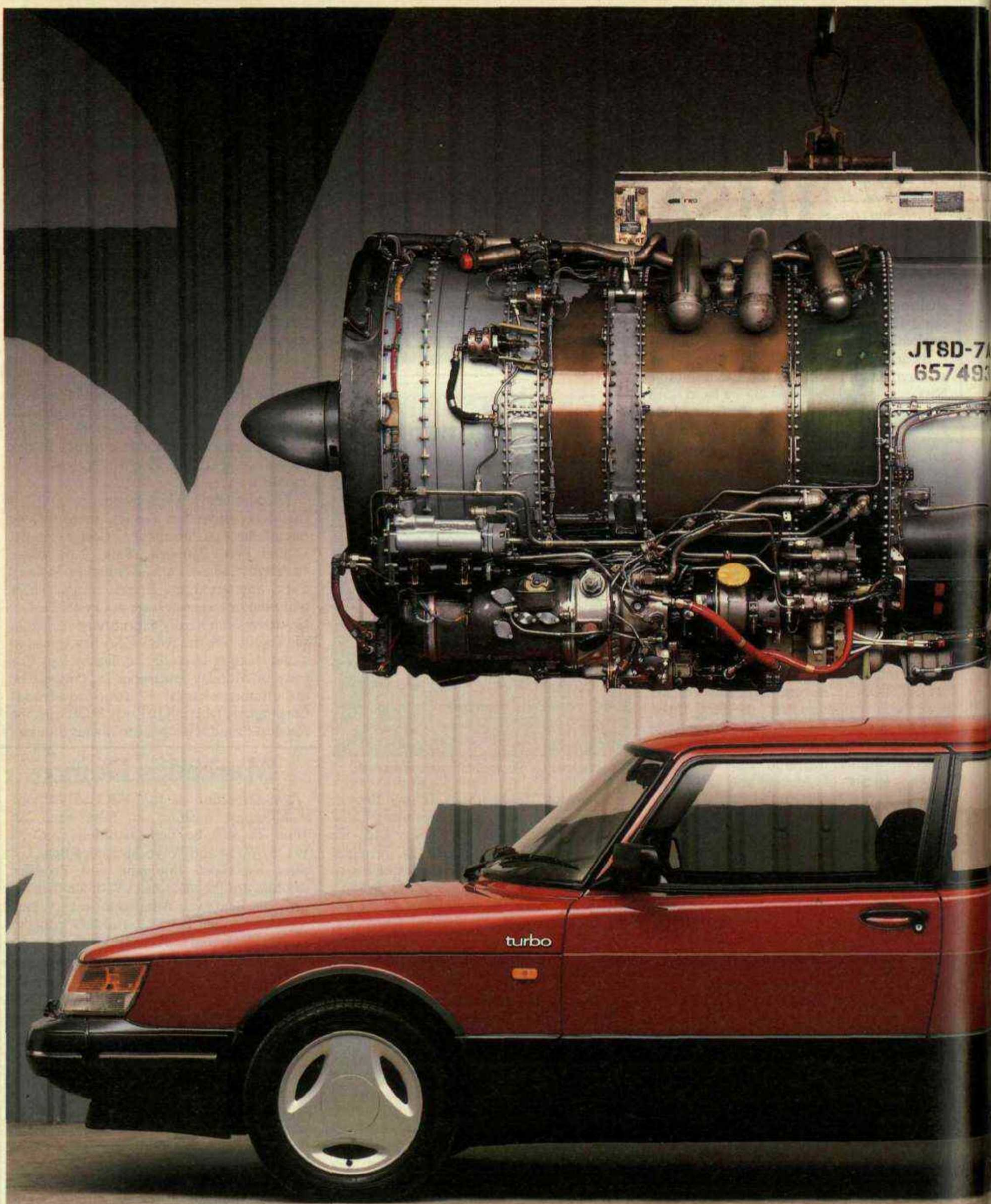
He had won the respect of Jaguar personnel from Sir William Lyons downwards and is remembered as a very friendly, happy-natured, efficient person. His death is a tragic blow not only to motoring history, of which I am sure there was much more to come, but to the whole motoring world from which Andrew's very many friends were drawn.

Jimmy Brown

British motor racing has lost one of its central figures with the passing in April of Jimmy Brown, Chairman of Silverstone Circuits Ltd, at the age of 67.

For 40 years this cheerful Scot occupied a vital position at Silverstone, running the first RAC Grand Prix there in 1948 and overseeing all 22 since. Appointed Track Manager when the BRDC took over the lease in 1952, he took on amongst other things responsibility for the circuit farms, later becoming a Director of Silverstone Circuits Ltd on its formation in 1966, and Managing Director in 1974.

During these years the one-time airfield track blossomed to become one of the world's finest venues thanks to Jimmy Brown's enthusiasm, warmth and energy.



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Now we're unashamedly borrowing another idea.

It's embodied in the 900 T16S pictured opposite.

An idea which led us to shoehorn the powerful intercooled turbo of our 9000 T16 into the engine bay of our lightest 2 door 900.

The result is a thoroughly sorted chassis with enough power to make even a trip to the shops decidedly interesting.

Whilst our air colleagues enjoy talking about being one up on Jaguars, Phantoms and MIG 23's, we think you'll enjoy

being one up on Jaguars, BMW's

and all those shoals of GTI badged hatchbacks.

There's one other thing we borrowed. A wing.

But be assured, this one's designed to keep the 900 T16S firmly on the ground.



LIGHTEST CHASSIS IS NOT A NEW IDEA.

FORMULA 1

Imola, May 1

The story of the San Marino Grand Prix itself is simply told.

The two McLaren MP4/4-Honda V6-turbocharged cars simply annihilated everyone, finishing the 60-lap race 2.334 sec apart, but a whole lap in front of the third man. Ayrton Senna was on pole position and led from start to finish, while his team-mate Alain Prost netted the fastest race-lap. In third place was reigning World Champion Nelson Piquet, his Lotus 100T using an identical Honda power plant, but he was nearly three seconds slower on his best lap.

That was the simple part of the San Marino GP. For the rest of the time, from Thursday until Sunday night, it was a disastrous meeting for everyone, the disasters ranging from simple ones easily corrected to major ones which will probably have long term effects.

Thursday is usually a fairly uncomplicated day, with the transporters, motor-homes, hospitality-units, trade stands, workshop equipment and racing cars all in position. The scrutineers go quietly about their job of checking all the cars, the paperwork is verified and mechanics can be seen washing off the travel-stains from the huge articulated lorries and trailers, so that everything is spick and span when practice begins on Friday morning.

Most of the teams had already had a test session on the popular Autodromo Dino Ferrari some weeks before, and others had been at Monza the previous week for a final shake-down. But the little Osella team had to plead for extra time to be scrutineered as its new car was not finished; it had taken last year's car to Brazil, simply to comply with FISA rules, and had been busy since its return building a 1988 version.

When the car was scrutineered it was turned down on a number of counts, principally to do with the front engine mountings. There was some discussion as to whether it was a 1987 car modified or a totally new car, and if it was new it did not comply with the new rules about the driver's feet being behind the centre-line of the front wheels. It was not possible to do an instant re-design, so that was the end of Osella's Grand Prix.

By lunchtime on Thursday, when the Japanese Leyton House leisurewear group was announcing the establishment of a business headquarters in Milan, and showing us the latest March 881 which it is sponsoring, the rain started drizzling. By mid-afternoon a real storm hit the circuit and everything was awash.

With 31 entries it had been intended that the first part of Friday morning would act as a pre-qualifying session, but the rejection of Nicola Larini's Osella meant that this was not necessary. Continual rain made conditions very wet and soggy, and we were lucky



Senna destroyed an MP4/4 during testing, but didn't put a foot wrong on the weekend which mattered.

Simplicity Itself

not to see a lot more cars eliminated during the hour-and-a-half of testing, though Andrea de Cesaris did his best to eliminate the German-sponsored Rial-Cosworth DFZ, a crash into the barriers virtually destroying the car and causing the team to spend the rest of the day building up a new car around its second monocoque, which it had brought with it.

The morning was fairly inconclusive, due to the conditions, but the already large crowd of spectators was beginning to bubble a bit, for Gerhard Berger was second fastest to Senna. In the Benetton team, Alessandro Nannini was everybody's hero as he made third-best time, ahead of Alboreto.

There seemed to be an enormous number of slow cars about, many of them looking as

though they had escaped from Formula 3000; more than ten seconds separated the front runners from the tail-enders, and this was only preparatory testing. The real business had yet to start.

The qualifying hour was pretty damp throughout and everyone was running on treaded "wet" tyres until a few minutes before the end when a dry line began to appear. Some rushed into the pits to change to "slick" tyres, but nobody got into step with conditions and the time of day, and the qualifying hour ended with all the fastest recorded times having been made on treaded tyres, which was not very conclusive for a lot of people. What was conclusive for everyone was the McLaren pair at the top of the list, regardless of conditions.

San Marino Grand Prix

The rather damp crowd had little to get excited about, for the Ferraris had slipped to third and eighth and were surrounded by normally-aspirated 3½-litre cars. Biggest gloom was in the Lotus pit, for Piquet was over three seconds away from the McLarens, and all Honda engines are supposed to be equal. Having spent 1987 with its cars suspended on computerised air, this year Team Lotus is back on good old-fashioned steel coil-springs, but that was the least of its worries; the 100T just was not fast enough, which suggests aerodynamics and drag factors coming into play.

It had not taken long for it to be obvious that there is a world of difference between a Cosworth DFR and a Cosworth DFZ, both 3½-litre versions of the ubiquitous 21-year-old design. The DFRs as used in the Benetton are works Cosworth engines, heavily backed by Ford, while the rest are "production" engines worked on by various tuners for the various teams. Benetton was proving to be surprisingly quick as far as Nannini was concerned, but Boutsen was having all the trouble with engines breaking internally, some of it self-inflicted by the team due to oversight.

The other serious 3½-litre contender is the Judd V8, as used by the Williams team. It is a fairly bulky power-unit which looks basically solid, and although it is manufactured in England by John Judd its Honda F3000 parentage stands out a mile; it even sounds like a Honda engine.

With all the expertise and design know-how of Patrick Head and his engineers, it was to be expected that the resultant Williams package would be more advanced than March or Ligier which are also using Judd engines. While the engine sounds good, it does seem to be running into some internal overheating problems, not simply due to radiators and air flow.

While the Leyton House lot, with their turquoise March cars driven by Ivan Capelli and Mauricio Gugelmin were fairly happy, the Ligier team was in total despair, which it could not blame on the Judd engines.

The JS31 looked pretty awful, giving the impression of not having enough rigidity between the front wheels and the rear wheels, and it seems unnecessarily complicated for no obvious reason. The "boys in blue" must have been the unhappiest drivers at the meeting, which was sad, for Arnoux and Johansson deserve better. The Ferrari team was not exactly radiant and smiling, but at least it was within sight of the front; when you have been at the front, being behind the front-runners comes hard.

On Saturday things became a lot better overall, but ten times worse for some — particularly for the vast crowds of spectators with their Ferrari flags at the ready. The weather began to dry up and some serious high-speed driving could be indulged in, which was alright for those with cars which



The usual multitude turned out to cheer Ferrari, but saw Piquet complete a Honda 1-2-3.

would go at high speed . . .

The existing lap record stood at 1min 28.667sec to Piquet with a Williams-Honda, and the fastest qualifying lap to Senna with a Lotus-Honda in 1min 25.050 sec. With this year's rules limiting boost-pressure to 2.5-bar (against 4-bar last year), Prost was the only one to break the 1min 30sec barrier in

the morning test-session. In the afternoon qualifying hour it got worse for the rest, for both McLarens got under 1min 28sec, Senna being fastest with 1min 27.148sec and Prost second with 1min 27.919sec. Nobody else even looked like breaking 1min 30sec; among the non-turbo cars, Nannini had the Benetton at the head of the queue, and that queue contained both Ferraris! The crowd were very quiet.

The starting grid was settled during this hour, causing joy, despair, satisfaction, gloom and despondency, depending on which pit you happened to go into.

McLaren was justifiably contented with first and second, though Prost was "miffed" because Arnoux had barged him off the track in the closing minutes, causing light damage to the McLaren. Prost had to walk back to the pits. Honda was closing down its computer terminals, content in the knowledge that its new engines, designed to 2.5-bar boost-pressure, were first, second and third, and had given very few problems. Benetton's mood was "six of one and half a dozen of the other" for Nannini was the first non-Honda user, but Boutsen never had a chance to show his true ability due to various mechanical troubles. The Williams team was having to face the fact that it was not a front-runner any more, the Judd never really getting on terms with the works Cosworth engines.

Ferrari was totally nonplussed, for the cars had been fast enough in pre-race testing, and were more than fast enough round its own test-track at Fiorano; but races are not run at Fiorano and test-sessions are not what count for the starting grid. Leyton House was happy because Capelli was not only ninth on the grid but ahead of Alboreto's Ferrari, and of the normal Cosworth users the AGS team had astounded



Ferrari's crew substitute slicks for wets during Friday qualifying, but to no avail.

everyone, including its driver, for Philippe Streiff had a very firm position at mid-field.

The Rial team had built a new car and de Cesaris had kept it on the track to record a time, and the little team of Enzo Coloni with its yellow Cosworth-powered car driven by Gabriele Tarquini was happy to have qualified comfortably. Ken Tyrrell got both of his cars onto the grid, with new-boy Julian Bailey ahead of Jonathan Palmer.

Last place on the grid was occupied by the much-vaunted Stefano Modena, driving one of the EuroBrun cars which are difficult to define, with Swiss money, a British Cosworth engine tuned in Switzerland, and a car built in Italy but painted white. It did not look as though it would have gone much better in Formula 3000.

The Ligier garages were all closed up and the team was on its way home to Vichy. Neither driver had qualified, and the guillotine was about to fall, except that no-one was quite sure whose head should be on the block.

The crowd dispersed through the mud in total silence, and there was an air of disbelief. Ferrari were not on the front row! Not even on the second row! Nannini (Benetton) was ahead of Berger (Ferrari) and Capelli (March) was ahead of Alboreto (Ferrari), and it was a National Holiday

tomorrow (May 1), except that it was a Sunday so the holiday had been postponed until Monday. And the rain re-started, to continue most of Saturday evening.

Sunday May 1 was another day, and another day meant there was hope, so the capacity crowd returned to the sea of mud on the hillsides and the wet and soggy stands. They should have stayed at home for things got worse rather than better.

The morning warm-up session merely confirmed what everyone knew, that the McLarens were uncatchable, and driver error or mechanical failure was the only hope the rest could cling to — both pretty nebulous hopes. The Rial was in trouble again, the new car showing signs of coming "unstitched" even without the driver thumping it into the Armco, and the glue-pot was much in evidence while everyone else prepared for the race.

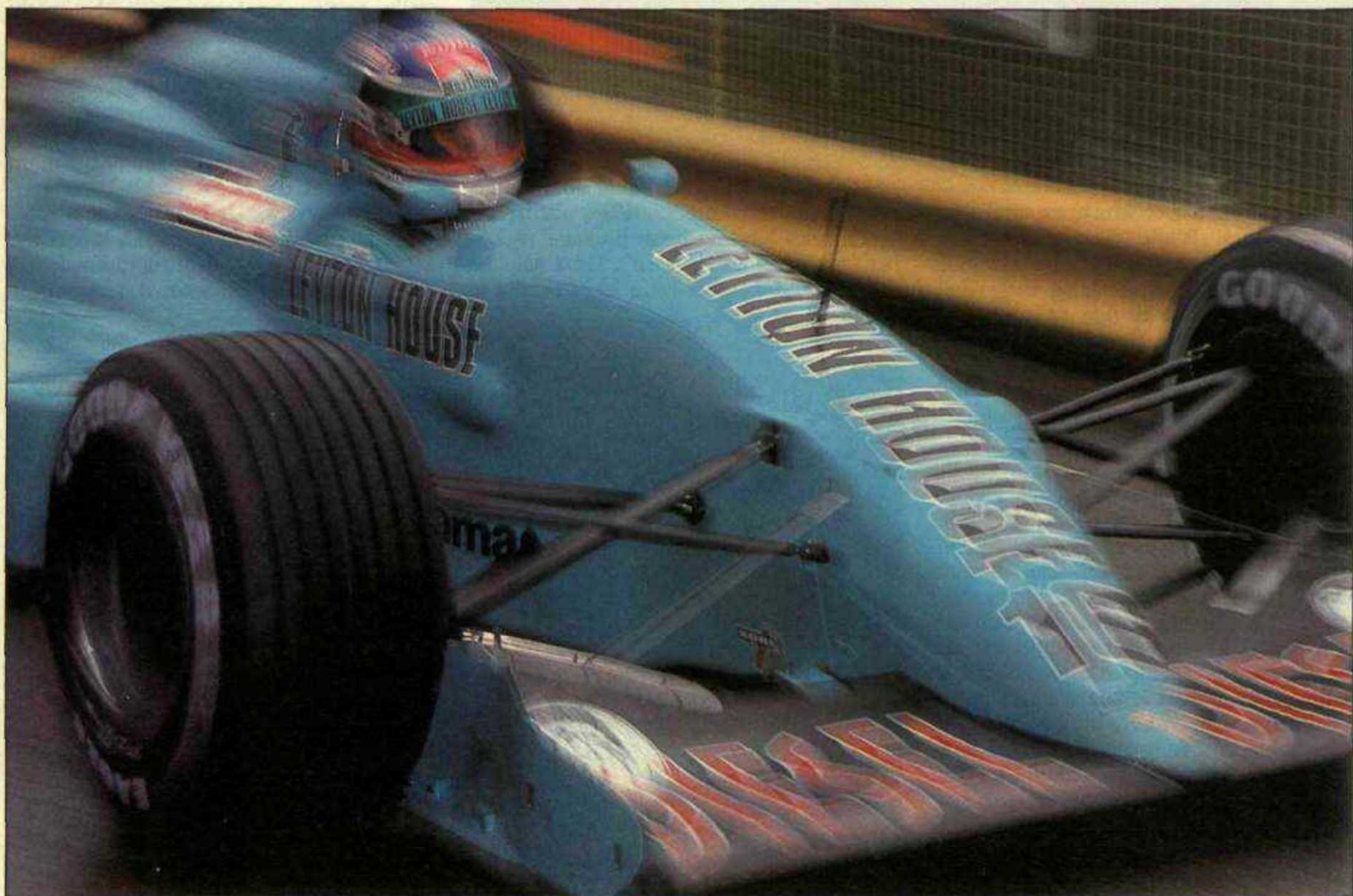
Just before the cars went out to the dummy-grid, raindrops fell and there was a lot of rushing about juggling between "wet" and "dry" tyres. But by the time everyone was in position and the television moguls were ready for the start, all the cars had settled for "dry" tyres and the impending rain had passed over.

It was not the usual happy and vociferous crowd which overlooked the start, for it was

difficult to pick out the two Ferrari cars. Moreover, when Senna was given the green flag to lead the field round on the parade lap, Alboreto cooked his clutch to the slipping point. He was last away, thereby having to stay at the back and line up on the starting grid behind Stefano Modena, with his fingers crossed that he could nurse the clutch until it cooled off and gripped properly.

For the anti-McLaren faction, hopes rose when the green starting light came on, for Prost's Honda engine fluffed and he was swamped by those behind him before it picked up properly. Senna had no problems and was gone into an unassailable lead before they reached the first corner. His speed on the opening lap was breathtaking, and he came through the final corners into the start/finish area as if the Devil himself was after him.

From then on it was all over, the Honda engine never missed a beat, the McLaren went superbly and the Brazilian's only mistake was when he overdid his braking for the Tosa hairpin on lap 32, got sideways and almost came to a stop, having to snick into first gear to recover. Other than that it was a beautiful exhibition of speed and consistency, his only regret being that he just missed making the fastest race-lap.



Ivan Capelli's distinctive March-Judd blasts out of the pits to practice in the rain. His spirits were further dampened by early gearbox failure in the race.

The car: BMW 520.

The technology: Electronic digital engine.

The tyres: EAGLE NCT from GOODYEAR.



GOODYEAR EAGLE NCT: born of the experience gained from over 200 formula 1 wins.

You love the way a fast car responds to your touch. You love the feel of powerful road-hugging performance.

At Goodyear, we understand. Thanks to our race-winning technology, Goodyear Eagle NCT road tyres deliver the performance you demand. It's this road response that make Goodyear Eagle NCT's and Eagle VR's the choice of more high performance car companies than any other tyre in the world. When it comes to high performance tyres, go with the champions.

GOODYEAR
TAKE ME HOME



The battle for third strongly featured Williams and Benetton. The impressive Nannini hounds Patrese.

After his "muffed" start, Prost finished lap one in sixth place, and cautiously picked his way past Berger, Nannini, Mansell and Piquet to take second position behind Senna on lap eight. The two red-and-white McLarens then simply drove away from everyone, their only excitement being when they lapped the tail-enders, then the mid-field runners, and finally the "best of the rest" which included Nelson Piquet in the Lotus 100-Honda. Senna never relaxed his pace, slicing through the back-markers in a most impressive manner, and even more so when he caught the faster runners. None of

them troubled him, his lap times varying very little.

Prost, on the other hand, was being much more cautious; he knew he could not challenge Senna, so there was little point in taking risks as he passed slower cars. At times he appeared to be hung-up behind slower cars, and his lap-times fluctuated quite a bit. Second place was totally secure, so it did not matter much, and once clear he soon regained ground putting in three laps at under 1min 30sec, whereas Senna only managed one such lap.

There appeared to be a good race going on



Dallara's first pukka F1 chassis features unusual airbox treatment and the national racing colours.

for third place, with the two Williams, the two Benetton, Berger's Ferrari and Cheever's Arrows-BMW all battling it out behind Piquet's Lotus. The reigning World Champion was running to a strict fuel-economy reading, which did not match that of the McLarens using the same engines, so the yellow Lotus merely stayed in front of the struggling mob behind it.

Nannini got very close at times, even alongside on occasions, until he spun on lap 36, gathering it all up to continue in seventh place. For one brief moment Mansell got his Williams-Judd in front of the Lotus, but Piquet was quite unconcerned, knowing that he was in effect on cruising boost, with enough in hand to be sure of third place, but nothing in hand to help him make any impression on the McLarens.

The Judd engines were on the limit and temperatures of oil and coolant were higher than was desirable. On lap 43 Mansell came free-wheeling into the pits to retire with a dead engine. Patrese in the second Williams had gone well, giving as good as he got from those around him, but a split exhaust-pipe made his engine lose power, and as things got worse he was lucky to limp to the finish.

After two days of troubled practice and qualifying, Thierry Boutsen finally had everything go right and drove a typically smooth and deceptive race to finish fourth, the first of the non-turbo cars and the first without Honda power. Berger spent a very frustrating race fluctuating from fourth to eighth place, but never looking a danger to anyone, and blamed a lack of horsepower for his mediocre performance. On the last lap, in desperation, he chopped across the fast chicane at the top of the circuit to snatch fifth place from a surprised Nannini.

The second Ferrari never figured at all, for after starting from the back of the grid with his fragile clutch Alboreto seemed to take forever to get by the slowest cars. Though he struggled as high as eighth place, it was not the stuff of which legends are made, and five laps before the finish his engine expired.

There were oriental beams all round when the race finished, for Honda engines were 1-2-3, regardless of details, and it was not Honda's fault that the Lotus could not keep pace with the McLarens, was it? And Nakajima in eighth place? Well, he is still learning the trade of Formula One driver.

If the crowds dispersed quickly and quietly, totally bewildered by the whole affair, it was nothing to the gloom in the paddock. How could the two McLaren-Hondas have lapped the entire field, and without any qualms about fuel consumption on this notoriously thirsty circuit?

We could ask Honda Research & Development, but I don't think they would tell us. McLaren International personnel merely smiled contentedly and said they were very pleased with their new cars.

DSJ

San Marino Grand Prix

RESULTS

STARTING GRID

12 A. Senna McLaren-Honda V6t/c 1 min 27.148 secs	11 A. Prost (McLaren-Honda V6t/c) 1 min 27.919 secs
1 N. Piquet (Lotus-Honda V6t/c) 1 min 30.500 secs	19 A. Nannini (Benetton-Cos DFR) 1 min 30.590 secs
28 G. Berger (Ferrari V6t/c) 1 min 30.638 secs	6 R. Patrese (Williams-Judd V8) 1 min 30.952 secs
18 E. Cheever (Arrows-BMW 4 cyl t/c) 1 min 31.300 secs	20 T. Boutsen (Benetton-Cos DFR) 1 min 31.414 secs
16 L. Capelli (March-Judd V8) 1 min 31.519 secs	27* started at back of grid
5 N. Mansell (Williams-Judd V8) 1 min 31.635 secs	2 S. Nakajima (Lotus-Honda V6t/c) 1 min 31.647 secs
14 P. Streiff (AGS-Cosworth DFZ) 1 min 32.013 secs	17 D. Warwick (Arrows-BMW 4 cyl t/c) 1 min 32.483 secs
15 P. Alliot (Lola-Cosworth DFZ) 1 min 32.712 secs	22 started from pit lane
31 G. Tarquini (Coloni-Cosworth DFZ) 1 min 33.236 secs	24 L. Perez Sala (Minardi-Cosworth DFZ) 1 min 33.239 secs
29 Y. Dalmas (Lola-Cosworth DFZ) 1 min 33.374 secs	15 M. Gugelmin (March-Judd V8) 1 min 33.448 secs
4 J. Bailey (Tyrrell-Cosworth DFZ) 1 min 33.874 secs	23 A. Campos (Minardi-Cosworth DFZ) 1 min 33.903 secs
3 J. Palmer (Tyrrell-Cosworth DFZ) 1 min 33.972 secs	36 A. Caffi (BMS Dallara-Cos DFZ) 1 min 34.204 secs
9 P. Ghinzani (Zakspeed 4 cyl t/c) 1 min 34.567 secs	33 S. Modena (EuroBrun-Cos DFZ) 1 min 34.782 secs
M. Alboreto (Ferrari V6t/c) 1 min 31.520 secs	

Did not qualify:

32. O. Larrauri (EuroBrun) 1m35.007s
26. S. Johansson (Ligier) 1m35.654s
25. R. Arnoux (Ligier) 1m36.123s
10. B. Schneider (Zakspeed) 1m36.218s

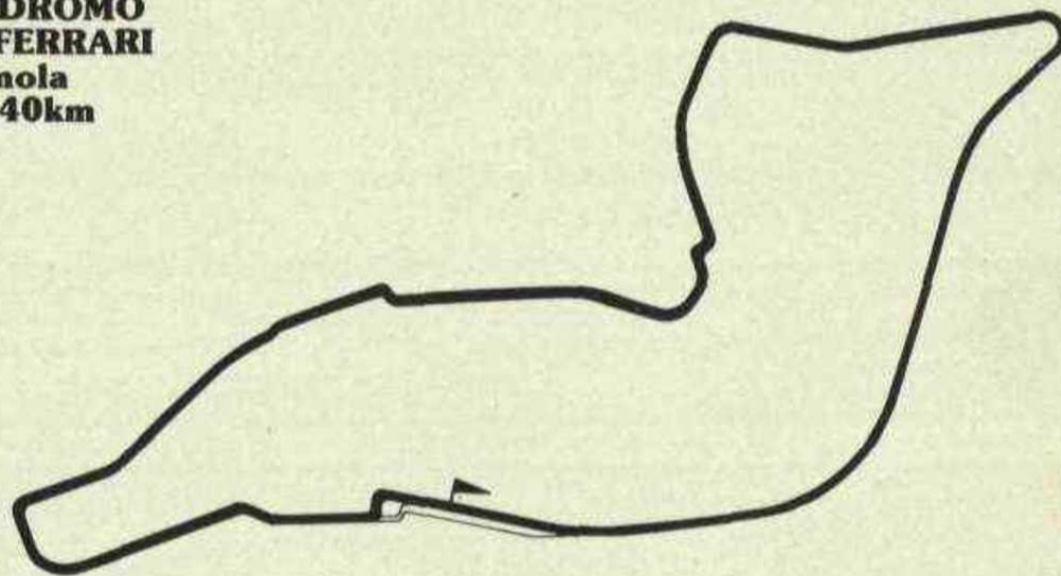
Withdrawn:

21. N. Larini (Osella) car failed scrutineering

LAP TIMES

		Qualifying Friday	Qualifying Saturday	Best Race Lap (on lap)	
1	N. Piquet	Lotus	1.44.806	1.30.500	1.32.414 (57)
2	S. Nakajima	Lotus	1.47.399	1.31.647	1.33.209 (58)
3	J. Palmer	Tyrrell	1.47.265	1.33.972	1.33.660 (54)
4	J. Bailey	Tyrrell	2.12.385	1.33.874	1.35.288 (48)
5	N. Mansell	Williams	1.45.616	1.31.635	1.32.372 (35)
6	R. Patrese	Williams	1.45.673	1.30.952	1.32.758 (32)
9	P. Ghinzani	Zakspeed	1.48.463	1.34.567	1.36.122 (14)
10	B. Schneider	Zakspeed	1.51.498	1.36.218	—
11	A. Prost	McLaren	1.41.278	1.27.919	1.29.685 (53)
12	A. Senna	McLaren	1.41.597	1.27.148	1.29.815 (56)
14	P. Streiff	AGS	1.47.465	1.32.013	1.34.226 (41)
15	M. Gugelmin	March	1.49.306	1.33.448	1.33.890 (55)
16	I. Capelli	March	1.47.518	1.31.519	1.37.842 (2)
17	D. Warwick	Arrows	1.49.081	1.32.483	1.34.056 (41)
18	E. Cheever	Arrows	1.48.399	1.31.300	1.32.017 (49)
19	A. Nannini	Benetton	1.45.090	1.30.590	1.32.034 (57)
20	T. Boutsen	Benetton	no time	1.31.414	1.32.317 (55)
21	N. Larini	Osella	entry withdrawn	—	—
22	A. de Cesaris	Rial	no practice	1.33.037	—
23	A. Campos	Minardi	1.49.012	1.33.903	1.35.708 (39)
24	L. Sala	Minardi	1.49.211	1.35.239	1.34.014 (57)
25	R. Arnoux	Ligier	1.49.054	1.36.123	—
26	S. Johansson	Ligier	1.48.633	1.35.654	—
27	M. Alboreto	Ferrari	1.45.982	1.31.520	1.31.864 (50)
28	G. Berger	Ferrari	1.43.394	1.30.683	1.31.394 (56)
29	Y. Dalmas	Lola	1.46.062	1.33.374	1.33.623 (56)
30	P. Alliot	Lola	1.47.215	1.32.712	1.32.863 (56)
31	G. Tarquini	Coloni	1.48.146	1.33.236	1.35.395 (31)
32	O. Larrauri	Euro Brun	1.54.566	1.35.077	—
33	S. Modena	Euro Brun	1.48.466	1.34.782	1.33.214 (49)
36	A. Caffi	BMS Dallara	1.48.156	1.34.204	1.36.285 (17)

AUTODROMO DINO FERRARI Imola 5.040km



RESULTS

San Marino Grand Prix, Imola, May 1
60 laps of 5.040km circuit (302.400km/187.902 miles)

Pos	Driver	Car/Engine	Time
1st	Ayrton Senna	McLaren MP4/4-Honda V6t/c	1hr 32m 41.264s
2nd	Alain Prost	McLaren MP4/4-Honda V6t/c	1hr 32m 43.598s
3rd	Nelson Piquet	Lotus 100T-Honda V6t/c	1 lap behind
4th	Thierry Boutsen	Benetton B188-Cosworth V8-DFR	1 lap behind
5th	Gerhard Berger	Ferrari F187/88C-Ferrari V6t/c	1 lap behind
6th	Alessandro Nannini	Benetton B188-Cosworth V8-DFR	1 lap behind
7th	Eddie Cheever	Arrows A10B-BMW 4 cyl t/c	1 lap behind
8th	Satoru Nakajima	Lotus 100T-Honda V6t/c	1 lap behind
9th	Derek Warwick	Arrows A10B-BMW 4 cyl t/c	2 laps behind
10th	Philippe Streiff	AGS-JH23-Cosworth V8-DFZ	2 laps behind
11th	Luis Perez Sala	Minardi M188-Cosworth V8-DFZ	2 laps behind
12th	Yannick Dalmas	Lola LC88-Cosworth V8-DFZ	2 laps behind
13th	Riccardo Patrese	Williams FW12-Judd V8	2 laps behind
14th	Jonathan Palmer	Tyrrell 017-Cosworth V8-DFZ	2 laps behind
15th	Mauricio Gugelmin	March 881-Judd V8	2 laps behind
16th	Adrian Campos	Minardi M188-Cosworth V8-DFZ	3 laps behind
17th	Philippe Alliot	Lola LC88-Cosworth V8-DFZ	3 laps behind
18th	Michele Alboreto	Ferrari F187/88C-Ferrari V6t/c	retired lap 55
19th	Stefano Modena	Euro Brun 188-Cosworth V8-DFZ	8 laps behind
20th	Julian Bailey	Tyrrell 017-Cosworth V8-DFZ	retired lap 43
21st	Nigel Mansell	Williams FW12-Judd V8	retired lap 43
22nd	Gabriele Tarquini	Coloni FC188-Cosworth V8-DFZ	retired lap 41
23rd	Alessandro Caffi	BMS Dallara 188-Cosworth V8-DFZ	retired lap 19
24th	Piercarlo Ghinzani	Zakspeed ZK881-Zakspeed 4 cyl t/c	retired lap 17
25th	Ivan Capelli	March 881-Judd V8	retired lap 3
26th	Andrea de Cesaris	Rial ARC1-Cosworth V8-DFZ	retired lap 1

Fastest Lap: Alain Prost (McLaren MP4/4-Honda V6t/c) 1min 29.685sec on lap 53 (202.308kph).

Winner's Average Speed: 195.754kph. Conditions: Overcast and cool.



THE OIL THAT WAS
GOOD ENOUGH THEN

GT



ISN'T GOOD ENOUGH NOW.

G E M I N I



IN 1959, A PERFORMANCE CAR WAS SOMETHING STIRLING MOSS DROVE.

TODAY, THE CAR CARRYING A PERFORMANCE BADGE CAN ALSO CARRY FOUR PASSENGERS AND THEIR LUGGAGE. AT A SPEED THAT WOULD HAVE

BEEN A GOOD AVERAGE IN THE 1959 BRITISH GRAND PRIX.

GTI

BUT THERE'S ONE THING THEY STILL HAVE IN COMMON: THEIR ENGINE OIL. ORDINARY MULTIGRADES HAVEN'T CHANGED FUNDAMENTALLY IN NEARLY THIRTY YEARS. AND THESE DAYS, THEY FIND IT HARD TO COPE.

16V

AFTER ONLY A FEW THOUSAND MILES, THE CHAINS OF MOLECULES WHICH GIVE AN ORDINARY MULTIGRADE ITS ENGINE-PROTECTING QUALITIES COULD ALREADY HAVE BEEN CHOPPED TO BITS. WITH SEVERAL THOUSAND MILES STILL TO GO BEFORE THE NEXT SERVICE. THE ANSWER IS OBVIOUSLY A COMPLETE CHANGE OF OIL. FROM ORDINARY MULTIGRADE TO SHELL GEMINI.

TURBO

quattro

CONSUMPTION. IT DOESN'T COKE UP THE ENGINE AS READILY AS AN ORDINARY MULTIGRADE, SO IT'S IDEAL FOR TURBOS. AND IT WON'T SLIP OUT OF GRADE EVEN AFTER THOUSANDS OF MILES OF HARD DRIVING.

GEMINI PERFORMANCE OIL ISN'T QUITE AS CONSPICUOUS AS A HIGH PERFORMANCE BADGE. BUT AS YOU KNOW: IT'S WHAT'S UNDER THE BONNET THAT COUNTS.



CHANGING OIL

Lotus-Honda V6 t/c

Lotus used the same three cars that were used in Brazil, all 100T models running on normal steel coil-springs and Bilstein dampers, in place of the "active-ride" suspension experimented with all last season. It was unfortunate that designer Gerard Ducarouge described the 100T as a "very classic car" because in our language "classic" means obsolete.

The team said it had paid special attention to mechanical and aerodynamic efficiency, but three seconds a lap off the pace of the McLarens using the same engines was difficult to explain. Ducarouge found this big difference almost unbelievable. If the Lotus engineers knew why they would soon do something about it; if the McLaren engineers know why they are not going to tell anybody.

All the Honda engines supplied to the team are 1988-specification units, specifically designed to the 2.5-bar boost limit and making use of a higher rpm peak. For this race, all the Honda engines were fitted with a new throttle system aimed at minimising the abrupt opening of the FIA valve when the boost-limit is reached. This suggests another step forward in the engine-management system in the progress towards removing engine control from the driver's right foot!

Piquet used 100T/2, Nakajima 100T/1 and the T car was 100T/3.

Tyrrell-Cosworth V8 — DFZ

The performance of the Tyrrell 017 in Brazil was not very impressive; chassis and suspension problems in the design seemed to be at fault, rather than any lack of power from the Brian Hart-prepared Cosworth engines.

In an attempt to improve handling the wheelbase was lengthened by 8in and as this was done with a spacer between the engine and gearbox it also changed the weight-distribution and centre of gravity, together with a lot of other small but important geometrical figures. Both cars were altered.

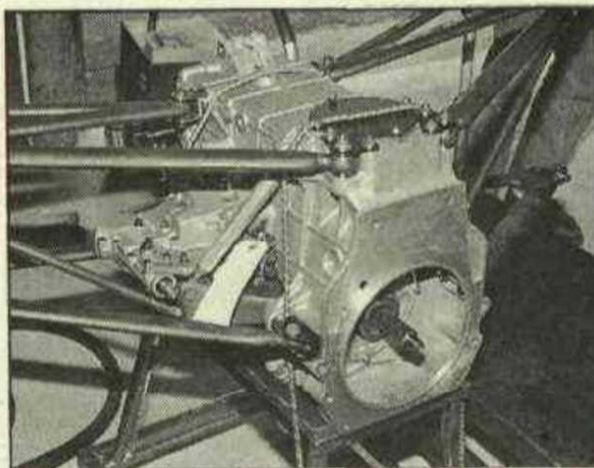
Palmer used 017/01, Bailey 017/02.

Williams-Judd V8

Patrick Head and his designers have produced one of the neatest and most efficient-looking packages to the new 3½-litre rules. Their six-speed gearbox is ahead of the rear axle line, between the back of the Judd V8 engine and the final-drive unit, and is very neat and compact. The whole car is small and slim and the suspension is a development of the hydro-electric system used last year.

In deference to mutterings from Lotus the Williams system is now called Williams Reactive. The cars sit very low, and when the engine is not running it looks as though they are sitting on their "flat bottoms". When the engine is started and the system is energised

Notes on the Cars



Williams' forward-mounted six-speed gearbox.

the whole car rises to the required minimum clearance, lifted by individual hydraulic units on each suspension. As the car passes over bumps and undulations the reactive system maintains the required clearance, acting on information supplied by the wheel sensors. As yet it cannot look ahead and anticipate what is coming, so is still a "rapid response" system.

The Judd V8 engines sound typically Honda, with a very "hard" exhaust note, but there are still teething troubles with internal cooling, the oil and water systems. Derived from the F3000 Honda engine by John Judd and his team at Rugby, Formula One has introduced to it some new parameters in cornering forces and power requirements and usage. It is nothing new in the world of engine design for a unit to be perfectly satisfactory in the hands of an average driver, but when really used by a top-flight Formula One driver weaknesses appear.

Mansell used FW12/1, Patrese FW12/2 and the T-car was FW12/3.

Zakspeed 4-cyl t/c

This small team of Erich Zakowski, a German BMW and Ford dealer and tuner of long standing, had little option but to sit out the final year of turbocharged engines, having committed itself to be self-contained with its own four-cylinder engine.

The cars were never really on the pace last year and the new rules on boost-limit and fuel-consumption have more-or-less ruled the team out technically. It can only hope to continue at the back, embarrassed by the better non-turbocharged 3½-litre cars, and plan for 1989. Zakowski has already placed an order for Cosworth engines for 1989.

Piercarlo Ghinzani would seem to be the team's only hope of qualifying in the top twenty who collect starting-money, while

new-boy Bernd Schneider does not look like getting in many racing miles this season.

Ghinzani used ZK881/03, Schneider ZK881/01, T-car ZK881/02.

McLaren-Honda V6 t/c

There was some confusion after the Brazilian GP over the identity of the McLaren cars, as many reporters forgot to record that Prost changed cars during practice and Senna changed cars at the start of the race — printed statistics referring the situation before the meeting began.

In testing at Monza before the San Marino GP, Senna had an almighty accident and destroyed MP4/4-3, which had been brand new and untested for Brazil, had become the T-car during practice and had been used by Senna for the race after his own car had gear-lever trouble on the grid. The carbon-fibre-composite monocoque was severely damaged, and you do not repair CFC with bandage and a pot of glue.

A brand new car was completed for Imola and Prost used this one, while Senna used the first car built and the second one was the T-car. A fifth car should have been completed by the end of May and one of the Imola cars will be pensioned off to become the test-car.

Honda states categorically that all the V6 turbo engines are identical and are handed out to McLaren and Lotus in no special order. It is up to the teams to make the best possible use of the power unit. Somehow everything on the red-and-white cars seems to fit that little bit better than on the yellow ones, and the overall package has the appearance of being more homogenous. Prost used MP4/4-4, Senna used MP4/4-1, and the T-car was MP4/4-2.

AGS-Cosworth DFZ

This little French team has suddenly come alive this year. In 1987 it was something of an embarrassment with an unwieldy car and an inexperienced driver. The new car JH23/01 owes a certain amount of chassis knowledge to March, and Philippe Streiff finds it nicer to drive than last year's Tyrrell. This has given him confidence to try that much harder.

Henri Julien, the owner of the team, has an on-going arrangement with French engine designer Guy Negre to test his new 12-cylinder engine during this season. This ambitious project has the cylinders arranged in three banks of four, in inverted broad-arrow layout, which is described as a W.

Streiff used JH23/01.

San Marino Grand Prix

March-Judd V8

These bright turquoise-coloured cars are effectively works March cars, operated by March Racing for the Japanese Leyton House Group from a factory near the parent March headquarters in Bicester.

The 881 is designed by Adrian Newey, with Robin Herd overseeing the whole project. They have the full backing of John Judd's engine firm and now run a two-car team.

Arrows-BMW 4-cyl t/c

Finance from the American firms USF&G and Megatron is keeping this team afloat, and paying for limited development work to be done on the obsolete "upright" BMW 4-cylinder turbocharged engine.

For one final season in the turbocharged category it could hardly do anything else than review the 1987 A10 cars into 1988 A10B versions.

Cheever used A10B/1, Warwick used A10B/2, and both used T-car A10B/5.

Benetton-Cosworth DFR

The Benetton B188 has an exclusive use of the DFR version of the Cosworth V8, which is a total redesign backed by Ford and supported by Ford's electronics and engine-management departments. The revised Cosworth factory engines appear to have the measure of the new Judd engines, and although the Benetton chassis design may not be as sophisticated as Williams chassis design it appears to be just as effective.

Boutsen used B188/04 a new car, Nannini used B188/03, T-car B188/02.

Osella-Alfa Romeo V8 t/c

The Italian engine specialist Enzo Osella was forced to withdraw his one-car team from the San Marino GP as the newly-built car did not comply with certain technical regulations regarding the position of the pedals. FISA scrutineers also turned down the front engine-mountings as being insecure. Designated FAIL/1, it should have been driven by Nicola Larini, a relative newcomer to F1.

Rial — Cosworth DFZ

Rial is the group name of Gunther Schmidt's small racing team that used to run under the name of ATS, his German road-wheel company. The Rial-ARC1 is a small and neat car, designed by Gustav Brunner after he left the Ferrari team, and is powered by a Cosworth DFZ engine. With Andrea de Cesaris as the driver it would seem that a bigger safety factor should have been used in the stress calculations. A crash on Friday morning eliminated ARC1/01 and the second car, ARC1/02, was far from complete. Most of the two days of practice and

qualifying were spent completing this new car to take the place of the written-off car.

De Cesaris crashed ARC1/01 on Friday, ARC1/02 qualified and did one race lap.

Minardi-Cosworth DFZ

Rejuvenated team this year. After struggling with the Carlo Chiti-designed Motori-Moderni turbocharged V6 engine in the past, without any success, the Minardi team cut its losses and turned to Cosworth power. Giacomo Caliri's design is straightforward and uncomplicated, though it does have an unusual layout for its inboard-mounted front springs.

Campos used M188/1, Perez-Sala used M188/3, T-car was M188/2.

Ligier-Judd V8

Patrese and Mansell demonstrated that while the Judd engine was working properly it was competitive, but the talents of René Arnoux and Stefan Johansson failed to qualify either of the Ligier JS31 cars. I looked at the car in company with a well-known designer, and he expressed the opinion that it would be difficult to know where to start on a re-design, there were so many things which appeared to be wrong. His suggestion that "they could start by changing the colour from blue to red" I didn't take too seriously.

The JS31 is heavy, does not respond to fine-tuning of the suspension, does not accelerate very well, lacks top speed, and corners unpredictably. Because of all these problems, the drivers are unable to get the most out of their Judd engines, so have not been bothered with overheating.

When Arnoux ran into Prost's McLaren on Saturday afternoon, Prost did not get upset, but expressed the opinion that Arnoux was not even going fast when it happened. Perhaps Arnoux was going as fast as the Ligier would go.

Arnoux used JS31/02, Johansson used JS31/03, T-car was JS31/01.

Ferrari V6 t/c

With work progressing apace on the new 3½-litre V12-engined car designed by John Barnard at his English base, there was little incentive to do much on the turbocharged front for this final season, other than to uprate the successful 1987 cars. Thus the three cars in use this year, numbers 102, 103 and 104, are designated F1/87-88C.

The 90° V6 engines were developed to deal with the lower boost pressure and engine management systems looked after fuel consumption limits, but on the face of it the Ferrari engineers have not done such a good job as the Honda engineers. The red cars do not appear to come out of slow corners like the Honda-powered cars and this is put down to lack of horsepower by the drivers, but it is

probably more likely a question of "grunt" or torque, coupled with throttle response and engine management.

Alboreto F1/87-88C-103, Berger F1/87-88C-104, T-car F1/87-88C-102.

Lola-Cosworth DFZ

The Lola firm is in business to make money, and Eric Broadley views the production of Indycar chassis as being the firm's money spinner. The Formula One programme did not advance as quickly as designer Ralph Bellamy would have liked, so there was a parting of the ways and Gerard Larrousse has to run the team, for his partner Didier Calmels, without the benefit of the original designer.

Alliot used LC88/01, Dalmás LC88/02, T-car LC88/03.

Coloni-Cosworth DFZ

This Italian-built car with British Cosworth engine is a "kit-car" style to fairly dated design parameters, but being uncomplicated it works well, and while others are floundering Gabriele Tarquini gives a good account. It is painted a rather dull and insipid yellow, made all the more dull by the scintillating yellow of the Camel-sponsored Lotus cars.

Tarquini used CF188/002.

EuroBrun-Cosworth DFZ

New to Formula One, the EuroBrun is financed by Walter Brun who has spent a lot of money in long-distance sports-car racing over the past few years. The cars are built in Italy, using Cosworth DFZ engines prepared by the Swiss engine man Heini Mader.

Last year's blue-eyed newcomer Stefano Modena had a brand new car for this race, and his Argentinian team-mate Oscar Larrauri just failed to qualify.

Modena used ER188/03, Larrauri used ER188/02.

BMS Dallara-Cosworth DFZ

Financed by the Brixia Motorsports Team of Giuseppe Lucchini and entered under Scuderia Italia, this British-inspired Cosworth-powered car is painted red in true nationalistic fashion. It is a completely new project, this being its first race with its new car, with a spare car in reserve.

If the car has any real potential the driver Alessandro Caffi will certainly demonstrate it, for he has been one of the better Italian hopes for quite a while. The car is very low and has good flowing lines, but as with all the "kit cars" the performance of its production Cosworth DFZ will probably be the limiting factor.

Caffi used BMS F188/001, T-car BMS F188/002.

LETTER TO READERS

Dear Reader,

I receive a lot of letters and phone calls from readers during the course of a month, and most of them are about old cars, either sports cars or racing cars. Many are in response to something that has appeared in *MOTOR SPORT* and the really interesting ones are those from people who owned a particular car in the past and worked on it. A good mechanic or engineer, in my book, is one who makes notes of what he is doing, while he is doing it, and keeps the notebooks on the shelf.

While researching the history of a well-known racing car I contacted the chap who worked on it more than thirty years ago, and he still had his big notebook from those days. It was wonderful, for he had noted down all the measurements he had made while dismantling the engine, for example, everything that was done to it, and all the measurements before re-assembly. There were dates and notes of engine numbers, chassis numbers, race records and so on. It was irrefutable stuff, and so valuable when researching the past.

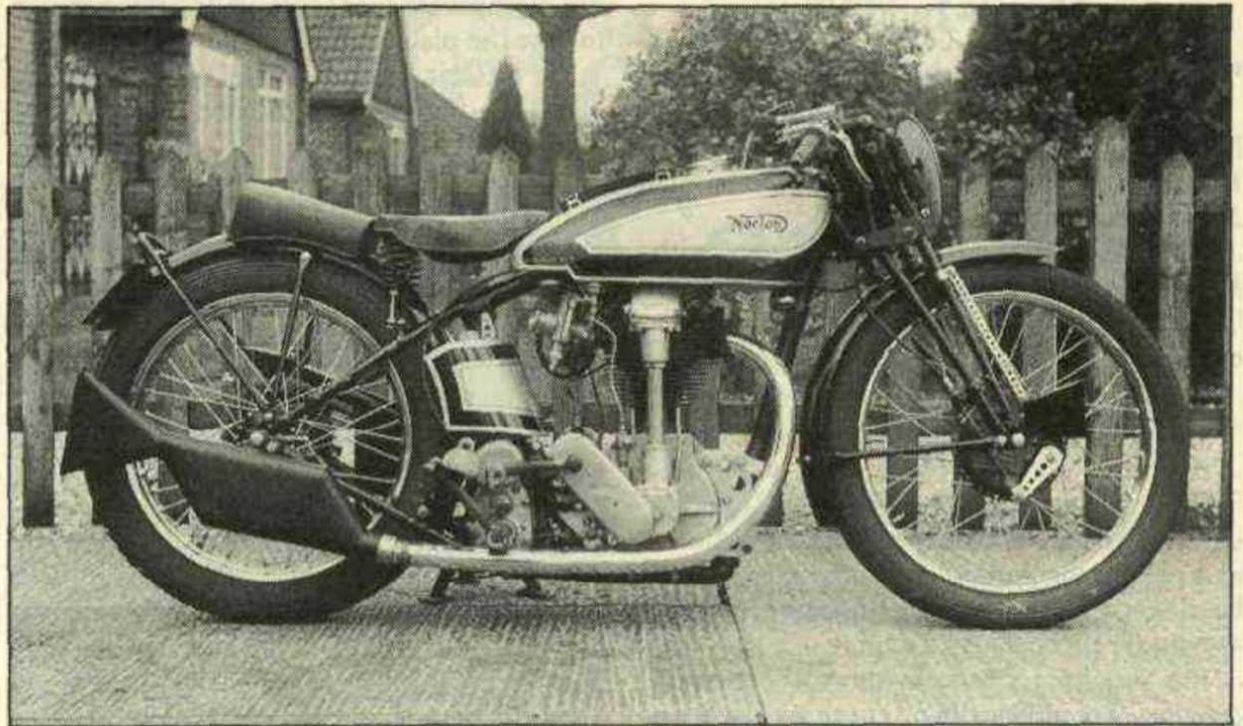
Not long ago a famous piece of motoring history was claimed for an old racing car because a certain number had been discovered on the chassis during a rebuild. Much publicity was given to this, even though some specialists doubted its authenticity.

I received a phone call from a chap who used to work on this particular car some 25 years ago, who had read about this wondrous revelation. He recalls going over the whole car when it first passed into his hands, to record details, dimensions and numbers, and was puzzled that the only number he recorded all that time ago was not the number now claimed to be authentic. As he said, in a puzzled tone, "I don't ever recall seeing that number on the chassis, and if it had been there I would have recorded it".

Then there is the case of someone claiming to have rebuilt or restored a certain car, and a voice comes on the phone to me saying "What's he talking about? I rebuilt that car, he only paid the bills". I just love it when the truth comes out.

A remarkable thing about all the letters and phone calls which are about cars, is the way somewhere along the line the talk turns to motorcycles.

Writing about one of the first post-war speed events in England, a speed trial on Elstree Aerodrome, with cars running in pairs, a reader mentioned that there were classes for cars and motorcycles and the highlight was the final run at the end of the day — the fastest car, Peter Monkhouse's Bugatti 51, against the fastest motorcycle, David Whitworth's MkVIII Velocette. A beautifully matched pair in all ways, from mechanical details to performance, and though the motorcycle made a better start, the Bugatti caught it and passed just before the end of the quarter-mile. There was no championship at stake, no points being chased, just a sporting



A nice thing to have in the shed at the end of the garden.

Taking Notes

wager. Happy days.

Another reader started to write to me about the current trend and fashion in old cars. He said "Some people look at an old Austin 7, all bulled-up with polished copper piping and think it is marvellous. To me it is hideous because it has involved a lot of time and money to resurrect something which was pathetic when it was new".

I think our Editor will agree with this sentiment, and other remarks about "beauty shows". Exhibits at proper Motor Shows have never done much for me, for all their glittering lights, masses of chrome, reflective mirrors and fancy lighting. I cannot really assess a new car until I see it standing in the road, or going along amid everyday traffic. Then cars really come into perspective. If I am bowling along in my van and a Jaguar XJ-S goes by I have time to reflect and think "That is a very good-looking car". Mounted on a glittering plinth, the same car does very little for me.

To return to our reader who doesn't like the bulled-up Austin 7, he then went on for twelve pages full of happenings he and his friends got involved in over the past thirty years. Inevitably it all started with motorcycles, visits to the Isle of Man, "burn-ups" on the happy unrestricted open roads of long ago, before graduating into cars.

Clearly it has been a life devoted to motorcycles and cars — full of excitement, heart-breaks, laughter, heaven and hell — but he wouldn't change it. He is still motoring far and fast, and is currently struggling with a Marcos Mantula, but remaining cheerful through all adversity. He finished his long and interesting letter: "Must stop, plenty of work to do in the garage". A "grass roots" reader if ever there was one.

A recent television film about the re-

starting of motor racing after the war, showed a bright and shiny DSJ at those Elstree Speed Trials in 1946. At a motorcycle meeting shortly afterwards (once the happy banter and mickey-taking about "star of stage, screen and television") had subsided, the lads all said how much they had enjoyed the old films that had been dug up, but they all wanted to know about "the Norton at Silverstone".

I had not seen the television film, but later I looked through a replay of it and can confirm that the Norton was the 1948 works bike, ridden by Artie Bell on a demonstration at the opening of Silverstone before the 1948 British Grand Prix. Bell had won the 1948 Senior TT in the Isle of Man, and with him, but not seen on the piece of film, were Freddie Frith, the 350cc winner on a Velocette, and Maurice Cann, the 250cc winner on a Moto-Guzzi. As Bell accelerated along the front of the pits the commentary said "and a travelling marshal sets off . . ."! It was a nice piece of film.

While this letter is motorcycle-orientated, I must mention a recent Sunday afternoon when I was not committed to any form of competitive event. I went to see a friend on my Triumph TR6 motorcycle and sidecar, and took him over the hills to visit an old friend of ours who was a bit laid-up, but recovering well and basking in the spring sunshine. As we sat chatting over a cup of tea, Wilf said "Haven't run the bikes for a bit, due to this illness, would you like to fire them up for me?"

Like all my friends with motorcycles he has quite a collection, so we wheeled out his three best ones, from the shed at the end of the garden — a Velocette, a Triumph and a BSA — and fired them up, mainly just to listen to them, but also to get the oil going round. It was a very pleasant little diversion.

Yours DSJ



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Prost's McLaren hounded Berger's Ferrari for 50 laps before finding a way through, but Senna's mistake made his efforts all the more worthwhile.

A Minute Error of Judgement

Monte Carlo, May 15

If the Monaco Grand Prix was held anywhere other than through the streets of Monte Carlo, it would be rejected out of hand by everyone connected with the Formula One circus.

The road surface leaves a lot to be desired, the width is ludicrous in places, some of the corners are artificially tight, and "run-off" areas are just a state of mind. The pit-lane would not pass an intelligent scrutiny, the paddock is a water-front slum, facilities are primitive and any sort of logical movement about the place is virtually impossible. But if all the wrongs were righted it would not be Monte Carlo, and without Monte Carlo nobody would want a similar shambles in Nice or Menton.

Apart from being a tax-haven for the rich and a convenient home for international "travellers" of no fixed abode, Monaco thrives on other people's money — and the world of Formula One is a good customer, the teams causing their sponsors to spend money like it was going out of fashion.

The bigger and more ostentatious you can be in flaunting your wealth and influence, the more successful you are considered to be by your rival's Public Relations Department. And all in the warm, colourful, exotic atmosphere of the south of France; except



Derek Warwick was more successful in the dry race than he had been in the rainy practice . . .

Monaco Grand Prix



Tyrrell's 017 was the highest normally-aspirated finisher, fast at last in Palmer's hands.

that this year we hardly saw the sun, and the rain made even the most ostentatious display look tawdry.

Being a law unto itself, the Automobile Club of Monaco manages to have Formula One practice and qualifying on Thursday and Saturday, whereas any other country has to have it on Friday and Saturday. On Sunday it contrives to start its race at 3.30pm, just to be different. But Monaco is Monaco, and if you want to run a Grand Prix round the streets you have to make allowances — and then some.

As there is no pre-race testing allowed, the first morning of official practice is usually used to bed in the circuit, the cars blowing away the dust, forcing a clear line through the streets where no racing car has been for a year, and coating that line with rubber. At least, that is what normally happens; this year it rained most of Thursday, so qualifying was rather inconclusive for some, though not for all.

Honda produced two versions of its latest turbocharged V6 engine, one more suited to the characteristics of the circuit than the other, and Lotus and McLaren each had a pair to try. The McLaren team was in a class of its own, depressing all the opposition even on the wet track, and even more so as the track started to dry out at the end of the qualifying hour.

Even within McLaren there were first and second divisions, for Senna was also in a class of his own, almost two seconds faster than his team-mate Alain Prost.

With 31 entries, one had to be eliminated, and on Thursday this was done by rules. Certain drivers had to pre-qualify during the morning testing, the slowest being dropped, and these drivers had to stop and have their cars' weight checked every time they re-entered the pit-lane. Stefano Modena forgot to do this with the EuroBrun, so he was disqualified. Four more had to be eliminated before the race and this was done on qualifying lap-times up to 2pm on Saturday.

After more rain on Thursday evening and yet more on Friday, the weather took a slight turn for the better on Saturday. After a grey and cool test-session in the morning, the sun actually shone on Saturday afternoon. As can be imagined there was something of a rush to get out and record a qualifying lap.

Wet or dry made little difference to Ayrton Senna, who was still in a class of his own. FIA restrictions on boost-pressure from the 4-bar of last year to the 2.5-bar of this year seemed to change little, McLaren and Senna finding reserves of speed elsewhere. Pole position this year for Senna was 1min 23.998sec, against last year's pole time by Nigel Mansell in the Williams-Honda of



Temporary and permanent spectator vantage points wall in the drivers' view of Monaco.

1min 23.039sec. Senna's team-mate was one-and-a-half seconds slower, while the rest were happy to be within four seconds of the flying Brazilian.

The four drivers eliminated were Nakajima (Lotus), Schneider (Zakspeed), Campos (Minardi) and Bailey (Tyrrell). The fastest 3.5-litre non-turbo car was Mansell's Williams-Judd in fifth place, and "those who profess to know" had predicted that the non-turbo cars had a good chance of success round the streets of Monte Carlo! If they did have an advantage it was not noticeable.

Rain returned on Sunday morning, but did not develop, though it ruined the

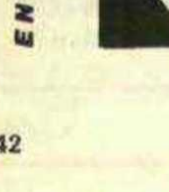
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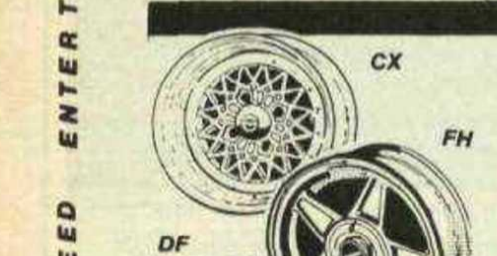
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FORMULA ONE



The race already looks won as Senna hurtles up the hill from Ste Devote on lap one.

30-minute "warm-up" session and everyone had to prepare for the race with very little knowledge of what they were really trying to do. The attitude of most people was to try not to be lapped by Senna too often.

The 78-lap race was due to start at 3.30pm, but for some their troubles began before then. On his way round the circuit to

the "dummy-grid" Arnoux's Ligier-Judd V8 died on him, and he had to make his way back to the pits and take the start from the pit-lane in the spare Ligier. When Senna led the remaining cars round on the parade-lap Streiff was in trouble with the accelerator pedal on the AGS-Cosworth DFZ and instead of taking his place on the grid he



Larini's ninth-place finish was as good as a win for Osella.

disappeared into the pit-lane, never to be seen again. We were down to 24 cars and the race hadn't started.

Within seconds of the start we were down to 23, as a mid-field collision at the first corner eliminated Alex Caffi with the red Dallara and Piquet limped up the hill with a crumpled nose-cone, making it back to the pits to retire. It had not been Piquet's weekend, for he was never in the picture during qualifying, finishing in 11th position. Arnoux managed to avoid the tail-enders and join the race.

The race, if you can call it that, was really an Ayrton Senna/McLaren/Honda demonstration, made all the more spectacular by Prost making a poor start from his second position on the grid and being passed by the effervescent Berger, much to the joy of the usual large contingent of Ferrari supporters.

Senna simply ran away from everyone, while Prost had to run at the pace of the Ferrari, since he could not find a way by. Behind him came Mansell, keeping a wary eye on the temperatures of his Judd engine, and then Alboreto in the second Ferrari. Nannini followed in the first of the Benetton with a hard-charging Derek Warwick behind him — the Arrows driver enjoying himself, being "on form" all weekend and really getting stuck into the business.

At the end of this leading part of the field was Jonathan Palmer, in his Tyrrell 017 with normal Cosworth DFZ, and after making a good start he gave it all he had and was hanging on in ninth place. Boutsen had had a troubled practice in the Benetton and was bogged-down among the Lolas, while at the back came Larini in the new Osella, the team only too happy at having qualified for the race.

The merry-go-round of the street circuit is such that overtaking is something you think about in theory, but only achieve if your rival makes a mistake or has trouble; once the pattern is formed in the first two or three laps it is a question of patience and consistency — except for Ayrton Senna.

The Brazilian pulled out an incredible lead. Even when he caught up with tail-enders they hardly slowed his progress, his remarkable vision and judgement taking him through gaps which his direct rivals looked on with disbelief. Prost fizzed about behind Berger's Ferrari hoping to intimidate him but while it worked in Portugal last year it had no effect this time for the Austrian has learnt a lot since then.

Behind them Mansell was struggling in fourth place, fearful that his engine was going to overheat, and eventually Alboreto decided it was time he joined the front-running turbocharged cars. On the wiggly bit round the swimming pool area on the harbour front there was a slight "coming-together"; Mansell spun out of the race with damaged right rear suspension while an

Monaco Grand Prix



The first World Championship point for a Judd-engined car was seized by Riccardo Patrese when he passed Dalmas on the final lap.

apologetic Alboreto went on his way, now in fourth place.

Every now and then Prost would really lean on Berger, but the young Austrian was unmoved, until on lap 54 the Ferrari engine gave a hiccup and that was all Prost needed. The McLaren was through and away. Berger tried in vain to hang on, but at peak revs the Ferrari engine was making a hesitant "boom-boom" in its exhaust pipes, as if the boost-control valve was playing up.

With McLaren cars now first and second, with no opposition, the team orders went out over the in-car radio to "ease off", and their lap-times dropped from around 1min 26sec to 1min 29sec. Then it happened.

For 66 laps Senna had swept down the twisty descent and onto the sea front, taking the right-hand bend of Portier and heading for the tunnel. Each time he had aimed the right front wheel at the apex, his nose-fin skimming the wall as the car traversed the corner, sweeping across towards the iron barriers lining the edge of the road.

On lap 67, with only eleven-and-a-half laps to go to the chequered flag, Senna made a minute error of judgement. His right front nose-fin struck the apex of the corner, and the car was sent off line and into the outside wall, its left front wheel and suspension bent back on the unyielding Armco and its left rear wheel smashed.

On most circuits there are bevelled kerbs

or grass verges to allow for such slight errors, but not at Monaco. As Shamus said to Paddy "near enough is not good enough, it's got to be right". Senna had got it wrong.

A lucky Alain Prost cruised home, given victory on a plate, but one cannot help wondering, if Senna had been left to run his own fast pace, whether he would not have made that infinitesimal error of judgement which cost him the race.

Prost was quite happy to be philosophical about the whole thing and accept the victory. It would have been another thing altogether had he been racing against Senna and had "pressured" him into a mistake, as he had with Berger last year. But it was lucky for McLaren International and the Honda Motor Company that the Ferrari engine had begun to make that "boom-boom" noise, which had allowed Prost to nip by into second place and eventual victory.

Naturally Honda was pleased to be first, with Ferrari second and third, but was less happy with the fallibility of its drivers — Nakajima failing to qualify, Piquet qualifying so badly he was slower than Palmer's Tyrrell and then having an accident at the first corner, and Senna throwing the race away. Prost was the blue-eyed boy of the French sector of the crowd, and no doubt also to the army of Japanese who look after the McLaren and Lotus teams.

For the struggling small teams there were some good pickings. Warwick ended up in a splendid fourth place thanks to being in the right mood for the whole meeting: it had got him a good position on the grid, and he made the most of a good start and kept the hammer down until fading brakes forced him to ease up a bit.

Palmer was in a similar situation, and ninth on the opening lap was just the incentive he needed, driving hard and fast, even after he had lost the tow from the leading bunch. His fifth place was well-earned, as were the championship points he scooped for Team Tyrrell.

Patrese had to work for his sixth place, for when lapping Alliot's Lola the Williams collided with it, leaving a furious Frenchman sitting in a very derelict car while Patrese limped round to the pits for repairs, rejoining in eighth place. He drove hard to snatch sixth place from the second Lola, driven by Dalmas, with two laps to go.

Probably the happiest team of all was Enzo Osella's little group, for Nicola Larini kept the new Osella going and was still running at the finish. The V8 Alfa Romeo turbocharged engine is now built completely by Osella's own factory, and with the 2.5-bar boost limit it has achieved a measure of reliability. It may have finished ninth, and three laps behind the winner, but it was as good as winning to the team. **DSJ**

RESULTS

Monaco Grand Prix

STARTING GRID

<p>11 A. Prost (McLaren-Honda V6t/c) 1 min 25.435 secs</p> <p>27 M. Alboreto (Ferrari V6t/c) 1 min 27.297 secs</p> <p>19 A. Nannini (Benetton-Cos DFR) 1 min 27.869 secs</p> <p>6 R. Patrese (Williams-Judd V8) 1 min 28.016 secs</p> <p>3 J. Palmer (Tyrrell-Cos DFZ) 1 min 28.358 secs</p> <p>14 failed to leave pit-lane</p> <p>15 M. Gugelmin (March-Judd V8) 1 min 28.610 secs</p> <p>20 T. Boutsen (Benetton-Cos DFR) 1 min 28.640 secs</p> <p>32 O. Larrauri (EuroBrun-Cos DFZ) 1 min 29.093 secs</p> <p>25 started from pit-lane in T-car</p> <p>16 I. Capelli (March-Judd V8) 1 min 29.603 secs</p> <p>31 G. Tarquini (Coloni-Cos DFZ) 1 min 30.252 secs</p> <p>26 S. Johansson (Ligier-Judd V8) 1 min 30.505 secs</p>	<p>12 A. Senna (McLaren-Honda V6t/c) 1 min 23.998 secs</p> <p>28 G. Berger (Ferrari V6t/c) 1 min 26.685 secs</p> <p>5 N. Mansell (Williams-Judd V8) 1 min 27.665 secs</p> <p>17 D. Warwick (Arrows-BMW 4 cyl.t/c) 1 min 27.872 secs</p> <p>18 E. Cheever (Arrows-BMW 4 cyl.t/c) 1 min 28.227 secs</p> <p>1 N. Piquet (Lotus-Honda V6t/c) 1 min 28.403 secs</p> <p>30 P. Alliot (Lola-Cos DFZ) 1 min 28.536 secs</p> <p>24 L. Perez Sala (Minardi-Cos DFZ) 1 min 28.625 secs</p> <p>36 A. Caffi (Dallara-Cos DFZ) 1 min 29.075 secs</p> <p>22 A. de Cesaris (Rial-Cos DFZ) 1 min 29.298 secs</p> <p>29 Y. Dalmas (Lola-Cos DFZ) 1 min 29.601 secs</p> <p>9 P. Ghinzani (Zakspeed 4 cyl.t/c) 1 min 30.121 secs</p> <p>21 N. Larini (Osella-Alfa V8t/c) 1 min 30.335 secs</p>
---	--

Did not qualify:

2 S. Nakajima (Lotus), 1 min 30.611 secs
10 B. Schneider (Zakspeed), 1 min 30.613 secs
23 A. Campos (Minardi), 1 min 30.793 secs
4 J. Bailey (Tyrrell), 1 min 30.816 sec

Disqualified for rule infringement:

33 S. Modena (EuroBrun), no time.

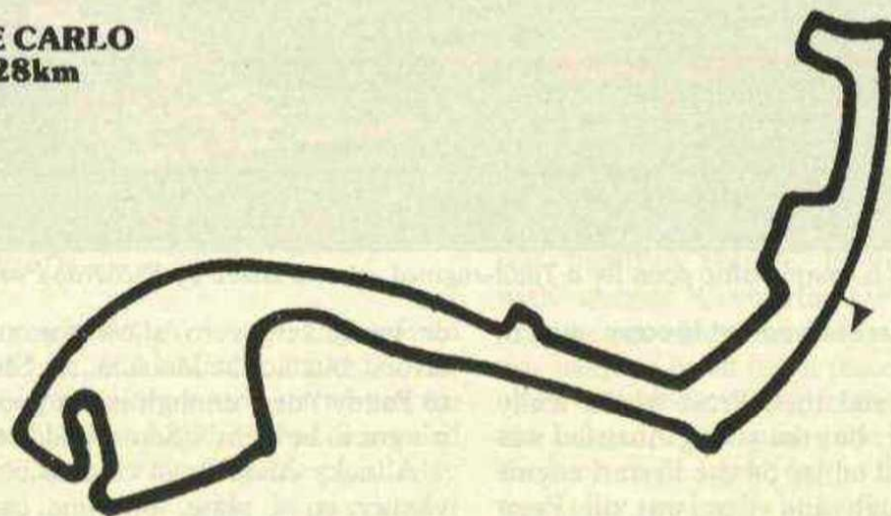
1988 WORLD CHAMPIONSHIP

DRIVERS	CONSTRUCTORS	
1 Prost.....	24 1 McLaren-Honda.....	33
2 Berger.....	14 2 Ferrari.....	20
3 Senna.....	9 3 Lotus-Honda.....	9
4 Piquet.....	8 4 Arrows-BMW.....	6
5 Alboreto.....	6 5 Benetton-DFR.....	4
Warwick.....	6 6 Tyrrell-DFZ.....	2
7 Boutsen.....	3 7 Williams-Judd.....	1
8 Palmer.....	2	
9 Nakajima.....	1	
Nannini.....	1	
Patrese.....	1	

LAP TIMES

		Qualifying Thursday	Qualifying Saturday	Best Race Lap (on lap)
1 N. Piquet.....	Lotus 100T.....	1.30.924	1.28.403	—
2 S. Nakajima.....	Lotus 100T.....	1.30.611	1.31.573	—
3 J. Palmer.....	Tyrrell 017.....	1.30.679	1.28.358	1.30.171 (34)
4 J. Bailey.....	Tyrrell 017.....	1.34.192	1.30.816	—
5 N. Mansell.....	Williams FW12.....	1.28.475	1.27.665	1.28.975 (25)
6 R. Patrese.....	Williams FW12.....	1.29.130	1.28.016	1.28.411 (75)
9 P. Ghinzani.....	Zakspeed ZK881.....	1.33.005	1.30.121	1.32.308 (41)
10 B. Schneider.....	Zakspeed ZK881.....	1.33.585	1.30.613	—
11 A. Prost.....	McLaren MP4/4.....	1.28.375	1.25.425	1.26.714 (57)
12 A. Senna.....	McLaren MP4/4.....	1.26.464	1.23.998	1.26.321 (59)
14 P. Streiff.....	AGS JH23.....	1.29.597	1.28.527	—
15 M. Gugelmin.....	March 881.....	1.32.148	1.28.610	1.29.934 (32)
16 I. Capelli.....	March 881.....	1.35.256	1.29.603	1.29.642 (25)
17 D. Warwick.....	Arrows A10B.....	1.29.928	1.27.872	1.29.618 (38)
18 E. Cheever.....	Arrows A10B.....	1.32.889	1.28.227	1.31.757 (7)
19 A. Nannini.....	Benetton B188.....	1.29.093	1.27.869	1.29.693 (13)
20 T. Boutsen.....	Benetton B188.....	1.29.539	1.28.640	1.29.831 (62)
21 N. Larini.....	Osella FA11.....	1.36.705	1.30.335	1.31.635 (49)
22 A. de Cesaris.....	Rial ARC1.....	1.33.183	1.29.298	1.30.397 (21)
23 A. Campos.....	Minardi M188.....	1.32.627	1.30.793	—
24 L. Perez Sala.....	Minardi M188.....	1.31.662	1.28.625	1.30.226 (26)
25 R. Arnoux.....	Ligier JS31.....	1.31.964	1.29.480	1.32.797 (8)
26 S. Johansson.....	Ligier JS31.....	1.36.036	1.30.505	1.34.016 (5)
27 M. Alboreto.....	Ferrari F1/87-88C.....	1.29.931	1.27.297	1.28.931 (36)
28 G. Berger.....	Ferrari F1/87-88C.....	1.29.001	1.26.685	1.28.899 (56)
29 Y. Dalmas.....	Lola LC88.....	1.35.158	1.29.601	1.28.465 (74)
30 P. Alliot.....	Lola LC88.....	1.31.375	1.28.536	1.30.749 (22)
31 G. Tarquini.....	Coloni FC188.....	1.32.792	1.30.252	1.33.570 (4)
32 O. Larrauri.....	EuroBrun ER188.....	1.31.861	1.29.093	1.32.320 (7)
33 S. Modena.....	EuroBrun ER188.....	Disqualified	—	—
36 A. Caffi.....	BMS Dallara F188.....	1.33.691	1.29.075	—

MONTE CARLO 3.328km



RESULTS

Monaco Grand Prix, Monte Carlo, May 15
78 laps of 3.328km circuit (259.584km/161.298 miles)

Pos	Driver	Car/Engine	Time
1st	Alain Prost.....	McLaren MP4/4-Honda V6t/c.....	1h57m17.077s
2nd	Gerhard Berger.....	Ferrari F1/87-88C V6t/c.....	1h57m37.530s
3rd	Michele Alboreto.....	Ferrari F1/87-88C V6t/c.....	1h57m58.306s
4th	Derek Warwick.....	Arrows A10B-BMW 4 cyl.t/c.....	1 lap behind
5th	Jonathan Palmer.....	Tyrrell 017-Cosworth DFZ.....	1 lap behind
6th	Riccardo Patrese.....	Williams FW12-Judd V8.....	1 lap behind
7th	Yannick Dalmas.....	Lola LC88-Cosworth DFZ.....	1 lap behind
8th	Thierry Boutsen.....	Benetton B188-Cosworth DFR.....	2 laps behind
9th	Nicola Larini.....	Osella FA11-Alfa Romeo V8t/c.....	3 laps behind
10th	Ivan Capelli.....	March 881-Judd V8.....	6 laps behind
11th	Ayrton Senna.....	McLaren MP4/4-Honda V6t/c.....	retired lap 67; accident
12th	Philippe Alliot.....	Lola LC88-Cosworth DFZ.....	retired lap 51; accident
13th	Mauricio Gugelmin.....	March 881-Judd V8.....	retired lap 46; electric
14th	Piercarlo Ghinzani.....	Zakspeed ZK881-4 cyl.t/c.....	retired lap 44; gearbox
15th	Alessandro Nannini.....	Benetton B188-Cosworth DFR.....	retired lap 39; gearbox
16th	Luis Perez Sala.....	Minardi M188-Cosworth DFZ.....	retired lap 37; suspension
17th	Nigel Mansell.....	Williams FW12-Judd V8.....	retired lap 33; accident
18th	Andrea de Cesaris.....	Rial ARC1-Cosworth DFZ.....	retired lap 29; engine
19th	René Arnoux.....	Ligier JS31-Judd V8.....	retired lap 18; engine
20th	Oscar Larrauri.....	EuroBrun ER188-Cosworth DFZ.....	retired lap 15; accident
21st	Eddie Cheever.....	Arrows A10B-BMW 4 cyl.t/c.....	retired lap 9; engine
22nd	Stefan Johansson.....	Ligier JS31-Judd V8.....	retired lap 7; engine
23rd	Gabriele Tarquini.....	Coloni FC188-Cosworth DFZ.....	retired lap 6; suspension
24th	Nelson Piquet.....	Lotus 100T-Honda V6t/c.....	retired lap 1; accident
25th	Alessandro Caffi.....	BMS Dallara F188-Cosworth DFZ.....	retired lap 1; accident
26th	Philippe Streiff.....	AGS JH23-Cosworth DFZ.....	did not start

Fastest Lap: Ayrton Senna (McLaren) 1 min26.321secs on lap 59; 138.794kph
Winner's Average Speed: 132.797kph. Conditions: Warm and dry.

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WORLD SPORTSCAR CHAMPIONSHIP



Start of the race and the Brundle/Cheever Jaguar inches ahead as the field powers away.

Armed Combat

The Mercedes-powered Sauber team again proved fast and extremely reliable at Silverstone, in the 1000km race, but again the Silk Cut Jaguar team was marginally superior — quantified as a 35.6-second advantage after nearly five hours of racing. The annual event was exciting in the first hour, absorbing for the remainder, and made an excellent advertisement for Group C World Sports-Prototype Championship racing, a category which FISA seeks to tear apart.

Jaguar's victory, achieved by Martin Brundle and Eddie Cheever, was satisfying in every way. It was the third consecutive success in the 1988 series, blotting out the defeat at Jerez in March; it was also Jaguar's third successive victory at Silverstone, home ground for the Coventry marque, and a personal hat-trick for Eddie Cheever. More than that, it gave the Tom Walkinshaw-directed team a moral superiority in the run-up to Le Mans, the most crucial race in Jaguar's current programme.

Back in February, Jaguar could have had no idea that Peter Sauber's team from Hinwil, near Zürich, would offer such a resolute challenge. Its backing from Daimler-Benz had been confirmed at the turn of the year, but the TWR team is at least a year ahead in terms of experience, testing and race mileage, and has been through all the heartbreaks that go with forging a winning combination.

The Saubers had looked very promising last year, but were the gremlins waiting to strike? Apparently not. Jean-Louis Schlesser's car has now run the full distance at Jerez (first), Jarama (second), Monza



Mazda's 767 made a welcome appearance in preparation for its assault on Le Mans

(second) and Silverstone (second again) without missing a beat, and to back up this record the second car driven at Silverstone by Mauro Baldi and James Weaver proved equally reliable in securing third place.

A combination of factors has decided each result. In Spain the Sauber C9/88 was less than perfect in handling through the slow corners, and overheated its rear tyres. The British team handed the Swiss victory on a plate when two XJR-9s developed gearbox faults, and the third was delayed by a spin. The result was reversed at week later at Jarama, where Brundle and Cheever enjoyed a perfect run, and the Jaguar was ahead again at Monza where Schlesser's car was marginal on fuel.

Silverstone, though, was another story. Schlesser, Baldi and Cheever had a ferocious scrap in the first hour, banging wheels like

Formula Ford drivers, and Baldi was as hard on his team-mate as he was on the Jaguar. "I was just an innocent bystander . . . but I was egging them on" said Cheever with a wry smile.

The three cars looked magnificent as they drafted round the 140 mph track door-to-door, like NASCAR stockers, and it proved to be one of the most spectacular displays of armed combat in the recent history of endurance racing.

Jan Lammers was left behind in the second Jaguar, ill at ease with a rather spooky feeling in the suspension department and misinformed about consumption by his computer. When the car was refuelled the computer was shown to be over-reading the amount used, and after that Lammers and Johnny Dumfries relied on their own judgement for speed, which turned out unfortunately when they stopped with an empty tank two laps from the flag.

The Saubers were perfect mechanically, their Michelins served them well and they did not have any problems with fuel consumption either. Rather, Peter Sauber's attack was blunted in the second hour when Jochen Mass was unable to match Brundle's speed, and James Weaver had to spend an hour learning how to drive the car, through an oily windscreen. Weaver had no more than a few laps in the C9 on Saturday afternoon, was not comfortable in the cockpit, and really had a most daunting task as he took the car from Baldi.

In that second hour Mass dropped an average of a second per lap from Brundle, and Weaver was overwhelmed by Dumfries who joined the party spirit and clashed flanks as he passed at Becketts. The Jaguar completed its stint with the left rear bodywork flapping, and lost some vital seconds at the next pit-stop.

Schlesser and Baldi were forceful in their second drives, and at half-distance Cheever's lead over Schlesser was down to 29 seconds; a lap behind, Baldi led Lammers by 10 seconds, and neither team could relax for a moment. Derek Bell and Tiff Needell had established Richard Lloyd's Porsche as "the best of the rest", running in fifth place three laps behind the leaders with Reinhold Joest's two Porsches in pursuit.

Walter Brun had withdrawn his three entries as a protest against Porsche's refusal to release the more fuel-efficient Bosch Motronic 1.7 system to customers until after Le Mans, feeling (correctly) that the privateers stood no chance of success. As an entrant he is entitled to his view, but if motor racing was made exclusively of teams that could win on any given day, the grids would indeed be sparse.

Joest's better Porsche, handled by Bob Wollek, Philippe Streiff and David Hobbs, was particularly heavy on fuel and was slowed progressively after the second hour, while Lloyd's 962C had a better speed/

Silverstone 1000km



Derek Bell prepares to climb aboard the newly Porsche dealers-sponsored RLR 962C during a refuelling and tyre-change stop.

consumption ratio than the Joest car but was not running on this year's race pace.

Such was the pace of the leaders that Brundle and Cheever lopped 13 minutes (say nine laps) off last year's race-time, although there were no pace-car interludes during the race. In fact the pace-cars have not been used at all this year in any of the four rounds, which is in marked contrast to the IMSA series where they are freely used, even after fairly trivial incidents, in order to bunch the field up and produce a grandstand finish.

Richard Lloyd Racing suffered the ignominy of disqualification after Bell and

Needell had finished fourth, as scrutineer Mike Garton established that the fuel system could contain 102 litres — the maximum allowed is 100 litres.

Reinhold Joest's team suffered the same fate after the Norisring Race last year, and in neither case is deliberate cheating alleged. All the Porsches and Jaguars are built to accommodate the IMSA-legal 119-litre fuel-tanks (allowing one litre for the system), for the designers could hardly go to the trouble and expense of producing different chassis for the two series.

The flexible fuel-bags need to fill the space available, so the Group C teams stuff

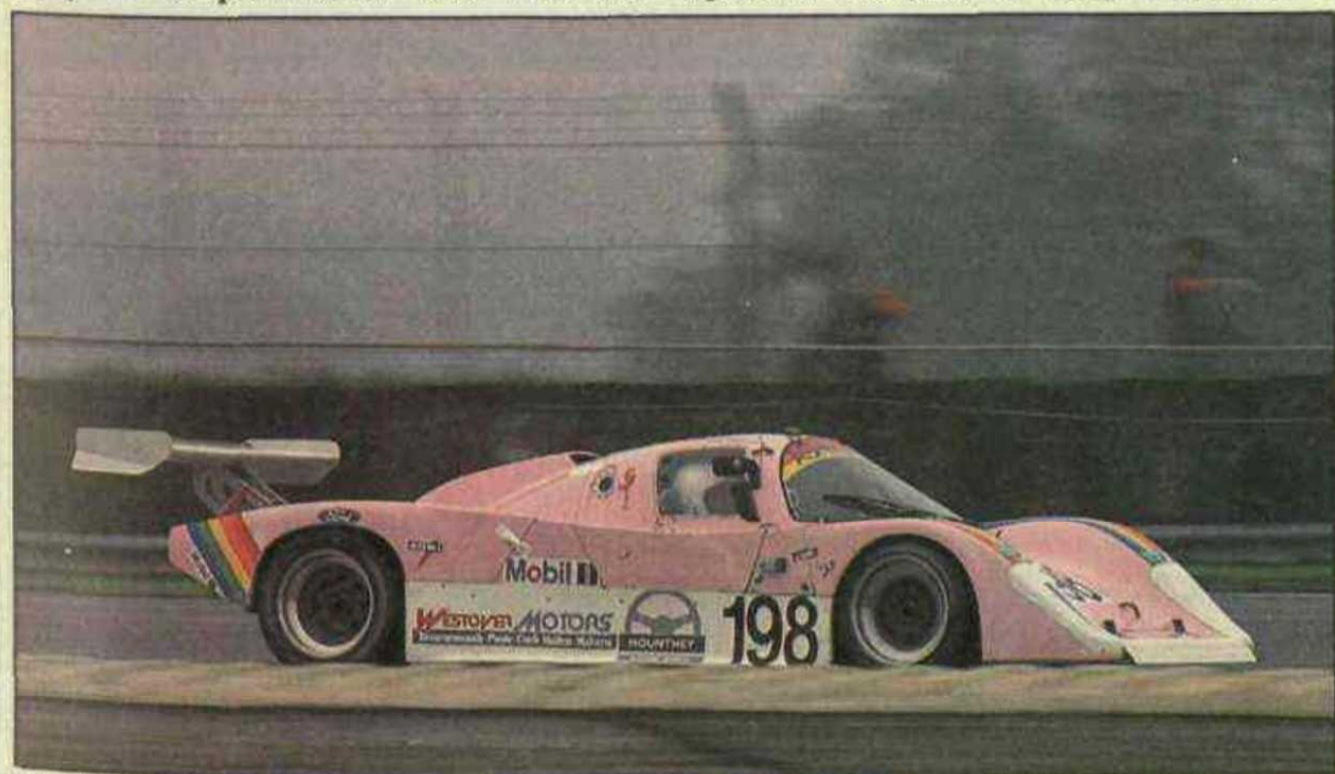
polystyrene balls with a volume of 20 litres into the bags. Unfortunately, under extreme pressure the balls sometimes compress and thus increase the volume available for fuel, but this happens so rarely that an entrant would be stupid to reduce his tankage to, say 97 litres and run at a disadvantage. If only the silver-buttoned-blazer bureaucrats would unbend, the Group C cars should be allowed to run with 120 litres of fuel on board too.

Just for a change, Gordon Spice and Ray Bellm did not win the Group C2 category, the garlands being collected at Silverstone by Thorkild Thyrring and Almo Coppelli in Spice Engineering's second entry. Spice has now finished second at Silverstone three years in succession, this year's slip-up being due to a burned-out high tension lead. Having the luck of the devil, Spice's engine died at Woodcote, so he had enough speed to coast into the pits.

The standard of entries in C2 has risen sharply this year; numbers are up and the speeds are substantially higher. But with the exception of Spice Engineering, which operates on a professional budget, reliability is still not very good, and while there are rivals which will give Spice a good challenge for an hour, none can keep it up for five hours.

Strangely, three of the quickest C2 cars in opposition failed with electrical problems, those of Costas Los (GPM Spice-Cosworth), Will Hoy (Lucky Strike Argo-Cosworth) and Nick Adams (Chamberlain Engineering Spice-Hart), before they reached quarter-distance.

MLC



The Roy Baker Racing Tiga added colour and variety to the C2 class.

WORLD SPORTS-PROTOTYPE CHAMPIONSHIP Round 4, Silverstone 1000km, May 8

QUALIFYING TIMES

Schlesser/Mass	Sauber-Mercedes	1m15.02s
Cheever/Brundle	Jaguar	1m16.67s
Baldi/Weaver	Sauber-Mercedes	1m16.74s
Wollek/Streiff/Hobbs	Porsche	1m16.86s
Needell/Bell	Porsche	1m17.20s
Lammers/Dumfries	Jaguar	1m17.38s
Nissen/Grohs	Porsche	1m17.46s
Jelinski/Winter/Dickens	Porsche	1m19.67s
Kennedy/Katayama/Terada	Mazda	1m20.23s
Los/Taylor	Spice-Cosworth	*1m21.95s
Salamin/Olivar/Mundas	Porsche	1m22.10s
Spice/Bellm	Spice-Cosworth	1m22.64s
Adams/Khan	Spice-Hart	1m22.74s
Marozzo/Frey	Lancia	1m23.16s
Thyrring/Coppelli	Spice-Cosworth	1m23.44s
Hoy/Schanche/Rennison	Argo-Cosworth	1m24.21s
Ballot-Lena/Ricci	Spice-Cosworth	1m24.89s
Dodd-Noble/Pool/'Stringbrace'	ADA-Cosworth	1m26.24s
Santal/del Bello/Guillot	Sauber-Mercedes	1m28.51s
Barberio/Veninata/Randaccio	Tiga-Cosworth	1m26.59s
Harvey/Hodgetts/Bain	Tiga-Porsche	1m27.74s
Walker/Stott/Clements	Tiga-Cosworth	1m29.13s
Hodgetts/Bain	Tiga-Rover	†1m30.56s
Ashmore/Andrews/Kimpton	Tiga-Cosworth	1m30.79s
Piper/Birrane/Iacobelli	Argo-Cosworth	1m31.51s
Taverna/Magnani/Ragazzi	Olmas-Cosworth	1m32.71s
Lacaud/Descartes	ALD-BMW	1m33.05s
Tremblay/Lateste	ALD-BMW	1m34.89s

*C2 pole

†Did not start

First-named drivers set qualifying time

Teams Championship: 1. Silk Cut Jaguar 130; 2. AEG Sauber 115; 3. Joest Racing 67; 4. Brun Motorsport 46; 5. Spice Engineering 30.
C2 Teams: 1. Spice Engineering 140; 2. Chamberlain Engineering 79; 3. Kelmar Racing 44; 4. Charles Ivey Racing 36; 5. Lucky Strike Schanche 23.
Drivers: 1. Schlesser 115; 2. Baldi 109; 3 = Brundle and Cheever 100; 5. Wollek 62; 6 = Jelinski and "Winter" 55; 8. Weaver 44.
C2 Drivers: 1: Spice and Bellm 130; 3 = Coppelli and Thyrring 82; 5 = Ricci and Ballot-Lena 79.

RACE RESULTS

1st	E. Cheever/M. Brundle	7.0 Jaguar XJR9	C1	4h50m48.59s
2nd	J-L. Schlesser/J. Mass	5.0t Sauber-Mercedes C9-88	C1	4h51m24.20s
3rd	M. Baldi/J. Weaver	5.0t Sauber-Mercedes C9-88	C1	208 laps
4th	B. Wollek/P. Streiff/D. Hobbs	3.0t Porsche 962C	C1	201 laps
5th	F. Jelinski/J. Winter/S. Dickens	3.0t Porsche 962C	C1	198 laps
6th	T. Thyrring/A. Coppelli	3.3 Spice-Cosworth SE88C	C2	191 laps
7th	A. Salamin/M. Olivar/H. Mundas	3.0t Porsche 962C	C1	191 laps
8th	R. Bellm/G. Spice	3.3 Spice-Cosworth SE88C	C2	189 laps
9th	D. Kennedy/Y. Katayama/Y. Terada	4.5 Mazda 767	GTP	186 laps
10th	V. Veninata/P. Barberio/R. Randaccio	3.3 Tiga-Cosworth GC288	C2	181 laps
11th	T. Harvey/C. Hodgetts/D. Bain	2.8t Tiga-Porsche GC287	C2	180 laps
12th	C. Ballot-Lena/J-L. Ricci	3.3 Spice-Cosworth SE88C	C2	166 laps
13th	R. Piper/O. Iacobelli	3.3 Argo Cosworth JM19C	C2	166 laps
14th	C. Ashmore/M. Kimpton/D. Andrews	3.3 Tiga-Cosworth GC286	C2	165 laps
15th	G. Tremblay/L. Descartes	3.5 ALD-BMW 05	C2	156 laps
16th	L. Taverna/F. Magnani/R. Ragazzi	Olmas-Cosworth GLT200	C2	147 laps
NC	T. Dodd-Noble/'Stringbrace'/C. Pool	3.3 ADA-Cosworth 03	C2	129 laps
DSQ	D. Bell/T. Needell	3.0t Porsche 962GTI-200	C1	fuel tank
R	J. Lammers/J. Dumfries	7.0 Jaguar XJR9	C1	fuel
R	S. Walker/P. Stott/E. Clements	3.3 Tiga-Porsche GC287	C2	bodywork
R	K. Nissen/H. Grohs	3.0t Porsche 962	C1	engine
R	B. Santal/J. Guillot/N. del Bello	5.0 Sauber-Mercedes C8	C1	engine
R	D. Lacaud/M. Lateste	3.5 ALD-BMW 03	C2	gearbox
R	C. Los/W. Taylor	3.3 Spice-Cosworth SE87C	C2	electrical
R	N. Adams/I. Khan	1.8t Spice-Hart SE87C	C2	electrical
R	J-P. Frey/N. Marozzo	3.0t Lancia LC2	C1	spin
R	W. Hoy/M. Schanche	3.9 Argo-Cosworth JM19C	C2	electrical

Fastest Lap: Baldi 1m18.24s; 136.61mph (219.80kph)

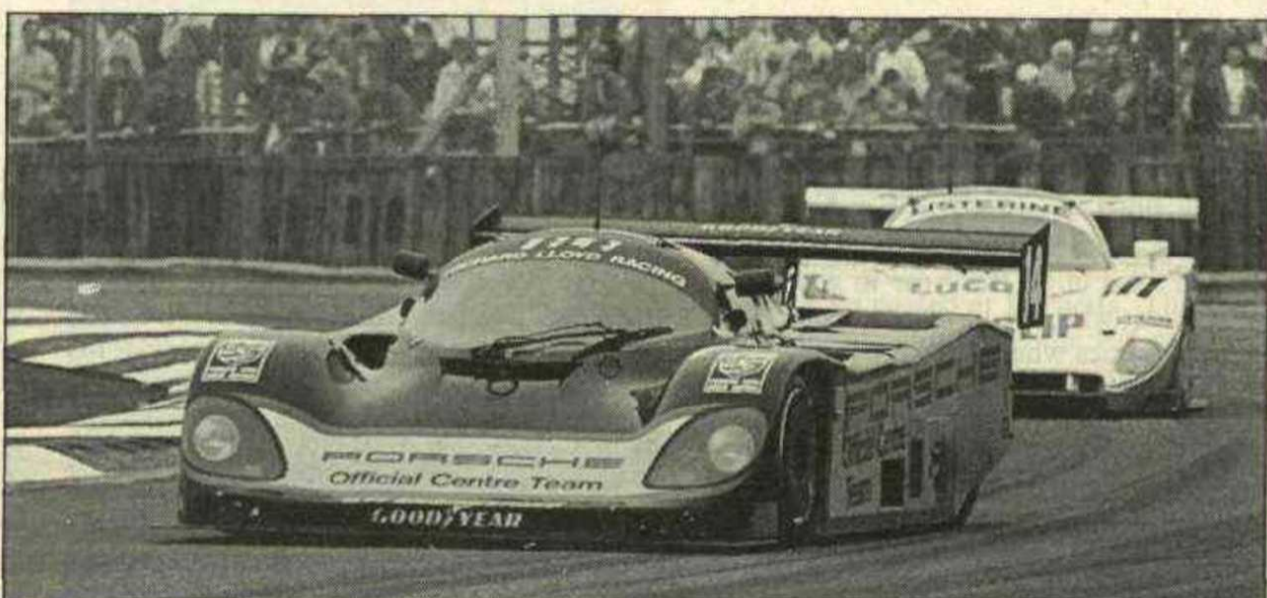
Winner's Average Speed: 128.63mph (206.96kph)

C2: 116.96mph (188.19kph). **GTP:** 113.46mph (182.55kph)

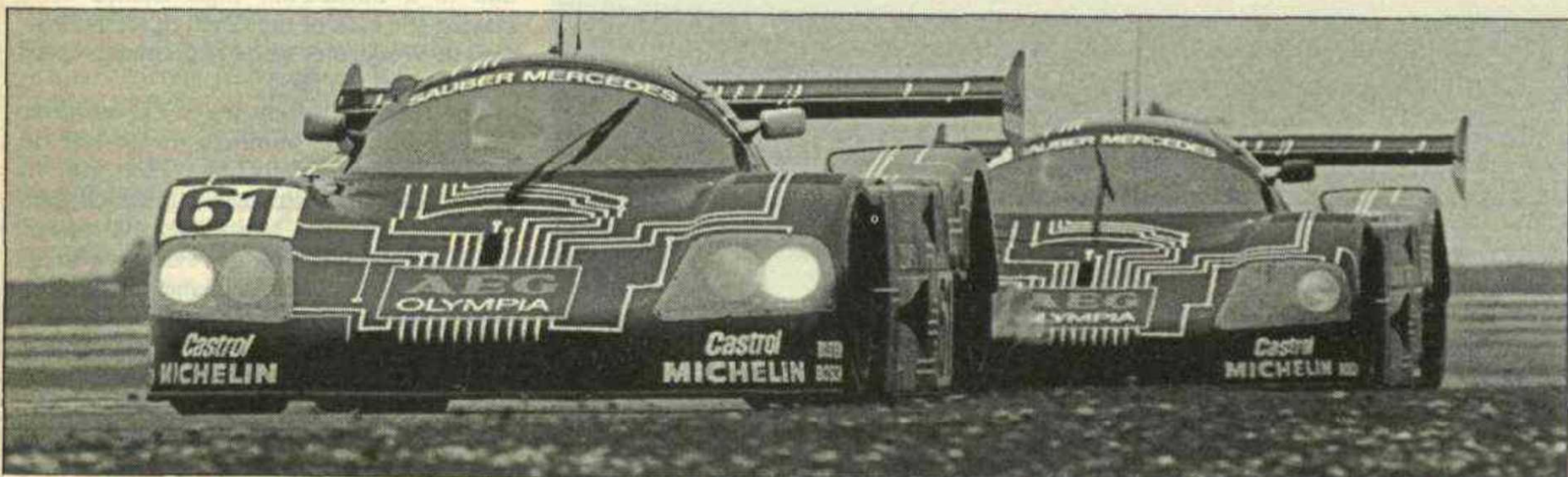
Race Distance: 623.49 miles (1003.38kms)



The boss turned up to taste victory.



Lloyd scraped together the sponsorship to run Bell and Needell, finished fourth but was disqualified.



Saubers in formation. The Schlesser/Mass car finished its fourth race out of four, and its sister car followed home on its first outing.

Beginning of the End?

Any motor racing formula needs good management and stability of regulations in order to flourish, and at the present time the World Sports-Prototype Championship "regulars" are alarmed at the way matters are developing for 1989 and beyond.

Definitive regulations have still not been published for next season, FISA has abolished the vital post of co-ordinator which was held until recently by Chris Parsons, and negotiations with actual and potential race organisers now have to be channelled through the controlling body in Paris — despite its hitherto supreme lack of interest in Group C.

It has to be admitted that Group C was in the doldrums between 1983 and 1986, when the only topic of interest was to speculate which of the two (or three) works Porsches would win.

Recognising that hollow victories are pretty worthless, both the Porsche factory and its partner, Rothmans, took care to cultivate any prospective opposition, and played an important part in setting up the Organisation for Sportscar Racing (OSCAR) which represented manufacturers, teams and sponsors.

This careful cultivation has had the desired effect of building up the World Championship. Tom Walkinshaw was able to persuade Jaguar to support a major team, and Daimler-Benz was so impressed by Peter Sauber's operation that it has given him all the technical and financial support he needs. Television coverage, albeit via the Sky Channel cable network, has been remarkably

"The Automobile Club de l'Ouest could not contemplate ProCar, not for a minute let alone 24 hours"

successful and there is a feeling within Group C that the series is widening its appeal and providing a better spectacle.

OSCAR has had its successes, though it has never been recognised officially by FISA. Sprint races were introduced in 1986, the championship now is for teams, not manufacturers, and every avenue has been explored in an attempt to increase the number of "intercontinental" races, at least four of which will be needed to retain World Championship status: Fuji is a well-established fixture, the Light Car Club of Australia will run its Sandown Park fixture again in November



In 1983 the only question was which works Porsche would win. Now there is competition, but is Group C about to be flagged off?

after a bad experience in 1984, and the World Challenge (Group C versus IMSA) race is also going ahead in Florida.

At times though, the attitude of M Jean-Marie Balestre has been almost obstructive, and the precise role of Bernie Ecclestone is not clear insofar as Group C is concerned.

Ecclestone, in charge of FISA's marketing affairs, has proposed (and President Balestre enthusiastically endorses) the establishment of "ProCar" — basically two-seater Formula One cars with Group A saloon-lookalike bodywork — as the second World Championship formula behind F1. Since Alfa Romeo is the only company so far to have declared substantial interest, the inauguration of ProCar has been delayed from 1989 to 1990, and every major manufacturer has been invited to declare its interest.

We believe that it has been suggested to Jaguar that it ought to build a 3.5-litre racing engine and fall into line with FISA's objectives, but the notion has been firmly resisted. For one thing Jaguar wants to publicise its production components, in this case the V12 engine, and for another it would not want to get involved in a battle with Nissan (or Skoda, to stretch a point!).

"Can you imagine how we'd feel if Nissan came out with a world-beating ProCar?" asks Jaguar PR director David Boole with a shudder. Indeed not . . . a competitive Nissan Sunny V12 would deter a lot of potential rivals, Mercedes and BMW to name but two! Clearly, ProCar needs constructive consideration.

Whether it is intended or not, FISA's mucking-about with Group C raises speculation that the World Sports Prototype Championship is intended for a dustbin behind the Place de la Concorde. To rid Group C of its fuel-consumption limitations would be a fine thing, providing that the alternative forms of

restriction on unbridled power can be determined fairly.

Racing engines of 3.5 litres will be admitted, and they could be expected to deliver more than 600 horsepower for an hour at a time. Even 580 bhp would be pushing it for a 1000km race though, perhaps 550 bhp for Le Mans. Six-litre "stock block" engines such as Jaguar's V12 can deliver a conservative 620 bhp for 24 hours and, with a 57mm restrictor, the Porsche twin-turbo 962 engine would give closer to 700 bhp.

This year, however, the American IMSA series is running to virtually the same rules as are proposed for the World Championship in 1989, and by far the most potent car to emerge is the Electramotive Nissan ZX-T, which has electronically-controlled wastegates and develops so much power that it eats Jaguars and Porsches for dinner. Until now it has not been particularly reliable, but Don Devendorf and John Knepp have sorted out the bugs in the V6 and have demonstrated how competitive it is, even with the restrictor.

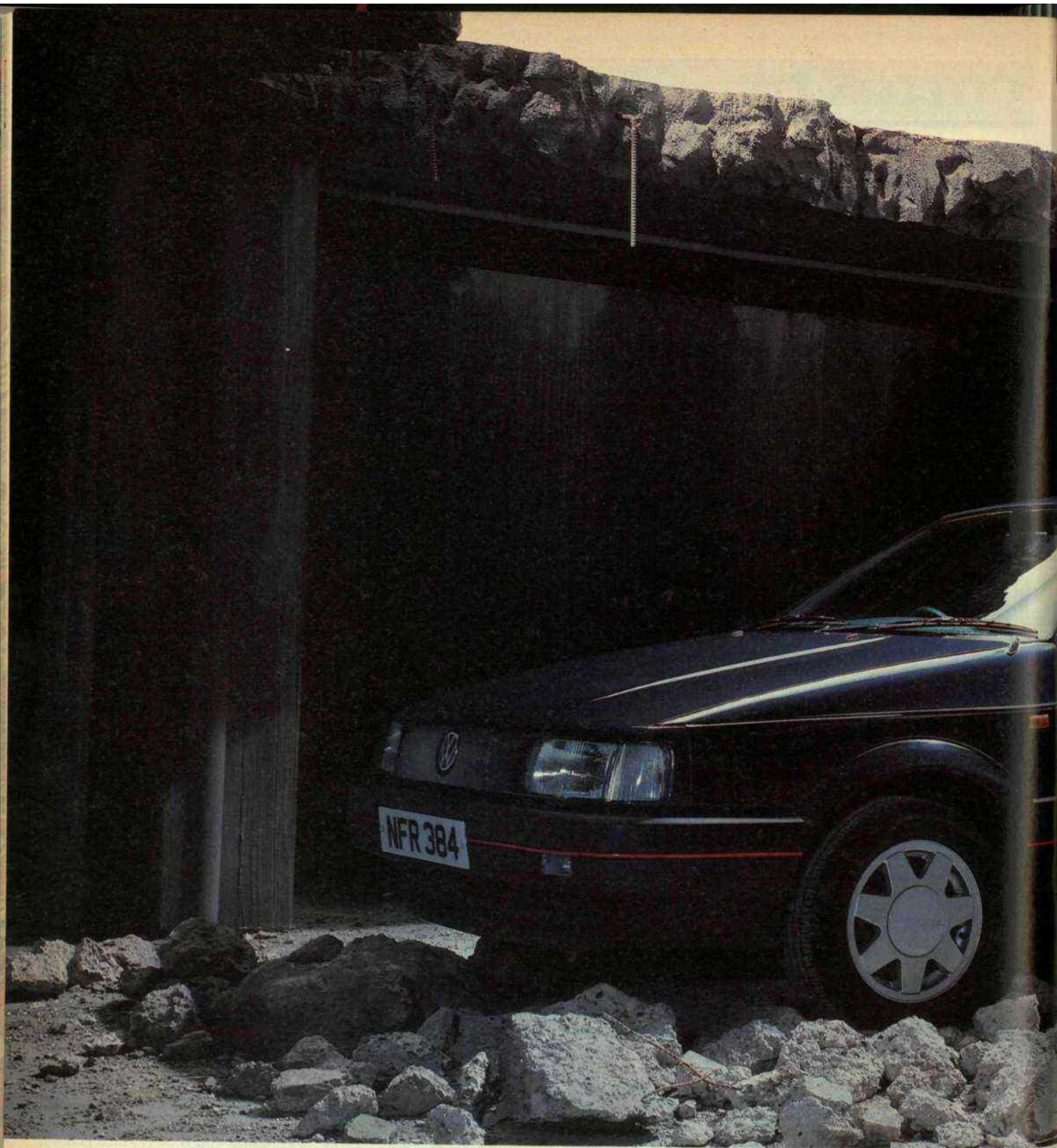
It's up to Porsche to develop its own advanced wastegate system, that's the name of the game; but it is now very evident that Jaguar needs its 7-litre engine to stay in business. A clear lead is needed from FISA within a few weeks. If inequitable regulations are confirmed, immense damage will be done to the championship.

If, on the other hand, FISA seriously wishes to promote a 3.5-litre Group C, it will not only limit the Jaguars to 6 litres next year, but reduce the restrictors on turbocharged engines to 50mm. Porsche is waiting for a clear set of regulations before it develops the 962C successor, with the twin-turbo Indy-based V8, and if everything is done properly we have a marvellous series in prospect.

Supposing, though, that sinister deeds are contemplated by FISA, and that Group C is to be put to death — what would that do for the heritage of sportscar racing?

We may no longer have the Targa Florio, nor the magnificent Nürburgring, but we do have a wealth of tradition in sportscar racing at Silverstone, Brands Hatch, Monza, the *neue Nürburgring*, Spa, and most particularly at Le Mans. The Automobile Club de l'Ouest could not contemplate ProCar, not for a minute let alone 24 hours, and would be faced with the choice of running the prestigious event for Groups A and B cars (which is not without merit) or going outside the World Championship, as it did in 1976, to lead a revival of Group C.

Such speculation is inevitable in the present climate. The World Sports-Prototype Championship is a FISA Series, and the controlling body owes Jaguar, Mercedes, Porsche, Nissan, Toyota and Mazda a clear and unambiguous statement of intent. Unless such a statement is made, detailing precisely how Group C will fit into the grand plan, those with huge investments in sports-prototype racing cars will feel nothing but anxiety. **MLC**



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New Passat



SPECTATORS' GUIDE

The 1988 World Sports-Prototype Championship reaches its zenith at Le Mans on June 11-12 when, for the first time in twelve months, the Silk Cut Jaguar, AEG Sauber Mercedes and factory Porsche teams meet on level terms.

Jaguar is expected to run no fewer than five cars, and a "rugby fifteen" of drivers, in the most impressive works assault since Renault's in 1978. Porsche failed narrowly on that occasion, and the German company's bid this time for a thirteenth victory will be an equally difficult test of the ageing 962C model.

Five TWR Jaguars, three updated works Porsches, two Sauber Mercedes — that's an impressive start to the entry list. Add two Nismo Nissans, two Tom's Toyotas and three Mazdaspeed rotary-engined cars (two with quadruple rotors, developing over 600 horsepower), and the 1988 event has the makings of a classic, perhaps the best for 20 years.

At Kidlington, the Tom Walkinshaw-directed Jaguar team is preparing as never before. The XJR-9 chassis necessarily has less ground-effect than the XJR-8, as a result of recent rule changes, but it was proved at Monza that intensive development work has actually made the car faster in terms of lap times.

"The cars will be prepared meticulously," says team manager Roger Silman. "They are considerably different from the 'sprint' cars in detail, and the results of our testing have been very encouraging."

Victory at Daytona in January gave the Jaguar team a moral advantage (Hans Stuck was so impressed that he phoned Peter Falk in Weissach to insist that Porsche must redouble its effort), because until then no Jaguar XJR had run for 24 hours without giving trouble, either under the management of Bob Tullius or Tom Walkinshaw. The first success is always the most difficult to achieve, but once the "entry ticket" has been bought the task becomes easier . . .

Three of the Jaguars will be built to Group C specification and two more (almost identical) will be earmarked for the Castrol IMSA team

Part Two: On the Circuit

TICKET SALES

Le Service Location, Automobile Club de l'Ouest,
19 X 72040, Le Mans, Cedex, France.
Tel: 0103343.72.50.25
Telex: ACOUEST 720637
Fax: 0103343.72.69.83

TIMETABLE

Tuesday June 7

0900-2000 Scrutineering in Place des Jacobins near Cathedral in town centre (entrance free).

Wednesday June 8

1800-2000 First daylight qualifying session.
2100-2300 First night qualifying session.

Thursday June 9

1800-2000 Second daylight qualifying session.
2100-2300 Second night qualifying session.

Friday June 10

1000 Full list of qualifiers issued.

Saturday June 11

1030-1100 Free warm-up.
1130 Drivers' briefing.
1230 Cars on starting grid.
1230 Presentation of drivers.
1454 Start of pace lap.
1500 Start of 56th Le Mans 24 Hours.

Sunday June 12

1500 Finish of 56th Le Mans 24 Hours.

developed for the TAG-Porsche Formula One engine. It should prove superior in fuel economy (and perhaps allow the works team to race at Jaguar's speed, within the allocation), and will be released to the customers straight after Le Mans.

All eyes, of course, will be upon car No 17, the 962C driven by Derek Bell, Hans Stuck and Klaus Ludwig. Between them they have a record of ten victories at Le Mans (five for Bell, three for Ludwig and two for Stuck), and must be regarded as the standard-setters for the event.

I would hate to eat my words, unless they be set in marzipan, but I believe the Mercedes-backed Sauber team is at the stage Jaguar reached two years ago, and that this will not be its year.

Peter Sauber's team has done a marvellous job in the early races, easily outpacing the Jaguars in qualifying and scoring a fine success at Jerez, but full technical and financial support came a little late in the day from Daimler-Benz for the thorough preparation which is needed for the 24 Hours. Team leader Jean-Louis Schlesser has a Le Mans exclusion in his contract, so Mauro Baldi is reluctantly pressed into the team; he, Jochen Mass and James Weaver appear to be the mainstays of the Swiss/German effort.

Neither can the Japanese manufacturers be regarded as potential winners, although March Engineering has new cars for the Le Mans Company, and the Nissan V6 turbo still seems to be superior to the factory's V8.

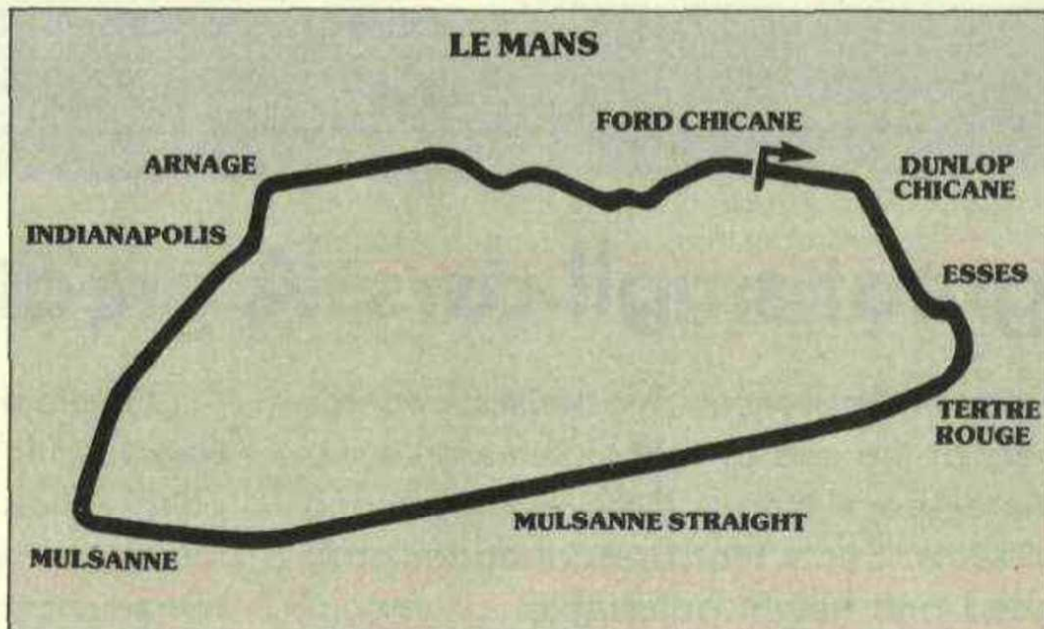
In essence, the 1988 race is between Porsche and Jaguar, and I suspect that the odds have tilted marginally towards the British marque. MLC

to operate; Danny Sullivan and Davy Jones will join the team, and probably Kevin Cogan as well. Meanwhile the Andretti family of Mario, Michael and John share a works Porsche, raising American interest in the event.

It is going to be strange to see the factory Porsches in the red and yellow liveries of Shell and Dunlop after six seasons in Rothmans colours, and the 962s will be subtly different in body form and underneath. The most important mechanical difference will be the use of Bosch 1.7 engine-management,

1988 LE MANS 24-HOUR RACE Leading Works Entries

1	Silk Cut Jaguar XJR-9	M. Brundle/J. Nielsen
2	Silk Cut Jaguar XJR-9	J. Lammers/J. Dumfries
3	Silk Cut Jaguar XJR-9	H. Pescarolo/R. Boesel/A. Wallace
21	Silk Cut Jaguar XJR-9	D. Sullivan/D. Jones/K. Cogan
22	Silk Cut Jaguar XJR-9	J. Watson/TBN/TBN
17	Porsche AG 962C	D. Bell/H. Stuck/K. Ludwig
18	Porsche AG 962C	B. Wollek/S. van der Merwe/V. Schuppan
19	Porsche AG 962C	M. Andretti/M. Andretti/J. Andretti
23	Nissan Motorsports R88C	K. Hoshino/T. Wada/A. Suzuki
32	Nissan Motorsports R88C	W. Percy/A. Grice
36	Toyota Team Tom's 88C	G. Lees/M. Sekiya/K. Hoshino
37	Toyota Team Tom's 88C	P. Barilla/T. Needell/H. Ogawa
51	Secateva WM-Peugeot P87	D. Rauler/C. Haldi
52	Secateva WM-Peugeot P88	M. Pignard/TBN
61	AEG Sauber-Mercedes C9/88	M. Baldi/J. Weaver
62	AEG Sauber-Mercedes C9/88	J. Mass/TBN
85	Le Mans Co. March-Nissan 88S	TBN
86	Le Mans Co. March-Nissan 88S	A. Olofsson/A. Ferte/S. Dickens
201	Mazdaspeed Mazda 767	Y. Katayama/TBN
202	Mazdaspeed Mazda 767	T. Yorino/TBN
203	Mazdaspeed Mazda 757	Y. Terada/TBN



Le Mans 24-Hour Race



Pit-straight views are expensive and exclusive.

Tickets

The two basic types of ticket available for public enclosures at the Le Mans 24-Hour classic are *Enceintes des Virages* (about £12) and *Enceintes Generales* (about £25), both of which are valid for the whole week.

The former will allow you into Tertre Rouge, Mulsanne and Arnage, but not onto the pit-straight or into the "village", the paddock and pits balcony during practice. The latter allows free access to all public enclosures, including the paddock, pits balcony and grandstands (*tribunes*) except the Citroën stand, during practice.

Unless you have already taken steps, it is too late to obtain a *tribune* ticket, though there is a chance that one or two seats in the smaller Wimille and Singher-Durand stands at the extreme end of the pit-straight might still be available on a first-come first-served basis. These are only obtainable from "Service de Location", on the ground floor of the Citroën *tribune*, as are any available reserved parking spaces, stickers and race posters.

Even if you can only afford the most basic admission ticket, all enclosures give excellent viewing opportunities, so *tribune* tickets are really of little importance. They do, however, guarantee a superb view of what is still one of the most stirring sights in motor racing — the build up to and start of the Le Mans 24 Hours.

Race Information

With the advent of "Radio Le Mans" in 1987, the information service to the English-speaking spectators took a quantum leap forward. You would be well advised to go armed with an FM portable radio to take advantage of this service.

Even if you speak French, the public address system is largely inaudible at most times, but if you go into the foyer of the Citroën *tribune* or the ACO office in the "village", there are Minitel (similar to our Prestel service) terminals for public use which give regularly updated information on the race classification and retirements.

In addition, a large number of monitors in the enclosures carry pictures from the French television coverage throughout the race, even when it is not actually on the air.

Viewing Points

The following areas are easily accessible on foot from the "village" and the main administrative centres.

Pits and Start/Finish Area

Even without *tribune* ticket, the banked and terraced enclosures below the stands provide a good view. If you cannot bear the crush, you can watch the start of the race from other points in the immediate vicinity, such as the Dunlop and Ford Chicane or the Esses.



Dunlop Chicane and Bridge

Formerly known as the Dunlop Curve, the Dunlop Chicane was built to slow the cars as they crest the rise under the bridge. This is also one of the best places to watch at the start.



The Esses and Tertre Rouge

You cannot go wrong anywhere here — fine views from the spectator banking predominate, particularly on the outside of the track. Watching the start from here allows you to see one of the classic spectacles of motor racing, as the field storms over the brow of the hill under the Dunlop Bridge and streams out into the country.

One of the best areas to watch the action during the hours of darkness and during practice sessions is from the bridge all the way down to the start of the Mulsanne Straight at Tertre Rouge.

"Technical Section" towards White House

A good place to watch the faster cars jinking past slower traffic is what is known as the "technical section", further back down the course towards White House. Unfortunately most of this section is lined with high fencing. "White House" exists only in name now.

Ford Chicane

You get a good impression of who is really trying and who is soft-peddalling, as the drivers accelerate out of this corner and down the pit-straight.

The finish

The area adjacent to the Ford Chicane offers the best views of the end of the race, but anywhere on the pit-straight is a good place to be as the casualties which have been waiting in the pit-lane stagger breathlessly back onto the track at 2.55pm to complete the last lap.

More distant spectator areas require some kind of transport for access from main roads outside the circuit, usually with a walk at the other end.

Mulsanne Straight

About one third of the way down the Straight the Restaurant du 24 Heures, a great favourite of British fans, stands hard by the track. To gain access during any track activity, you have to prove to the police that you have an advance booking for a meal there. Access is from the D142 Le Mans-Ruaudin road just south of Le Gue des Auges.

Le Ferme de Mulsanne restaurant is less well known but offers a far superior vantage point. Situated on the outside of the kink, it is reached by a narrow track off the D140 Ruaudin-Mulsanne road and is well sign-posted. The viewing area stands on private land, so the restaurant charges FF15 (about £1.50) for access — though you do get a free drink from the bar! During the race, however, you cannot get to the restaurant unless you can prove an advance booking.

Mulsanne Corner

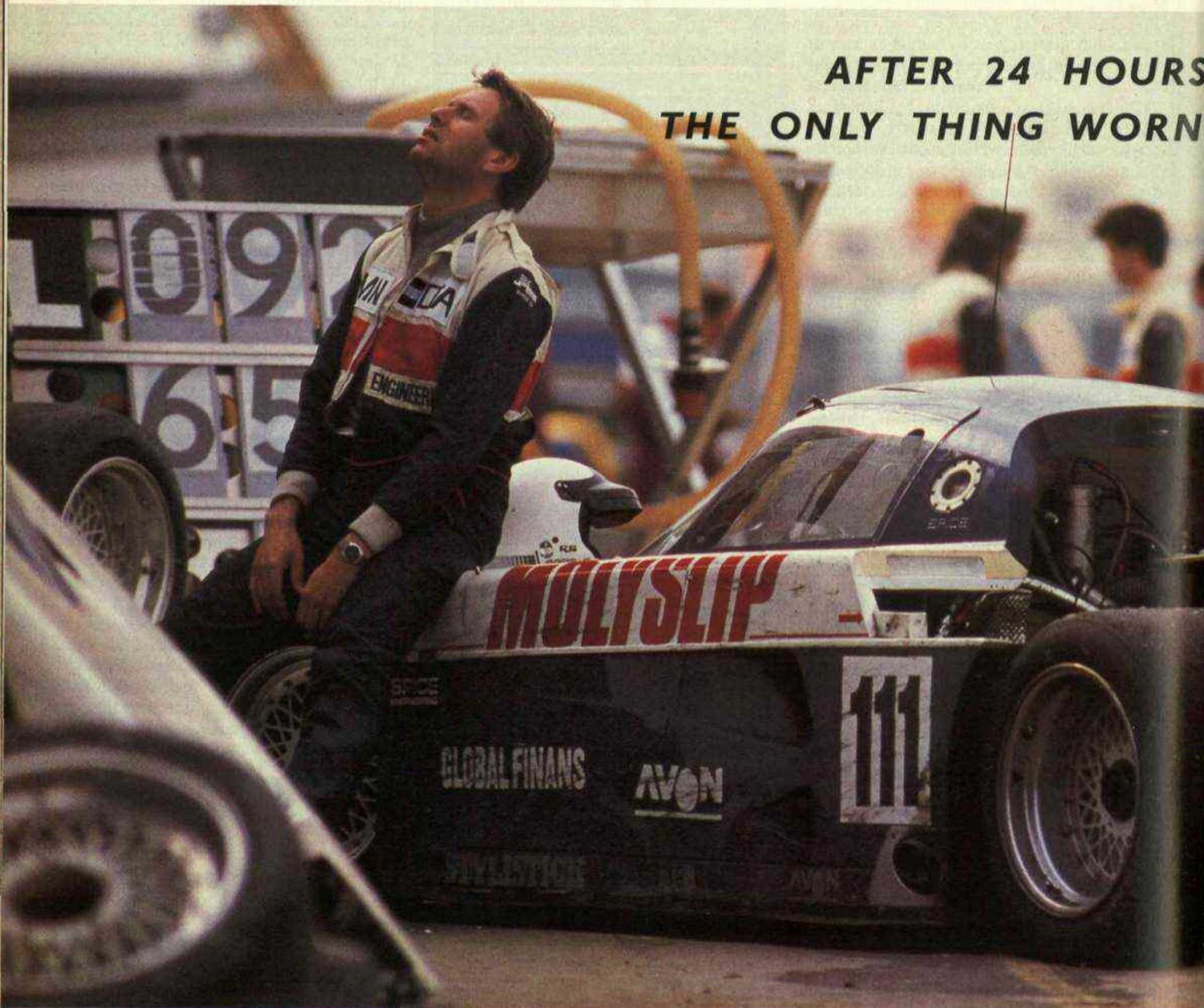
Reprofiled last year, the corner remains a real test of a driver's nerve and his car's braking system. The spectator embankments opposite give very good views of the whole corner. Access is clearly marked through Mulsanne village following the Virage Mulsanne signs.



Indianapolis and Arnage

Indianapolis is a double bend, a fast right and tight second-gear left, which is quickly followed by the slowest corner at Sarthe — Arnage. Viewing is excellent; to get there simply follow the signs from all directions marked Virage Arnage. Parking (which is free) is near the entrance to the enclosure. IB

AFTER 24 HOURS
THE ONLY THING WORN



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JEREZ - C2 WINNER. JARAMA - C2 WINNER. MONZA - C2 WINNER

NEW COMPETITION CARS



Two of the new cars are being prepared at Nissan Motorsport's Milton Keynes base.

Nissan GTS-R

Superficially, there is little in the outline specification of Nissan's new front-engine, rear-drive, strut and trailing-arm suspension touring car contender to suggest it has explored new racing frontiers.

Yet the GTS-R could be the vehicle which brings Nissan's "HICAS" (High Capacity Actively Controlled Suspension) four-wheel steering into international competition. This hydraulic system, taking operational messages to the rear wheels from front end steering sensors, has already been tested to "an advanced level", according to Milton Keynes-based Nissan Motorsports International director, Howard Marsden.

Nissan Motor Co Ltd's two-door coupé, a descendant of the Australasian-marketed Skyline range, has already established a new order in Japanese Touring Car events. It also upset the established Ford Sierra RS500/BMW M3 order of European Touring Car Championship racing, leading intermittently until its brakes wilted upon its western debut at Donington in April.

Even in Japan, where the GTS-R won two events after its late-1987 homologation, it has yet to race with the 4WS feature which Nissan has worked upon in the Skyline series since 1985. Why not?

"There are some four-wheel steering advantages in getting the power down in slow corners, but there are big mental problems for the driver at higher speeds!" says Marsden. For years we have tried to keep the rear wheels in line, with minimal movement, and the thought of the back wheels 'talking to themselves' is worrying . . ." It is also relevant that current racing-tyre and suspension technology negates many of the suspension geometry and tyre slip-angle benefits found in 4WS Japanese road cars.

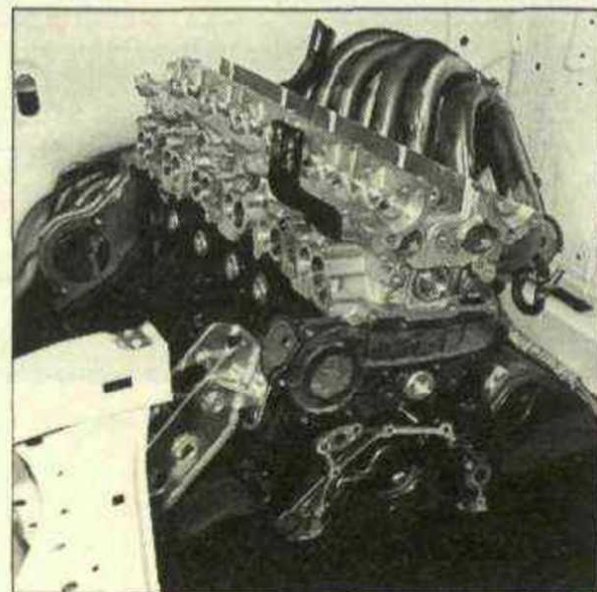
This Nissan already owes its use of a

straight six-cylinder engine to marketing pressures (it was felt to have the right BMW/Mercedes connotation), and similar sales pressure could yet see HICAS take to the grids.

Aside from its continuing role as a probe into the possible role of steering all four wheels competitively, the GTS-R is notable for setting a new record in the sale of evolution specials. Just one August morning was needed to sell the entire run of 800 in Japan last year: even the president of Nissan's most loyal motor club could not buy the R-model after mid-day.

The specification of what is undoubtedly a very strong and powerful two litres, is boosted by conventional late-Eighties means to exceptional power: Cosworth RS500-style Garrett T03/4 turbocharging, intercooling, and four valves per cylinder.

As with the Cosworth Ford, power quotes vary wildly. A racing Nissan six was not due to



With 24 valves and a Garrett turbo, the straight-six offers 350 bhp.

reach the test bed until the end of May, so I had to accept that the standard unit was rated at 195 Japanese emission-control horsepower, with the naturally conservative Howard Marsden "guesstimate" in the 350-360 bhp region for racing. At last year's Tourist Trophy a reliable mechanic quoted "about 485 bhp" as the racing figure for a non-works RS500; BMW apparently believes that the black Fords yield more than 600 bhp.

Yet Howard Marsden knows that "the mid range is one of the advantages we have over the Sierra Cosworths. They have a slightly bigger set of vanes homologated for their turbo, so they will always have an ultimate power advantage, but at Donington the torque of our car played a big part in our competitiveness. The drivers started off with a 4500-7000 revs working band; higher temperatures became a problem during the race, but Win Percy found he could run a 6000 rpm limit and still return the same lap times."

The Nissan is rated Type RB20DFT-R, to list, amongst other features, cubic capacity, double overhead camshafts, electronic fuel-injection and turbocharging; the R suffix indicates its evolution racing status.

The 70mm x 69.7mm iron block hides some intriguing detail engineering. Outstanding mid-range throttle response comes from a combination of highish compression (8.5:1), dual-length inlet tracts with individual throttle butterflies and separated inlet-valve timing for each intake tract.

The two GTS-R bodies at Milton Keynes are undergoing a transition to European conditions. For the engine it will mean a drop in static compression to diet upon 98-octane circuit fuel rather than Japanese 100-octane.

That the engine was not damaged in its competitive debut was largely the work of a sophisticated engine-management system which incorporates the Direct Ignition system (a coil and knock sensor for each cylinder) which Nissan was selling to the public about a year prior to the debut of SAAB's similar system.

Admitting that there are some Bosch-licensed components remaining in the fuel-injection layout, Marsden quipped: "But all we are saying is that having a Bosch licence for fuel-injection is about as relevant as getting the Wright brothers to licence a Jumbo jet!" Yes, Howard Marsden is English, (he began his racing managerial career alongside Alan Mann before a brief period at Surtees) but the years in Australian competition, twelve of them with Nissan, do produce some memorable quotes . . .

The straight-six is beautifully detailed. For instance, the under-piston oil jets are not the "bent pieces of wire" which normally suffice in Europe. Individual alloy castings are featured, with a dowelled location to ensure accuracy, the internally-machined spray arms each weighing just 5g according to the precision scales operated by engine maestro Allan Heaphy. The piston crowns are

EUROPEAN TOURING CAR CHAMPIONSHIP



As at Monza, Eggenberger Fords dominated the front row, but failed to deliver in the race.

A Clean Sweep

Many people had many things to prove at Donington Park's second round of the European Championship for touring cars. The Eggenberger Fords had dominated at Monza, but there they had been the only team running Cosworths — how would they fare against other Ford runners? The Prodrive team from Banbury was determined to prove its competitiveness to the BMW works-supported Schnitzer and Bigazzi teams, while Nissan was debuting its car, with some top brass from Japan in attendance.

Beginning where they left off at Monza, the Ford Texaco Eggenberger Racing Team RS500s occupied the front row of the grid, Klaus Ludwig and Klaus Niedzwiedz qualifying half a second ahead of team-mates Steve Soper and Pierre Dieudonné.

Not having even turned a wheel until three days beforehand, the Nissan GTS-R was making its race debut in the hands of veteran drivers Win Percy and Allan Grice, and was proving a threat to the black and red Fords. At various times throughout practice it was able to head the timesheets, but was always ultimately bumped off by the RS500s and was to start the race from the third row of the grid.

Of the other Class One runners, the only real opposition to the works cars was the RS500 of the Wolf Racing team driven by Armin Hahne and Jeff Allam. In the first practice session it had a troublesome time, but it later got itself sorted out to allow Hahne to qualify just over half-a-second behind the Soper/Dieudonné car.

The Graham Goode/Mike Newman car, a regular runner in the British Touring Car

Championship, qualified eighth, and the Cosworth of Karl Oppitzhauser/Moczar eighteenth.

Providing a welcome change from this plethora of Ford runners was Bernard Bühler's Bemani Toyota Racing team, a Swiss outfit despite the Italian ring to its name (arrived at by using the initials from his own first name and those of his sons, Marcel and Nicolas). With the success of a class-win at the prestigious Spa 24-Hour race last year, the tiny team from Beinwil-am-See turned its attention to developing the 3-litre Supra which had been commissioned by Toyota Switzerland.

Bühler rejected the newly arrived turbo-charged version of the engine in favour of the normally-aspirated unit, reasoning that the extra power could not compensate for increased weight, tyre wear and fuel consumption. Being realistic about their chances of outright success against the might of the factory and tuner teams, the object of Swiss drivers Philipp Mueller and Ruedi Schmidlin was to bring the car to the finish and pick up points.

Without the use of qualifying tyres, their best time was over 16 seconds slower than the pole-man which, over the 125 laps of the race, could have seen them lapped 20 times before the chequered flag fell. In the warm up session on race-day, however, they were only five and a half seconds slower.

Gerard Fevrot and Bruno di Gioia brought along their venerable BMW 635CSi. Qualifying slower than all but two of the M3s, the car was withdrawn from the race when its tyre

came off and stripped the wheelnut thread on the axle. Unable to make the meeting at all was the Conquista Maserati Biturbo, which had reputedly been unable to extricate itself from British Customs.

Qualifying for Class Two was predictably a scrap between the Schnitzer, Bigazzi, Prodrive and Dutch BMW M3s. The two Schnitzer cars were one behind the other on the grid, car No 56 seven-tenths of a second quicker than No 57. The two Bigazzi cars were next, Martin/Laffite seventh and Vogt/Thatcher ninth, followed by the Hoy/Smith and Deden/Krab M3s.

With the Toyota Supra holding twelfth place, the Prodrive car driven by James Weaver and Frank Sytner placed thirteenth after its time in the first practice session had been disallowed following a misinterpretation of the fuel regulations. The four other M3s of Albacete/Pareja, Vanicek/Tomasek, Wollstadt/Hatge and Bychl/Faubel were respectively 14th, 15th, 17th and 18th on the grid.

The back three rows were taken up by the Class Three Toyota Corollas, the Charoux/Alber car setting the pace. Jumbo Racing's Peugeot 205GTi was a non-qualifier.

Two hours before the race, the Bigazzi pit was a scene of frantic activity after an observant marshal discovered a puddle of petrol that had formed under some canisters. The pipe leading from the pit refuelling-tank was weeping around the joint, which neither soap nor epoxy resin rectified. The team had no option but to pump out the 160 litres into cans, and turn the tank onto its side. The following wire brushing and resin this time did the trick.

Despite expectations to the contrary, the field got away from its flying start and through the first corner without any problems. Ludwig took an immediate lead, but Hahne in the Wolf Racing RS500 managed to bump Soper down to third place. This was rectified by the Londoner on the second lap, when he forced his way by at the chicane to make it an Eggenberger 1-2. So by the second lap of a 125 lap race, we already knew the result, or so we thought . . .

Lap after lap they circulated, sometimes Ludwig ahead, at other times Soper. The only time the lead was lost was when the pace car was called out after fifty minutes and both Fords took the opportunity of diving into the pits for attention. Within ten minutes they were back in the lead, Soper ahead of Ludwig, the juggernauts at the head of the field seeming invincible.

Thirty minutes later, however, the first chink in their armour appeared: while Soper was in the pits for a routine stop, car No 1 went missing, sidelined with a broken differential.

Steve quickly regained the lead, and looked set to score another victory although the car was suffering from fuel pressure problems. But two hours and ten minutes into the race (two laps before the car was due to come in for fuel and a driver change), he too went missing.

Donington 500km

The car ground to a halt on the pit-straight, a rogue computer chip in the engine having relayed false messages about the fuel situation.

The Wolf Racing RS500 was long gone, having retired when the gear-stick broke for the second time. The Newman/Goode car had lasted 47 laps, and the Oppitzhauser car was out after 60; on occasions, therefore, the Nissan found itself leading the race.

Grice first inherited the lead when the two Fords took the opportunity of visiting the pits when the pace car was out. With the demise of Soper, the Nissan, now with Win Percy at the wheel, again took over and extended its advantage to 90 seconds over Ravaglia's BMW.

The first sign of trouble for the Japanese car came on the 2hr 45min mark, when Percy pitted for a pads change following a couple of spins. That job performed, he was out again for only 15 more minutes before returning for good, with unsolvable brake problems and possibly an engine malfunction.

The Toyota Supra had been circulating at approximately the same pace as the M3s, and as the front-runners retired it gradually moved up the leaderboard to second place at the 100-lap mark. It seemed its policy of just keeping going was paying off, but it was not to be. With nine laps left to run, it came into the pits smoking badly, and the last Class One runner was out of the race.

Meanwhile the BMWs of Class Two were having a battle all of their own, which developed into a fight for overall honours.

Ellen Lohr in the Schnitzer car had been the race's first casualty. Having overtaken the Supra at the last hairpin, she was followed by the Toyota all the way down the pit-straight, and at Redgate she was ignominiously pushed to one side and sent spinning into the sand-trap, from which she was unable to extricate herself.

This left the Ravaglia/van de Poele car as the team's sole representative. In the opening laps



The van de Poele/Ravaglia BMW cocked a snook at the faster Ford opposition.

it ran sixth overall, and first in class, chased by the two Bigazzi drivers Martin and Vogt, and by Weaver in the Prodrive car. As the first hour wore on, however, van de Poele began to struggle, succumbing first to Weaver, who had worked his way past the Bigazzi cars, and then to Hoy in the other Prodrive car.

Ten minutes after the hour-mark, the Schnitzer car, with Ravaglia at the wheel, was again running at the head of its class, in fourth place overall, one lap behind the leader. Forty five minutes later, following the demise of the Ford and the Nissan's brake problems, and having overtaken the Toyota, it became overall leader — a position it was to maintain until the end of the race.

The Bigazzi cars had a relatively quiet race. Running in mid-field to begin with, they never really looked to be in any position to pose a threat to either Schnitzer or Prodrive. The only excitement came in the closing stages of the race, when Jacques Laffite put in a storming performance to challenge Sytner for second place. With twenty minutes left to run, however, the gap again increased; the Frenchman pitted and retired after the main fan-belt pulley was found to have sheared.

Mark Thatcher continued, to finish fifth in the sister-car.

The stars of the afternoon, however, were Dave Richards' Prodrive equipe. From the outset this was the team with the most purposeful air about it, looking very professional on its debut in this championship.

Circulating together, Hoy and Weaver were up into fifth and sixth places on the one-hour mark. Half-an-hour later they led for a short time while Soper, Grice and van de Poele pitted.

As the race wore on, and as the leading cars dropped out, Sytner found himself in second position, some 80 seconds behind Ravaglia. Mike Smith's fourth place in the other Prodrive car soon became third on the retirement of Laffite's car, and it was in these positions that they finished the race, with a delighted Dave Richards commenting "Not bad eh?" as his cars came over the line separated by under three seconds.

Of the remaining M3s, the Dutch car of Deden/Krab kept its nose clean to come fourth, and the cars of Vanicek/Tomasek, Wollstadt/Hatge and Albacete/Pareja came sixth, seventh and eighth respectively to make it a clean sweep for BMW.

In division three, the Charoux/Alber Corolla ran like a train to take class honours, while the sister car of Van Esch/Van Eekhout followed. The latter had a full-blown drama with ten minutes to go, when its right front wheel fell off as it came round the left-hander onto the pit-straight; luckily the car came to a halt unscathed on the grass on the outside of the bend. As the flag came out, the driver nipped back into his car and limped the 100 yards to the finish line on three wheels to claim a well-deserved second in class!

Although a glance at the BMW-dominated results might make the Donington 500 seem just another one-sided saloon car race, it was full of drama and excitement. With the new Nissan and the Prodrive team scheduled to appear again at Dijon, Nürburgring, the 24-Hour race at Spa and the Tourist Trophy at Silverstone, the European Championship looks to be coming alive again at last. **WK**



The Nissan GTS-R gave notice that it will be a force to be reckoned with.

RESULTS

Touring Cars

EUROPEAN TOURING CAR CHAMPIONSHIP

Round 2, Donington, April 17
125 laps, 312.50 miles (502.81kms)

1st	E. van de Poele/R. Ravaglia	2.3 BMW M3	2	3h46m13.30s
2nd	J. Weaver/F. Sytner	2.3 BMW M3	2	124 laps
3rd	W. Hoy/M. Smith	2.3 BMW M3	2	124 laps
4th	A. Dedem/F. Krab	2.3 BMW M3	2	124 laps
5th	J.-M. Martin/M. Thatcher	2.3 BMW M3	2	123 laps
6th	O. Vanicek/V. Tomasek	2.3 BMW M3	2	120 laps
7th	W. Hatje/J. Woldstadt	2.3 BMW M3	2	119 laps
8th	A. Albacete/J. Pareja	2.3 BMW M3	2	116 laps
9th	G. Alber/A. Charouz	1.6 Toyota Corolla	3	112 laps
10th	N. van Eekhout/E. Van Esch	1.6 Toyota Corolla	3	108 laps

Class Winners: (no class 1 finishers); de Poele/Ravaglia; Alber/Charouz.
Fastest Lap: K. Ludwig (Ford Sierra RS500), 1m41.04s; 89.07mph (143.31kph).

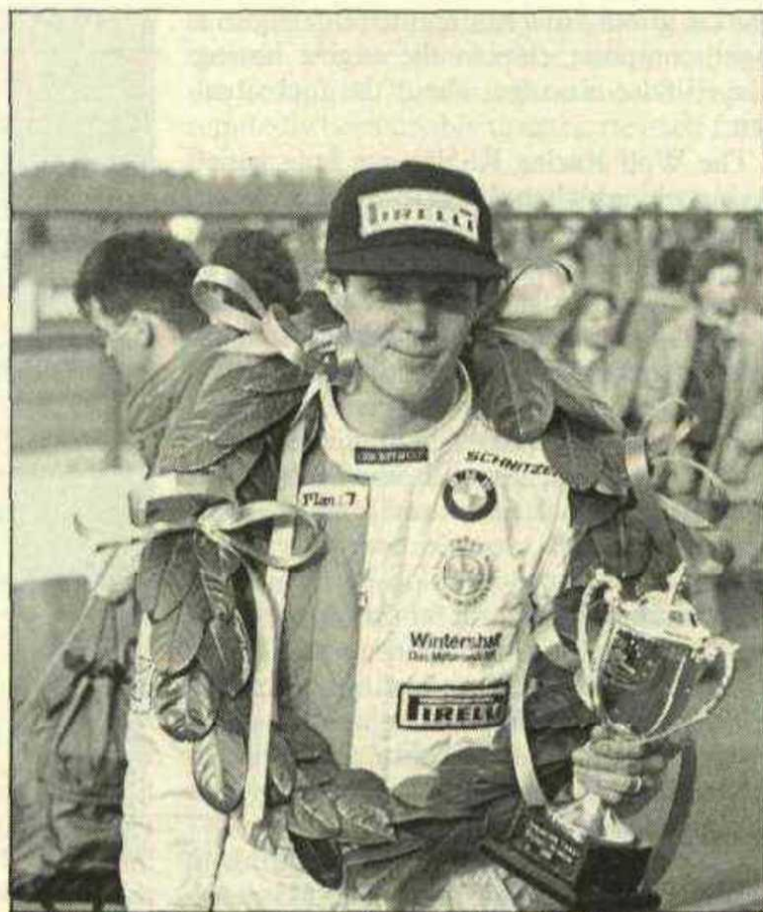
Round 3, Estoril, May 8
115 laps, 310.50 miles (499.59km)

1st	K. Niedzwiedz/S. Soper	2.0t Ford Sierra RS500	1	3h32m49.46s
2nd	A. Heger/R. Ravaglia	2.3 BMW M3	2	3h33m11.98s
3rd	P. Dieudonné/K. Ludwig	2.0t Ford Sierra RS500	1	3h33m21.25s
4th	D. Quester/E. van de Poele	2.3 BMW M3	2	114 laps
5th	W. Vogt/J. Laffite	2.3 BMW M3	2	114 laps
6th	J. M. Martin/M. Thatcher	2.3 BMW M3	2	114 laps
7th	K. Bornebusch/U. Larsson	2.0t Ford Sierra RS500	1	108 laps
8th	E. Lohr/D. Quester/A. Heger	2.3 BMW M3	2	108 laps
9th	O. Vanicek/V. Tomasek	2.3 BMW M3	2	107 laps
10th	M. Bychl/P. Saubel	2.3 BMW M3	2	107 laps

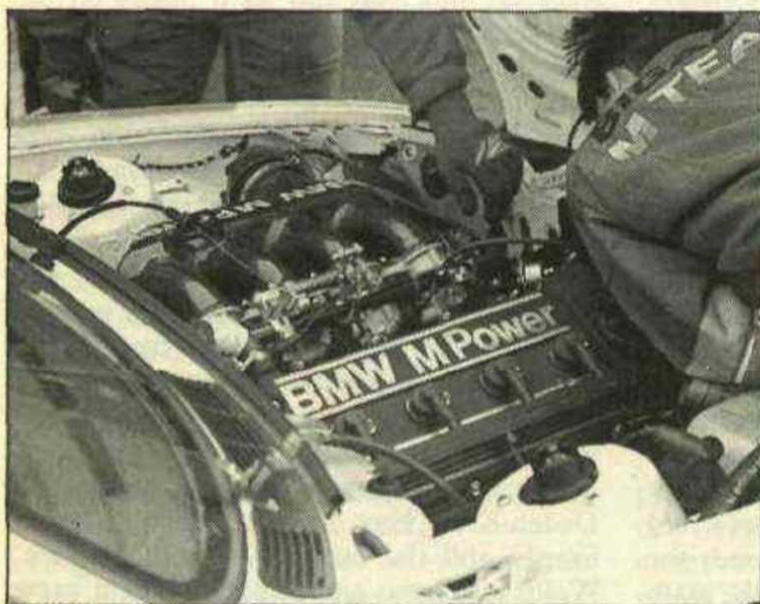
Class Winners: Niedzwiedz/Soper; Heger/Ravaglia; A. Charouz/G. Alber (Toyota Corolla).

Fastest Lap: Ludwig, 1m 46.63s 146.862kph (91.201mph)

Drivers Championship: 1. Ravaglia 93; 2. Van de Poele 83; 3. Soper 80; 4. Niedzwiedz 70; 5. Dieudonné 67; 6. Alber/Charouz 62; 8. Thatcher 57; 9. Laffite 52; 10. Vogt 45.



Eric van de Poele, winner of Derbyshire's ETC round.



BMW's four-cylinder powered the top eight at Donington.



The all-conquering Toyota Corollas dominate Class Three.



Class runner-up staggers to the Donington finish-line on the grass — and on three wheels!

RAC BRITISH TOURING CAR CHAMPIONSHIP

Round 3, Thruxton, May 2
17 laps, 40.90 miles (65.81km)

1st	S. Soper	2.0t Ford Sierra RS500	A	23m32.64s
2nd	A. Rouse	2.0t Ford Sierra RS500	A	24m08.11s
3rd	J. Mahony	2.0t Ford Sierra RS500	A	24m15.57s
4th	M. O'Brien	5.0 Holden Commodore VL	A	24m20.92s
5th	F. Sytner	2.3 BMW M3	B	24m30.71s
6th	M. Smith	2.3 BMW M3	B	24m31.03s
7th	G. Hall	2.3 BMW M3	B	16 laps
8th	A. Minshaw	2.3 BMW M3	B	16 laps
9th	T. Harvey	2.0t Ford Sierra RS500	A	16 laps
10th	K. Jones	2.0t Ford Sierra RS500	A	16 laps

Winner's Average Speed: 102.66mph (165.18kph)

Class Winners: Soper; Sytner; Shead (VW Golf GTi 16v); Crudgington (Toyota Corolla)

Fastest Lap: A. Rouse, 1m 21.51s 104.05mph (167.41kph)

Drivers Championship Overall: 1. Sytner 29; 2. Dowsett 24; 3. Rouse 18; 4. Mahony 17; 5. Smith 16; 6. Crudgington 13.

Class A: Rouse 18; 2. Mahony 17; 3. O'Brien and Soper 9; 5. Newman 8.

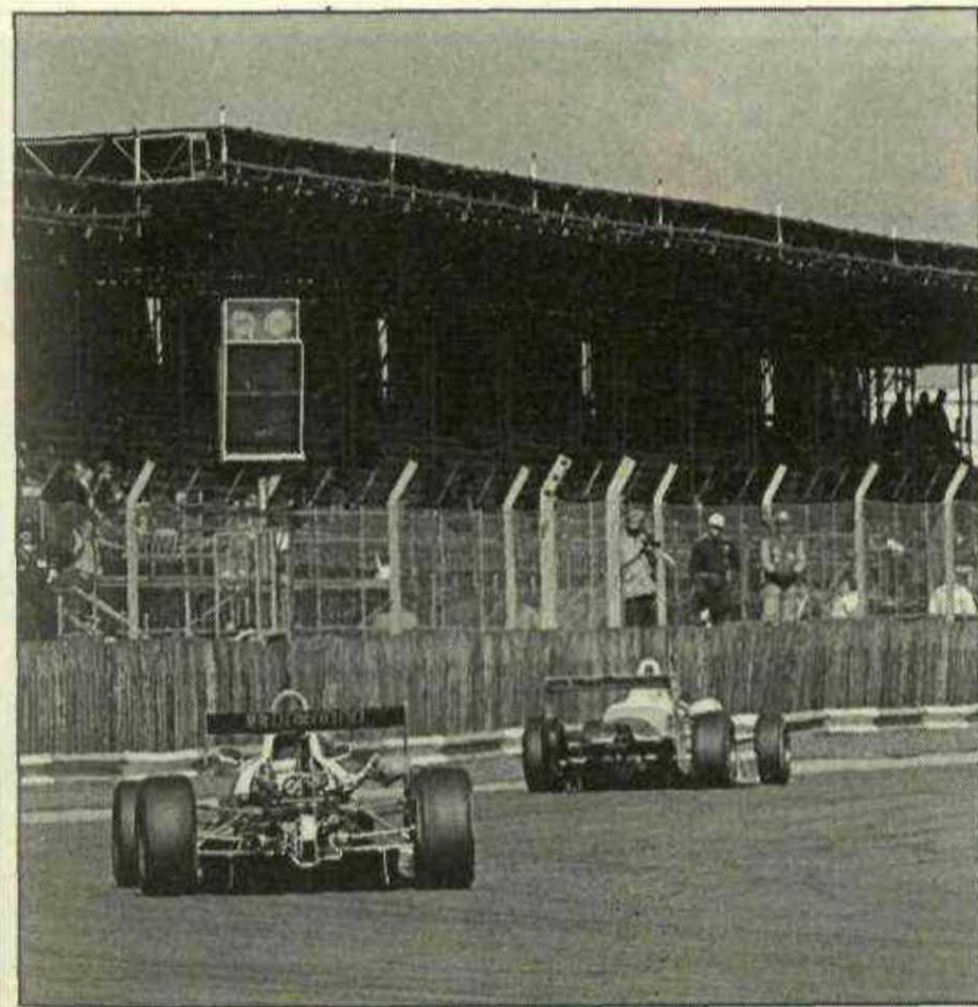
Class B: 1. Sytner 29; 2. Smith 16; 3. Minshaw and Hall 12; 5. Wallis 4.

Class C: 1. Shead 6; 2. Brindley 5.

Class D: 1. Dowsett 24; 2. Crudgington 13.



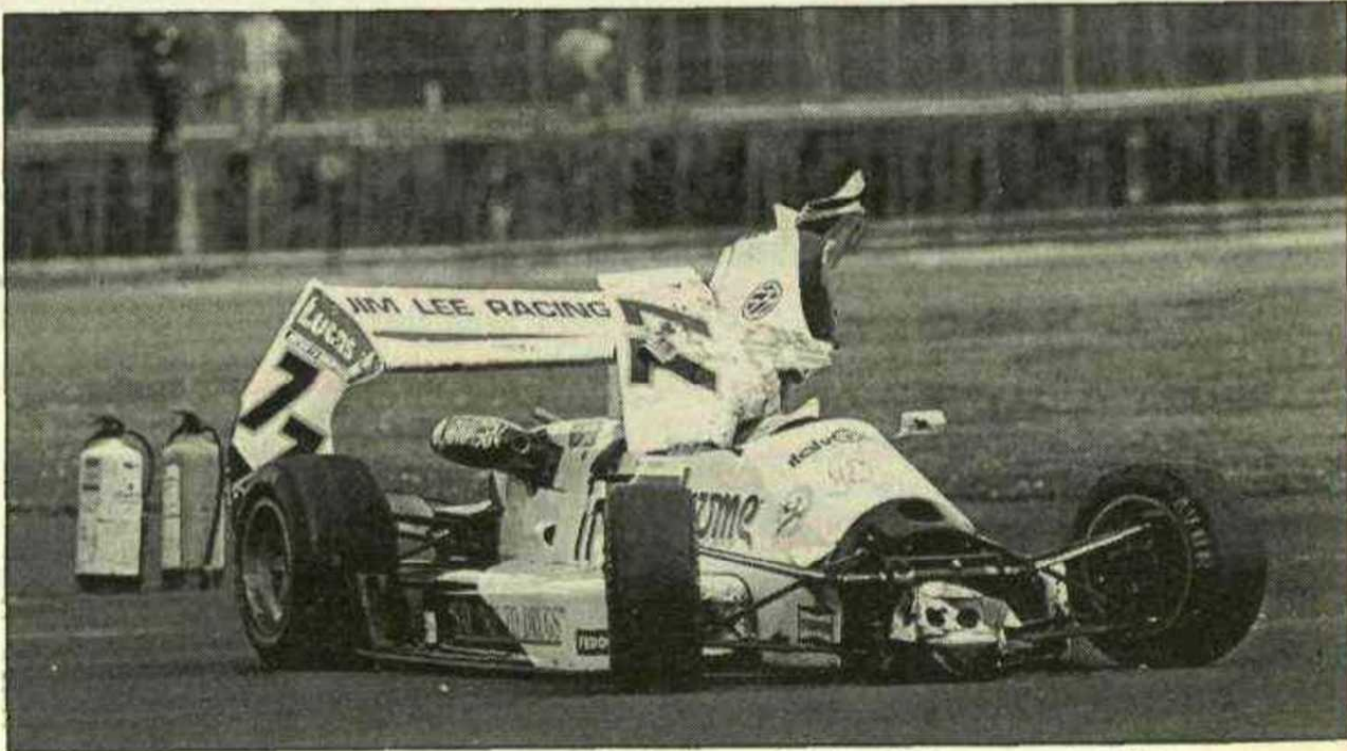
Alcorn's Reynard won round four of the British Championship from eighth on the grid, after three of the leaders took each other off.



Donnelly pursues Lehto at Silverstone. Irishman failed to catch Finn, and the championship lead was therefore shared after six rounds.



J.J. Lehto — three wins in six races.



"Say no to drugs" says the sidepod. Stringfellow's Reynard took a dislike to speed at Silverstone.

LUCAS BRITISH FORMULA THREE CHAMPIONSHIP

Round 4, Brands Hatch, April 17 16 laps; 41.60 miles (66.93km)

1st	John Alcorn	Reynard-TOM's Toyota 883	22m45.26s
2nd	Damon Hill	Ralt-TOM's Toyota RT32	22m45.56s
3rd	Gary Brabham	Ralt-Spiess VW RT32	22m46.23s
4th	Jonathan Bancroft	Reynard-Alfa Romeo 883	22m53.67s
5th	Philippe Favre	Reynard-Alfa Romeo 883	22m54.53s
6th	Ross Hockenhull	Ralt-Spiess VW RT32	22m55.25s
7th	Martin Donnelly	Ralt-TOM's Toyota RT31	22m56.10s
8th	Rickard Rydell	Reynard-Spiess VW 883	23m07.18s
9th	Antonio Simoes	Ralt-Alfa Romeo RT32	23m08.04s
10th	Jason Elliott	Reynard-Spiess VW 883	23m11.53s

Winner's Average Speed: 109.70mph (176.50kph)

Fastest Lap: Donnelly: 1m23.03s; 112.73mph (181.38kph) (record)

Class B Winner: Alastair Lyall (Reynard-VW 873)

Fastest Lap: Lyall and Dewhurst (Reynard-VW 873): 1m25.20s; 109.86mph (176.76kph)

Round 5, Donington, April 24 25 laps; 49.00 miles (78.84km)

1st	Martin Donnelly	Ralt-TOM's Toyota RT31	28m20.09s
2nd	J J Lehto	Reynard-TOM's Toyota 883	28m20.59s
3rd	Eddie Irvine	Ralt-Alfa Romeo RT32	28m26.04s
4th	Damon Hill	Ralt-TOM's Toyota RT32	28m26.89s
5th	Ross Hockenhull	Ralt-Spiess VW RT32	28m39.85s
6th	Rickard Rydell	Reynard-Spiess VW 883	28m40.14s
7th	Alastair Lyall	Reynard-VW 873	28m52.01s
8th	John Alcorn	Reynard-TOM's Toyota 883	28m52.59s
9th	Evan Demoulas	Reynard-TOM's Toyota 883	29m08.55s
10th	Raphael del Sarte	Reynard-TOM's Toyota 883	29m09.89s

Winner's Average Speed: 103.60mph (166.69kph)

Fastest Lap: J J Lehto: 1m06.90s; 105.30mph (169.42kph) (record)

Class B Winner: Alastair Lyall (Reynard-VW 873)

Fastest Lap: Lyall: 1m07.95s; 103.68mph (166.82kph) (record)

Round 6, Silverstone, May 2 25 laps; 40.20 miles (64.68km)

1st	J J Lehto	Reynard-TOM's Toyota 883	18m06.48s
2nd	Martin Donnelly	Ralt-TOM's Toyota RT31	18m07.58s
3rd	Damon Hill	Ralt-TOM's Toyota RT32	18m11.70s
4th	Gary Brabham	Ralt-Spiess VW RT32	18m13.10s
5th	John Alcorn	Reynard-TOM's Toyota 883	18m19.06s
6th	Eddie Irvine	Ralt-Alfa Romeo RT32	18m20.59s
7th	Jason Elliott	Reynard-Spiess VW 883	18m22.88s
8th	Phil Andrews	Reynard-TOM's Toyota 883	18m28.10s
9th	Alain Menu	Ralt-TOM's Toyota RT32	18m28.55s
10th	Giles Butterfield	Reynard-Spiess VW 883	18m29.67s

Winner's Average Speed: 106.56mph (171.45kph)

Fastest Lap: J J Lehto: 53.69s; 107.81mph (173.46kph) (record)

Class B Winner: Rowan Dewhurst

Fastest Lap: Dewhurst: 54.90s; 105.44mph (169.65kph)

Drivers Championship Overall: 1 = Donnelly and Lehto 36; 3. Hill 19; 4. Brabham 15; 5. Irvine 14; 6. Alcorn 11; 7. Bancroft 8; 8. Warwick 7; 9. Hockenhull 3; 10. Favre 2; 11 = Elliott, Menu and Rydell.
Class B: 1. Lyall 44; 2. Dewhurst 42; 3. Penfold 15; 4. Stringfellow 12; 5. Pettitt 11; 6. Simmiss 7; 7. Hine 6; 8 = Germain and Bottoms 4; 10. Hardman 3; 11 = Thomas, Mezera and Kimbell 2; 14 = Robinson and Basile 1.

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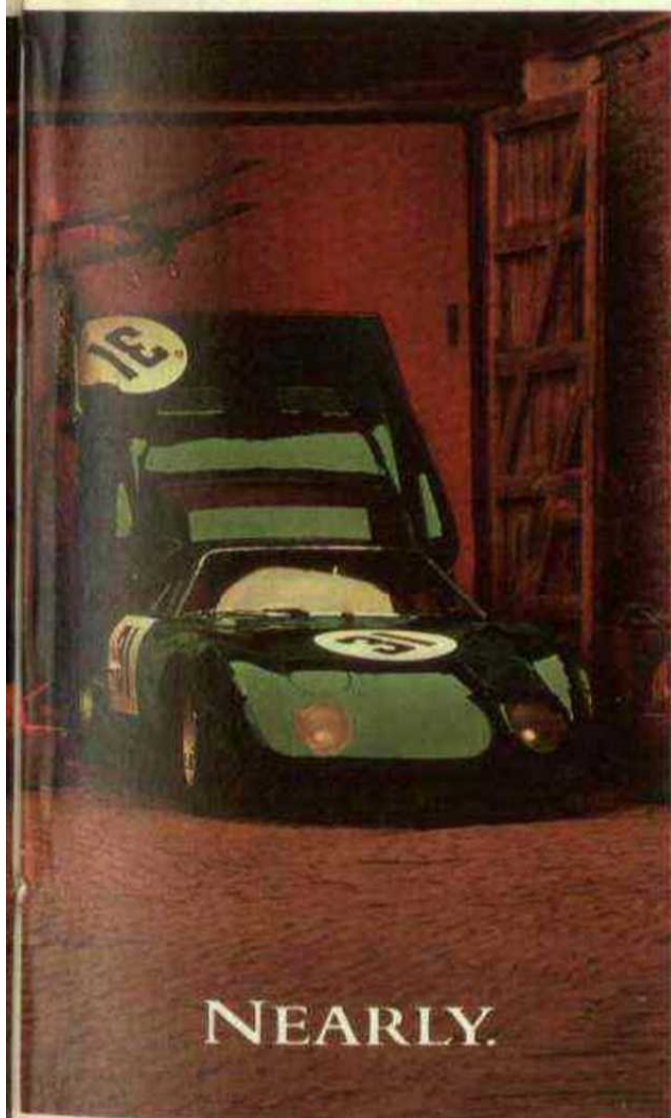
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 NEW DIRECT STORES LINE: TRING (0442) 891911

TIP OF THE MONTH

Evolving tensioners. In the constant search for perfection, Porsche have added a little detail improvement to their 'state-of-the-art' pressure fed 911/930 timing chain tensioner kits.

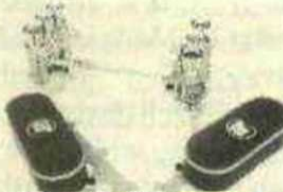
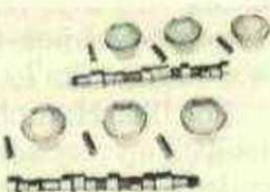

On rare occasions — notably on cars driven 'properly', and in particular on the current crop of 'red line' racers — the small bore oil feed line is prone to suffering from small oil leaks, doubtless caused by high R.P.M vibration.

Porsche have therefore added a simple external support bracket kit, that is easily retro-fitted if you already have the new tensioners. Or make sure you get these as well if you're about to update yours.

Support bracket kit, only **£2.71** plus VAT, and for the record, pressure tensioner kit, per side, **£70.07** plus VAT, '81 — on idler arm, per side **£29.16** plus VAT.

'BOLT-ON' POWER KIT

The K-Jetronic/Motronic 911 injection systems are superbly developed, but as air-flow measuring systems must to a degree restrict the engine's ultimate horsepower potential. Our twin triple-choker Weber kit, with 'hotter' cams, high comp. pistons and tuned exhaust will enable you to realise the same — or more — b.h.p./litre that the Carrera RS achieved. Mind you, it certainly won't help your m.p.g.

 40 or 46 IDA triple-choke Weber induction kit complete £975 + VAT	 High Compression piston/updated camshaft kit £1165 + VAT Additional cost, larger bore piston/cylinder kit, £985 + VAT	 Stainless steel S.S.I. exhaust kit, with oil lines £850 + VAT (or) our 'Free-Flow' kit complete £450 + VAT
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All prices are for 3.0 Litre 911 SC engine
 Prices may vary slightly for other 911 engines

PORSCHE FOR FUN




MODIFIED PORSCHE CHAMPIONSHIP

So far, so good in our Modified Series. 3 races (one non-championship), 3 different winners! Unlike '87, currently Turbos are edging ahead. With Richard Chilton, John Poxon and Mike Jordan current class leaders, the latter having 'visited' from the Production Series, to impress us all with how quick you can be if you take it seriously!

PORSCHE HILLCLIMB AND SPRINT SERIES. This is now in existence! Details from the Club Motor Sport Office, tel., 052 785 4108, or from ourselves. All very low key motor sport.

Among the other interesting things we're doing, we've just finished a 1967 911 Historic Rally car for the **Pirelli Classis Marathon**. An exercise in tracing all our rallying information from the 1970's!

USED PORSCHE

911 SC Targa 1982. Moss Green with Tan Leather trim, 62000 miles, 2 owners, FSH, superb condition	£16,950
911 SC Sport Coupé 1983. Grand Prix White with Pearl pasha, 60000 miles, FSH	£19,250
911 SC Targa Special 1980 model. Guards Red, engine updated to 3.4 litre by ourselves. Turbo body. STUNNING looks/performance	£18,250
3.3 Turbo 1985. Light Gold metallic, full Burgundy Leather, 41500 miles, ESR, Air C, Elec Seats, superb computerised stereo, FSH — beautiful car	£34,950
911 SC Sport Targa 1982. Pewter with Brown berber interior, 51000 miles. Personal number plate included	£17,950
911E 2.4 1973. Silver, 53000 miles, very collectable	£8,750
928S II Manual 1984 model. Black, full Leather trim, 45500 miles	£23,750
944 1984 model. Zermatt Silver, 54000 miles, E Roof, excellent condition	£12,250
924 1983. Blue, 57500 miles	£7,950

PERFORMANCE PORSCHE

911 3.2i 'Shopping Racer'. Built by us many years ago, this car has undergone much development in the hands of various well known Porsche racers. Winner of Inter-marque Champs in 1984. Fitted with 46 IDA Webers. Twelve plug engine (but currently only using six) producing circa 290 bhp. CR box, LSD, 9" & 11" wheels. Grand Prix White with Blue wheels, fully roadable **£24,950**

CARRERA CORNER

Having recently sold our fully renovated White and Blue Carrera for £40,000, we now have available Carrera RS Touring, Chassis number 512 in Sea Blue (originally Viper Green!), recent engine rebuild by ourselves, mechanically very sound but may soon need some slight body attention **£29,950**

UNDER SCRUTINY

0-60 in Four Years!

By the nature of motor racing, the Jaguar team gathers the major share of publicity for exploits in the World Sports-Prototype Championship, but statistically Spice Engineering Ltd has achieved even more success in the Group C2 division.

Chairman Gordon Spice has dominated the C2 Drivers Championship since midway through the 1984 season, having won 22 races from 35 starts, plus six second places. His cars have failed to finish on only four occasions, which is quite remarkable in a category somewhat notorious for its high retirement rate!

The growth of his company, based in three units at Silverstone's industrial estate, has gone hand-in-hand with these successes. An organisation which started from scratch in 1984 now has a total of 60 employees, 20 of whom are based in Atlanta, Georgia, under the management of Julian Randles.

horsepower, but the GM company would have to take a major decision to become involved in the world series before that line of logic could be taken any further.

In the space of four years Spice Engineering has become easily the biggest company at Silverstone, going beyond the "cottage industry" stage. For comparison, the Williams Grand Prix team employs 120 people at Didcot and works on a budget of £10-million per year; Spice's turnover is not public property, but Hazell reckons that it needs £300,000 to run a C2 car properly for a season, and for two cars something over £500,000.

"We are fully sponsored," he points out. "Our C2 programme has always had to stand on its own."

Gordon Spice has been professional since his days in Minis, refusing to spend any of his own money on racing, and has an enviable portfolio of sponsors for his two cars in 1988;

He believed, in 1982, that he had a contract to develop the Ford C100, but Stuart Turner summarily cancelled the whole project early in 1983. Spice's manager Keith Greene joined Fitzpatrick Racing, and Gordon Spice Racing was disbanded.

One era ended, another started. In 1983 Spice competed in a Tiga-Chevrolet owned by Neil Crang, and they earned honourable finishes at Brands Hatch and Mugello. Spice then had the car converted to take the Ford Cosworth DFV engine, and although the 1984 season began badly with non-finishes at Silverstone and Le Mans, it picked up markedly after the 24-Hour race when Hazell was employed as team manager. Martino Finotto's Giannini-Alfa FF team was put to flight as Spice and Crang won the races at the Nürburgring, Brands Hatch, Spa and Imola.

Spice Engineering Limited was formed at the end of 1984, Hazell reckoning that to be



Silverstone broke Spice's run of victories, when gear selection problems side-lined the Spice-Bellm car.

With a major contract from the Pontiac division of General Motors, Spice Engineering has extended its interest in the IMSA Camel GT Championship from Lights to the main Prototype category, and naturally has the ambition to move into Group C1 at the earliest opportunity.

"We'd have liked to be in C1 this year," says managing director Jeff Hazell, "but we'll only move up with the support of a manufacturer. We would want to be at the front, naturally, but you need to have a manufacturer behind you . . . we're working on it for next year."

Much depends on the World Championship regulations for 1989, for two seemingly-firm proposals have gone back into discussion. There will be "stock blocks" (probably limited to six litres), there will be turbocharged engines for the next two years at least, and there will be 3.5-litre racing engines, but forms of restriction on sheer power have yet to be firmly established.

Pontiac's 5-litre V8 would stretch to 6 litres and would certainly produce more than 600

BP Oils, Lucas Micos, GM Eurosport, Migralift migraine relief, Bobadilla 103 Brandy, Minolta Copiers, the Den Blå Avis newspaper, Cannon car mats and Dana Ford are the leading names assembled by Spice and fellow drivers Ray Bellm, Thorkild Thyrring and Almo Coppelli.

Shareholders in Spice Engineering Ltd are Gordon Spice plc (Spice's own company, built from scratch over the past 20 years and specialising in trade-sales of car and garden equipment), Ray Bellm's Charwell Group, Jeff Hazell, and chief designer Graham Humphrys.

The moving force behind the organisation is, clearly, Spice himself, though he gives major credit for all the successes to Hazell. Having progressed from Minis in the late 1960s Spice, who celebrated his 48th birthday in April, moved on to Formula 5000 (he won the Oulton Park Gold Cup in 1975) and Ford Capris. He won the Spa 24-Hour race with Teddy Pilette in 1978, and drove with Jean Rondeau at Le Mans between 1980 and 1982.

successful the team needed more of an engineering flavour. Even as a successful customer it was not getting preferential treatment from Howden Ganley's Tiga Cars, and was doing more of its own development work.

The key to the operation was Graham Humphrys, a talented designer who had previously worked for Hesketh, March, Theodore . . . and even played a major role in developing the Ecurie Ecosse C2 car which was Spice's worthiest rival! The original Tiga GC83 (itself developed from the ill-fated Mirage which non-started at Le Mans in 1982) was sold to Tim Lee-Davey.

For 1985 Humphrys and Hazell designed a lookalike successor to the Tiga, which they called a Spice — although Ganley frequently invited onlookers to point out the differences. Hazell insists that it was a development, and Spice and Bellm were supremely successful in claiming six C2 victories, a second place (to Ecosse, at Silverstone), and just one non-finish when a rear upright broke at Brands

Spice Engineering

Hatch. Subsequently the car was sold to Kelmar Racing (which called it a Tiga) where it gave good service until Maurizio Gellini crashed it heavily at Jarama in March.

Early in 1985 Pontiac had become interested in what Spice was doing, and this was the lift-off point for the young company. "We heard a whisper that Pontiac was thinking of doing something," says Hazell, "so I flew over to Detroit. We could hardly afford the air-fare! I met John Callies, and he came over to Le Mans to have a look. We won C2, and he seemed to be suitably impressed."

What followed was an order for three cars, styled by Pontiac, which would take part in IMSA's new Camel Lights division; Jim Downing's Mazda-Argo was doing too well for the liking of domestic manufacturers! Spice Engineering was asked to build the cars from scratch, to test and refine the styled bodywork in a wind tunnel, and to supply three cars in time for the 1986 season.

Since this would delay Spice's own plans to build a car for C2, permission was given for him to run a near-identical car himself, called the Spice Pontiac. That confused a lot of people, since it was powered by the ubiquitous Cosworth V8 engine, tuned by John Nicholson.

The car was very attractive, a departure from the contemporary school of sportscar design, and wore its Pontiac Fiero emblem well. Throughout the season Spice and Bellm duelled with Ecurie Ecosse, and although the former shared the Drivers Championship for the second time, the Scots took the Teams Championship with a better result at Fuji.

Successes continued in 1987, although Ray Bellm took a year's sabbatical. With Fermin Velez as his new co-driver, Spice won the Drivers Championship for the third year in succession, with seven victories, two second places to Ecurie Ecosse, and one non-finish.

Spice Engineering has prepared two identical cars for 1988, Spice and Bellm sharing No 111 as usual, Thorkild Thyrring and Almo Coppelli No 103. If any rivals believed the team would be any less effective they have now been sadly disillusioned, for Spice/Bellm took maximum points from the first three races while Thorkild Thyrring/Almo Coppelli finished third in class at Jarama and second at Monza.

Although the Camel Lights division is more keenly contested, the Spice-built Pontiac Fieros have enjoyed considerable success. In 1986 Bob Earl took seven pole positions and three victories, usually with Spice or Bellm co-driving, to finish fifth in the Drivers Championship.

Last year Julian Randles ran two or three cars on behalf of Pontiac, for Jeff Kline/Don Bell and Jim Rothbarth/Charles Morgan, with the third on occasions for guest drivers. In a sense they were too successful, for although they won the Manufacturers Championship, the main objective, they shared their victories so evenly that Jim Downing



Once a Nardi wheel was the fashion; now the driver is more likely to grip a Momo.

slipped through to win the Drivers Championship in his Mazda/Argo, despite winning only one race. Altogether the Pontiacs gathered 13 pole positions, 10 victories and 12 fastest laps from 16 starts.

The American programme was even heavier than it appeared, for in time for the 1987 season Spice Engineering also developed the "production" Pontiac Fiero for the GTO class (with a 4.5-litre V6) and a near-identical car for the GTU class (with a 3-litre "four").

Randles ran all three programmes for Pontiac, earning the go-ahead to move up to GTP in the current season. The Pontiac V6 Firebird made its debut at the Daytona 24-Hours, where it finished eighth in the hands of Steve Durst/Mike Brockman/Bob Earl/Gary Belcher, and the 5-litre V8 Firebird made its debut at Miami. The car was too new

to make an impression there, but at Road Atlanta on April 10 it qualified sixth in the hands of Kline/Earl, and finished sixth overall.

In Grand Prix racing a team manager rates driver skills and bravado above all else, expecting maturity to follow, but in endurance racing maturity is the most important asset — if the driver is quick, all the better! Gordon Spice and Ray Bellm have consistently shown the sort of compatibility that Derek Bell and Jacky Ickx used to enjoy, the ability to finish races with the car in a condition to start again!

With an excellent design from Humphrys and impressive preparation from Hazell's team — including John Nicholson's engines — it is hard to see how they could lose the C2 championship this year. **MLC**



Main structure stops behind driver, allowing various load-bearing engine/gearbox combinations.

In designing the Spice Pontiac during 1985, Graham Humphrys drew heavily on his Formula One experience with Hesketh and Theodore. He produced a straightforward and classical honeycomb aluminium monocoque with great strength and rigidity, meeting the F1 safety standards at least of the early 1980s.

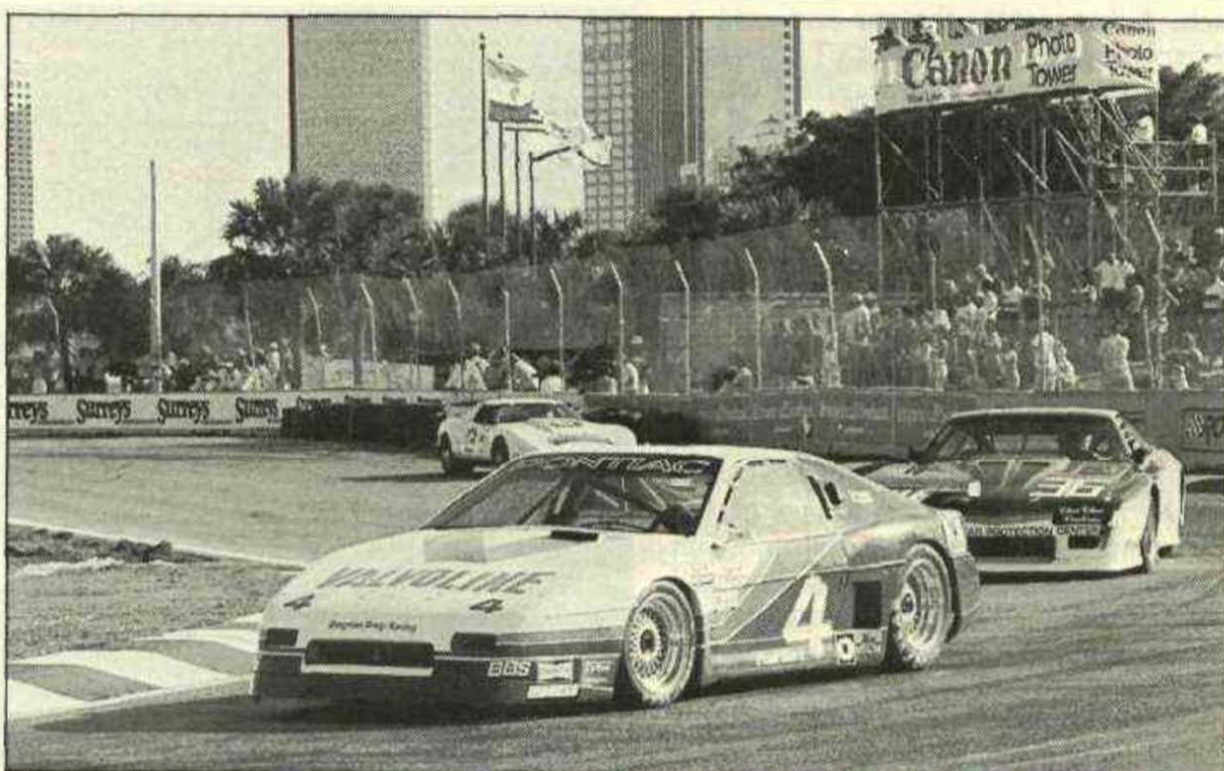
On a trestle in the workshop, the bare chassis looks rather large for a formula car, as though it had been designed for Gerry Marshall! Barely 34in wide *inside* the tub, it has just sufficient room for the driver's seat and the mandatory "passenger".

A carbon-fibre top panel is added, then the carbon-fibre body in three main sections — first the unitary cockpit shell, then the nose and tail sections. Front suspension is by a double wishbone pushrod system, while the rear features top rockers and lower wishbones.

The Spice was designed to accept any engine up to 700 horsepower. For World Championship racing, the works cars are powered by Nicholson-tuned Cosworth 3.3-litre DFL V8s (though customer Hugh Chamberlain runs a Hart four-cylinder turbo in his) and weighs on average 713kg. For the Camel Light class (or "Camel Heavy", as many people refer to it!), Pontiac's four-cylinder engine is installed, at 3-litres with normal 2-valve cylinder heads or at 2.7-litres with the Cosworth 4-valve heads, the latter also having Cosworth engine-management.

Three Spice Pontiacs were delivered to the States for the 1986 season, one being kept as a spare, and all were fitted with 330 bhp four-cylinder engines with a considerable amount of ballast to bring them up to the legal 823kg. Four cars were made for American customers in 1987 and four more SE88 versions for 1988, including a Buick V6 installation for Scott Schubot.

Seven cars have been built altogether for the World Championship Group C2 series; Costas Los now owns the second SE87 chassis, Hugh Chamberlain runs an SE87-Hart for Nick Adams/Graham Duxbury and an SE88 for Jean-Louis Ricci, and the Spice



In last year's US "production" GTO championship, Bob Earl finished third in his 4.5-litre V6 Fiero.

Spice Varieties

team itself has two new cars for the season.

The basic monocoque was unchanged for 1988, but the SE88 is the true customer-car, with Spice's own bodywork designed by Humphrys and developed in Southampton University's wind tunnel.

The bodywork is noticeably narrower, especially around cabin and doors so that more air can pass over the rear wing, and the narrower windscreen reduces the frontal area. Larger AP disc-brakes are installed, but the principal gain is the aerodynamic package which makes best use of the more restrictive ground-effect regulations.

Although the underfloor reference-plate is full-width, and longer, the venturi effect is actually increased. In terms of lap-times, the SE88 has been two or three seconds quicker than the SE87, a huge gain which is even more impressive than the performances of the C1 cars. At Le Mans last year, Spice's SE87 was timed at 217 mph on the Mulsanne straight,

and the target for this year is 220 mph.

For American racing, the move into the GTP class was made with the Pontiac Firebird 4.5-litre V6 engine (from the Fiero GTO), and ballast was again needed to achieve the 757kg minimum weight. A similar chassis, but with larger brakes and wheels, was prepared for the 5-litre 32-valve V8, which needs steel-sheet and lead installed to come to the 810kg minimum.

Special fuels are allowed in IMSA, and the 5-litre delivers over 550 bhp, which looks very competitive with the 6-litre Jaguars (620 bhp, officially) and Porsche 962s (circa 650 bhp) which must weigh 930kg.

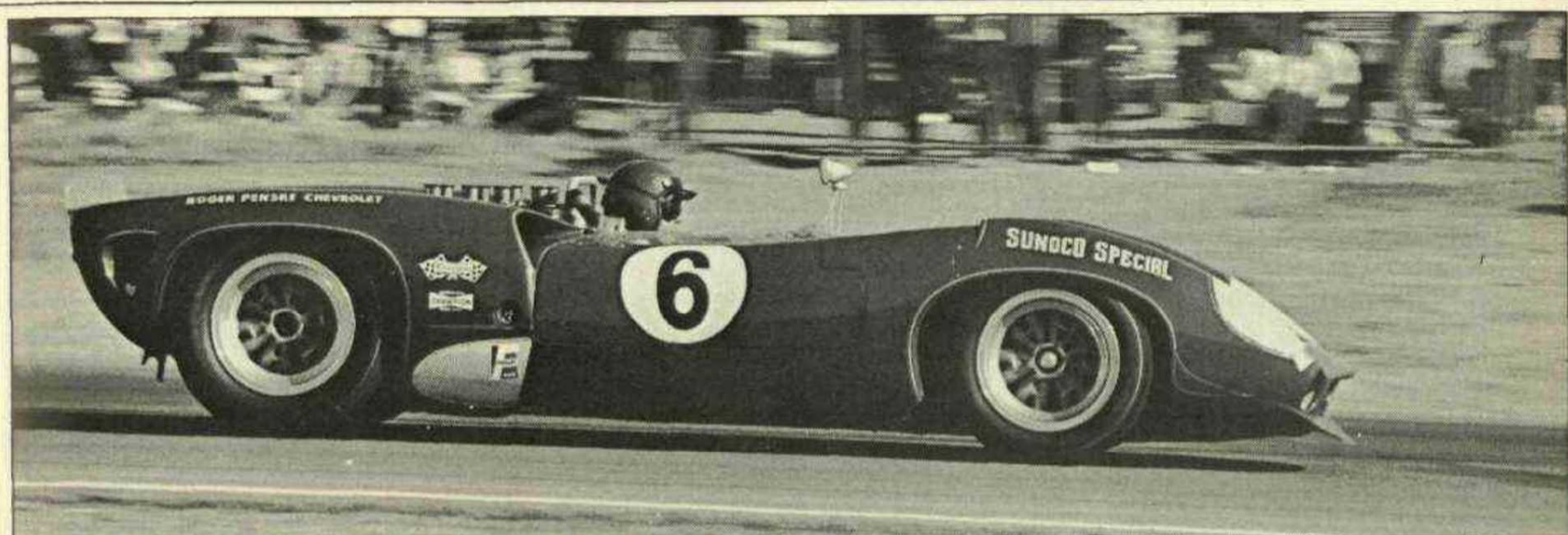
For the World C2 Championship, the Spice Engineering two-car team has a total of five Nicholson-prepared Cosworth 3.3-litre DFL engines, with Lucas Micos engine management. Each runs for 2000 miles between rebuilds with complete reliability, the equivalent of two 1000km races plus testing and qualifying. For qualifying they develop 490 bhp at 9000 rpm (next year's engine-speed limit), and they are raced at 8000 rpm and 470 bhp.

In the whole of 1987 Gordon Spice and Fermin Velez covered 7107 racing miles — a total of 12,229 miles including testing and qualifying. There was a single non-finish, at the Nürburgring when the starter motor failed seconds before the flag came out, and Jeff Hazell estimates that the total cost of running the car was £35 per mile, including overheads and depreciation.

A Spice SE88 chassis is currently priced at £95,000 without engine, and each DFL costs £40,000. A full season of World Championship racing, in a car capable of winning the C2 class, could cost a customer under £300,000, according to Hazell. **MLC**



Stripped of bodywork, the aluminium monocoque with its rollage and push-rod front suspension.



CanAm started as Lola property in 1966, a young Mark Donohue quickly mastering Penske's blue Sunoco car.

With the excitement of 1965 behind them, enthusiasts drew breath and looked forward to some more close, fast Group 7 racing in 1966.

It didn't happen in the UK; the big build-up became an anti-climax. There were plenty of races scheduled, and plenty of fans turned up, but not enough big bangers. It was of course the perennial British motor racing malaise — not enough starting and prize-money. Sports spectating has always been cheap in Britain, and what cash the promoters had was going to Formula Two.

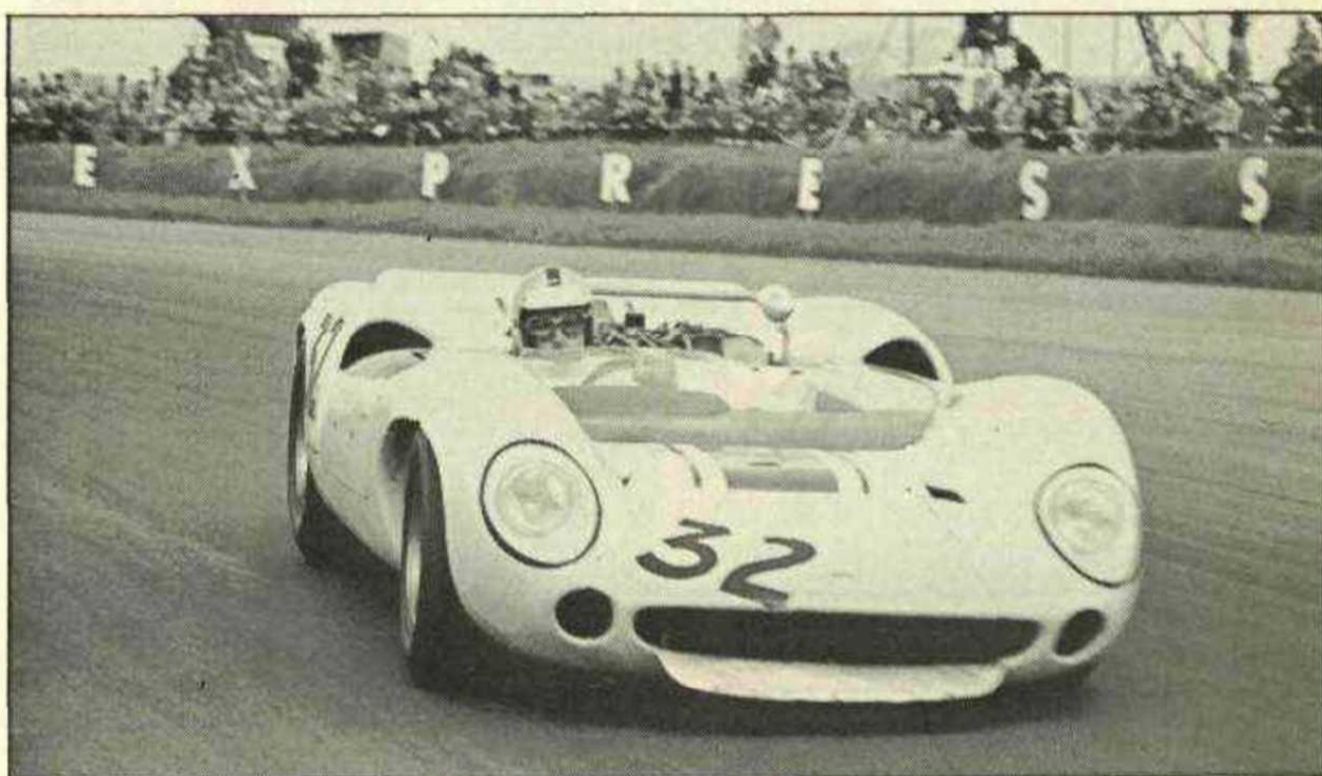
Lola and McLaren had committed themselves and had laid down Group 7 production lines, hoping for big sales in North America on the strength of their showing in 1965. Lotus had pulled out after the model 30 and 40 fiasco, and Brabham half-heartedly put a 4.3-litre Repco engine into a BT8, but was really more interested in F2. Peter Westbury's Felday Engineering, and Jack Pearce's Kincraft concerns were developing cars, and given time and money could have been up there amongst the leaders, but the bulk of the race entries were 2-litre cars.

The racing was no longer close. Lola and McLaren had by now sorted their chassis, and the engines were much stronger, and lasted the race. Six litres in a good chassis strolled away from 4½ litres. Add a Grand Prix driver, some Kelly green stripes, a lucky shamrock painted on the side, and Denny Hulme in Sid Taylor's Lola just walked all the races — well, all but one.

The other three Lola T70s (yes, only three) were Chris Bridges' Red Rose Racing example driven by Brian Redman, the Racing Partnership (Jersey) car of Tony Sargeant and Hugh Dibley, and (since John Surtees was still recovering from that horrific crash at Mosport the previous year) the Team Surtees car driven occasionally by David Hobbs or Graham Hill.

One other Briton must be mentioned: hill-climber Phil Scragg in his light-blue road-registered car. How Phil got that great big machine up those narrow hills at those

Part Two: The Goldrush



In Britain, too, the T70 dominated, with Denny Hulme the master.

speeds never ceased to amaze the crowds. But then, that is yet another pointer to the superbly designed and well sorted suspension on the Lola T70.

Although the racing was not close, it certainly was fast. The "big bangers" were now being called "hairy great monsters." Despite the fat tyres, the power was such that four-wheel drifts were visible again and, for the heavy-footed, armfuls of opposite-lock were needed. For those too young to have seen these wonderful sights, shut your eyes and picture Hans Stuck in a Porsche 962 at a wet Brands Hatch, and you'll get the drift!

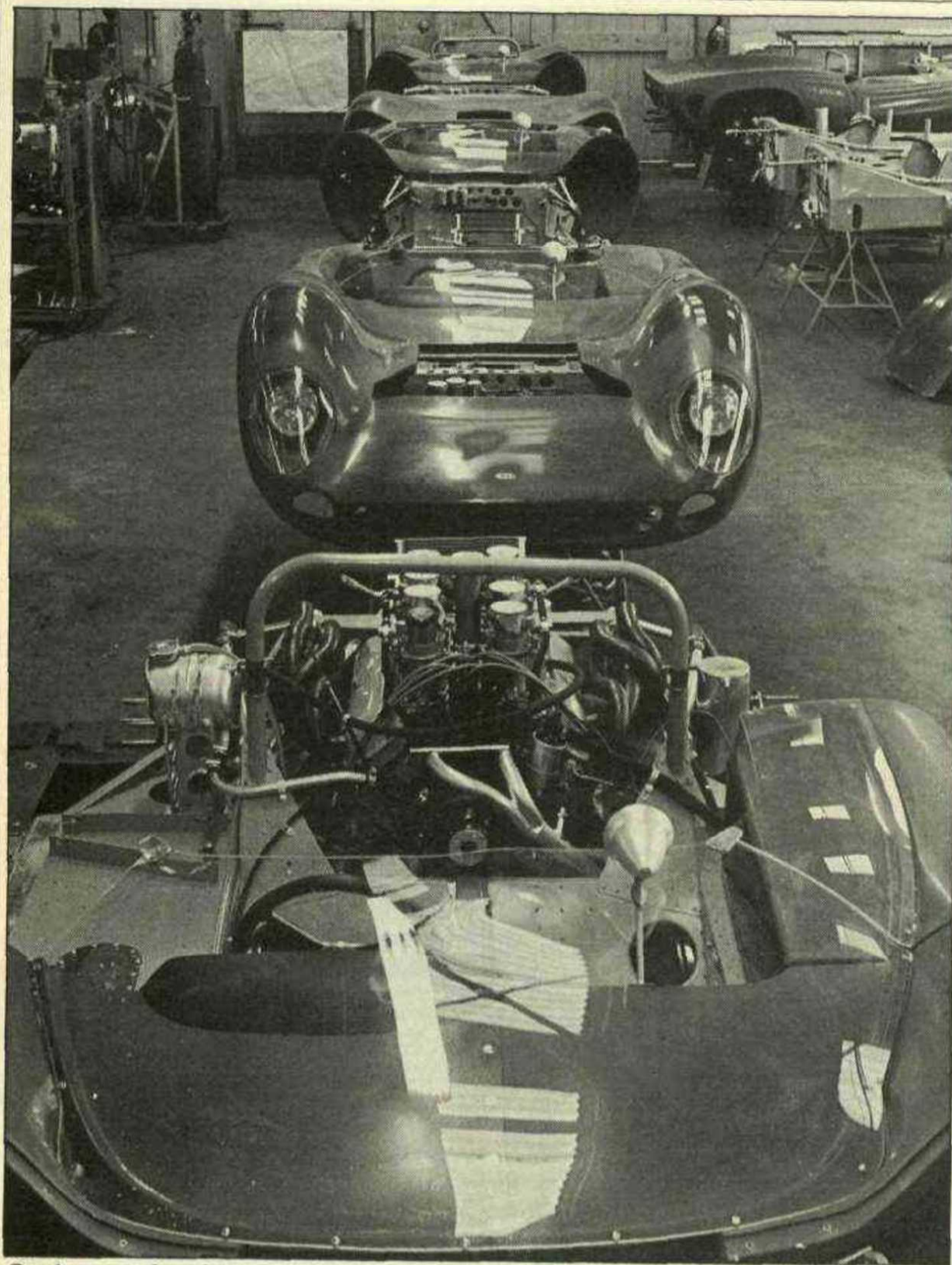
The Lola was perhaps the least hairy, and

certainly the best suspended, of these beasts — and a smooth driving style paid dividends. T70 Mark II's gained outright lap-records at no less than seven British circuits, and demolished the sports-car record at the remaining two. We must not heap all the glory onto Denny Hulme, since guest driver Tony Lanfranchi took two of these records and "le patron" Sid Taylor took the honours on home ground at Phoenix Park in Dublin.

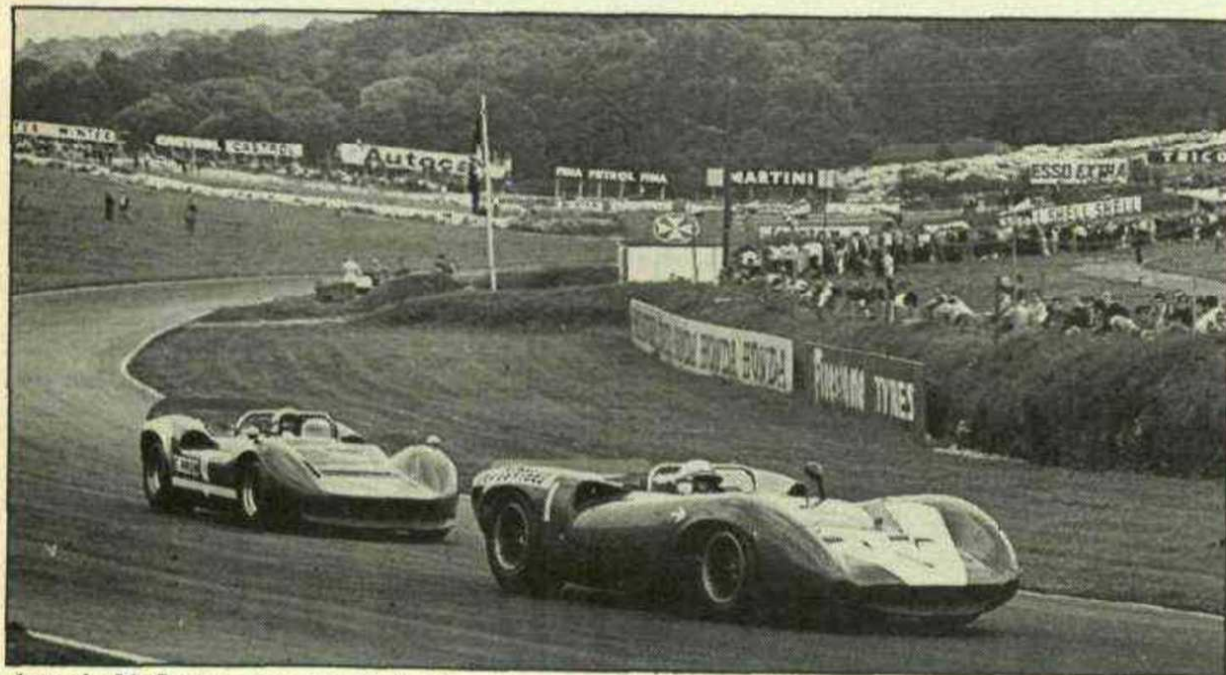
None of this really impressed the RAC, which announced in June that Group 7 would be cancelled at the end of 1966, due to "lack of interest".

In America things were different. Group

BIG BANGERS OF THE SIXTIES



CanAm created a privateer market for Lola; these are Mk II chassis at Huntingdon.



Amon's McLaren was one of the few threats to Surtees in the Guards Trophy at Brands Hatch.

7 had been invented in the USA, where it was the main sports-racing series. First there were the Daytona and Sebring races in warm Florida at the beginning of the year; then followed the US Road Racing Championship with events across the continent from April until September; September to November was taken up with the rich Canadian-American Challenge Cup series which was just starting; and then at the end of the year everyone went over to Nassau for a fun fling. It was a very full year.

The Americans had big, powerful and moderately-priced engines readily available, but while their early predilection for drag-strip, oval and dirt-track racing had helped develop the brake-horsepower, it had done little to encourage better handling design.

Wherever racing exists, one-off local cars appear — in this case McKee, Genie, Hamill, Pirhana, Cheetah and Wolverine. The McKees did well, but there was only one real challenger to the Lolas and McLarens — the Chaparral. The high-wing flippered automatic-transmission cars took a first and three seconds in the CanAm series. But Jim Hall did not make to sell, so Lola and McLaren sold over 50 cars to North America.

The USRRC series came to a close with 42-year-old Monterey car-dealer "Chuck" Parsons taking the title in his McLaren. The Lola T70s of Buck Fulp and Skip Hudson were second and third. Now the big teams prepared themselves for the '66 Goldrush — the CanAm series.

Roger Penske had bright-blue Sunoco Lolas for 1965 USRRC Champion George Follmer and a young and relatively inexperienced Mark Donohue. Dan Gurney's All

"The power was such that four-wheel drifts were visible again, and the heavy-footed needed great armfuls of opposite-lock."

American Racers team had similar cars for Dan himself and Jerry Grant. John Mecom prepared Ford-powered T70s for Parnelli Jones, Mario Andretti and Jackie Stewart, and there was a pearlescent baby-blue car for tough Texan AJ Foyt, and private entries for Bob Brown, Buck Fulp and Ronnie Bucknum. The British contingent consisted of Denny Hulme, Hugh Dibley, a new Jackie Epstein car for Paul Hawkins and, last but not least, John Surtees — back with a big white arrow on his red car, pointing the way forward. Lined up against the Lolas were the two innovative Chaparrals and a host of McLarens headed by the works cars of Bruce and Chris Amon.

The opening race at Mont Tremblant, St

Lola T70 — part two



Eric Broadley (second left) chats across the pit wall while Hill and Surtees lean over the car.

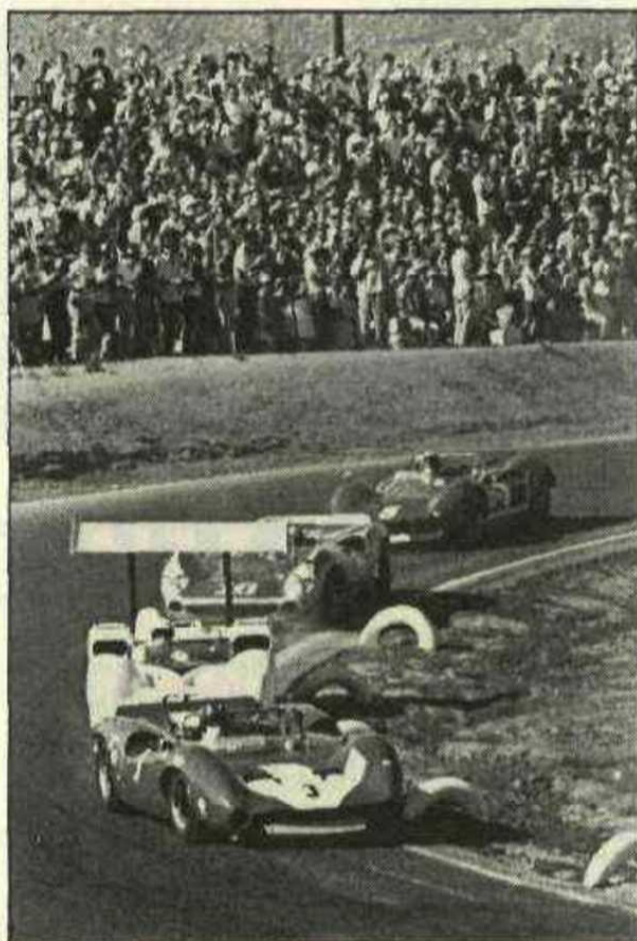
Jovite, near Montreal, had five Lolas and five McLarens lined up at the front of the grid, this despite the withdrawal of Dan Gurney (with engine trouble) and both Hawkins and Dibley after heavy practice crashes . . .

The Mark II Lola had the revised front end, more streamlined and much lighter now that a spare wheel need no longer be carried. When Hawkins had crested a brow flat-out, the air got under the nose and the car flipped over backwards, scraping along on roll-bar, driver's helmet and carb-intakes. Penske offered his garage for repairs, so Epstein and Hawkins set off south. *En route* they met Dibley, and warned him of the hill — but Dibley also flew.

As a good airline pilot, Hugh stayed level, and did a perfect belly flop into the forest. Luckily, the drivers had previously suggested the forest was dangerous at that point, and the circuit owners had cut the trees down. Unluckily, the remaining stumps ripped the bottom out of the Lola's tub. Front bibs were rapidly fitted by all Lola teams!

Surtees won the St Jovite race, with McLaren and Amon right behind. Lola also won the second round at Bridgehampton on Long Island, New York. Gurney took pole position with his new 5.3-litre Gurney-Weslake Ford, stormed off the line at the start, and was never headed. Surtees retired and Phil Hill had flipper trouble, so the McLaren twins took second and third again, Amon second this time.

The third round was back in Canada, at Mosport. A first-lap accident took out eight cars, including John Surtees (at the same turn where he had crashed a year earlier), the George Follmer and Brett Lunger Lolas



Here sandwiched between the Lolas of Hill and Follmer, Hall's bewinged Chaparral put up a Riverside record, but succumbed to Surtees.

and the McLarens of Skip Scott, John Cannon and Lothar Motschenbacher. Donohue and Masten Gregory were able to make the restart, which began as a New Zealand benefit with McLaren, Amon and Hulme all dicing for the lead, chased hard by Gurney.

The New Zealanders all dropped out leaving Gurney heading for his second victory. But with only ten laps to go he coasted to a halt, leaving a surprised Donohue to win, followed home by a slow Phil Hill with tyre problems and a delighted

Chuck Parsons.

Chuck was back in his home town for the fourth race, the Monterey Grand Prix at Laguna Seca. He put in his best ever lap at the track during practice, only to find ten cars in front of him on the grid! Both Chaparrals demolished the 1965 Lola lap-record by two seconds.

Mecom was still having a bad time with Ford engines — four blown in the first three races, and now Jackie Stewart and Parnelli Jones had blown two more in practice. "I've still got four left in L.A.," said Mecom, "but I daresay they'll make somebody a darn good boat anchor at \$10,000 each." Parnelli borrowed a Chevy from Penske, and Ford got the message.

Heat One finished Hill, Hall, McLaren; Heat Two Parnelli Jones, Hill and Hall, giving an aggregate top three of Hill, Hall and McLaren for the record books.

As the teams arrived at Riverside for the penultimate race, Phil Hill led the championship with 18 points, four ahead of Donohue and McLaren. McLaren, copying the Chaparrals, had fitted a cockpit-adjustable flipper to the back of his car and promptly took pole position, followed closely by the two Chaparrals, Surtees, Stewart (now also with Chevy power), Graham Hill in the second Team Surtees car, Gurney, and Andretti in his Mecom car with the works 7-litre Ford engine and Kar Kraft automatic transmission from the Ford J car project.

Race-day was hot. The heat contributed to many retirements (whether from cooked engines or cooked drivers): Gurney, McLaren, Amon, Phil Hill, Andretti, Jones, Foyt and Skip Scott, Stewart and Hulme. Hall led early on from Surtees, Stewart, Graham Hill, Hulme, Donohue, Follmer, Revson, Hawkins and Parsons, but at half-distance Surtees turned up the wick. Spectators were then treated to an almighty dice as Surtees and Hall swapped places, outbraking each other at end of the long pit straight. After setting a new lap-record, Hall was forced to slow down with fuel pressure problems with five laps to go, leaving Surtees to win. Graham Hill was third and Donohue fourth.

Only one race remained and the championship was wide open: Phil Hill and Surtees 18 points, Donohue 17, McLaren 14, Hall 12 and Amon 10. But this is where we came in on the Lola T70 story. Surtees romped home at Las Vegas with only McLaren on the same lap; Lola had won the first CanAm series, and the pot of gold.

It had been an incredibly successful year for Lola and for the T70, but 1967 was to be even better. Broadley had as usual learned the lessons of the year, and now developed the Mark II into the Mark III. This baby could also be fully clothed, and sold as a Group 6 GT!

GJ

(Part Three next month)

ROAD TEST

Alfa Romeo has made cunning use of its existing mechanical platforms to modernise its range in the most cost-effective way — the 33 grew out of the 'Sud, the angular 90 saloon out of the Alfetta. One of the surprises has been the success of the mid-size 75 which has carried the flag, or perhaps the shield, for the *marque* during a difficult recovery period while the larger front-drive 164 was undergoing a protracted development. The Giulietta of the Seventies did not sound a promising source for the floorpan and internal structure of a performance saloon, but it was in effect a second chance to execute some of the mechanical and suspension development work that the company so often seems to run out of time for.

It has been a brave attempt to disguise the older car beneath; but with such a strong shape as the tall wedge of the Giulietta that was particularly difficult. Making the grille slope back instead of forwards was the easy part; altering the high kick-up tail was a stiffer challenge, and the result looks like a committee decision. But if it is not beautiful, the 75 Twin Spark nevertheless has a presence, an athletic look to it, and comes with all the outward signs of performance: even the standard car as tested here has its colour-keyed air-dam, wheel arch extensions and boot-lip, while for an extra £900 Alfa supplies the car in Veloce form with yet more fibreglass similar to that worn by the track version which contests the European Touring Car championship.

It is not a bad package for £12,199: a sensible 127mph four-door which contrives to look exciting and worthy of one of the finest sporting heritages of any *marque*, all the push-button indulgences (locks, windows, mirror, headlamp washers), a beautifully-engineered De Dion system suspending the back of the car, integrated with a five-speed transaxle and inboard discs, and best of all that engine.

We have seen so many variations on Alfa's twin-cam from the Fifties on that it has become a touchstone of motor engineering, one of those comforting symbols which goes



Alfa's designers always include one odd feature; this time it is the handbrake.



Milan Elan

on and on. Differing capacities and states of tune, Webbers, Solexes and fuel injection, twin plug heads, superchargers, turbochargers, and Variable Inlet Valve Timing (VIVT) have all emerged from the factory at some time, to say nothing of the outside tuners like Conrero or Autodelta.

Latterly, increasing sophistication amongst more ordinary cars has brought the four-valve twin-cam to a very much wider ownership, eroding Alfa's place in the bhp per litre stakes. In answer, the Milanese company, never one to follow fads blindly, has side-stepped the multi-valve route and gone back to one of the racing solutions of the Sixties, the twin-plug head.

Firing the cylinderful of fuel/air mixture from two points simultaneously speeds up the explosion, allowing a higher compression ratio (10.1:1 for the Twin Spark) before risking detonation, and burning up more of each charge of fuel. So, more power per bang, and less polluting leftovers. In 1965, the 1570cc GTA raced by the works had 170 bhp; today's Twin Spark is not that far behind at

148 bhp, though more relaxed in tune because of its 1962cc capacity. Alfa says this approach has the power benefits of a four-valve engine without the mechanical complexity, and the unit certainly has a high specific output — over 75 bhp/litre, the highest in Alfa's repertoire and well ahead of the 3-litre V6 which powers the top Alfa saloons.

Obviously two distributors are needed, and Alfa's engineers have kept one in the old position low down on the block, driven by a skew-gear off the crank, and added another on the end of one camshaft. Unconventional, but perfectly sound. For those used to frequent oil checks on their own Alfas, the big surprise is the new head casting. The Twin Spark's narrow 46° valve angle results in a flat square ribbed cam-cover which is nothing like as evocative as the individual smooth alloy cam-covers of the old 80° layout. And the intake trunking for the Bosch Motronic injection system lacks the purposeful look of the more usual pair of sidedraught Webbers.

The Twin Spark's flexibility is boosted by the VIVT device (I much prefer the transla-

Alfa Romeo 75 Twin Spark

tion which reads "distribution phase variator") which first appeared on the Alfetta saloon some years ago. This ingenious system alters the cam timing according to how heavy-footed the driver is being, combining the open-throttle benefits of wide-overlap intake and exhaust periods with the low-speed advantage of more conservative cam timing.

Only the inlet camshaft is affected, rotating up to 16° ahead of its normal position relative to the exhaust cam when the throttle is fully open, and this extra movement is achieved by a sliding collar on the driven end of the shaft. Pegs in the collar engage spiral grooves in the camshaft, so that fore-and-aft movement of the collar causes the shaft to rotate in relation to the timing-chain; the movement of the collar itself is controlled hydraulically by the vacuum in the throttle.

This fattens the torque curve in the lower regions and makes the highly-tuned engine less peaky. Torque actually tops out as high as 4700 rpm, but a good percentage of that 137 lb ft is on hand when the needle is twitching around 3000. Translated onto the road, the Twin Spark engine feels relaxed and flexible when pottering, but becomes markedly harder and more urgent under pressure, the familiar but more abrasive rasp distantly penetrating the interior.

Only one thing stops this car feeling very quick indeed—the gearchange. Alfa claims to have improved the connection to the rear-mounted box, but the difference is small; perhaps there is less slop, but first to second still means a long pause, preferably in neutral. As a hardened Alfa owner I have grown used to this, even enjoy the challenge of turning in a fast 3-2 double-declutch to get the power ready before the corner, but it really should be better.

Power steering is standard for TwinSparks, and something of a blessing; the old Giulietta was a strain to park. Fitted with a luxurious leather Momo wheel, the rack and pinion system has above-average feedback, though it might be geared a shade higher.

Perversely enough, although it does not have exceptional handling, the 75 can be a lot



A profusion of horizontals decorates the enormous boot.

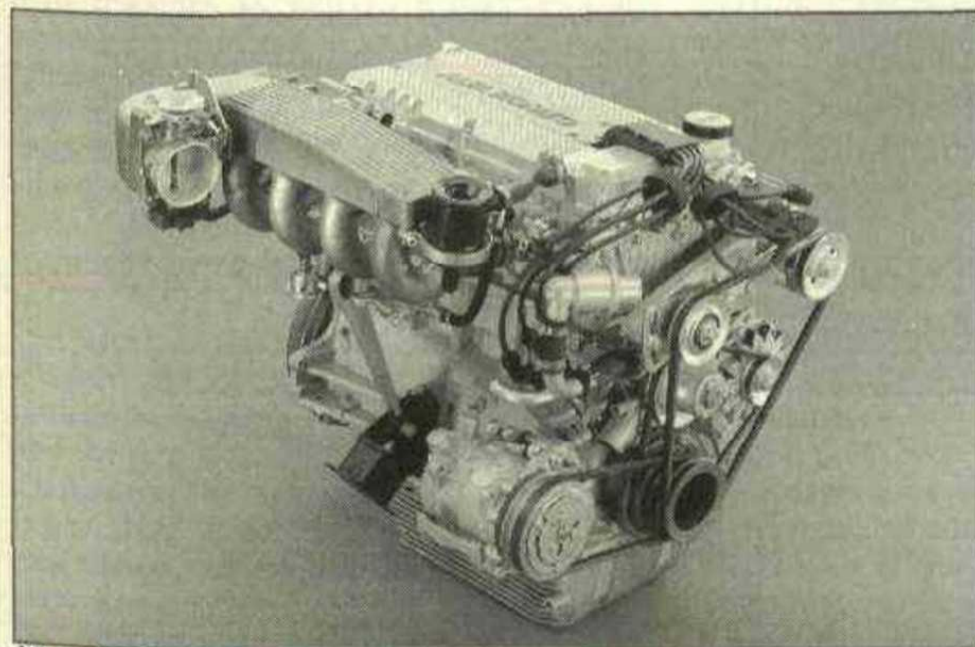
of fun to drive for that very reason. The grip is there, but it takes a good swing of the wheel and a strong dose of right foot to make the front tyres work properly and cancel the understeer—the sort of car which makes its driver think ahead to get the best out of it. It rolls a good deal, but on sinuous roads it is rapid without drama, its nicely-spaced gears (closed up for this and the V6) letting the engine spin to a smooth 5500 or a rasping six-and-a-half. And during some laps of the Donington circuit, its 195/60 Michelin MXV tyres stuck pretty closely to the intended line, with superlative traction available from the De Dion rear plus LSD.

A fair amount of nose movement when either of the two right pedals is in use suggests that the front damping at least, if not spring-rates, could profitably be stiffer, helping to flatten out that diagonal pitch typical of Alfettas, though it is pleasant to sail over the top of today's careless road-mendings without cursing the County Council.

Stability at high speeds is very good, and

wind-noise (and therefore drag) is kept down by the addition of plastic deflectors around the front windows, effective as an aerodynamic stop-gap but distorting and distracting for the driver's view around the A-post. Good news for those drivers who have failed to fit comfortably into a 75 so far is that Alfa has made serious ergonomic efforts, spurred by ARGB which responded quickly to early Press criticism, making the car just about acceptable for normally-shaped Britons. The once ankle-breaking pedals are now within reach of the floor, while a tilt and extend steering column and extra rearward seat movement allow legs and arms to relax, though the seats themselves were too short to support my legs comfortably. And a gold star to Alfa for clear instruments which are visible through the whole range of wheel adjustment.

Elsewhere, the fascia is less successful, with much space devoted to warning lights and smoking accessories, leaving the radio tucked behind the gear lever, though the passenger has a usefully large tray and sliding drawer in



Note the two distributors, one on a camshaft, one in the block.



Odd priorities of fascia layout: radio is masked by gearlever.

ROAD TEST

Alfa Romeo 75 Twin Spark

front of him. No-one has ever managed to explain to me the reason for the novel U-shaped handbrake lever, one of Alfa's periodic eccentricities, but it works perfectly well and provides a sure-fire talking point for first-time passengers.

Another oddity is the placing of the window controls in a panel above the interior mirror, which I quickly came to approve of when I borrowed one of the first 75s on an earlier occasion — though not before an embarrassing moment at the lights when a policeman strolled over to discuss my tax-disc (it had fallen on to the floor). He was very polite about having to shout through the glass while I desperately searched for the window switch.

Behind the well-shaped rear seat for three is an enormous boot capable of consuming a family's holiday wherewithal, and of course the Twin Spark has the virtue, rare in many ranges of sports-saloons, of being a proper four-door.

Already pointing the way ahead with a new look and new life for the famous engine, the 75 will be the last Alfa Romeo to use the Alfetta rear-gearbox layout: the 90 saloon came and went rather quickly, and the GTV coupés have sadly gone too; the new 75 will be front-drive like the 164. The Twin Spark engine, currently powering the top European Formula Three cars, will figure largely and deservedly in that range; it is a delightful and willing power-unit. Might we see the same technology applied to the superb V6? **GC**



Angular lines have been smoothed over reasonably well.



Alfa Romeo 75 2.0 Twin Spark from £12,199.

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Morgan Plus Four

It is odds-on that when the first MotorShow of the twenty-first century opens, the Morgan stand will look little different from today. Flowing wings, projecting headlamps and cut-away doors, these symbols of the inter-war sportscar, by then of pensionable age, will not even seem strange amongst the frictionless bubbles on offer from the giant manufacturers.

Morgan permanently cut itself off from the design band-wagon in the Sixties, and has established its own nostalgic niche, and those famous lines will seem as familiar to new generations of enthusiasts in the future as they are to us now.

But if the hand-beaten skin and Cuprinol-soaked ash frame continue unchanged, the range of motive power at least keeps up to date, bullied by EEC regulations. Now a new model brings back the old Plus Four designation to fill the gap between the remarkably cheap 4/4 and the astonishingly fast Plus Eight.

Slotting in between the 96 bhp 1600 Ford CVH and the fearsome 190 horsepower of the Rover-engined Plus Eight is another Rover unit — this time a sophisticated 16-valve



Morgans always feel at home on the track; new Plus Four has milder ride.

2-litre four pushing out 140 bhp. More usually to be found in the Rover 820i, this is the high-compression (10.0:1) M16 unit which has already won a Design Council Award for its low emissions.

Sitting under the piano-hinged louvred bonnet, the square twin-cam head casting with trendy red writings and all the accoutrements of fuel injection may look slightly

startling, but from behind the upright close-to-the-chest wheel the old muscular feel has returned.

Brimming with top-gear lugging power, the unit also revs nicely in the middle gears, giving the driver a choice; just as well, since the five-speed Rover box is not the slickest. But the ratios are good, the steering is ever so sensitive, and the handling remains a delight — well-balanced and roll-free thanks to good weight distribution and a low centre of gravity, with power oversteer on tap for the exuberant.

Most surprising of all is the suspension comfort: while the famous sliding pillars still hold the front wheels uncompromisingly upright, new laminated springs have ousted the rear semi-elliptic leaves, and the ride has eased from tooth-jarring to merely hard. With the firm low-profile tyres (195/60 Avons) this concession to comfort is extra welcome, though rear passengers (the Plus Four, like the 4/4, comes in both two- and four-seater form) will probably feel little difference, sitting as they are on the rear axle.

Centre-lock 15in wire wheels are standard, running with tubes, and the customer may choose a steel or aluminium body, and a veneered or vinyl dash. Overall, the cockpit feels right, having the wheel so close feels very natural with a cut-away door, and the flat-on-the-floor seat puts the driver right by the gear-stick and the fly-off handbrake.

In essence, then, this is the recipe as before, but the ingredients have improved; not only does the Plus Four have a fine torquey engine, but it complies with the strictest EEC noise rulings and will run on lead-free fuel. Its performance is a long-awaited improvement over the Ford CVH, and at £13,500 it is one of a small selection of "real sports-cars" this side of £15,000.

Yes, it shudders a bit, it is not exactly water-tight, and there is barely any luggage space, but Peter and son Charles Morgan need not worry. Last year they built 409 cars, of which half went abroad; a carefully restricted supply which turns ever-increasing demand into security for the future. **GC**



Traditional driving position is good, though cramped around the feet.

Vauxhall Astra GTE 2.0i 16V

To purloin a phrase, the Astra goes from strength to strength. Already beefed up by the 2-litre engine, it is the first of many Vauxhall-Opel cars which will receive the new 16-valve 156 bhp unit.

Or at least the first production model; for this is the engine which powers the Vauxhall-Lotus Challenge single-seater. Yes, the racing car has more power, but not much more (180 bhp), while the specification of the road car still reads like a competition unit: twin camshafts, polished inlet ports, sodium-filled exhaust valves, forged pistons, and fabricated stainless-steel exhaust manifold.

A very sophisticated injection system (Bosch Motronic M 2.5) adds sequential fuel injection (one cylinder at a time instead of four at once as is common), air-mass metering to help response as well as performance in varying conditions, and an anti-knock programme allowing the very high compression ratio to cope with varying fuel quality. Clean emissions and high efficiency are the aims, and GM claims mpg figures of 28 even in town. Especially welcome is an oil level warning which works on the move; all credit to GM, even if it is 30 years late.

A larger 9in clutch links the engine to a new tougher gearbox, designed with a thought both to easier servicing and reduced noise, and the rest of the chassis has been similarly sharpened. The body sits almost half an inch lower, there is more negative camber on the rear wheels, spring rates have gone up, and a secondary anti-roll bar has been attached to the rear links to supplement the existing integral bar. Discs replace the old rear drums,

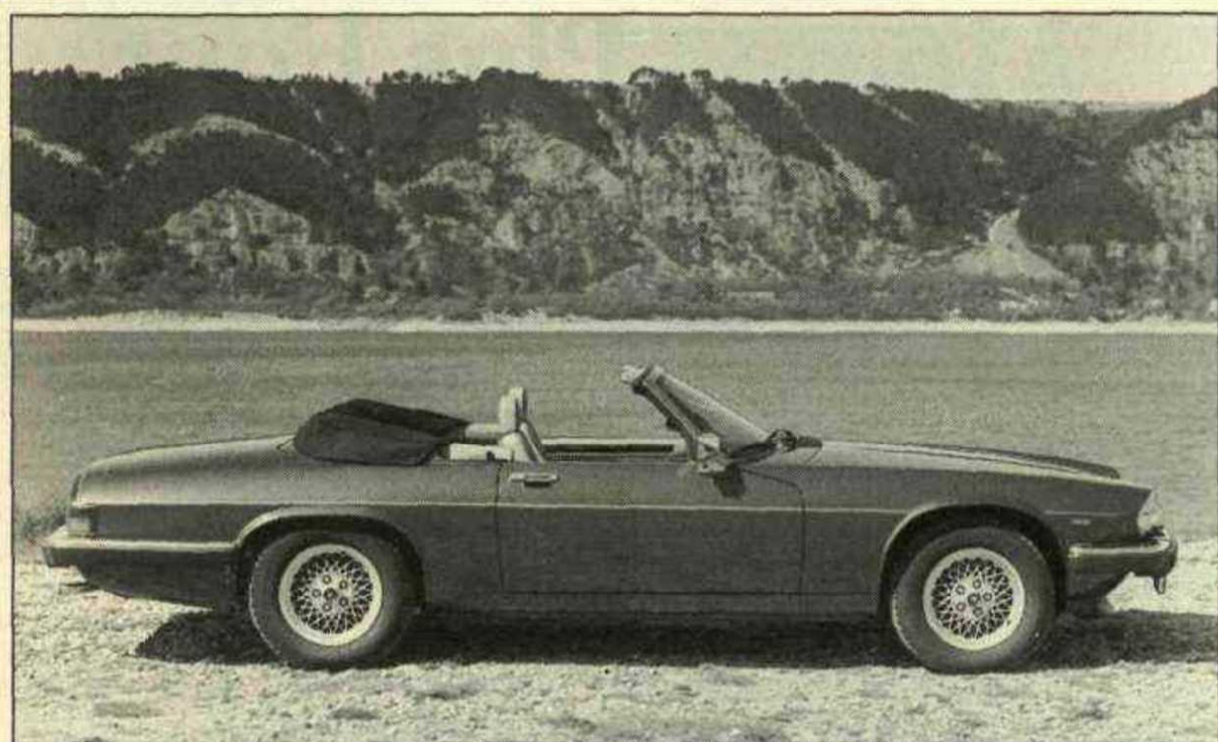


Vauxhall-Lotus Challenge engine's new home.

the better to match the ventilated front discs, and the power-steering rack is now more solidly mounted to eliminate any lost movement.

All in all, GM has done exactly what a specialist after-market tuner would once have done to the Astra, and the little hatch is now impressively well sorted. Always crisp, the 16V is just that bit sharper to turn in, flatter through the bend, and quicker on the exit as the torque of the new engine makes itself felt. GM claims that 90% of the maximum 150 lb ft is spread over 3300 to 6000 rpm, and there is no doubt that even fifth has a punchy feel.

To experience the new engine in Astra guise, the going rate is £11,775. This unit will become an important part of the overall Vauxhall-Opel range in the near future, but it is hard to imagine a new Cavalier making such good use of it. **GC**



Lynx decapitated the XJ-S years ago, but factory aims to radically expand rag-top sales.

Rejuvenated Teenager

It is a rare thing that a car should be raking in major press exposure after thirteen years of production, but with the announcement of the XJ-S V12 Convertible, Jaguar has brought renewed interest to its 150 mph Grand Tourer.

While the XJ-SC cabriolet (now dropped) was a gesture to open-air motoring compromised by fear of US roll-bar legislation, with a T-bar roof structure and solid detachable panels, the new car is a true convertible. An electro-hydraulically-powered hood stows itself behind the seats, and frameless side windows retract almost completely to make this one of the fastest (and probably the longest) two-seaters in the world.

The overall brief from Chairman John Egan was for a "world-class" convertible; main rivals will be the Mercedes SL and Porsche 911, plus Cadillac Allante and Chevrolet Corvette in the important US market. For the wealthy prospective buyers of these cars (the Jaguar will retail at £36,000), the traditional Jaguar refinement, walnut veneer and hide seats are all vital, with impeccable chassis behaviour to boot.

Despite having developed the Cabrio already, the convertible project carries little over from the T-bar car. There are over 150 new or modified panels in the shell, including tubes inserted into the sills and A-posts, all aimed at stiffening the cockpit area. New frameless door windows, minus quarter-lights, and a thinner direct-glazed screen help to minimise the inevitable drag penalty of a soft-top, only one point worse at 0.39 than the

coupé. Top speed, too, is down by a single mile at an official 150 mph, though 100 extra kg (220 extra pounds) prolongs the 0-60 time by about a third of a second to 7.9sec.

To close the roof the tonneau cover unclips, whereupon the press of a button on the centre console (only operative in the Park position) brings the fully lined hood sweeping over to the screen rail. Two manual levers clamp it home. With the generous space available because the two rear seats have been sacrificed, a heated glass rear window has been incorporated, which helps to make the raised roof look particularly tidy, and allows good rear vision. When closed, the interior is remarkably quiet, almost as silent as the coupé, just the swish of tyres betraying three-figure speeds, and of course summer comfort is assured with air-conditioning.

Two elements distinguished the new project from others at Browns Lane: German firm Karmann, acknowledged as expert in convertibles, was contracted not only for hood design work but also to design the production tooling which would be needed. This is not the first time that specialist firms have been sub-contracted recently, and, says Chief Engineer Jim Randle, it is not the last. In addition, the Jaguar board chose the "project management team" system to oversee the task. A twelve-man team was drawn from all the chief areas involved in designing the car, and took complete and exclusive responsibility for achieving the end result.

In all, the soft-top has taken three years work, but admirably fulfils its objectives.

Elegant with hood up or down, the car betrays little scuttle-shake; it is there, but minimal and well-damped, certainly on a par with other top convertibles. It has the sort of handling reserves which few drivers will ever test, and improved feel through the power-assisted wheel, previously so light.

Six-cylinder coupés now have the option of a sporting suspension pack which appreciably stiffens the normally very soft chassis, but that would be stressing the open car just too much and is not available; nevertheless, the convertible handles crisply, understeering modestly and predictably on 215/70 VR15 rubber. But the turning circle is poor, and even worse with the optional 235/60 tyres.

Only the 291 bhp V12 engine and three-speed auto set-up is offered; enormous torque (317lb ft) ensures good performance, though the response of the long-serving GM 400 box is nothing like the current generation of sporting autos or the XJ6 four-speed: kick-down can be laggardly, and the change-points are not as susceptible to driver control as, for example, the four-speed in the Porsche 928S4.

Other improvements common to all the XJ-S range are more sporting seats with heating and power lumbar adjustment, Teves anti-lock braking (including yaw compensation for unequal surfaces) and a new steering wheel.

Although the official line is that the Cabrio was "successful" at 2000 sales last year worldwide, Roger Putnam, Jaguar's Director of Sales and Marketing expects to dispose of double that number of convertibles in the rest of this year, and over 5000 in 1989. This is a major slice of XJ-S output which is seeing an astonishing resurgence in its fourteenth year (10,000 last year, 12,000 planned for '89), and will attract a large number of new customers as well as converting loyal buyers.

Now the most expensive available XJ-S, or for that matter Jaguar (£12,000 up from the base 3.6 coupé), the convertible is priced smack in the middle of the three Mercedes rag-tops (though the all-inclusive Jag undercuts on extras) and £5000 below the Porsche 911 Cabriolet. Have sports-car buyers ever been as spoilt? **GC**



Glass rear window and padded hood give almost hardtop lines to raised roof.



Ford's first works World Championship Rally victory of the Eighties blotted Lancia's copybook and opened new horizons for Didier Auriol.

Ford Right on Corse

For the first time since the rally began in 1956, a British car has won the Tour of Corsica. Frenchmen Didier Auriol and Bernard Occelli, who normally drive a British-prepared (RED) Ford Sierra Cosworth for Ford France and other sponsors, this time took a works car with full Boreham support and beat the Lancias and BMWs.

Not only was it the first time that Lancia has been beaten in a World Championship round this year, but the first time that Ford has won a round since 1981, and the Anglo-French celebrations afterwards were boisterous to say the least.

French and Italian cars have dominated the Tour of Corsica since its inception. Sixteen victories have gone to Renaults, Alpines, Citroëns and a Peugeot; eleven to Lancias, Fiats and an Alfa Romeo. The remaining four have been won by Porsches and a BMW.

Never until this year has there been a win by any of the makes, among them Saab, BMC, Ford, Nissan and Toyota, which have been active and successful in other rallies prominent in the world calendar.



Despite topping two-thirds of the special stages, Loubet (right) could not keep the winning run going for Lancia boss Fiorio.

The very nature of the event has much to do with this, for its origins were very much those of a mountain road race, with hardly enough time anywhere to change wheels or even to top up with fuel. It was modelled as a combination of the Targa Florio and the Alpine Rally, the continuous racing pressure of the former punctuated by the occasional time controls of the latter.

Its Mediterranean flavour, appealing to the temperament of southern Europeans, has always been apparent, and its location in Corsica enabled the French to escape the restrictive traffic regulations of mainland authorities and to run what was virtually a road race thinly disguised as a rally.

When the Coupe des Alpes itself finally succumbed to the advance of summer tourism and the increasing disenchantment of police and other authorities, the Tour of Corsica

RALLY REVIEW



Toyota's GT-Fours attracted much attention on their first outing, one netting sixth place.

became France's premier international rally, and it continued for some years to be run like a tarmac road race. Special stages were not the only means of finding a winner, for they were invariably contained within impossibly tight "selective" sections on which penalties were unavoidable.

Its atmosphere of furious urgency created an excitement in which Mediterranean people revelled, though since the Seventies the selective sections have been withdrawn and the average speed of road sections reduced, albeit only to bring them just within the bounds of possibility.

Some say that the steam has thus been taken out of the Tour of Corsica, but time allowances for road sections remain tighter than those of other European rallies, and the maximum permitted lateness varying between ten and twenty minutes is by no means to be trifled with.

It is therefore easy to appreciate the event's appeal to the French and the Italians, a popularity which may be enhanced by the fact that Corsica, although now French, has a strong Italian heritage of which the islanders are fiercely proud. Indeed, the names on shops and garage fronts could well be from a

street in Palermo, although if one asks a villager what he considers himself he will very likely say Corsican. To some of these people, the addition of the words *Rallye de France* to the title of the rally is an imposition they would prefer to be without.

Like most mountainous islands surrounded by a large expanse of sea, Corsica seems to attract cloud. Consequently, the weather can be pretty varied, and whilst the coast is enjoying hot sunshine the inland mountains can be lashed by rainstorms. The roads are narrow, tortuously twisty and invariably steep. Furthermore, their tarmac surfaces can vary from glass-smooth to something as abrasive as sharp, lumpy lava, and they can often be covered by loose gravel, pine needles or chestnut leaves, even in springtime if a good wind gets up. A wide selection of tyres is therefore essential for someone whose eye is on the winners' rostrum.

This year's route was mainly in three daytime legs divided by two night stops, but there was a one-stage prelude the day before the main start, in the form of a 1.8-mile crowd-puller just to the west of Ajaccio, the coastal town which hosted the event. It was really of no significance, attracted only a modest crowd, and presumably served only to satisfy FISA's requirement for television-type "super-specials".

Entries this year numbered 93, but professional teams with cars capable of winning were indeed few. Lancia left its Italian and Finnish drivers at home and brought just two Delta Integrale for French crews Loubet/Vieu and Saby/Fauchille. However, there were Group N versions of the car driven by Frenchmen Chauche/Barjou, Italians Del Zoppo/Scalvini and Argentinians Recalde/De Buono.

Ford's main concern of late has been co-operating with importers and private preparation shops to run cars in several national championships, including those of France and Spain, but for the Tour of Corsica the Boreham team was present in strength to support factory entries for Auriol/Occelli and Spanish pair Sainz/Moya, and these were expected to be Lancia's main challengers.

Four-wheel-drive cars do not really give of their best on tarmac, so it was something of a brave move by Toyota Europe to bring to Corsica two newly homologated 4WD Celica GT-Fours for the car's first competitive outing. The team realised before coming, of course, that its chances of a win were slim, but it nevertheless wanted to put the car to a stiff test and learn lessons, which it certainly did. The drivers were Finns Kankkunen/Piironen and the Swedish-German pair Eriksson/Diekmann.

Neither Toyota driver professes to be a tarmac specialist, but both were keen to put the car to the test in the deep end, prior to their remaining 1988 programme which includes Acropolis, 1000 Lakes, San Remo and RAC rallies.

Britain's Prodrive organisation brought three BMW M3s for Chatriot/Perin, Duez/Thimonier and Béguin/Lenne, all three backed by Bastos and Motul. As last year's winner, Béguin started at number one.

There were no cars actually entered by Renault, but it was very much a team effort and company staff were there to look after the R5 GT Turbo of Alain and Sylvie Oreille and the R21 Turbo of Bugalski/Andrié, both cars in the Gp N category.

Skoda brought two 130Ls for Krecek/Motl and Kvaizar/Janecek, and there were four Citroën AX Sports for Montagne/Burgoïn, Jacques/Muller, Chomet/Thimonier and Poggi/Chiaroni. The two latter crews put up an amazingly consistent performance, with almost equal times on stage after stage.

Although cloudy, the weather was good for the short stage on the day before the proper start. The Lancias of Saby and Loubet made best times, just one second apart, but penalty differences were so small as to be of no significance. Recalde was unfortunate; he collected a puncture.

The following day the weather was still fine, but the abrasive roads warmed up tyres far too quickly and many began losing their adhesion, wearing out too fast and even puncturing. Duez was unfortunate on the first stage to have a puncture; after stopping to change the wheel he could not start his BMW's engine and it took a good ten minutes of pushing to get it going.

Loubet took the early lead, with Auriol very close. Saby's brake balance was not to his liking and he later went off the road, punctured and lost well over three minutes. Del Zoppo's Lancia stopped with broken transmission, whilst Béguin complained bitterly of the poor handling of his BMW M3.

Sainz had his Sierra's rear axle changed after it became noisy, whilst Chatriot lost three minutes as a faulty alternator was traced to a broken wire. Chauche retired after putting his Delta off the road, whilst Sainz had to cope with a faulty turbocharger for two stages, the Ford team's helicopter only being able to take a replacement to him after he had descended from a cloud-covered mountain.

Although forbidden to take mechanics or spares into special stages, helicopters were much in evidence as usual, transporting mechanics, film crews, medical staff, police, etc. Dense forests and steep mountains provide precious few suitable landing sites in inland Corsica, and we heard that one pilot, having failed to find anything else, radioed down to ask permission of a householder, then landed, very gently, on his flat roof!

Duez, whose intercom had earlier been giving trouble, hit a bridge parapet and damaged his BMW too badly to continue, whilst Recalde also went out after putting his Lancia off the road.

Loubet and Auriol were emerging as the two main rivals, the Lancia leading the Ford, and it is interesting to observe that only two



Yves Loubet's Integrale was consistently fast but a broken gear selector link cost him dear.

years ago they were both in France's Junior Category.

On the first stage of the next day, Auriol almost put paid to his chances by going off and bending his rear axle and a wishbone. He did not lose much time, but his car was badly twisted and mechanics really had to work hard to get it in shape to carry on. In fact, the repairs were spread over several service points, so Auriol was beset by bad handling for some time.

But Auriol's misfortune was matched by Loubet's. On the same stage that the Ford went off, a gear selector link broke on the

Lancia, leaving Loubet stuck in neutral! However, he crawled under the car and used the jack to force the selector into a gear in which he was able to get off the stage, almost holding his breath lest it should jump out again! He lost eight minutes in all and dropped from the lead to seventh.

For the remainder of the rally, Loubet drove like a demon, several times going off the road slightly — and bringing half a bush to the stage finish on one occasion — but nevertheless making best time on stage after stage. However, there was little chance of his catching Auriol, who was now concentrating

on staying ahead of Béguin.

The two Toyota drivers had been gradually, stage by stage, having their suspensions improved, but the car was not really a tarmac racer in the first place and all they could do was stay in the first ten. Eriksson lost much time when a prop-shaft broke and he was unable to leave the stop line of a stage. Mechanics eventually got to him with a replacement, but he lost three road minutes and finished sixth.

Team-mate Kankkunen got up to third place at one stage, but on the final day a mystery electrical failure stopped his engine and he was out, which was a great pity since a high place would have been immensely satisfying for Toyota on its first outing with the car.

Bugalski's Renault was badly damaged in a collision with a non-competing car which crossed his path near Calvi, and although he managed to struggle on he eventually called it a day when his fanbelt came off and the engine overheated.

At the start of the final day Béguin was only two minutes behind Auriol, and was determined to keep up his pressure on the leader, hoping that he would make a mistake. But Auriol refused to be ruffled and drove without taking any risks. Béguin himself, on the other hand, was so angry at losing time with a jammed gear selector that on the very next stage he went off the road so heavily that the whole car was twisted, its left rear tyre rubbing the body.

Béguin's challenge was over, although he did manage to get the distorted car to the finish, in seventh place. Another to be disappointed was Patrick Bernardini who had been leading the private entrants' class. A



Béguin's Prodrive M3 was seeded one after success last year, but could not catch Auriol.

broken hub sent his BMW 325i off the road, breaking two wheels, and he had to wait for a team-mate to come along to take his spare. He might just have kept his class lead, but two stages later his head-gasket blew and he was out.

French privateer Guy Fiori should then have inherited the class lead, but the stewards threw him out of that class on the grounds that it was not his name, but his father's, on his car's registration papers.

Didier Auriol drove an intelligent rally

indeed, never putting his car at risk more than necessary, coaxing it along throughout the time it was being gradually put right after his one mishap, and refusing to be pushed by the pressing Béguin into overstepping his limit. His first ever World Championship win puts him right up to seventh place in that series, and moves Ford up to second among the makes. Pierre-César Baroni joined the celebrations afterwards; he won the Group N category, the so-called "showroom-standard" class. **GP**



On the Alfa 75 V6 3-litre's World Championship debut, Paul Rouby and Jean-Louis Martin managed eighth place.

WORLD RALLY CHAMPIONSHIP Round 5 for Drivers and Manufacturers, Tour of Corsica, May 3-6

TOP 20 STARTERS

1	B. Béquin/J.-J. Lenne	BMW M3
2	J. Kankkunen/J. Piironen	Toyota Celica GT-Four
3	Y. Loubet/J.-B. Vieu	Lancia Delta Integrale
5	K. Eriksson/P. Diekmann	Toyota Celica GT-Four
6	B. Saby/J.-F. Fauchille	Lancia Delta Integrale
7	J. Recalde/J. Del Buono	Lancia Delta Integrale
8	D. Auriol/B. Occelli	Ford Sierra RS Cosworth
9	F. Chatriot/M. Perin	BMW M3
10	F. Chauche/T. Barjou	Lancia Delta Integrale
11	A. Oreille/S. Oreille	Renault 5 GT Turbo
12	C. Sainz/L. Moya	Ford Sierra RS Cosworth
14	G. Del Zoppo/P. Scalvini	Lancia Delta Integrale
15	M. Duez/P. Thimonier	BMW M3
16	P. Rouby/J.-L. Martin	Alfa Romeo 75 V6
17	M. Chomat/G. Thimonier	Citroën AX Sport
18	L. Krecek/B. Motl	Skoda 130L
19	P.-C. Baroni/M. Rousseau	Ford Sierra RS Cosworth
20	J. de la Foata/D. Joyes	Renault 21 Turbo
21	P. Bugalski/J.-M. Andrié	Renault 21 Turbo
23	P. Bernardini/J. Bernardini	BMW 325i

RESULTS

1st	Didier Auriol (F)/Bernard Occelli (F)	Ford Sierra Cosworth	A	7h12m04s
2nd	Yves Loubet (F)/Jean-Bernard Vieu (F)	Lancia Delta Integrale 4wd	A	7h15m09s
3rd	Bruno Saby (F)/Jean-François Fauchille (F)	Lancia Delta Integrale 4wd	A	7h16m53s
4th	François Chatriot (F)/Michel Périn (F)	BMW M3	A	7h23m28s
5th	Carlos Sainz (E)/Luis Moya (E)	Ford Sierra Cosworth	A	7h26m09s
6th	Kenneth Eriksson (S)/Peter Diekmann (D)	Toyota Celica GT-Four 4wd	A	7h29m24s
7th	Bernard Béguin (F)/Jean-Jacques Lenne (F)	BMW M3	A	7h35m08s
8th	Paul Rouby (F)/Jean-Louis Martin (F)	Alfa Romeo 75 V6	A	7h44m59s
9th	Pierre-César Baroni (F)/Michel Rousseau (F)	Ford Sierra Cosworth	N	7h45m17s
10th	Alain Oreille (F)/Sylvie Oreille (F)	Renault 5 GT Turbo	N	7h46m02s
R	Patrick Bernardini (I)/Jose Bernardini (I)	BMW 325i		head gasket
R	Juha Kankkunen (SF)/Juha Piironen (SF)	Toyota Celica GT-Four 4wd		engine
R	Philippe Bugalski (F)/Jean-Marc Andrié (F)	Renault 21 Turbo		accident
R	Jorge Recalde (ARG)/Jorge del Buono (ARG)	Lancia Delta Integrale 4wd		accident
R	Marc Duez (B)/Pierre Thimonier (F)	BMW M3		accident
R	Ladislav Krecek (CS)/Borivoj Motl (CS)	Skoda 130L		engine
R	François Chauche (F)/Christian Teyssier (F)	Lancia Delta Integrale 4wd		accident
R	Giovanni Del Zoppo (I)/Pierangelo Scalvini (I)	Lancia Delta Integrale 4wd		differential

92 starters, 42 finishers

Group A Overall and over 2000cc: Auriol/Occelli. **1600cc to 2000cc:** P. Maillot/H. Duverger (Peugeot 205 GTi). **1300cc to 1600cc:** F. Bassoul/P. Giacomini (Citroën BX); **1150cc to 1300cc:** L. Poggi/J.-P. Chaironi (Citroën AX Sport). **Up to 1150cc:** No starters. **Group N Overall:** Baroni/Rousseau. **Group B:** J.-M. Sanchez/J.-P. Solbes (Talbot Samba Rallye).

Drivers Championship: 1. Biasion 40; 2. Saby 32; 3. Fiorio 30; 4. Loubet 27; 5. Alén 26; 6. Blomqvist 23; 7. Auriol 20; 8. Eriksson 16; 9. Kirkland 15; 10. Ballet, Torph, Eklund 12; 13. Oreille 11.

Manufacturers Championship: 1. Lancia 97; 2. Ford 47; 3. Audi, BMW 25; 5. Renault 24; 6. Mazda 22; 7. Toyota 20; 8. Nissan 17; 9. Peugeot 14; 10. Opel 10; 11. Subaru 8; 12. Volkswagen 6; 13. Vauxhall, Alfa Romeo 4.



Sainz' Cosworth backed up Auriol with fifth place in Corsica.



Airikkala's Welsh performance brought his second Open success of 1988.

SHELL OILS RAC MSA OPEN RALLY CHAMPIONSHIP Round 3, Welsh International, April 30-May 1

TOP 20 STARTERS

1	McRae/Arthur	Ford Sierra RS Cosworth
2	Llewellyn/Short	Audi 200 Quattro
3	Lovell/Harryman	Ford Sierra RS Cosworth
4	Airikkala/McNamee	Mitsubishi Starion Turbo
6	Wilson/Grindrod	Vauxhall Astra GTE
7	Sundström/Willis	Mazda 323 Turbo 4x4
8	Jonsson/Bäckman	Opel Kadett GSi
9	Edling/Watkins	Mazda 323 Turbo 4x4
10	Aitken-Walker/Morgan	Peugeot 205GTi 1.9
11	Grundel/Rainbow	Peugeot 309GTi
12	Haugland/Bohlin	Skoda 130L
14	Collins/Thomas	Ford Sierra RS Cosworth
15	Metcalfe/Broad	Vauxhall Astra GTE
16	Fisher/Frazer	Ford Sierra RS Cosworth
17	Evans/Davies	Ford Sierra RS Cosworth
18	Birkbeck/Godden	Vauxhall Astra GTE
20	Wood/Paterson	Volkswagen Golf GTI
21	Middleton/Watts	Toyota Corolla GT
22	Maslen/Balfour	Mazda 323 Turbo 4x4

RESULTS

1st	Pentti Airikkala/Ronan McNamee	Mitsubishi Starion Turbo	A	3h19m26s
2nd	Jimmy McRae/Rob Arthur	Ford Sierra Cosworth	A	3h19m54s
3rd	Malcolm Wilson/Ian Grindrod	Vauxhall Astra GTE	A	3h22m03s
4th	Thorbjörn Edling/Paul Watkins	Mazda 323 Turbo 4x4	A	3h25m13s
5th	Phil Collins/Bryan Thomas	Ford Sierra Cosworth	A	3h26m11s
6th	Mark Lovell/Terry Harryman	Ford Sierra Cosworth	A	3h26m45s
7th	Louise Aitken-Walker/Ellen Morgan	Peugeot 205GTi 1.9	A	3h26m58s
8th	Dave Metcalfe/Mike Broad	Vauxhall Astra GTE	A	3h27m38s
9th	Gwynndaf Evans/Howard Davies	Ford Sierra Cosworth	N	3h28m06s
10th	Mats Jonsson/Lars Bäckman	Opel Kadett GSi	A	3h28m08s
R	Mikael Sundström/Bobby Willis	Mazda 323 Turbo 4x4		turbo
R	David Llewellyn/Phil Short	Audi 200 Quattro	A	accident

Group A Overall and Over 2000cc: Airikkala/McNamee. **1600cc to 2000cc:** Wilson/Grindrod. **1300cc to 1600cc:** Graham Middleton/Peter Watts (Toyota Corolla GT). **Up to 1300cc:** Colin McRae/Derek Ringer (Vauxhall Nova).

Group N Overall and Over 2000cc: Evans/Davies. **1600cc to 2000cc:** Terry Cree/Christine Parling (VW Golf GTi). **1300cc to 1600cc:** Chris Blake/Alan Hill (Toyota Corolla). **Up to 1300cc:** Mike Williams/John Youd (Vauxhall Nova).

Drivers Championship: 1. Airikkala 68; 2. Aitken-Walker 54; 3. McRae 47; 4. Metcalfe 45; 5. Collins 41. **Manufacturers Championship:** 1. Ford 55; 2. Vauxhall 39; 3. Peugeot 36; 4. Mitsubishi 30; 5. Toyota 17.

Steep but Cheap

A regular competitor in ACTC and MCC events in his self-constructed and self-engineered VW "Shorty" special, David Alderson describes the delights of Classic Trials.

It is perhaps difficult for the layman to perceive a form of motor sport which doesn't involve racing, speed or the stopwatch — but if you decide to sample Classic Trials, be prepared to spend several of the coming years in frenzied attempts to propel your chosen trials-iron up sections of the steepest and roughest county roads in these fair isles.

Despite the post-war evolution of sporting trials, with their highly specialised restricted-formula cars, and production-car trials, the gentle art of trickling road cars up grassy slopes, Classic Trials have survived in a format developed in the halcyon days of road trialing, the 1930s.

From those pre-war times when teams of works-supported and often works-prepared light sports cars of the day drew sizeable crowds of spectators, the sport sadly passed through ever leaner years with only the Motor Cycling Club continuing to promote its Land's End, Exeter and Edinburgh trials regularly. Then, during the 1970s, an increasing number of clubmen, often disillusioned by the spiralling costs of other branches of motor sport, began to turn their attention to this old-established and totally compelling form of "grass roots" motor sport.

To cater for the rekindled interest, a number of clubs joined together to form the Association of Classic Trials Clubs.

In 1984 the ACTC, now numbering twenty member clubs including the MCC, ran its first Classic Trials Championship. Over one hundred drivers registered in that first year, being at last able to compete regularly in trials without resorting to scouring through the Blue Book for event details. The ACTC's mailing list put competitors and organisers in regular contact and with a carefully formulated but simple set of rules and regulation. That first year's championship was a resounding success which has thankfully been repeated annually since.

The format of a Classic Trial involves driving the trials car on a specified road route, normally between 60 and 100 miles in the day. These routes are strictly non-competitive and link the various sections where the true action takes place. The requirement to drive the cars on the road imposes Department of Transport legality and therefore assists in restricting the cars' specialised nature.

The sections themselves (there are usually an average of fifteen on a championship Trial) are tackled from a standing start, and have to be climbed non-stop to gain a "clean". Occasionally a stop and re-start line will be introduced to even out the classes or spice up a



section. The gradients are steep (up to 1 in 3 on occasions!), the surfaces are difficult in the extreme, mud, rocks, tree roots, deep holes, tight corkscrew bends, fords; any, or preferably all combined, that is the challenge.

Generally previewing of the sections is not permitted these days, so the drivers have had to develop skills of instantaneous judgement of the "line" and approach. The emphasis is placed squarely on driver ability and experience. Passengers are compulsory and most crews develop their technique together. A competent and experienced "bouncer" makes a considerable contribution on many of the climbs, in addition to following the printed route card and generally assisting with tyre inflation and running repairs.

Classic Trials cars fall into two main categories: the specials and the production-based cars. Preparation of both types of car is basically similar in that suspension is normally raised to increase ground clearance, some lightening within the framework of the regulations is carried out, underbody protections in the form of sump and exhaust guards are fitted, plus judicious placing of ballast to improve traction. Normally this is achieved by fitting an external twin spare wheel carrier on the back of the car. Those spare wheels do get used because there is no minimum tyre pressure regulation so 5-10 psi is the norm for better grip, with security bolts to stop tyre-creep on the rims. Cars rarely get out of bottom gear so wild engines are simply not required. To ensure costs are kept within reason, there is a complete ban on sponsorship.

The favourite production-based cars are VW Beetles, MK1 and MK2 Escorts, and Spridgets. Any of these cars will provide an ideal and inexpensive starting point.

Specials offer a wide variety of choice. They include purpose-built front-engined trials cars such as Dellow's; yes, there are still many

of these lovely old 1950s trials-irons in regular use, although the really competitive ones are now sporting OHV engines and modern transmissions.

With interest growing steadily, many drivers have felt encouraged enough to build "one-off" specials, and this has inevitably led to a small production run of one particularly successful example, the Troll MK6. These attractive, purposeful and fully roadable little cars are slowly increasing in number, each one appearing to be even better finished than the last. They are truly in the spirit of the Classic Trials special. VW Buggies have also proved competitive and are popular mounts.

The ranks are occasionally swelled by the odd glorious old V8 Allard, or similar, and of course there are classes for pre-war cars which are strongly encouraged.

The ACTC championship is run in two leagues, each with identical top five trophies. The "Wheelspin" league takes account of overall performances, whilst the "Crackington" league rewards class performances. The top five in the overall performance scoring are precluded from taking the class trophies at the end of season, so there is a good spread of the silverware.

The format of the three MCC trials involves a road mileage of up to 400 miles, spread over a Friday night and Saturday, and they incorporate some of the oldest sections in continuous use, with names which conjure up magical memories amongst trialsmen: Blue Hills, Simms, Beggars Roost, Bamford Clough, Litton Slack, and so on.

The MCC continues to award its gold, silver and bronze medals on an individual performance basis, and by far the most coveted trialing award remains an MCC "Triple". These delightful silver-fingered signposts are presented annually only to the fortunate few who manage to gain gold medals on all three MCC trials in a single year.

Strenuous efforts are constantly made by both ACTC and MCC to maintain an acceptable public face. This involves much pre-event PR work, rigid behaviour guidelines for competitors, and extreme courtesy to other countryside users. That Classic Trials are welcomed back, year after year, into areas where other forms of road motor sport have caused public outcries for blanket bans says much indeed for the sport's excellent image.

The spirit of sportsmanship and enthusiasm are unrivalled, the budgets are within reach, and all you need is club membership, a "Clubman C" licence, and the car. Shall we see you on the sections?

The Classic Trials season runs from September to April, with championship scoring from January to December annually. More information is available from the ACTC, Mrs Jenny Vowden, Batavia, Jacks Lane, Barton, Torquay, Devon TQ2 8QX, and from the MCC, Mr H W Tucker-Peake, Upper Stonecroft, Finmere, nr Buckingham MK184JA. DA

Reflected Glory

In the years after the Second World War, as Fiat, like every other European manufacturer, struggled to plan a modern range of cars for the Fifties, the first post-war Mille Miglia race, to be run in 1947, became the rallying point for the Italian motor industry. A population battered by conflict and yearning for peacetime excitements would flock to the roadside, and the rewards for the successful makers would be greater than ever.

What Fiat needed was a flag-waver, not only to make an impact on the Italian public in the greatest road-race of them all, but to kindle enthusiasm within the Fiat factories. Fanning this spark of sporting excitement was Fiat's new Director of Design, Dante Giacosa, already experienced with the 1100 engine through his work on single-seater and sports Cisitalias, and it was the 1100 range which was to tide the huge company over the immediate years of post-war recuperation.

At the heart of the various 1100s was a development of the four-cylinder engine which had powered the pretty little Balilla Fiats before the War, and which from 1937 crystallised into the Type 508C, with overhead valves and a capacity of 1089cc. This was the car from which sprang the 508C MM, specially built for the 1938 Mille Miglia.

Fiat had, of course, no real hope of defeating the super-charged Alfa Romeos in the 1000 mile spectacle, relying instead on the efficiency, robustness, and handling of the little coupé — plus the skills of Taruffi at the wheel — to win its "National Sports Car Class" in that debut year. With modifications orchestrated by Giacosa, the 508C MM engine produced 42bhp — good for its class — and the chassis featured an advanced independent front suspension system using enclosed coil springs. But what elevated the car above its contemporaries was its all-enveloping bodywork: smoothly panelled between grille and sloping headlamps, the cabin, so narrow that driver and navigator sat in staggered seats, tapered away to a narrow upright tail, almost a fin, with a tiny square rear window.

Together with the reduced weight of the copiously-pierced channel-section chassis with cruciform reinforcement, the slippery little car could achieve just short of 90 mph, an impressive achievement for something based on the chassis and engine of a small family car.

Such was the basis of the 1947 1100S: a short run of handbuilt cars with a body derived from the pre-war Mille Miglia car, but sporting a shorter tail and more of a cut-off to the cabin above the waistline; this allowed for a more usefully-sized rear window.

Steady development of the pushrod unit with its chain-driven camshaft mounted low down in the iron block, plus a downdraught Weber carburettor and a cr of 7.5:1, brought the 1100S engine up to 51 bhp, and there was a four-speed gearbox, together with a transmission brake on the output shaft, and a higher ratio differential. Top speed was over 90 mph, and the works cars, completed barely in time for the

Mille Miglia, achieved an astonishing 5-6-7-8 result in the gruelling event, behind Biondetti's 2.9 8C Alfa Romeo and a trio of Cisitalias. The following year there was even more to boast about: the sturdy coupés put up an average speed only 8 mph down on the victorious V12 Ferrari to finish third and fourth overall.

And the car's endurance was proven at Spa in the 24-hour races of 1948 and 1949, then being run to sports-car rules, when on both occasions the Fiats were the best of the 1100cc class, running for hour after hour in line astern like a string of ducklings.

This was a valuable boost to the Turin firm, which not only benefited from the reflected glory on the ordinary 1100 saloon, but suddenly had privateer competitors and sports enthusiasts clamouring to buy this fast and rugged factory special. By the time the 1100S was replaced by a

new 2+2 in 1950, a total of 401 had been built. It was a small enough number, but significant in bringing to Fiat some of the glamour of the great sports-car builders of Italy.

Looking at one example now, the lines seem quaint, even eccentric; the vee windscreen and domed roof give the tiny car (it is only 4 ft 10 in wide) a worried look, while the unrelieved alloy panels behind the crew's heads accentuate the cramped feeling of the cockpit. Within the heavily-framed window openings only the sliding quarter-lights offer any ventilation. But considering this is a car evolved in the Thirties and built in the shadow of WWII, it is remarkably uncluttered with drag-inducing details. Recessed

door handles tuck away completely, the rear arches take infill spats, there are no mirrors, and the tapering tail has no boot opening, just a projecting flip-top filler cap for the large fuel tank which occupies most of it.

Inside, the lightweight structure (the car weighs 1800 lb) is very obvious: there is no roof trim whatsoever, and the pierced square metal ribs stand out against the bare black-painted metal. On the flat floor sit two well-shaped and really rather comfortable pleated leather bucket seats, with a handle provided for the co-driver to brace himself in place over the more dramatic sections of the Futa Pass. Behind is an upholstered board, a token seat which folds down to open up the carpeted "boot space" below the curving backlight where a spare wheel lies flat.

Large leather pockets adorn the doors, along with a wonderful padded leather arm-rest mounted on chrome pillars for the driver's benefit — while waiting for the race-start, presumably. A simple painted dash carries the basic instrumentation, a mixture of Jaeger and VDO, supplemented by a later owner with an auxiliary switch panel. Other controls, including the long gear-lever, are fitted with bright yellow plastic knobs, and a push-button radio of later vintage has been added under the fascia, with a separate box of valves under the bonnet.

Lifting the heart-shaped bonnet reveals that this particular car has



Fiat's baby coupé brought immediate class triumphs.

VETERAN TO CLASSIC



Worn leather (above) shows used and unrestored condition of car, built in 1947 and stored since 1964. Competition use is clear from the co-driver's foot-brace and grab handle behind driver's bucket seat. Main windows are fixed, quarter-lights slide open.

Simple painted fascia (below) has hand-written legends to explain cryptic Italian factory lettering, plus extra switches added below. Note roman numerals on gear-lever.

Despite its modest 1100cc ohv engine, the slippery coupé (top right) could top 90mph. A similar car won the general classification in



this year's Mille Miglia retrospective, driven by a mother and son pairing.

Lightweight construction of the hand-built car is evident in the pierced framing to the bonnet (left). Below are the two cylindrical air cleaners of the twin down-draught Solexes which feed the alloy head, iron block unit.

On post-war cars the tail was truncated, and the roof-line dropped more sharply, allowing for a more useful rear window (below). Large fuel-tank occupies much of the tail; all cargo goes behind the seats.



Fiat 1100S Coupé

had further modifications: twin downdraught Solex carburettors have replaced the single Weber, and an oil cooler is tucked up in front of the radiator. A dainty anti-roll bar connects the front wheels, which are suspended by a lower wishbone and an upper link. This link has a rocker extension beyond the pivot which bears on a vertical spring and integral telescopic shock absorber, all completely encased in an oil-bath. Compact, advanced, and effective, this system was again used two years after the last 1100S had been assembled in the even rarer 8V sports coupé.

Stopping the 1100S was taken care of by small drums on each wheel, plus the aforementioned transmission handbrake, and the ornate steering wheel turned the narrow 5.00—15 in tyres by a worm and sector mechanism.

Although the car we photographed (courtesy of John Harper's Retrosport organisation, who had just sold it to an English customer) needed a carburettor problem sorted before it could be driven, we can look back to when this magazine used a standard Balilla saloon to visit the new Prescott Hillclimb course in 1938. The car scored good marks for its light smooth steering, for its precise though rather slow gearchange, and

particularly for the damping qualities of the independent front suspension, with the criticism that it rolled excessively, something which is unlikely to have applied to the 1100S with its lower centre of gravity.



Finally, in 1950, this advanced shape was replaced by a very stylish and modern Pininfarina body on the same chassis. Known as the ES, this was a more sophisticated machine, properly trimmed and boasting close-coupled 2+2 accommodation. But it was also larger and heavier, requiring a lower axle ratio and ending up slower than the car it replaced. The new car was produced only until 1951, and totalled a mere 50 examples. But if the car did not last, the style was an important one for Pininfarina; the lines carried through strongly to the Lancia Aurelia of only a year later, which influenced so many sporting coupés of succeeding years.

What began as a rather odd-looking Mille Miglia special in 1938 blossomed after the war into a car not only of sporting significance, but of aesthetic importance too; a precursor of a continuing and surprisingly full series of sports-cars that have come from the Torinese manufacturer. **GC**

PINK
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VETERAN TO CLASSIC VSCC Silverstone

Fine if cold weather, a large attendance and an entry of 232 cars on April 23 made the first Vintage Sports Car Club race meeting of 1988 a memorable one.

Two intended attractions at Silverstone were the Bugatti Royale and "Babs", the 27-litre aero-engined Parry Thomas car due to race for the first time since 1926 when it lapped Brooklands at 125.77 mph. However, "Babs" suffered a con-rod failure on its warm-up lap, and the Royale did only a slow lap or two before refusing to restart and leaving in a van. Someone was heard to suggest that the VSCC must be a very wealthy club to have a £5½-million course-car!

The ten-lap scratch race for the Itala Trophy saw Ivan Dutton invincible in a borrowed red Bugatti, essentially a brand-new Butti T35B. Bob Roberts did his best in the Midland Motor Museum's V12 4-litre Sunbeam, lapping rather faster than Dutton, but to no avail; the Bugatti won by 11.7 seconds after a best lap of 82.46 mph. Kain's 1929 T35B was third, followed by the similar cars of Horton and Cardy.

Stu Harper's incredible Morgan three-wheeler found a way round Schellenberg's big Barnato Hassan (watched by Wally Hassan), which Keith did well to keep in seventh place. Tim Llewellyn and Harvey Hine, meanwhile, battled it out in their Bentleys (Tim's now with a 5.3-litre cylinder-block, which might be why it prevailed over the 3/4½). Since the 1914 GP Opel was not ready, Valentine Lindsay ran the Rolls-Royce PII tourer to get points on his novice licence; it went well, lapping fractionally quicker than the 1904 GB Star, at 51.27 mph.

Another unchallenged winner, this time in the Patrick Lindsay ten-lap scratch race, was Anthony Mayman in ERA R4D, which has lost 100 lb during the winter and lapped Duly's Alfa Romeo before half-distance. Lapping at 90.03 mph, Mayman took the flag 5.1 seconds ahead of Bill Morris in ERA R12B, which is also rumoured to be lighter this season.

Ludovic Lindsay was third in R5B, with Classic and Ricketts next home, making this an ERA occasion. In contrast, Peter Morley and the 24-litre Napier-Bentley were caught for thirteenth place by Elmgren's 6CM Maserati, but reversed the decision on the last lap by a mere 0.7 seconds.



Pilkington's Talbot and Spollan's Alfa Romeo headed the grid for the Fox & Nicholl 10-lapper.

Easy Does It

Those who came for sheer speed had their fill of it in the Allcomers' race, also over ten laps from scratch. It had been feared that clutch-actuating problems might cause Neil Corner's 1960 Ferrari to start from the back of the grid, but this proved not to be necessary—driving a model race in the marvellous-sounding 3-litre Dino, he won by 15.5 seconds from Mayman's Lotus 16.

Last year's winner, the Hon A Rothschild, finished third in the P25 BRM, but pre-war cars were not to be denied, with Morris and Lindsay next up in front of Duffy's B-Type Connaught and MacPherson's Cooper-Bristol. Grant Peterkin must have been gratified to come in eighth in his previously troublesome Formula Two Alta.

The remaining ten-lap scratch event was the Fox & Nicholl race for the bigger sportscars, although some of the entries if disguised as such would have been given a quizzical look by dear old Arthur Fox! Here we saw yet another easy victory, Spollan's Alfa Romeo Monza replica (once a drophead coupé, we are told) winning at 78.65 mph. Pilkington's Talbot Lago, which had had its carburettor gaskets replaced beforehand, lapped even faster in second place, while

Sparrowhawk's 4.3 Alvis was third.

There was one other scratch race, this time over just five laps, which was won by a blown Riley Sprite, from the ex-Brooklands Dunham Alvis and Fletcher-Jones' blown Lagonda Rapier. Unfortunately, Seber crashed badly in his Wolseley Hornet.

The day had opened with the customary high-speed trial which is such a good beginners' event; Goodman Jnr was making his first appearance in dad's Riley, for instance, while Ann Shoosmith's more experienced son took the wheel of her Bentley with the original HM-Bentley slab-tank body.

It was nice to see Tom Delaney racing his ex-Brooklands Hyper Lea-Francis (the one with the huge No 11 Cozette supercharger) and Nigel Corner run home fourth in the F&N race in the Ronnie Symondson Corsica-bodied T57S Bugatti which took part in the 1936 TT. Dr Bscher drove the genuine ex-Tongue Maserati 4CL, and Gillies the Riley which H L Brooke ran (with no body) just after the war; its present bulbous body was put on by George Nixon.

This time the Bentley-Royce was in trouble, but Burrell is threatening to build another—with a blown PIII engine! **WB**

RESULTS

VSCC Silverstone, April 23

Allcomers' Scratch Race:	N. Corner (Ferrari)	93.79mph
Patrick Lindsay Scratch Race:	A. Mayman (ERA)	87.40mph
Itala Trophy Race:	I. Dutton (Bugatti)	80.55mph
Lanchester Trophy Race:	E. Benfield (Alvis)	62.57mph
Fox & Nicholl Trophy Race:	B. Spollan (Alfa Romeo)	77.28mph
Five-Lap Scratch Race:	M. Sayers (Riley)	76.41mph
First Five-Lap Handicap:	P. Baker (Alvis)	57.76mph
Second Five-Lap Handicap:	B. Smith (Alvis)	60.58mph
Third Five-Lap Handicap:	M. Sayers (Riley)	75.55mph
Fourth Five-Lap Handicap:	W. Fox (Delahaye)	68.51mph
Fastest Lap of the Day:	N. Corner (Ferrari)	95.68mph

MOTOR SPORT Brooklands Memorial Trophy leader:

M. Sayers (1937 Riley Sprite Special), 36pts.

Next Round: Silverstone, June 25.



Venables-Llewellyn trades tarmac for turf as Roberts' Sunbeam blasts by.

The Roads of the 1920s

Owen John's diary gave some good advice in 1927 about hotels. This is too dated to have any value today, of course, although names such as the "Beetle and Wedge" at Moulsoford, the "Beauregard" at Shillingford, the "George and the Lamb" at Wallingford and the "Barley Mow" at Clifton Hampden set the period and, if they were as good as OJ says they were, one hopes they have survived.

The waterways were beginning to attract motorists, as the roads became ever more crowded, and OJ confessed to be looking for a motor-punt. Caravans, too, were out and about, and at least one Trojan Utility was used to tow a Hutchings trailer-van, which had double walls covered in leather fabric.

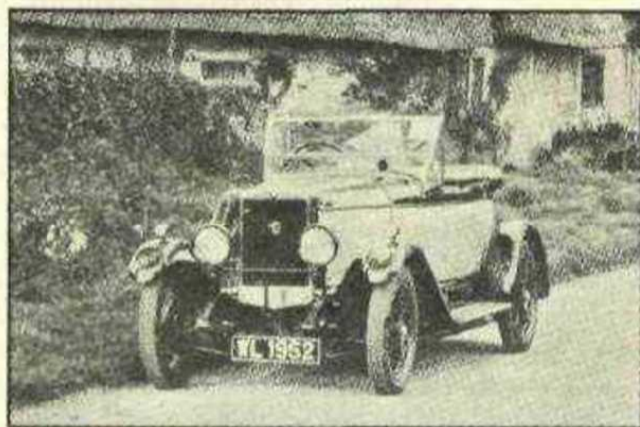
OJ had done a tour of Kent and Sussex, recommending the "Old White Hart" at Lewes and "The Fountains" at Canterbury. On the way back he drank waters at "The Pantiles" in Tunbridge Wells and stopped for tea at the "White Lion" in Cobham, which still exists to this day.

As for the roads of 1927, the English Bridge connecting England to Wales at Shrewsbury was being widened to over 50ft (it seems to me it is now due for another widening) and the great new Grampians Road was just about open by the summer of 1927. *The Autocar* described this as a magnificent Scottish highway, although not everyone agreed, the driver of a Bean 14 complaining that from Cragie to Carrbridge it was still appalling.

On a happier note, OJ had been trying a 13.9hp MG Super Sports two-seater. He thought its sporty outward appearance somewhat hypocritical because of the absence of "swank"; the quiet hum of the exhaust and all-round comfort were notable. It was regarded then as a small car, but its gingered-up 14/28hp Morris engine helped it easily to 50mph; in fact, a photographer to whom it was lent said he got more than 70 out of it. It is a sobering thought that more than sixty years later, and even on our broad motorways, this would not be legal!

OJ saw many advantages in a car being small — improved braking, easy steering and enhanced general handiness. He liked very much the MG's Marles steering-gear, especially with the René Thomas steering wheel, and the Dewandre vacuum-servo braking pulled the car up easily and with no skidding. OJ drove to Sandwich in it for *The Autocar* Gold Cup golf contest.

The MG's speed was complimented by using the new by-pass between Hemel Hempstead and Hendon, and out of Dartford into the new Rochester short-cut. Crossing London was easier than negotiating the



The MG Super Sports sampled by OJ.

Portsmouth Road on a Sunday, which is a measure of 1927 traffic, but on his return OJ did not get clear of congestion until beyond Maidstone, after which the new London by-pass was "as free as air." This was a road OJ enjoyed in a fast car, with an opportunity to soar and swoop along it in the smart flat-radiator MG; he felt the Kent police would be ill-advised to set traps there.

The one thing OJ disliked about the MG was its name, believing that "Sports" was inappropriate to a car which potted along as happily as it sped, and that there was no more abused word than "Super". He suggested the name Carfax, a play on the name of the place where Cecil Kimber built these cars; what the MG Car Club would say to that I shudder to think!

However, OJ was full of praise for what he called the "ordinariness" of the car which was so different from the complication which not long before had characterised every very fast car and required an expert to keep it in order. He sought to embellish his praise by saying that in a run of some 400 miles he never had the lid off the toolbox.

OJ was among those invited to the celebration dinner which followed the dramatic Le Mans win by the 3-litre Bentley of SCH Davis and Dr Benjafield, despite its horrific White House crash. From this occasion, two snippets emerged which might not be generally known to the Bentley fraternity.

In his speech, Woolf Barnato said that in 1928 the drivers would be provided with parachute and gyroscope — a reference to how expeditiously George Duller (used to jumping from steeplechase horses which fell at a fence) had leapt from his Bentley when it was involved in the aforementioned accident. OJ also revealed that the first four cars to finish did so without a change of their Dunlop tyres, except for a Bentley wheel replaced with the consent of the officials, after the crash (how nice that there was no protest from the entrant of the Aries, which might otherwise have won). **WB**

V to C Miscellany

1988 will be the biggest racing season yet for the ever-enthusiastic Morgan Three-Wheeler Club, which has announced four championships — for racing Morgans, for two-speeders (including Darmonts), for standard-engined cars, and for newcomers. The latter will give extra points to those who drive 50 miles or more to a meeting, and to those whose cars are still in running order afterwards. There are to be some 18 races, plus several hill-climbs under VMCC and VSCC auspices.

A later date has been fixed for the MCC's Silverstone Meeting this year — October 21. Prior to that comes its trial on September 11 and the Edinburgh Trial on October 1. Reflecting on the editorship of Tom Threlfall, the club's magazine *Triple* has several BSA items in its April issue, together with Barry Clarke's account of his A7 Chummy "Grotty", Secretary Tucker-Peake's memories of MCC events in which he competed (he fell off at Brooklands in 1935 and broke his collar-bone), and riders' and drivers' reports on the Exeter Trial and other events. MCC secretary is G Margetts, Haven Bank, 21 Madresfield Road, Malvern, Worcestershire.

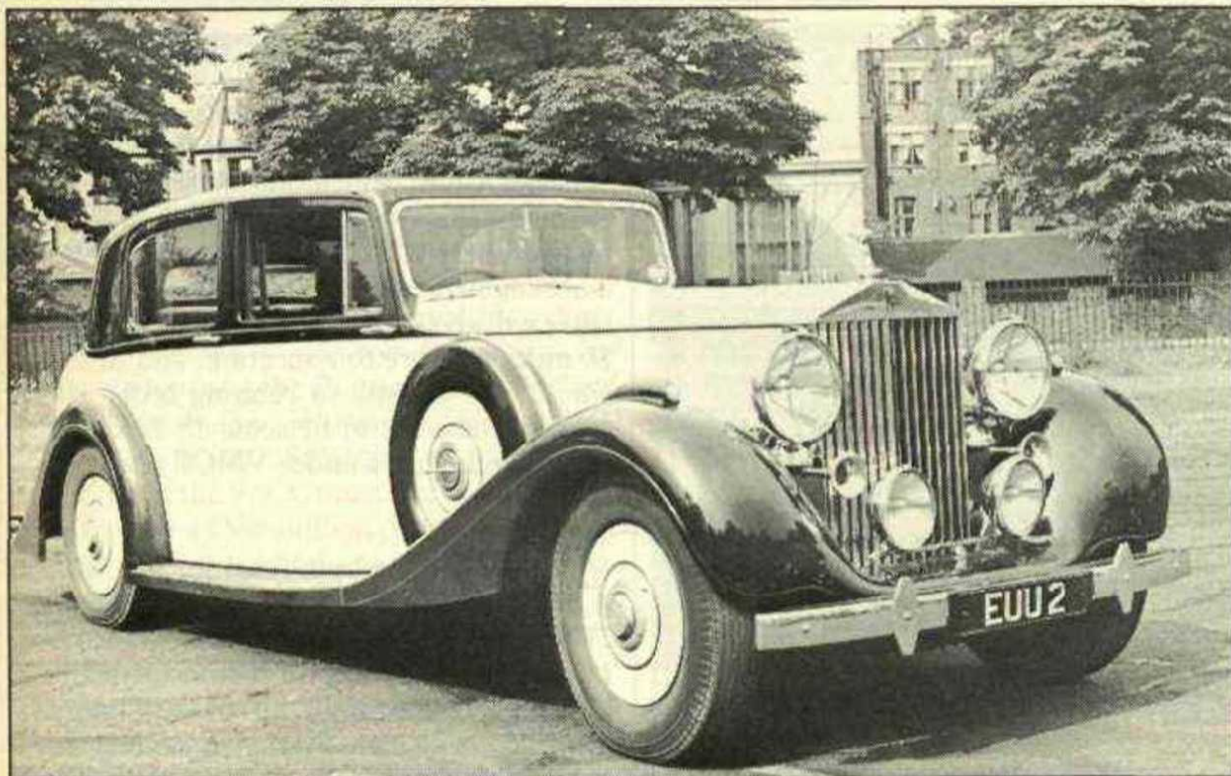
In its Golden Anniversary year, Champion Sparking Plugs has sponsored Liverpool's Lark Lane Motor Museum, which had closed after four years due to lack of finance, to move under the Mersey to new premises at the Williamson Art Gallery, where one of the attractions is a 1930s garage.

The Model T Ford Register looks forward to its Spring Rally at Norwich on June 3-5, and its Autumn Rally at Nantwich on September 2-4, the latter incorporating the AGM. The Register's magazine *T Topics* contains an illustrated feature on Model T one-tonner vans and trucks from Manchester, which cost £137 and £132 respectively in 1925.

In its current issue of *Veteran Car*, the VCC records that members are currently restoring a 1902 Puritan steamer, a 1911 12hp Rover and a 1914 Model T Ford. The magazine also contains articles on an Alpine Eagle Rolls-Royce and on the history of the Norfolk CC, which was founded in 1903.

An article in *Saga Magazine* about the adventurous life of 82-year-old Rosalynde Cossey included a picture of her on an unusual cyclecar (registration UW 6756) whose driver and passenger sat in tandem with their legs outboard as on a motorcycle. The machine was made in 1929 using wire wheels with cycle-type mudguards, and final drive was by belt from a front-mounted 5hp JAP ohv single-cylinder air-cooled engine. Gracie Fields was also photographed riding it. **WB**

VETERAN TO CLASSIC



Is it time to return to V12 configuration, not seen in a Royce for nearly 50 years?

Rolls-Royce: The Next Step?

Paying attention only because the piece was by a well-known motoring writer of long standing, I read recently that, although Rolls-Royce sales are up (even in the USA, where the financial crash might have been expected to have had dire effects on the buying of European luxury cars), further action might soon be required if the increase is to be maintained.

Well, you never know what Rolls-Royce has up its sleeve, or, more correctly, in its experimental workshops . . .

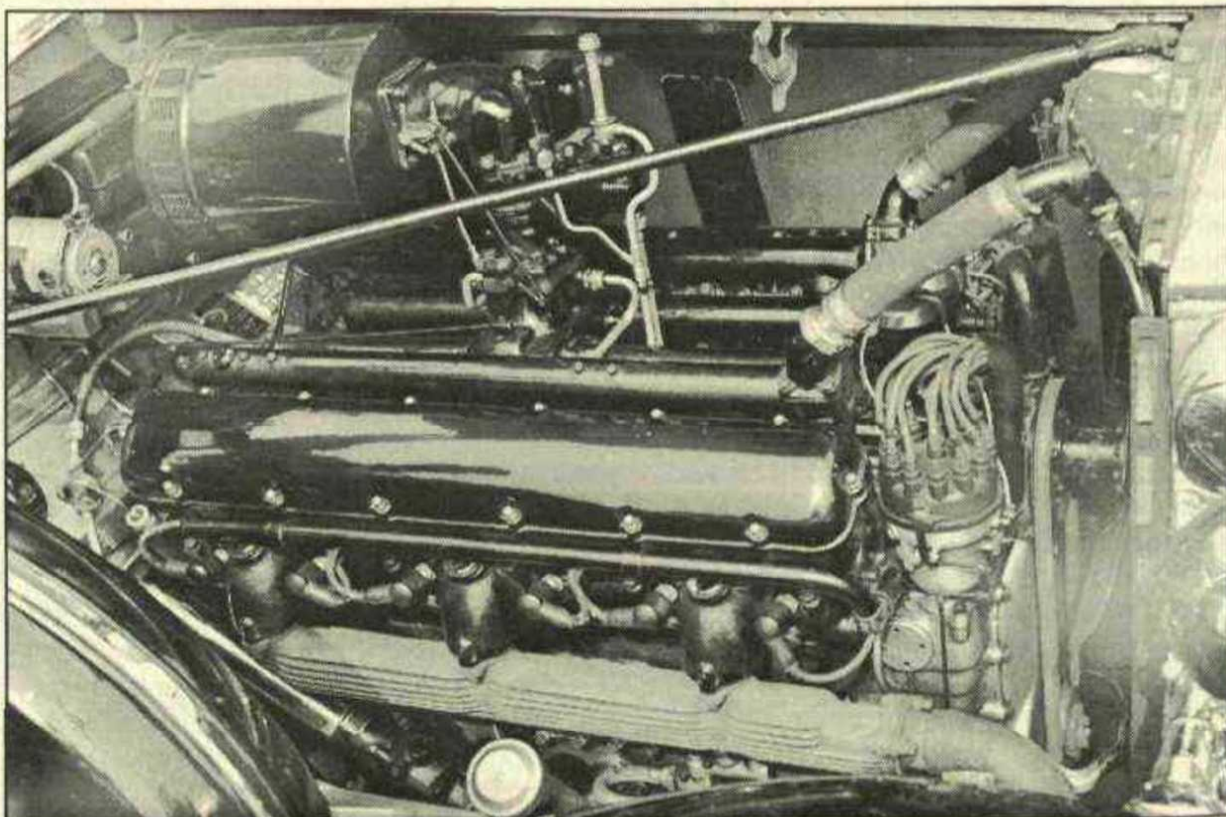
I remember criticising in *MOTOR SPORT* the many outdated aspects of the Silver Cloud cars, only to find that these were shortly to be replaced by the more technically-advanced Silver Shadow. That new R-R was so secret that poor chief engineer S H Grylls had been obliged to parry my questions with intelligent and plausible answers even though he knew full well that they would be made quite irrelevant by his Shadow design . . .

The writer I was referring to admitted that cars from Crewe now have fuel-injection and anti-lock brakes, and that it seems likely that active-ride control is being investigated for future Silver Spirits, but wondered whether another 12-cylinder-engined Royce would be necessary within the next five years in order to maintain the impeccable image given to R-R by Sir Henry Royce. He based this assumption on the fact that, by 1993 or thereabouts, world buyers will be offered sophisticated V12 power-units in luxury cars by BMW, Cadillac, Jaguar, Lincoln, Mercedes-Benz,

Nissan and Toyota.

At present, Rolls-Royce engineers would say that special engine mountings make their V8 as refined as any V12 (just as Citroën and Chrysler used "floating power" flexible engine-mounts to disguise vibrations in their pre-war engines). But, as our motor-noter asks, will the moneyed customers of the 1990s believe this?

As I said, you never know with R-R. It was



A by-word in refinement, the Phantom III was not a huge success.

only when I happened to see a Turbo Buick parked outside the experimental department at Crewe some years ago that I began to suspect that there would one day be a Turbo-R Bentley, so it may be that the bright young men up there are already running bench-rigs of V12 engines. I note that the aforementioned writer could not resist suggesting that they might dig through the archives and scale down the mighty Rolls-Royce Merlin aero-engine.

This reminds me of when I was with the Ministry of Aircraft Production during the war. It was a job which sometimes involved the handling of top-secret material (when staying in hotels, I used to sit on documents throughout dinner rather than leave them in a locked bedroom — real cloak-and-dagger stuff!), but I was also running *MOTOR SPORT* and I felt that our readers should know something of the immortal R-R Merlin engine which was powering the Hurricanes, Spitfires, Lancasters and other aeroplanes to which we owed our continuing freedom. I wrote a pretty detailed description of it, but I had to be jolly careful that every word had appeared in some form or another in the contemporary aeronautical Press, otherwise I might have been led off to the Tower for revealing official secrets in wartime!

Rolls-Royce made a V12 from 1936, in the guise of the great 7340cc Phantom III — indeed I was reminded of the above anecdote by the need to turn up this very wartime article to find out whether the PIII's engine and Merlin engine had the same cylinder-banks' included angle, information which was surprisingly omitted from two aero-engine encyclopaedias I consulted.

As a matter of fact, both were 60° V12s, but there was little similarity otherwise. The PIII had push-rod valvegear, whereas the Merlin had overhead-camshaft operation; the Merlin

V12 versus V16

had four valves per cylinder, the PIII only two; the car engine had coil-ignition, wet-sump lubrication and output which was "sufficient" without a supercharger, whereas the aero-engine had magneto ignition, dry-sump lubrication and centrifugal super-charging.

By 1941 the Mk X Merlin developed 1300 bhp for take-off, its capacity being 27 litres. Even if R-R were to revert to vee-twelves in the future, it would be impossibly costly to scale down such a design to car-size (although I can envisage Bentley enthusiasts lining up for a car so-powered — after all, near-millionaires are fairly prolific these days aren't they?).

The PIII certainly represented a fine chunk of refined luxury motor car. I remember how heavy the non-power steering felt when one had to turn in a confined space, and the car's magnificent bulk was nicely emphasised for me when I enquired the way from a young policeman while in charge of one (EUV 2). He was unable to restrain himself from adding: "And you will be pleased to know it's a main road all the way, sir!"

In fact, the Phantom III was not very successful, and only 710 were built before the outbreak of war gave Rolls-Royce an excuse to kill it off. So the company might prefer to forget the V12 for future cars. Today's American monsters are using V8 power of some eight litres, whereas an existing R-R V8 increased to this size might be less attractive than a new engine.

On the other hand, the possibility of a future Rolls-Royce (and rumour says there will be a new model next year) having V16 power cannot be ruled out.

In these very big engines there must be something to be said for reducing piston-area per cylinder, even for road usage rather than for racing, and thus an extra eight cylinders of smaller size than those used at present might appeal to the engineers at Crewe. Besides, it is said that when Cadillac first introduced a V12 it was announced on the American ticker-tape news service — so think of the publicity a V16 Rolls-Royce might engender!

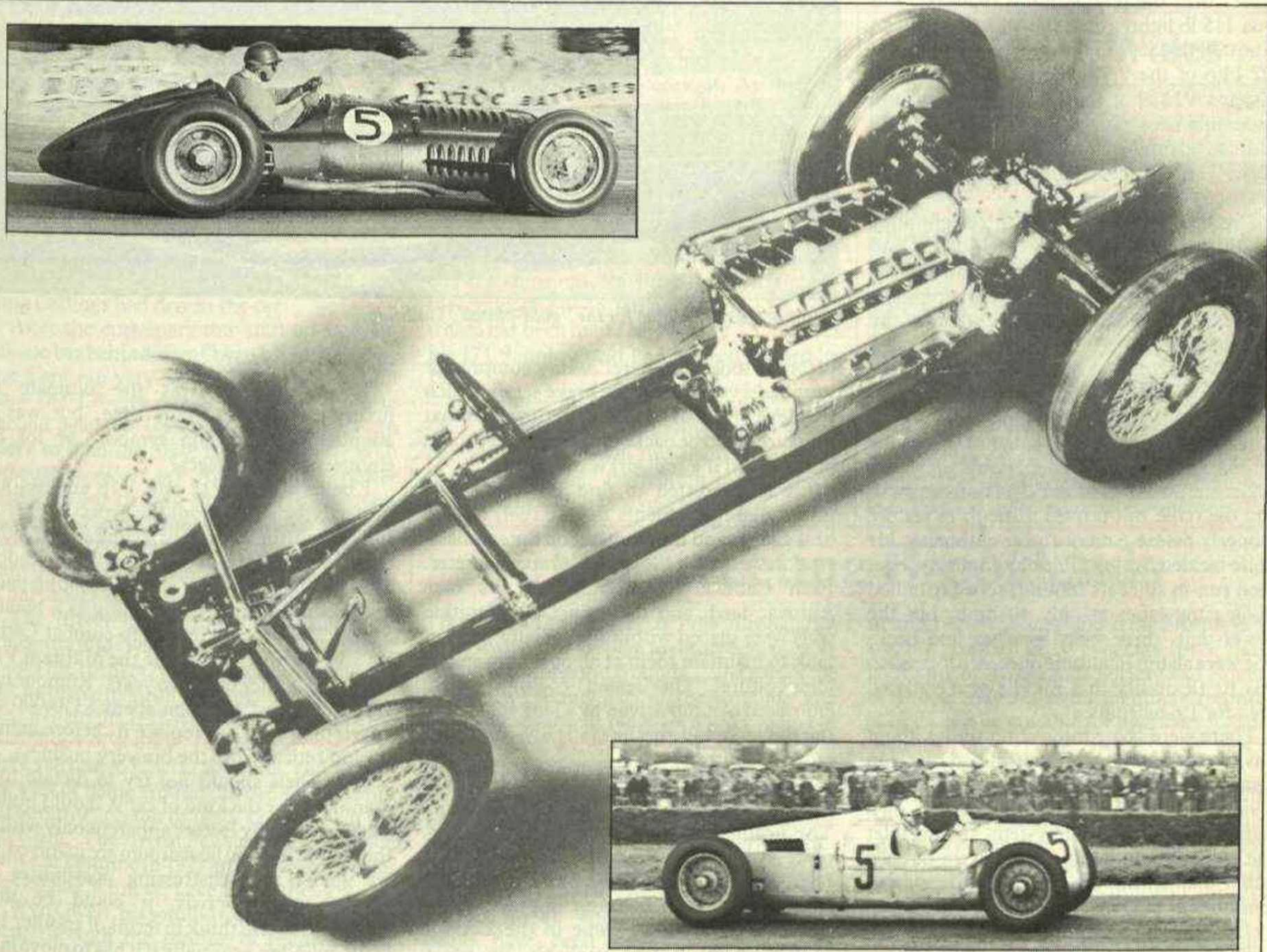
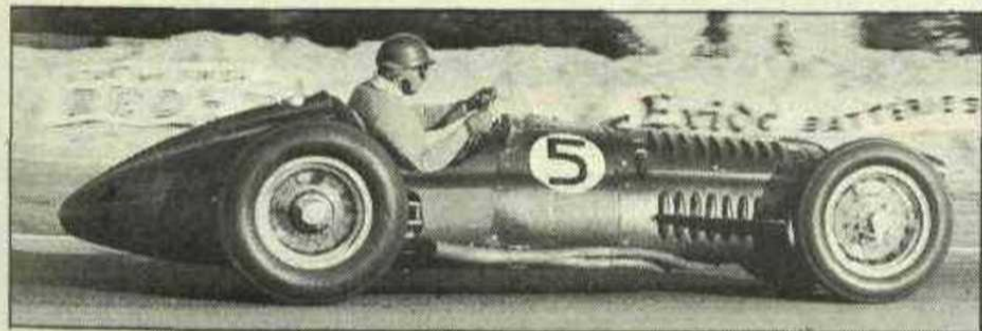
In racing engines, multi-cylinder designs are used to reduce piston-area per cylinder, to enable higher revs to be realised without

involving heavy reciprocating components which would lead to overloading them. To this end, the 16-cylinder engine has figured on several racing cars.

Auto Union used such a layout (narrow-angled to humour the valvegear) for the pre-war Grand Prix cars with which it fought Mercedes under the 1934-37 formulae; it ended up with six-litre V16s, and a top speed in the region of 190 mph, before the 3-litre formula allowed 12-cylinders to suffice.

In some cases, for example the Bugatti Type 45 of 1930, the reason for using 16 cylinders was to increase power while utilising existing components — two T39 blocks being used on a common crankcase with the crankshafts geared together.

Alfa Romeo used a V16 3-litre in its Tipo 16C-316 which took second place in the 1938 Italian Grand Prix, while the 4-litre Maserati Type V4 was too fast for its chassis but recorded 154 mph at Cremona in 1929 and won the Tripoli Grand Prix the following year. To these racing engines must be added the fabulous post-war BRM V16, with pistons approximately 6.5mm smaller in diameter



Remembered for their ear-piercing shriek, BRM (top left) and Auto-Union both went the V16 route for race power.

than those of an Austin Seven, and there are others.

In the field of production cars there have been few effective 16-cylinder engines. The Bucciali *Double-Huit* (which made a brief appearance at the Paris Salon in 1931 with two straight-eight units side-by-side, driving the front wheels and cooled by twin radiators) and the Peerless were stillborn, and the 1930 Bugatti Type 47 (of the geared-cranks, vertical-blocks syndrome) was really a former aero-engine design developed for racing; "Mr Guinness" tells us that it was never made in series.

This leaves only two effective V16s you could buy: the Cadillac arrived in 1930 as an impressive embellishment of the well-established V12, and Marmon followed with its example a year later. But whereas the former remained in production until 1940, the latter lasted only until 1933.

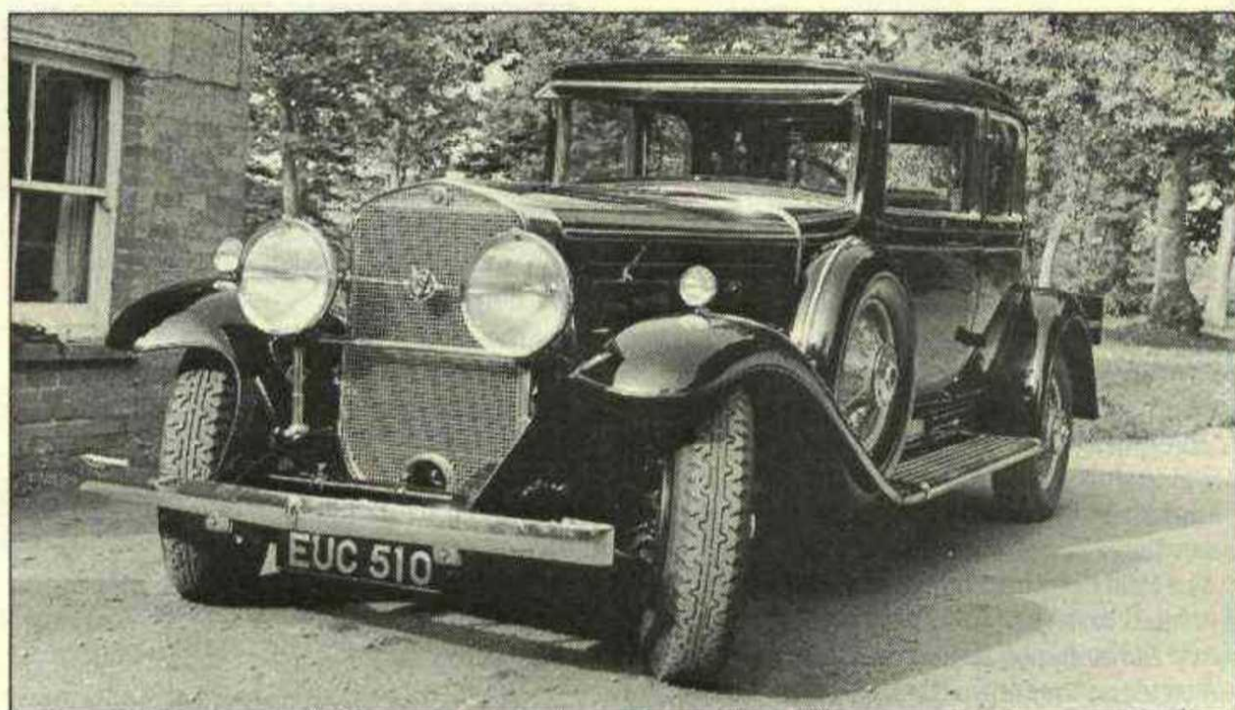
The Cadillac's long production-run embraced first the push-rod overhead-valve 7.4-litre, and later the side-valve Series-90; with a wider-angled vee, the latter's 7.1-litre "oversquare" engine was said to be 244 lb lighter than the ohv design it replaced, and even 115 lb lighter than the V12. It has to be admitted that its 185 bhp was bettered by the 202 bhp of the 7.7-litre side-valve 95 mph Packard V12, but I will not be drawn into discussing here which, of the "Gold-Plated" Cadillac (claiming to set the "standard of the world"), the Packard and the Lincoln, was America's best car. . .

The Marmon V16 was an 8-litre light-alloy wet-liner monster with overhead valves and fork-blade con-rods, giving 200 bhp at 3400 rpm and a quoted top-speed of 105 mph — its performance being on a par with that of the renowned 6.9-litre Model-J Duesenberg. I never drove this car, but in 1962 I *did* come upon a V16 Cadillac (a 1935 Fleetwood two-door four-seater sedan) in Sussex.

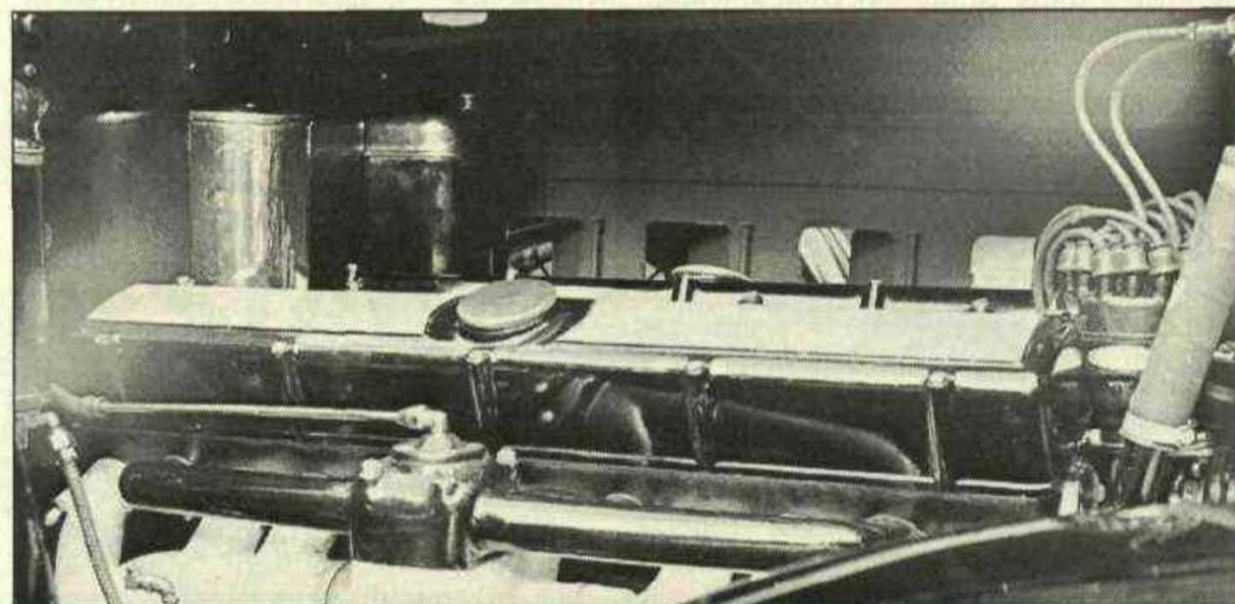
This had been left in London, when its American owner returned home in haste before the outbreak of war, had found its way into the trade but proved difficult to restore properly before American-car enthusiast Mr Rolfe tackled the job. The ohv engine had not been run-in since its rebuild, so we trundled along rural lanes at only 40 mph, but the power-unit, three-speed gearbox and back-axle were all but inaudible once into top. Such was its flexibility that middle gear sufficed even for 1:6 hairpins.

There were some interesting things about this big car too. For instance, it had cast iron pistons, giving a modest compression ratio of 4.9:1. Each bank of cylinders had its own carburettor and ignition system, and the inlet and exhaust manifolding were on the outside rather than within the vee. The radiator was reminiscent of Hispano Suiza, as introduced by General Motors for the La Salle.

There were locks on gear-lever, running-board-mounted tool-boxes and spare wheels — a reminder that crime was rife in the USA



Of the two luxury V16 engines, Cadillac's was the only one to be commercially successful.



Ultimate luxury engine for the "gold-plated" Cadillac.

before it took hold here! A tiny compressor supplied a vacuum for the brake servo, which I believe originally had four settings, so that pressure could be backed off on slippery roads or increased if a frail girl was driving!

I was interested to find European-style round-dial instruments for the fuel, oil and heat gauges and the ammeter on the stainless-steel dash, and a 120 mph AC speedometer. Each Cadillac carburettor had its own Autovac feed, and the twin Delco ignition coils were placed within the radiator header-tank to maintain them at an optimum steady temperature! The sealed cooling system embraced a pump driven by a long shaft from the dynamo and thermostatically-controlled radiator shutters.

This mighty left-hand drive machine (EUC 510) ran on retreaded 7.50 x 19 Goodyears. The headlamps were huge Tiltray Guides, there was courtesy lighting of the running boards, and the size of the brake drums and hypoid-bevel back-axle were impressive.

When the Cadillac came to the London Motor Show, it was probably its heavy fuel-consumption and the £58-per-year tax rate which turned British buyers away rather

than its £2450 price-tag.

The V16 itself was the ultimate in luxury-car engines of its time, but was it adopted as a "tycoon symbol" or for its engineering advantages?

I believe both V12 and V16 engines are perfectly balanced from the aspect of inertia forces, but the extra four cylinders provides even better torque and, for a given cylinder-size, the lighter weight of reciprocating parts may result in smoother running as a bonus. Still, Packard was content to combat Cadillac's V16 with a V12, while the Marmon V16 went under after only two years. Rumour has it that Howard Marmon spent \$350,000 on developing a V12 to replace it, before giving up and retiring into the brewery business. . .

Journalists should not try to dictate to a manufacturer the kind of car it should build, because so many factors apparent only within the factory and the boardroom are involved. If we ignore such distressing possibilities as another energy crisis, it could be that Rolls-Royce will think in terms of another 12- or 16-cylinder, especially if it has to move into the 7½-8-litre category. But I wouldn't bet on it.

WB



"I could see a lot of flame around the carburetors on top of the V12..."

"Babs" at Large

Having provided a new countershaft for the aged Benz gearbox in Owen Wyn Owen's Thomas Special, VSCC President Roger Collings was allowed to enter "Babs" for Silverstone.

After I had pulled Wyn Owen's leg about the fact that he seldom had the 27-litre monster out of first or second gear on his several demonstration runs, he pulled my leg by saying that, although he was not brave enough himself, if I were I could have a ride with Roger. So we did three laps of the Club Circuit before Friday's practice — the first time Collings had driven the car.

After the customary tow-start on a quick-release bar behind Wyn Owen's Range Rover, the giant ran very well. In fact, the step-off once the Liberty engine had taken hold in second gear was *immensely* impressive, even more so than the noise from the twelve stub exhaust-pipes! Lack of stopping power restricted our straight-line speed to a perhaps modest estimate (the rev-counter was not working) of 90 mph, before Roger had to haul hard on the outside handbrake for Woodcote. If only there had been more room...

The driver discovered that considerable concentration was needed to get "Babs" round the corners, which came up so quickly, but he drove manfully, changing into bottom gear to help the rear-wheel brakes. Above the cacophony of sounds, I swear the back tyres were starting to howl at Becketts, and I could see a lot of flame around the two front Zenith carburetors on top of the V12 engine on the over-run. The driving chains, one of which broke at Pendine in 1927 when Parry Thomas was killed? We never gave them a thought...

Wyn Owen, his son and Collings afterwards went through the routine of removing the wheel-discs to check the spokes; the water galleries were also removed for some minor

leaks to be cured. Next morning, Roger adjusted the foot transmission-brake preparatory to more practice laps.

"Babs" again ran well, but came in with smoke rising from the cockpit. At first we thought this was emanating from the small-diameter Thomas multi-plate clutch which is liable to overheat, but it turned out to be the foot-brake which was overheating.

Roger decided to miss the first race, and concentrate on the Itala Trophy. Alas, soon after "Babs" started the warm-up lap, a con-rod came out, leaving a fist-sized hole in the crankcase — a fatigue failure of a part which has been in use since Parry Thomas set his 171.9 mph World Land Speed Record in 1926.

It was a terrible disappointment, but Wyn Owen is philosophical, saying spares are to hand and "Babs" will run again. For me, it had been another fascinating motoring experience for which I am very grateful. **WB**

Resurrecting Brooklands

Among the targets of the Brooklands Museum is the plan to resurrect a useable circuit in the historic grounds, using part of the Campbell Circuit, part of the banking, and some of the airfield roads — not for racing of course, but as a track over which cars old and new could be tested and demonstrated.

We used to think that a motoring garden-party could be a great success, if the manufacturers' latest creations and interesting historic cars were paraded past visitors as they took strawberry-and-cream teas and listened to an intelligent commentary. It could have been done to perfection at Goodwood, for instance.

Perhaps this is what Sir Peter Masefield had

Singer Humdinger

In order to mark the 21st Anniversary of the first Singer National Weekend, Singer Owners Club is planning the biggest-ever celebration of all things Singer.

A four-day event based in the Cotswolds following a cavalcade of some 50 Singers from Barnsley to Cirencester, will include a gathering sponsored by Peugeot/Talbot at the Cotswold Motor Museum and a dinner-dance at which *Motor's* artist Paddy (who witnessed the Singer multiple-crash during the 1935 TT) will be the guest-speaker.

This will lead up to Singer National Day itself on Sunday June 26 at the Cotswold Wildlife Park near Burford. As many as 150 Singers will attend, and famous racing machines are expected from Mike Bird (1935 TT car), Terry Barnes (1½ litre Le Mans works car), Don Bingham (1933 Le Mans car) and J Savoye (special-bodied Le Mans car united with 80-year-old M Savoye). Clubs within the Association of Rootes Group Organisations are invited.

For further details contact P Barnes, 80 Buckingham Road, Hampton, Middlesex.

VSCC in Wales

RESULTS

VSCC Welsh Driving Tests and Trial, April 9-10

Llwynbarried Trophy: M. Bullett (GN)

Driving Tests

First-Class Awards: Jane Bullett (A7), P. Livesey (Amilcar).

Second-Class Awards: D. Bond (Morris Cowley), M. Kipping (Humber).

Third-Class Awards: Jenny John (A7), J. Peacop (Morris Minor).

Best on Beaded-Edge Tyres: T. John (Humber)

Best Edwardian: A. Teeder (Riley)

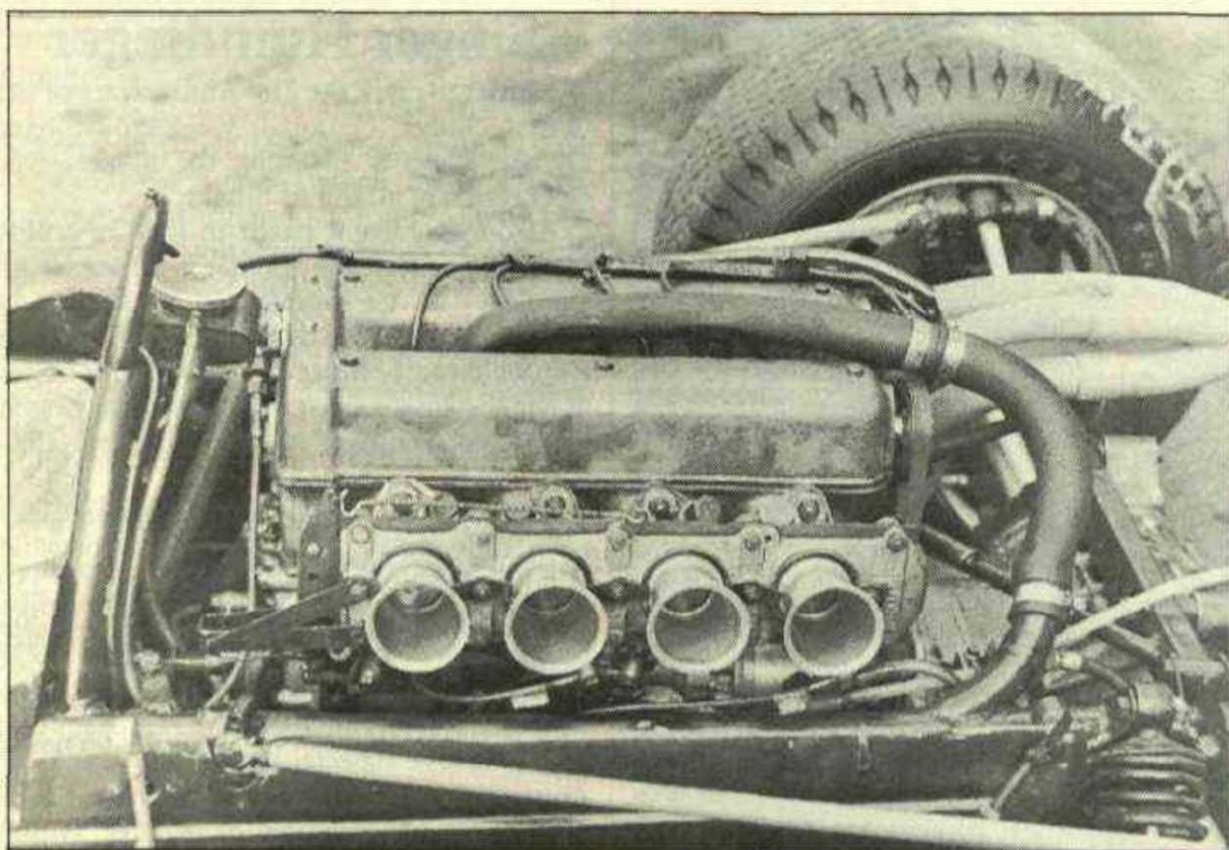
Trial

First-Class Awards: B. Clarke (Frazer Nash-GN), I. Phillips (Jowett), Miss Stocken (Trojan).

Second-Class Awards: J. Blake (GN), J. McEwen (Riley), D. Riddle (GN).

Third-Class Awards: T. Carlisle (Renault), P. Diffey (Humber), R. Low (A7).

BMC FORMULA TWO ENGINES



BMC's Sixties foray into F2 produced this unsuccessful 16-valve fuel-injected twin-cam.

A Sad Story

Early in the life of the 1000cc Formula Two, the British Motor Corporation decided to produce an eligible engine to extend its successful Formula Junior co-operation with Cooper. A budget (reputedly £100,000) was allocated and work began. Grand Prix drivers participated in Formula Two in those days (and in anything else they were offered), and John Surtees was signed up to drive.

A certain degree of secrecy shrouded the whole project, so few people were surprised that the engines never appeared: by the time the money was spent, power output was still uncompetitive with the BRM and the Cosworth SCA, and reliability remained poor. Most unusually for BMC, it declined to throw good money after bad, and the project died. The phantom engines were soon forgotten and, to universal relief, the formula changed to 1600cc.

Some years later, in 1969, Barrie Carter was on the lookout for a cheap hill-climb car. He heard that Dr Ehrlich had a front-engined Elva-DKW Formula Junior and, since this was just the sort of machine which perversely appealed to him, we went to have a look.

Ehrlich turned out also to have two of the elusive BMC engines, thought to be the only ones ever to leave the factory. One was fitted in a Cooper T75, the other came as a box of parts. Lurking in a corner was a prototype Austin A20 or A25, like a stumpy A30 which looked as if it would trip over its incredibly narrow tyres at the first corner. Eventually we did a deal for £1200 which included £40 for the Elva! At least I had the wit not to bid for the Austin.

The engine was a pukka racing design, the very light cast-iron block being a one-off owing nothing to the A-series. Its alloy cylinder-head had four valves per cylinder fed

by Lucas high-pressure injection with slide throttles; the "bomb" fuel-pump sat out in the airstream beside the transmission.

These early pumps were very prone to overheating and, as on Formula One cars, mounted in a generous heat sink outside the body. The alloy housing on the Cooper, which

"The engine had perspex windows in the crankcase, timing-chain housing and cam cover, so the engineers could see what was going wrong!"

could be seen on the left of the cockpit, had Dzus fasteners for fast changing of this troublesome component.

Magnets on the flywheel triggered the ignition pick-up on the engine backplate, and the distributor drove directly from the back of one of the camshafts. The beautiful H-section connecting rods were machined from solid, and the various sets of pistons included some in magnesium alloy. Lubrication was by dry sump, and everything was made to a very high standard.

In action the engine was very intractable, having a usable range between only 8000 rpm and 9500 rpm. It had been designed to run to over 10,000 rpm but, as the good doctor said, "Over 9500 it gets a bit tinkly". So tinkly, apparently, that the second engine had perspex windows in the crankcase, timing-chain housing and cam cover, so the engineers could see what was going wrong! The regularity with which it blew head-gaskets and ran bearings suggested that lack of block stiffness was at least part of the problem. Ehrlich quoted the maximum power as 118 bhp at 10,000 rpm.

Ehrlich was fond of weird exhaust systems (which was presumably why he had the two-stroke Elva-DKW), and one which came with the car consisted of four separate pipes each with a reverse cone at the end. This



Almost unused when found in 1969, this Cooper T75 fitted with the BMC engine was no threat to the F2 regulars.

BMC FORMULA TWO ENGINES

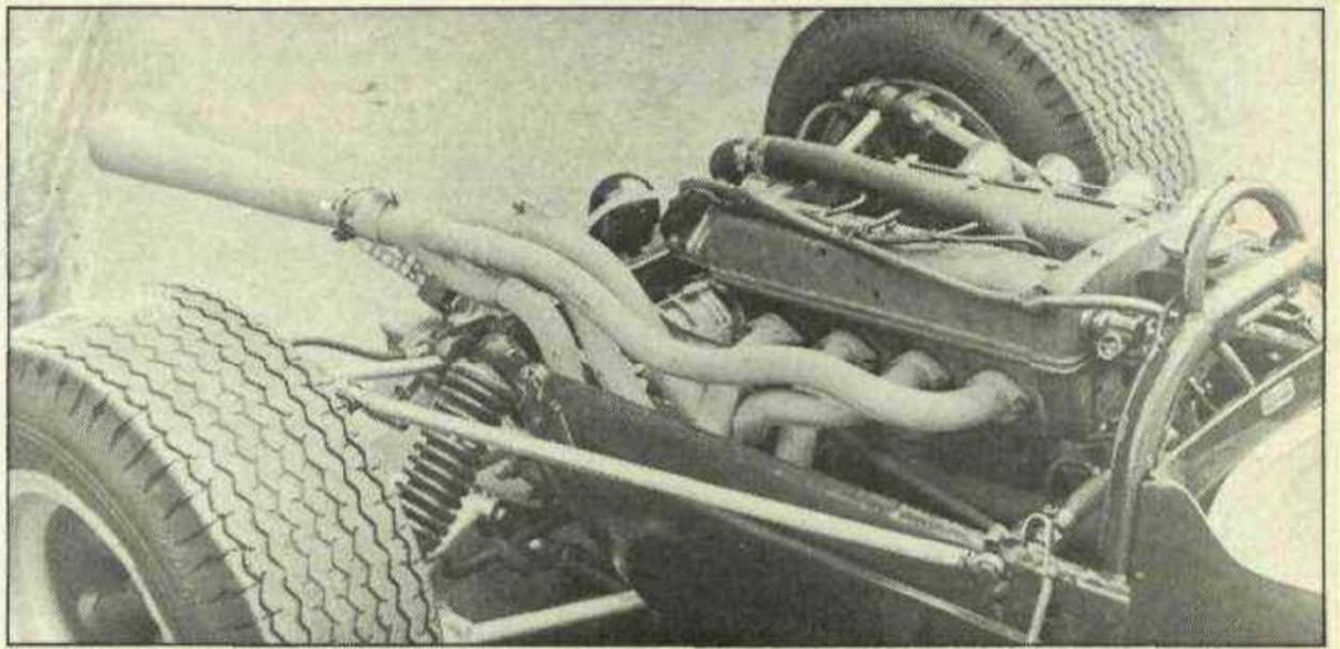
produced an incredible noise, and provided even less flexibility than the normal one.

The Cooper T75 was the Formula Two counterpart of the T76, and was externally distinguishable only by the bracing struts from the front upper rocking arms to the chassis. A six-speed Hewland Mk IV gearbox transmitted the power.

The car was beautifully constructed, through the steel-sheeted semi-spaceframe was neither as light nor as stiff as its competitors. It can have had little, if any, testing, but was immaculate throughout.

I had a few nervous laps in the T75 at Goodwood. There were unprotected aluminium fuel-tanks on either side of one's legs, a scuttle tank on top, another beside the driver on the left, and a final one behind the seat. Roll-over protection was effectively non-existent (there was no safety harness anyway), and the chassis tubes carried boiling oil and water to the front-mounted radiator. Apart from worrying about safety (and my investment), I can remember little — except the constant gearchanging needed to keep the engine on the boil.

Personal enthusiasm must have overruled commercial sense when I made this purchase. Certainly the *ensemble* was still in the showroom several months later. At one stage I offered the whole lot to Tom Wheatcroft, but



Even with a conventional four-into-one exhaust, the power-band was needle-thin.

he was interested only in Formula One cars.

The SCCA Formula C, which provided a market for many old Formula Two cars, seemed equally uninterested, so the only answer was to split up the collection. I forget who bought the engines, or what he hoped to do with them, but the chassis and box were bought by a monoposto racer who ran it first with the XSP engine from his old T56, and later with a downdraught Lucas F3 engine from my Brabham BT21B (thereby hangs a tale for chassis-number historians. A previous

owner had removed the identification plate from the Brabham as a souvenir, and when the car was sold to a Japanese client, customs formalities required a chassis number. We established that twenty-three BT21Bs had been built, and stamped No 24 with the appropriate prefix on one of the square transverse chassis tubes).

A story about an unsuccessful engine, in an unloved formula, is inevitably a sad one. Maybe this account will fill a gap or two in the history books. JL

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A man, a boat and a dream. Anthony Hopkins will star as the late Donald Campbell in the BBC's *Across the Lake*.

Fate, as we all know, plays an important role in everyone's life, whether directly or indirectly. Whether we choose to take it seriously or not is a matter for personal preference. Donald Campbell CBE was a man who not only believed implicitly in fate, but was also highly superstitious.

Much has been chronicled elsewhere concerning his career, and that of his illustrious father Sir Malcolm Campbell, between them breakers of 21 land and water speed records. In the Twenties and Thirties, record breaking was an activity much indulged in by the super-heroes of the day, such as Malcolm Campbell, Henry Segrave, John Cobb and Kaye Don. Both Segrave and Campbell were knighted by King George V for their successful efforts, and the young Donald grew up in awe of his father's achievements on both land and water.

Accordingly, when he took up the record-breaking cudgels himself, to stem an attack on his father's last water record, Donald did so fully aware that, once he had started, there would be no going back. He could never stop. Perhaps that was his fate.

Towards the end of 1966, I was struggling away as a club-racer and trying to pay for it by being a freelance photographer. One of my commissions was to drive to Coniston in the Lake District and take some photographs of Donald Campbell.

He was encamped with his team at the Sun Hotel whilst he waited for clement weather for his attempt on the World Water Speed Record. He already held it with Bluebird K7 at 276.33 mph, but wanted to push it up over 300, where he felt it would be safe from the forthcoming American attempts.

I was only up there for a day or so, but well

The Hand of Fate

Renowned racer Alain de Cadenet was commissioned to take photographs of Donald Campbell during his fatal World Water Speed Record attempt at Coniston in 1966. By a curious twist of fate he was also the pilot of the mock-up Bluebird K7 during recent filming of the BBC's *Across the Lake* television film . . .

remember his staunch patriotism and was much impressed by the very "family" atmosphere which existed amongst all those that were involved in the venture. This must have had some influence in the way I subsequently ran my own Grand Prix and Le Mans teams.

This is also where fate took a hand in proceedings. Twenty-one years later my friend Tony Maylam told me about his project to make a feature film about the last 60 days of Donald's life, up to his tragic death on January 4, 1967. He had an excellent script, written by Roger Milner, who had also done a very good story on Sir Malcolm which the BBC had made into the television film *The Speed King*.

The BBC had agreed to produce this new story, which was to be called *Across the Lake*. Tony was to direct, and had signed Anthony Hopkins to play Donald. The only thing that was proving difficult was how to recreate the Bluebird K7 hydroplane which had seen the demise of its driver, and now lay in pieces at the bottom of Coniston Water . . .

Back in the early Seventies I had worked

with Jack Lovell of Protoco, and we engaged him to build a replica. Armed with photographs, video films and copies of the original drawings (obtained from the Science Museum in London), the recreation of Bluebird commenced.

Initially, a small model was made of half of the boat, to give an accurate three-dimensional impression of the complete craft. Full-size cross-sectional drawings were then made, and these were pasted on to plywood and cut out with a band and jig-saw. The sections were then stationed on a wooden keel so the outline of the body became apparent, and then filled in with lathe-like strips of wood before being plastered over and styled to the original finish.

The BBC was quite particular about the detailing, and every original rivet had to be accounted for on the life-size buck. The sponsons caused a small problem, since the drawings were from 1955, whereas we needed the 1966 versions which were considerably different in shape. Several days' consternation followed, and much midnight oil was burnt to alter them!

RECREATING BLUEBIRD K7

Originally it had been planned to float the wooden mock-up itself, and to use it in the film. Eventually, there was enough time to take conventional grp moulds of the body and sponsons, with sub-moulds for the sponson mounting spars. From these moulds were produced grp panels gel-coloured to the original light blue (the colour was supplied by the same firm which supplied Campbell's original paint), and the whole boat was then bonded and screwed together with marine-ply reinforcements to the floors and cockpit.

The transparent cockpit bubble was not easy to reproduce. The only firm which could handle it was the company which produces Harrier jump-jet canopies, and its version was some three-eighths of an inch thick, and probably bulletproof! We also found one small reason why modern fighter planes are so costly to produce . . .

The new Bluebird K7 had her first airing in the studios of *Blue Peter*, and then went on to the London Boat Show where she had a whole stand to herself. After that it was time to fit the two power-units.

One was a fullsize dummy of the Bristol Siddeley (now Rolls-Royce) Orpheus turbojet engine (taken from *Motoring News* Executive Editor David Tremayne's real version), which slotted in behind the cockpit. The second was the actual motive power, which was a Mercury V6 200 bhp outboard attached to a transom. It had its own well sunk through the hull to provide drive, and was connected via steering arms to the steering wheel in the cockpit.

D-Day approached and the site chosen for the launch was the Princes Water Ski Club lake at Feltham in Middlesex. Bluebird's purpose-built trailer was backed into the lake, and she took to the water like a duck.

Some initial movement and flotation tests were carried out, and a trim-line set by using a few 28 lb stage-weights as ballast in the nose. Leaks were plugged by using many tubes of silicon rubber (RTV) to seam in joins, and some expanded polyurethane foam to give buoyancy around the engine bay.

Coniston Water in February can be very unpleasant. Cold, windy weather with snow or hail is the norm, so Maylam was quite apprehensive about his chances of keeping to schedule. But other than the first few days, which were true to form, the production was blessed with the best weather that any of the locals could recall in years. We all felt that Donald was up there having a bit of a laugh at the idea of a film about him, and was arranging for all the right buttons to be pressed.

The props department had faithfully recreated the boathouse and launching rails, and our 'Bird was on her trolley for the Press launch. Hopkins came out to meet the Press in his blue overalls, RAF-style flying helmet and oxygen mask, and one observer who had been present at the original attempt remarked that it could easily have been 1966 again.

The following four weeks saw Bluebird

working for her money, whether on the move or as a static prop. Some of the techniques used by her director to achieve the desired results were quite novel, but at no time did our 'Bird let us down. She always ran on the button, and did everything asked of her. She did consume several tubes of RTV, but never looked like sinking!

Altogether, it was quite an eerie feeling going through the motions of exactly what Campbell did on that fateful day. I had several *déjà vu* feelings, and on one occasion when I had Bluebird at the end of the lake in the original start position, I looked through the bubble and saw exactly what Campbell had

seen — the long expanse of water that stretches away into the hills at the southern end of the lake. I received the order through my headphone to start the engine and then to give it full throttle, and as Bluebird lunged forward, I suddenly realised what it was all about! I told Maylam afterwards that it was perhaps just as well that we didn't have a genuine Orpheus engine in the back (the idea had been mooted at one stage), as I would surely have wanted to do it for real!

The hard-worked Bluebird is now enjoying a quieter retirement in the Windermere Steam Boat Museum. *Across the Lake* will be screened on BBC television this year. **AdeC**



1966 or 1988? Only the faces reveal this is not the real thing.

Founding Father and Son

Jack Lovell followed the tradition of his great grandfather as he worked on the sets of various London theatres between the wars, before graduating to television and film work in the Fifties. As a founding father of glass-reinforced plastic (grp) his credits include props for *Cleopatra*, *Camelot*, *The Longest Day*, *Genghis Khan*, *Superman*, *James Bond* and *Dr Who*.

Protoco Mouldings was formed in 1950, and when son John joined from school the company began producing grp hard-tops for MG TDs, TFs and As, AC's Aces and early Cobras, and Austin Healey's 3000.

That in turn led to work in the motorsport field, on Brabham's production BT36s, March Engineering's F1, F2, F3, Formula Atlantic and two-litre sportscars, Tyrrell's 007 series, Patrick Head's Scott F2 contender, Frank Williams' original F1 Marches, and the Trojan T101 for Ron Tauranac. Then there was further work for Fittipaldi, all Chevron's Seventies' single seaters and the Ford C100 project, allied to development

work in the carbon-fibre and aircraft industries and manufacture of reproduction cars and planes.

The Battersea-based company still does work for Ralt (having done all the RT1 bodywork when Tauranac set up on his own again) and Bert Ray, as well as contracts for film companies and London Transport, and production of body kits for BMWs and Mercedes. There is also a contract for experimental work from America, Lovell commenting: "We cover the whole spectrum, from medieval armour to genuine spacecraft!"

The Bluebird connection came about via Alain de Cadenet, who used the father-and-son business for his Le Mans projects in the Seventies, starting with the Duckham Special. As a tribute to the workmanship of the Lovells and their staff, when the Bluebird K7 mock-up was displayed at the London Boat Show a high percentage of stand visitors went away convinced that they had seen the real thing. . . **DJT**

BOOK REVIEWS

Fifty Famous Motor Races

by Alan Henry. 224pp. 11" x 7 1/2".
(Thorsons Publishing Group Ltd, Denington
Estate, Wellingborough, Northamptonshire
NN8 2RQ. £16.95.)

A nice idea, this, to remember fifty famous occasions — not necessarily superb contests but great events. Alan Henry has chosen races ranging from the 1935 German Grand Prix, when Nuvolari at his peak took victory for Alfa Romeo from under the noses of the German teams, to the 1987 British Grand Prix won so convincingly and popularly by Nigel Mansell.

Lots of pictures help us to relive history, including that classic one of a furious Alberto Ascari walking in with the guilty Marimon after their coming-together allowed Fangio to dodge through and win. The restraint necessary to stop the Italian thumping his adversary is tactfully omitted!

This book is full of interesting reminiscence, but is expensive for what is, after all, a pot-boiler. However, it is such fun that it is perhaps worth it. **WB**

Handling and Roadholding — Car Suspension at Work

by Jeffrey Daniels. 160pp. 10" x 7".
(MRP Ltd, Unit 6, Pilton Estate, 46 Piltake,
Croydon CR0 3RY. £14.95)

Handling is as important as engine power, perhaps more so, and this book sorts out this complex characteristic. It is scarcely a textbook on roll-centres, oversteer and understeer, nor is it aimed at those who have the task of setting up competition chassis; rather, it is an engineer's view of suspension problems and how they can be solved.

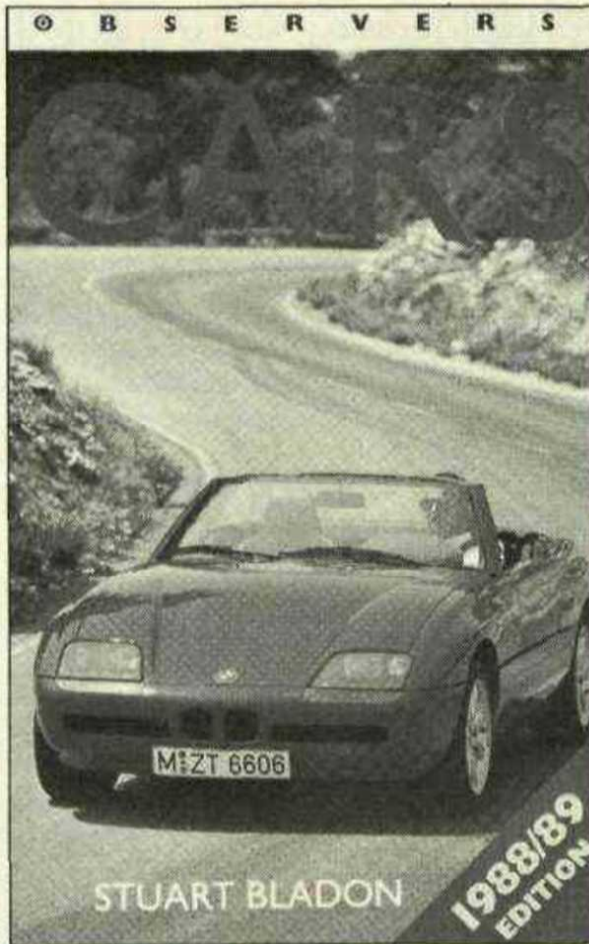
Daniels' text reads rather like those articles Technical Editors write for motoring magazines, which I found very acceptable. He covers FWD, RWD and 4WD in some detail, along with tyres, steering and forthcoming developments in suspensions; he discusses from the handling angle (no pun intended!) the cars he has driven, such as VW Beetle, early Ford Cortina, Citroën DS, Peugeot 404, Mini, Lotus Elan, Jaguar XJ6, BMW 1800, Fiat 128 and Renault 5GT Turbo.

There are masses of very clear diagrams (some seem familiar), but text-book chaps might accuse the author of "padding". I liked it. **WB**

Observers Cars 1988/89

by Stuart Bladon. 192pp 6" x 4". (Penguin
Books Ltd, 27 Wrights Lane, London W8 5TZ.
£3.95)

Any publication which reaches its thirty-first edition without a major change of format cannot be doing very much wrong. Sure enough, you would struggle to squeeze any more hard information into the Observers Series' latest genuinely pocket-sized wonder.



The 181 current production models which occupy a page each of the 1988 volume represent what the illustrious author calls "a wide cross-section of the world's cars". The type of engine, transmission, suspension, steering, brakes and tyres used by each is noted, along with dimensions, weight and performance figures. For the first time, the suitability or otherwise of unleaded fuel is also considered.

Reasonable criticisms must be few: the single, small black-and-white photograph of each model is not always sufficient to portray its character, and perhaps space should be found to tell the reader how much each car would cost him. On the other hand, it is most impressive that the book is sufficiently up-to-date to include 1988 Geneva Show debutants.

Comprehensive yet succinct, this is the best value reference book you could ever hope to find. It is not intended to be light reading, but it puts all the facts at your fingertips. **GT**

Porsche 956/962

by John Allen. 157pp. 11" x 8".
(GT Foulis & Co Ltd, Sparkford, Yeovil,
Somerset BA22 7JF. £13.95)

Another prize for Porsche enthusiasts — here is the story of the cars which made Porsche invincible in endurance racing, following victory at Le Mans on the 956's debut with successive victories there in the next five years.

The defeat of Ford, Lancia, Jaguar, Chevrolet and Mercedes-Benz is told in text (with biographies of the drivers involved), black-and-white photographs, colour plates and circuit maps. **WB**

Tri-ang Toys

by White Mouse Editions. 85pp. (New
Cavendish Books, 23 Craven Hill, London
W2 3EN. £12.95).

AS MOTOR SPORT takes an increasing interest in models, this publication is particularly opportune. It embraces all the Tri-ang toys and subsidiary products, including model vehicles from pedal-cars to Minic clockwork miniatures. Each is illustrated, reminding us of long-gone Rolls-Royce, Daimler and especially Vauxhall kiddies' cars, and of the Minic banner's record-breaking MG "Magic Midget".

Frog aeroplanes (remember them?) are also among the galaxy of toys recalled — from the 5/- monoplane to a Mk II Hawker Hart (claimed to be the only flying scale-model biplane then available) for those with 42/- to spend.

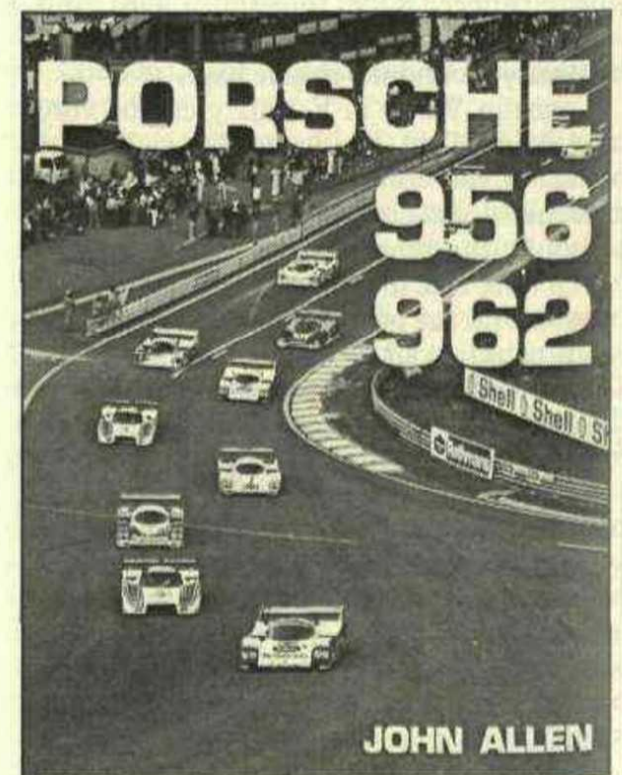
New Cavendish Books has spared no expense in recording the complete history of these popular playthings, and biographical notes on the company's founders are also included. **WB**

Customizing and Tuning Mercedes

by Rudolph Heitz and Thomas Neff. 213pp.
9 3/4" x 8". (MRP Ltd, Unit 6, Pilton Estate,
46 Piltake, Croydon CR0 3RY. £17.95)

Well, well! Although JW has written lots about tuning-kits and hotted-up cars for us, these are much less in the news these days; so it is a surprise to discover just how many customised variations for the various Mercedes-Benz models exist, and that even these largely super-fast cars can still be the subject of tuning. This book covers how it is done and illustrates what is available in black-and-white and colour plates.

Where it falls down is in being over-complete. Explanations of how engines work are included, in very superficial terms in



places; there is much more to a four-valve-per-cylinder head than is admitted.

One feels that this part of the book (including a chapter on Mercedes in racing, which just cannot be done in eleven pages) was included simply to make use of many illustrations from the Daimler-Benz archives, which have anyway been seen many times previously. Incidentally, when the W196 was wind-tunnel tested, did it really have a helmeted dummy in it?

However, for the sort of person who finds even a Mercedes-Benz too ordinary, and who knows that by "Baby Benz" is meant a 190 or W201, almost every option seems to be covered here — including the gull-wing embellishments and the Sbarro replica of a pre-war 540K roadster. The book was published in the USA, one hopes by those who are not allergic to the smell of printers' ink and binders' glue! **WB**

About as heavy as an A7 gearbox and running to a vast number of magazine-size pages, **The Austin Seven Manual** by Doug Woodrow must surely become the A7 man's bible?

This book is packed with drawings to guide those dismantling and assembling these cars, which date from 1925 to 1939, and their components. Doug has compiled it from practical experience, and its accuracy is further guaranteed by the foreword by Barry Clarke, himself an acknowledged expert on the immortal A7.

The manual is available only from Mercury Publication Service Ltd, PO Box 10, Otley, West Yorkshire LS21 3NH, for £27.50 inclusive of postage and packing. It is so full of practical advice that it should repay the A7 builder many times over, and in fact Barry recommends buying two copies — one for the workshop and one for the library. It seems the chap under the A7 is lucky at last... **WB**

How To Start Racing

edited by Russell Bulgin. 70pp. 12" x 8 1/2".
(Brands Hatch Publications Ltd, Brands Hatch Circuit, Fawkham, Dartford, Kent DA3 8NG. £3.00)

MOTOR SPORT's editorial office is a sitting target for telephone queries along the lines of: "I fancy doing a spot of racing. How do I start?" It would be nice to be able to offer a concise reply, but ironically our immediate thought is likely to be: "Phew! Where do we begin . . . ?"

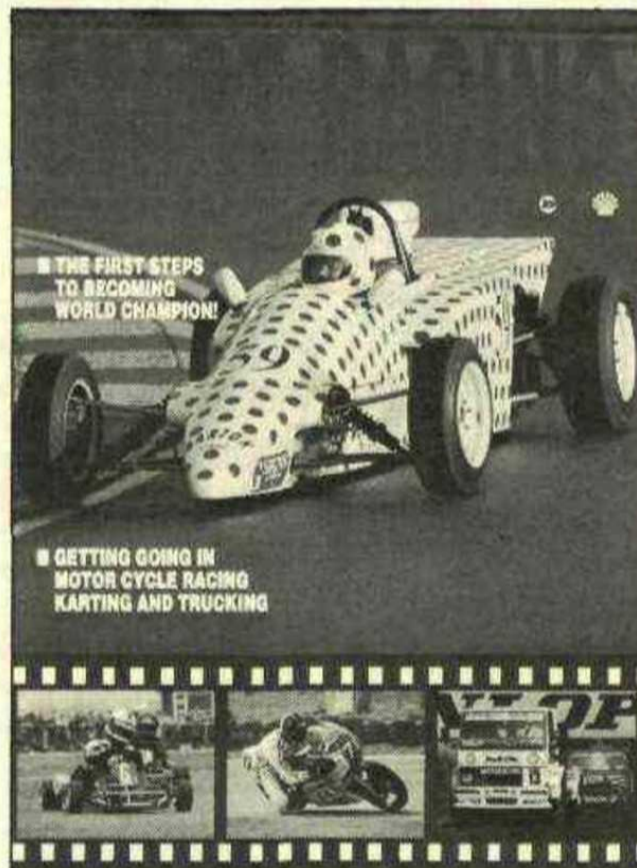
Thankfully there is now a simple answer — this inexpensive magazine-format guide which is available from High Street newsagents.

Ten journalists-cum-competitors have put together a series of thoughtful chapters on racing schools, buying a car and servicing it, racewear and safety measures, racing team administration and sponsorship-hunting.

Further articles, by Production Saloon competitor Mark Hales on racecraft and by inaugural Formula First champion Ben Edwards on his own introduction to the sport, are interesting but take a back seat; those covering motorcycle and truck racing are perhaps over-indulgent.

More sensible is the reminder that karts represent a cheaper alternative to cars, and a sobering ingredient of this section is the inclusion of an archive photograph of Ayrton Senna in just such a machine.

The writers seem fond of dangling such "future World Champion" carrots in front of their hopeful readers, but this eye-opener to the necessary hassles of organisation, paperwork and financial constraint is more likely to put readers off. That in itself might be no bad thing. **GT**



Mike Taylor's *Jensen Interceptor* (first published in 1983) has been re-issued by GT Foulis Ltd at a price of £12.95. It deals with Mk I, II, III, IV, SP and FF, and I cannot see that much has been added except for eight lines or so about a new Interceptor '83 being launched by Jensen Parts and Service at Motorfair five years ago.

An original caption error (suggesting the 541's radiator flap was adjusted by the transmission whereas it was in fact driver-operated) remains, and the address of the JOC is also out of date — nit-picking maybe, but this is a revised edition. But history does not change, or should not, and there is much of Jensen-past here (with many good pictures) for those who missed the first book. **WB**

Foulis & Co of Yeovil has published another of its "Super Profiles", this time about the **Morgan Plus-4**, by John Teague. Morgans produce a special brand of enthusiasm, so this compilation of history, owners' views, production statistics, reprints of

1950s road test reports, buying hints and a 1962 Le Mans account is certain to be popular. The author, who himself owns two Plus-4s, thinks there are not enough books about them, but that is a matter of opinion. His hard-backed book, with 56 pages and some colour photography, sells for a modest £5.95. **WB**

War Cars — British Armoured Cars in the First World War

by David Fletcher. 97pp. (HMSO Publications Centre, PO Box 276, London SW8 5DT. £7.50)

For anyone who likes to study all aspects of the motor car, this excellent review is essential. It also tells an interesting story.

It has the merit of HMSO authority, and the fact that it is written by the Librarian of the Tank Museum. In this magazine-size soft-cover publication he not only tells the whole story of our armoured vehicles from 1888 (the Maxim Quadricycle) to the 1914-18 war, but illustrates this with 195 good photographs (many of them published for the first time) and drawings.

Rolls-Royce fans are especially well-served but the number of other makes that were armoured in various ways is quite astonishing. Even AC had a go, while Talbot at Barlby Grove (the pictures show the well-known gasometer in the background) made trailers for such vehicles.

Testing at Southwold, action shots at the front, the motorcycle side including the Scott Sociable Guncar, anti-aircraft cars, a summary of units involved, technical and tactical outcomes — it is all here, with makes ranging from Armstrong-Whitworth to Wolseley. Recommended! **WB**

Shire Publications Ltd of Princes Risborough is now including one-make titles in its jolly "Shire Album" series. The latest is Graham Robson's **Triumph Sports Cars**, with lots of good pictures in its 32 pages for just £1.50. **WB**

Number ten in the valuable series on RR-R companies, personalities and machinery has been published by the **Rolls-Royce Heritage Trust** (PO Box 31, Derby). This latest 125-pager is by Peter Stokes about the DH Aero-Engine division, Napier and other associates of the Rolls-Royce Small Engine Division/Helicopter Engine Group.

If the subject sounds dull, the book is anything but. From Gypsy to Gem (1926-1986) with digressions, it is packed with drawings and photographs of engines (including jet and rocket propulsion), aeroplanes, people (including Mike Hailwood on a racing motorcycle), aerodromes and factories. There is a feast of information there for the £5 charged to non-members of the Trust, and I advise you to order it now! **WB**



You might have to look twice to identify this XJR-8LM as Hasegawa's model!

A Jap Jag!

A visit to any good toy or model shop will provide ample evidence of the recent boom in the market for 1/24-scale racing car kits.

European offerings in this scale are virtually non-existent, with the French Heller and Italian Protar ranges holding the fort almost alone and the Americans seemingly limited to producing models of "funny cars" and hot rods (with the occasional NASCAR stocker or IMSA machine), so it has been left to the enterprising Japanese to produce models which are more familiar to the British enthusiast.

Tamiya has been the market leader in this scale for some time, because of the general high standard of its products at reasonable prices. Recently however it has been chal-

lenged by a new range of kits from the relatively unknown Hasegawa concern. The latter's TWR Jaguar XJS (Spa 24 Hours winner) was particularly fine.

Continuing on the Walkinshaw theme, Hasegawa has come up with another highly topical addition to the catalogue — the Jaguar XJR-8LM, retailing at £7.99.

In the interests of economy, the kit is moulded in a single colour (white) but is supplied with transfers and parts to allow you to build any one of the three "tomcats" entered in last year's Le Mans 24 Hours.

Although construction is simplicity itself, extensive painting is required to achieve a realistic result, and the comprehensive transfer-sheet takes a considerable amount of time and patience to apply — not to mention

copious amounts of "microsol" and the use of a hairdryer to make the decals conform to the body contours.

The bodyshell is a single-piece moulding (the engine cover is not removable so there is no engine detail), so what you get is in fact a "rolling chassis".

Detail is generally excellent throughout, with the sole exception of the rendition of the fuel-fillers, which is a bit crude, and the finished model captures the feel and line of the full-size car well. I particularly liked the fact that Hasegawa has supplied decals for the fascia of the onboard computer and even the "dymag" stickers on the wheels! In fact the only things which appear to be missing are the electrical cut-off on the scuttle and the roof whip aerial — both easily fabricated from a piece of fusewire if you wish.

Some quick building tips: spray the entire chassis and cabin matt black to represent the carbon-fibre and Kevlar composite; wheels should be painted semi-matt black, not steel as the painting instructions say; and I would suggest you apply the decals and spray the whole shell in clear varnish *before* attaching the windows and headlight fairings and fixing it to the completed chassis. **IB**

Showpiece Toy



Another Tamiya 1/24-scale model which will be of interest to sportscar enthusiasts is the Porsche 961 in its 1986 Le Mans trim. This is a representation of chassis number WPOZZZ93ZFSO10016, as driven by René Metge and Claude Ballot-Lena in plain white "unsponsored" livery.

The model is of the "snap-loc" type — meaning that you do not have to use cement to construct it (though I would advise you to) — and as such it is meant primarily as a motorised children's toy.

However, if you dispense with the electric motor and do a little detail work, it will make a good showpiece for your shelf or display cabinet. The mouldings are good and detailed and the decal-sheet is of very high quality.

My only gripe is that for some reason Tamiya has not supplied transparent parts for the headlights, instead moulding them into the bodyshell. This means you will have to paint them an artificial-looking silver.

That said, the kit represents good value at £7.99. **IB**

THE 1987 TWR JAGUAR XJR-8 LE MANS CARS

No 4: Cheever/Boesel/Lammers

Chassis TWR-J12C-387. Built May 1987. Qualified third by Cheever with a time of 3min 24.36sec. Also qualified by Lammers, who drove it after his own car (No 5) was destroyed. Sole survivor of the trio, finishing a distant fifth after a race-long battle with the Bell/Stuck/Holbert factory Porsche 962C. Well in contention until breakfast-time on Sunday, when a string of woes (gearbox, low fuel-pressure, front suspension failure and loss of rear bodywork on the Mulsanne Straight) dropped it down the order. This car was fitted with a single cockpit roof vent — unlike Nos 5 & 6 which each had two vents (the part is supplied in the kit).

No 5: Watson/Percy/Lammers

Chassis TWR-J12C-286. Built March 1987. Constructed around a tub originally fabricated in 1986 as an XJR-6, and adapted over the close-season to XJR-8 spec. Fastest of the trio in a straight line. Timed at 219 mph during Thursday practice, and qualified fifth on the grid in 3min 24.90sec. Running well until midnight, in third place close to the leaders, when problems with bodywork and brakes meant unscheduled pitstops, dropping it to fourth place. Comprehensively destroyed on the Mulsanne at 2.50am on Sunday when Win Percy in his first stint somersaulted at full speed at the "kink", coming to rest leaving little but the engine-block attached to the tub. Percy walked away, shaken and bruised.

No 6: Brundle/Nielsen

Chassis TWR-J12C-186. Built February 1987. Another car built around a tub constructed in 1986 and subsequently uprated to XJR-8 spec. Run by these drivers in low-drag trim at the Silverstone 1000km the previous month to test Le Mans bodywork configuration. Qualified fourth with 3min 24.68sec by Nielsen. Armin Hahne also qualified as reserve driver, but did not get a stint in the race. Joined battle with factory Porsches early in the race, and led by over a lap by the sixth hour. By Sunday morning, with No 5 scrapped and No 4 dropping back with multiple problems, this car was still in a strong second place behind the Bell/Stuck/Holbert 962C, which had been able to hoard extra fuel by running low boost during the extended pace-car periods during the night. At 8am its run came to an end with overheating caused by a cracked cylinder-head.

All cars shared the specification of a carbon-fibre and Kevlar composite chassis and undertray, with the V12 6900cc fuel-injected engine (with TWR electronic engine management) as a stressed member. The bodywork, including doors and wing, were also of this construction. Gearbox was a March five-speed, with clutch and brakes by AP and shock-absorbers by Koni. Dymag wheels were shod in Dunlop Denloc Rubber.

British is Best

Sir,
The start of the new season of Grand Prix racing prompts me to recount my experiences as a paying customer at the Spanish and Portuguese GPs last year.

Basic entrance price for Estoril was about £17, which with only one supporting race (Renault Challenge) was not exactly good value. The circuit was much smaller than I imagined from television images, but set in a natural amphitheatre — virtually the whole of the circuit was visible from selected points. Another plus point was an excellent English-language commentator.

During the race I was ensconced amongst the Ferrari version of the "kop" at Liverpool football ground, the temperature rising as Prost closed in on Berger. When Berger spun in front of us I roared Prost through before realising I was the only one cheering!

After the race, three or four teenagers attempted to invade the track and were promptly repulsed by the strong police presence, one of the lads receiving several severe blows from a riot stick for his tardy withdrawal.

Entrance price at Jerez was approximately £25 for a basic ticket; this was valid for practice and race days and if you only wanted a ticket for race day it was Hobson's choice. As at Estoril there were plenty of grandstand seats available (at a price) and the programme was free — at both circuits the tickets were printed on better quality paper than the programmes.

Again, a twisty track surrounded by hills meant excellent vantage points and virtually the whole of the circuit being visible. Unfortunately there was no English commentator or race-position indicator. No-one attempted to invade the track after the race, there again being a very substantial police force firmly in control.

One other major difference was the car park. Any race meeting in the UK attracts a good variety of interesting

machinery, with the GP attracting a better display than the Racing Car Show. But apart from a few interesting motorcycles, the car parks of the Spanish and Portuguese events can only be described as bland!

Having visited these two venues, I have reappraised my views of the British Grand Prix, and I realise by comparison what a good deal we get here.

GRAHAM CHILD
Tilehurst, Berkshire

Road-Rail Links

Sir,
I was glad to see your excellent leading article on speed limits (MOTOR SPORT, April 1988). It would surely be much more sensible to abolish fixed limits and have advisory speed limits such as the 81 mph recommended on West German motorways.

We need to spend far more of the taxes imposed on road users on building new motorways and improving our very inadequate road system.

At Blackpool the old railway track has been converted into the central link-road which enables traffic from the M55 motorway to travel directly to the town centre, where a car park for 6000 vehicles has been provided on the old railway sidings.

We could be solving transport problems all over the country by converting railways into roads, since most of the railway network is little-used or derelict while our antiquated road system tries to cope with 90% of the country's traffic.

A I WATKINSON
Harrogate, North Yorkshire

Who was First?

Sir,
MOTOR SPORT has a reputation as an historically accurate journal, so I cannot let the statement by Mr Blight (MOTOR SPORT, May 1988) pass by without comment. His letter says that the entry of an Austin Seven in the 1931 Mille Miglia was made by Austin's Italian distributor, which implies that it was not the first British entry in the race.

From my notes, taken from

an interview with Charles Goodacre who drove and prepared the car, the Italian end of the entry was handled by Mr Nicholls, who was the distributor for Rolls-Royce cars in Milan. At least, Mr Nicholls made a very nice living selling six chassis a year. He therefore acted for the Austin Motor Co in much the same way as Count Lurani did for Arthur Fox.

The car was built in the racing shop on the old flying-field beside the Longbridge factory. Goodacre and Appleby started building it immediately after the 1930 TT, and the car was completed in January of 1931. It was taken to France by Goodacre and was met by two Italian mechanics (Pino and Arno Gandolfi) from Mr Nicholls' firm, who had driven up in a standard Ulster. The two brothers then drove the car out to Milan.

Goodacre was sent out two weeks before the race, and shared the driving with Francisco Trevisan, a racing motorcyclist in his first car race. They finished second in class and beat all the small Fiats, which was the object of the exercise.

Another claimant to being the first British entry would be Lord de Clifford. He decided to enter in the summer of 1931 and went to the TT to see which car looked the best bet. He decided the MG would be a good idea and bought Norman Black's winning car which was prepared by the works.

Last-minute preparation of his car (limited to making up a quickly-disposable silencer for scrutineering) was carried out at the Alfa Romeo works at Portello, and Lord de Clifford made use of Alfa's pit organisation around the course to ensure supplies, a facility used by many competitors and an idea Arthur Fox would have been wise to adopt.

Perhaps Mr Blight needs to find a 1980s Count Lurani.

JULIAN HUNT
Lingfield, Surrey

Lunatic Fringe

Sir,
Judging from reports of last year's Mille Miglia

Retrospective, Anthony Blight (Letters, MOTOR SPORT, May 1988) might be well advised to enter Dad's TDMG, not only to secure an entry but to ensure the continued existence of his genuine Talbot 105!

Most of us like a "tear up" on the open road, but if half the reports were accurate it seems only a matter of time before a repetition of events which closed the real thing years ago.

This might well be caused by the lunatic fringe minority, possible with a British passport and a costly fake Italian sports-racer. If damage or injury is confined to the culprit that is one thing, but if spectators of other nationalities are involved that would be a very different matter.

A famous Italian driver was asked why he did not take part in the Mille Miglia. With a wry smile he replied "I drove in the real ones".

ANTHONY BROOKE
Hampsthwaite, Yorkshire

Ypres Memorial

Sir,
In *The Roads of the 1920s* (MOTOR SPORT, March 1988) reference is made to a visit to Ashby-de-la-Zouch, where OJ paused and showed his wife the war memorial, with the inscription "220 miles to Ypres". You ask, is it still there?

I am pleased to say that the answer is "yes". I would have been very concerned if not, as war memorials are sacrosanct, and this is a reference to the action at Frezenberg, near Ypres on May 13, 1915 when the Leicestershire Yeomanry was decimated; however, it fought with great valour and a battle-honour was added to its colours.

Incidentally, the town's name is often anglicised to "Ashby Dellers" (spelt thus) and, although one feels further from northern France than the suggested distance, this is in fact correct "as the crow flies".

I hope these observations will add to the interest of the OJ diaries. The original entries would have been made only 10-12 years after the event.

JULIAN DE LISLE
Market Harborough, Leics

Invicta Tails

Sir,

I was very interested to read the article about Dr Robson's Invicta (MOTOR SPORT, May 1988), because I knew all the racing Invictas and their personnel at that time. I also drove my Invicta at Brooklands, although I was never in a position to race it.

I believe WB's surmise that Dr Robson's car was connected with the car Sammy Davis crashed is correct. I photographed that car after the accident and saw it a few days later at the Invicta works. It was being completely dismantled because the whole of the frame was bent, and I think the chassis was scrapped. Another 4½, which I understood was for Dudley Froy, was being assembled; I believe both were "works cars" and the one for Froy was built up from parts of both vehicles.

Raymond Mays had just acquired his first Invicta from the India Tyre Company, and another was on the way; I designed a racing body for them, with the fuel-tank comprising most of the pointed tail. My body was not built onto the 4½ because we had a project for a supercharged 5-litre version. When that project fell through, many of the drawings and the partly-made body were in the hands of Mr Crump, the engine designer of Meadows at Wolverhampton.

I remember Peter Berthon, Mr Crump and I met Mr Lace, who I think was the sales manager of Invictas at Chobham. It had been suggested that my body design would be used on the Froy car, but a new tail was already under construction, using the original slab-tank. So Mr Lace decided to use the design for his own silver-coloured 4½.

Then Humphrey Cook (who had bought Raymond May's Invicta) said he wanted the new racing body, so Mr Lace used the existing body on his car but added a short tail, using the original fuel-tank inside. Completing the tale of tails, Cook smashed the car up on his first run, and the new body and tail were never completed.



Rivers Fletcher's photograph of S.H. Davis' crashed Invicta in 1931.

However, I am absolutely certain that the car Tommy Wisdom raced in the TT was that Dudley Froy machine, and that Dr Robson is now the owner of that Tourist Trophy model.

A F RIVERS FLETCHER
Kineton, Warwickshire

Not the Same

Sir,

I am sorry to disappoint Dudley Gershon (*Genesis of the J4 MG*, MOTOR SPORT, March 1988) and also Colvin Gunn, (*Letters*, April 1988), but the car Mr Gershon had the pleasure of driving in Germany recently is certainly *not* the same car that he owned in the 1930s.

This statement may well upset many MG zealots but I feel that it is now time that the record was set straight as far as the J4s are concerned. We must very carefully discriminate between the nine cars manufactured and sold in 1933 by the MG Car Co and those which Geoff Coles had in later years. In this respect I am able to concur with Colvin Gunn's second and third comments, ie that nine cars only were made, and that Geoff Coles (ably assisted by others) did *all* the work on the MG featured in the March article.

Of the nine cars made, two

have been overseas since new, and I have registration marks and dates for the other seven, one of which is in single-seater guise.

As far as the Gershon car is concerned, J4004 (OJ 9483) lost its original J4 blown engine whilst in the hands of G T Baynham in 1938, this being replaced by a tuned-up twin carb P-type unit. It was then overturned during a race in 1952, losing its traditional MG-style two-seater body — this being replaced with an alloy streamlined outfit for racing in the 1953 season. It proved not quick enough for its owner and unsaleable, and was dismantled and sold piecemeal, the log-book (OJ 9483) being surrendered to Somerset County Council thereby voiding the number.

None of these features were evident in the car which Geoff Coles acquired in 1962, which later became the car which Dudley Gershon drove recently. This started life as a standard J2 (with doors, etc) and had been fitted with a Ford ten engine. The J4 blown engine fitted to it in 1963 came out of Coles' well-known 1955 J4 Special MBK 999. This engine was reputed to contain the crank and rods from J4007 (the single-seater which had been fitted with an "R" type engine). Coles

then acquired the void mark OJ 9483 from the original issuing authority, Birmingham City Council, which was quite easy to do in those days as a void number could be re-issued on request. As you can see, this car cannot be connected with the MG J4004 dismantled in Somerset ten years earlier.

It still appears that some people are trying to make out that certain cars are more than they really are. However, not all is gloom and despondency. At least with the knowledge of the foregoing, MG zealots are able to start looking for the genuine chassis from at least three and possibly four J4s! And I wish them all luck. Also I do not wish to denigrate the excellent work done by Coles and his assistants in the 1960s.

T C S SARGEANT
Goudhurst, Kent

Red Arrows?

Sir,

Regarding 1988 Formula One Entries (MOTOR SPORT, May 1988, page 416), will you tell Signor Ferrari his team is using Arrows chassis this season, or shall I?

Did you obtain this table from Murray Walker by any chance? Just in case it was a deliberate-mistake competition, I claim my two free tickets for the British Grand Prix in advance.

RUSSELL MOLES
Tenterden, Kent

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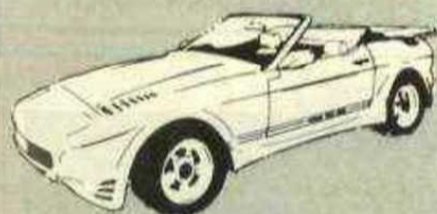
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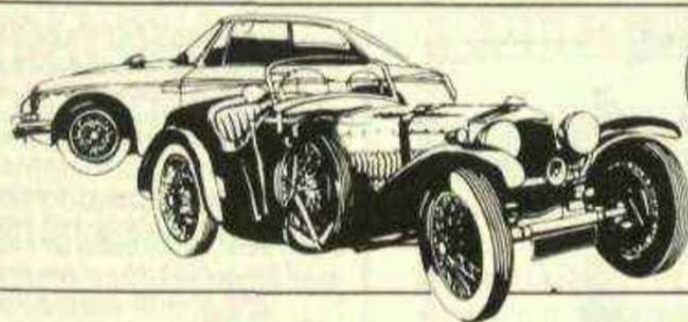
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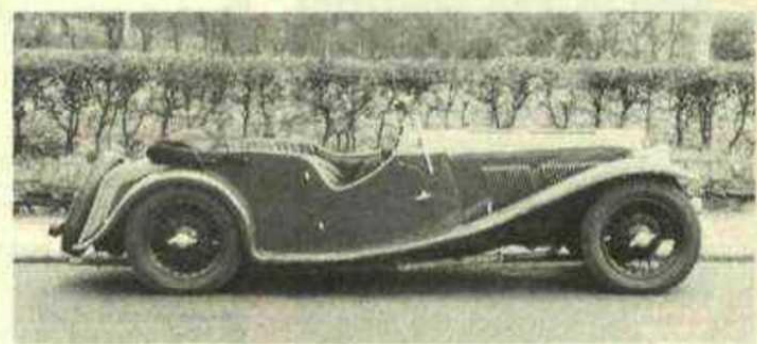
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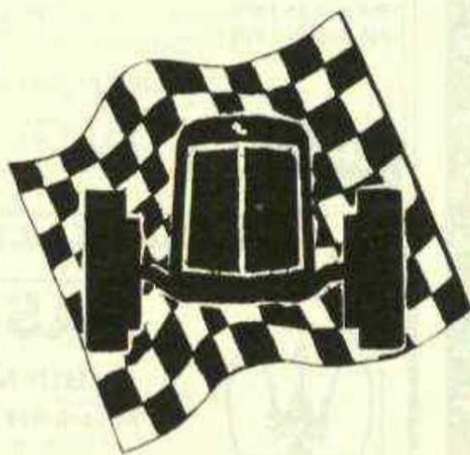
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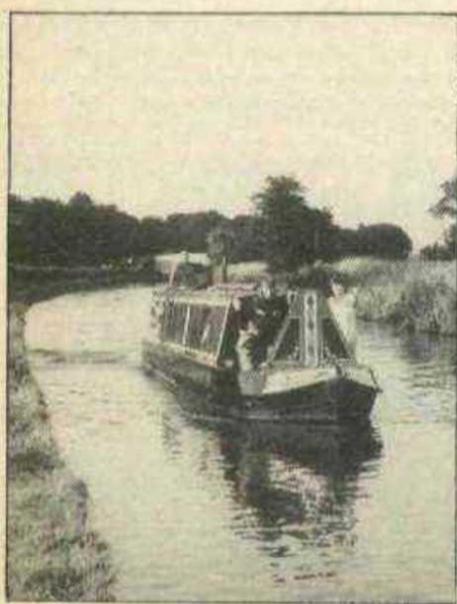


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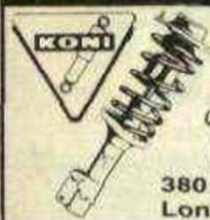
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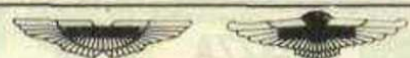


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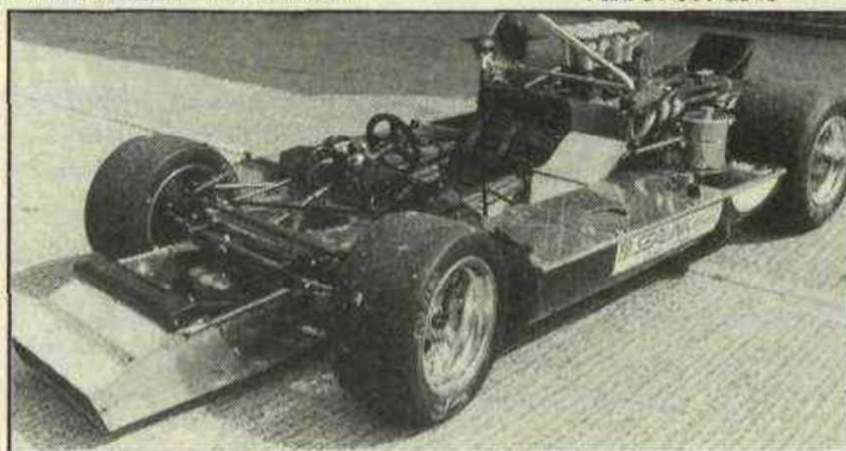
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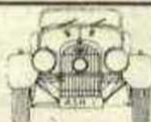


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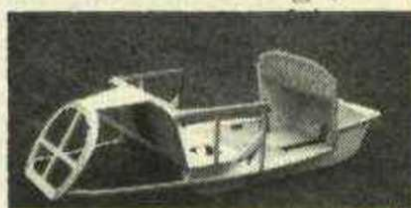
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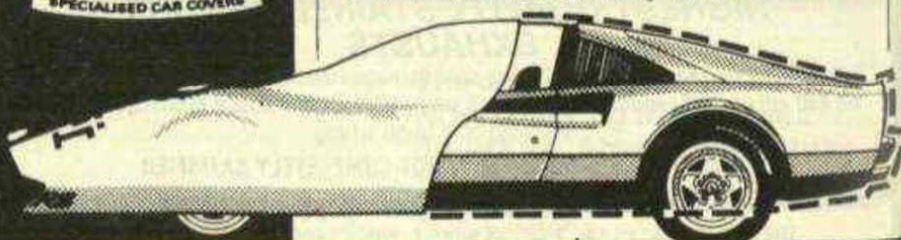
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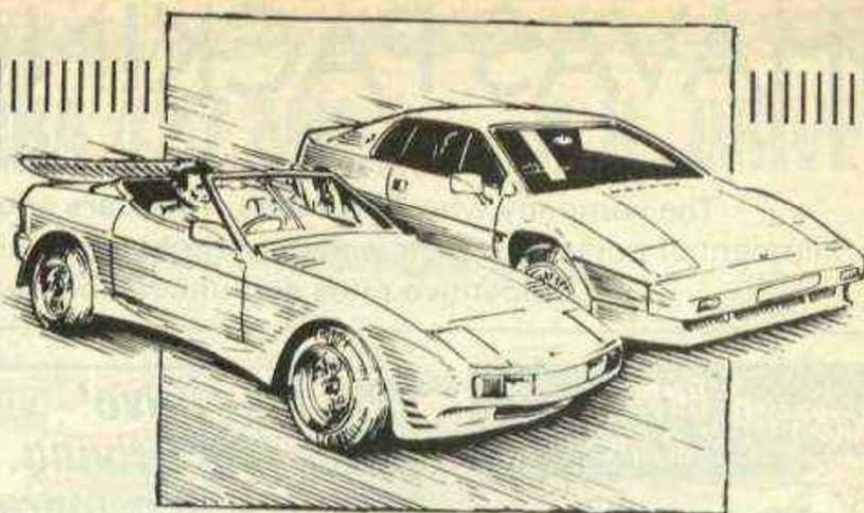
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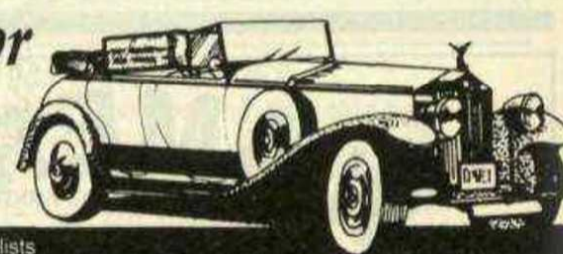
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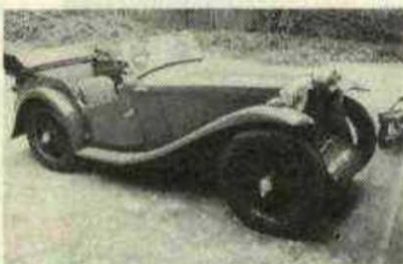
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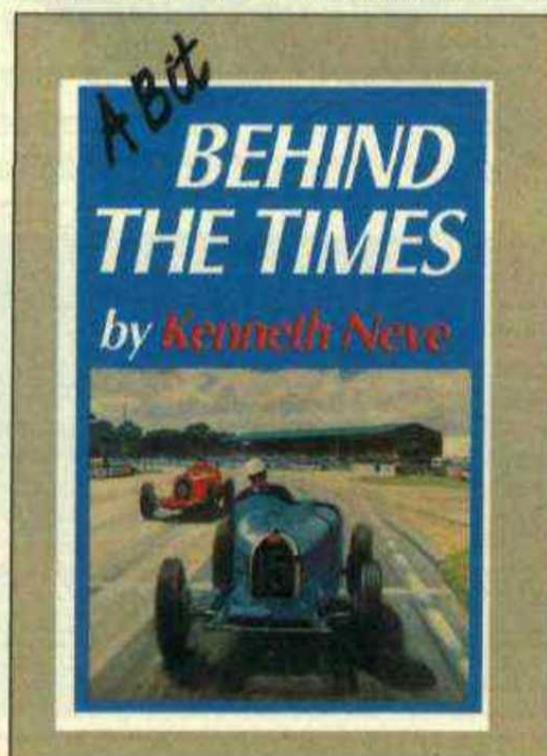
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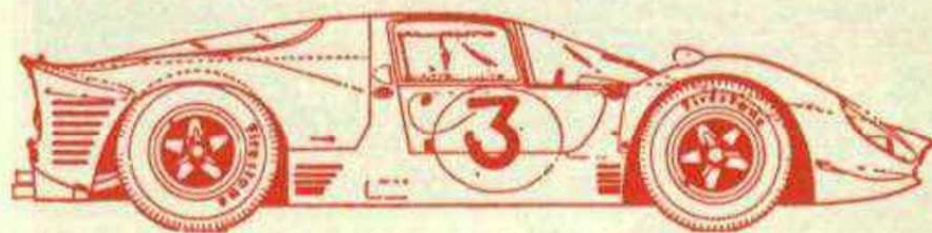


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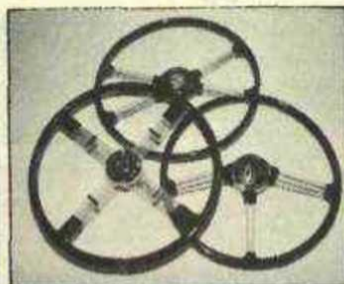
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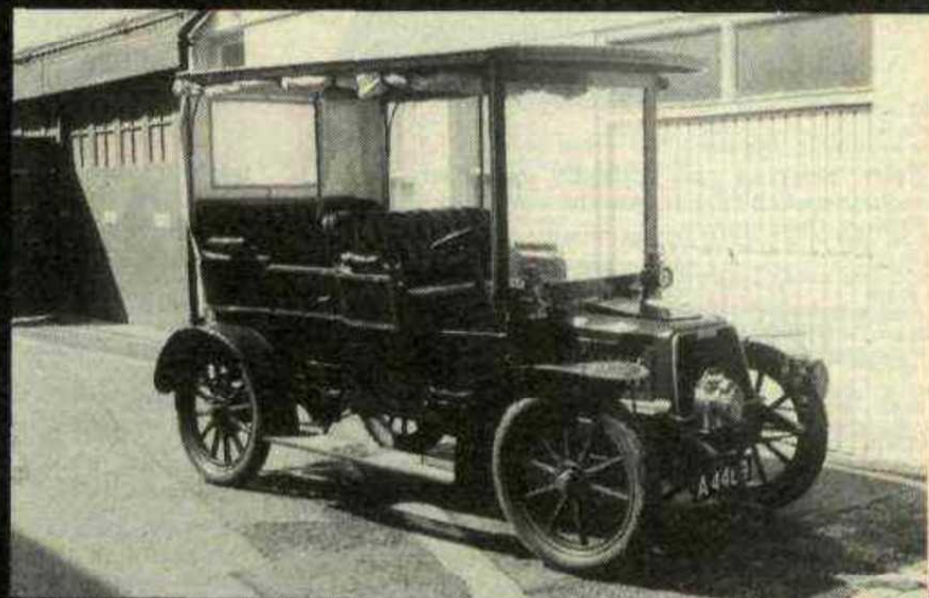


K75 Rolls-Royce Torpedo Phantom II Convertible 1934

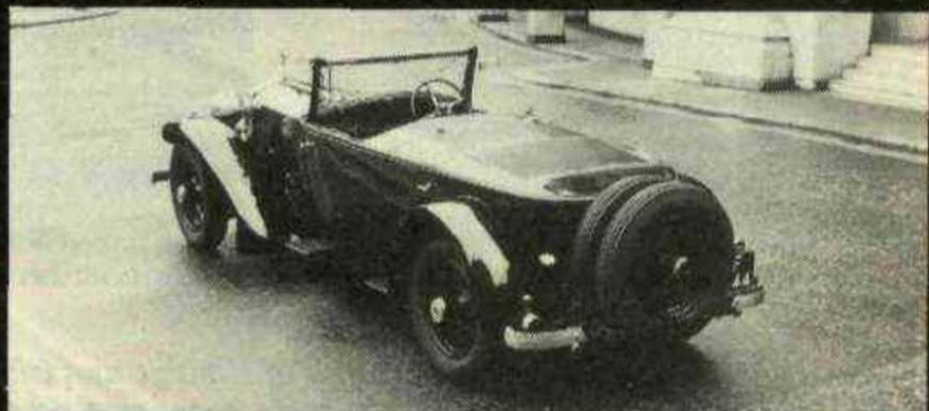
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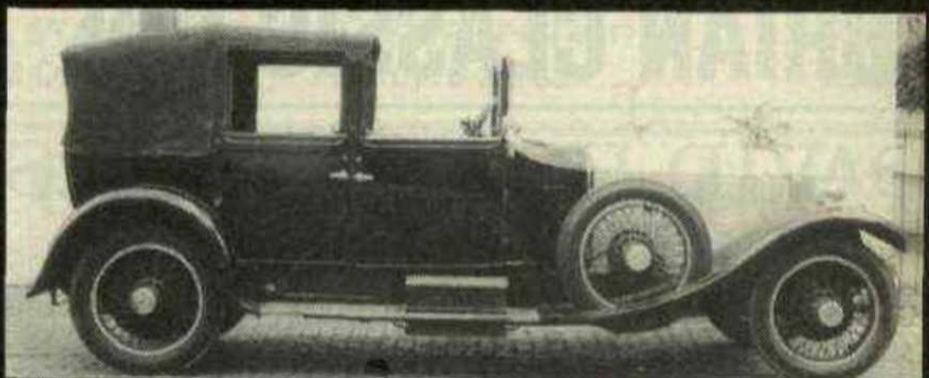
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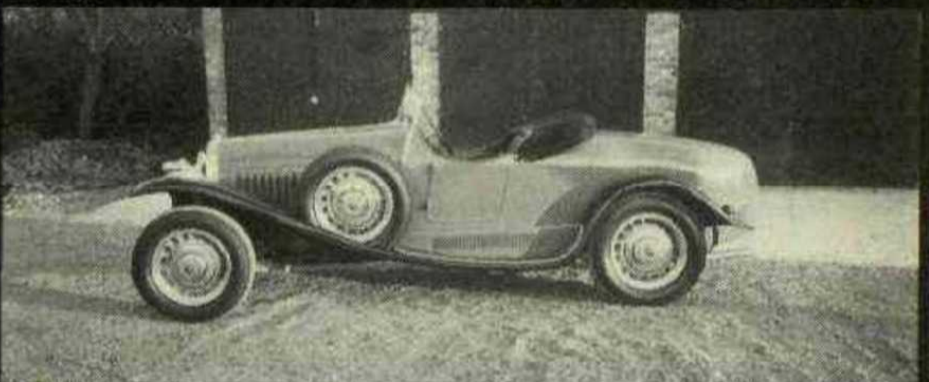
1904 Darracq.



1930 Rolls-Royce Phantom II Boattail Drophead Coupé by Hooper.



1925 Rolls-Royce Phantom I Cabriolet de Ville by Hooper. The Olympia Show Car of 1925. Elaborate interior requires slight tidying.



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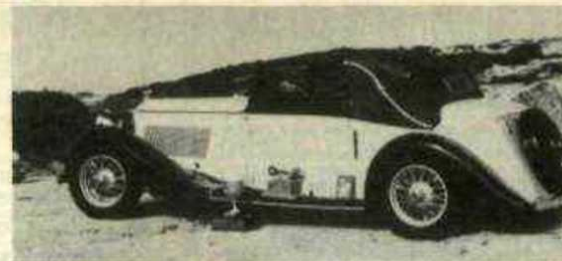




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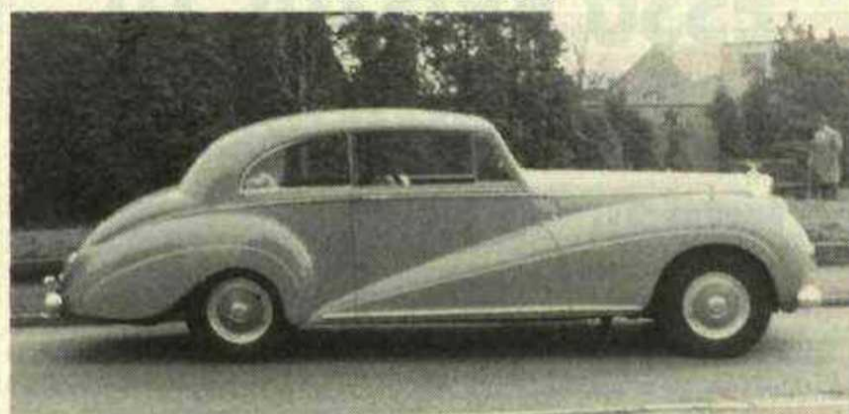
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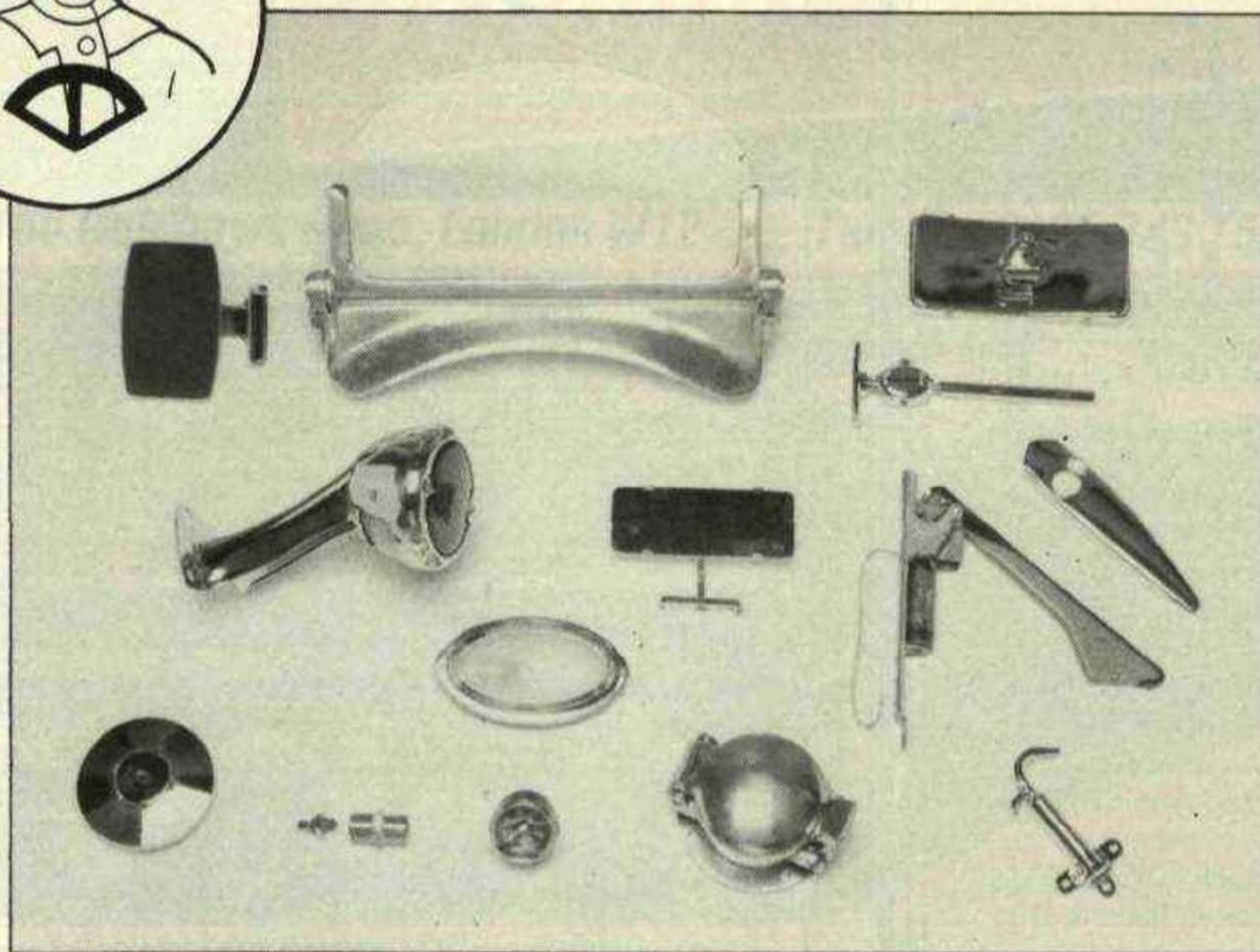
James Young R Type 2 Dr Coupé (Photograph).
Bentley 3 1/2 Litre Drophead by Park Ward.
Bentley R Type 2 door Coupé by James Young 1953.
Rolls Royce 1925 Sedan 20hp by Salmons.
Rolls Royce 1929 Landaulette by Hooper 20hp.
Rolls Royce Silver Cloud 3 Convertible by Mulliner/Park Ward.
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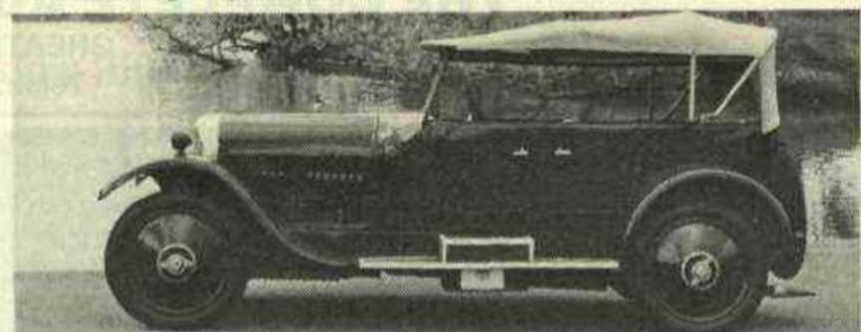
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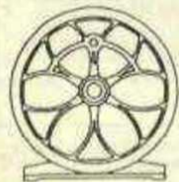
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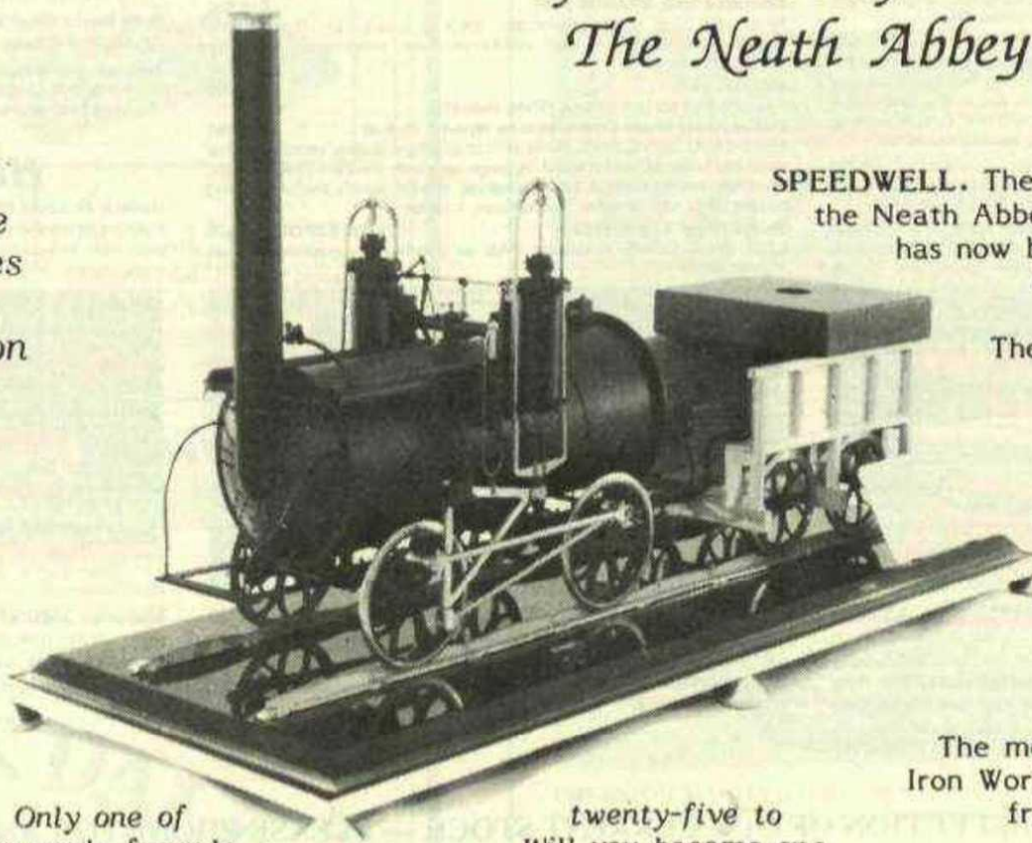
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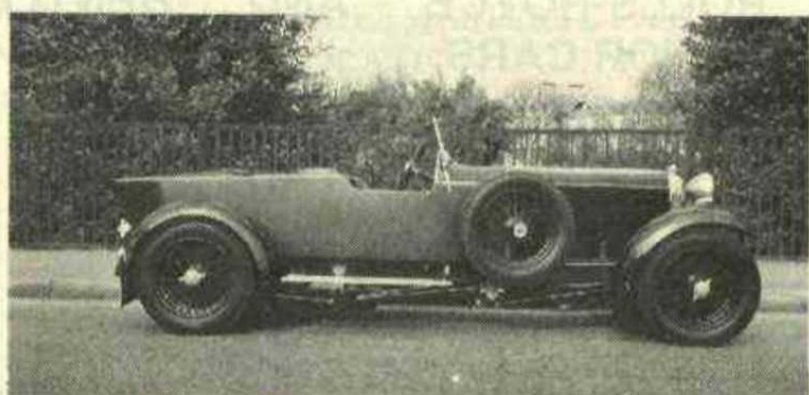
Armoury Way, London SW18 1EZ. Telephone: 01-871 1357 Fax: 01-871 1979



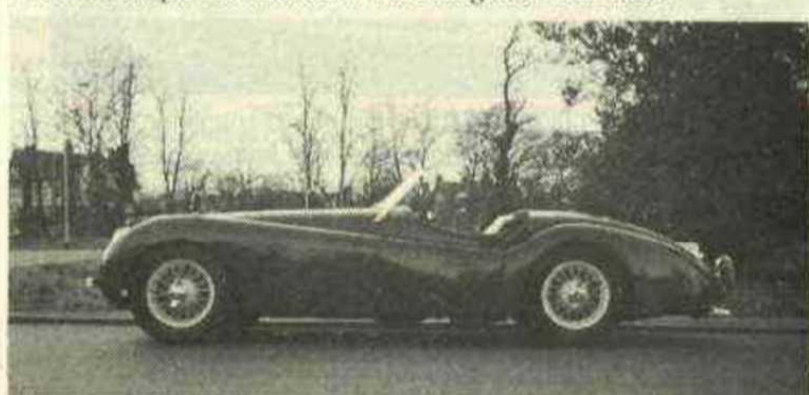
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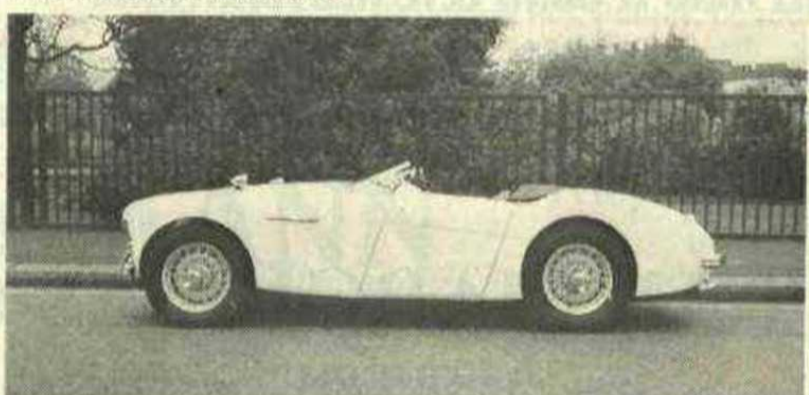
1934 Lagonda 3 Litre Boat-tail Tourer in black with red coachlines. Very attractive P.V.T



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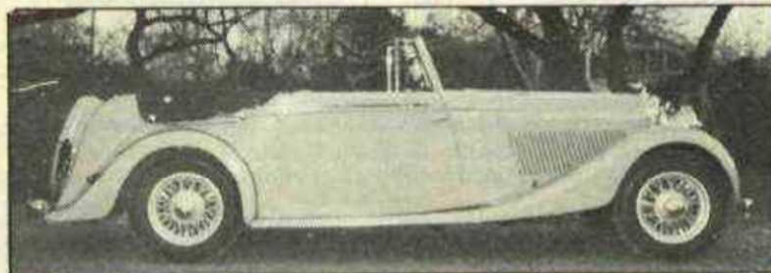
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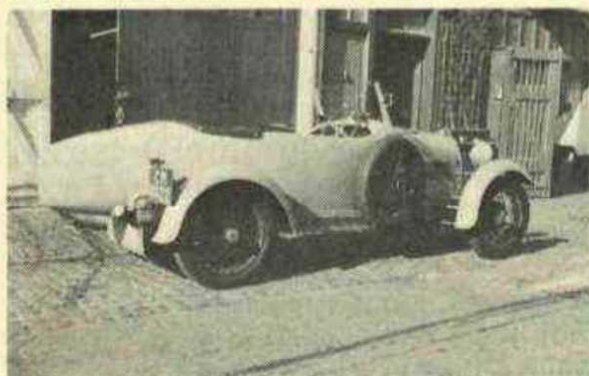
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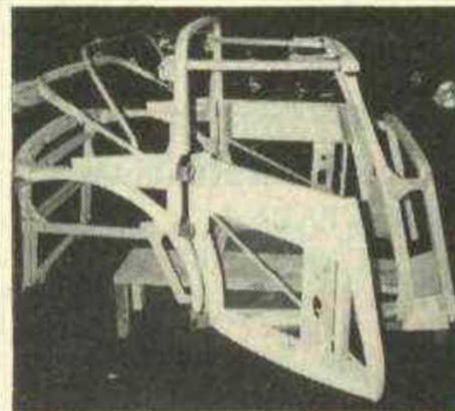
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